

in this category, (ie those considered excessively noisy by reference to such measured noise data as exists, complaints received and actual operating experience) will not be allowed to use the Airport. Lists of such aircraft will be published by the Tenant and the list updated from time to time.

(ii) Other Subsonic Aircraft

Noise levels measured at 3 points.

- (a) "sideline" - on take-off, maximum noise level 650 metres to the side (450 metres in the case of "new" turbo-jets or turbo-fans);
- (b) "take-off" - on take-off, 6.5 km from start to take-off;
- (a) they have CAA noise certification;
- (b) authoritative measured data exists which show that the aircraft satisfies the most stringent of the noise levels set out above, ie that for modern turbo-jets and turbo-fans which is:

Sideline	94 EPNdB
Take-off	89 EPNdB
Approach	98 EPNdB

These limits will be revised in line with any Government revision. Lists of aircraft satisfying these criteria will be published by the Tenant and updated from time to time.

- (f) NOT permit any movements in or out of the Airport by any aircraft which the Landlord has prescribed as being excessively noisy (having regard to measured noise data tests undertaken by the Council's Chief Environmental Health Officer, operating experience, representations received from persons living in the area or surrounding the Airport, the users of the Airport and the views of the Biggin Hill Airport Consultative Committee). The restrictive provisions of this paragraph (f) shall not apply to any

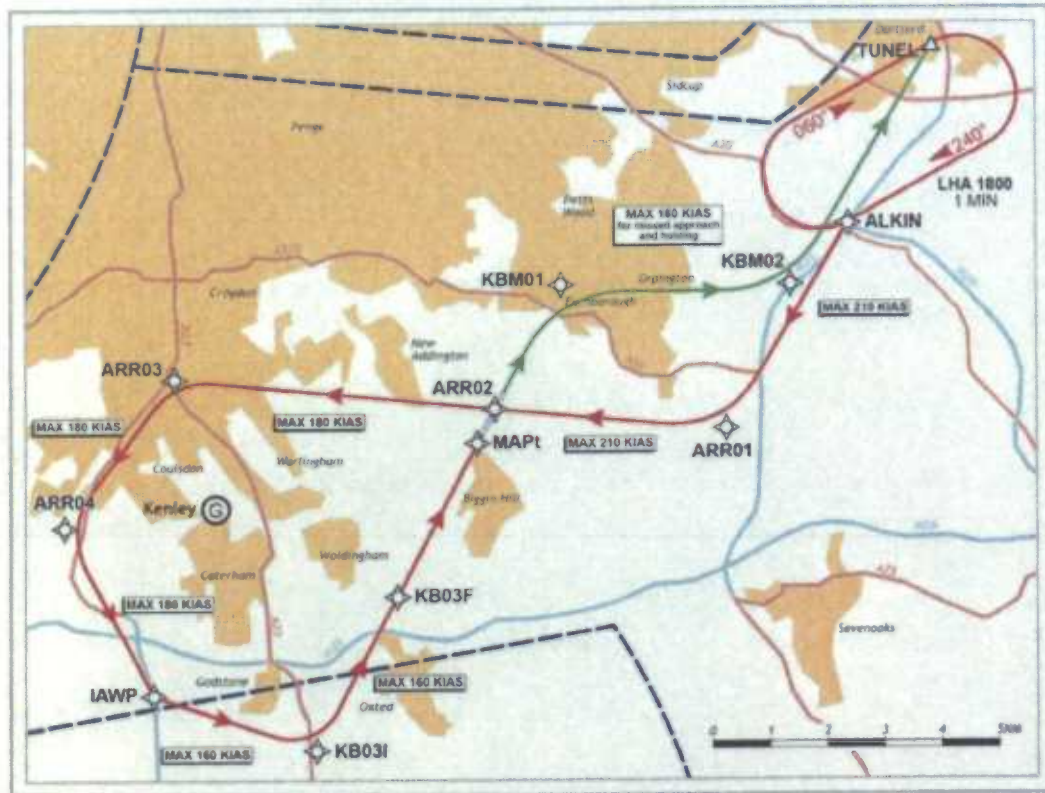
aircraft movements occurring in connection with the International Air Fair or any specific event or display approved by the Landlord.

- (g) Support and co-operate fully with the Biggin Hill Airport Consultative



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**Figure 7: Proposed RNAV GNSS IAP – Runway 03**

This, in turn, allows the aircraft to maintain 3000ft amsl for this 'Direct Arrival' portion of the procedure which keeps the aircraft within CAS (base 2500ft amsl) so that LBHA arrivals are not vectored to avoid itinerant transit traffic – the intentions of which are unknown - operating in the uncontrolled (Class G) airspace below 2500ft amsl. Consequently, the track can be very predictable and therefore repeatable. Furthermore, at 3,000ft amsl a typical business jet in clean configuration would be audibly imperceptible from the ground.

- 4.2.3. In order to avoid other routes in the LTMA used by LHR, LCY, London Southend, London Stansted and London Luton, the preferred track from ALKIN would be via the LBHA overhead. However, this would mean direct overflight of significant residential areas such as Orpington and Farnborough. Whereas the type of aircraft flying this IAP are inherently quiet, the opportunity has been taken to route east and south of the Orpington conurbation over relatively open countryside by introducing a turning waypoint designated ARR01 (the designation of this and other similarly-designated positions may change later) positioned overhead the M25 Junction 4; the minor increase in track distance occasioned by introducing this 'dog-leg' is considered acceptable when compared with the reduction in overflight and reduction in potential disturbance to densely populated suburban areas. From ALKIN to overhead LBHA (waypoint ARR 02) the aircraft maintains 3000ft amsl.
- 4.2.4. Subsequently, the aircraft continues on the same westerly track to a waypoint currently designated ARRO3 where the aircraft turns south-westerly. The purpose of this leg is to provide some displacement to the west of LBHA so that the aircraft has enough space to turn onto final approach and descend without the procedure becoming 'rushed', possibly resulting in an unstable approach. Until the turn at ARRO3, the aircraft will have been