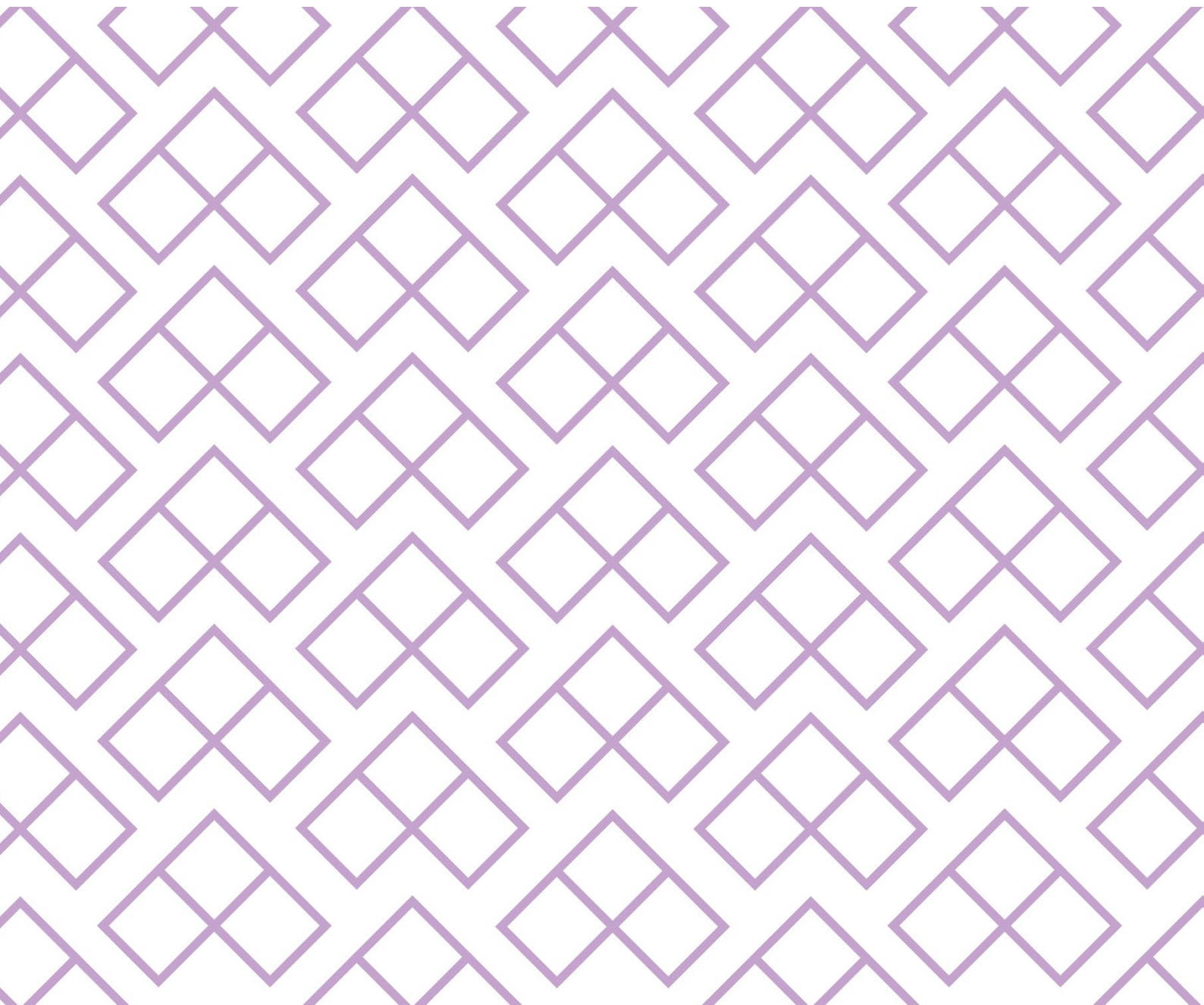


Quarterly Flight Operations Report

QUARTER 1 2026



INTRODUCTION

This report provides statistics on aircraft operations at London Luton Airport (LLA) during the period January to March 2026.

KEY MONITORING INDICATORS – 1st QUARTER 2026

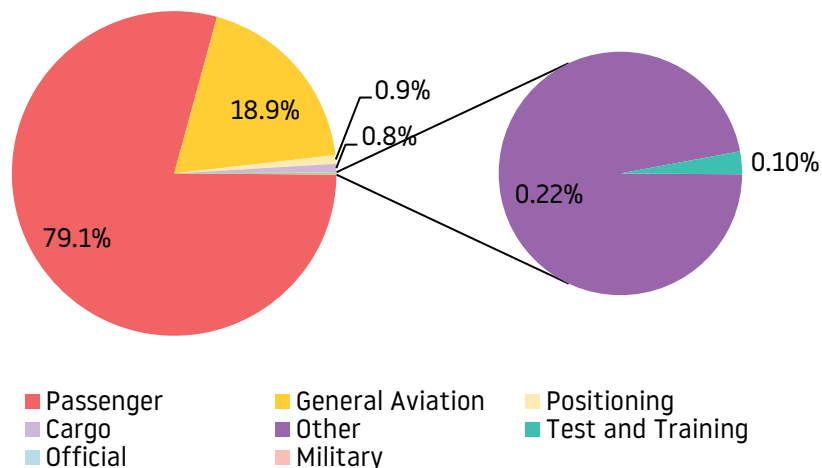
Parameter		1 st Quarter 2026	1 st Quarter 2025
Total Passenger Number	↑	3,725,400	3,621,737
Total Aircraft Movements	↓	28,616	28,819
Night Movements (23.00 – 06.59)	↓	2,179	3,058
Early Morning Movements (06.00 – 06.59)	↑	1,238	1,157
Aircraft Movement and Quota Count limits (per rolling 12-month period)			
Night Quota Movements (<i>9,650 limit</i>)	↓	6,743	7,547
Night Quota Count (<i>3,500 limit</i>)	↓	1,754.625	2,149.00
Early Morning Shoulder (<i>7,000 movements</i>)	↑	6,530	5,818
24hr CDO (% achievement)	↓	92%	93%
Day CDO (% achievement)	↓	92%	94%
Night CDO (% achievement)	↑	91%	89%
Track Violations	↑	12	9
Departure Noise Infringements (Day)	↑	14	2
Departure Noise Infringements (Night)	↓	0	1
Noise Monitor Results*			
No. Day (Night) > 80 dB(A)	↑	16 (0)	2 (0)
No. Day (Night) > 75 dB(A)	↑	2,441 (201)	1,211 (81)
No. Day (Night) > 70 dB(A)	↑	9,663 (1,084)	8,407 (953)
Night Noise Contour Area (48 dB L _{Aeq, 8h})	↓	17.8 km ²	22.3 km ²
Noise Complaints	↓	456	586
Complainants	↓	23	43
Number of New Complainants	↓	5	6
Largest Source of Complaints	-	Arrivals West	Arrivals. West
Origin of Concerns (>5 Complainants)	-		Luton
Westerly/Easterly Runway Split (%)		69/31	60/40

1 AIR TRAFFIC DATA

1.1 Aircraft Movements

There were 28,616 aircraft movements during this quarter (compared with 28,819 for the same period in 2025), an decrease of 0.7%. This resulted in an average 316 movements per 24 hours (compared to 320 last year).

Total Aircraft Movements (%)



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						
Jan 2026	72	0	7,258	80	7	0	0	19	1,771	2	9,209
Feb 2026	78	0	7,184	69	8	0	0	17	1,803	0	9,159
Mar 2026	87	0	8,204	75	8	0	0	28	1,846	0	10,248
QTR Total	237	0	22,646	224	23	0	0	64	5,420	2	28,616

1.2 Passenger Statistics

A total of 3,725,400 passengers passed through LLA during the period January to March 2026 (compared with 3,621,737 for the same period last year); 3,711,027 on scheduled flights (99.6%) and 14,373 on charter flights (0.4%). This represents 2.9% increase in passengers and equates to an average 41,393 passengers per 24 hours (compared to 40,242 during the same quarter last year).

	Domestic	EU	Non-EU	Total
Jan 2026	88,302	770,784	313,842	1,172,928
Feb 2026	98,952	796,360	312,698	1,208,010
Mar 2026	111,146	906,196	327,120	1,344,462
QTR Total	298,400	2,473,340	953,660	3,725,400

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

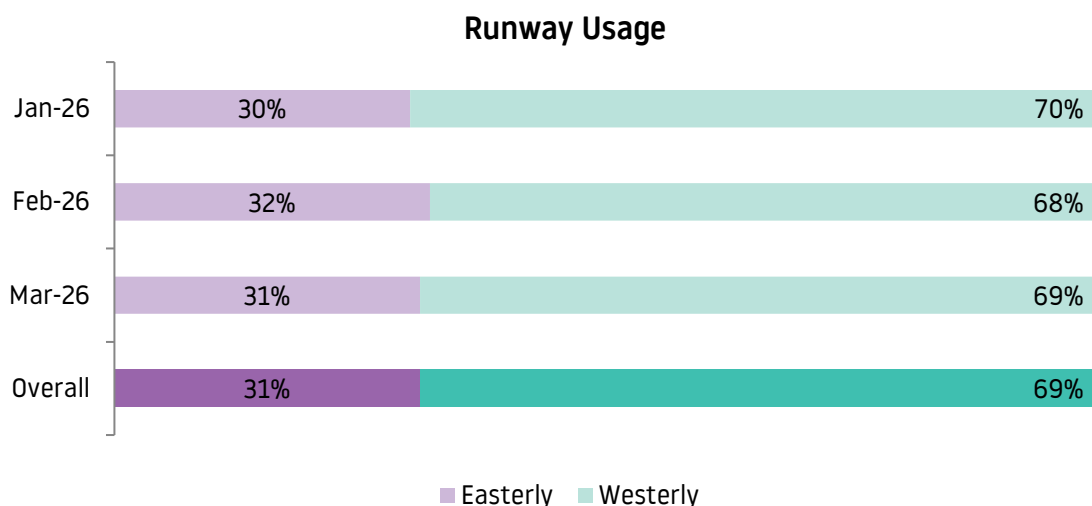
¹ Other relates to flights coming for maintenance and or departing aircraft that have made an unscheduled return to base

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 31% easterly and 69% westerly (in comparison to a 40%-60% 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.

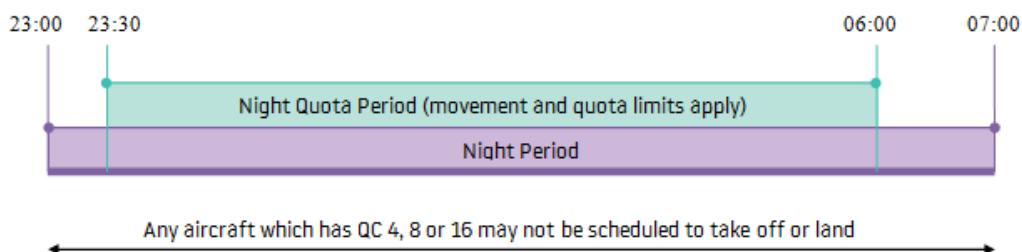
Aircraft are certified by the International Civil Aviation Organisation (ICAO) according to the noise they produce during specific certification tests conducted by the manufacturer. They are classified separately for both take-off and landing. The points are allocated to different aircraft types according 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 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>
April 2025	816	221.875	647
May 2025	957	247.750	683
June 2025	887	236.125	644
July 2025	863	231.250	629
August 2025	828	223.125	649
September 2025	813	211.000	617
October 2025	745	200.000	588
November 2025	173	38.500	403
December 2025	183	41.000	439
January 2026	142	30.000	381
February 2026	143	31.375	393
March 2026	193	42.625	457
QTR Total	478	104.000	1231
<i>Total for preceding 12 months</i>	<i>6743</i>	<i>1754.625</i>	<i>6530</i>

Commencing 3rd November 2025 LLA began full resurfacing of the runway. Work taking place each morning between the hours of 00:01 to 05:45 from Monday to Friday and the runway unavailable for the duration of the works each day.

No resurfacing works took place during the Christmas period from 05:45 19th December 2025 to 00:01 5th January 2026. This should be taken into account when reviewing figures for January, February and March in Q1 2026. Works completed 27th March 2026.

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 January to March 2026, these have been removed from the night quota movements and quota count and have not been reported in the table in section 1.4.3. There have been no dispensations granted for the early morning shoulder period.

	Night Dispensations	% Night Movements Dispensations
January 2026	52	36.6%
February 2026	36	25.2%
March 2026	42	21.8%
Total	130	27.2%

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

Reason for Dispensation	Arrivals	Departures	Total	% Night Movements Dispensations
Weather	48	5	53	11.1%
Passenger Hardship	31	15	46	9.6%
Air Traffic Disruption	20	0	20	4.9%
Diversions	5	0	5	1.1%
Medical / Emergencies	5	1	6	1.3%
Total	109	21	130	27.2%

Below are some example flight dispensations from Q1:

- A flight from Berlin was delayed by adverse weather conditions meaning that the aircraft had to be de-iced prior to departure. Due to the large queues needing to be de-iced delayed departure. The flight departed after the aircraft had been de-iced resulting in the arrival in the night. A dispensation was granted due to weather.
- A flight from Prague was delayed due to adverse weather conditions at the departure airport. Due to wintery conditions the runway was closed to clear snow, the operator left Prague once the runway was open, with a large delay. This was granted a dispensation for weather.
- A flight was delayed coming back to Luton due to a medical emergency on board requiring the aircraft to divert. The aircraft continued on to Luton after the passenger was offloaded by medics into an ambulance. This had a dispensation applied due to the medical emergency.
- An Operator had a bird strike on the outbound sector causing damage to the aircraft. Maintenance inspections required prior to operating the flight back to Luton. This flight was granted a dispensation for passenger hardship.
- An Operator applied to LLA for a dispensation due to crew being late for the flight, this resulted in a delay into the night period. This was rejected by LLA as cabin crew reporting on time is within the Operator's control.
- An Operator applied to LLA for a dispensation due to having a defect with the aircraft delaying the departure, the delay for this flight was less than 15 minutes. Under stricter dispensation procedures by LLA this flight had the dispensation rejected.

1.5 Day/Night Ratio of Movements - Actual

There were 2,179 night operations during the quarter (compared to 3,058 for the same quarter last year), an average of 24 movements per night (compared to 34 last year). Arriving aircraft accounted for 38% of total night movements, relating primarily to the last rotation of Luton based passenger aircraft scheduled to land between 23:00 and midnight local. 82% of total night departures took off between 06:00 – 07:00 hours local. The average ratio of total aircraft operations during the quarter was 92.4% day / 7.6% night (in comparison to 89.4% day / 10.6% night over the same quarter last year).

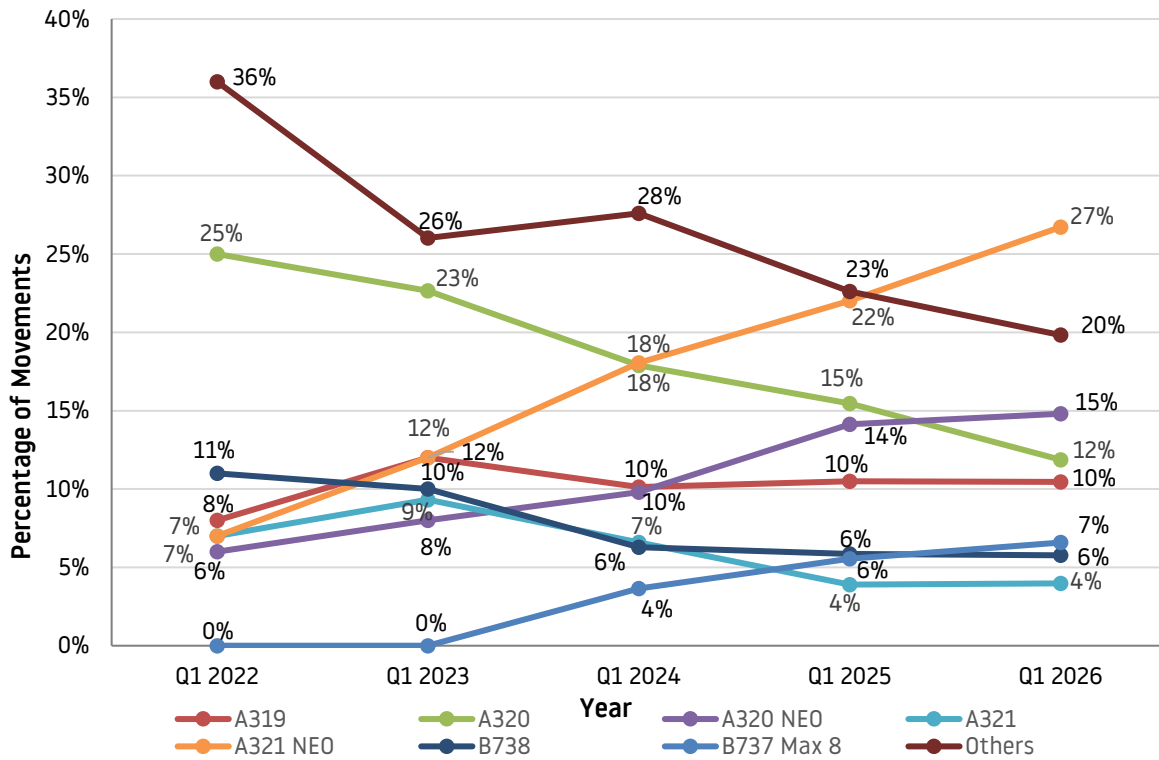
	Day Movements (0700-2259)			Night Movements (2300-0659)				Total	
	Day movements			Night Quota Period (2330-0559)		Early Morning Shoulder (0600-0659)			Total Night Movements (2300 – 0659)
	A	D	Total	A	D	A	D		
April 2025	4,766	4,920	9,686	714	174	52	606	1,731	11,417
May 2025	5,092	5,318	10,410	862	191	53	634	1,945	12,355
June 2025	5,199	5,410	10,609	841	187	44	612	1,863	12,472
July 2025	5,457	5,692	11,149	876	182	36	605	1,882	13,031
August 2025	5,267	5,504	10,771	858	153	37	618	1,851	12,622
September 2025	5,099	5,374	10,473	851	144	31	597	1,794	12,267
October 2025	5,105	5,318	10,423	770	137	35	547	1,677	12,100
November 2025	4,327	4,208	8,535	140	63	69	344	719	9,254
December 2025	4,888	4,757	9,645	150	68	63	385	789	10,434
January 2026	4,345	4,169	8,514	133	60	41	341	695	9,209
February 2026	4,341	4,134	8,475	116	63	35	362	684	9,159
March 2026	4,791	4,657	9,448	176	57	49	410	800	10,248
QTR Total	13,477	12,960	26,437	425	180	125	1,113	2,179	28,616
<i>Total for preceding 12 months</i>	<i>58,677</i>	<i>59,461</i>	<i>118,138</i>	<i>6,487</i>	<i>1,479</i>	<i>545</i>	<i>6,061</i>	<i>16,430</i>	<i>134,568</i>

1.6 Day/Night Ratio of Movements – Forecast

2026 Forecast of Aircraft Movements					
	Day Movements (0700 – 2259hrs)	Night Quota Period (2330-0559) <i>Limited to 9,650</i>	Early Morning Shoulder (0600-0659) <i>Limited to 7,000</i>	Total Night Movements (2300-0659hrs)	Total
April 2026	10,166	808	532	1,526	11,692
May 2026	10,777	1051	710	2,017	12,794
June 2026	11,021	1044	681	1,932	12,953
July 2026	11,517	1091	665	1,942	13,459
August 2026	11,003	1031	669	1,889	12,892
September 2026	10,913	1017	658	1,873	12,786
October 2026	10,738	919	596	1,808	12,546
November 2026	8,285	501	377	1,039	9,324
December 2026	9,416	553	414	1,131	10,547
January 2027	9,070	208	434	741	9,811
February 2027	9,265	198	450	748	10,013
March 2027	9,926	261	503	848	10,774
<i>Total for following 12 months</i>	<i>122,097</i>	<i>8,682</i>	<i>6,689</i>	<i>17,494</i>	<i>139,591</i>

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 Q1 2026, 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*		Heli	
		07	25 Conv	25 RNAV	07	25	07	25	07	25	HELI	
Jan 2026	Daytime	695	5	1,570	374	947	167	381	11	8	11	4,169
	Night-time	84	0	184	39	89	14	14	0	0	0	424
Feb 2026	Daytime	688	6	1,399	454	975	187	375	15	19	16	4,134
	Night-time	91	0	178	36	112	6	17	0	3	1	447
Mar 2026	Daytime	758	6	1,529	532	1,183	197	417	6	19	10	4,657
	Night-time	69	0	196	51	136	4	21	2	2	0	481
QTR	Total	2,385	17	5,056	1,489	3,442	575	1,225	34	51	38	14,312
	<i>Daily Average</i>	<i>26.5</i>	<i>0.2</i>	<i>56.2</i>	<i>16.5</i>	<i>38.2</i>	<i>6.4</i>	<i>13.6</i>	<i>0.4</i>	<i>0.6</i>	<i>0.4</i>	<i>159.0</i>

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 99.8%. 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.

	No. of Violations	Total Penalties Collected
January 2026	6	£9,500
February 2026	4	£6,000
March 2026	2	£2,500
QTR	12	£18,000

	Airline or Aircraft Operator	Aircraft Types Violating
January 2026	Privately owned aircraft	GLF6 (3), C56X, CL60, E55P
February 2026	Privately owned aircraft	GL5T (2), GLEX, LJ36
March 2026	Privately owned aircraft	FA8X, LJ36

Total Fines by Company:

Company	No. of Track Violations	Amount
Signature	7	£10,750
Harrods	4	£6,000
NetJets	1	£1,250
QTR	12	£18,000

Total Fines by Aircraft Type:

Aircraft Type	No. of Track Violations	Amount
GLF6	3	£5,750
GL5T	2	£3,500
LJ36	2	£2,500
C56X	1	£1,250
CL60	1	£1,250
E55P	1	£1,250
FA8X	1	£1,250
GLEX	1	£1,250
QTR	12	£18,000

3 ARRIVING AIRCRAFT

3.1 Arrivals Route Analysis

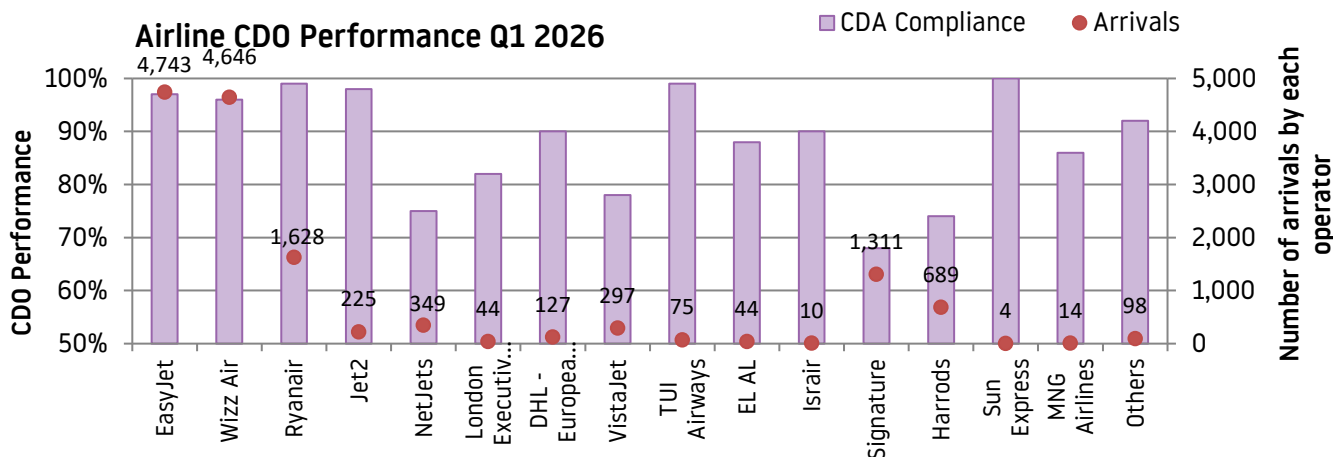
The following table reports the total number of arrivals differentiating between easterly (07), westerly (25) operations and helicopters.

		Arrivals			Total
		07	25	Heli	
January 2026	Daytime	1,298	3,037	10	4,345
	Night-time	65	206	0	271
February 2026	Daytime	1,436	2,894	11	4,341
	Night-time	44	192	1	237
March 2026	Daytime	1,506	3,275	10	4,791
	Night-time	90	229	0	319
QTR	Total	4,439	9,833	32	14,304
	<i>Daily Average</i>	<i>49.3</i>	<i>109.3</i>	<i>0.4</i>	<i>158.9</i>

The table below shows the percentage of flights that achieved a Continuous Descent Operation (CDO), 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.

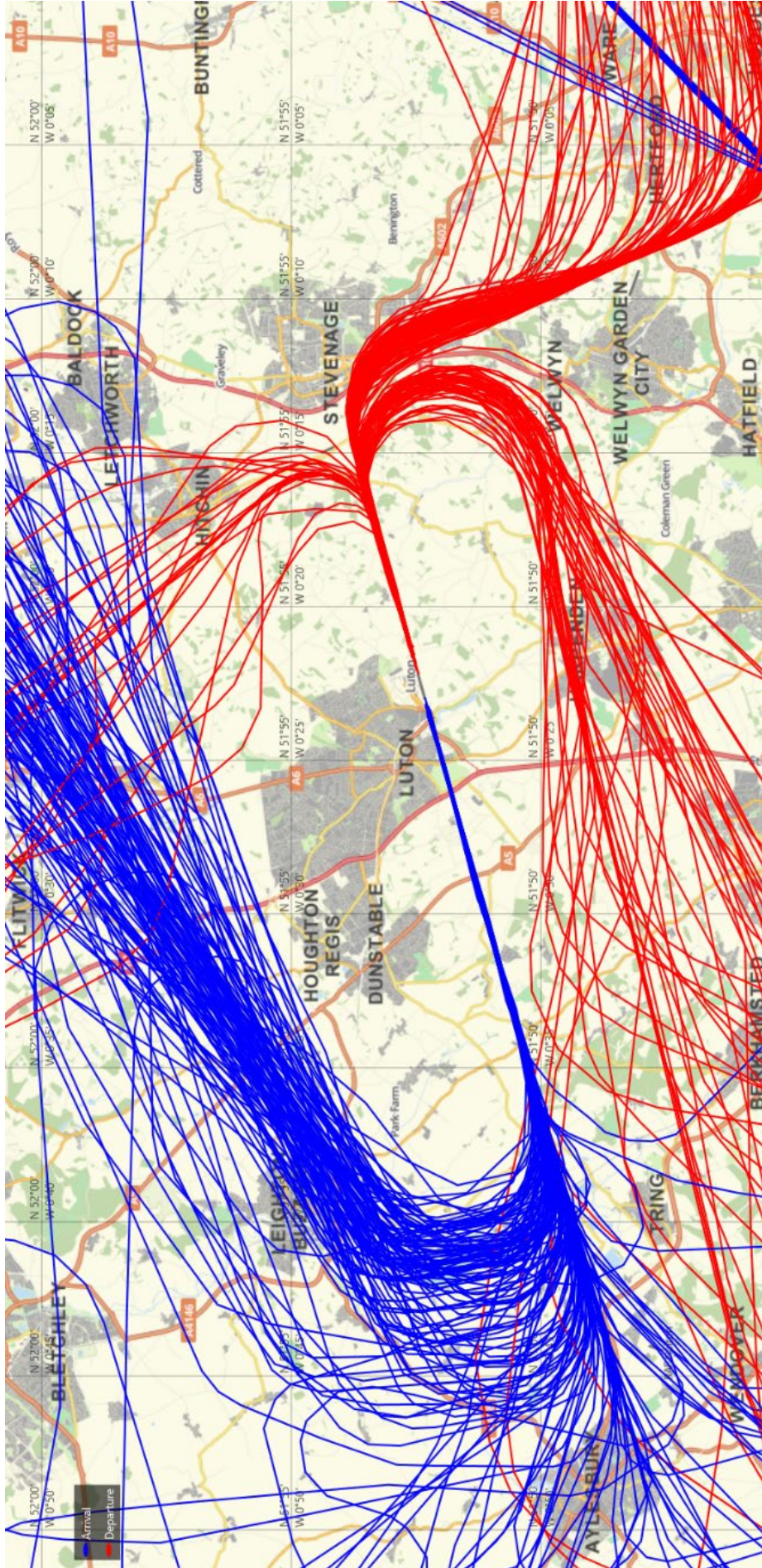
	All Arrivals			07 Easterly Arrivals			25 Westerly Arrivals		
	% CDO			% CDO			% CDO		
	Total	Day	Night	Total	Day	Night	Total	Day	Night
January 2026	92	92	94	96	97	92	91	90	94
February 2026	93	93	89	96	96	89	91	91	90
March 2026	92	92	91	97	97	98	89	89	88
QTR Total	92	92	91	97	97	94	90	90	90

The overall CDO achievement was 92% 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 first quarter of 2026.

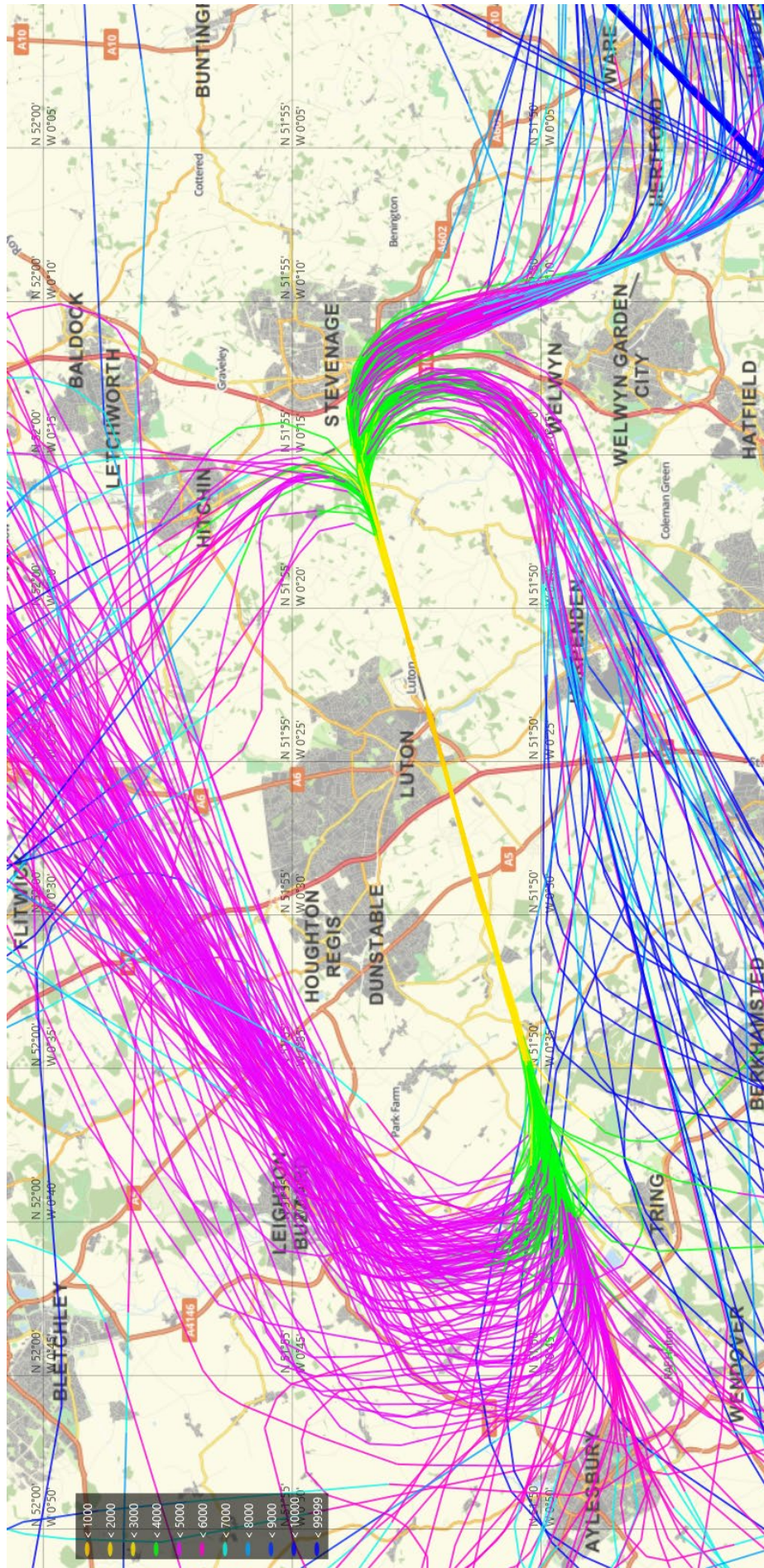


LLA Flight Routes Sample Easterly Operations

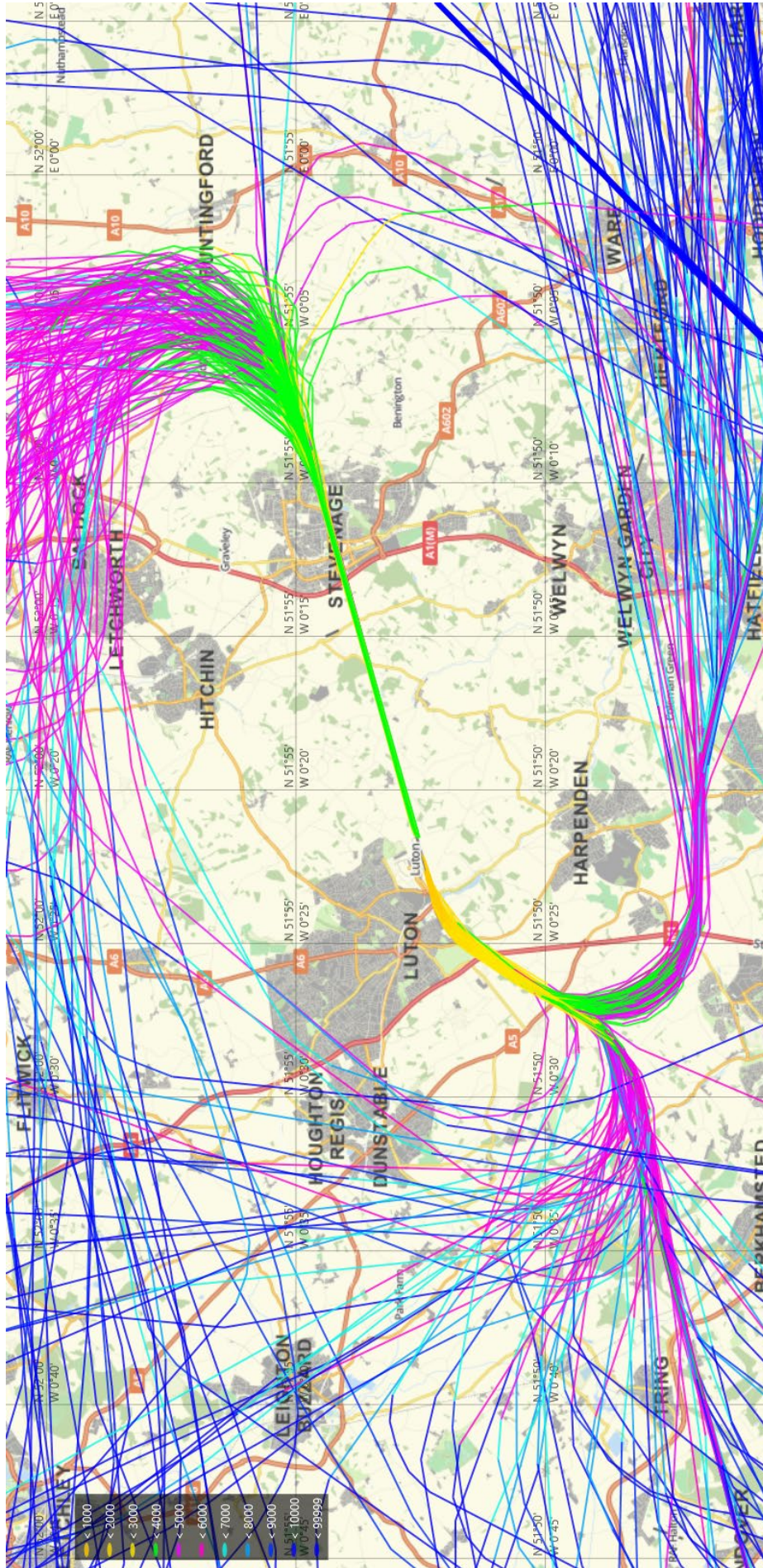
Key:
Departures in Red
Arrivals in Blue



LLA Flight Routes
Sample Easterly
Operations



LLA Flight Routes
Sample Westerly
Operations



4 AIRCRAFT NOISE

During the 1st Quarter of 2026, the maximum noise levels less than 79 dB(A) was recorded by 99.5% of correlated departing aircraft.

The maximum noise level of less than 76 dB(A) was recorded by 90.4% of correlated departing aircraft.

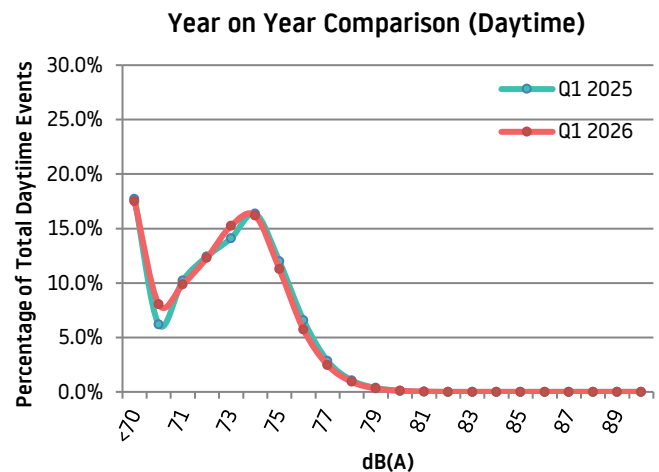
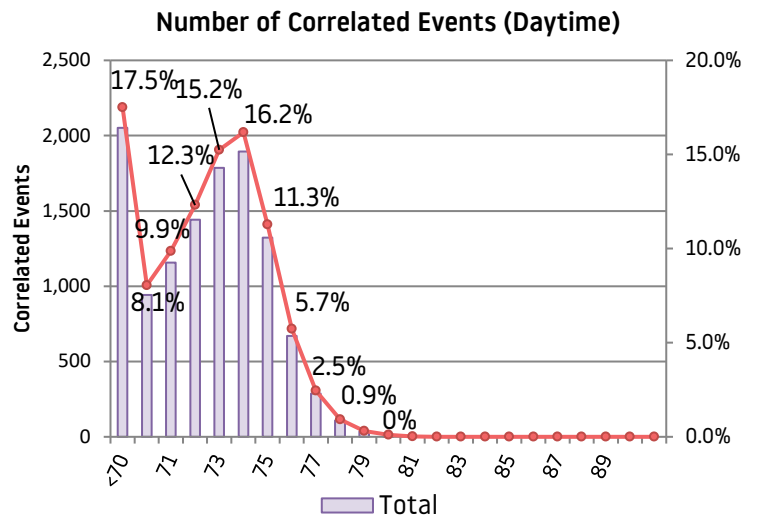
There were 14 noise violations in Q1 2026. Details of this violation are outlined in Section 4.4.

4.1 Daytime Noise Levels – January to March 2026

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 79dB(A), between 07:00 and 22:59 hours local, is fined accordingly)*

Rounded Result

	db. (A) #	Jan	Feb	Mar	QTR
Number of Correlated Events (Daytime)	<70	601	685	765	2,051
	70	274	277	392	943
	71	375	344	437	1,156
	72	481	453	508	1,442
	73	571	594	621	1,786
	74	602	610	683	1,895
	75	438	388	496	1,322
	76	221	213	237	671
	77	98	80	110	288
	78	38	29	41	108
	79	15	9	12	36
	80	5	2	4	11
	81	1	1	1	3
	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	3,720	3,685	4,307	11,712

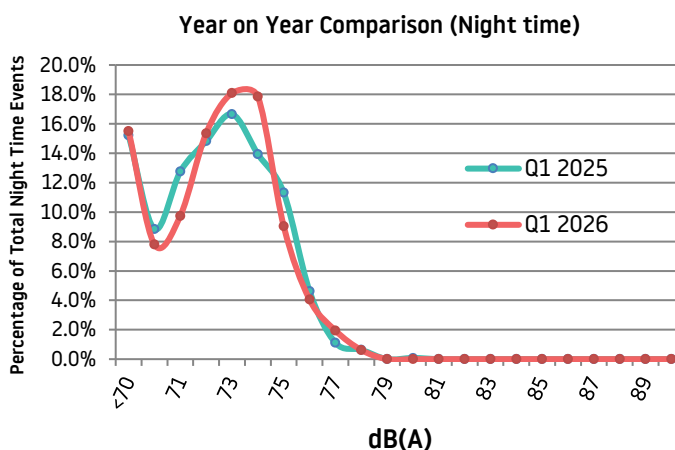
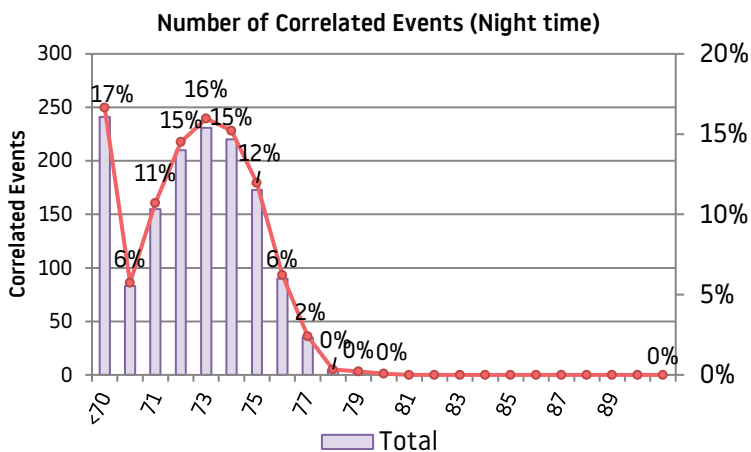


4.2 Night Noise Levels – January to March 2026

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 78dB(A) between 23:00 hrs and 06:59 hours local, is fined accordingly)*

Rounded Result

	db (A) #	Jan	Feb	Mar	QTR
Number of Correlated Events (Night time)	<70	62	67	70	199
	70	26	34	40	100
	71	40	46	39	125
	72	73	57	67	197
	73	84	75	73	232
	74	69	64	96	229
	75	30	39	47	116
	76	13	19	20	52
	77	6	9	10	25
	78	2	1	5	8
	79	0	0	0	0
	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	405	411	467	1,283



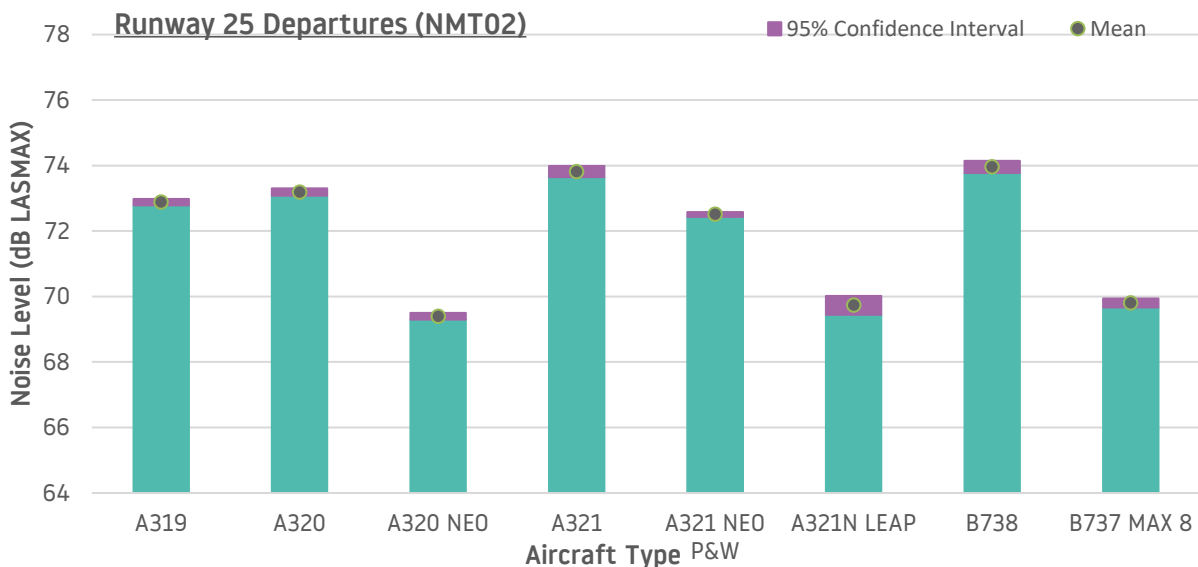
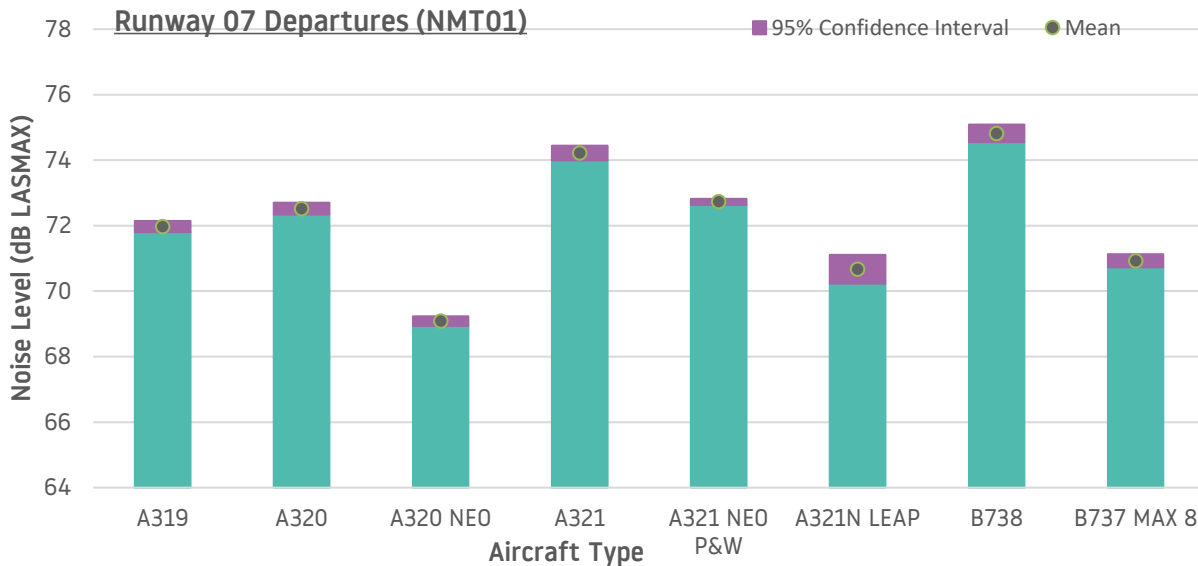
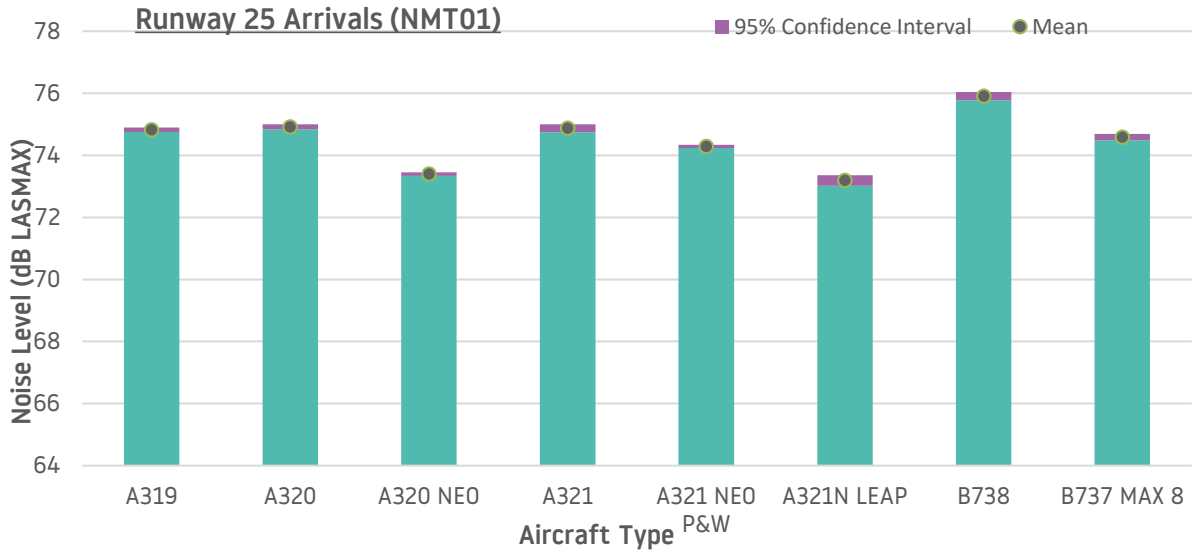
N.B It should be noted that the detection thresholds for the noise monitoring terminals are set at the lowest level to record the maximum number of aircraft noise events. A number of smaller aircraft types, such as business jets and propeller aircraft, get very close to but do not reach the detection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

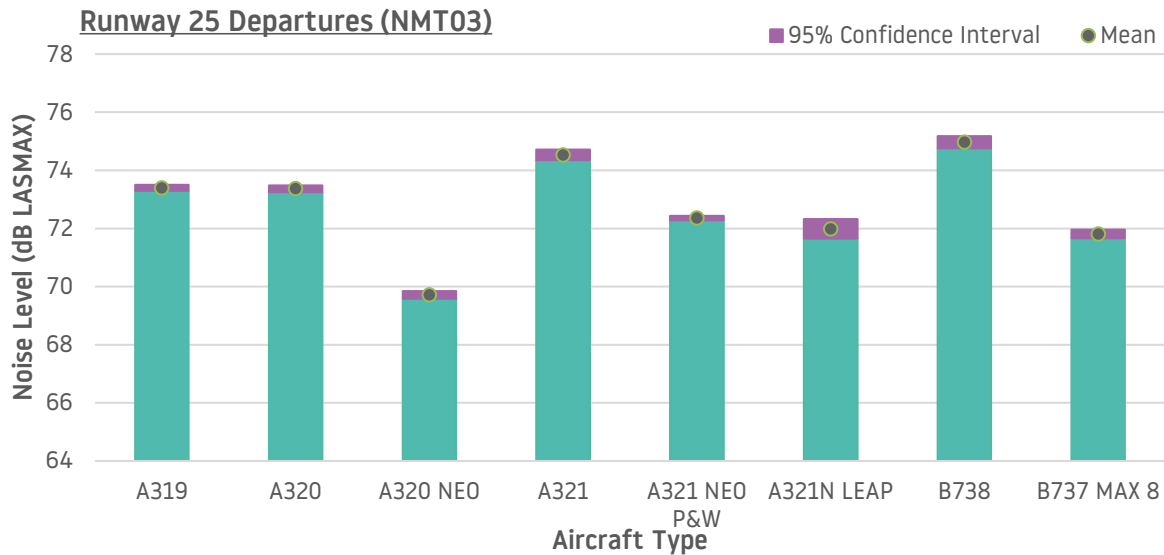
Ambient background noise is also an important factor as specific incidents such as loud road traffic, emergency vehicle sirens, lawn mowers, drills etc. can register noise levels louder than an aircraft overhead. This results in not all aircraft movements being correlated to noise events. Generally, 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 (Q1 2026)

The following graphs show the average noise and confidence level (95%) for the three fixed noise monitors for the period January to March 2026. 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.

	A319	A320	A320 NEO	A321	A21N P&W	A21N LEAP	B738	B737 MAX 8
NMT01 (Arr)	1,050	1,174	1,482	382	2,529	151	581	647
NMT01 (Dep)	446	527	674	183	1,113	71	246	298
NMT02 (Dep)	1,042	1,160	1,359	380	2,466	155	568	617
NMT03 (Dep)	1,007	1,105	805	367	2,179	130	540	555

4.4 Noise Violations during Quarter 1 (January to March 2026)

There were 14 noise violations during the period. The daytime NVL was reduced from 80dB to 79dB on the 1st January 2026.

	Date/Time (Local)	Aircraft Type	Average A/C dB for Q1	Company	Noise Level	Amount Charged
Day	21/01/26 21:47:33	FA7X	72.2	Signature	80.8	£1,250
Day	23/01/26 15:16:28	B738	74.9	Ryanair	79.5	£1,250
Day	24/01/26 07:56:10	B738	74.9	TUI	80.0	£1,250
Day	24/01/26 13:21:18	FA7X	72.2	Harrods	79.5	£1,250
Day	26/01/26 12:27:08	FA7X	72.2	Signature	79.7	£1,250
Day	28/01/26 16:56:16	C650	71.4	Signature	80.3	£1,250
Day	09/02/26 12:00:41	FA7X	72.2	Harrods	80.7	£1,250
Day	12/02/26 12:49:37	FA7X	72.2	Signature	79.8	£1,250
Day	28/02/26 08:04:43	B738	74.9	TUI	79.8	£1,250
Day	25/03/26 13:34:02	FA8X	70.7	Signature	79.9	£1,250
Day	26/03/26 09:50:46	B738	74.9	TUI	79.7	£1,250
Day	31/03/26 07:41:41	B738	74.9	TUI	80.9	£1,250
Day	31/03/26 08:11:54	B738	74.9	Ryanair	80.0	£1,250
Day	31/03/26 13:48:31	B738	74.9	Ryanair	79.7	£1,250
Total Penalties Collected					£17,500	

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 1 of 2026, 55 properties were contacted, 18 properties accepted the scheme, and 39 properties were insulated, this includes properties that have been contacted previously but only accepted or had works completed in Q1 2026.

5 NOISE CONTOURS

5.1 Night Noise Contours – Q1 2026

5.1.1 Contour Production

Aircraft movement data for use in the contour production has been supplied by LLAOL. The contour production methodology has been updated compared to that used for the 2025 contours. The contours were produced using the same INM software (Version 7.0d) with terrain data allowed for, however the validation is now based on measured results in 2025 at the fixed noise monitors.

5.1.2 Noise Contour Results

The resulting noise contours are shown in the attached figure 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 (October - December 2025), and the equivalent quarter during the previous year (January - March 2025).

Contour Value (dB LAeq,8h)	Contour Area (km ²)		
	<i>Jan - Mar 2025</i>	<i>Oct - Dec 2025</i>	<i>Jan - Mar 2026</i>
48	22.3	22.6	17.8
51	12.3	12.4	9.7
54	6.9	6.8	5.7
57	4.0	4.0	3.3
60	2.0	2.0	1.6
63	1.1	1.1	0.9
66	0.7	0.7	0.6
69	0.4	0.4	0.4
72	0.3	0.3	0.2
W/E Split (%)	62/38	73/27	72/28

Table 1: Area of Night Noise Contour

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.

The 2026 validation considers A321neo aircraft fitted with CFM engines separately from those fitted with Pratt and Whitney (P&W) engines. The 2026 movements are therefore split into separate rows for the two engine manufacturers. The 2025 methodology treated all A321neo aircraft the same and the breakdown by engine manufacturer is not available, therefore all movements are listed in the P&W row as these make up the vast majority.

INM Aircraft Type	Jan – Mar 2025	Oct – Dec 2025	Jan – Mar 2026
737800	98	132	83
737800 (max)	222	282	217
757RR	217	84	n/a
A300-622R	84	34	20
A319-131 (ceo)	149	302	156
A320-211 (ceo)	152	263	132
A320-211 (neo)	287	552	362
A321-232 (ceo)	33	20	31
A321-232 (neo CFM)	n/a	n/a	17
A321-232 (neo P&W)	1,337	1,181	884
CL600	14	n/a	n/a
CL601	42	28	33
CNA208	22	18	12
CNA525C	n/a	n/a	13
CNA55B	11	n/a	n/a
CNA560XL	14	10	n/a
EMB145	15	n/a	n/a
F10062	43	23	27
GV	248	176	133
LEAR35	10	n/a	n/a
Other	57	74	57
TOTAL	3,055	3,179	2,177

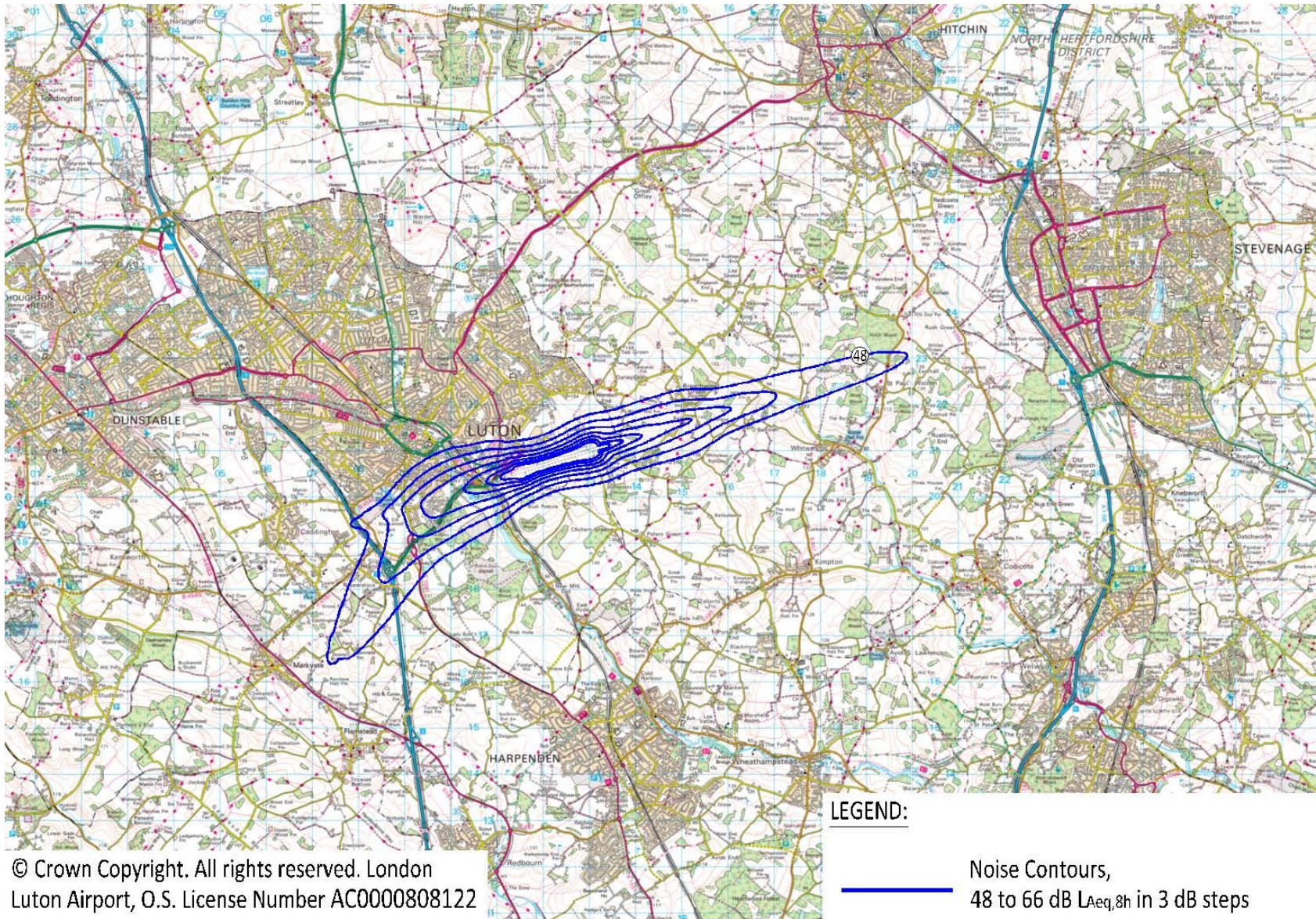
Table 2: Night-time Aircraft Movement Numbers by Aircraft Type

5.1.4 Noise Contour Comparison

The number of movements in 2026 Q1 is lower than in the same quarter in 2025. The overall fleet mix has changed, with the proportion of flights by quieter modernised aircraft types having increased from 60% in 2025 Q1 to 68% in 2026 Q1. In 2026 Q1 the majority of the Airbus A320, Airbus A321, and Boeing 737 operations were by modernised (neo/MAX) types, with the larger Airbus A321neo particularly prevalent.

The area of the 48 dB(A) noise contour has decreased compared to the same quarter last year, this is primarily due to the decrease in movements. The shape of the contours has also changed, with the contour being a similar size to the south-west, slightly smaller to the east, and much smaller to the west. This change in shape is due to the combination of lower proportion of easterly operations (Runway 07) in 2026 Q1, and a reduction in night-time arrivals specifically, with departures also declining but to a lesser extent.

The number of movements and therefore the area of the noise contours has decreased compared to the previous quarter (October - December 2025).



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LEGEND:



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

6 COMPLAINTS

6.1 Total Complaints relating to LLA aircraft operations

	1 st QTR 2026	1 st QTR 2025
Total No. of Complaints relating to LLA aircraft operations	456	586
No. of Complainants	23	43
No. of General Complaints	67	43
No. of Specific Complaints	389	543
Average No. of Complaints per Complainant	19.8	13.6
No. of Aircraft Movements per Complaint	62.8	49.2

A total of 456 complaints relating to LLA aircraft operations were received by the Flight Operations Department during the first quarter of 2026. This is compared to 586 complaints received for the same period in 2025. It should be noted that during the first quarter of 2026, 96% of complaints were received from 10 individuals.

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

January 2026	204 complaints (184 Specific Complaints, 20 General Complaints)
February 2026	139 complaints (125 Specific Complaints, 14 General Complaints)
March 2026	113 complaints (80 Specific Complaints, 33 General Complaints)

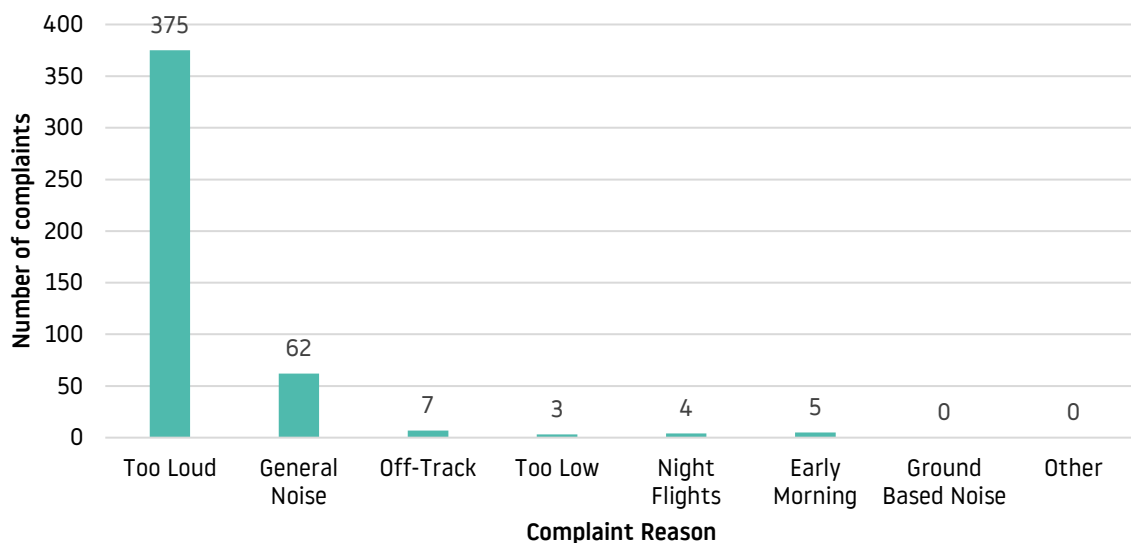


There were no complaints not attributable to LLA traffic throughout the quarter, same as the period January to March 2025.

Out of 23 total complainants, 9 contacted the airport only once meaning, 14 complainants generated 447 complaints.

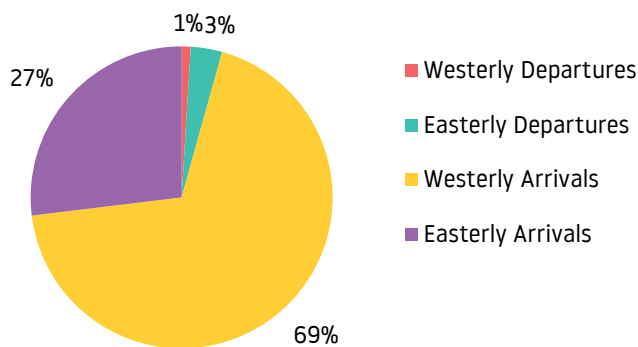
6.2 Type of Complaint

The types of complaint received by the Flight Operations Department from January to March 2026 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 January to March 2026.



Within the 4 specific aircraft complaints concerning westerly departures, 2 complaints involved aircraft on the Match route and 2 complaints were recorded about aircraft following the Rodni route. No complaints were recorded about aircraft following the Olney route or off-airways routing.

Of the 14 complaints attributed to easterly departures, there were 13 specific complaints regarding aircraft on the Rodni route, and 1 complaint was recorded about aircraft following the Match route. No complaints were recorded regarding aircraft following the Olney route or off-airways routing.

In total the Flight Operations Department received 398 specific complaints regarding arrivals. 286 of these complaints were about westerly arrivals and a further 112 concerning easterly arrivals. These complaints were mostly regarding the new arrival’s airspace change implemented in February 2022.

1 Complainant reported noise disturbance at night (compared to 2 Complainants for the same Quarter last year)

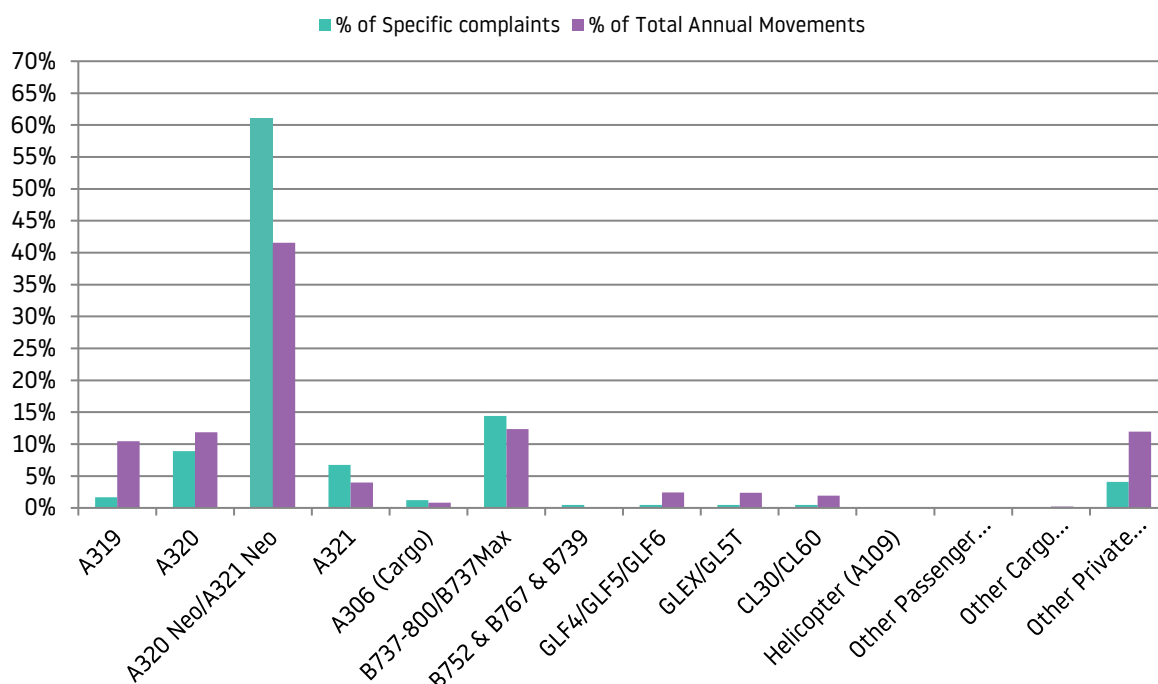
Arriving passenger aircraft accounted for 75% of specific night complaints. Departing passenger aircraft accounted for 25% of specific night complaints. No complaints were received regarding executive or cargo aircraft at night during the period.

4 (0.9%) Complaints concerning night noise disturbance from LLA operations

During Quarter 1 of 2026, there has been a significant decrease in complaints regarding night flights. This is thought to be due to the runway resurfacing project that commenced on Monday 3rd of November, closing the runway to all aircraft movements between the hours of 00:01 and 05:45, Monday to Friday.

6.4 Complaints by aircraft type

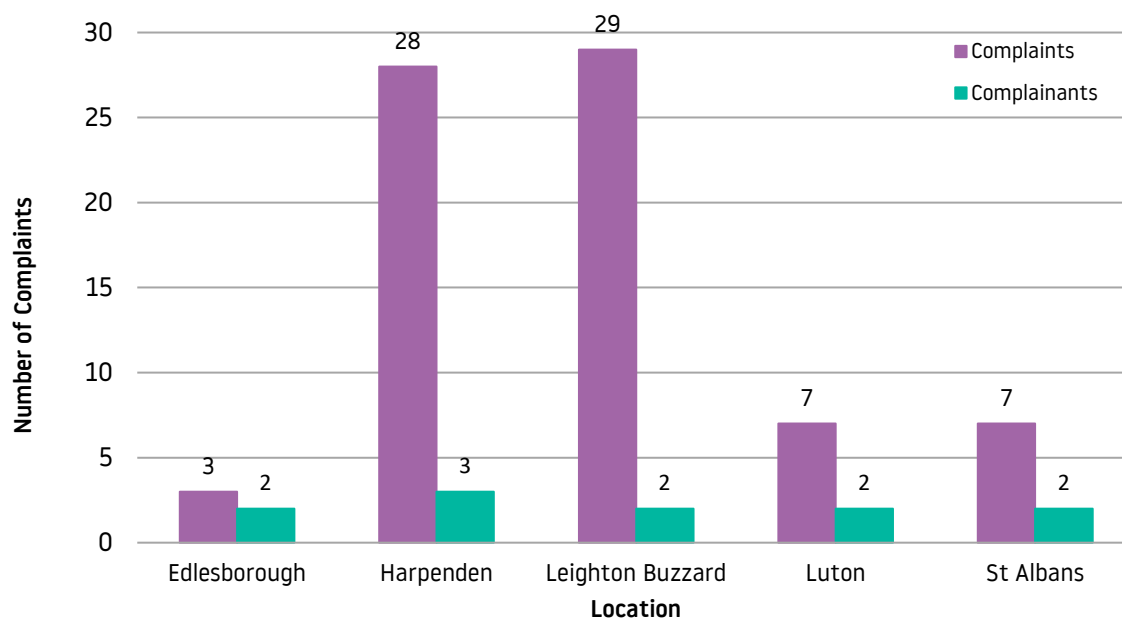
The diagram below shows aircraft types generating specific complaints.



6.5 Origin of Complaints

The chart below identifies the areas around the Airport from which more than one complainant submitted concerns relating to LLA aircraft operations during the period January to March 2026.

The communities with one complainant include: Amersham, Bourn, Bracknell, Graveley, Great Gransden, Harlow, Horningsea, Impington, Knebworth, Perry, Stevenage, St Neots.



6.6 Complaints Analysis

During Quarter 1 2026 there has been a decrease in complaints and complainants compared to the same quarter last year. This is thought to be due to a number of reasons:

- 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.
- Similar to Q4 2025, some individuals are submitting multiple complaints. In Q1 2026, 96% of complaints were received from 10 individuals. A single complainant in Horningsea was responsible for 344 complaints in Q1 2026, accounting for 75% of the total.
- During Quarter 1, there has been a significant decrease in complaints regarding night flights. This is likely to be due to the runway resurfacing project that commenced on Monday 3rd of November, closing the runway to all aircraft movements between the hours of 00:01 and 05:45, Monday to Friday.

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	14.1%
Phone	1.3%
Travis	84.4%
Letter	0.2%

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	70.8%
1 Day	4.6%
2 Days	21.8%
3 Days	1.1%
4 Days	0.2%
5 Days	1.1%
6 Days	0.0%
7 Days	0.0%
8 Days	0.0%
9 Days	0.0%
10 Days	0.0%
11 Days	0.0%
12 Days	0.0%
13 Days	0.0%
14 Days	0.0%
15 Days	0.0%
16 Days	0.0%
16 Days+	0.4%

7 COMMUNITY RELATIONS

7.1 Community Visits to Airport

Invitations are often extended to local 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 1 of 2026, the Flight Operations Team had no specific request to meet with residents or community representatives.

7.2 Airport Visits to the Community

The Flight Operations Team did not hold any public surgeries during Q1 2026.

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 INITIATIVES

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

The following update is applicable for Q1 2026:

1. Greener Future Funds (GFF) invested to 4 schools a total of £37,500 in Q1 (this supports biodiversity and environmental projects) in Luton.
2. No Environmental Education Workshops were delivered in Q1.
3. 22 employees volunteered in various environmental initiatives during Quarter 1.

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