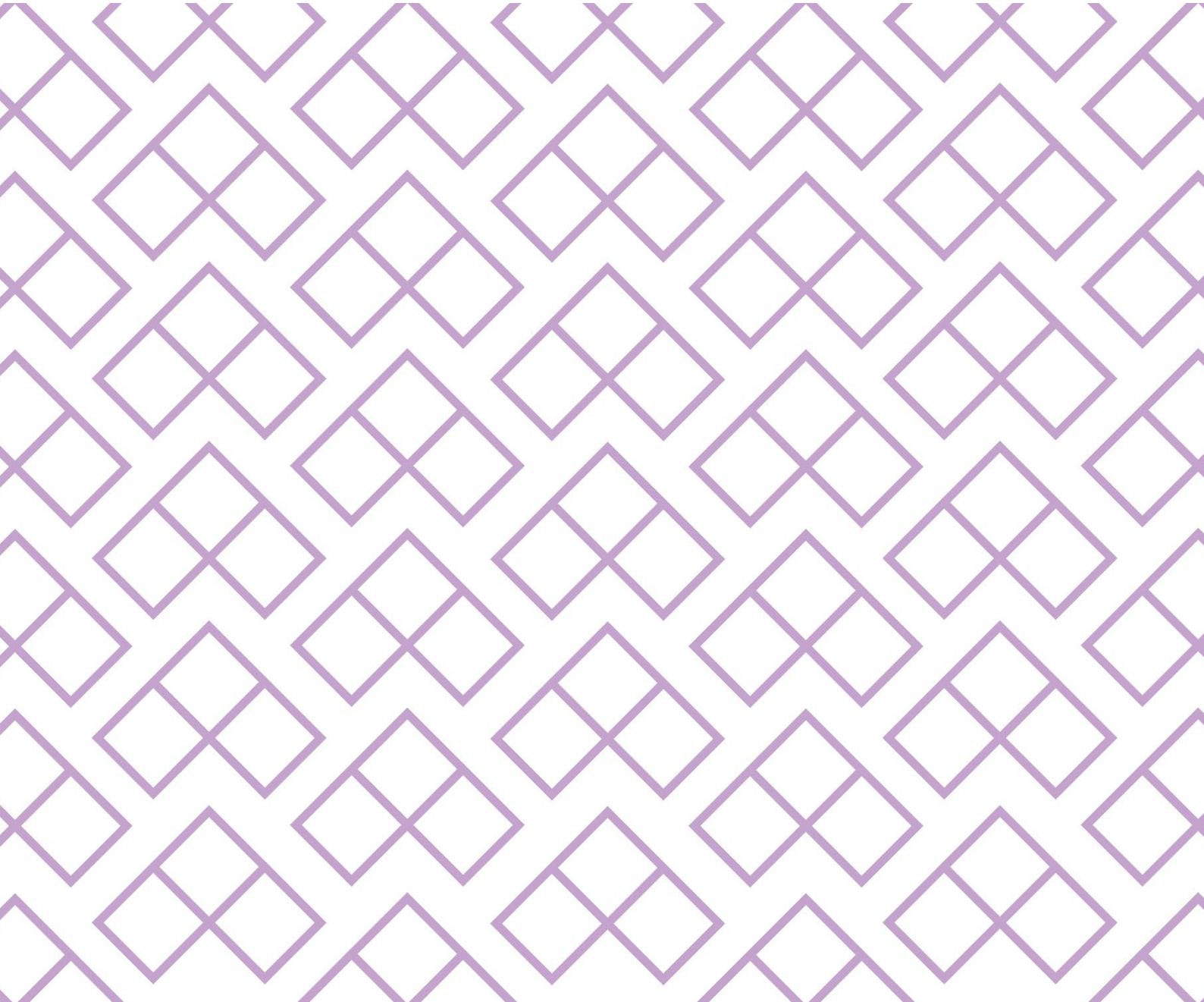
London Luton Airport

Quarterly Flight Operations Report

QUARTER 2 2025



INTRODUCTION

This report provides statistics on aircraft operations at London Luton Airport (LLA) during the period April to June 2025.

KEY MONITORING INDICATORS – 2nd QUARTER 2025

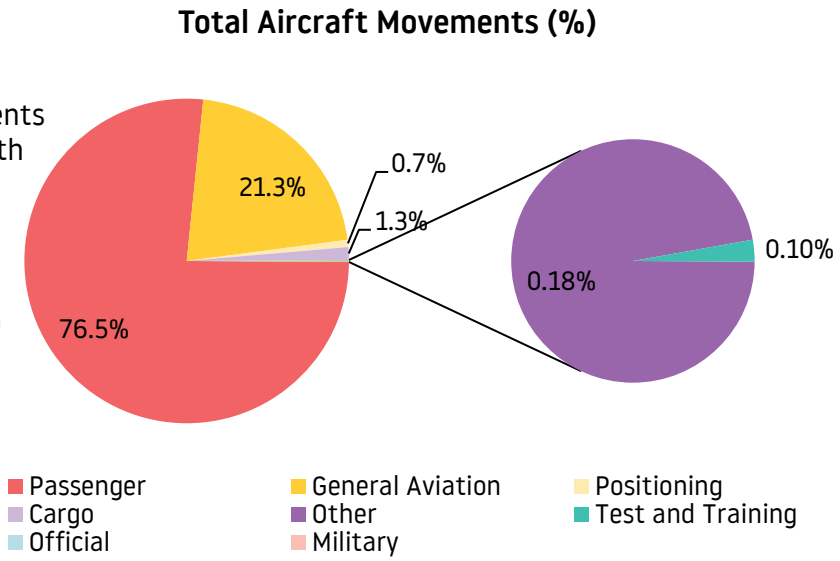
Parameter		2nd Quarter 2025	2nd Quarter 2024
Total Passenger Number	↑	4,722,170	4,563,235
Total Aircraft Movements	↑	36,249	36,092
Night Movements (23.00 – 06.59)	↑	5,539	5,087
Early Morning Movements (06.00 – 06.59)	↑	2,001	1,740
Aircraft Movement and Quota Count limits (per rolling 12-month period)			
Night Quota Movements (*9,650 limit*)	↓	7,957	8,752
Night Quota Count (*3,500 limit)*	↑	2,206.25	1,995
Early Morning Shoulder (*7,000 movements*)	↑	6,052	5,720
24hr CDA (% achievement)	↑	95%	91%
Day CDA (% achievement)	↑	96%	90%
Night CDA (% achievement)	↑	94%	91%
Track Violations	↑	11	8
Departure Noise Infringements (Day)	-	1	1
Departure Noise Infringements (Night)	-	2	2
Noise Monitor Results*			
No. Day (Night) > 80 dB(A)	↑	2 (0)	1 (1)
No. Day (Night) > 75 dB(A)	↑	1,463 (145)	1,260 (146)
No. Day (Night) > 70 dB(A)	↑	10,866 (1,660)	9,393 (1,471)
Night Noise Contour Area (48 dB $L_{Aeq, 8h}$)	↑	35.0 km^2	33.5 km^2
Noise Complaints	↓	1,004	1,918
Complainants	↓	112	123
Number of New Complainants	↓	33	35
Largest Source of Complaints	-	Arrivals. West	Arrivals. West
Origin of Concerns (<5 Complainants)	-	Dunstable Harpenden Hitchin Kensworth Luton St Albans Stevenage	Cambridge Hitchin Luton Harpenden St Albans
Westerly/Easterly Runway Split (%)		51/49	67/33

1 AIR TRAFFIC DATA

1.1 Aircraft Movements

There were 36,249 aircraft movements during this quarter (compared with 36,092 for the same period in 2024), an increase of 0.4%.

This resulted in an average 398 movements per 24 hours (compared to 397 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*						
Apr 2025	154	0	9,067	63	23	0	0	20	2,091	0	**11,418**
May 2025	161	0	9,382	84	20	0	0	30	2,680	0	**12,357**
Jun 2025	147	2	9,296	53	16	0	0	15	2,943	2	**12,474**
QTR Total	**462**	**2**	**27,745**	**200**	**59**	**0**	**0**	**65**	**7,714**	**2**	**36,249**

1.2 Passenger Statistics

A total of 4,722,170 passengers passed through LLA during the period April to June 2025 (compared with 4,563,235 for the same period last year); 4,674,681 on scheduled flights (99.0%) and 47,489 on charter flights (1.0%). This represents 3.5% increase in passengers and equates to an average 51,892 passengers per 24 hours (compared to 50,145 during the same quarter last year).

	Domestic	EU	Non-EU	Total
Apr 2025	109,630	1,048,260	350,064	**1,507,954**
May 2025	109,726	1,157,431	332,295	**1,599,452**
Jun 2025	114,735	1,187,004	313,025	**1,614,764**
QTR Total	**334,091**	**3,392,695**	**995,384**	**4,722,170**

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

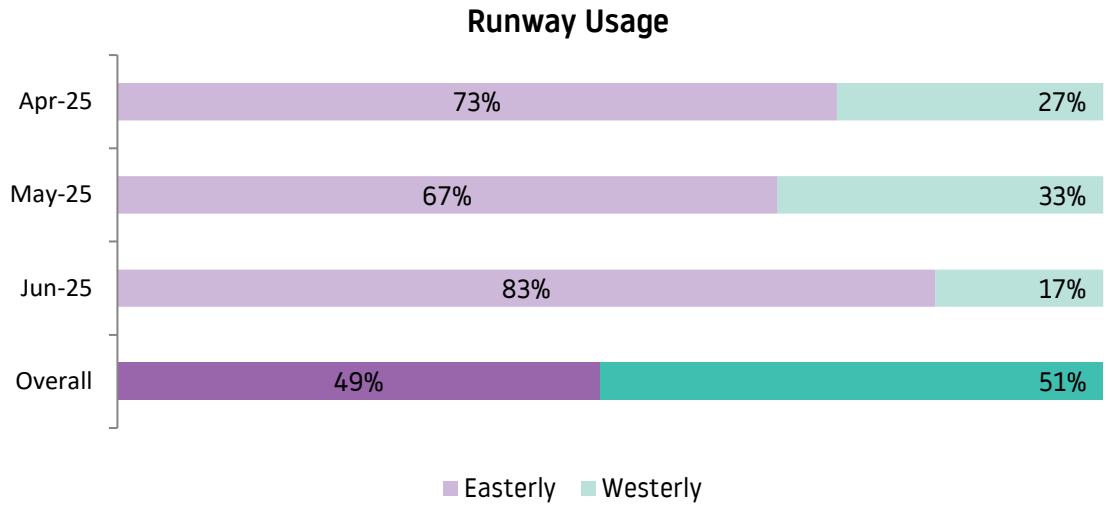
[1] Other relates to flights coming for maintenance and or departing aircraft that have made an unscheduled return to base

[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 49% easterly and 51% westerly (in comparison to a 33%-67% 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.

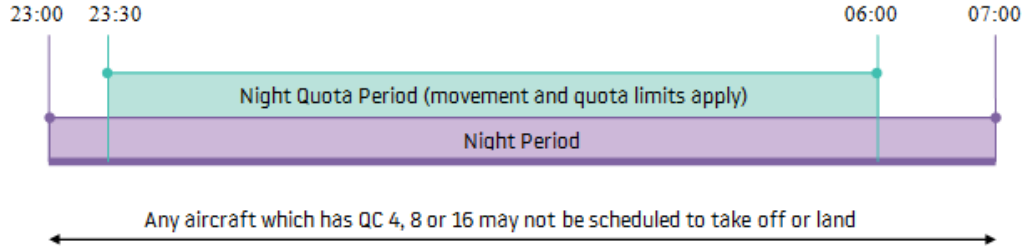
Aircraft are certified by the International Civil Aviation Organisation (ICAO) according to the noise they produce during specific certification tests conducted by the manufacturer. They are classified separately for both take-off and landing. The points are allocated to different aircraft types according 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)
	Movements Limited to 9,650 Annually	*Quota Count Limited to 3,500 Annually*	*Movements Limited to 7,000 Annually*
July 2024	710	198.750	537
August 2024	729	196.000	548
September 2024	732	196.250	536
October 2024	781	203.125	545
November 2024	467	155.375	358
December 2024	463	154.750	397
January 2025	483	162.750	377
February 2025	441	145.000	348
March 2025	491	158.000	432
April 2025	816	194.750	647
May 2025	957	224.375	683
June 2025	887	217.125	644
QTR Total	**2,660**	**636.250**	**1,974**
Total for preceding 12 months	*7,957*	*2,206.25*	*6,052*

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 2025, 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
April 2025	78	8.7%
May 2025	114	10.6%
June 2025	140	13.6%
Total	**332**	**11.1%**

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	35	5	40	1.3%
Passenger Hardship	74	19	93	3.1%
Air Traffic Disruption	179	6	185	6.2%
Diversions	6	2	8	0.3%
Medical / Emergencies	5	1	6	0.2%
Total	**299**	**33**	**332**	**11.1%**

Below are some example flight dispensations from Q2:

- Thunderstorms at Luton caused air traffic restrictions for flights inbound to Luton, these were given a dispensation due to weather.
- An aircraft experienced a bird strike when arriving at another airport, before flying back to Luton. The flight inbound to Luton was therefore delayed after an extended inspection took place. The aircraft was permitted to land at Luton, due to overcrowding at origin, this was granted a passenger hardship dispensation.
- An operator applied to LLA for a dispensation due to needing a full crew replacement, this was rejected by LLA as crew and delay should be within the operators control.

1.5 Day/Night Ratio of Movements - Actual

There were 5,539 night operations during the quarter (compared to 5,087 for the same quarter last year), an average of 61 movements per night (compared to 56 last year). Arriving aircraft accounted for 49% of total night movements, relating primarily to the last rotation of Luton based passenger aircraft scheduled to land between 23:00 and midnight local. 33% of total night departures took off between 06:00 – 07:00 hours local. The average ratio of total aircraft operations during the quarter was 84.7% day / 15.3% night (in comparison to 85.9% day / 14.1% night over the same quarter last year).

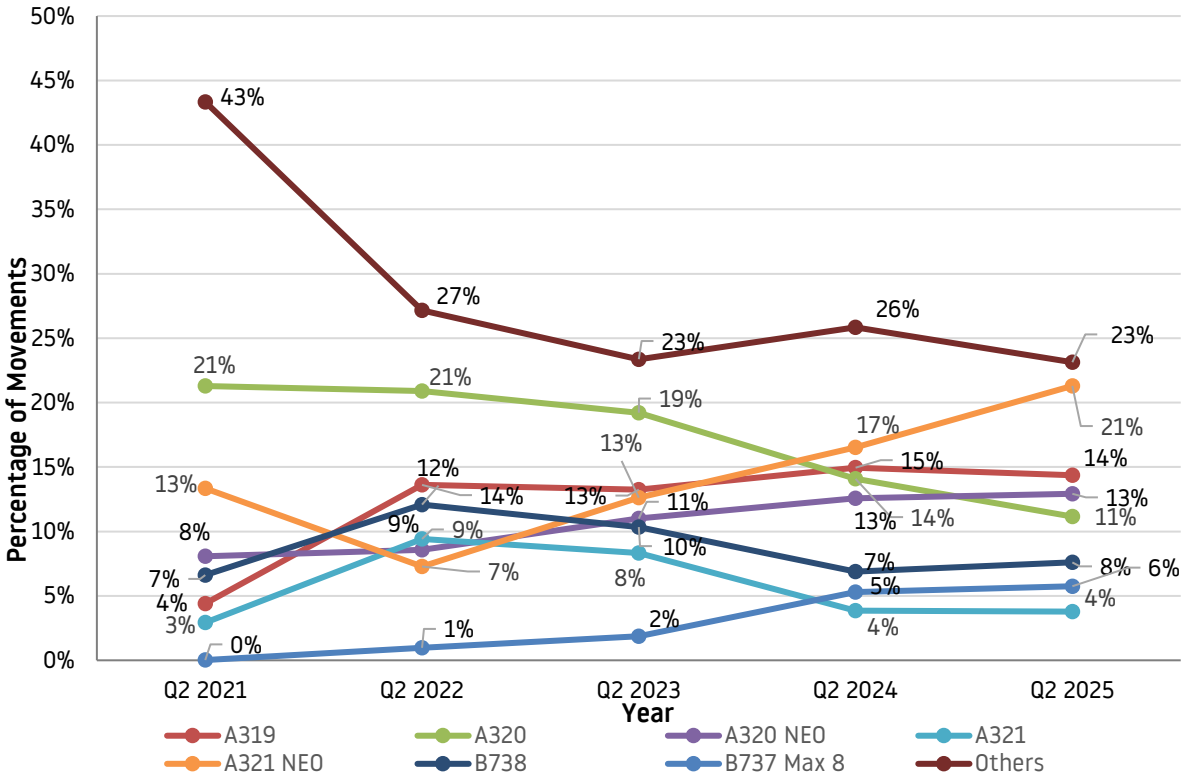
	Day Movements (0700-2259)			**Night Movements (2300-0659)**					**Total**
	Day movements			*Night Quota Period (2330-0559)*		*Early Morning Shoulder (0600-0659)*		*Total Night Movements (2300 – 0659)*	
	A	D	Total	A	D	A	D		
July 2024	5,362	5,658	11,020	891	176	4	541	1,837	**12,857**
August 2024	5,066	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**
January 2025	4,034	4,065	8,099	421	164	45	332	1,078	**9,177**
February 2025	4,206	4,164	8,370	334	147	34	314	928	**9,298**
March 2025	4,683	4,609	9,292	377	150	46	386	1,052	**10,344**
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**
QTR Total	**15,057**	**15,648**	**30,705**	**2,417**	**552**	**149**	**1,852**	**5,539**	**36,244**
Total for preceding 12 months	*56,890*	*58,558*	*115,448*	*7,632*	*1,950*	*407*	*5,807*	*17,704*	***133,152***

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 7,000*	*Total Night Movements (2300-0659hrs)*	*Total*
July 2025	11,280	1,067	558	1,885	**13,165**
August 2025	10,789	1,009	579	1,814	**12,603**
September 2025	10,765	988	570	1,787	**12,552**
October 2025	10,735	964	562	1,612	**12,347**
November 2025	8,064	498	367	1,011	**9,075**
December 2025	9,164	550	403	1,100	**10,264**
January 2026	8,128	580	378	1,082	**9,210**
February 2026	8,576	498	357	951	**9,527**
March 2026	9,223	528	429	1,049	**10,272**
April 2026	10,166	812	532	1,526	**11,692**
May 2026	10,777	1,051	710	2,017	**12,794**
June 2026	11,021	1,058	681	1,932	**12,953**
Total for following 12 months	*118,688*	*9,603*	*6,126*	*17,766*	***136,454***

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 2025, 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**		*Helicopter*	
		07	25 Conv	25 RNAV	07	25	07	25	07	25	HELI	
Apr 2025	Daytime	1871	3	673	1280	461	426	158	26	14	8	**4,920**
	Night-time	313	0	122	234	87	15	11	13	3	1	**799**
May 2025	Daytime	1799	4	898	1281	653	406	206	47	9	15	**5,318**
	Night-time	305	0	171	215	116	16	12	15	5	2	**857**
Jun 2025	Daytime	453	7	2258	293	1713	96	516	10	46	19	**5,411**
	Night-time	82	0	381	55	265	8	14	5	10	2	**822**
QTR	**Total**	**4,823**	**14**	**4,503**	**3,358**	**3,295**	**967**	**917**	**116**	**87**	**47**	**18,127**
	Daily Average	*53*	*<1*	*49*	*37*	*36*	*11*	*10*	*1*	*1*	*<1*	*199*

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
April 2025	2	£3,000
May 2025	3	£4,000
June 2025	6	£6,000
QTR	**11**	**£13,000**

	Airline or Aircraft Operator	Aircraft Types Violating
April 2025	Airline and privately owned aircraft	B738, GLF4
May 2025	Airline and privately owned aircraft	B738, GLF4, GLF7
June 2025	Privately owned aircraft	C25C, GLEX, GLEX, GLF6, GLF6, H25+

Total Fines by Company:

Company	No. of Track Violations	Amount
Harrods	3	£4,000
Signature	5	£5,000
NetJets	1	£1,000
Ryanair	2	£3,000
QTR	**11**	**£13,000**

Total Fines by Aircraft Type:

Aircraft Type	No. of Track Violations	Amount
B738	2	£3,000
C25C	1	£1,000
GLEX	2	£2,000
GLF4	2	£2,000
GLF6	2	£2,000
GLF7	1	£2,000
H25+	1	£1,000
QTR	**11**	**£13,000**

3 ARRIVING AIRCRAFT

3.1 Arrivals Route Analysis

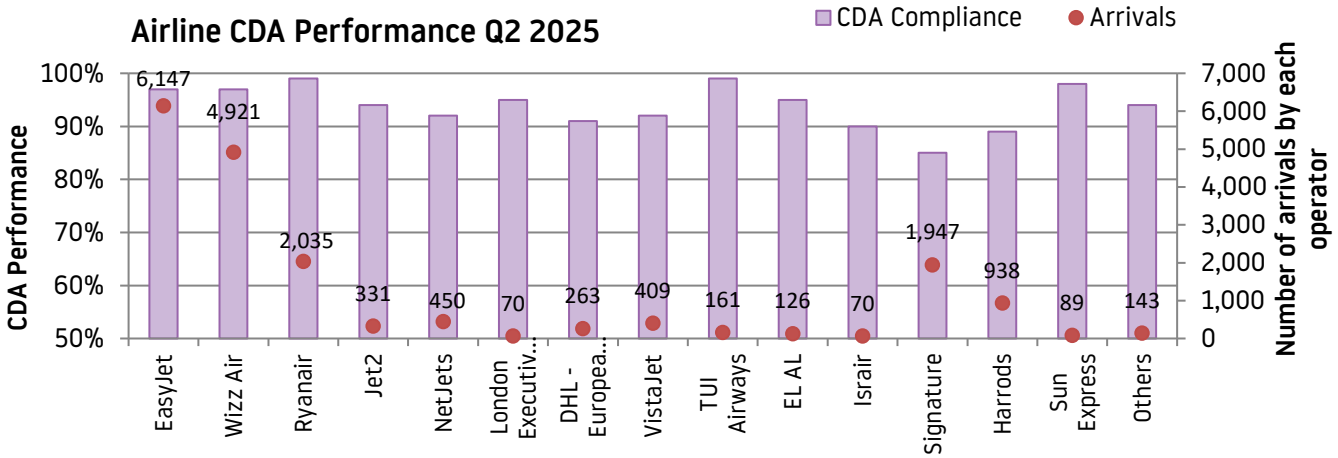
The following table reports the total number of arrivals differentiating between easterly (07), westerly (25) operations and helicopters.

		Arrivals			Total
		07	*25*	*Heli*	
April 2025	Daytime	3483	1276	7	**4,766**
	Night-time	630	301	1	**932**
May 2025	Daytime	3397	1686	10	**5,093**
	Night-time	754	333	0	**1,087**
June 2025	Daytime	804	4,379	15	**5,198**
	Night-time	221	818	2	**1,041**
QTR	**Total**	**9289**	**8793**	**35**	**18,117**
	Daily Average	*102.1*	*96.6*	*<1*	*199.1*

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*
April 2025	**96%**	**96%**	**94%**	**97%**	**97%**	**95%**	**94%**	**94%**	**92%**
May 2025	**96%**	**97%**	**94%**	**97%**	**97%**	**94%**	**95%**	**96%**	**94%**
June 2025	**94%**	**94%**	**94%**	**96%**	**98%**	**89%**	**94%**	**93%**	**96%**
QTR Total	**96%**	**96%**	**94%**	**97%**	**97%**	**94%**	**94%**	**94%**	**94%**

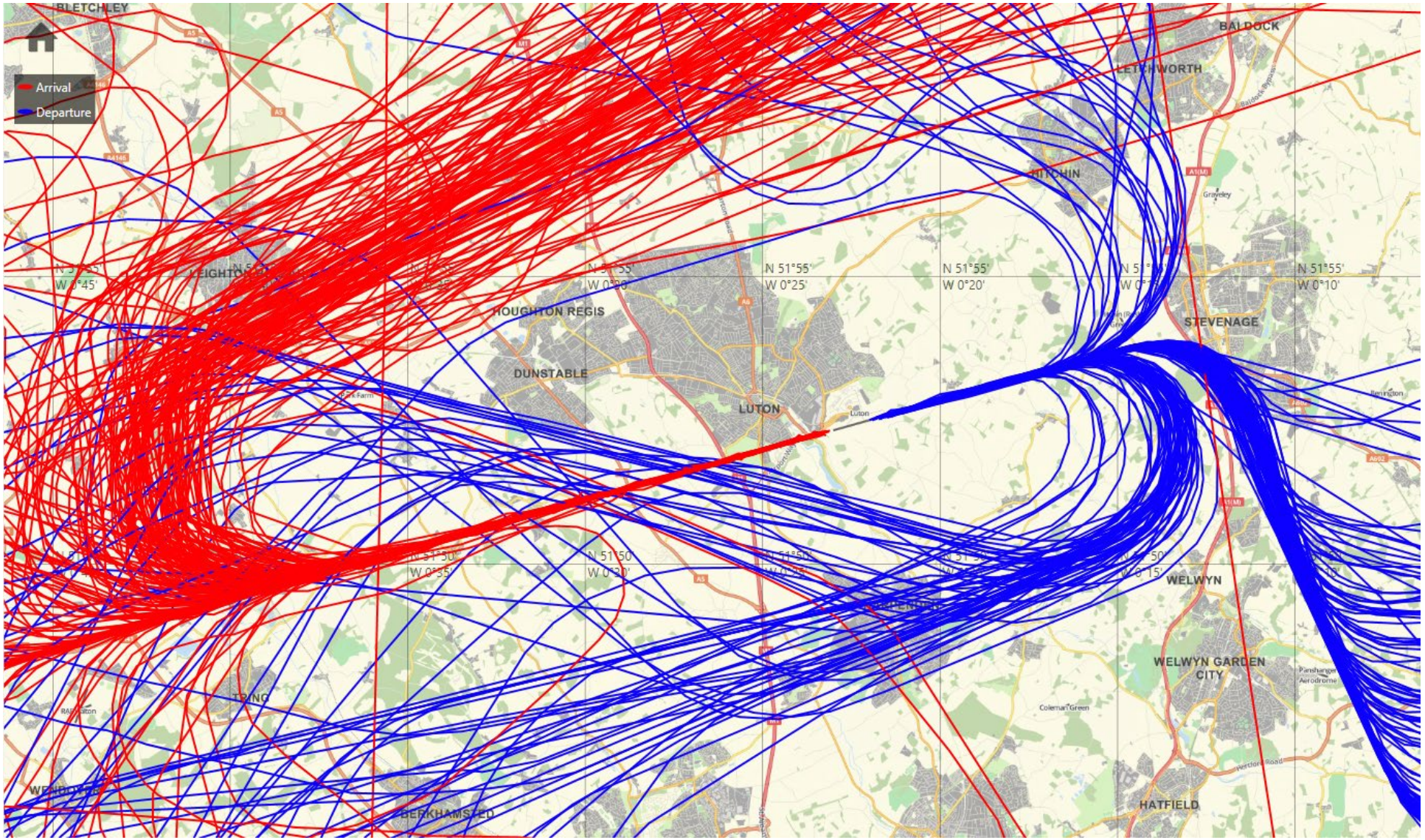
The overall CDA achievement was 95% with several major LLA operators achieving high performance.



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 2025.

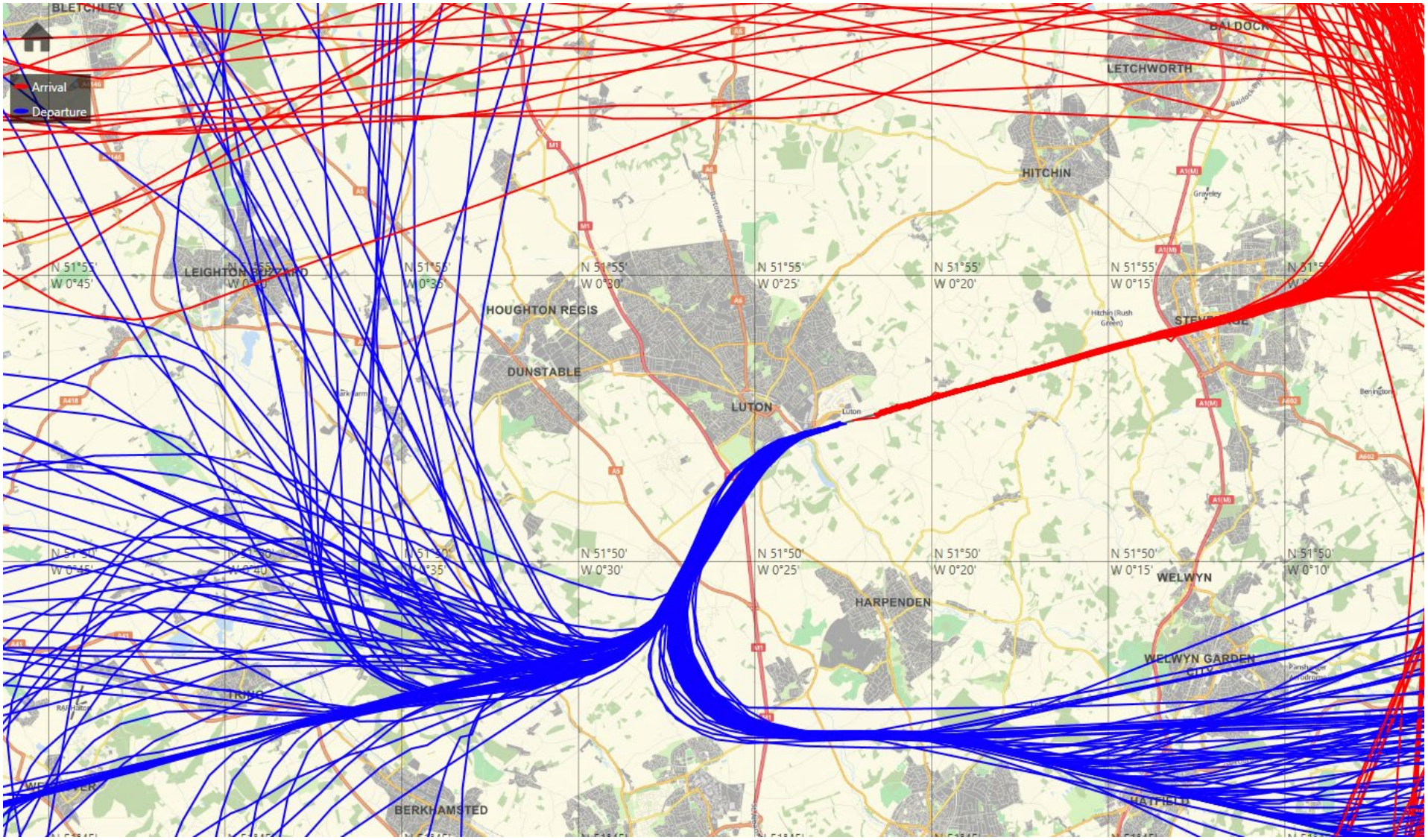
LLA Flight Routes
Sample Easterly
Operations

Key:
Departures in Red
Arrivals in Blue

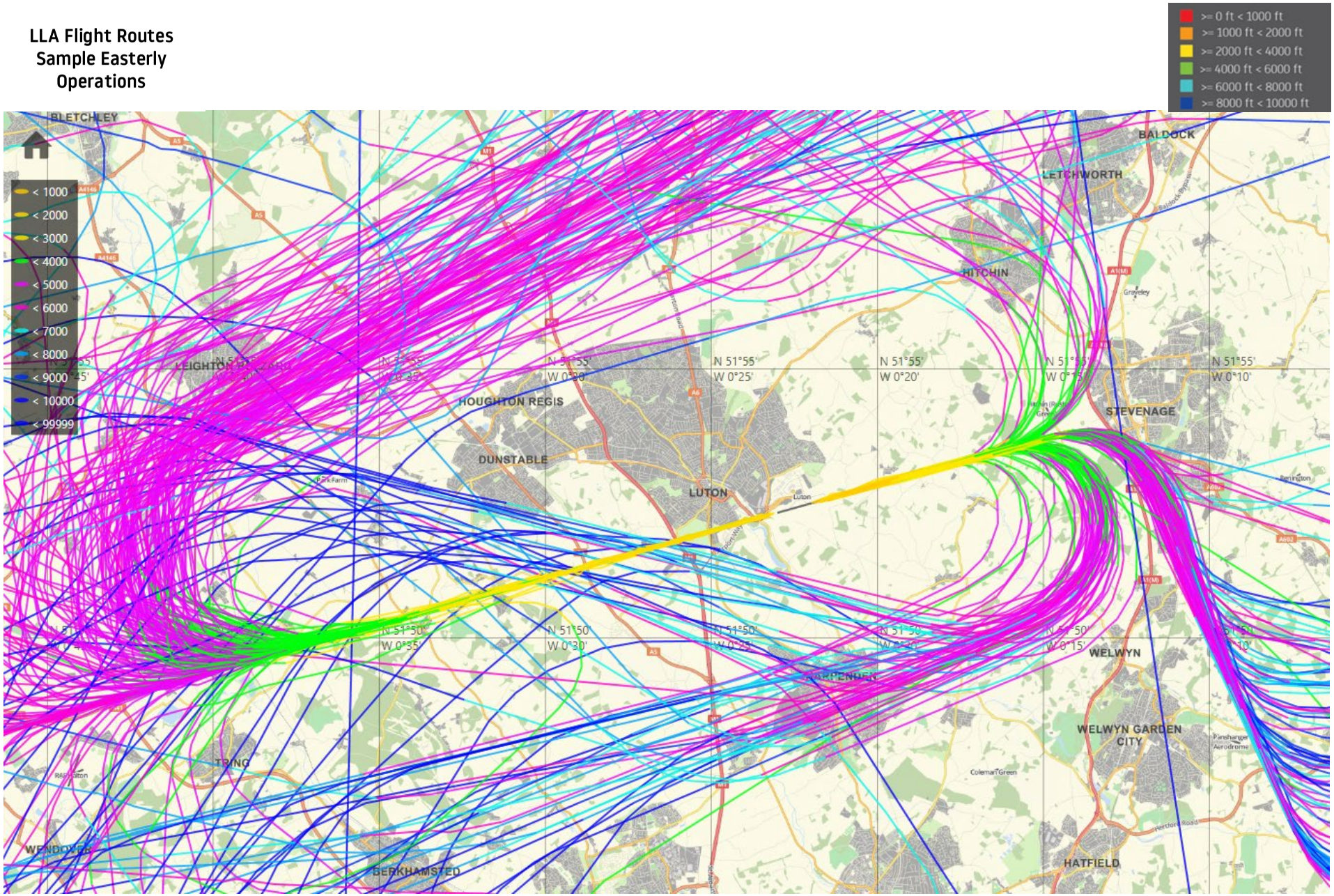


LLA Flight Routes
Sample Westerly
Operations

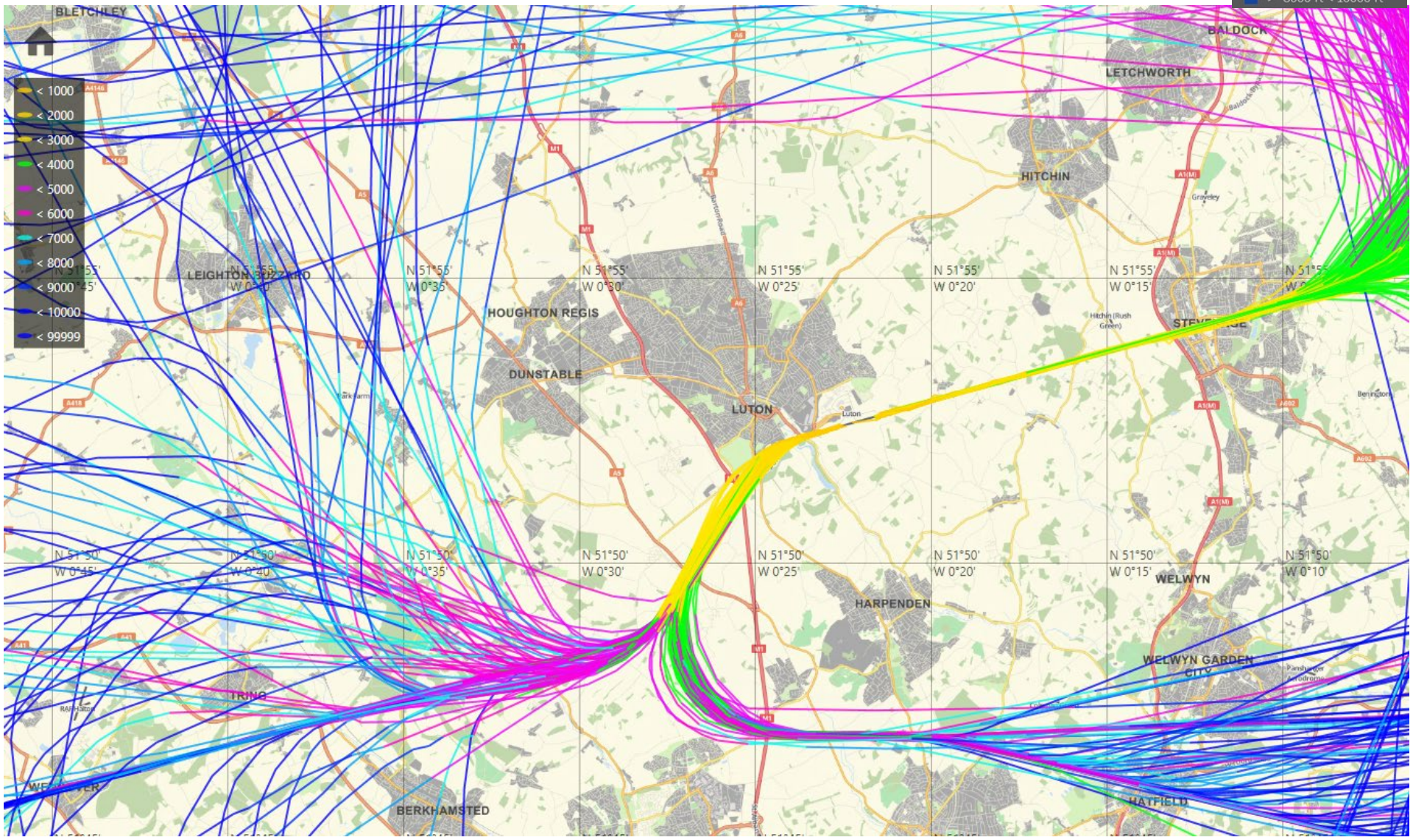
Key:
Departures in Red
Arrivals in Blue



LLA Flight Routes
Sample Easterly
Operations



LLA Flight Routes
Sample Westerly
Operations



4 AIRCRAFT NOISE

During the 2nd Quarter of 2025, 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 96.4% of correlated departing aircraft.

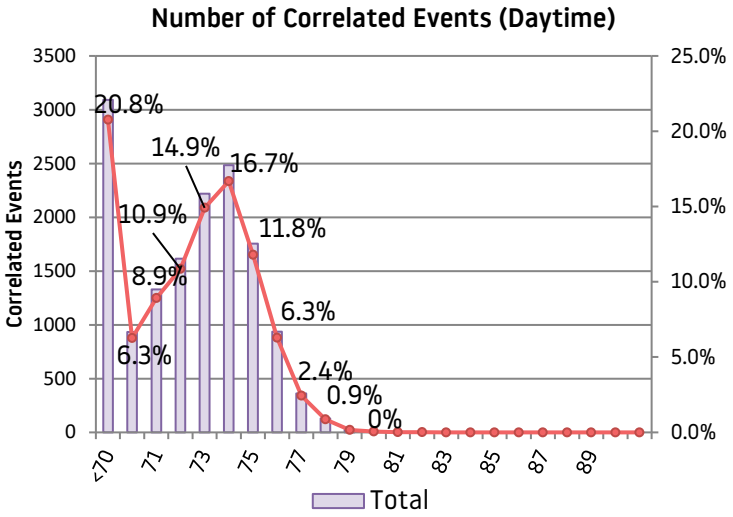
There were three noise violations in Q2 2025. Details of these violations are outlined in Section 4.4.

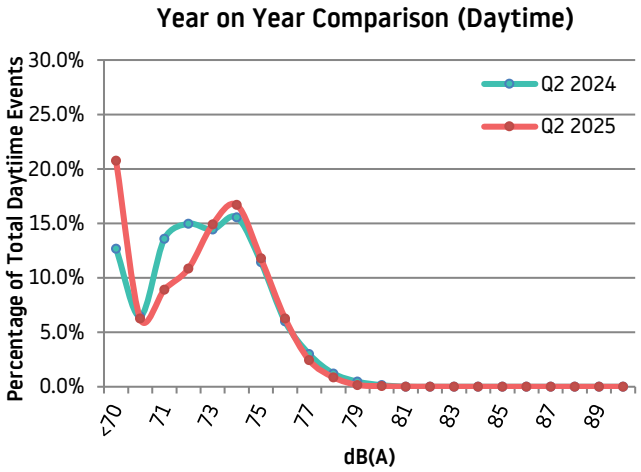
4.1 Daytime Noise Levels – April to June 2025

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*)

 # Rounded Result

	db. (A) #	Apr	May	Jun	QTR
Number of Correlated Events (Daytime)	<70	783	1015	1293	**3091**
	70	286	311	335	**932**
	71	417	424	487	**1328**
	72	513	534	569	**1616**
	73	723	717	780	**2220**
	74	822	876	787	**2485**
	75	631	608	515	**1754**
	76	298	377	260	**935**
	77	120	138	105	**363**
	78	48	49	33	**130**
	79	7	8	10	**25**
	80	3	0	5	**8**
	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		**4653**	**5057**	**5179**	**14889**



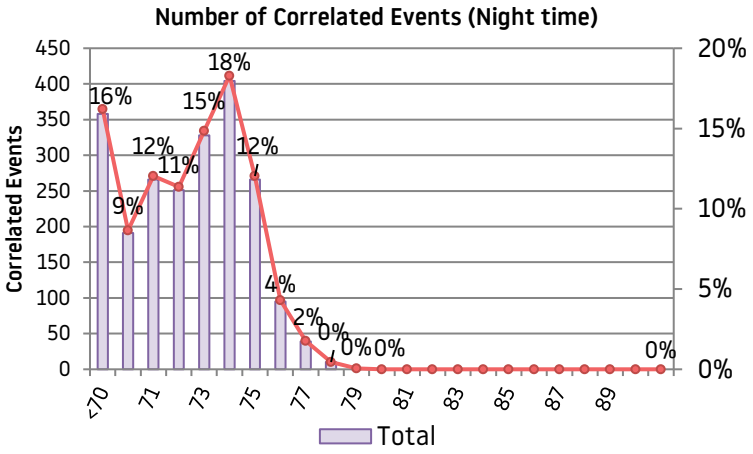


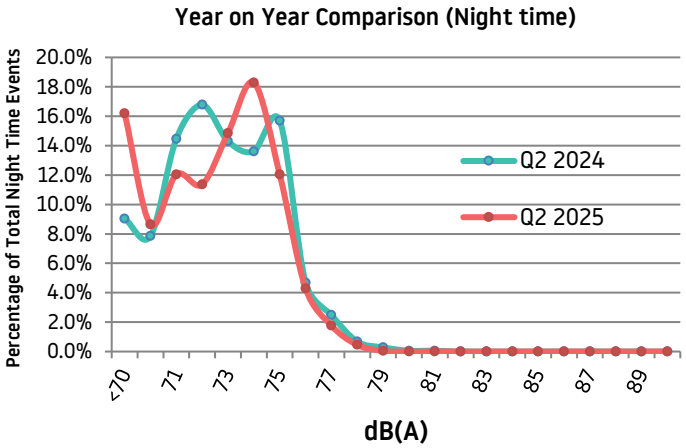
4.2 Night Noise Levels – April to June 2025

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)*

	db (A) #	Apr	May	Jun	QTR
Number of Correlated Events (Night time)	<70	107	135	116	358
	70	56	66	69	191
	71	83	87	96	266
	72	75	88	88	251
	73	101	131	96	328
	74	139	147	118	404
	75	82	110	74	266
	76	23	30	42	95
	77	8	11	20	39
	78	1	6	3	10
	79	1	0	0	1
	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		**676**	**811**	**722**	**2209**

#Rounded Result





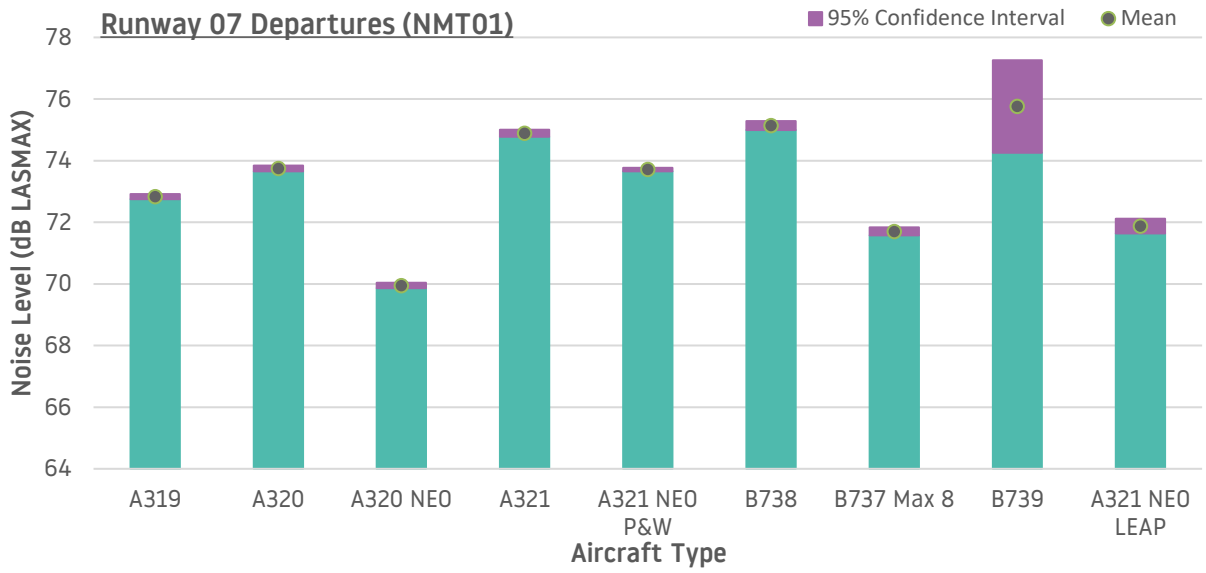
N.B It should be noted that the detection thresholds for the noise monitoring terminals are set at the lowest level to record the maximum number of aircraft noise events. A number of smaller aircraft types, such as business jets and propeller aircraft, get very close to but do not reach the detection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

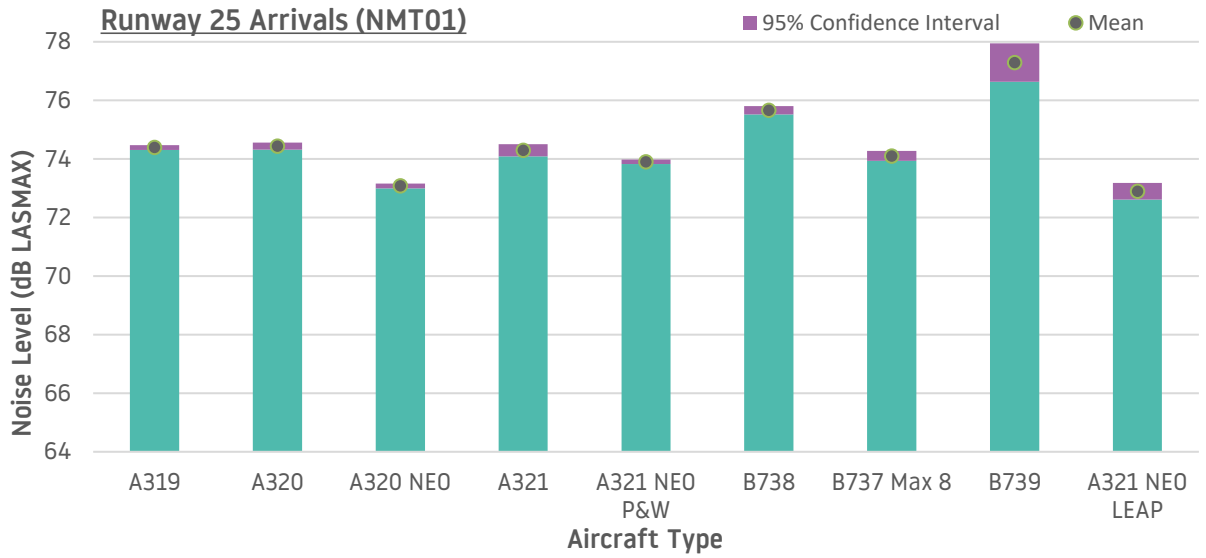
Ambient background noise is also an important factor as specific incidents such as loud road traffic, emergency vehicle sirens, lawn mowers, drills etc. can register noise levels louder than an aircraft overhead. This results in not all aircraft movements being correlated to noise events. Generally,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

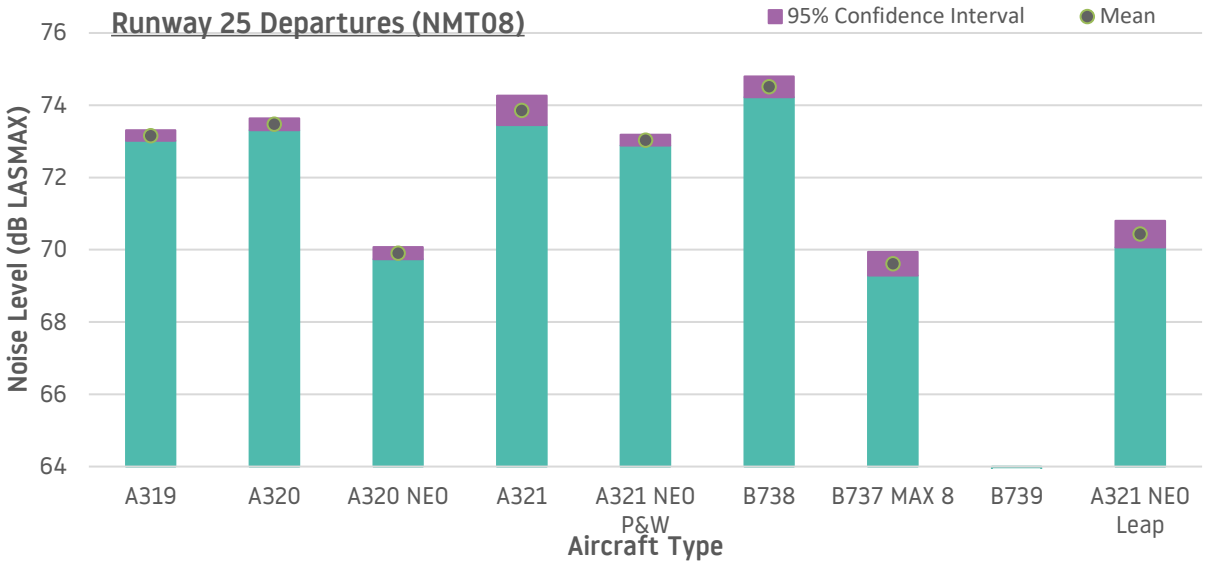
Weather conditions can also affect the number of noise monitoring events recorded in the table; for example, if winds are greater than 10m/s, results from noise monitors will be invalid and therefore will not be considered.

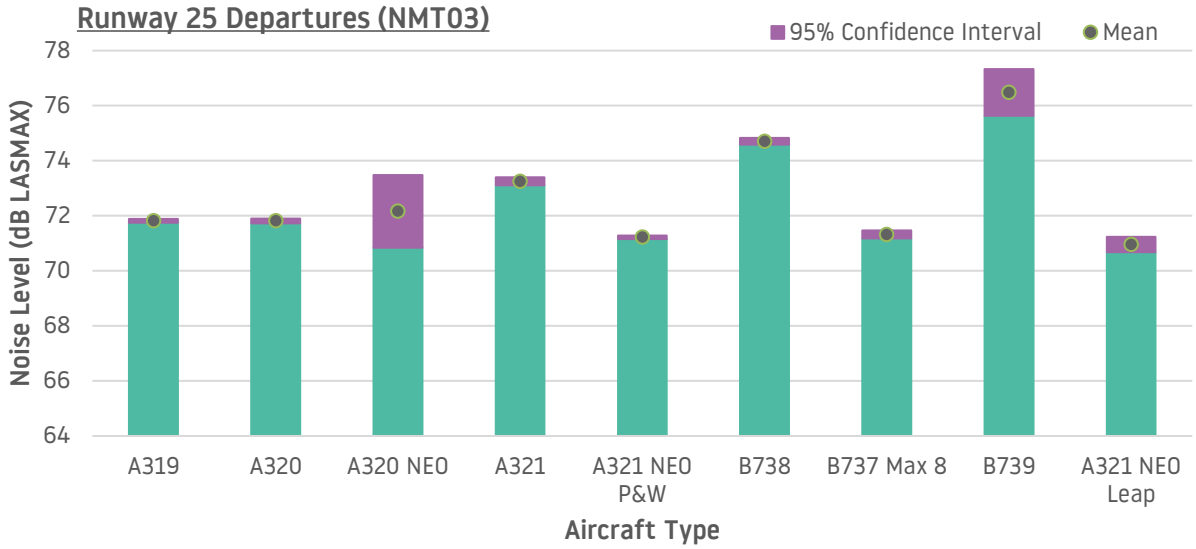
4.3 Average Noise Monitor results by Aircraft Type (Q2 2025)

The following graphs show the average noise and confidence level (95%) for the three fixed noise monitors for the period April to June 2025. 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 was requested by London Luton Airport Consultative Committee, no resulted were recorded for NMT08.

	A319	A320	A320 NEO	A321	A321 NEO	B738	B737 MAX 8	B739
NMT01 (Arr)	1353	1071	1229	382	1972	718	554	17
NMT01 (Dep)	1332	950	1123	311	1906	657	497	14
NMT08* (Dep)	840	685	839	172	1416	342	356	0
NMT03 (Dep)	939	681	18	268	885	603	267	15

**The fixed noise monitor NMT02 has been replaced with NMT8.*

4.4 Noise Violations during Quarter 2 (April to June 2025)

There were three noise violations during the period. Two violations were fined £1,000 for daytime period and the other £2,000 for night-time period.

	Date/Time (Local)	Aircraft Type	Company	Noise Level
Day	07/04/2025 08:51:00	A21N	WizzAir	81.8dB
Day	18/04/2025 10:09:00	B738	TUI	80.6dB
Night	23/04/2025 06:34:00	B738	Ryanair	79.3dB
			Total Penalties Collected	**£4,000**

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 2 of 2025, a total of 340 properties were contacted, 91 properties accepted the scheme, and 38 properties were insulated. This includes properties that accepted in 2024 and have been insulated in Q2 2025.

5 NOISE CONTOURS

5.1 Night Noise Contours – Q2 2025

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 2024 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 2024 at the fixed noise monitors.

5.1.2 Noise Contour Results

The resulting noise contours are shown in the attached Figure A11640-NN25-Q2 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 (January - March 2025), and the equivalent quarter during the previous year (April – June 2024).

Contour Value (dB $L_{Aeq,8h}$)	**Contour Area (km^2)**		
	Apr – Jun 2024	*Jan – Mar 2025*	*Apr – Jun 2025*
48	33.5	22.3	35.0
51	18.8	12.3	19.5
54	10.0	6.9	10.5
57	5.6	4.0	5.9
60	3.1	2.0	3.3
63	1.5	1.1	1.6
66	0.9	0.7	0.9
69	0.5	0.4	0.6
72	0.3	0.3	0.3
W/E Split (%)	67/ 33	62/ 38	48/ 52

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	Apr – Jun 2024	Jan – Mar 2025	Apr – Jun 2025
1900D	**11**	**n/a**	**n/a**
737800	293	98	248
737800 (max)	350	222	390
757RR	231	217	218
A300-622R	78	84	79
A319-131 (ceo)	675	149	678
A320-211 (ceo)	569	152	474
A320-211 (neo)	1,135	287	1,191
A321-232 (ceo)	95	33	32
A321-232 (neo)	1,209	1,337	1,622
CL600	11	14	n/a
CL601	42	42	62
CNA208	22	22	24
CNA525C	23	n/a	23
CNA55B	n/a	11	n/a
CNA560XL	21	14	22
CNA680	n/a	n/a	15
CNA750	n/a	n/a	n/a
EMB145	16	15	32
F10062	36	43	34
GIV	14	n/a	18
GV	196	248	288
LEAR35	n/a	10	70
Other	57	57	10
Total	**5,084**	**3,055**	**5,530**

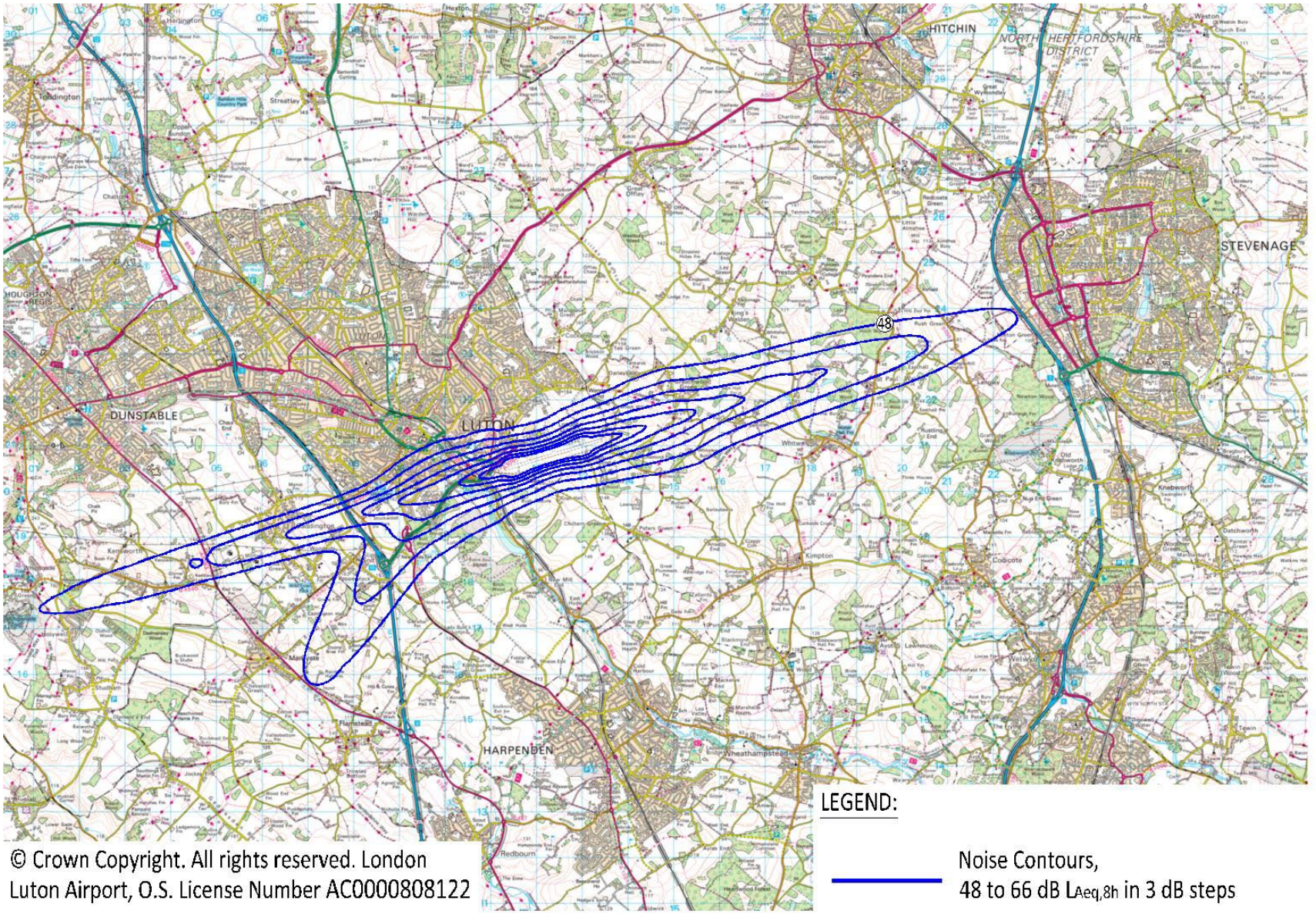
Table 2: Night-time Aircraft Movement Numbers by Aircraft Type

5.1.4 Noise Contour Comparison

The number of movements in 2025 Q2 has increased compared to the same quarter in 2024. The overall fleet mix has changed, with the proportion of flights by quieter modernised aircraft types having increased from 53% in 2024 Q2 to 58% in 2025 Q2. In 2025 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 increased compared to the same quarter last year, due to the increase in movements. The shape of the contours has also changed somewhat, being longer to the west of the airport but shorter to the south west and slightly shorter to the east. This is due to the greater proportion of operations using Runway 07 this quarter.

The number of movements and therefore the area of the noise contours has increased compared to the previous quarter (January - March 2025).



6 COMPLAINTS

6.1 Total Complaints relating to LLA aircraft operations

	2nd QTR 2025	2nd QTR 2024
Total No. of Complaints relating to LLA aircraft operations	1,004	1,918
No. of Complainants	112	123
No. of General Complaints	169	229
No. of Specific Complaints	835	1,689
Average No. of Complaints per Complainant	8.96	15.6
No. of Aircraft Movements per Complaint	36.1	18.8

A total of 1,004 complaints relating to LLA aircraft operations were received by the Flight Operations Department during the second quarter of 2025. This is compared to 1,918 complaints received for the same period in 2024. It should be noted that during the second quarter of 2025, 81.5% of complaints were received from 10 individuals.

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

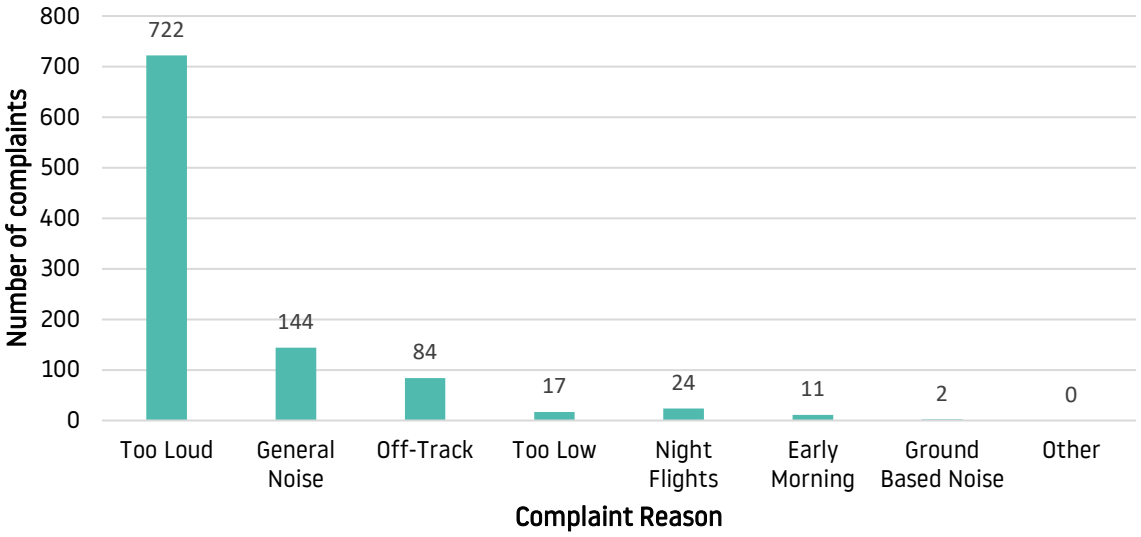
April 2025 356 complaints (228 Specific Complaints, 128 General Complaints)
May 2025 406 complaints (334 Specific Complaints, 72 General Complaints)
June 2025 415 complaints (368 Specific Complaints, 47 General Complaints)

There were no complaints not attributable to LLA traffic throughout the quarter, compared to 3 complaints for the period April to June 2024.

Out of 112 total complainants, 67 contacted the airport only once meaning, 45 complainants generated 937 complaints.

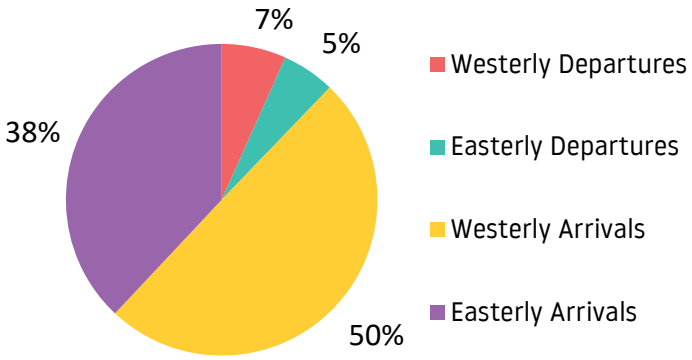
6.2 Type of Complaint

The types of complaint received by the Flight Operations Department from April to June 2025 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 2025.



Within the 67 specific aircraft complaints concerning westerly departures, 44 complaints involved aircraft on the Match/Detling heading, 9 related to aircraft using the Olney route and 14 complaints were recorded about aircraft following Rodni or off-airways routing.

Of the 55 complaints attributed to easterly departures, there were 8 aircraft on the Match route and 44 complaints related to aircraft following the Rodni route. There were 3 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 878 specific complaints regarding arrivals. 498 of these complaints were about westerly arrivals and a further 380 concerning easterly arrivals. These complaints were mostly regarding the new arrival's airspace change implemented in February 2022.

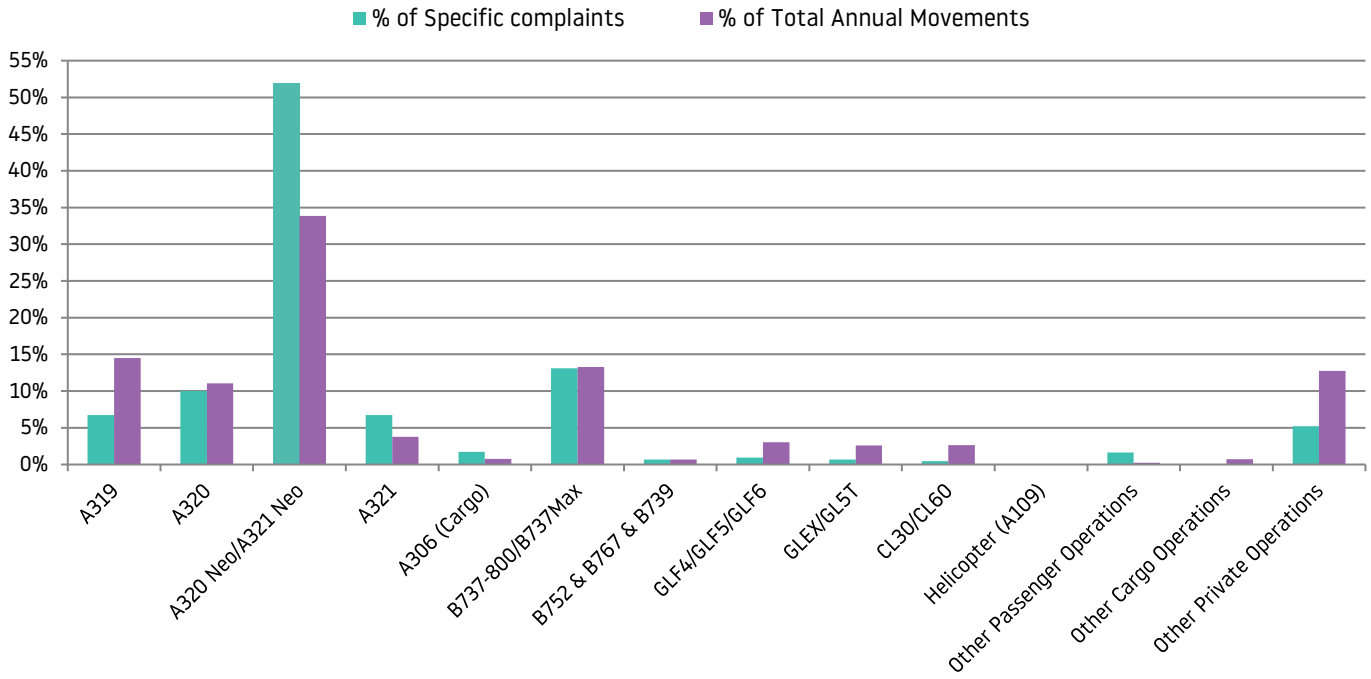
8
Complainants
reported noise disturbance at night (the same as in Q2 2024)

Arriving passenger aircraft accounted for 21% of the night complaints. Departing passenger aircraft accounted for 13%. Departing Cargo flights, involving A306 and B752 aircraft, were reported in 8% of the night complaints. Furthermore, 8% of night complaints correlated to executive aircraft.

24 (2%)
Complaints
concerning night noise disturbance from LLA operations

6.4 Complaints by aircraft type

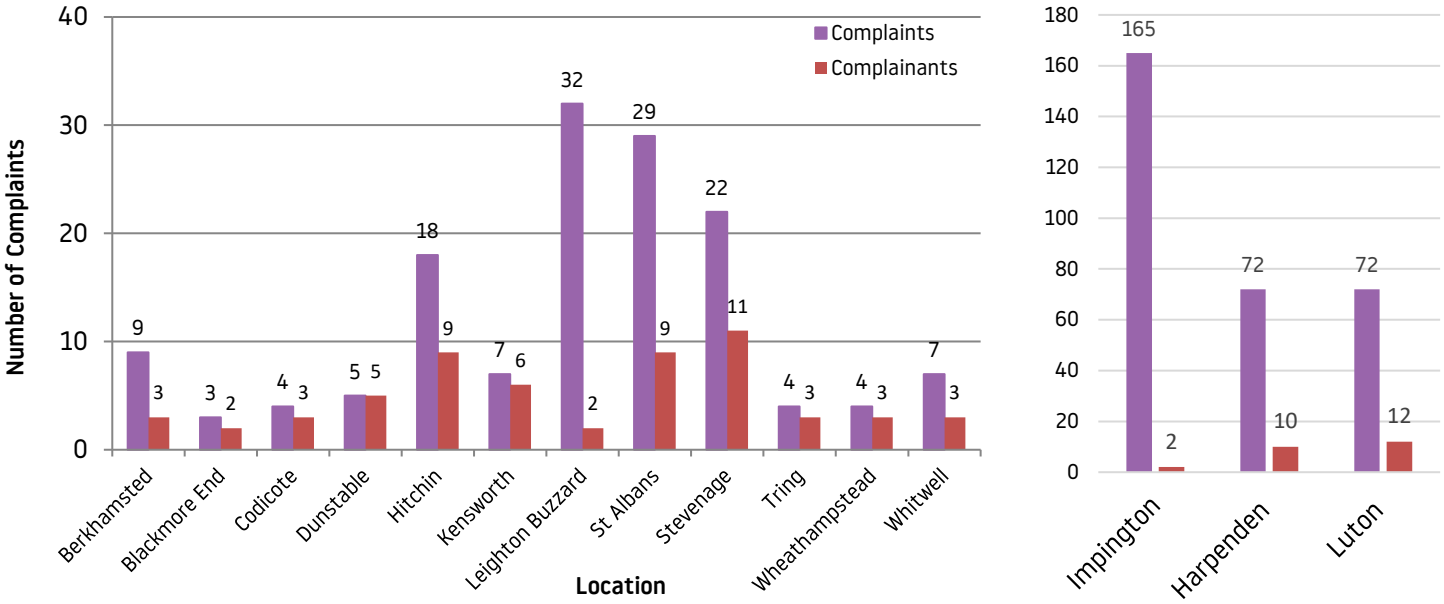
The diagram below shows aircraft types generating specific complaints.



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 2025.

The communities with one complainant include: Baldock, Bourn, Breachwood Green, Caddington, Dagnall, Flamstead, Hilton, Histon, Horningsea, Kimpton, Knebworth, Markyate, Perry, Pitstone, Studham, Tadworth.



6.6 Complaints Analysis

During Quarter 2 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 number of 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.
- Notably, a single complainant in Horningsea was responsible for 468 complaints in Q2, accounting for 47% 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	14%
Phone	1%
Travis	85%

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	52.5%
1 Day	21.2%
2 Days	6.2%
3 Days	2.5%
4 Days	2.3%
5 Days	3.1%
6 Days	1.9%
7 Days	0.6%
8 Days	0.6%
9 Days	0.6%
10 Days	0.7%
11 Days	0.2%
12 Days	0.1%
13 Days	0.1%
14 Days	0.2%
15 Days	0.6%
16 Days	0.2%
16 Days+	6.3%

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 2025, 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 Quarter 2.

Public surgeries provide residents who are impacted 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 Q2 2025:

1. Greener Future Funds (GFF) invested to 4 community groups in Q1 (this supports biodiversity and environmental projects) in Luton. One GFF investment was made in Q2 as we have changed the process and included GFF grant funding rounds within each quarter of the year to increase uptake.
2. Annual employee volunteering activity planned in Q4 which is tree planting at The Forest of Marston Vale.

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