

Report on application of Regulation 598/2014 to application for a Development Consent Order by London Gatwick Airport of 21 September 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 Gatwick Airport had an average of 284,000 movements² 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.

² [Table 03_2 Aircraft Movements PDF Annual.rdl](#)

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 2018³, specifically regulations 3-5, the Secretary of State is the competent authority for Development Consent Order applications such as this⁴.

Section 4: Noise issue and proposed NOR

18. Gatwick Airport Limited's (GAL's) current noise abatement objectives are set out in its Noise Action Plan 2024-2028⁵, where it also outlines current measures being taken in line with the ICAO Balanced Approach.
19. GAL'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. GAL has separately set out a noise abatement objective which underpins the noise envelope⁶.
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 1129⁷ and is an option for airports which are looking to increase capacity whilst aligning with the Government's overarching aviation noise policy⁸, 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 GAL after taking into account the recommendation of its Noise Envelope Design Working Group includes⁹:
 - a. An average Summer Day Daytime 51dB_LAeq,16h contour area Limit.

³ S.I. 2018/785.

⁴ The competent authority for England and Wales is appointed by the Airports (Noise-related Operating Restrictions) (England and Wales) Regulations 2018 (SI 2018/785).

⁵ [London Gatwick Airport Round 4 Noise Action Plan.](#)

⁶ [Environmental Statement ES Appendix 14.9.7 The Noise Envelope](#)

⁷ [CAP 1129 Noise Envelopes.](#)

⁸ [Overarching aviation noise policy - GOV.UK](#)

⁹ [Environmental Statement ES Appendix 14.9.7 The Noise Envelope](#)

b. An average Summer Day Night-time 45dBL_{Aeq,8h} contour area Limit.

- 23.** An alternative envelope with different Limits was put forward in the Examining Authority's report and recommendations and this was included in the Secretary of State's 'minded-to approve' letter of 27 February 2025. Taking account of responses to this consultation and an analysis of the costs and benefits, the envelope was revised as per the Applicant's proposed revised requirement¹⁰ and this now forms the basis of the DCO.
- 24.** 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 Gatwick Airport. The noise envelope has been modelled in line with the 2019 Baseline, so that the increase in number of people affected by aircraft noise during the expansion of the airport is mitigated¹¹. The noise envelope, as made in the DCO, comprises noise contour limits that are in line with GAL's updated central case fleet transition scenario.
- 25.** In addition to the noise envelope, GAL has committed to not using its new runway routinely between 23.00 and 06.00. Night flights at Gatwick are currently regulated by the Government using powers under section 78 of the Civil Aviation Act 1982 and GAL assumes that this will continue to be the case¹². It is noted that GAL is here voluntarily proposing how it will use the new runway at night. This is not a feature of the noise envelope which will be implemented as a requirement in the DCO. We have considered it as part of the overall picture of noise at the airport for the purpose of this assessment but as it is a voluntary, unenforceable, statement of intent rather than binding we do not consider that this is required to be assessed as a NOR under Regulation 598.
- 26.** 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 kilometres squared. As explained in section 7 on monitoring compliance¹³, if the area of the noise contours increases above these Limits, then any increases to the capacity declaration cannot occur until the Limit is no longer breached. Therefore, as this is affecting airport capacity, the noise envelope design has been assessed as a new NOR
- 27.** 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 Gatwick's noise envelope proposal is a NOR, the assessment process in Regulation 598 has been applied to this proposal.

¹⁰ [TR020005-003986-Annex 1 - Requirement 15 \(air noise limits\).pdf](#)

¹¹ [Environmental Statement ES Appendix 14.9.7 The Noise Envelope](#)

¹² Paragraph 14.9.118 [Environmental Statement Chapter 14: Noise and Vibration](#)

¹³ [Environmental Statement ES Appendix 14.9.7 The Noise Envelope](#)

Section 5: Analysis of how requirements have been met

28. 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.
29. **Consultation:** GAL's Section 42 consultation in Autumn 2021 included the parties identified under Article 6(d) of Regulation 598. The consultation requirement was met through the DCO application process, through engagement on the Environmental Statement and Noise Envelope, and through the planning inquiry. A summary of consultation undertaken is set out in section 4 of appendix 14.9.7 of GAL's Environmental Statement¹⁴ Further detail about the consultation process for the Project and the way the consultation responses were taken into account is provided in GAL's Consultation Report¹⁵. As well as the DCO application process, GAL had technical engagement from the Noise Envelope Group (NEG) to seek views on, and develop the noise envelope¹⁶.
30. **Noise assessment:** Set out in paragraph 12 above, the noise assessment at London Gatwick 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 GAL has demonstrated due consideration of them, are as follows:
- a. Reduction at source: As aircraft technology improves, aircraft become quieter and GAL have modelled different 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. GAL 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: GAL will continue to use noise preferential routes, take-off and landing procedures. These are published in the Aeronautical Information Publication, which can be

¹⁴ [Environmental Statement ES Appendix 14.9.7 The Noise Envelope](#)

¹⁵ [TR020005-000779-6.1 Consultation Report.pdf](#)

¹⁶ [TR020005-001159-5.3 ES Appendix 14.9.9 Report on Engagement on the Noise Envelope \(Clean\) - Version 2.pdf](#).

found on the NATS site¹⁷. Relevant documents are listed in Section 2(c) in **Table 1**.

- d. Operating restrictions: GAL 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 Gatwick Airport expands. Relevant documents are listed in Section 2(d) in **Table 1**.

- 31. 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 only where “the current combination of noise mitigating measures does not achieve the noise abatement objectives”.
- 32.** 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 Gatwick’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.
- 33.** 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 GAL’s DCO application. In addition, GAL’s approach to the cost-effectiveness of its proposed NOR is set out below.
- 34.** The Environmental Statement¹⁸ sets out the assessments that GAL 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. scenarios of “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.

¹⁷ [NATS UK | AIP](#).

¹⁸ [Environmental Statement Chapter 14: Noise and Vibration](#).

- d. operational air noise effects by phase of the proposed development – linked to future expected capacity – on a range of metrics.
 - e. that the operation of the proposed noise envelope will continue to be underpinned by Gatwick Airport's future noise action plans and other operational restrictions (the night restrictions).
35. The noise envelope allows GAL to achieve its target capacity, whilst minimising the effect of aircraft noise as discussed in paragraphs 19 to 24. It is noted that the envelope will only present a capacity restriction on GAL if airlines do not continue to invest in technologies which result in aircraft with reduced noise emissions, such that the limits then prevent further releases of capacity.
36. 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 was consulted as the aviation safety regulator.
 - b. **Airport capacity:** GAL has modelled growth scenarios and is content with its proposed NOR for its expansion.
 - c. **Effects on the UK aviation network:** The measures will not have any effect on the safety of aviation operations, including third-party risks or on the European aviation network.
 - d. **Discretionary factors:** With regards to the discretionary factors listed, GAL has considered in the DCO application, and in the working of its NEG, 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.

¹⁹ [Environmental Statement Chapter 17: Socio-Economic](https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR020001/TR020001-003136-5.01%20Environmental%20Statement%20Chapter%2013%20Health%20and%20Community.pdf)
[Environmental Statement Chapter 18: Health and](https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR020001/TR020001-003136-5.01%20Environmental%20Statement%20Chapter%2013%20Health%20and%20Community.pdf)
[Wellbeing](https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR020001/TR020001-003136-5.01%20Environmental%20Statement%20Chapter%2013%20Health%20and%20Community.pdf)
[https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR020001/TR020001-003136-5.01 Environmental Statement Chapter 13 Health and Community.pdf](https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR020001/TR020001-003136-5.01%20Environmental%20Statement%20Chapter%2013%20Health%20and%20Community.pdf)

Section 6: Conclusion on implementation of NORs

37. As set out in section 5 above, as the competent authority the Secretary of State is satisfied that the process required under Regulation 598 has been followed.
38. The consultation requirement was met through the DCO application process through engagement on the Noise Envelope, and through the planning inquiry. As part of its consultation process on a noise envelope GAL considered a number of different options, as well as considering two different fleet transition scenarios.
39. The noise assessment at London Gatwick 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. The Secretary of State notes in particular the assessment on compliance with Regulation 598 which GAL provided in Annex 1 of Appendix 14.9.5 to the Environmental Statement: Air Noise Envelope Background. This 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 GAL's DCO application.
40. The Secretary of State notes 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."* It is noted 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 an appropriate restriction meeting these requirements is proposed. As noted in paragraph 23 above, in making the DCO decision with its noise envelope requirement, the Secretary of State also considered an alternative noise envelope proposed by the Examining Authority.
41. The Secretary of State also notes that the requirements in the DCO in relation to a new noise insulation scheme for the new runway go significantly further than the minimum policy expectations on noise insulation and compensation set out in the 2013 Aviation Policy Framework, as amended by the 2017 Airspace Policy consultation response.
42. As noted above in paragraph 25, the Secretary of State does not consider that the agreement not to routinely use the new runway at night amounts to a NOR, nonetheless it has been considered as part of the overall assessment required under Regulation 598. Even were this to be considered to be a NOR our assessment is this would not change the overall analysis and that the DCO process would 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.

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

43. The documents in **Table 1** have been provided by GAL or stakeholders consulted during the planning process and are published on the Planning Inspectorate's National 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

44. The documents in **Table 2** have been provided by GAL or stakeholders consulted during the planning process and are published on the Planning Inspectorate's National 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 [Documents | Gatwick Airport Northern Runway](#)

Table 1

Document(s)	Description of relevant information
1. Inventory	
a. A description of the airport	
Land plans Environmental Statement Chapter 1 Environmental Statement Chapter 4	Map of airport. A description of Gatwick Airport, including information about its size, location, surroundings and air traffic using it.
Decade of Change Report 2024 Decade of Change Highlights 2024 London Gatwick Airspace Office 2024 Annual Report	Yearly reports released by Gatwick Airport Limited. Contains information on movements, flight and passenger statistics and noise monitoring. Previous reports are available on Gatwick's website.
b. A description of objectives in the national context	
Environmental Statement Chapter 14: Noise and Vibration	Acknowledges the requirements in Regulation 598, the legislative and policy context.
Environmental Statement Appendix 14.9.5: Air Noise Envelope Background	Sets out the noise abatement objectives for the project.
c. Noise metrics and impacts	
London Gatwick Noise Action Plan 2024-2028	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.
Environmental Statement Chapter 14: Noise and Vibration Environmental Statement Appendix 14.9.2: Air Noise Modelling	Provides the two noise contours being used, the 45 dB $L_{Aeq,8hr}$ and the 51 dB $L_{Aeq,16hr}$. Mentions the size in km ² of the noise contour. Describes impacts on people and noise sensitive buildings in future years vs 2019.
Statement Appendix 14.9.7: The Noise Envelope – Clean Version Environmental Statement Appendix 14.9.5: Air Noise Envelope Background	Details on the design and purpose of the Noise Envelope, provision for review and compliance mechanisms.
2. Description of existing and planned measures to manage aircraft noise following the Balanced Approach	
a. Noise reduction at source - existing and planned/forecasted	
London Gatwick Noise Action Plan 2024-2028	Sets out measures used to incentivise quieter aircraft.

Environmental Statement Addendum – Updated Central Case Aircraft Fleet Report – Clean Version	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	
Environmental Statement Appendix 14.9.10 : Noise Insulation Scheme	Includes details of current noise insulation scheme, proposed DCO scheme and home relocation assistance scheme.
GAL response of 25 April on receptor based noise mitigations	GAL’s revised offer in response to the Secretary of State’s ‘minded to’ letter. The DCO includes new conditions based on GAL’s revised offer but with some additional conditions.
London Gatwick Noise Action Plan 2024-2028	Includes details of the current noise insulation schemes and work to monitor residential encroachment.
Crawley Borough Local Plan Noise and Development Policies	Includes policies to separate noise sensitive developments and noise generating sources
c. Noise abatement operation procedures - existing and planned	
NATS UK AIP	Listed under EGKK AD 2.21 in the live publication. Covers existing noise monitoring stations, departure noise limits, preferential runways/routes, continuous descent approach, take off and approach.
London Gatwick Noise Action Plan 2024-2028	
Airspace Office 2024 annual report	Annex J sets out current fines for violations of the noise abatement procedures
d. Operation restrictions – existing and planned	
London Gatwick Noise Action Plan 2024-2028	Sets out existing restrictions
Statement Appendix 14.9.7: The Noise Envelope – Clean Version	Sets out how a future noise envelope would work
Environmental Statement Appendix 14.9.5: Air Noise Envelope Background	
e. Financial instruments in place	

Airspace Office 2024 annual report	Details current fines for departure noise limit violations and track violations. These are monitored with the airport's three permanent noise monitors.
Environmental Statement Appendix 14.9.2: Air Noise Modelling	Table 3.2.1 sets out noise-based landing charges
3. Forecast without new measures	
a. Description of airport developments	
Needs case	Covers the needs context for the expansion, proposed economic benefits of the higher capacity, and why London Gatwick Airport is suited for it.
Environmental Statement Chapter 1 Environmental Statement Chapter 4	Covers the capacity increase and runway proposed in the DCO.
b. Noise impact study	
Environmental Statement Appendix 14.9.2: Air Noise Modelling	Compares future noise with development to 2019 baselines.
Environmental Statement Addendum – Updated Central Case Aircraft Fleet Report – Clean Version	Updated forecasts submitted in 2024 to reflect latest views on fleet transition.
4. Assessment of additional measures	
Statement Appendix 14.9.7: The Noise Envelope – Clean Version Environmental Statement Appendix 14.9.5: Air Noise Envelope Background TR020005-001008-5.3 ES Appendix 14.9.8 Noise Envelope Group Output Report.pdf TR020005-001159-5.3 ES Appendix 14.9.9 Report on Engagement on the Noise Envelope (Clean) - Version 2.pdf	Covers the position and reasoning of GAL on the design of the noise envelope and contour area limits, including the engagement process followed and alternatives considered.

Table 2

Document(s)	Description of relevant information
Anticipated noise benefit	
Statement Appendix 14.9.7: The Noise Envelope – Clean Ver Environmental Statement Chapter 14: Noise and Vibration Environmental Statement Appendix 14.9.2: Air Noise Modelling	Contains details on the number of people to be affected by noise, and how the noise envelope design limits this, for two fleet renewal scenarios.
Safety of Aviation Operations	
The Civil Aviation Authority's response to Gatwick Airport Limited's Environmental Impact Assessment Scoping Report Statement of Common Ground Between Gatwick Airport Limited and Civil Aviation Authority	<p>The CAA has been fully consulted and has set out its findings on safety in the Statement of Common Ground.</p> <p>The noise envelope is not considered to have any impacts on the safety of aviation operations.</p>
Capacity of the airport	
Applicant's Response on Requirement 15 (Air Noise Limits)	Applicant's evidence on effect on airport capacity of adopting a smaller noise contour limit.
Effects on the UK aviation network	
Statement of Common Ground Between Gatwick Airport Limited and Civil Aviation Authority	The CAA concluded that the proposals in relation to airspace for the new runway would not be a change in airspace design.
Health and safety of residents	
Environmental Statement Chapter 17: Socio-Economic Environmental Statement Chapter 18: Health and Wellbeing	<p>Contains an assessment on the health effects due to both construction and operation of proposed developments.</p> <p>Includes change due to project between LOAEL and SOAEL levels.</p>
Sustainability regarding noise and emissions interdependencies	
Environmental Statement Chapter 18: Health and Wellbeing	Includes discussion of cumulative effects.
Direct/indirect employment and economic effects	
Environmental Statement Chapter 17: Socio-Economic	Contains an assessment on the employment and income effects due to both construction and operation of proposed developments.

