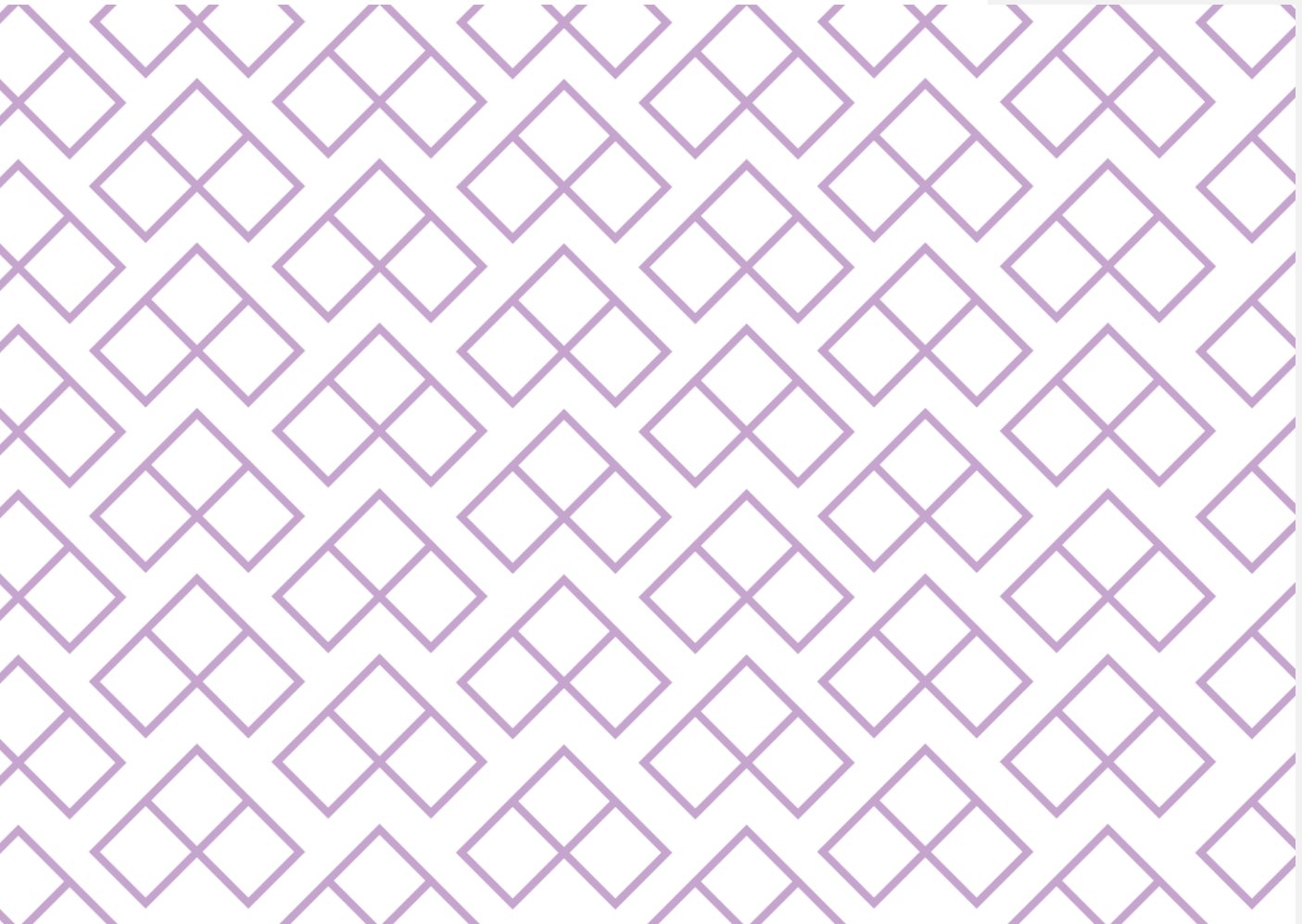




Quarterly Flight Operations Report

QUARTER 2 2026



INTRODUCTION

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

KEY MONITORING INDICATORS – 2nd QUARTER 2026

Parameter		2 nd Quarter 2026	2 nd Quarter 2025
Total Passenger Number	↑	5,065,965	4,722,170
Total Aircraft Movements	↑	37,920	36,249
Night Movements (23.00 – 06.59)	↓	5,382	5,539
Early Morning Movements (06.00 – 06.59)	↓	1,997	2,001
Aircraft Movement and Quota Count limits (per rolling 12-month period)			
Night Quota Movements (<i>9,650 limit</i>)	↓	6,489	7,957
Night Quota Count (<i>3,500 limit</i>)	↓	1,664.00	2,206.25
Early Morning Shoulder (<i>7,000 movements</i>)	↑	6,599	6,052
24hr CDO (% achievement)	↓	94%	95%
Day CDO (% achievement)	↓	94%	96%
Night CDO (% achievement)	↑	95%	94%
Track Violations	↑	13	11
Departure Noise Infringements (Day)	↑	12	1
Departure Noise Infringements (Night)	-	2	2
Noise Monitor Results*			
No. Day (Night) > 80 dB(A)	↑	11 (1)	2 (0)
No. Day (Night) > 75 dB(A)	↑	1,518 (209)	1,463 (145)
No. Day (Night) > 70 dB(A)	↑	11,489 (1,653)	10,866 (1,660)
Night Noise Contour Area (48 dB L _{Aeq, 8h})	↓	33.4 km ²	35.0 km ²
Noise Complaints	↓	620	1,004
Complainants	↓	61	112
Number of New Complainants	↓	20	33
Largest Source of Complaints	-	Arrivals West	Arrivals. West
Origin of Concerns (>5 Complainants)	-	Luton St Albans	Dunstable Harpenden Hitchin Kensworth Luton St Albans Stevenage
Westerly/Easterly Runway Split (%)		66/34	51/49

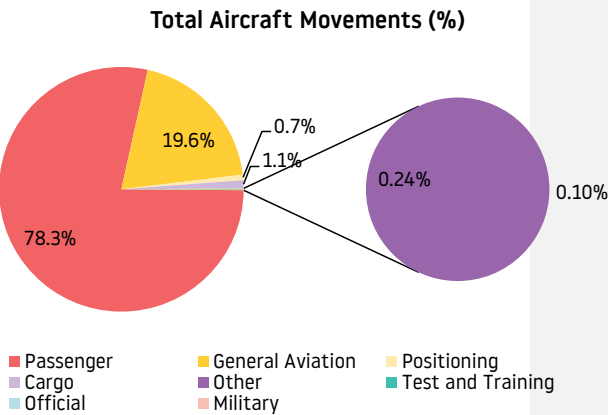
Commented [NP1]: [@Alex Carmad](#) [@Alice May](#) Do these passengers match those reported by Sustainability?

1 AIR TRAFFIC DATA

1.1 Aircraft Movements

There were 37,920 aircraft movements during this quarter (compared with 36,249 for the same period in 2025), an increase of 4.6%.

This resulted in an average 417 movements per 24 hours (compared to 398 last year).



A breakdown of these movements is shown below:

		Commercial				Non-Commercial					Comments
	Cargo	Other	Passenger	Positioning		Military	Official	Other ¹	General Aviation ²	Test & Training	
				Other	STN						
Apr 2026	154	0	9418	60	9	0	0	37	2024	0	11702
May 2026	126	0	10169	100	19	0	0	34	2697	0	13145
Jun 2026	126	2	10123	65	19	0	0	18	2720	0	13073
QTR Total	406	2	29710	225	47	0	0	89	7441	0	37920

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1.2 Passenger Statistics

A total of 5,065,965 passengers passed through LLA during the period April to June 2026 (compared with 4,722,170 for the same period last year); 5,055,889 on scheduled flights (99.8%) and 10,076 on charter flights (0.2%). This represents 7.3% increase in passengers and equates to an average 55670 passengers per 24 hours (compared to 51,892 during the same quarter last year).

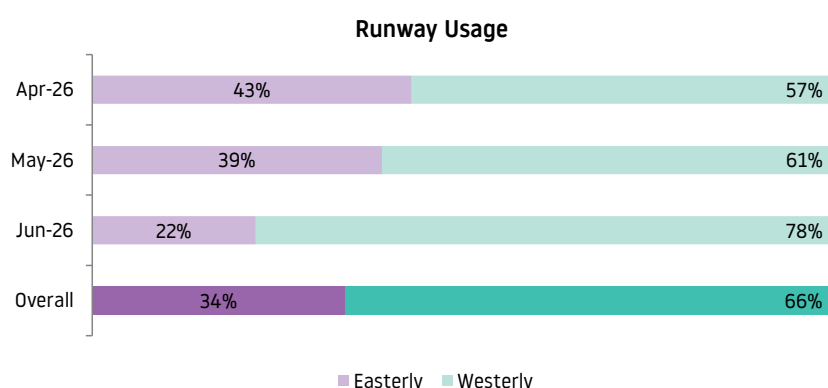
	Domestic	EU	Non-EU	Total
Apr 2026	107,982	1,142,983	301,231	1,552,196
May 2026	118,869	1,300,801	318,768	1,738,438
Jun 2026	120,071	1,329,538	325,722	1,775,331
QTR Total	346,922	3,773,322	945,721	5,065,965

* 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 34% easterly and 66% westerly (in comparison to a 49%-51% split in the same quarter last year). The monthly breakdown of these statistics is as follows:



Commented [NP3]: Alex Camm This doesn't look right - in all month 07 is more, apart from the total? Please can we check?

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.

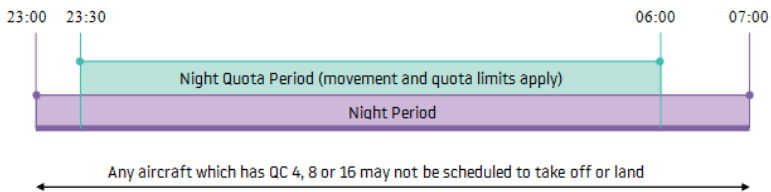
Aircraft are certified by the International Civil Aviation Organisation (ICAO) according to the noise they produce during specific certification tests conducted by the manufacturer. They are classified separately for both take-off and landing. The points are allocated to different aircraft types according 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 below 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>
July 2025	857	231.250	641
August 2025	821	223.125	655
September 2025	811	211.000	628
October 2025	743	200.000	597
November 2025	172	38.500	413
December 2025	183	41.000	448
January 2026	144	29.750	381
February 2026	144	30.625	393
March 2026	193	41.375	457
April 2026	711	177.875	679
May 2026	904	220.750	672
June 2026	806	218.750	638
QTR Total	2421	617.375	1997
<i>Total for preceding 12 months</i>	<i>6,489</i>	<i>1664.000</i>	<i>6602</i>

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 April to June 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.

	Night Dispensations	% Night Movements Dispensations
April 2026	77	9.8%
May 2026	121	11.8%
June 2026	180	18.3%
Total	378	13.5%

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	101	7	108	3.9%
Passenger Hardship	80	19	99	3.5%
Air Traffic Disruption	131	7	138	4.9%
Diversions	9	1	10	0.4%
Medical / Emergencies	17	6	23	0.8%
Total	338	40	378	13.5%

In 2026 LLA introduced stricter dispensation procedures whereby flights that had delays of 15 minutes or less would not be eligible for dispensation. In Q2 9 flights had the dispensation request rejected due to the delay being less than 15 minutes.

Below are some example flight dispensations from Q2:

- A flight from Bordeaux departed and taxied to the runway when a medical incident occurred resulting in the aircraft returning to the gate for ambulance crews to attend to the passenger. This resulted in the flight delaying into the night period. A dispensation was granted due to a medical emergency.
- A flight operating to Gatwick was unable to land due to works on the main runway at Gatwick. With reduced visibility the aircraft was unable to utilise the backup runway and diverted to LTN. This was granted a dispensation for the diversion.
- A flight was delayed coming back to Luton due to the outbound flight having a lightning strike in flight. The aircraft required a maintenance inspection on arrival delaying the return flight into the night period. This had a dispensation applied for passenger hardship.
- An Operator was delayed in Tbilisi due to thunderstorms effecting ground operations and a hold on movements. The flight had to wait for the thunderstorm to pass prior to turnaround completion and operating the flight back to Luton. This flight was granted a dispensation for weather.
- An Operator applied to LLA for a dispensation delays with the ground handling and a shortage of staff to dispatch the aircraft resulting in a delay into the night period. This was rejected by LLA as ground handling and staffing fall within the Operator's control.

Commented [NP4]: [@Chris Shortland](#) - Do we need this sentence? If we do, I'd say to move it as a stand alone stat under the table.

Commented [AM5]: [@Chris Shortland](#) can we add any more info as to why this wasn't weather please? This is similar to the previous dispensation last quarter that was queried. Example below seems similar and was weather.

Commented [CS6R5]: Passenger Hardship was assigned to the return sector as the lightning strike was on the outbound sector so the associated impact on the return was passenger hardship. If for example there was a thunderstorm at the origin that had stopped movements departing that would have been applied for as weather as directly effecting the flight in question

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1.5 Day/Night Ratio of Movements - Actual

There were 5,382 night operations during the quarter (compared to 5,539 for the same quarter last year), an average of 59 movements per night (compared to 61 last year). Arriving aircraft accounted for 56% of total night movements, relating primarily to the last rotation of Luton based passenger aircraft scheduled to land between 23:00 and midnight local. 78% of total night departures took off between 06:00 – 07:00 hours local. The average ratio of total aircraft operations during the quarter was 85.8% day / 14.2% night (in comparison to 84.7% day / 15.3% night over the same quarter last year).

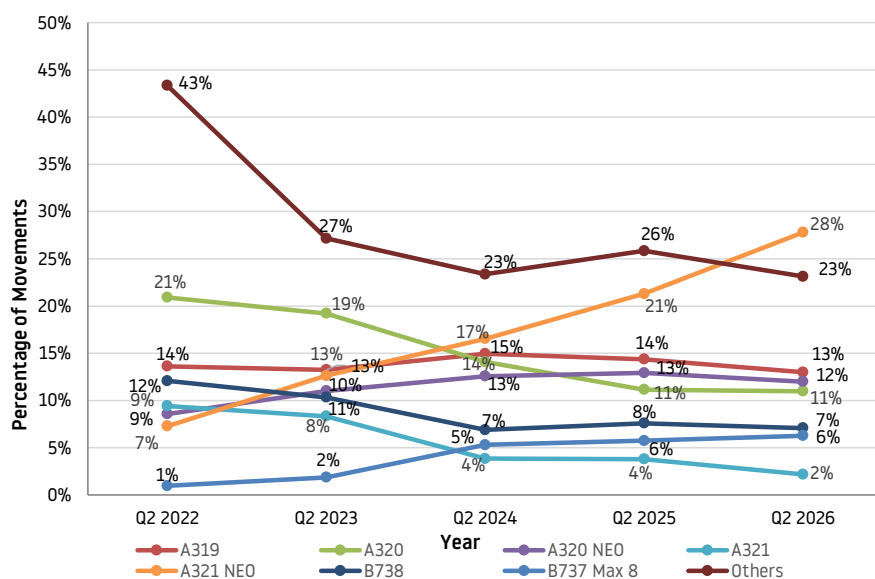
	Day Movements (0700-2259)			Night Movements (2300-0659)				Total	
	Day movements			Night Quota Period (2330-0559)		Early Morning Shoulder (0600-0659)		Total Night Movements (2300 - 0659)	
	A	D	Total	A	D	A	D		
July 2025	5,457	5,692	11,149	876	182	36	605	1,882	13,031
August 2025	5,267	5,504	10,771	858	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
April 2026	4,997	5,044	10,041	648	143	49	638	1,661	11,702
May 2026	5,513	5,739	11,252	836	185	50	622	1,893	13,145
June 2026	5,454	5,791	11,245	865	122	38	600	1,828	13,073
QTR Total	15,964	16,574	32,538	2,349	450	137	1,860	5,382	37,920
Total for preceding 12 months	59,584	60,387	119,971	6,419	1,377	533	6,069	16,273	136,244

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
July 2026	11517	1091	665	1942	13459
August 2026	11003	1031	669	1889	12892
September 2026	10913	1017	658	1873	12786
October 2026	10738	919	596	1808	12546
November 2026	8285	501	377	1039	9324
December 2026	9416	553	414	1131	10547
January 2027	9070	208	434	741	9811
February 2027	9265	198	450	748	10013
March 2027	9926	261	503	848	10774
April 2027	10106	790	716	1668	11774
May 2027	11253	1024	684	1897	13150
June 2027	11424	1005	675	1859	13283
Total	122,916	8,598	6,841	17,443	140,359

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 Q2 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	
Apr 2026	Daytime	1,056	4	1,383	849	1,145	247	313	16	10	21	5,044
	Night-time	125	0	224	138	245	22	20	9	10	0	793
May 2026	Daytime	1,081	3	1,752	830	1,401	244	377	9	19	23	5,739
	Night-time	164	1	236	161	214	16	22	6	11	0	831
Jun 2026	Daytime	596	6	2,092	478	1,921	132	503	11	26	26	5,791
	Night-time	75	0	285	69	277	6	22	5	11	0	750
Total		3,097	14	5,972	2,525	5,203	667	1,257	56	87	70	18,948
QTR Daily Average		34.0	<1	65.6	27.7	57.2	7.3	13.8	<1	1.0	<1	208.2

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 99.7%. 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
April 2026	1	£1,250
May 2026	6	£7,500
June 2026	6	£7,500
QTR	13	£18,250

	Airline or Aircraft Operator	Aircraft Types Violating
April 2026	Airline	B38M
May 2026	Airline and privately owned aircraft	B38M, B752, A21N, GLEX (2), C680
June 2026	Airline and privately owned aircraft	B752, GL5T, GL7T, CL60, C750, C560

Total Fines by Company:

Company	No. of Track Violations	Amount
Signature	2	£2,500
Harrods	5	£6,250
NetJets	1	£1,250
Ryanair	2	£2,500
DHL	2	£3,500
WizzAir	1	£2,250
QTR	13	£18,250

Total Fines by Aircraft Type:

Aircraft Type	No. of Track Violations	Amount
B38M	2	£2,500
B752	2	£3,500
GLEX	2	£2,500
A21N	1	£2,250
C560	1	£1,250
C680	1	£1,250
C750	1	£1,250
CL60	1	£1,250
GL5T	1	£1,250
GL7T	1	£1,250
QTR	13	£18,250

3 ARRIVING AIRCRAFT

3.1 Arrivals Route Analysis

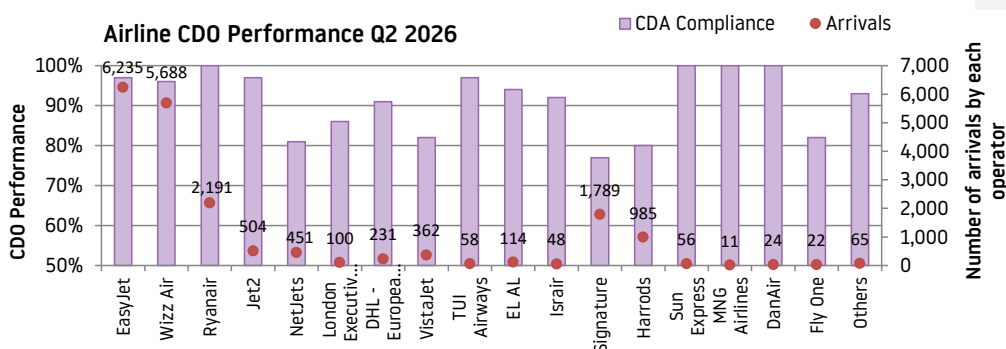
The following table reports the total number of arrivals differentiating between easterly (07), westerly (25) operations and helicopters.

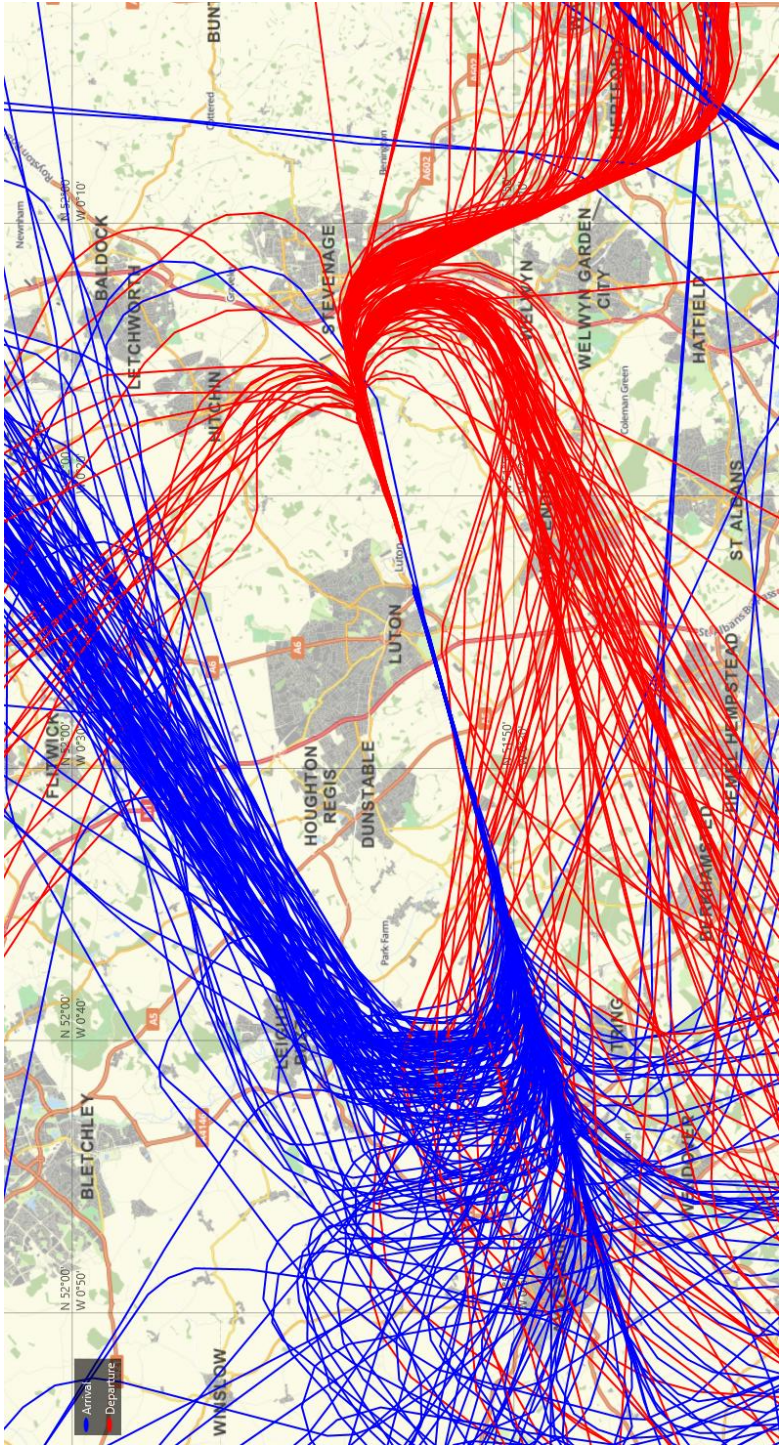
		Arrivals			Total
		07	25	Heli	
April 2026	Daytime	2,178	2,804	15	4,997
	Night-time	365	503	0	868
May 2026	Daytime	2,128	3,367	18	5,513
	Night-time	420	641	1	1,062
June 2026	Daytime	1,157	4,276	21	5,454
	Night-time	241	837	0	1,078
QTR	Total	6,489	12,428	55	18,972
	Daily Average	71.3	136.6	<1	208.5

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
April 2026	94	94	93	96	96	96	93	93	91
May 2026	94	94	94	96	97	95	92	92	94
June 2026	94	93	97	97	97	95	93	92	97
QTR Total	94	94	95	96	97	95	93	92	95

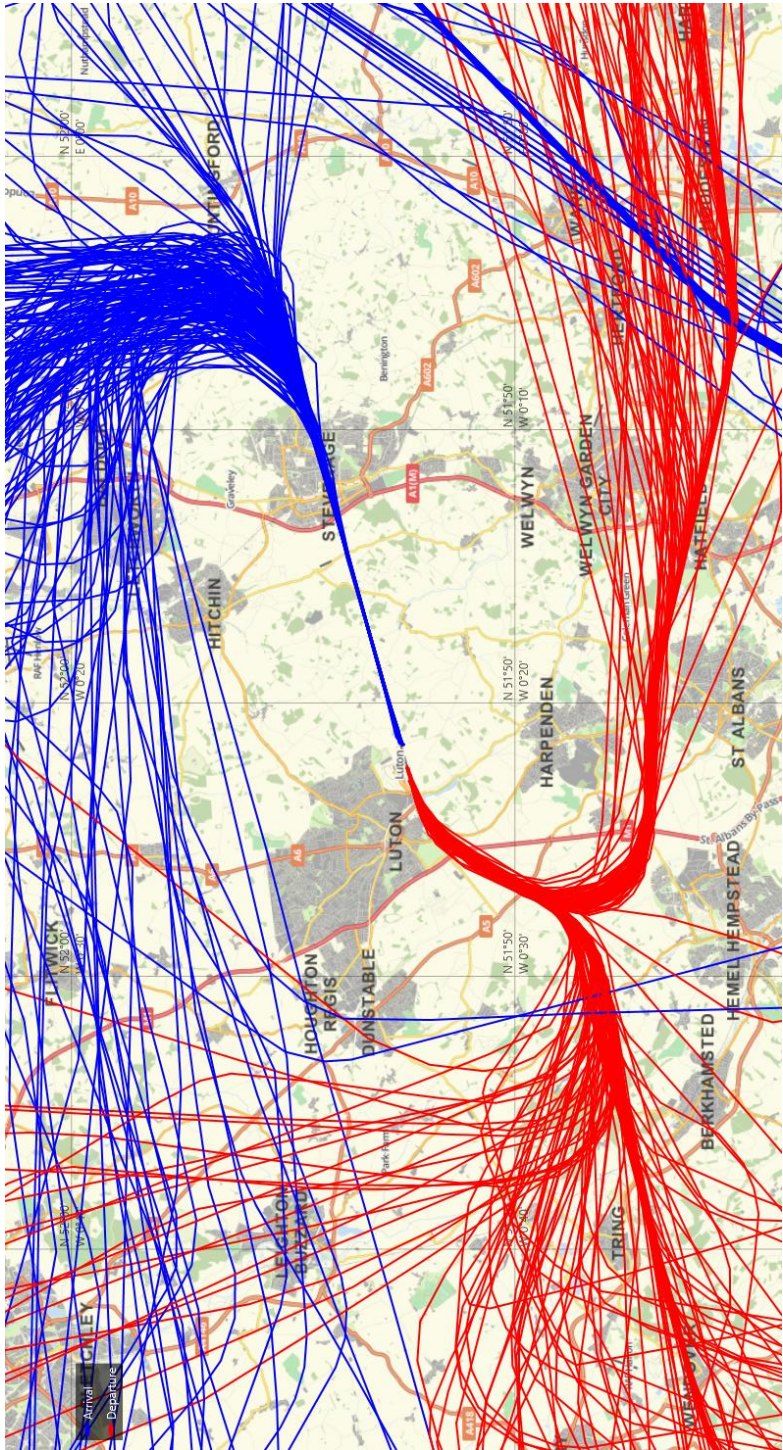
The overall CDO achievement was 94% with several major LLA operators achieving high performance. The maps overleaf, produced from the Topsonic Aircraft Noise & Track Monitoring System, identify samples of actual flown aircraft tracks operating from LLA (arrivals and departures during both easterly and westerly operations) over a typical 24-hour period within the second quarter of 2026.

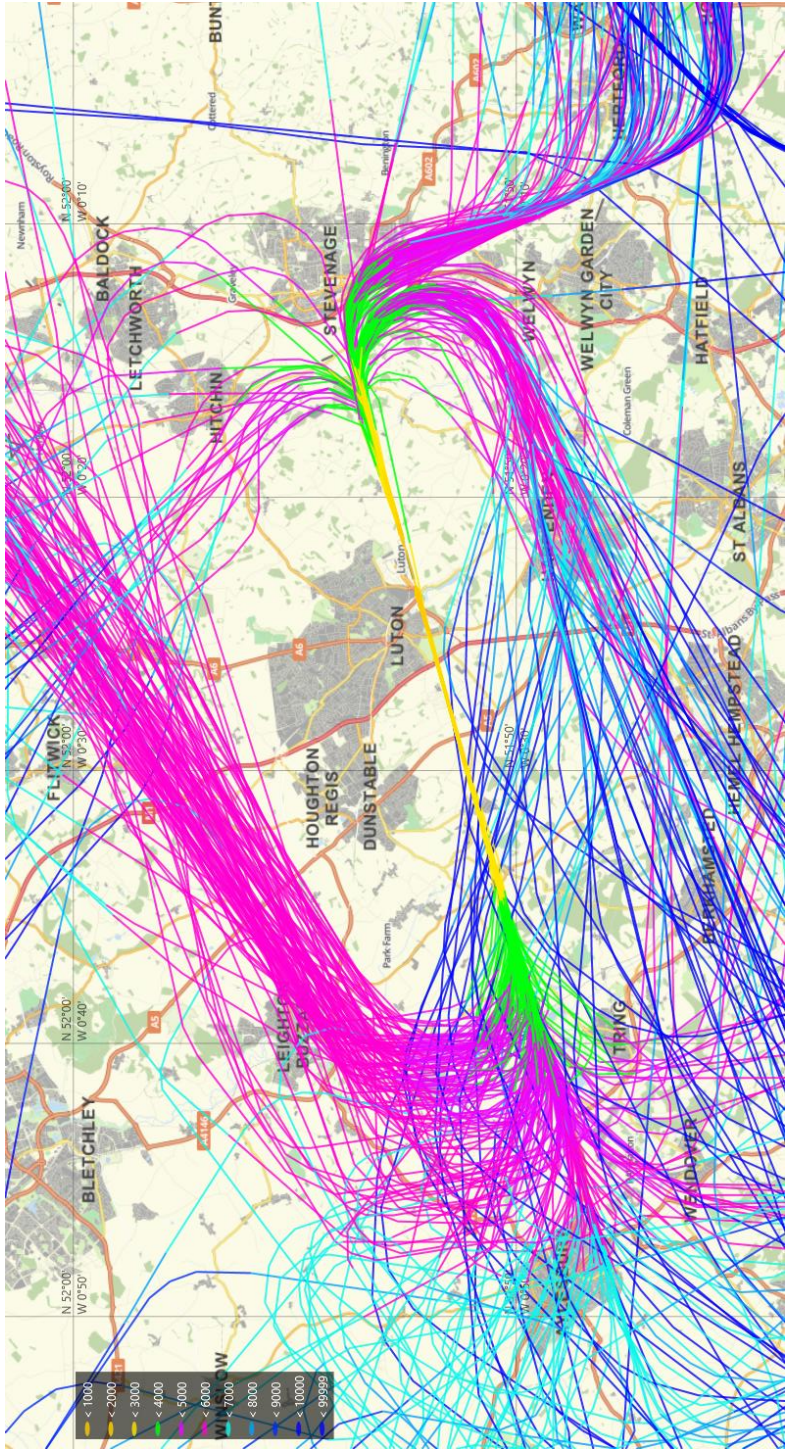


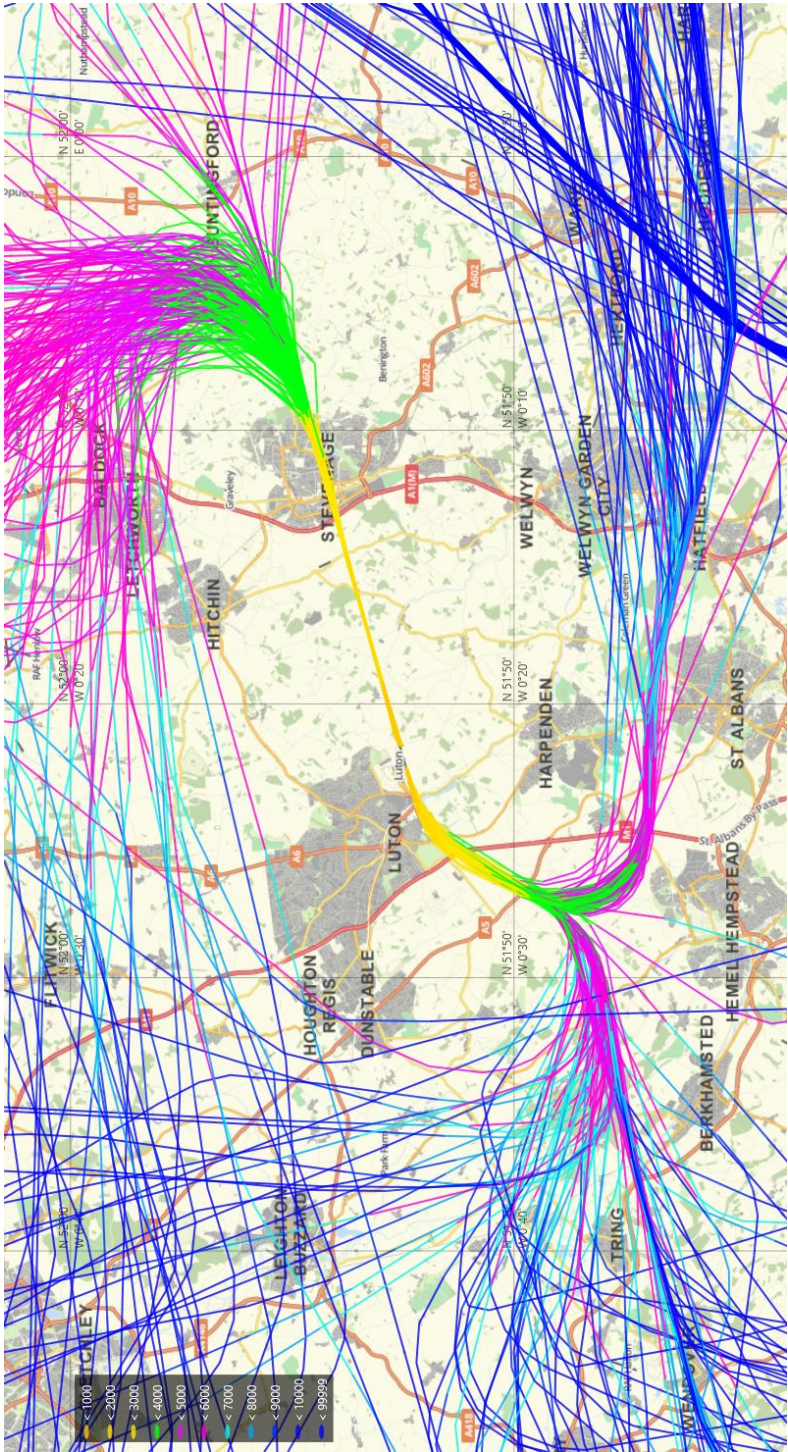


Key:
Departures in Red
Arrivals in Blue

LLA Flight Routes
Sample Westerly
Operations







4 AIRCRAFT NOISE

During the 2nd Quarter of 2026, the maximum noise levels less than 79 dB(A) was recorded by 99.9% of correlated departing aircraft.

The maximum noise level of less than 76 dB(A) was recorded by 96.5% of correlated departing aircraft.

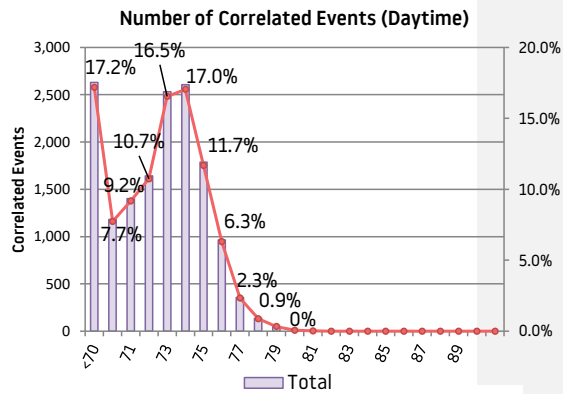
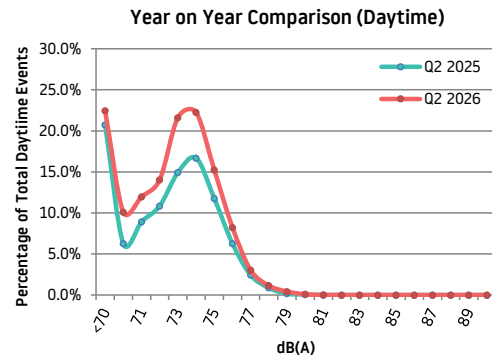
There were 14 noise violations in Q2 2026. Details of this violation are outlined in Section 4.4.

4.1 Daytime Noise Levels – April to June 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

Number of Correlated Events (Daytime)	db. (A) #	Apr	May	Jun	QTR
	<70	862	832	935	2,629
	70	402	376	405	1,183
	71	455	460	487	1,402
	72	530	498	615	1,643
	73	807	834	891	2,532
	74	748	968	891	2,607
	75	448	734	605	1,787
	76	266	386	313	965
	77	94	162	100	356
	78	33	49	52	134
	79	12	22	16	50
	80	5	2	3	10
	81	2	0	0	2
	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	4,664	5,323	5,313	15,300

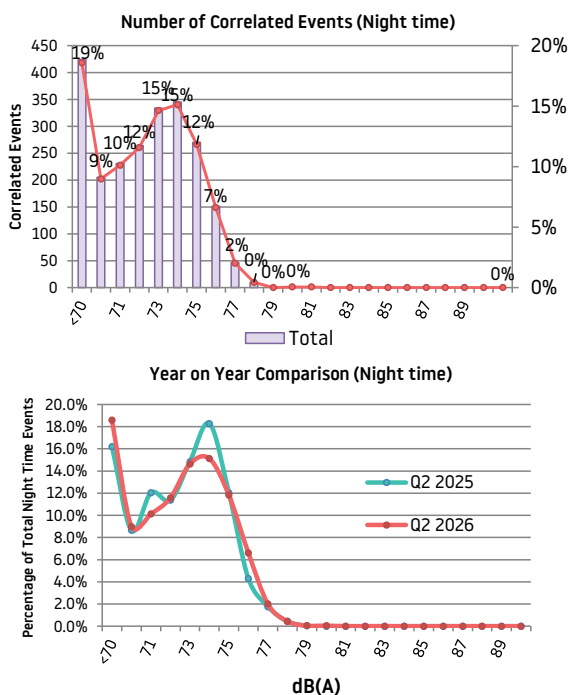


4.2 Night Noise Levels – April to June 2026

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) #	Apr	May	Jun	QTR
<70	170	144	110	424
70	73	78	54	205
71	64	89	78	231
72	95	69	100	264
73	117	111	106	334
74	98	142	105	345
75	80	92	98	270
76	33	68	50	151
77	15	15	16	46
78	3	4	3	10
79	0	0	0	0
80	1	0	0	1
81	1	0	0	1
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	750	812	720	2,282



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 (Q2 2026)

The following graphs show the average noise and confidence level (95%) for the three fixed noise monitors for the period April to June 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)	1,627	1,367	1,490	278	3,231	287	876	792
NMT01 (Dep)	830	711	734	143	1,606	128	452	374
NMT02 (Dep)	1,618	1,359	1,457	271	3,208	283	883	759
NMT03 (Dep)	1,608	1,350	1,498	268	3,192	286	878	793

4.4 Noise Violations during Quarter 2 (April to June 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	Company	Noise Level	Amount Charged
Night	02/04/26 06:49:00	B738	TUI	80	£2,250
Day	02/04/26 08:05:26	B738	Ryanair	80	£1,250
Day	02/04/26 17:36:00	B738	SunExpress	80	£1,250
Day	13/04/26 07:15:26	B738	Ryanair	81	£1,250
Day	13/04/26 10:10:32	B738	Jet2	80	£1,250
Day	14/04/26 09:12:00	FA7X	Signature	80	£1,250
Day	17/04/26 09:38:51	B738	Ryanair	80	£1,250
Night	19/04/26 07:00:16	B738	Ryanair	81	£2,250
Day	12/05/26 13:08:08	B738	SunExpress	80	£1,250
Day	13/05/26 18:04:40	B738	Jet2	81	£1,250
Day	14/05/26 14:11:01	B738	El Al	80	£1,250
Day	04/06/26 22:29:04	B738	El Al	80	£1,250
Day	09/06/26 10:36:36	B738	El Al	80	£1,250
Day	14/06/26 10:06:33	B738	El Al	80	£1,250
Total Penalties Collected					£19,500

Commented [NP8]: [@Georgie Abbott](#) This table doesn't match the noise result tables in 4.1 and 4.2. Please can we double check it?

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 2 of 2026, 6 properties were contacted, 20 properties accepted the scheme, and 23 properties were insulated, this includes properties that have been contacted previously but only accepted or had works completed in Q2 2026.

5 NOISE CONTOURS

5.1 Night Noise Contours – Q2 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 map on page 25, at values from 48 to 66 dB $L_{Aeq,8h}$. Contours at 69 and 72 dB $L_{Aeq,8h}$ 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 **Error! Reference source not found.** below and compared with the values for the previous quarter (January - March 2026), and the equivalent quarter during the previous year (April – June 2025).

Table 1: Area of Night Noise Contour

Contour Value (dB $L_{Aeq,8h}$)	Contour Area (km ²)		
	<i>Apr – Jun 2025</i>	<i>Jan – Mar 2026</i>	<i>Apr – Jun 2026</i>
48	35.0	17.8	33.4
51	19.5	9.7	18.9
54	10.5	5.7	10.1
57	5.9	3.3	5.7
60	3.3	1.6	3.1
63	1.6	0.9	1.5
66	0.9	0.6	0.9
69	0.6	0.4	0.5
72	0.3	0.2	0.3
W/E Split (%)	48/52	72/28	66/34

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	Apr – Jun 2025	Jan – Mar 2026	Apr – Jun 2026
1900D	n/a	n/a	14
737800	248	83	212
737800 (max)	390	217	353
757RR	218	n/a	225
A300-622R	79	20	76
A319-131 (ceo)	678	156	680
A320-211 (ceo)	474	132	558
A320-211 (neo)	1,191	362	1,153
A321-232 (ceo)	32	31	19
A321-232 (neo CFM)	n/a	17	177
A321-232 (neo P&W)	1,622	884	1,548
BEC58P	n/a	n/a	11
CL600	n/a	n/a	12
CL601	62	33	39
CNA208	24	12	10
CNA525C	23	13	13
CNA55B	n/a	n/a	13
CNA560XL	22	n/a	n/a
CNA680	15	n/a	n/a
EMB145	32	n/a	n/a
F10062	34	27	17
GIV	18	n/a	n/a
GV	288	133	190
LEAR35	10	n/a	14
Other	70	57	47
Total	5,530	2,177	5,381

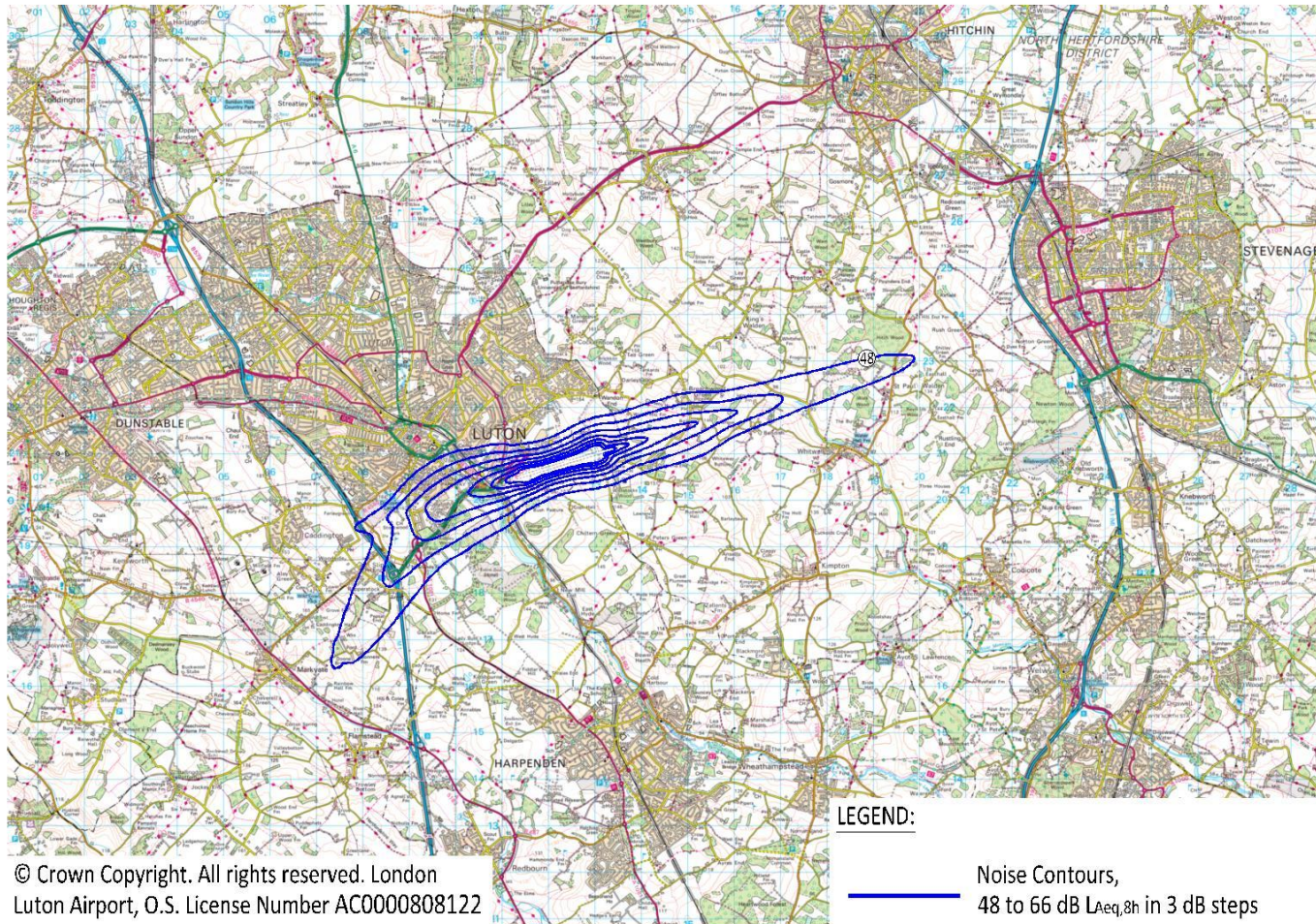
Table 2: Night-time Aircraft Movement Numbers by Aircraft Type

5.1.4 Noise Contour Comparison

The number of movements in 2026 Q2 is lower than in the same quarter in 2025. The overall fleet mix has remained similar, although the proportion of flights by quieter modernised aircraft types has increased slightly from 58% in 2025 Q2 to 60% in 2026 Q2. In 2026 Q2 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 slightly compared to the same quarter last year, primarily due to the decrease in movements. The shape of the contours has also changed, with the contour being smaller to the west, but slightly larger to the south-west and to the east. This change in shape is due to the lower proportion of easterly operations (Runway 07) and correspondingly higher proportion of westerly operations (Runway 25).

The number of movements and therefore the area of the noise contours has increased compared to the previous quarter (January – March 2026).



6 COMPLAINTS

6.1 Total Complaints relating to LLA aircraft operations

	2 nd QTR 2026	2 nd QTR 2025
Total No. of Complaints relating to LLA aircraft operations	620	1,004
No. of Complainants	61	112
No. of General Complaints	85	169
No. of Specific Complaints	535	835
Average No. of Complaints per Complainant	10.2	8.96
No. of Aircraft Movements per Complaint	61.2	36.1

A total of 620 complaints relating to LLA aircraft operations were received by the Flight Operations Department during the second quarter of 2026. This is compared to 1,004 complaints received for the same period in 2025. It should be noted that during the second quarter of 2026, 90% of complaints were received from 10 individuals.

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

April 2026	273 complaints (261 Specific Complaints, 12 General Complaints)
May 2026	301 complaints (259 Specific Complaints, 42 General Complaints)
June 2026	46 complaints (15 Specific Complaints, 31 General Complaints)

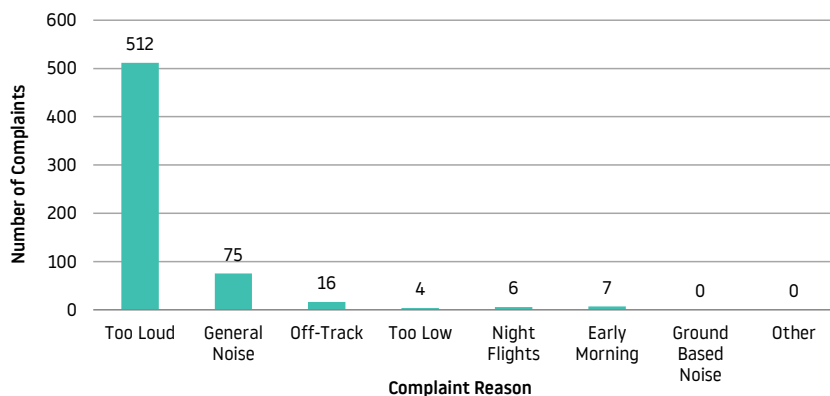


There were no complaints not attributable to LLA traffic throughout the quarter, same as the period April to June 2025.

Out of 61 total complainants, 42 contacted the airport once meaning, 19 complainants generated 578 complaints.

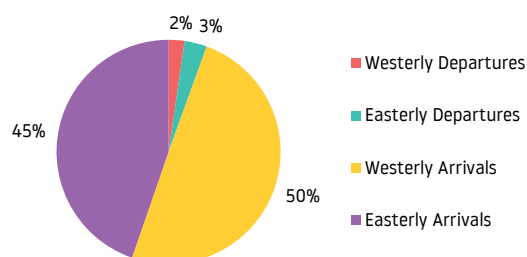
6.2 Type of Complaint

The types of complaint received by the Flight Operations Department from April to June 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 April to June 2026.



Within the 10 specific aircraft complaints concerning westerly departures, 4 complaints involved aircraft on the Match route, 4 complaints were recorded about aircraft following the Rodni route and 2 complaints were recorded about aircraft following off-airways routing. No complaints were recorded about aircraft following the Olney route.

Of the 14 complaints attributed to easterly departures, there were 12 specific complaints regarding aircraft on the Rodni route, and 2 complaints were recorded about aircraft following the Olney route. No complaints were recorded regarding aircraft following the Match route or off-airways routing.

In total the Flight Operations Department received 410 specific complaints regarding arrivals. 216 of these complaints were about westerly arrivals and a further 194 concerning easterly arrivals. These complaints were mostly regarding the new arrival's airspace change implemented in February 2022.

4
Complainants
reported noise disturbance at night (compared to 8 Complainants for the same Quarter last year)

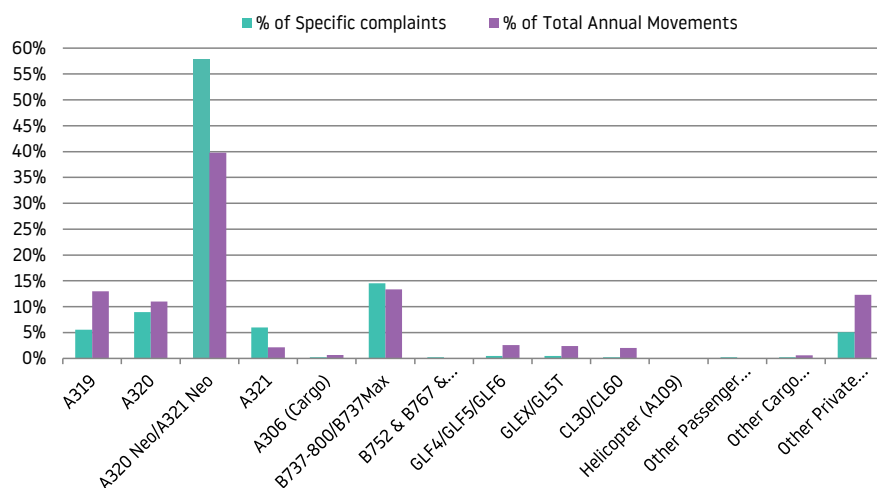
Arriving passenger aircraft accounted for 100% of specific night complaints. No specific night-time complaints were attributed to departing passenger aircraft.

No complaints were received regarding executive or cargo aircraft at night during the period.

6 (1%)
Complaints
concerning night noise disturbance from LLA operations

6.4 Complaints by aircraft type

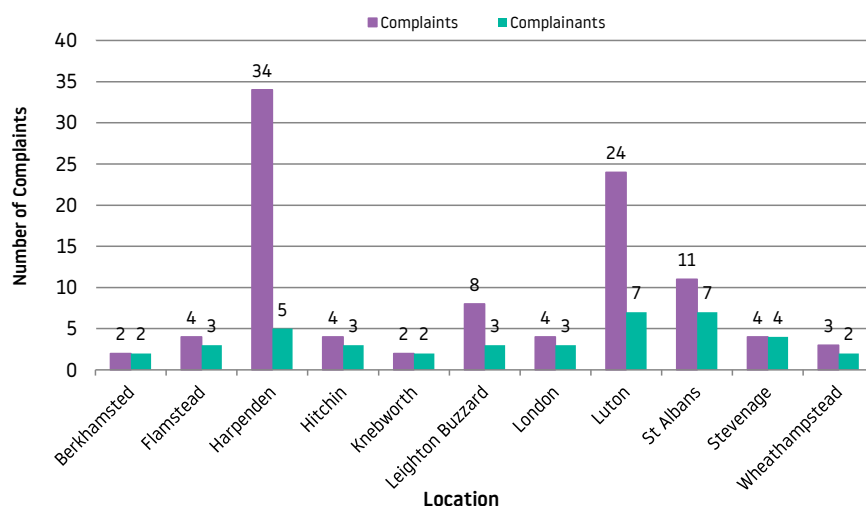
The diagram below shows aircraft types generating specific complaints.



6.5 Origin of Complaints

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

The communities with one complainant include: Aylesbury, Baldock, Bourn, Bracknell, Caddington, Cambridge, Dagnall, Hockliffe, Horningsea, Impington, Kimbolton, Kimpton, Letchworth, Markyate, Perry, Redbourn, St Neots, Studham, Tring and Welwyn.



6.6 Complaints Analysis

During Quarter 2 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 Q2 2025, some individuals are submitting multiple complaints. In Q2 2026, 90% of complaints were received from 10 individuals. A single complainant in Horningsea was responsible for 481 complaints in Q2 2026, accounting for 78% of the total.

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	10.3%
Phone	0.5%
Travis	89.2%

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	27.5%
1 Day	38.1%
2 Days	4.8%
3 Days	26.5%
4 Days	1.9%
5 Days	0.5%
6 Days	0.3%
7 Days	0.2%
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	0.2%
16 Days+	0.0%

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 2 of 2026, the Flight Operations Team had one specific request to meet with residents or community representatives to discuss the new arrival's airspace change implemented in February 2022.

7.2 Airport Visits to the Community

The Flight Operations Team held one public surgery during Q2 2026. The community engagement event was hosted at London Luton Airport's (LLA) offices on Monday 18th of May 2026.

The public surgery was an appointment-based event aimed at giving residents the opportunity to discuss queries and concerns relating to LLA's aircraft operations. The event received 8 appointment bookings, and the main themes were noise levels in the community and night flights.

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 Q2 2026:

1. Greener Future Funds (GFF) awarded 1 grant application in total value of £5,585 to Friends of Kinsbourne green common in Luton supports biodiversity.
2. No Environmental Education Workshops were delivered in Q2, workshops are planned for Q3 and Q4.
3. Delivered a biodiversity insight session to 35 students from Chiltern Academy as part of our airport wide C2C programmes.

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