

Report on application of Regulation 598/2014 to application for a Development Consent Order by London Luton Airport dated 3 April 2025.

Purpose of this report

1. This is a separate written report detailing the process by which the requirements set out in assimilated Regulation (EU) No. 598/2014 of the European Parliament and of the Council of 16 April 2014 (“Regulation 598”) have been met, prior to adopting any operating restrictions within the meaning of Regulation 598. It fulfils the requirement of Article 8(2) of Regulation 598, by explaining the reasons for introducing the proposed Noise-related Operating Restriction (“NOR”), outlining the noise abatement objective established for the airport (**Section 4** below), explaining the measures considered to meet the objective and where relevant, evaluating the likely cost-effectiveness of the measures considered (**Section 5** below). It also sets out the reasons for the decision to make operating restrictions which are compliant with Regulation 598. Whilst this report specifically considers Regulation 598, the NOR was subject to examination through the planning system and as part of the application for a Development Consent Order (“DCO”) and thus should be considered alongside, and in conjunction with, that decision.
2. Regulation 598 requires certain procedural requirements to be completed before a NOR is adopted.
3. This report sets out the requirements of Regulation 598 and how these have been met as follows:

Section 1: Requirements of Regulation 598.

Section 2: Process of noise assessment.

Section 3: Role of the Secretary of State.

Section 4: Noise issue and proposed NOR.

Section 5: Analysis of how Requirements have been met.

Section 6: Conclusion on implementation of NOR.

Key terms.

Table 1: Relevant documents taken into account in evaluation of noise assessment.

Table 2: Relevant documents taken into account in evaluation of cost-effectiveness assessment.

Section 1: Requirements of Regulation 598

4. Regulation 598 establishes the rules and procedures regarding the introduction of NORs at airports in accordance with the International Civil Aviation Organisation's ("ICAO") Balanced Approach to Aircraft Noise Management.
5. An operating restriction is defined in Article 2(6) as a noise-related action that limits access to, or reduces the operational capacity of, an airport, including those which apply for specific period of time during the day, or only for certain runways.
6. The objectives of Regulation 598, set out in Article 1(2), are to facilitate the achievement of noise abatement objectives at individual airports, and to enable the use of operating restrictions in accordance with ICAO's Balanced Approach.
7. Regulation 598 is intended to ensure NORs are introduced in a consistent manner on an airport-by-airport basis, and to ensure the introduced noise restrictions reduce the number of people who may be negatively impacted by potentially harmful effects of aircraft noise. In particular, the Balanced Approach is designed to prevent unduly restrictive operating restrictions from being put in place at airports¹.
8. Article 2(2) of Regulation 598 provides that only airports with more than 50,000 civil aircraft movements per year fall within the scope of Regulation 598. The 50,000 yearly movement limit is calculated as an average over three years preceding the noise assessment.
9. The assessment year for the purpose of the DCO application is 2019. London Luton Airport had an average of 93,527 movements during the years 2016, 2017 and 2018, so it is within scope of the Regulation.
10. Regulation 598, in Articles 5-8 and Annexes I and II, sets out a process which must be followed before a new NOR may be introduced.

¹ Regulation 3(d) of Regulation 598 provides that operating restrictions should only be considered after consideration of all other measures of the Balanced Approach.

Section 2: Process of noise assessment

11. Article 6(2) sets out the rules for noise assessment:

- a.** the categories of information listed in Annex I of Regulation 598, which are descriptors of the four pillars within ICAO's Balanced Approach, need to be considered;
- b.** airport operators, aircraft operators and air navigation service providers must cooperate to examine measures to mitigate noise;
- c.** the cost-effectiveness of a new operating restriction must be assessed, according to criteria in Annex II of Regulation 598; and
- d.** interested parties must be consulted over a period of at least 3 months.

12. Following consultation, Article 5(3) requires the competent authority (in this case the Secretary of State – see paragraph 16 below) to ensure the following options are considered:

- a.** reduction of aircraft noise at source;
- b.** land-use planning and management;
- c.** noise abatement operational procedures;
- d.** operating restrictions, only as a final resort, and taking into account the ICAO's Balanced Approach (Article 5(2)).

13. Once the decision is taken, Article 8(2) requires the competent authority to produce a written report which must explain why the NOR is needed, outline the airport's noise abatement objective, describe the measures considered to meet that objective, and evaluate their cost-effectiveness.

14. Annex II of Regulation 598 requires due consideration, to the extent possible, of the following aspects in relation to the cost-effectiveness assessment of the proposed NOR:

- a.** the anticipated noise benefit of the operating restriction
- b.** aviation safety
- c.** airport capacity
- d.** effects on the UK aviation network.
- e.** Further discretionary factors may be also taken into account, namely the health and safety of local residents, environmental sustainability, and employment/economic effects.

15. The analysis of how these requirements have been met, and the applicability of these requirements, are set out below, in Sections 4 and 5.

Section 3: Role of the Secretary of State

- 16.** For airports in England and Wales, the relevant authority for Regulation 598 is the Secretary of State (Article 2(7)(a)). Duties of the relevant authority include appointing a competent authority responsible for the process followed when adopting operating restrictions (Article 3).
- 17.** Under the Airports (Noise-related Operating Restrictions)(England and Wales) Regulations 2018², specifically regulations 3-5, the Secretary of State is the competent authority for Development Consent Order applications such as this³.

² S.I. 2018/785.

³ The competent authority for England and Wales is appointed by the Airports (Noise-related Operating Restrictions) (England and Wales) Regulations 2018 (SI 2018/785).

Section 4: Noise issue and proposed NOR

18. LLAL's current noise abatement objectives are set out in the London Luton Airport's Noise Action Plan 2024-2028⁴, where it also outlines current measures being taken in line with the ICAO Balanced Approach.
19. LLAL's DCO application for expansion of airport capacity includes a 'noise envelope' which is designed to limit growth when noise reduction targets are not being met.
20. Regulation 598 defines an operating restriction as "*a noise-related action that limits access to or reduces the operational capacity of an airport*" (Article 2(6)). A noise envelope is a design which is intended to be a more flexible concept to mitigate the effects of aviation noise. The noise envelope design has been explored in Civil Aviation Authority (CAA) publication CAP 1129⁵ and is an option for airports which are looking to increase capacity whilst aligning with the Government's overarching aviation noise policy⁶, to achieve a balance between growth and noise reduction as well as incentivising noise reduction at source through airline fleet evolution.
21. A noise envelope can be made up by restricting inputs, restricting noise exposure or restricting noise impact, or a combination of the three approaches.
22. The noise envelope design put forward by LLAL after taking into account the recommendation of their Noise Envelope Design Working Group includes⁷:
 - a. An average Summer Day Daytime 54dBL_{Aeq,16h} contour area Limit.
 - b. An average Summer Day Night-time 48dBL_{Aeq,8h} contour area Limit.
23. The noise issue which the noise envelope has been designed to solve is the potential increase in aircraft noise due to the expansion of London Luton Airport. The noise envelope has been modelled in line with the 2019 Consented Baseline, so that the increase in number of people affected by aircraft noise during the expansion of the airport is mitigated⁸. LLAL has modelled their expected fleet mix in their growth forecasts and have considered that when there is an uptake of quieter aircraft, they will reduce the area Limit of the noise envelope design. Reducing the area Limit means fewer people will be within the noise contours in paragraph 22. The noise envelope, as made in the DCO, comprises of noise contour limits that are in line with LLAL's core growth scenario. This flexibility of the noise envelope design allows LLAL to share the benefits of quieter aircraft with local communities.

⁴ [London Luton Airport Noise Action Plan 2024 – 2028.](#)

⁵ [CAP 1129 Noise Envelopes.](#)

⁶ [Overarching aviation noise policy - GOV.UK](#)

⁷ From Table 2.1 in [8.184 Applicant's Position on Noise Contour and Movement Limits.](#)

⁸ From Appendix A in [8.184 Applicant's Position on Noise Contour and Movement Limits.](#)

- 24.** In addition to the noise envelope, LLAL is implementing other noise-related operating restrictions, which have been agreed to in the 2024 – 2028 Noise Action Plan⁹. Approval of the DCO would require LLAL to comply with the Air Noise Management Plan¹⁰. These controls are:
- a. A movement limit of 9,650 during the Night Quota Period (23:30 – 06:00).
 - b. A Quota Count limit of 3,500 during the Night Quota Period (23:30 – 06:00).
 - c. A ban on QC2 aircraft or above during the full night period (23:00 – 07:00).
 - d. Track violation penalties.
 - e. Departure Noise Violation Limits.
- 25.** Whilst they are relevant context for understanding the new noise contour NOR, the additional restrictions in paragraph 24 are not new restrictions, despite the night quota period movement limit being on the face of the DCO, and have been in place at London Luton Airport prior to the DCO application
- 26.** The DCO annual air traffic movement cap restricts the amount of aircraft that can arrive or depart from the airport during certain hours. As such this has the potential to ultimately limit the capacity of the airport. However, in reality the annual maximum movement cap, and the related early morning shoulder limit, align with the maximum figures set out in LLAL's forecast movements; so, interpreting Regulation 598 purposively, we do not consider these to amount to new operating restrictions that we are required to assess under Regulation 598.
- 27.** LLAL has developed a Green Controlled Growth (GCG) framework to reduce and mitigate environmental effects of expansion. This GCG framework "is a binding framework for managing the growth of the airport through the coming decades within definitive environmental limits." As part of their GCG framework, LLAL has defined Limits for several environmental factors, including aircraft noise, which are calculated as a percentage of the total contour limit.
- 28.** When these limits are breached: "The airport operator will not increase declared hourly runway capacity above the existing capacity declaration and nor should any additional slots be allocated (above the existing number of allocated slots) until monitoring confirms the relevant environmental effect has fallen below the relevant Limit"¹¹.
- 29.** For the purposes of this report, the relevant environmental effect is the aircraft noise, and the Limit measured is the total area of the aircraft noise contours, in

⁹ [London Luton Airport Noise Action Plan 2024 – 2028](#).

¹⁰ [8.125 Air Noise Management Plan](#).

¹¹ From paragraph 2.2.26 in [7.07 Green Controlled Growth Explanatory Note](#).

kilometres squared¹². If the area of the noise contours increases above these Limits, then any increases to the capacity declaration cannot occur until the Limit is out of breach. Therefore, as this is affecting airport capacity, the noise envelope design has been assessed as a new NOR.

- 30.** When a new NOR is proposed, Article 6(2) sets out the procedure that must be followed (outlined above at paragraph 11). Since the Secretary of State considers, for the reasons above, that Luton's noise envelope proposal is a NOR, the assessment process in Regulation 598 has been applied to this proposal.

31. Section 5: Analysis of how requirements have been met

- 32.** The requirements for noise assessment in Regulation 598 are set out in paragraphs 11-14 above. This section sets out how the Secretary of State considers that these requirements have been met, by reference to the documents listed in Table 1 and Table 2.

- 33. Consultation:** The consultation requirement was met through the DCO application process, through engagement on the Environmental Statement, and through the planning inquiry. As well as the DCO application process, LLAL had technical engagement from their Noise Working Group and with specificity to aircraft noise, the Noise Envelope Design Group (NEDG)¹³, who met over a period from 14 October 2019 to 21 November 2022 to design and finalise the noise envelope ahead of consultation. The NEDG included representation from:

- a. LLAL.
- b. London Luton Airport Operators Limited (the operator of the airport).
- c. National Air Traffic Services (NATS).
- d. Commercial airlines.
- e. Cargo operators.
- f. Fixed base operators.
- g. Local councils.
- h. Community groups.

- 34.** Two statutory consultations were carried pre-application in 2019 and 2022¹⁴, during the following periods, meeting the three-month requirement:

- a. 16 October 2019 to 16 December 2019, and
- b. 8 February 2022 to 4 April 2022.

¹² Table 3.1 in [7.07 Green Controlled Growth Explanatory Note](#).

¹³ From Section 16.4 in [5.01 Chapter 16 – Noise and Vibration](#).

¹⁴ [6.01 Consultation Report](#).

35. Article 6(2)(d)(vii) of Regulation 598 includes Eurocontrol among the interested parties which should be consulted. Eurocontrol plays a key role in supporting and coordinating air traffic management across Europe. Eurocontrol was not approached explicitly for input on this DCO application, though NATS was consulted. It is considered that the noise-related operating restriction from LLAL's DCO application would not have any substantive impact on the European air traffic network. The consultation was open to all, and no input was received from Eurocontrol, of which UK is a full participating member.

36. Noise assessment: Set out in paragraph 12 above, the noise assessment at London Luton Airport follows the four pillars of ICAO's Balanced Approach, where operating restrictions are only put in place as a final resort to address a noise issue. These pillars, and planning documents where LLAL has demonstrated due consideration of them, are as follows:

- a.** Reduction at source: As aircraft technology improves, aircraft become quieter and LLAL have modelled several growth scenarios, including different fleet mix transitions. They have compared how these growth scenarios will affect aviation related noise. Relevant documents are listed in Section 2(a) in **Table 1**.
- b.** Land-use planning and management: The DCO requires a noise insulation plan and programme to be submitted to and approved by the relevant planning authority. LLAL has set out compensation policies and measures for those affected by aircraft noise. Relevant documents are listed in Section 2(b) in **Table 1**.
- c.** Noise abatement procedures: LLAL will continue to use noise preferential routes, take-off and landing procedures. These are published in the Aeronautical Information Publication, which can be found on the NATS site¹⁵. Relevant documents are listed in Section 2(c) in **Table 1**.
- d.** Operating restrictions: LLAL will carry over existing night-time quota period movement and QC limits, as well as adopt a noise envelope. As discussed in Section 4 of this report, the envelope is designed to mitigate the effect of aircraft noise as London Luton Airport expands. Relevant documents are listed in Section 2(d) in **Table 1**.

37. Cost-effectiveness assessment of the NOR: Article 5(2) of Regulation 598 requires that, where a noise problem has been identified at an airport, the likely cost-effectiveness of noise mitigation measures is evaluated. This process is used to address existing and ongoing noise problems; Article 6(1) also requires that the noise situation at airports is assessed on a regular basis, and that cost-effectiveness is part of this assessment of existing noise (Article 6(2)(c)). Recital 9 of Regulation 598 also refers to taking additional noise abatement measures

¹⁵ [NATS UK | AIP](#).

only where “the current combination of noise mitigating measures does not achieve the noise abatement objectives”.

38. However, Regulation 598 does not directly address the need for a cost-effectiveness analysis in the context of a new NOR proposed as part of an airport’s future development plans, where that development is regulated by the planning system – as is the case for Luton’s DCO. For such proposed new developments, the DCO process is designed to address or prevent future noise problems associated with proposed development from occurring at all.
39. Taking paragraphs 35 and 36 into account as well as the assessment covered within this report, the Secretary of State is satisfied that the cost-effectiveness assessment required by Annex II of Regulation 598, insofar as it applies to this application, is satisfied by LLAL’s DCO application. In addition, LLAL’s approach to the cost-effectiveness of its proposed NOR is set out below.
40. The Environmental Statement¹⁶ sets out the assessments that LLAL commissioned to assess the likely effects on noise and vibration from the construction and operation of the proposed development. This assessment sets out the modelled noise impacts of the proposed noise envelope including:
- a. Establishing 2019 as an appropriate baseline to model future changes in noise impacts.
 - b. The assumptions underpinning the assessment.
 - c. Do minimum (changes expected in the future noise environment in the absence of the proposed development); and Do something (effects of the proposed development against reference points) scenarios.
 - d. Operational air noise effects by phase of the proposed development – linked to future expected capacity – on a range of metrics.
 - e. The operation of the proposed noise envelope will continue to be underpinned by Luton Airport’s future noise action plans and other operational restrictions.
41. LLAL considered other NORs, which they determined to be too restrictive for their growth forecasts, as discussed extensively in Applicant’s Position on Movements¹⁷. The noise envelope allows LLAL to achieve its target capacity, whilst minimising the effect of aircraft noise as discussed in paragraphs 20 to 23.
42. Regarding the effect the NOR would have on other factors in Annex II of the Regulations, with relevant documents listed in **Table 2**:
- a. **Aviation safety:** The CAA were consulted as the aviation safety regulator and had no comment with regards to any safety aspects of the proposed NOR.

¹⁶ [5.01 Chapter 16 - Noise and Vibration.](#)

¹⁷ [8.184 Applicant’s Position on Noise Contour and Movement Limits.](#)

- b. Airport capacity:** LLAL has modelled growth scenarios and is content with its proposed NOR for its expansion.
- c. Effects on the UK aviation network:** In response to the 2022 consultation, in CAP 2336, the CAA expressed the noise envelope should not be unduly restrictive so as to affect future airspace change proposals (ACPs)¹⁸. If the noise envelope did affect ACPs, this could potentially have an effect on future airspace modernisation plans, and therefore the UK aviation network.
- d. Discretionary factors:** With regards to the discretionary factors listed, LLAL has considered in the DCO application, and in the working of its NEDG, the effects on health and safety and economic effects when putting forward its final noise envelope design. It has more widely considered these effects in its DCO application¹⁹.

¹⁸ [CAA response to London Luton Airport Limited's March 2022 Statutory Consultation.](#)

¹⁹ [5.01 Chapter 13 Health and Community](#)

Section 6: Conclusion on implementation of NORS

43. As set out in section 5 above, as competent authority the Secretary of State is satisfied that the process required under Regulation 598 has been followed.
44. We note that LLAL put forward a core scenario and a “faster growth” scenario and that these were extensively considered through the Examination process. The DCO noise contour, which amounts to a NOR, is based on the core growth scenario and is the one assessed here. We note the core growth scenario formed the main basis of the assessment throughout the examination, and some uncertainties were noted in the noise and vibration report in respect of the evidence in relation to the faster growth scenario.
45. We are satisfied that the consultation requirement was met through the DCO application process through engagement on the Environmental Statement, and through the planning inquiry. The noise assessment at London Luton Airport has followed the four pillars of ICAO’s Balanced Approach, where operating restrictions are only put in place as a final resort to address a noise issue. LLAL has addressed the points required for a cost-effectiveness assessment, such that the Secretary of State is satisfied that the cost-effectiveness assessment required by Annex II of Regulation 598, insofar as it applies to this application, is satisfied by LLAL’s DCO application.
46. We also note the requirements of article 5(6) of Regulation 598 that “*Measures or a combination of measures taken in accordance with this Regulation for a given airport shall not be more restrictive than is necessary in order to achieve the environmental noise abatement objectives set for that airport.*” We note specifically that the relevant noise policies in place were considered in this respect and that the noise-related operating restriction proposed was considered alongside those noise policies such that in our view an appropriate restriction meeting these requirements is proposed.
47. Whilst we do not consider that the movement limits amount to a NOR, were these to be considered to do so, we consider that the assessment of these in the DCO process to also be compliant with Regulation 598,

Key terms

Balanced approach: This is the main overarching noise policy developed by the International Civil Aviation Organization for managing and assessing aircraft noise at airports. It is incorporated into UK law by Regulation 598/2014 under which the range of available measures, namely the reduction of aircraft noise at source, land-use planning and management, noise abatement operational procedures and operating restrictions, are considered in a consistent way with a view to addressing noise problems in a balanced way, weighing up the environmental effects and associated costs by reference to objective criteria on an airport-by-airport basis.

(Defined in Regulation 598, Article2(3))

Cost-effectiveness assessment: The assessment of proposed noise-related operating restrictions, outlined in Annex II of Regulation 598/2014. The assessment should be based, as far as possible, on the anticipated noise benefit of the proposal; safety of aviation operations; airport capacity; and any effects on the UK aviation network. The assessment may also take into account the health and safety of local residents, environmental sustainability, and employment/ economic effects.

Consented baseline: An agreed existing baseline against which the noise effects of proposed noise-related operating restrictions are measured.

Development Consent Order (“DCO”): An order (in the form of a statutory instrument) which authorises development consent – a form of planning permission – under the Planning Act 2008, for projects considered to be nationally significant infrastructure projects (“NSIPs”). NSIPs are defined in the Planning Act 2008 and include major transport projects such as airport developments. Applications for DCOs are determined by the Secretary of State.

Environmental Statement: This outlines a proposed development, the significant effects it is likely to have on the environment, any alternative proposals considered, and measures to mitigate the effect of the development. An Environmental Statement may be required under the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 as part of an application for a DCO.

Eurocontrol (stylised as EUROCONTROL) (full name European Organisation for the Safety of Air Navigation): an international organisation supporting and coordinating air traffic management across Europe. It is not an EU agency, and non-EU countries may be members; the UK is a member.

Noise assessment: The assessment of noise at an airport following the identification of a noise problem. The assessment process is outlined in Article 6 of Regulation 598, while the information which may be taken into account is set out Annex I of the Regulation. This information includes the airport’s environmental and noise abatement objectives and recent noise contours. The assessment also takes into account existing and planned measures to manage aircraft noise against each of the four **Balanced Approach** headings (in Article 5 of Regulation 598/2014): reduction of aircraft noise at source, land-use planning and management, noise abatement operational procedures and operating restrictions.

Noise envelope: A design concept which can be applied to airports looking to increase their capacity, which:

- is aligned to the Government's overall noise policy;
- helps achieves a balance between growth and noise reduction; and
- incentivises noise reduction at source through airline fleet evolution.

The noise envelope can be defined by a combination of parameters, and these should be agreed between all stakeholders, so that the benefits of technological improvements can be shared fairly between industry and local communities.

Noise-related operating restriction ("NOR"): A **noise-related action** that limits access to, or reduces the operational capacity of, an airport – for example, reducing the use of certain runways at certain times, or limiting the use of less noise-compliant aircraft.

Noise-related action: Any measure that affects the noise climate around airports, for which the principles of the Balanced Approach apply, including other non-operational actions that can affect the number of people exposed to aircraft noise.

(Defined in Regulation 598, Article2(5))

Note on Tables 1 and 2

48. The documents in **Table 1** have been provided by LLAL or stakeholders consulted during the planning process and are published on the Planning Infrastructure website²⁰. They address the following areas listed in **Annex I** of Regulation 598:

- a. Inventory
- b. Description of existing and planned measures to manage aircraft noise following the Balanced Approach
- c. Forecast without new measures
- d. Assessment of additional measures

49. The documents in **Table 2** have been provided by LLAL or stakeholders consulted during the planning process and are published on the Planning Infrastructure website. They address the following areas listed in **Annex II** of Regulation 598:

- a. Anticipated noise benefit
- b. Safety of aviation operations
- c. Capacity of the airport
- d. Effects on the UK aviation network
- e. Health and safety of residents
- f. Sustainability regarding noise and emissions interdependencies
- g. Direct/indirect employment and economic effects.

²⁰ [London Luton Airport Expansion - Project information](#)

Table 1

Document(s)	Description of relevant information
1. Inventory	
a. A description of the airport	
4.01 Location Plan	Proposed expansion in relation to local authorities.
Sustainability Report 2023 Sustainability Report 2022 Annual Monitoring Report 2021 Annual Monitoring Report 2020 Annual Monitoring Report 2019 Annual Monitoring Report 2018 Annual Monitoring Report 2017 Annual Monitoring Report 2016	Yearly report released by London Luton Airport Operations Limited. Contains information on movements, flight and passenger statistics and noise monitoring.
b. A description of objectives in the national context	
Chapter 16 ES	Acknowledges the requirements in Regulation 598 and that measures have to be in line with Government policy.
c. Noise metrics and impacts	
2024 - 2028 Luton Airport Noise Action Plan 2019 - 2023 Luton Airport Noise Action Plan 2013 - 2018 Luton Airport Noise Action Plan	The Noise Action Plans (NAPs) include current and historic data on numbers of people affected within various different noise contours, and the airport's noise mitigation measures.
8.184 Applicant's Position on Noise Contour and Movement Limits	<p>Provides the two noise contours being used, the 48 dB $L_{Aeq,8hr}$ and the 54 dB $L_{Aeq,16hr}$. Mentions the size in km² of the noise contour.</p> <p>Describes the number of people in 2027 that would be affected by aircraft noise above SOAEL, in the different growth cases.</p>
5.12 Comparison of consented and proposed operational noise controls	<p>Details on the design and purpose of the Noise Envelope, the independent body for oversight, which includes representatives from local authorities and technical specialists.</p> <p>Details on when the Noise Envelope will be reviewed and how.</p>
2. Description of existing and planned measures to manage aircraft noise following the Balanced Approach	
a. Noise reduction at source - existing and planned/forecasted	
8.184 Applicant's Position on Noise Contour and Movement Limits	Levels of growth expected by the airport and describing how this would affect the levels of noise experienced.

7.08 Green Controlled Growth Framework Appendix C - Aircraft Noise Monitoring Plan	Sets out reporting requirements continuing the historic reporting undertaken by the airport operator, including data on monthly aircraft fleet information, runway and route usage.
5.01 Chapter 16 - Noise and Vibration	LLAL expect new generation aircraft to transition into the fleet forming the vast majority by 2039 and the next generation has unknown noise performance, but they expect will start to be adopted within mid-2030s. Mechanisms within the Noise Envelope are proposed to maintain noise reduction.
b. Land-use planning and management– existing and planned	
7.10 Compensation Policies, Measures and Community First	Includes details of noise insulation schemes and voluntary acquisition if the DCO is granted.
2024 - 2028 Luton Airport Noise Action Plan	Includes details of the current noise insulation schemes.
6.01 Consultation Report	Detailing the statutory consultations carried out by LLAL.
Charges and Conditions of Use 2024	Current rules state that prior to airports undertaking a movement they must submit a noise certificate to the airport.
c. Noise abatement operation procedures - existing and planned	
NATS UK AIP	Listed under EGGW AD 2.21 in the live publication. Covers existing noise monitoring stations, preferential runways/routes, continuous descent approach, take off and approach.
5.12 Comparison of consented and proposed operational noise controls	<p>The same as existing measures with a proposed relocation and redesign of the Engine Run-Up Bay and the specification of a new ground noise acoustic barrier.</p> <p>The airport operator will consult for additional permanent noise monitors to better understand aircraft noise performance.</p> <p>The independent body for scrutiny of the Noise Envelope.</p>
Charges and Conditions of Use 2024	Sets out current fines for violations of the noise abatement procedures
8.125 Air Noise Management Plan	The Air Noise Management Plan is secured within the DCO application, and formalises the departure noise violation

	limits, and fines for these as well as fine for track violations.
d. Operation restrictions – existing and planned	
8.125 Air Noise Management Plan 2024-2028 Luton Airport Noise Action Plan	<p>The Air Noise Management Plan generally formalises the pre-existing noise measures, which are agreed upon in London Luton Airport's Noise Action Plan. Sets out the ban on take-off and landing of aircraft with a quota count of two or more during the night-time.</p> <p>Sets a 12-month noise quota during the night quota period of 3,500.</p> <p>Sets a 12-month movement limit during the night quota period of 9,650.</p>
8.184 Applicant's Position on Noise Contour and Movement Limits	<p>LLAL is not setting any new movement limits beyond its movement limit in the night quota period and set its position that the Noise Envelope proposed will be a better method of monitoring and restricting noise.</p> <p>LLAL will publish movement statistics year on year.</p>
London Luton Airport DCO: Review of the "Applicant's Position on Noise Contour and Movement Limits" [REP9-055] Joint Host Authorities	The Joint Host Authorities set out their view that the limits LLAL has set have been inflated for growth.
7.08 Green Controlled Growth Framework 5.12 Comparison of consented and proposed operational noise controls	<p>Contains details on the design and purpose of the Noise Envelope. It is meant to be flexible enough to promote growth whilst reducing the noise related impacts.</p> <p>Details of an independent body for oversight, including representatives from local authorities and technical specialists.</p> <p>Details on when the Noise Envelope will be reviewed and how.</p>
e. Financial instruments in place	
Charges and Conditions of Use 2024	Details current fines for departure noise limit violations and track violations. These are monitored with the airport's three permanent noise monitors.
8.125 Air Noise Management Plan	Formalises the current charges as described within LLAL's Charges and

	Conditions of Use 2024, within the DCO, so these are planned to continue.
3. Forecast without new measures	
a. Description of airport developments	
1.03 Introduction to the Application 7.04 Need Case	Covers the needs context for the expansion, proposed economic benefits of the higher capacity, and why London Luton Airport is suited for it.
1.03 Introduction to the Application 5.01 Chapter 4 The Proposed Development	Covers the capacity and terminal expansion proposed in the DCO.
b. Noise impact study	
Chapter 16 ES	Covers the impact study, and using 2019 as a baseline for the noise assessment.
4. Assessment of additional measures	
8.184 Applicant's Position on Noise Contour and Movement Limits	Covers the position and reasoning of LLAL on noise controls, noise envelope contour area limits, and annual and shoulder period movement limits.

Table 2

Document(s)	Description of relevant information
Anticipated noise benefit	
Chapter 16 ES	Contains details on the number of people to be affected by noise, and how the noise envelope design limits this, for several growth scenarios.
Safety of Aviation Operations	
CAA relevant representation to London Luton Airport Limited's March 2023 DCO application 8.10 Statement of Common Ground between London Luton Airport Limited and the Civil Aviation Authority	The CAA has been consulted and is satisfied as stated in the Statement of Common Ground that the layout proposed met the safety requirements at the time the Statement of Common Ground was published.
Capacity of the airport	
Vol 7.04: Need Case 8.184 Applicant's Position on Noise Contour and Movement Limits 8.135 Applicant's Post Hearing Submission – Issue Specific Hearing 8 (ISH8)	Contains details on the pace of fleet transition in line with LLAL's planning application, and the argument for LLAL's new capacity.
Effects on the UK aviation network	
CAA response to London Luton Airport Limited's March 2022 Statutory Consultation 8.10 Statement of Common Ground between London Luton Airport Limited and the Civil Aviation Authority	The CAA has mentioned to LLAL there is potential the NOR will have an effect on Airspace Modernisation plans, although this effect, if there is one, cannot be understood at this stage. However, LLAL has carried out sensitivity tests to understand potential implications.
Health and safety of residents	
5.01 Chapter 13 Health and Community	Contains an assessment on the health effects due to both construction and operation of proposed developments. This includes noise and air quality.
Sustainability regarding noise and emissions interdependencies	
5.01 Chapter 13 Health and Community	States the residual effects after their mitigation measures are in place are minor adverse.
Direct/indirect employment and economic effects	
5.01 Chapter 13 Health and Community	Contains an assessment on the employment and income effects due to both construction and operation of proposed developments.