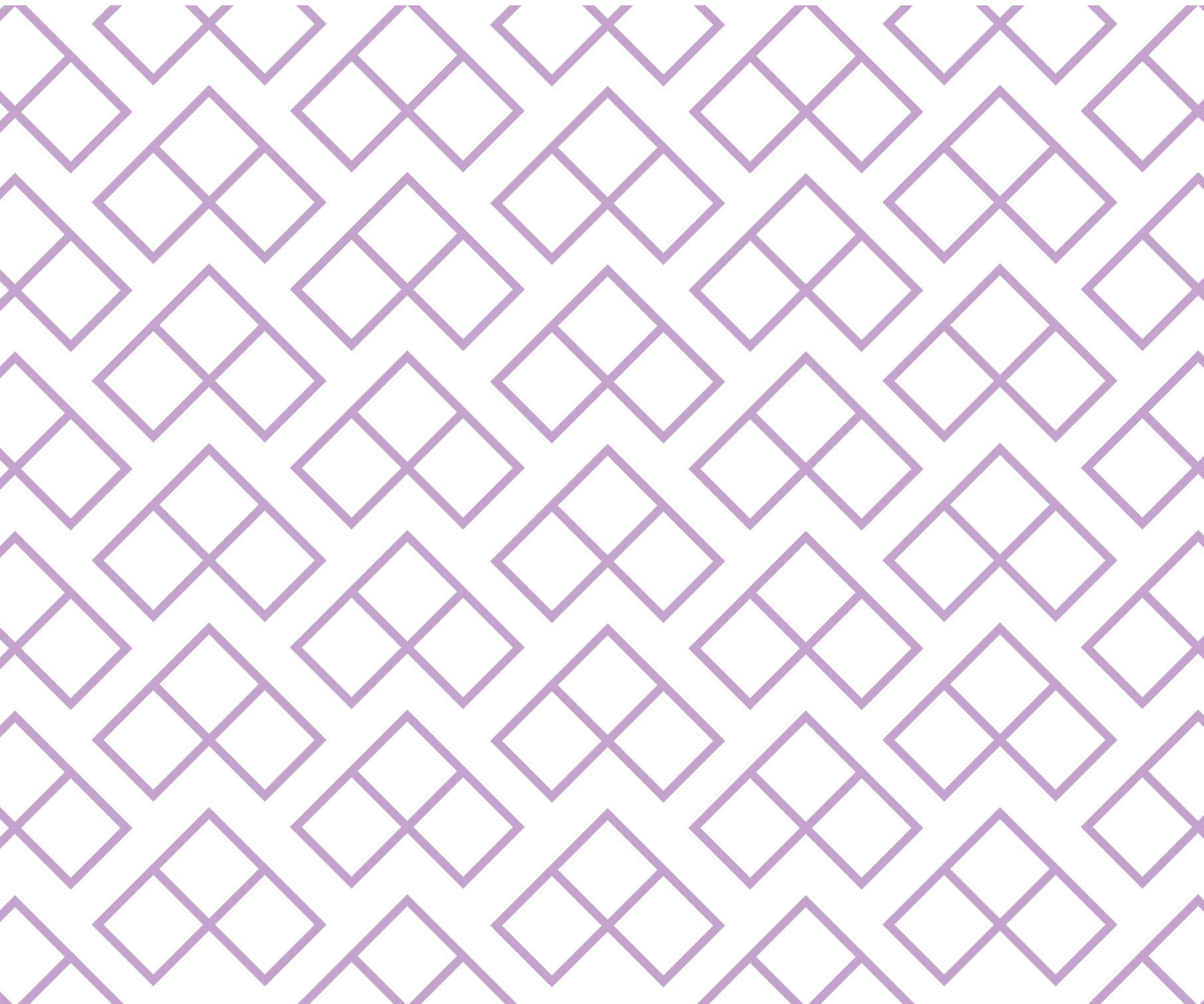


Quarterly Flight Operations Report

QUARTER 4 2024



INTRODUCTION

This report provides statistics on aircraft operations at London Luton Airport (LLA) during the period October to December 2024.

KEY MONITORING INDICATORS – 4th QUARTER 2024

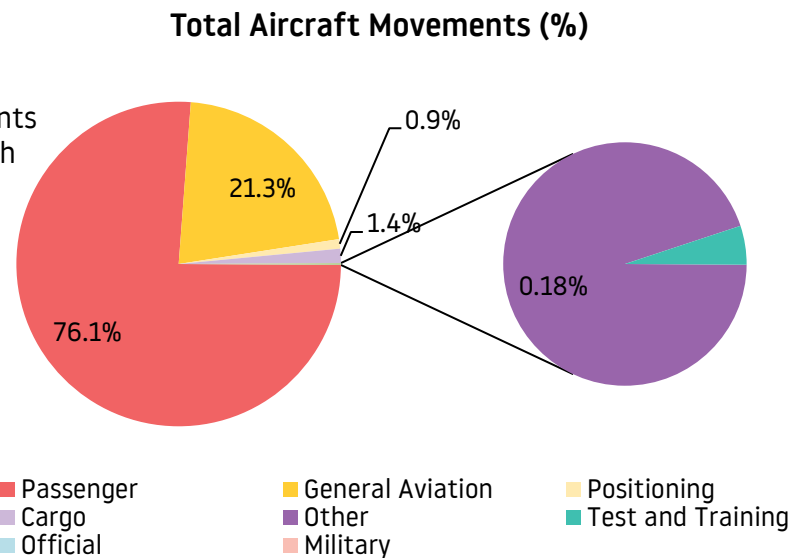
Parameter		4 th Quarter 2024	4 th Quarter 2023
Total Passenger Number	↑	3,904,474	3,704,487
Total Aircraft Movements	↑	31,013	30,563
Night Movements (23.00 – 06.59)	↓	3,801	3,842
Early Morning Movements (06.00 – 06.59)	↓	1,324	1,389
Aircraft Movement and Quota Count limits (per rolling 12-month period)			
Night Quota Movements (<i>9,650 limit</i>)	↓	7,764	9,279
Night Quota Count (<i>3,500 limit</i>)	↓	2,099	2,119
Early Morning Shoulder (<i>7,000 movements</i>)	↑	5,757	5,491
24hr CDA (% achievement)	-	93%	94%
Day CDA (% achievement)	↓	93%	95%
Night CDA (% achievement)	↓	90%	92%
Track Violations	↑	19	16
Departure Noise Infringements (Day)	↓	2	5
Departure Noise Infringements (Night)	-	0	0
Noise Monitor Results*			
No. Day (Night) > 80 dB(A)	↓	2 (0)	7 (0)
No. Day (Night) > 75 dB(A)	↓	1,073 (113)	1,307 (161)
No. Day (Night) > 70 dB(A)	↓	8,925 (1,144)	9,060 (1,164)
Night Noise Contour Area (48 dB L _{Aeq, 8h})	↑	26.3 km ²	25.2 km ²
Noise Complaints	↓	804	1,647
Complainants	↓	61	82
Number of New Complainants	↓	13	16
Largest Source of Complaints	-	Arrivals West	Arrivals West
Origin of Concerns (>5 Complainants)	-	Luton Harpenden St Albans	Cambridge Harpenden St Albans
Westerly/Easterly Runway Split (%)		71/29	81/19

1 AIR TRAFFIC DATA

1.1 Aircraft Movements

There were 31,013 aircraft movements during this quarter (compared with 30,563 for the same period in 2023), an increase of 1.47%.

This resulted in an average 337 movements per 24 hours (332 last year).



A breakdown of these movements is shown below:

		Commercial				Non-Commercial					Total
	Cargo	Other	Passenger	Positioning		Military	Official	Other ¹	General Aviation ²	Test & Training	
				Other	STN						
Oct 2024	164	0	9,032	75	23	0	0	26	2,361	2	11,683
Nov 2024	148	2	6,643	65	17	0	0	10	2,249	0	9,134
Dec 2024	127	0	7,927	98	15	0	0	17	2,011	1	10,196
QTR Total	439	2	23,602	238	55	0	0	53	6,621	3	31,013

1.2 Passenger Statistics

A total of 3,904,474 passengers passed through LLA during the period October to December 2024 (compared with 3,704,487 for the same period last year); 3,878,445 on scheduled flights (99.3%) and 26,029 on charter flights (0.7%). This represents 5.39% increase in passengers and equates to an average 42,440 passengers per 24 hours (compared to 42,266 during the same quarter last year).

	Domestic	EU	Non-EU	Total
Oct 2024	133,505	1,090,469	279,096	1,483,070
Nov 2024	93,307	791,303	253,279	1,137,889
Dec 2024	106,471	849,458	327,586	1,283,515
QTR Total	313,283	2,731,230	859,961	3,904,474

* Non-Commercial relates to aircraft not operating for hire or reward.

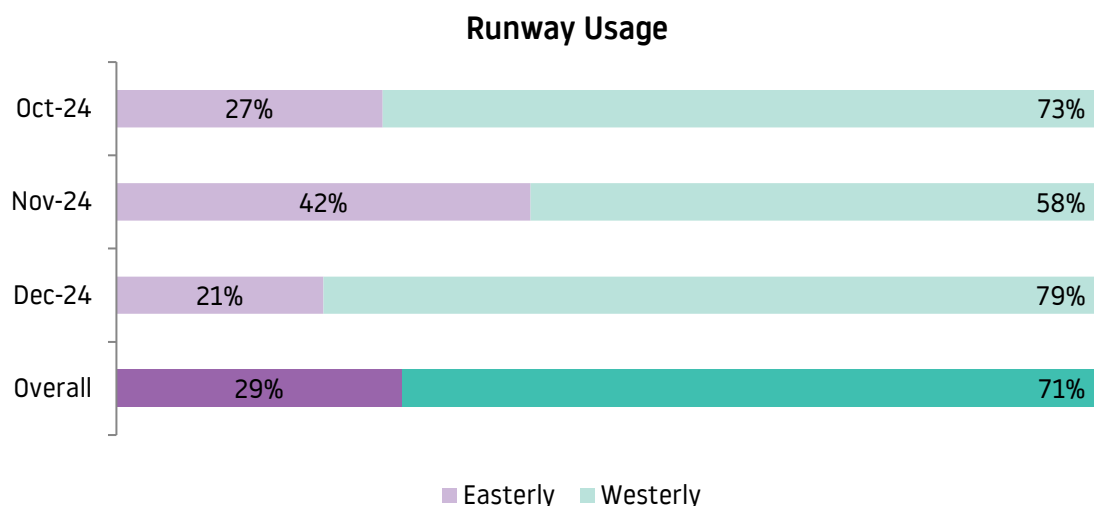
¹ Other relates to flights coming for maintenance and or departing aircraft that have made an unscheduled return to base

² General Aviation incorporates Private Aircraft, Helicopters and Business Jets

1.3 Runway Usage

The direction of operation is determined by wind direction. Aircraft operating in a westerly direction take off towards the west and land from the east. Aircraft operating in an easterly direction take off towards the east and land from the west.

The runway usage split during this period was 29% easterly and 71% westerly (in comparison to a 19%-81% split in the same quarter last year). The monthly breakdown of these statistics is as follows:



1.4 Night Flying Restrictions

On 1st April 2015 London Luton Airport introduced Night Restrictions as part of planning conditions.

These restrictions are put in place to limit and mitigate noise disturbance from aircraft operating at night, to prohibit aircraft of certain types from operating, and to limit the number of occasions on which aircraft may take off or land.

The night flying restrictions contain a 12-month period aircraft movement limit, and a 12-month period quota count limit. The quota count (QC) is a points-based system that allocates points to different aircraft types according to the level of noise they produce. The noisier the aircraft type, the higher the points allocated.

1.4.1 Definitions

The 'Night Quota Period'

The 'Night Quota Period' is from 23:30 to 05:59 hours local. During this period the number of aircraft movements (take-off or landing) is restricted, as well as an additional limit on the number of noise QC points.

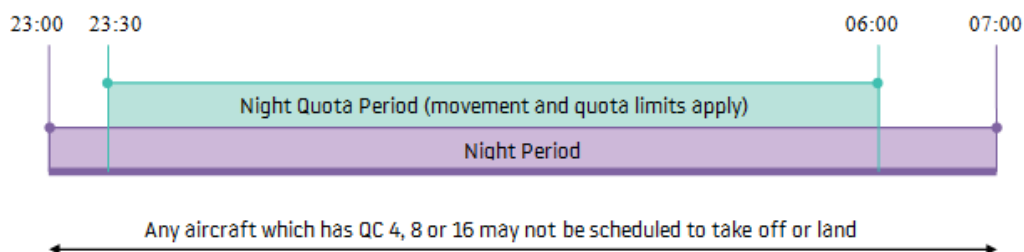
Aircraft are certified by the International Civil Aviation Organisation (ICAO) according to the noise they produce during specific certification tests conducted by the manufacturer. They are classified separately for both take-off and landing. The points are allocated to different aircraft types according to the sound level they produce. The table overleaf details the QC bands identified by the certified noise levels, and gives some typical example aircraft, some of which operate from LLA:

Certificated noise level (EPNdB)	Quota count	Typical aircraft
93 to 95.9	QC 2	Boeing 777-200 Airbus A300-600 Airbus A330
90 to 92.9	QC 1	Airbus A320/A321 Some Boeing 737-800 Boeing 757-200 Boeing 787-8
87 to 89.9	QC 0.5	Airbus A319/A320 Boeing 737-400 Boeing 737-800 Boeing 787-8
84 to 86.9	QC 0.25	Airbus A319/A320 Airbus A321neo Boeing 737-800 Max Dassault Falcon 7X/900/2000
81 to 83.9	QC 0.125	Airbus A320neo Global Express
Less than 81	QC 0	Challenger series (eg CL600) Cessna 525/550

The 'Early Morning Shoulder Period'

The 'Early Morning Shoulder Period' is 06:00 to 06:59 hours local. During this period the number of aircraft movements (take-off or landing) is also restricted in a similar way to the Night Quota Period.

1.4.2 Restrictions at London Luton Airport



1.4.3 Aircraft movement and quota count limits (per 12-month period)

Condition 11(f) requires that the following limits shall not be exceeded for the Night Quota Period (2330 – 0559 hours local):

- (i) Total annual movements by aircraft per 12-month period shall be limited to 9,650;
- (ii) The total annual noise quota in any 12-month period shall be limited to 3,500.

Condition 11(h) requires that the total number of movements by aircraft in any 12-month period shall be limited to 7,000 for the Early Morning Shoulder Period (0600 – 0659 hours local).

The table overleaf provides the aircraft movement and quota count for the last rolling 12-month period. These can be compared with the limits set within the planning conditions.

	Night Quota Period (2330-0559)		Early Morning Shoulder (0600-0659)
	<i>Movements Limited to 9,650 Annually</i>	<i>Quota Count Limited to 3,500 Annually</i>	<i>Movements Limited to 7,000 Annually</i>
January 2024	565	145.625	381
February 2024	525	138.375	342
March 2024	542	133.250	373
April 2024	741	178.875	589
May 2024	823	200.625	605
June 2024	686	199.000	546
July 2024	710	198.750	537
August 2024	729	196.000	548
September 2024	732	195.500	536
October 2024	781	203.000	545
November 2024	467	155.375	358
December 2024	463	154.625	397
QTR Total	1,711	513.000	1,300
Total for preceding 12 months	7,764	2,099	5,757

1.4.4 Dispensations

In March 2023, LLA started to dispense movements in line with the Section 106 agreement. LLA submitted a Dispensation Policy to the Local Planning Authority to dispense (remove) movements from the night-time movement limit, night time QC limit and early morning movement limit. The table below shows the number of movements dispensed in July to September 2024. These have not been reported in the table in section 1.4.3.

	Night Dispensations	% Night Movements are Dispensations
October 2024	150	16%
November 2024	46	9%
December 2024	80	15%
Total	276	16%

The table below also show the reasons for the dispensation, in line with the S106 list of acceptable reasons for dispensation.

Reason for Dispensation	Arrivals	Departures	Total	% Night Movements Dispensations
Weather	64	6	70	4.1%
Passenger Hardship	110	41	151	8.8%
Air Traffic Disruption	49	2	51	3.0%
Medical	1	2	3	0.2%
Diversions	1	0	1	0.1%
Emergencies	0	0	0	0%
Total	225	51	276	16%

In Q4, some examples of approved dispensations were:

- A flight had received a delay to its departure on the outbound sector because of Air Traffic disruption making the aircraft late to the destination and as a knock-on effect delayed the return flight back to Luton. This dispensation was granted under Passenger Hardship as the aircraft needed to depart to prevent terminal overcrowding at departure airport and the risk of terminal overcrowding in Luton the following morning if the aircraft did not operate back to base.
- A flight was delayed due to an aircraft technical problem. The aircraft was unable to operate so the airline sent another aircraft in from another base to operate, delaying the flight. The inbound, and outbound flight was granted Passenger Hardship to mitigate terminal overcrowding at the origin and to avoid the risk of terminal overcrowding in Luton if the flight had not operated.
- Low visibility in Luton due to fog meant that ATC had to limit the rate of aircraft on the runway at Luton. Flights received Air Traffic delays to accommodate the rate limit delaying multiple flights into the night period, these flights were granted dispensation due to weather.
- Air Traffic disruption had affected a flight from Luton with delays in airspace on the way to the destination, due to the airspace delays the flight had an ATC restriction to hold the departure from Luton to limit the traffic in the affected airspace. This delayed the flight out of Luton, the return flight back to Luton had to fly through the same airspace and received further delays which resulted in the aircraft landing into the night period.
- An aircraft had a technical problem before it was due to fly back to Luton. The aircraft required non-scheduled maintenance prior to departure. The dispensation was granted under Passenger Hardship to avoid terminal overcrowding in Luton if the flight had not operated back to base.

1.5 Day/Night Ratio of Movements - Actual

There were 3,801 night operations during the quarter (compared to 3,842 for the same quarter last year), an average of 41.3 movements per night (compared to 42.6 last year). Arriving aircraft accounted for 43% of total night movements, relating primarily to the last rotation of Luton based passenger aircraft scheduled to land between 23:00 and midnight local. 77% of total night departures took off between 06:00 – 07:00 hours local. The average ratio of total aircraft operations during the quarter was 87.7% day / 12.3% night (in comparison to 83.3% day / 16.7% night over the same quarter last year).

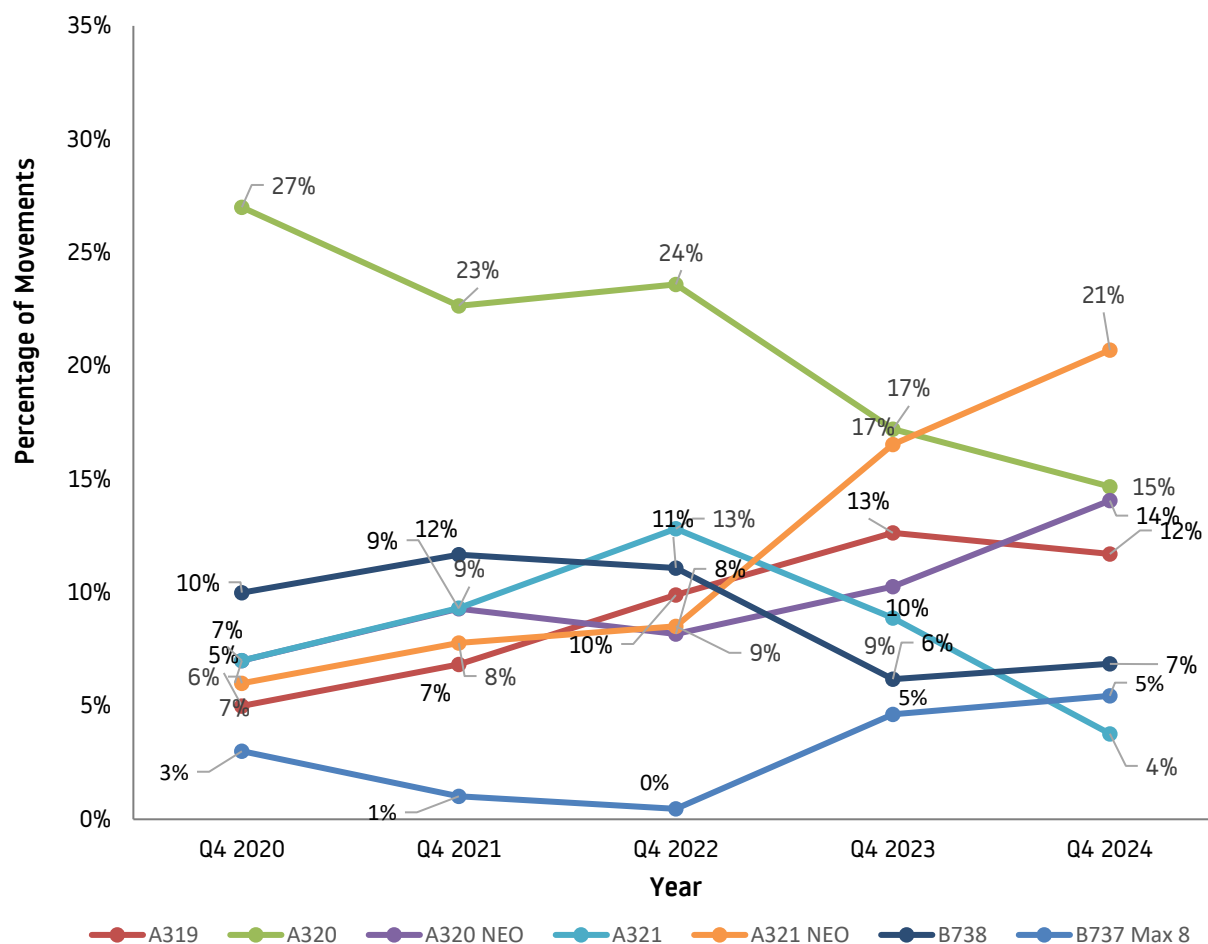
	Day Movements (0700-2259)			Night Movements (2300-0659)					Total
	Day movements			Night Quota Period (2330-0559)		Early Morning Shoulder (0600-0659)		Total Night Movements (2300 - 0659)	
	A	D	Total	A	D	A	D		
January 2024	3,775	3,772	7,547	418	151	28	359	1,087	8,634
February 2024	4,097	4,126	8,223	373	153	23	324	1,005	9,228
March 2024	4,382	4,471	8,853	399	146	29	349	1,078	9,931
April 2024	4,742	4,814	9,556	673	144	9	580	1,594	11,150
May 2024	5,206	5,442	10,648	800	182	38	567	1,805	12,453
June 2024	5,287	5,514	10,801	787	150	4	542	1,688	12,489
July 2024	5,362	5,658	11,020	891	176	4	541	1,837	12,857
August 2024	5,066	5,334	10,400	831	165	7	551	1,752	12,152
September 2024	5,034	5,316	10,350	819	136	12	536	1,717	12,067
October 2024	4,875	5,118	9,993	774	167	29	526	1,690	11,683
November 2024	4,066	4,050	8,116	356	157	40	369	1,018	9,134
December 2024	4,507	4,596	9,103	412	136	41	400	1,093	10,196
QTR Total	13,448	13,764	27,212	1,542	460	110	1,214	3,801	31,013
Total for preceding 12 months	56,399	58,211	114,610	7,533	1,863	264	5,644	17,364	131,974

1.6 Day/Night Ratio of Movements – Forecast

2025 Forecast of Aircraft Movements					
	Day Movements (0700 - 2259hrs)	Night Quota Period (2330-0559) Limited to 9,650	Early Morning Shoulder (0600-0659) Limited to 7000	Total Night Movements (2300-0659hrs)	Total
January 2025	7796	588	400	1123	9,907
February 2025	8221	526	347	1005	10,099
March 2025	8904	554	380	1090	10,928
April 2025	9664	831	596	1617	12,708
May 2025	10789	992	613	1826	14,220
June 2025	11072	956	560	1726	14,314
July 2025	11280	1097	558	1885	14,820
August 2025	10789	1030	579	1814	14,212
September 2025	10765	994	570	1787	14,116
October 2025	9,993	941	555	1,690	13,179
November 2025	8,116	513	369	1,018	10,016
December 2025	9,103	548	400	1,093	11,144
Total for following 12 months	116,492	9,570	5,927	17,674	149,663

1.7 Aircraft Movements by Type

The graph below shows the percentage of aircraft movements for the main aircraft types that operated at LLA. For data comparison, the data covers the last five years. During Q4 2024, there was an increase in the utilisation of new generation aircraft, compared with the same period last year.



2 DEPARTING AIRCRAFT

2.1 Departure Route Analysis

The following table reports the average and total number of departures for each flight route, differentiating between easterly (07) and westerly (25) operations. The night movements quoted below departed between 23:00 and 06:59 hours local.

		Departures										Total
		MATCH/DETLING			RODNI		OLNEY		Other*		Helic opter	
		07	25 – Conv.	25 – RNAV	07	25	07	25	07	25	HELI	
Oct 2024	Daytime	644	9	1852	416	1116	151	486	20	20	12	4726
	Night-time	215	2	369	169	251	38	57	8	11	1	1121
Nov 2024	Daytime	966	4	1318	510	616	251	336	16	14	20	4051
	Night-time	129	0	186	55	81	12	35	9	9	0	516
Dec 2024	Daytime	542	4	1989	302	1123	133	470	7	15	11	4596
	Night-time	52	2	265	27	127	5	21	4	9	0	512
QTR	Total	2,548	21	5,979	1,479	3,314	590	1,405	64	78	44	15,522
	Daily Average	27.7	<1	65.0	16.1	36.0	6.4	15.3	<1	<1	<1	168.7

2.2 Departure – Track Keeping

All propeller-driven aircraft with Maximum Take Off Mass (MTOM) over 5,700kg and all jet aircraft leaving London Luton Airport are required to follow specific departure routes known as Noise Preferential Routes (NPRs). An NPR is a corridor three kilometres wide (2km for the RNAV route, which is the MATCH3Y route), within which aircraft are deemed to be flying on track. Once an aircraft has cleared the designated NPR zone Air Traffic Control (ATC) can instruct the pilots to fly a more direct heading towards their destination. This is known as vectoring. RNAV routes use satellites vs conventional routes (RODNI/ OLNEY) that use ground-based beacons.

The obligations of NPRs for conventional departure routes (SIDs) cease when a height of 3,000ft AMSL (between 07:00hrs to 23:00hrs local time) and 4,000ft AMSL (during night-time, 23:00 to 06:59 hours local time) has been reached. The obligations of the RNAV1 NPR ceases when a height of 4,000ft AMSL has been reached at all times.

We are working hard to reduce the noise and environmental impact on neighbouring areas. In April 2015 London Luton Airport implemented a Track Violation Penalty Scheme resulting in fines for aircraft that leave the corridor before reaching the required altitude. Using the current Aircraft Noise and Track Monitoring System the airport's Flight Operations Department evaluates and investigates radar tracks with required input from Air Traffic Control (ATC) and airlines. When the aircraft is clearly flying outside the corridor the aircraft is identified as causing a "possible" track violation.

As always, safety prevails and there may be cases which involve vectoring an aircraft sooner than at the NPR height restriction. When there is valid justification for a deviation from the track, the operator in question will be exempt from the fine. Valid justifications include:

- Safety or operational reasons
- Weather avoidance
- Emergencies

* This category relates to Test/Training flights or short positioning flights.

The table below shows track keeping violations over the previous three-month period. The on-track performance for the quarter was 99.5%. This calculation includes deviations for weather and traffic avoidance, as well as deviations classed as violations. The breakdown of these violations is shown in the table below.

	Number of Violations	Total Penalties Collected
October 2024	7	£8,000
November 2024	9	£10,000
December 2024	3	£3,000
QTR	19	£21,000

	Airline or Aircraft Operator	Aircraft Type/Occurrence
October 2024	Privately owned aircraft	AT72, C680, CL60, FA7X (2), GLF4, LJ36
November 2024	Airline and privately owned aircraft	A21N, E55P, F900, PC24, GALX, A306, B738, GLF5, H25+
December 2024	Airline and privately owned aircraft	B738, CL35, GLF5

3 ARRIVING AIRCRAFT

3.1 Arrivals Route Analysis

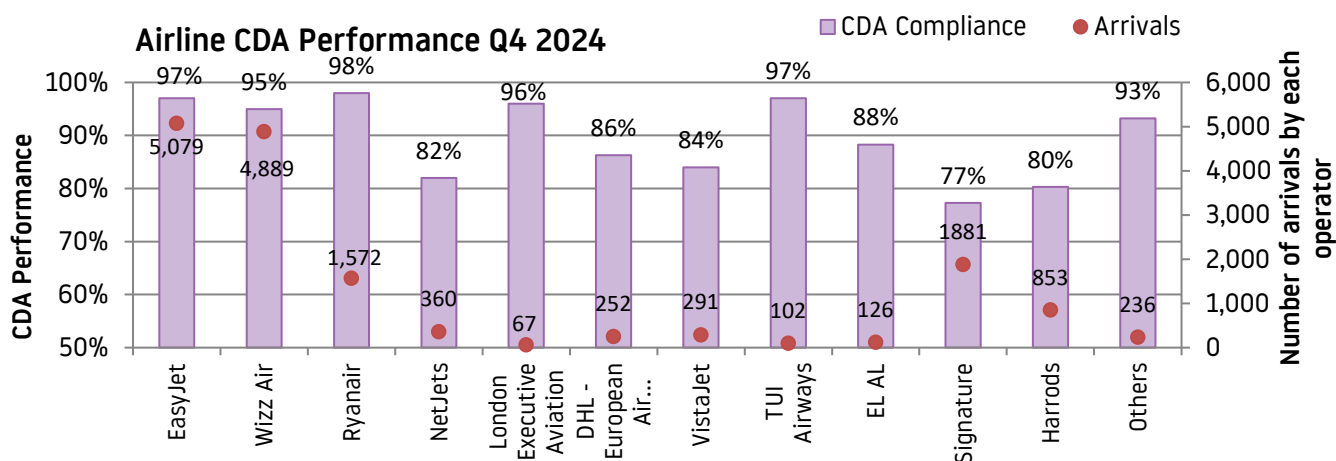
The following table reports the total number of arrivals differentiating between easterly (07), westerly (25) operations and helicopters.

		Arrivals			Total
		07	25	Heli	
Oct 2024	Daytime	1214	3625	9	4848
	Night-time	309	671	0	980
Nov 2024	Daytime	1732	2321	14	4067
	Night-time	178	324	0	502
Dec 2024	Daytime	929	3571	7	4507
	Night-time	94	487	0	581
QTR	Total	4456	10999	30	15485
	Daily Average	48.4	119.6	<1	168.3

The table below shows the percentage of flights that achieved a Continuous Descent Approach (CDA), which involves continuous descent with no more than one section of level flight greater than 2.5nm in length following descent from an altitude of 5,000ft.

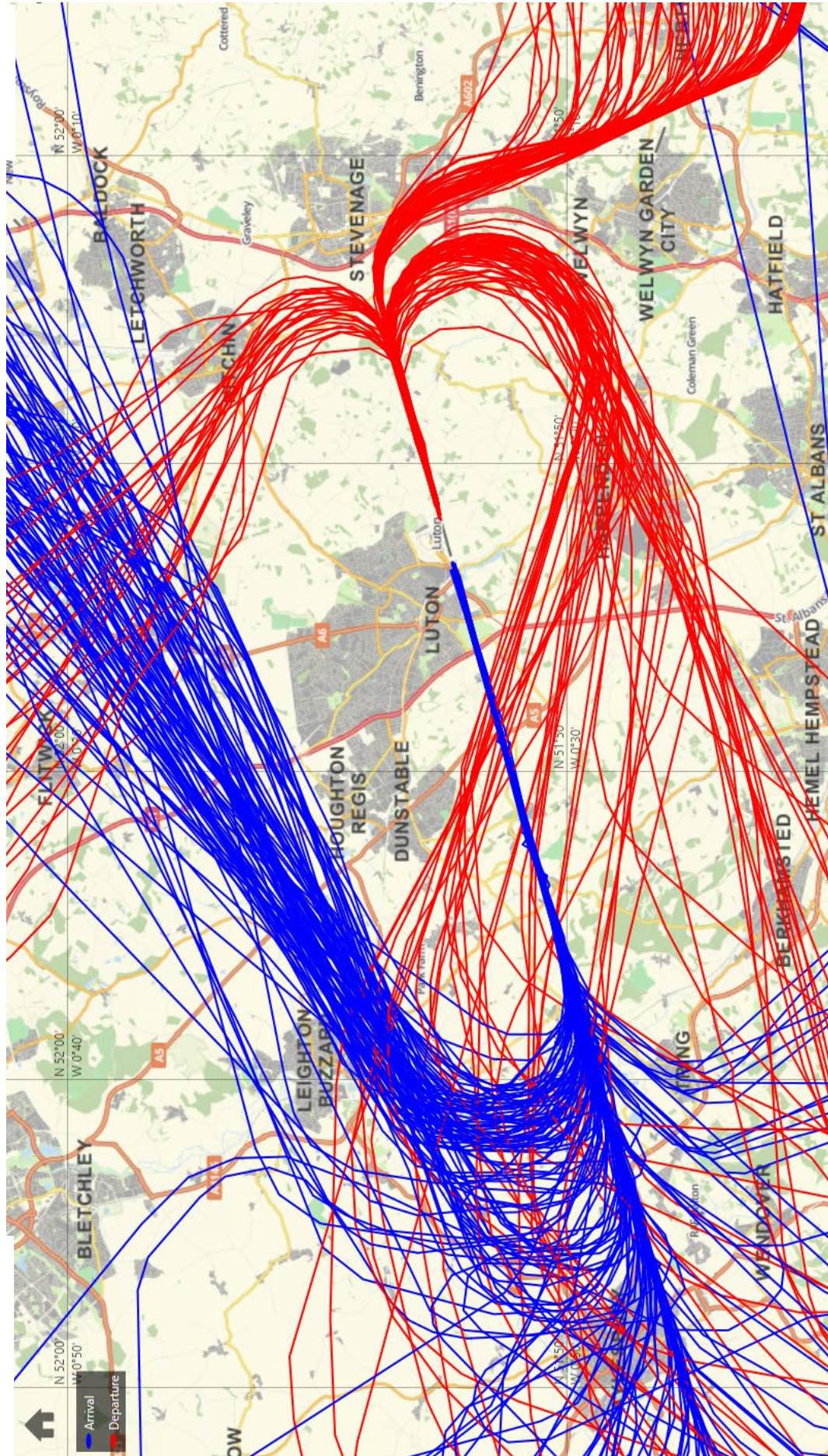
	All Arrivals			07 Easterly Arrivals			25 Westerly Arrivals		
	% CDA			% CDA			% CDA		
	Total	Day	Night	Total	Day	Night	Total	Day	Night
Oct 2024	94%	94%	93%	97%	97%	94%	93%	93%	93%
Nov 2024	93%	93%	89%	96%	97%	91%	90%	90%	88%
Dec 2024	91%	91%	89%	93%	94%	84%	90%	90%	90%
QTR Total	93%	93%	90%	95%	96%	90%	91%	91%	90%

The overall CDA achievement was 93% with several major LLA operators achieving high performance. The maps overleaf, produced from the Topsonic Aircraft Noise & Track Monitoring System, identify samples of actual flown aircraft tracks operating from LLA (arrivals and departures during both easterly and westerly operations) over a typical 24-hour period within the fourth quarter of 2024.



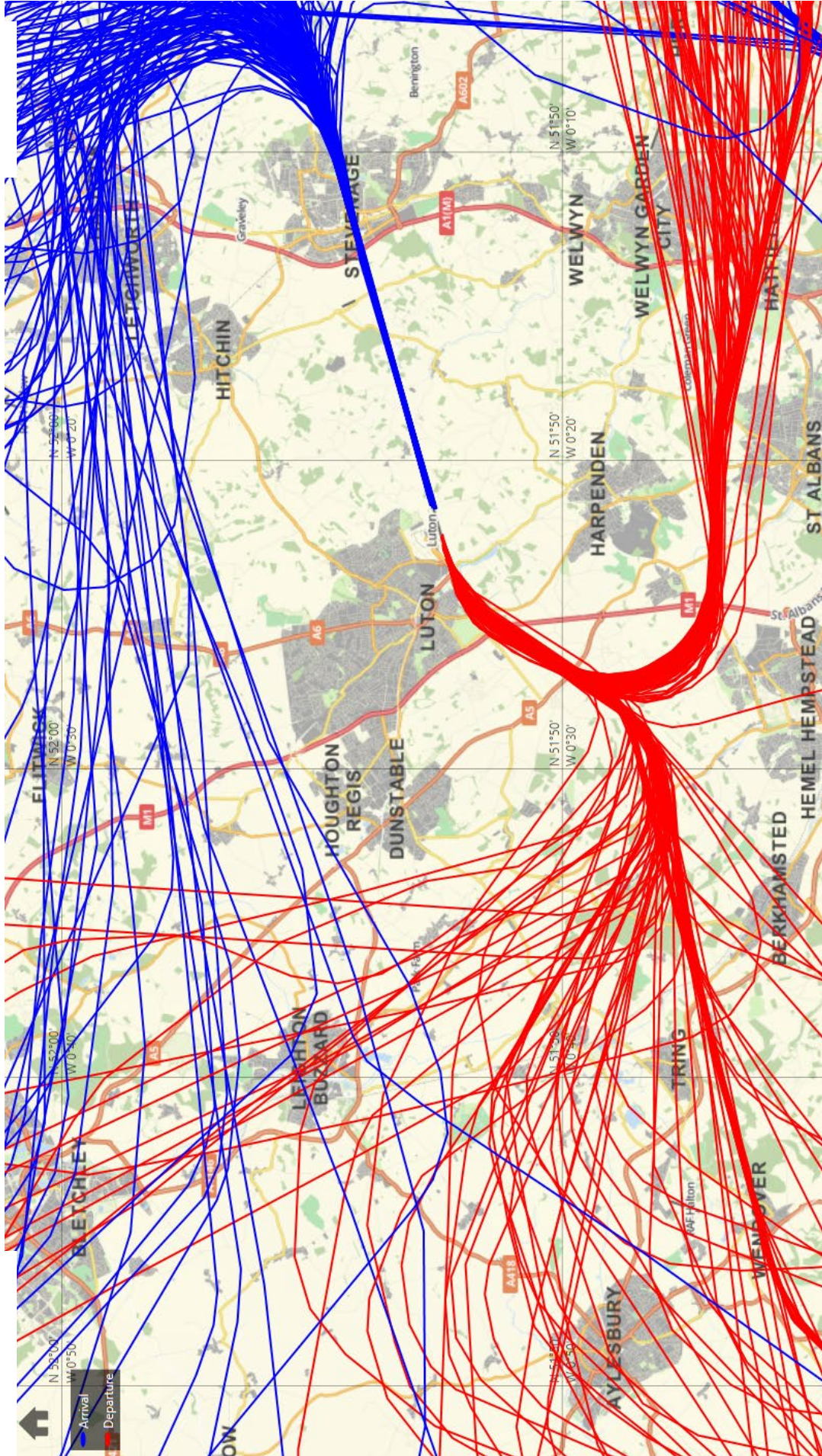
LLA Flight Routes Sample Easterly Operations

Key:
Departures in Red
Arrivals in Blue

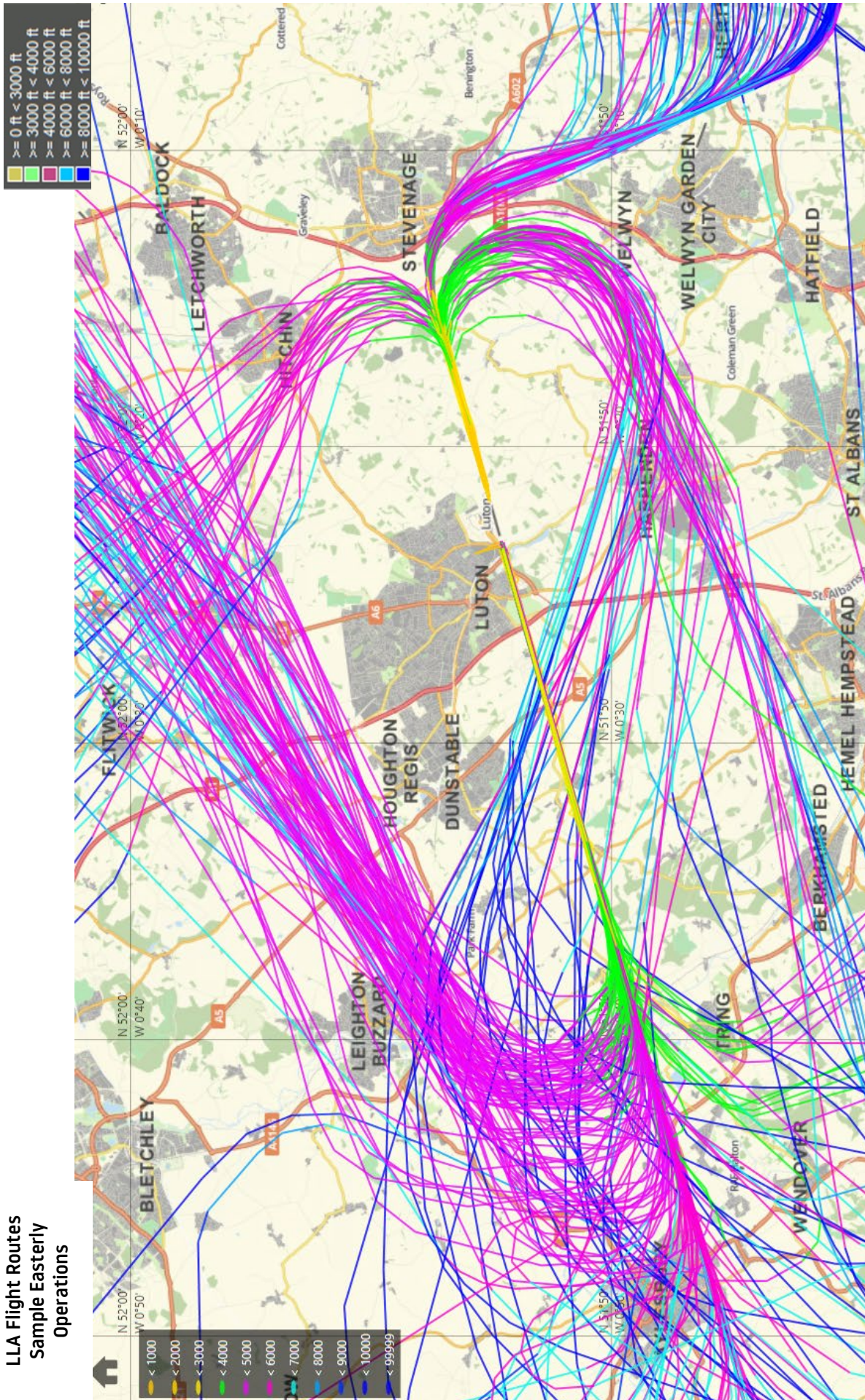


LLA Flight Routes Sample Westerly Operations

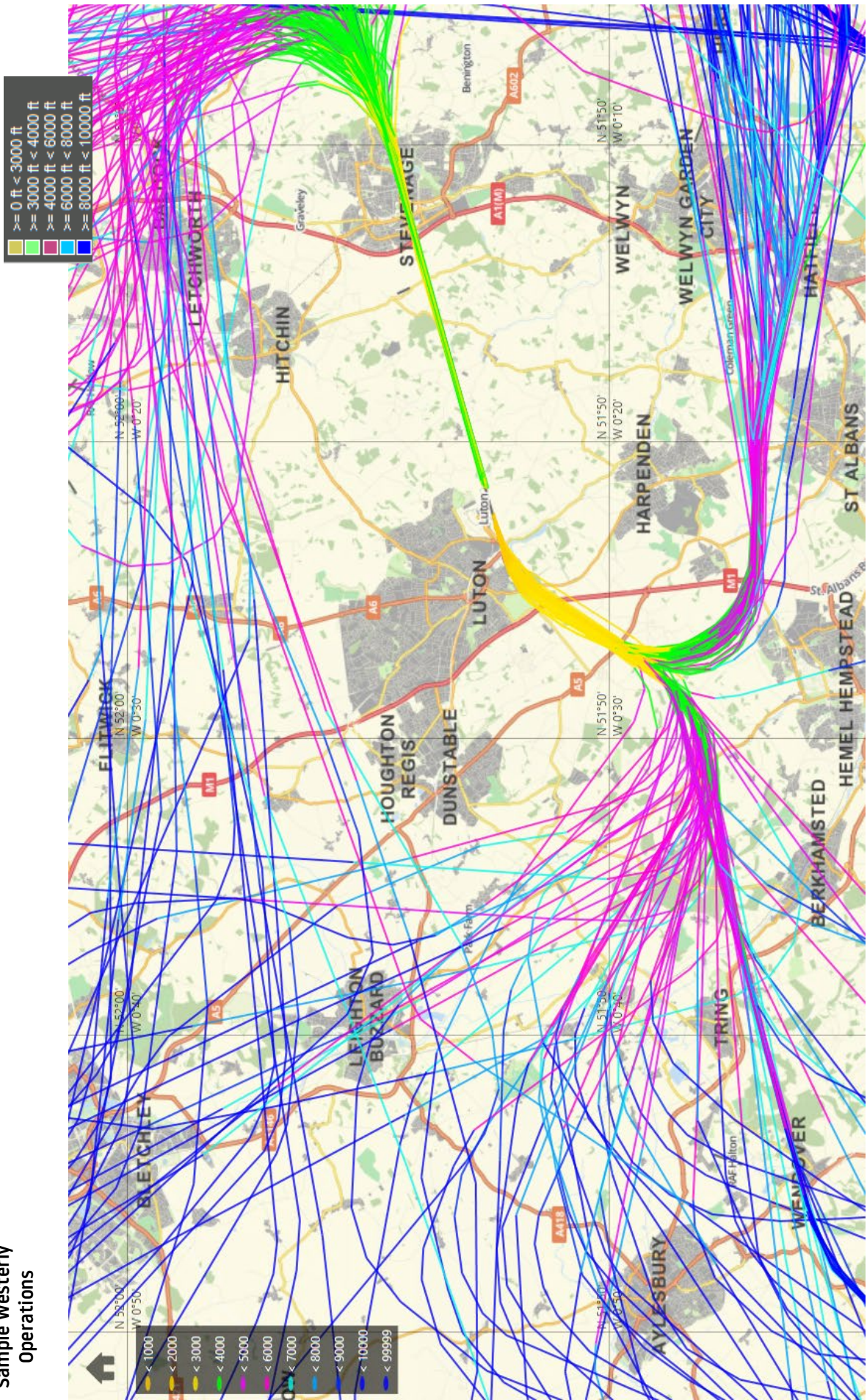
Key:
Departures in Red
Arrivals in Blue



LLA Flight Routes Sample Easterly Operations



LLA Flight Routes
Sample Westerly
Operations



4 AIRCRAFT NOISE

During the 4th quarter of 2024, the maximum noise levels less than 79 dB(A) was recorded by 99.8% of correlated departing aircraft.

The maximum noise level of less than 76 dB(A) was recorded by 96% of correlated departing aircraft.

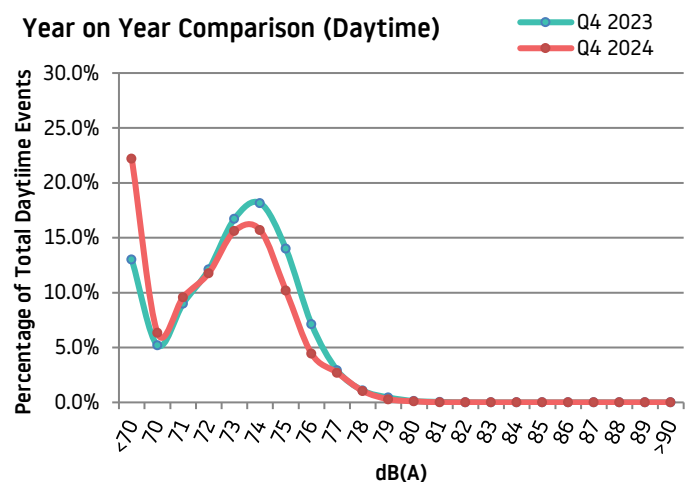
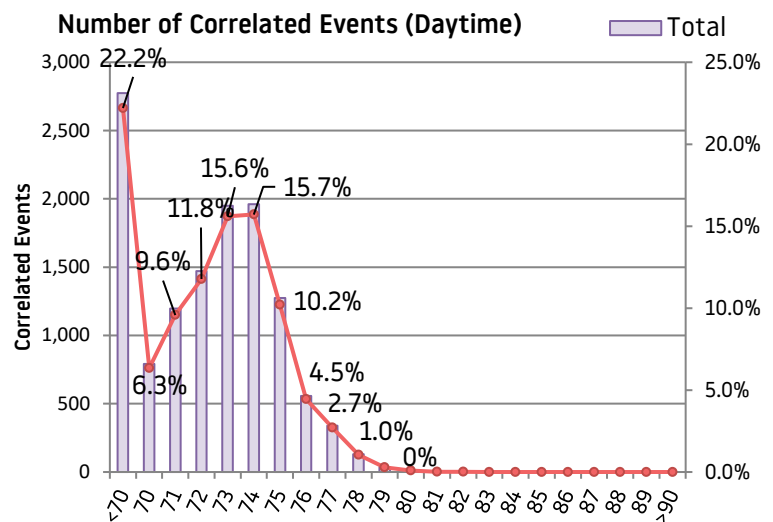
There were two noise violations in Q4 2024. Details of these violations are outlined in Section 4.4.

4.1 Daytime Noise Levels – October to December 2024

The following table identifies daytime noise levels correlated to departing aircraft at the fixed noise monitoring terminals. *(Any aircraft exceeding the Daytime Noise Violation Limit of 80dB(A), between 07:00 and 22:59 hours local, is fined accordingly)*

	db. (A) #	Oct	Nov	Dec	QTR
Number of Correlated Events (Daytime)	<70	928	823	1023	2,774
	70	279	234	279	792
	71	449	351	396	1,196
	72	505	439	527	1,471
	73	752	535	662	1,949
	74	839	473	650	1,962
	75	496	331	447	1,274
	76	231	142	183	556
	77	148	80	110	338
	78	56	32	42	130
	79	14	5	17	36
	80	9	1	2	12
	81	1	0	0	1
	82	1	0	0	1
	83	0	0	0	0
	84	0	0	0	0
	85	0	0	0	0
	86	0	0	0	0
	87	0	0	0	0
	88	0	0	0	0
	89	0	0	0	0
	>90	0	0	0	0
Total		4,708	3,446	4,338	12,492

Rounded Result



4.2 Night Noise Levels – October to December 2024

The following table identifies the night noise levels correlated to departing aircraft at the fixed noise monitor terminals. *(Any aircraft exceeding the Night Noise Violation Limit of 79dB(A), between 23:00 hrs and 06:59 hours local, is fined accordingly).*

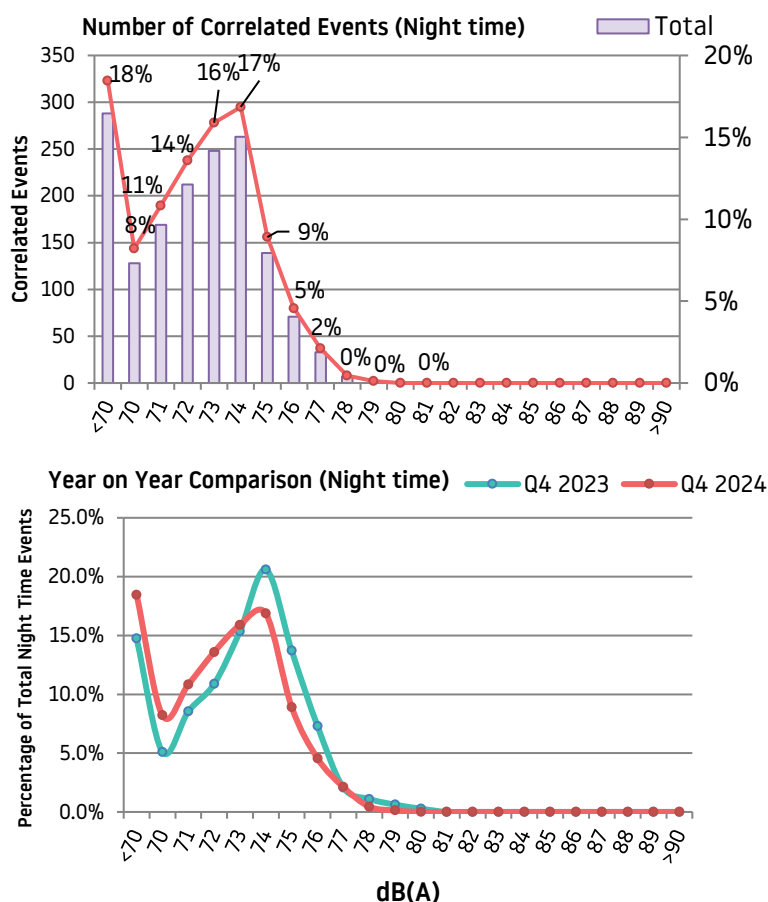
	db (A) #	Jul	Aug	Sep	QTR
Number of Correlated Events (Night time)	<70	120	80	88	288
	70	53	40	35	128
	71	81	42	46	169
	72	82	66	64	212
	73	91	76	81	248
	74	120	59	84	263
	75	66	28	45	139
	76	28	15	28	71
	77	20	4	9	33
	78	3	0	4	7
	79	1	0	1	2
	80	0	0	0	0
	81	0	0	0	0
	82	0	0	0	0
	83	0	0	0	0
	84	0	0	0	0
	85	0	0	0	0
	86	0	0	0	0
	87	0	0	0	0
	88	0	0	0	0
	89	0	0	0	0
	>90	0	0	0	0
Total		665	410	485	1,560

#Rounded Result

N.B It should be noted that the detection thresholds for the noise monitoring terminals are set at the lowest level to record the maximum number of aircraft noise events. A number of smaller aircraft types, such as business jets and propeller aircraft, get very close to but do not reach the detection threshold.

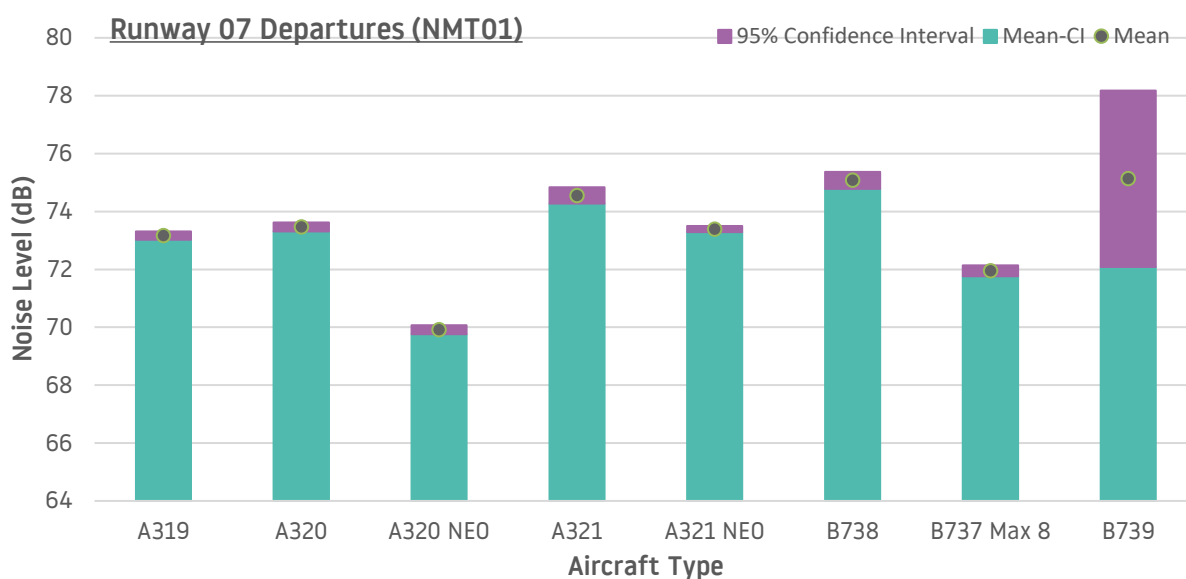
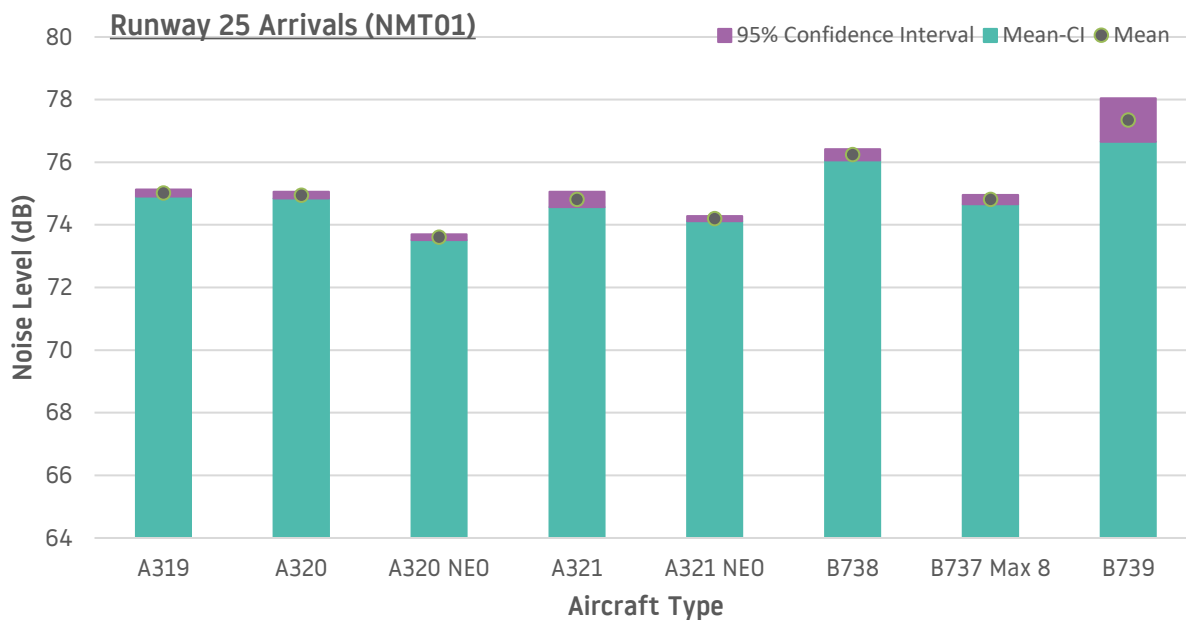
Ambient background noise is also an important factor as specific incidents such as loud road traffic, emergency vehicle sirens, lawn mowers, drills etc. can register noise levels louder than an aircraft overhead. This results in not all aircraft movements being correlated to noise events. Generally, the louder noise events have more certainty of being correlated with aircraft movements.

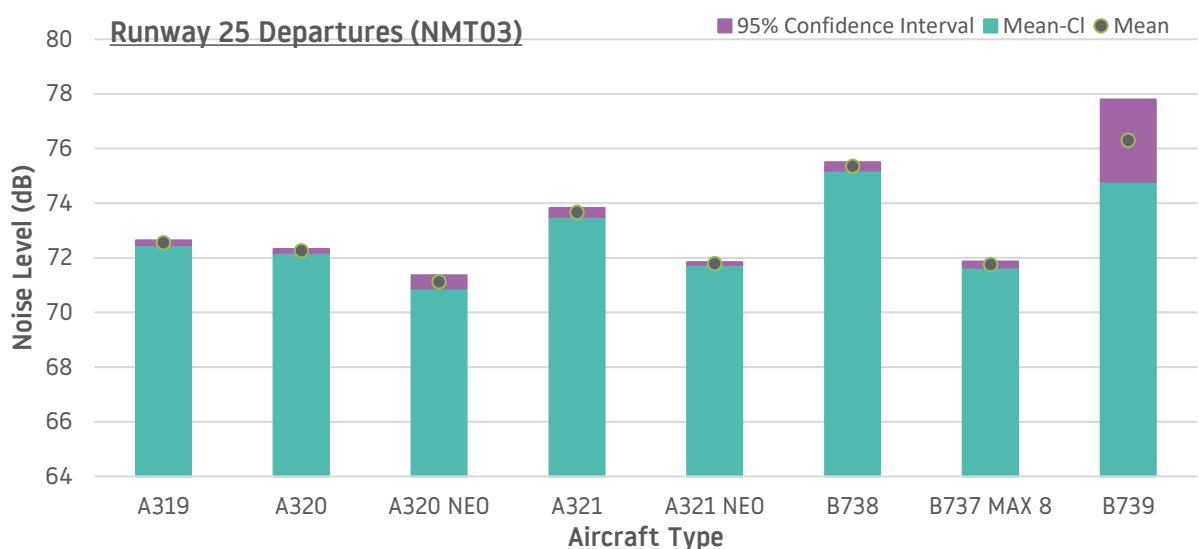
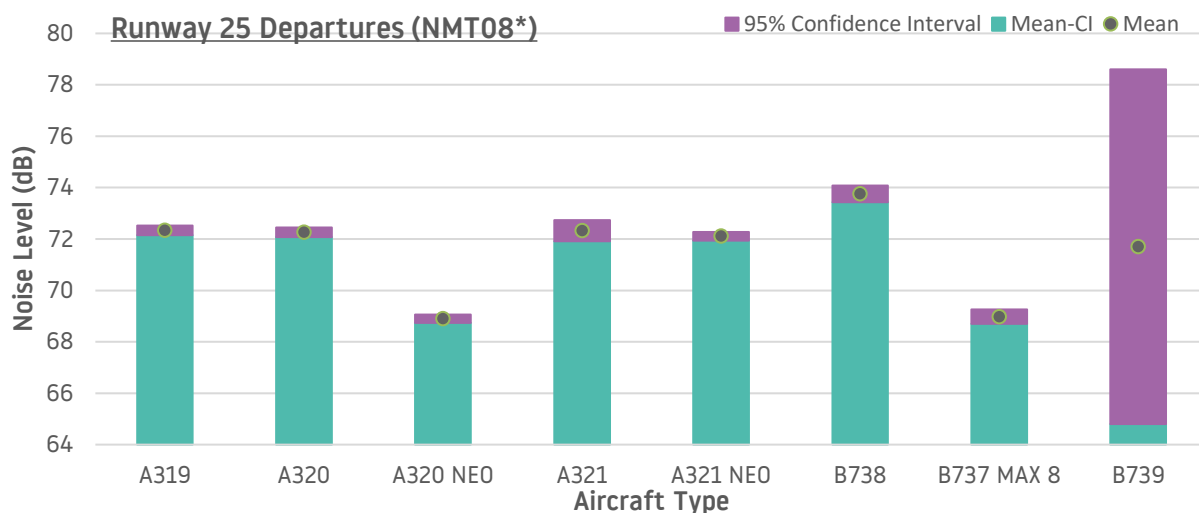
Weather conditions can also affect the number of noise monitoring events recorded in the table; for example, if winds are greater than 10m/s, results from noise monitors will be invalid and therefore will not be considered.



4.3 Average Noise Monitor results by Aircraft Type (Q4 2024)

The following graphs show the average noise and confidence level (95%) for the three fixed noise monitors for the period October to December 2024. These are also split by the main aircraft types operating at LLA.





The table below shows the sample sizes used for the graphs in this section. For comparative purposes, only the most common aircraft types were shown in this section.

The B739 aircraft type has been shown at the request of London Luton Airport Consultative Committee, however with low number of events LLA could not rely on these results to make comparisons.

	A319	A320	A320 NEO	A321	A321 NEO	B738	B737 Max 8	B739
NMT01 (Arr)	1,314	1,673	1,632	440	2,369	764	620	10
NMT01 (Dep)	551	678	666	171	976	302	249	3
NMT08* (Dep)	1,045	1,239	1,233	317	1,800	570	492	6
NMT03 (Dep)	1,047	1,209	143	369	1,454	672	437	10

**The fixed noise monitor NMT02 has been replaced with NMT08.*

4.4 Noise Violations during Q4 (October to December 2024)

There were two noise violations during the period. These violations were fined £2,000 in total for daytime period noise violations.

	Date/Time (Local)	Aircraft Type	Noise Level
Day	06/10/2024 10:48	F900	82.2 dB(A)
Day	24/10/2024 10:15	F900	81.6 dB(A)
Total Penalties Collected			£2,000

4.5 Noise Insulation Scheme Update

Our Noise Insulation Scheme aims to assist in reducing the noise for properties in our local communities. The scheme covers both residential and non-residential properties. Depending on any existing insulation in the property, double glazing, secondary glazing, ventilation and loft insulation can be provided. Rooms eligible for insulation include living rooms, bedrooms, dining rooms and kitchen-diners.

During Quarter 4 of 2024, a total of 75 properties were contacted, 24 properties accepted, and 5 properties were insulated, this includes properties that have been contacted previously but only accepted or had work completed in Q4.

LLA conducted a competitive tender for the Noise Insulation Scheme contract during Quarter 4, this resulted in a new contractor being appointed to the scheme. Our new contractor working on LLA's behalf to insulate properties under the Noise Insulation Scheme is Evander Glazing and Locks Ltd. They have vast experience working on Noise Insulation Schemes at other airports and with National Highways.

5 NOISE CONTOURS

5.1 Night Noise Contours – Q4 2024

5.1.1 Contour Production

Aircraft movement data for use in the contour production has been supplied by LLAOL. The contour production methodology is the same as that used for the 2023 contours, with terrain data allowed for and the contours produced using the INM software (Version 7.0d) with user defined profiles for the most common aircraft. The validation is based on measured results in 2022 at the fixed noise monitors.

5.1.2 Noise Contour Results

The resulting noise contours are shown in the attached Figure A11060-NN24-Q4 at values from 48 to 66 dB LAeq,8h. Contours at 69 and 72 dB LAeq,8h have also been produced but are not individually distinguishable when plotted at the scale of the figure. The area of each noise contour is given in Table 1 below and compared with the values for the previous quarter (July -September 2024) which have been updated to the latest methodology, and the equivalent quarter during the previous year (October – December 2024).

Contour Value (dB LAeq,8h)	Contour Area (km ²)		
	Oct-Dec 2023	Jul-Sep 2024	Oct-Dec 2024
48	25.2	34.7	26.3
51	14.2	19.6	14.7
54	7.6	10.7	7.9
57	4.5	5.9	4.6
60	2.4	3.3	2.4
63	1.2	1.6	1.2
66	0.7	0.9	0.7
69	0.5	0.6	0.5
72	0.3	0.3	0.3
W/E Split (%)	80/20	75/25	71/29

Table 1: Area of Night Noise Contours

5.1.3 Aircraft Movements

The aircraft movements for the night noise contours as supplied by LLAOL are summarised in Table 2 below and compared with the movements from the previous quarter and the equivalent quarter in the previous year. Only aircraft types with at least 10 movements have been presented. For aircraft types with less than 10 movements in a period or types that were not explicitly presented in previous periods, 'n/a' is shown.

INM Aircraft Type	Oct – Dec 2023	Jul – Sep 2024	Oct – Dec 2024
737800	171	328	161
737800 (max)	230	351	256
757RR	216	226	218
A300-622R	96	77	79
A319-131	291	674	310
A320-211 (ceo)	373	717	282
A320-211 (neo)	508	1,192	558
A321-232 (ceo)	388	124	50
A321-232 (neo)	955	1,449	1,320
CL600	13	n/a	18
CL601	50	15	31
CNA208	17	20	12
CNA525C	19	n/a	21
CNA55B	11	n/a	n/a
CNA560XL	19	n/a	15
CNA680	12	n/a	n/a
CNA750	n/a	n/a	18
EMB145	29	n/a	30
EMB190	10	n/a	n/a
F10062	45	10	41
GIV	19	n/a	15
GIV	308	64	295
LEAR35	10	n/a	10
Other	49	41	60
Total	3,839	5,288	3,800

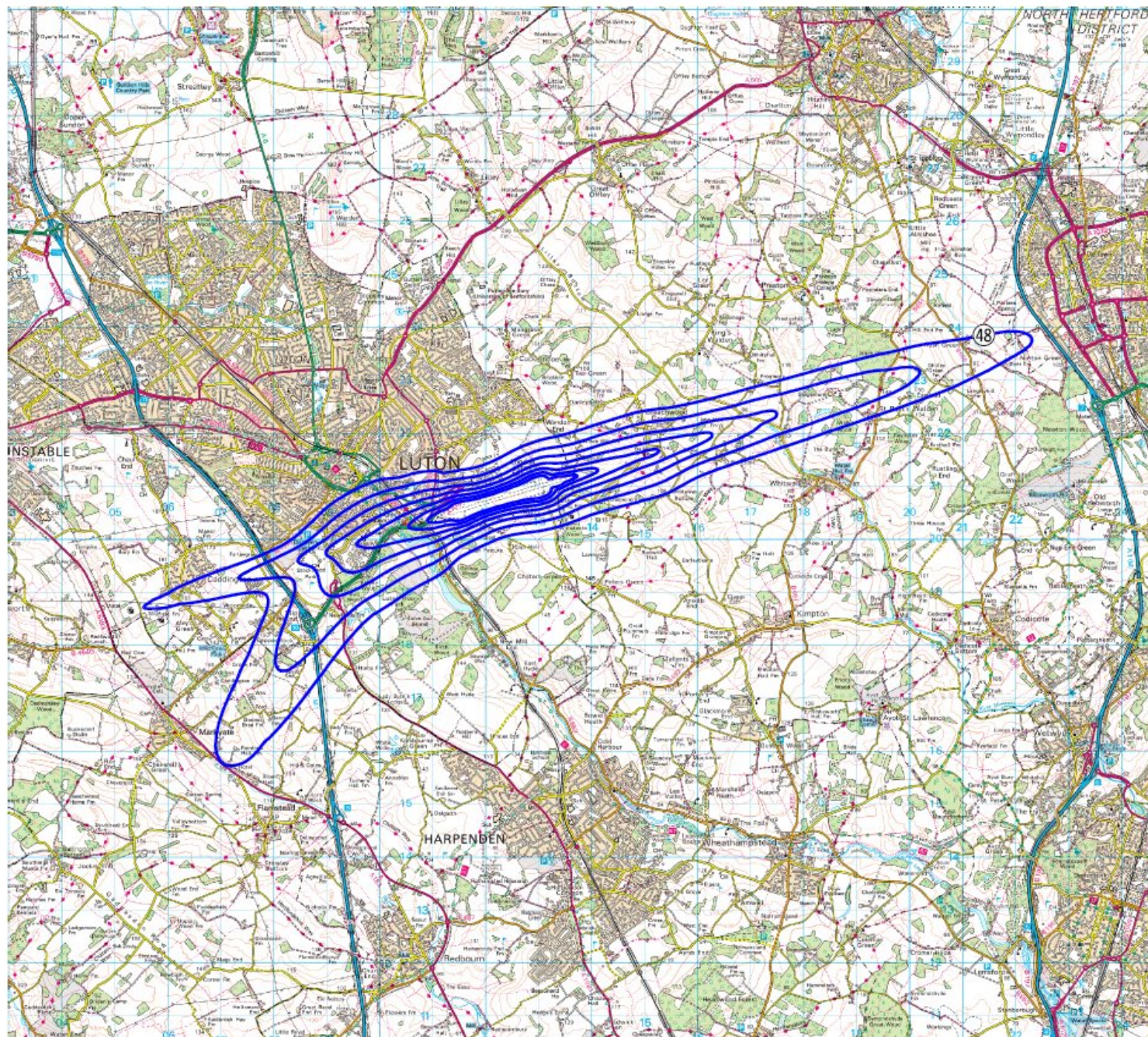
Table 2: Night-time Aircraft Movement Numbers by Aircraft Type

5.1.4 Noise Contour Comparison

The number of movements in 2024 Q4 is similar to the same quarter in 2023. The overall fleet mix has changed with the proportion of flights by quieter modernised aircraft types having increased from 44% in 2023 Q4 to 56% in 2024 Q4. In 2024 Q4 the majority of the Airbus A320, Airbus A321, and Boeing 737-800 operations were by modernised (neo/MAX) types, with the Airbus A321neo particularly prevalent.

The area of the 48 dB(A) noise contour has increased slightly compared to the same quarter last year, due to the updated validation, which outweighs the greater use of quieter modernised aircraft.

The number of movements and therefore the area of the noise contours has decreased compared to the previous quarter (July – September 2024).



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Ordnance Survey 0100031673

LEGEND:

— Noise Contours,
48 to 66 dB $L_{Aeq,8h}$ in 3 dB steps

REVISIONS

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**London Luton Airport
Regular Contouring**

**Airborne Aircraft Noise Contours
Oct-Dec 2024 Average Night-time**

DRAWN: AS

CHECKED: DR

DATE: January 2025

SCALE: 1:100,000@A4

FIGURE No:

A11060-NN24-Q4

6 COMPLAINTS

6.1 Total Complaints relating to LLA aircraft operations

	4 th QTR 2024	4 th QTR 2023
Total No. of Complaints relating to LLA aircraft operations	804	1,647
No. of Complainants	61	82
No. of General Complaints	74	127
No. of Specific Complaints	730	1,520
Average No. of Complaints per Complainant	13.2	20
No. of Aircraft Movements per Complaint	38.5	18.6

A total of 804 complaints relating to LLA aircraft operations were received by the Flight Operations Department during the fourth quarter of 2024. This is compared to 1,647 complaints received for the same period in 2023. It should be noted that during the fourth quarter of 2024, 87% of complaints were received from 10 individuals.

The monthly breakdown of total complaints relating to LLA aircraft operations is as follows:

October 2024	335 complaints (302 Specific Complaints, 33 General Complaints)
November 2024	161 complaints (139 Specific Complaints, 22 General Complaints)
December 2024	308 complaints (289 Specific Complaints, 19 General Complaints)

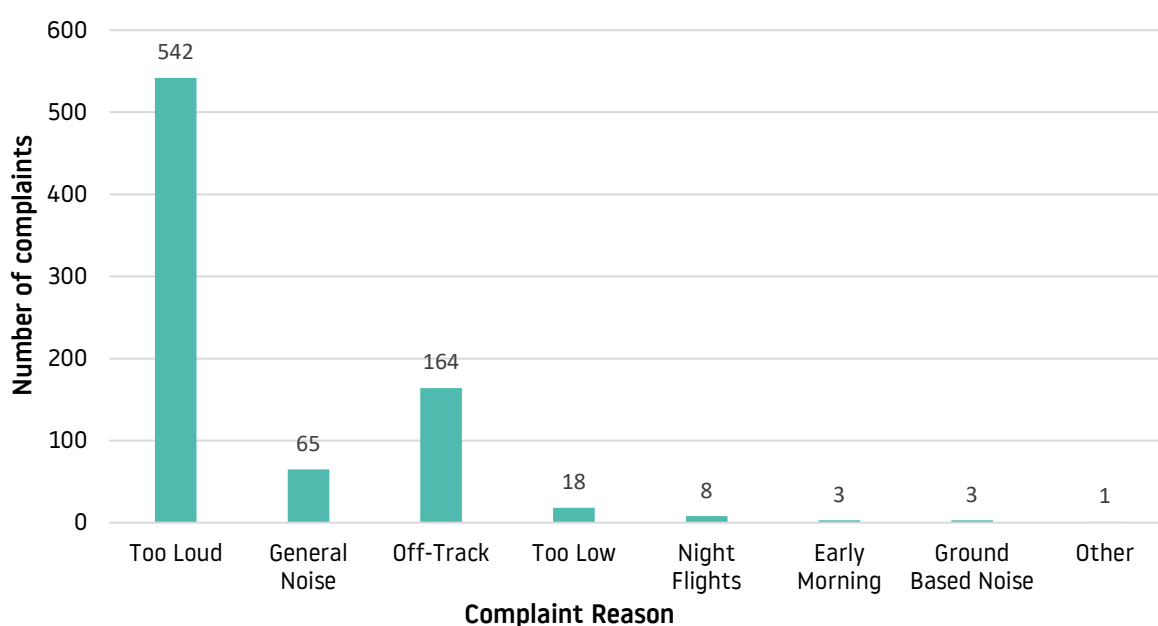
There were 0 complaints not attributable to LLA traffic throughout the quarter, compared to 18 complaints for the period October to December 2023.



Out of 61 total complainants, 34 contacted the airport only once meaning, 27 complainants generated 770 complaints.

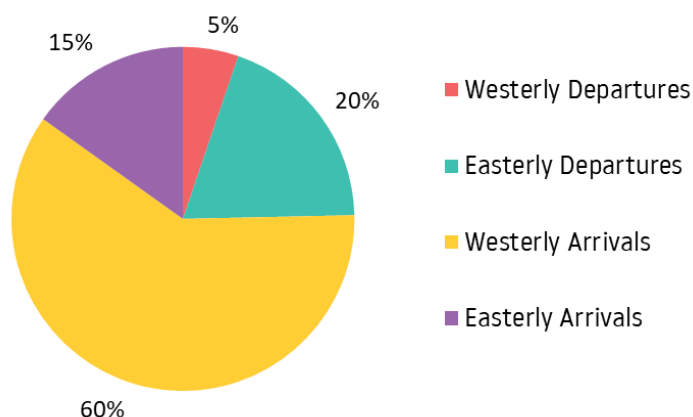
6.2 Type of Complaint

The types of complaint received by the Flight Operations Department from October to December 2024 are listed below.



6.3 Nature of Disturbance

The chart represents the areas of concern reported from specific complaints regarding aircraft activity during the period October to December 2024.



Within the 38 specific aircraft complaints concerning westerly departures, 36 complaints involved aircraft on the Match/Detling heading, 2 related to aircraft using the Olney route and no complaints were recorded about aircraft following Rodni or off-airways routing.

Of the 141 complaints attributed to easterly departures, there were 4 aircraft on the Match route and 133 complaints related to aircraft following the Rodni route. There were 4 specific complaints relating to the easterly Olney departure. No complaints were recorded about aircraft following an off-airways routing.

In total the Flight Operations department received 547 specific complaints regarding arrivals. 437 of these complaints were about westerly arrivals and a further 110 concerning easterly arrivals. These complaints were mostly regarding the new arrival's airspace change implemented in February 2022.

3
complainants
reported noise
disturbance at night (the
same as the 4th quarter
last year)

Arriving passenger aircraft accounted for all the specific night complaints.

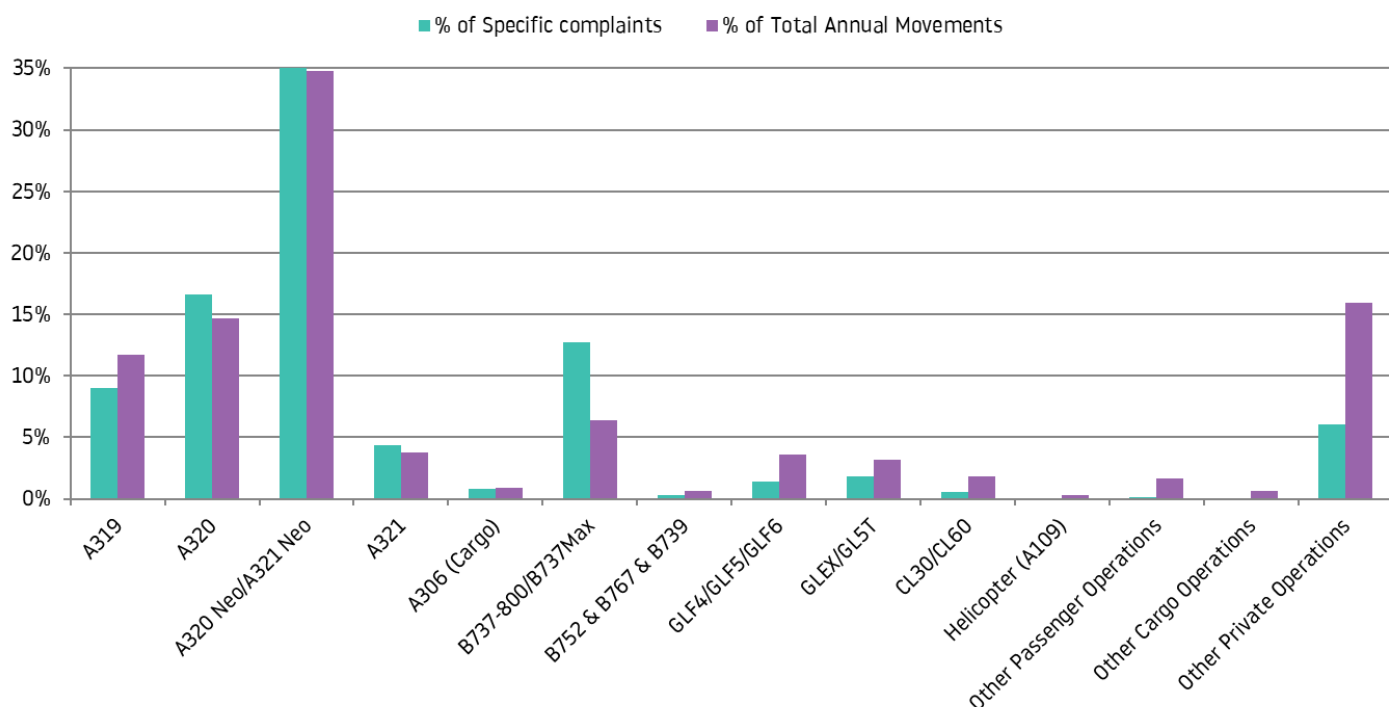
There were no A306 and B752 cargo aircraft reported in the night complaints.

Furthermore, there was one night executive aircraft complaints.

8 (1%)
complaints
concerning night noise
disturbance from
LLA operations

6.4 Complaints by aircraft type

The diagram below shows aircraft types generating specific complaints.



6.5 Origin of Complaints

The charts below identify the areas around the Airport from which more than one complainant submitted concerns relating to LLA aircraft operations during the period October to December 2024. The communities with one complainant include: Abbotsley, Ayot St Lawrence, Baldock, Berkhamsted, Bourn, Buntingford, Flamstead, Gaddesden Row, Great Cambourne, Harlow, Histon, Horningsea, Knebworth, Perry, Stevenage, Studham, Weston, Whitwell.



6.6 Complaints Analysis

During Q4, there has been a significant decrease in complaints and complainants compared to the same quarter last year. This is thought to be due to a few reasons:

- The Post implementation review (PIR) has come to an end in September 2023, and this had an effect on the number of complaints and complainants decreasing continuously since then.
- The Flight Operations team have continuously engaged with the community providing information on LLA's operations and increasing awareness on the noise control measures which are more stringent than the ones at most major UK airports.

Additionally, similar to Q4 2023, some individuals are making multiple complaints. In Q4, 87% of complaints were received from 10 individuals.

6.7 Communication Method

The following table shows the mode of communication used to contact London Luton Airport regarding noise.

Communication Method	% of Total Complaints
Email	26%
Phone	1.1%
Travis	72.9%

Any concerns relating to aircraft operations associated with London Luton Airport can also be reported to the Flight Operations Department by the following ways:

Postal Address	Flight Operations Department London Luton Airport Percival House, Percival Way Luton Bedfordshire LU2 9NU
Direct Telephone	(01582) 395382 (24 hours)

6.8 Response Time

The following table shows the time taken to respond to complaints submitted by our local communities. We aim to respond to 97% of concerns within six days and 98% of concerns within 15 days. Those complaints with longer response times are usually those requiring further investigation with the help of Air Traffic Control. If this is the case, the individual's complaint will be acknowledged and will state that additional investigation is required which may lengthen the response time.

Number of days	% of Total Complaints
0 Days	64.7%
1 Day	15.8%
2 Days	2.7%
3 Days	5.8%
4 Days	0.6%
5 Days	0.9%
6 Days	0.1%
7 Days	0.0%
8 Days	0.2%
9 Days	7.6%
10 Days	0.1%
11 Days	0.4%
12 Days	0.0%
13 Days	0.1%
14 Days	0.0%
15 Days	0.0%
16 Days	0.0%
16 Days+	0.0%

7 *COMMUNITY RELATIONS*

7.1 Community Visits to Airport

Invitations are often extended to residents to visit or meet with the Flight Operations Team for a demonstration of the Aircraft Noise & Track Monitoring System, to discuss specific concerns and to view the specific tracks of LLA aircraft operations in their area.

During Quarter 4 of 2024, the Flight Operations Team had 1 specific request to meet with residents and community representatives.

The Flight Operations team held its first Airspace and Noise Week during Quarter 4. The event was open to the public from the 14th to the 17th of October 2024 and designed for anyone interested in learning more about LLA's operations.

The event featured a range of topics and expert speakers, including insights into LLA's daily operations, information regarding our Noise Insulation Scheme and an overview of future airspace changes, all presented by the Flight Operations team. Additionally, LLA invited Air Traffic Services and pilots operating at LLA to present during the week.

7.2 Airport Visits to the Community

The Flight Operations Team organised one Public Surgery during Quarter 4 which was planned to be held in Leighton Buzzard, however due to an absence of appointments the Flight Operations Team made the decision to cancel this Public Surgery.

Public surgeries provide residents who are impacted by airport operations to speak with members of the Flight Operations Team on an appointment basis.

8 BIODIVERSITY MONITORING

As part of the requirements under the Section 106 agreement, LLA must report quarterly on biodiversity monitoring.

The following update is applicable for Q4 2024:

1. Greener Future Funds invested to 8 community groups in Q1 (this supports biodiversity and environmental projects) in Luton.
2. Annual employee volunteering activity planned for Q4 was conservation forestry work at The Forest of Marston Vale activity planned for 2025 working with the Forest of Marston Vale.

For more information on the above biodiversity initiatives contact our Sustainability Team via email at sustainability@ltn.aero.