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# London Luton Airport Expansion

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Volume 8 Additional Submissions (Examination)  
**8.125 Air Noise Management Plan**

Infrastructure Planning (Examination Procedure) Rules 2010

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**The Planning Act 2008**

**The Infrastructure Planning (Examination Procedure) Rules 2010**

**London Luton Airport Expansion Development Consent  
Order 202x**

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**8.125 Air Noise Management Plan**

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# 1 INTRODUCTION

- 1.1.1 This document has been prepared by Luton Rising (a trading name for London Luton Airport Limited ('the Applicant')) in support of the application for development consent for the expansion of London Luton Airport (the airport) to accommodate 32 million passengers per annum (mppa) (herein referred to as the 'Proposed Development').
- 1.1.2 This document contains the Air Noise Management Plan which describes the additional measures, separate from the **Green Controlled Growth Framework [TR020001/APP/7.08]**, to control aircraft air noise arising from the operation of the Proposed Development.
- 1.1.3 A Requirement in Schedule 2 to the Development Consent Order (DCO) 'secures' this Plan. From the date notice is served in accordance with article 44(1) of the DCO, the undertaker must operate the airport under this Order according to the restrictions set out in this Air Noise Management Plan.
- 1.1.4 It is intended that the Air Noise Management Plan is capable of being reviewed and revised in the future, for example in response to new technology or changes to the Quota Count management system. Such a review must happen at least once in every five-year Noise Action Plan cycle<sup>1</sup>. The process for amending the plan in future is secured by Requirement 2 in Schedule 2 to the DCO.
- 1.1.5 This plan does not include monitoring and reporting requirements, these are instead contained within the **Aircraft Noise Monitoring Plan [TR020001/APP/7.08, Appendix C]**.

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<sup>1</sup> See the Environmental Noise (England) 2006 regulations (as amended)

## 2 AIR NOISE MANAGEMENT PLAN

### 2.1 Definitions

2.1.1 In this Air Noise Management Plan the following definitions apply.

2.1.2 “**Annex 16**” means Annex 16 (Volume 1 – Aircraft Noise) to the Convention on International Civil Aviation signed on behalf of the United Kingdom at Chicago on 7 December 1944.

2.1.3 “**Dispensed movements**” means aircraft movements that do not count towards the movement limits or Quota Count limits for the purposes of complying with Sections 2.3 to 2.5 of this Air Noise Management Plan.

2.1.4 “**Noise classification**” means:

a. for the purposes of an aircraft landing –

- i. in the case of an aircraft certified to the standards of Chapters 2, 3, 4, 5 or 14 of Annex 16 (or the equivalent standards), the certificated approach noise level of the aircraft at its maximum certificated landing weight minus 9 EPNdB;
- ii. in the case of a propeller aircraft with a maximum take-off weight not exceeding 5,700 kg and any other aircraft not certificated to the standards of Chapter 2, 3, 4, 5 or 14 of Annex 16 (or the equivalent standards), the noise level indicated in relation to that aircraft in the noise data supplied for this purpose to the Civil Aviation Authority; and

b. for the purposes of an aircraft taking off –

- i. in the case of an aircraft certified to the standards of Chapters 3, 4, 5 or 14 of Annex 16 (or the equivalent standards), half the sum of the flyover and the sideline noise levels in EPNdB, as measured at the certification points specified in that Annex during the noise certification of the aircraft at its maximum certificated take-off weight;
- ii. in the case of an aircraft certified to the standards of Chapter 2 of Annex 16 (or the equivalent standards), half the sum of the flyover and the sideline noise levels in EPNdB as measured at the certification points specified in that Annex during the noise certification of the aircraft at its maximum certificated take-off weight, plus 1.75 EPNdB; and
- iii. where the aircraft is a propeller aircraft with a maximum take-off weight not exceeding 5,700 kg or any other aircraft not certified to the standards of Chapter 2, 3 or 5 of Annex 16 (or the equivalent standards), the noise levels indicated in relation to that aircraft in the noise data supplied for this purpose to the Civil Aviation Authority.

2.1.5 “**Quota**” means the maximum permitted sum of the quota counts of all aircraft taking off from or landing at the airport.

2.1.6 **“Quota Count”** means the amount assigned to one take-off or to one landing by an aircraft calculated on the basis of the noise classification for that aircraft on take-off or landing as set out in **Table 2.1**.

Table 2.1: Quota count classification

Noise classification (EPNdB)	Quota Count
<81.0	0
81.0 – 83.9	0.125
84.0 – 86.9	0.25
87.0 – 89.9	0.5
90.0 – 92.9	1
93.0 – 95.9	2
96.0 – 98.9	4
99.0 – 101.9	8
>101.9	16

2.1.7 **“Noise and Track Subcommittee”** – The Noise and Track Subcommittee (NTSC) is a specialist subcommittee of the London Luton Airport Consultative Committee (LLACC) that deals with issues related to noise and track-keeping.

## 2.2 Quota Count system

2.2.1 The airport operator will continue to operate a Quota Count System (QC system) based on the Noise Quota System utilised by other UK airports, including Heathrow Airport, or such other methodology to apply QC values for individual aircraft types to be agreed with the relevant planning authority. The Noise Quota System at the other London Area Airports is promulgated in supplements to the Civil Aviation Authority’s Aeronautical Information Publication (AIP). The most recent supplement detailing the Noise Quota System was published on 26 March 2023 and includes information on the QC values for various aircraft types (AIP Supplement 007/2023, Ref 1). The QC system is updated from time to time as new information obtained during the aircraft’s noise certification process becomes available.

2.2.2 The airport operator will be required to assign a QC value to each aircraft operating at the airport. Those values combined with the number of annual movements will be used to determine the annual quota used.

## 2.3 Maximum quota count for night-time (23:00 – 07:00) aircraft movements

- 2.3.1 Subject to the dispensed movements set out in Section 2.6, between the hours of 23:00 to 07:00 an aircraft may not take-off or land if:
- a. it has a Quota Count of 2 or more; or
  - b. the operator of that aircraft has not provided (prior to its take-off or prior to its scheduled landing time as appropriate) sufficient information to enable the airport operator to verify its noise classification and thereby its Quota Count; or
  - c. the operator claims that the aircraft has a Quota Count of 0 but the aircraft is not indicated as such an aircraft in Part 2 of the Schedule to the London Heathrow, London Gatwick and London Stansted Airports Noise Restrictions Notice 2023 (AIP Supplement 007/2023), or in such notice as may replace it.

## 2.4 Night Quota Period (23:30 – 06:00) movement cap

- 2.4.1 Subject to the dispensed movements set out in Section 2.6, between the hours of 23:30 to 06:00 over a rolling twelve-month period, the maximum number of occasions on which aircraft with a Quota Count of between 0.125 and 1 inclusive may take-off or land is 9,650, except that:
- a. if the number of occasions during the previous twelve-month period was below 9,650, then the maximum number for the current twelve-month period may be increased by the number of occasions equal to the previous period's shortfall, up to a maximum increase of 10%; and
  - b. if the number of occasions during the previous twelve-month period exceeded the maximum number for that year (defined following paragraph 2.4.1a) –
    - i. by up to 10%, then the maximum number for the current twelve-month period is to be reduced by the same amount; or
    - ii. by more than 10%, then the maximum number for the current twelve-month period is to be reduced by the amount of the excess up to 10%, plus twice the amount of the excess over 10%.

## 2.5 Night Quota Period (23:30 – 06:00) total Quota Count cap

- 2.5.1 Subject to the dispensed movements set out in Section 2.6, between the hours of 23:30 to 06:00 over any twelve-month period, the total Quota Count cap is 3,500, except that:
- a. if any part of the Quota remains unused at the end of the previous twelve-month period, then the Quota for the current twelve-month period may be supplemented by a sum of Quota Counts equal to the remainder, up to a maximum of 10%; and
  - b. if the Quota specified (defined following paragraph 2.5.1a) has been exceeded during the previous twelve-month period –

- i. by up to 10%, then the Quota for the current twelve-month period is to be reduced by the same amount; or
- ii. by more than 10%, then the Quota for the current twelve-month period is to be reduced by the amount of the excess up to 10% plus twice the amount of the excess over 10%.

## 2.6 Dispensed movements

- 2.6.1 In line with guidance from the Department for Transport on appropriate dispensations (Ref 2), the following aircraft movements are to be dispensed for the purposes of complying with Sections 2.3 to 2.5 of this Air Noise Management Plan:
- a. delayed aircraft which are likely to lead to serious congestion at the aerodrome or serious hardship or suffering to passengers or animals;
  - b. delayed aircraft resulting from widespread and prolonged disruption of air traffic;
  - c. movements for reasons classified as emergencies consisting of an immediate danger to life or health, whether human or animal; and
  - d. any other reason as specified by the Secretary of State from time to time under section 78(4) or 78(5)(f) of the Civil Aviation Act 1982 or set out in guidance published by the Secretary of State in connection with those provisions (Ref 2).
- 2.6.2 The airport operator shall notify Luton Borough Council of the flights it wishes to dispense together with rationale for this on a monthly basis. This will also be reported to the London Luton Airport Consultative Committee's (LLACC) Noise and Track Sub-Committee (NTSC) via the Quarterly Reports (see the **Aircraft Noise Monitoring Plan [TR020001/APP/7.08, Appendix C]**).

## 2.7 Track keeping system

- 2.7.1 The airport operator will continue to maintain and operate a Noise and Track-keeping system (as may be updated from time to time).
- 2.7.2 The system will continue to identify aircraft which will be deemed to have complied with the current Noise Preferential Routes (NPRs) to Rodni, Match and Olney (defined in the Aeronautical Information Publication EGGW)<sup>2</sup>. The NPRs and consequently the Lateral Swathes (LS) include curved sections representing turns.
- 2.7.3 The LS are defined by the closest to the centreline of the NPR of two pairs of lines:
- a. a pair of lines each diverging from a point on the centreline of the NPR at 2000m from the start of roll at an angle of 10 degrees; and

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<sup>2</sup> Should the Noise Preferential Routes be updated as part of an approved airspace change, the airport operator will consult with the Noise and Track Subcommittee and, if necessary, adjust the way in which compliance with Lateral Swathes is determined.



- b. a pair of lines at a fixed perpendicular distance<sup>3</sup> either side of the centreline of the NPR.

- 2.7.4 Once aircraft have attained a certain altitude relevant to the NPR, they will be no longer considered within the NPR. At that stage the aircraft may be directed by air traffic controllers onto a different heading, a process described often as “radar vectoring”. Aircraft may also be turned off the NPR earlier to fly outside the LS by air traffic control due to special requirements, such as storm clouds.
- 2.7.5 The airport operator will continue to maintain a Track Violation Penalty (TVP) System. Where an aircraft is clearly flying more than 250m outside the LS, the aircraft will be identified as causing a “possible” track violation.
- 2.7.6 On identifying such a “possible” track violation, the airport operator will investigate with the airline and air traffic control to ascertain whether there were any valid justifications for the possible track violation, such as a specific air traffic control instruction or aircraft technical issue. If a valid justification is identified the incident will be noted and reported in the quarterly and annual Monitoring Reports. If no valid justification is identified, then the aircraft operator will be warned and subject to a fine (see Section 2.9). If the same operator operates subsequent departures at London Luton Airport with the same generic aircraft type and is observed to cause similar “possible” track violations, which after the investigation are found to be actual track violations, then the aircraft operator will be subject to further fines.
- 2.7.7 The airport operator will report track violations in the quarterly and annual Monitoring Reports (see the reporting requirements in the **Aircraft Noise Monitoring Plan [TR020001/APP/7.08, Appendix C]**) and such reports will include details of:
- a. the number of track-keeping violations;
  - b. the operator causing such violations;
  - c. the aircraft types causing such violations; and
  - d. the fines levied and paid.

## 2.8 Departure Noise Violation Limits

- 2.8.1 The airport operator will continue to maintain and operate a system of Departure Noise Violation Limits.
- 2.8.2 Noise levels of departing aircraft will be measured at the airport’s three permanent noise monitors at 6.5km from the start of roll on the runway<sup>4</sup>. Any aircraft departure exceeding the Noise Violation Limits at these monitors will be subject to a fine (see Section 2.9). The Departure Noise Violation Limits are:

<sup>3</sup> For Area Navigation (RNAV) routes this distance is 1.0km, for all other routes it is 1.5km.

<sup>4</sup> Should the location of these monitors be required to be moved as a result of an airspace change and/or following the process described in the **Aircraft Noise Monitoring Plan [TR020001/APP/7.08, Appendix C]**, the airport operator will consult with the Noise and Track Subcommittee on alternative locations and, if necessary, adjust the Departure Noise Violation Limits to account for the new location(s).

- a. 80dB<sub>L<sub>A</sub>Max</sub> during the daytime (07:00 – 23:00); and
- b. 79dB<sub>L<sub>A</sub>max</sub> during the night-time (23:00 – 07:00).

2.8.3 The daytime and night-time Departure Noise Violation Limits will be reduced to 79dB<sub>L<sub>A</sub>max</sub> and 77dB<sub>L<sub>A</sub>max</sub> respectively from 1st January 2028.

2.8.4 The airport operator will report Departure Noise Violations in the quarterly and annual Monitoring Reports (see the reporting requirements in the **Aircraft Noise Monitoring Plan [TR020001/APP/7.08, Appendix C]**) and such reports will include details of:

- a. the noise level excess over the Departure Noise Violation Limit;
- b. the aircraft type;
- c. the past average noise level for the type concerned;
- d. the aircraft operator;
- e. the time of occurrence; and
- f. the fines levied and paid.

## 2.9 Fines for track violations and Departure Noise Limit Violations

2.9.1 The fines for track violations (see Section 2.7) and Departure Noise Limit Violations (see Section 2.8) will be set in accordance with **Table 2.2** below and will be Index-linked and subject to review on an annual basis. Fines will be paid into a Community Fund, the arrangements for which will be secured by a planning obligation.

Table 2.2: Track violation and Departure Noise Limit Violation fines

Time period (local time)	Fine per track violation or Departure Noise Limit violation event
Daytime (07:00 – 23:00)	£1,000
Night-time (23:00 – 07:00)	£2,000

## GLOSSARY AND ABBREVIATIONS

<b>Term</b>	<b>Definition</b>
DCO	Development Consent Order
LS	Lateral Swathes
NPR	Noise Preferential Routes
TVP	Track Violation Penalty

## REFERENCES

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Ref 1 Civil Aviation Authority (2023), AIP Supplement 007/2023, London Heathrow, London Gatwick and London Stansted Airports Noise Restrictions Notice 2023

Ref 2 Night flight restrictions at Heathrow, Gatwick and Stansted: Annex F Guidelines on Dispensations, Department for Transport, July 2014