

Quarterly Monitoring Report Quarter 3 2022



INTRODUCTION

The purpose of this report is to advise the community of statistics concerning aircraft operations at London Luton Airport (LLA) during the period July to September 2022.

KEY MONITORING INDICATORS – 3rd QUARTER 2022

Parameter		3 rd Quarter 2022	3 rd Quarter 2021
Total Passenger Number	↑	4,252,586	1,850,214
Total Aircraft Movements	↑	34,990	21,725
Night Movements (23.00 – 06.59)	↑	5,005	2,320
Early Morning Movements (06.00 – 06.59)	↑	1,276	947
Aircraft Movement and Quota Count limits (per rolling 12-month period)			
Night Quota Movements (<i>9,650 limit</i>)	↑	8,287	2,988
Night Quota Count (<i>3,500 limit</i>)	↑	2,703.625	1208.00
Early Morning Shoulder (<i>7,000 movements</i>)	↑	4,535	1,825
24hr CDA (% achievement)	↑	94%	93%
Day CDA (% achievement)	↑	94%	93%
Night CDA (% achievement)	↑	94%	93%
Track Violations	↑	19	7
Departure Noise Infringements (Day)	-	0	3
Departure Noise Infringements (Night)	↑	1	0
Noise Monitor Results*			
No. Day (Night) > 80 dB(A)	-	0 (0)	3 (0)
No. Day (Night) > 75 dB(A)	↑	1,199 (211)	408 (12)
No. Day (Night) > 70 dB(A)	↑	9,845 (1,544)	4,809 (823)
Night Noise Contour Area (48 dB L _{Aeq, 8h})	↑	32.8 km ²	25.6 km ²
Noise Complaints	↑	6,179	1,858
Complainants	↑	395	196
Number of New Complainants	↑	217	78
Largest Source of Complaints	-	Arrivals. West	Deps. West
Origin of Concerns (>5 Complainants)	-	Harpenden St Albans Cambridge Luton Sandy Knebworth Wheathampstead Potton Leighton Buzzard Hitchin Flamstead Gamlingay Abbotsley Caddington Little Gransden Markyate Stevenage Whitwell	Breachwood Green Flamstead Harpenden Hitchin Luton St Albans Stevenage Tring Wheathampstead
Westerly/Easterly Runway Split (%)	-	68/32	60/40

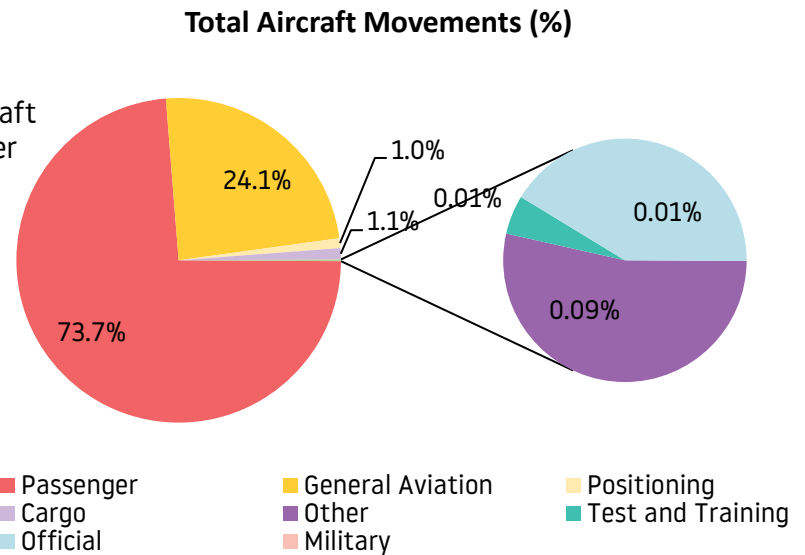
**It should be noted that due to the maintenance at NMT01 and NMT03, some data was not collected in Q3 2021 and Q3 2022.*

1 AIR TRAFFIC DATA

1.1 Aircraft Movements

There were total of 34,990 aircraft movements during this quarter (compared with 21,725 for the same period in 2021), an increase of 61%.

This resulted in an average 380 movements per 24 hours (compared to 236 last year).



A breakdown of these movements is shown below:

	Commercial				Non-Commercial					Total
	Cargo	Passenger	Positioning		Military	Official	Other ¹	General Aviation ²	Test & Training	
			Other	STN						
Jul 2022	119	8,641	94	10	0	0	9	3,166	0	12,039
Aug 2022	130	8,734	116	3	0	0	8	2,552	1	11,544
Sept 2022	142	8,398	105	14	0	24	14	2,708	2	11,407
QTR Total	391	25,773	315	27	0	24	31	8,426	3	34,990

1.2 Passenger Statistics

A total of 4,252,586 passengers passed through LLA during the period July to September 2022 (compared with 1,850,214 for the same period last year), 4,189,810 on scheduled flights (99%) and 62,776 on charter flights (1%). This represents an increase in passengers of 130% and equates to an average 46,224 passengers per 24 hours (compared to 20,111 during the same quarter last year).

	Domestic	EU	Non-EU	Total
Jul 2022	103,709	1,103,966	215,215	1,422,890
Aug 2022	106,724	1,154,604	233,882	1,495,210
Sept 2022	104,433	1,018,647	211,406	1,334,486
QTR Total	314,866	3,277,217	660,503	4,252,586

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

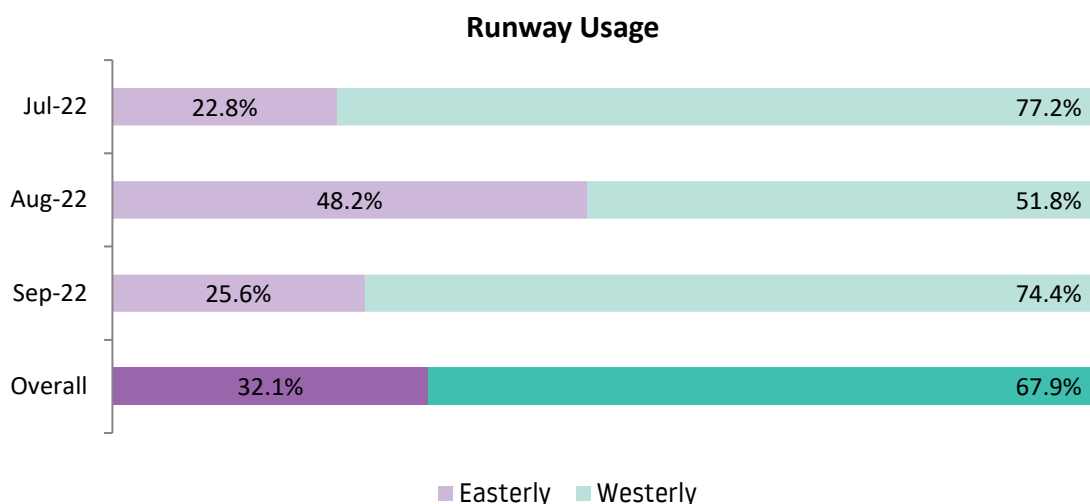
¹ Other relates to flights coming for maintenance and or departing aircraft that has made an unscheduled return to base

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 32% easterly and 68% 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

As from 1st April 2015, London Luton Airport introduced new Night Restrictions as part of planning conditions.

These restrictions have been 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 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 which period the number of aircraft movements (take-off or landing) is restricted, as well as an additional limit on number of noise QC points.

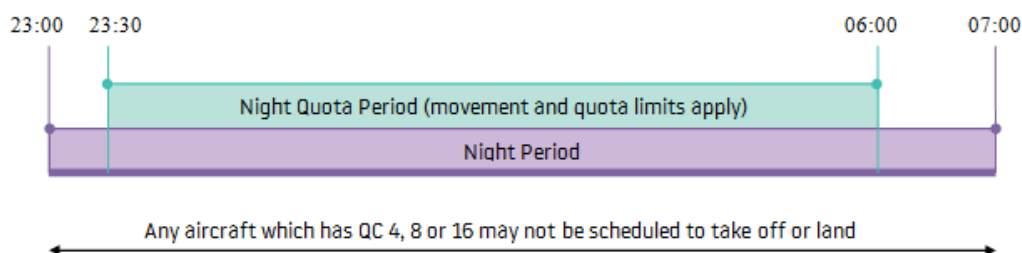
Aircraft are certified by the International Civil Aviation Organisation (ICAO) according to the noise they produce during specific certification tests conducted by the manufacturer. They are classified separately for both take-off and landing. The points are then allocated to different aircraft types according to how noisy they are. 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 Dassault Falcon 7X/900/2000
81 to 83.9	QC 0.125	Airbus A320neo Global Express
Less than 81	QC 0	BAe ATP 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 for the Night Quota Period (2330 – 0559) the following limits shall not be exceeded:

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

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

	Night Quota Period (2330-0559)		Early Morning Shoulder (0600-0659)
	<i>Movements Limited to 9,650 Annually</i>	<i>Quota Count Limited to 3,500 Annually</i>	<i>Movements Limited to 7,000 Annually</i>
October 2021	478	142.000	406
November 2021	374	118.625	285
December 2021	454	148.875	289
January 2022	325	108.000	238
February 2022	364	114.875	247
March 2022	426	124.750	354
April 2022	788	245.500	504
May 2022	984	272.125	494
June 2022	1,023	348.625	442
July 2022	1,101	394.625	415
August 2022	989	347.500	442
September 2022	981	338.125	419
QTR Total	3,071	1,080.25	1,276
<i>Total for preceding 12 months</i>	<i>8,287</i>	<i>2703.625</i>	<i>4,535</i>

1.5 Day/Night Ratio of Movements - Actual

There were 5,005 night operations during the quarter (compared to 2,320 for the same quarter last year), an average 54 movements per night (compared to 25 last year). Arriving aircraft accounted for 58% of total night movements, relating primarily to the last rotation of Luton based passenger aircraft scheduled to land between 23:00 hours local and midnight. 60% of total night departures took off between 06:00 – 07:00 hours local in the morning. The average ratio of total aircraft operations during the quarter was 86% day / 14% night (in comparison to 89% day / 11% night over the same quarter last year).

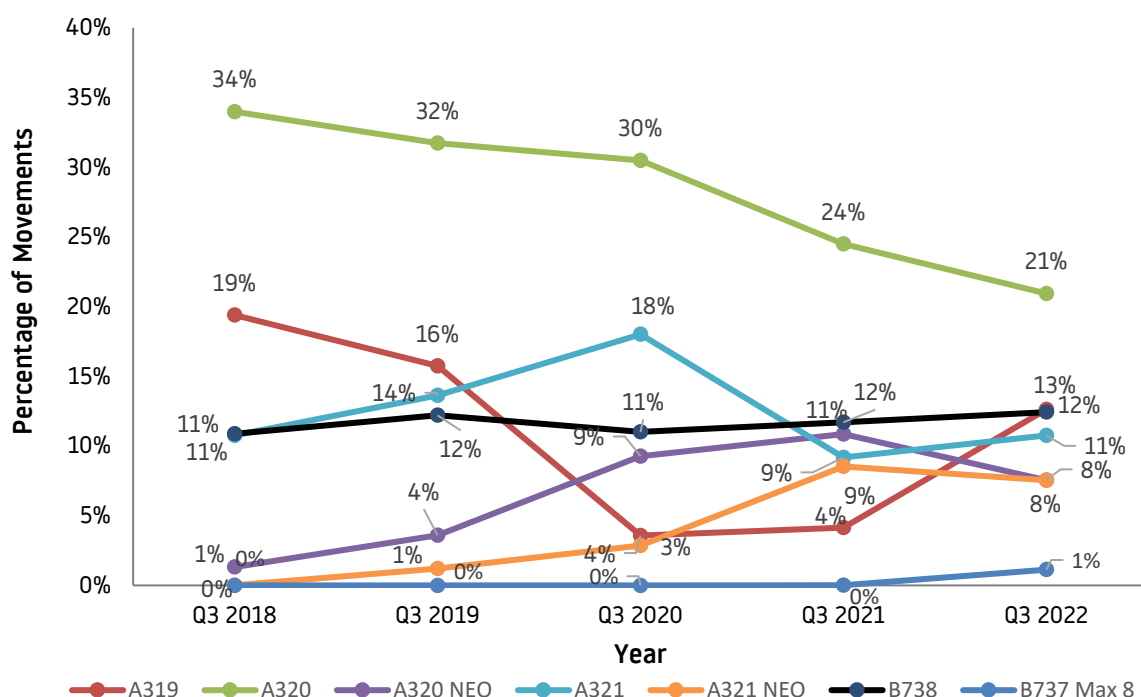
	Day Movements (0700-2259)			Night Movements (2300-0659)				Total	
	Day movements			Night Quota Period (2330-0559)		Early Morning Shoulder (0600-0659)			Total Night Movements (2300 – 0659)
	A	D	Total	A	D	A	D		
Oct 2021	3,914	3,854	7,767	340	138	31	375	1,045	8,812
Nov 2021	3,092	3,096	6,188	253	121	23	262	791	6,979
Dec 2021	3,538	3,610	7,148	344	110	10	279	904	8,052
Jan 2022	2,630	2,605	5,235	237	88	15	223	645	5,880
Feb 2022	2,946	2,958	5,904	266	98	13	234	740	6,644
Mar 2022	3,770	3,835	7,605	332	94	23	331	925	8,530
Apr 2022	4,305	4,413	8,718	643	145	25	476	1,445	10,163
May 2022	4,842	5,040	9,882	796	188	22	472	1,680	11,562
Jun 2022	4,898	5,108	10,006	801	222	10	432	1,667	11,673
Jul 2022	5,031	5,290	10,321	851	250	4	411	1,718	12,039
Aug 2022	4,816	5,077	9,893	796	193	2	440	1,651	11,544
Sept 2022	4,728	5,043	9,771	788	193	14	405	1,636	11,407
QTR Total	14,575	15,410	29,985	2,435	636	20	1,256	5,005	34,990
Total for preceding 12 months	48,510	49,929	98,438	6,447	1,840	192	4,340	14,847	113,285

1.6 Day/Night Ratio of Movements – Forecast

<i>*Rounded number</i>	2022/2023 Forecast of Aircraft Movements				
	<i>Day Movements (0700 – 2259hrs)</i>	<i>Night Quota Period (2330-0559) Limited to 9,650</i>	<i>Early Morning Shoulder (0600-0659) Limited to 7,000</i>	<i>Total Night Movements (2300-0659hrs)</i>	<i>Total</i>
October 2022	11,190	879	512	1,613	12,803
November 2022	8,834	435	269	822	9,656
December 2022	10,284	575	337	1,083	11,367
January 2023	8,965	493	413	1,049	10,014
February 2023	8,485	478	375	996	9,481
March 2023	10,215	467	327	933	11,148
April 2023	11,121	786	552	1,515	12,636
May 2023	12,071	902	615	1,748	13,819
June 2023	11,651	897	591	1,737	13,388
July 2023	11,524	1,078	639	1,972	13,496
August 2023	10,957	1,069	605	1,925	12,882
September 2023	11,185	868	537	1,661	12,846
<i>Total for following 12 months*</i>	126,482	8,927	5,772	17,054	143,536

1.7 Aircraft Movements by Type

The graph below shows the percentage of aircraft movements for the main aircraft types that operated at LLA. The data goes back five years for data comparison purposes. During Q3 2022, there was a drop in the utilisation of the newer generation aircraft type, NEO, when compared with the same period last year. This was mainly due to the lower number of air transport movements last year. The operators utilised and made the most use of their NEO fleet on a larger share of flights versus their non-NEO (CEO) type aircraft in 2021 so we see a larger share of NEO movements in 2021.



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. Night movements quoted below departed between 23:00 hrs and 06:59 hrs.

		Departures										Total
		MATCH/ DETLING			COMPTON		OLNEY		Other*		Helic opter	
		07	25 Conv	25 RNAV	07	25	07	25	07	25	HELI	
Jul 2022	Daytime	547	7	1,900	411	1,405	155	482	3	28	17	4,955
	Night-time	103	2	411	70	389	15	80	0	2	0	1,072
Aug 2022	Daytime	1,185	7	1,224	812	856	279	324	17	14	14	4,732
	Night-time	239	1	257	218	262	32	29	0	1	0	1,039
Sept 2022	Daytime	597	7	1,793	371	1,270	140	453	3	39	19	4,692
	Night-time	161	2	319	142	313	21	54	0	2	0	1,014
QTR	Total	2,832	26	5,904	2,024	4,495	642	1,422	23	86	50	17,504
	Daily Average	31	<1	64	22	49	7	15	<1	<1	<1	190

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 3 kilometres wide (2km for the RNAV route), within which aircraft are deemed to be flying on track. Once aircraft have 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.

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, 23:00hrs to 06:59hrs 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.

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 investigate the radar tracks with required input from ATC and airlines. Where 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. If there is valid justification that could explain the 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 3-month period. The on-track performance for the quarter was 98.2%. This calculation includes deviations for weather, traffic avoidance, as well as deviations classed as violations. The breakdown of these violations is shown in the table below.

	Number of Violations	Total Penalties Collected
July 2022	10	£10,000
August 2022	3	£3,000
September 2022	6	£6,000
QTR	19	£19,000

	Airline or Aircraft Operator	Aircraft Type/Occurrence
July 2022	TUI Airways and privately owned aircraft	A319/1; B738/1; E135/1; F2TH/1; GLEX/4; GLF4/1; GLF6/1
August 2022	Privately owned aircraft	E135/1; GLF5/1; GLF6/1
September 2022	Privately owned aircraft	C25C/1; C500/1; CL60/1; GLF4/1; GLF6/2

3 ARRIVING AIRCRAFT

3.1 Arrivals Route Analysis

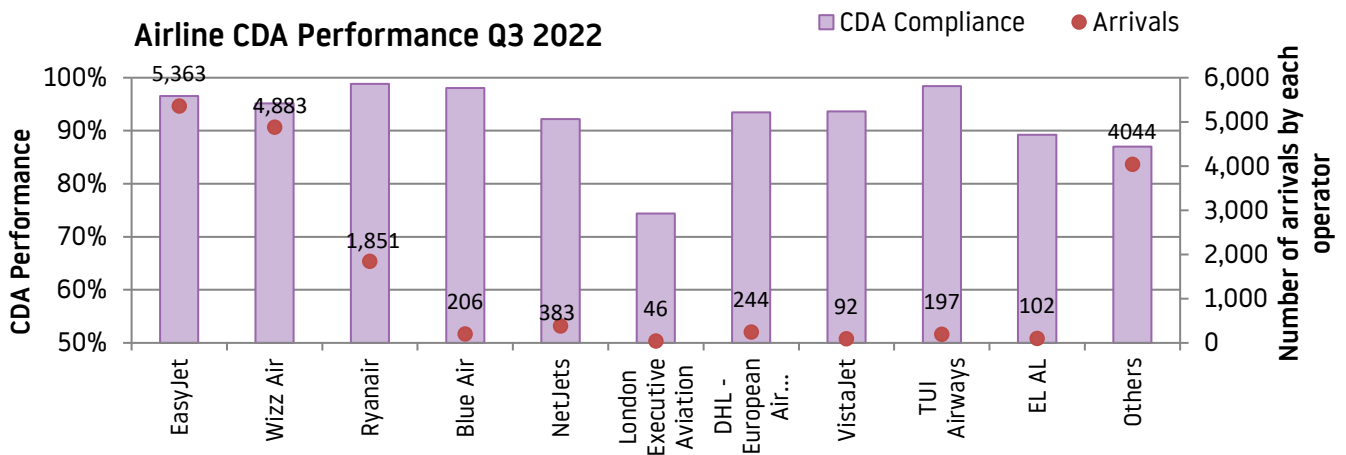
The following table reports the total number of arrivals differentiating between easterly (07), westerly (25) operations and helicopters.

		Arrivals			Total
		07	25	Heli	
July 2022	Daytime	1,197	3,743	9	4,949
	Night-time	248	815	0	1,063
August 2022	Daytime	2,253	2,469	7	4,729
	Night-time	516	528	0	1,044
September 2022	Daytime	1,152	3,537	15	4,704
	Night-time	315	682	0	997
QTR	Total	5,681	11,774	31	17,486
	<i>Daily Average</i>	<i>62</i>	<i>128</i>	<i><1</i>	<i>190</i>

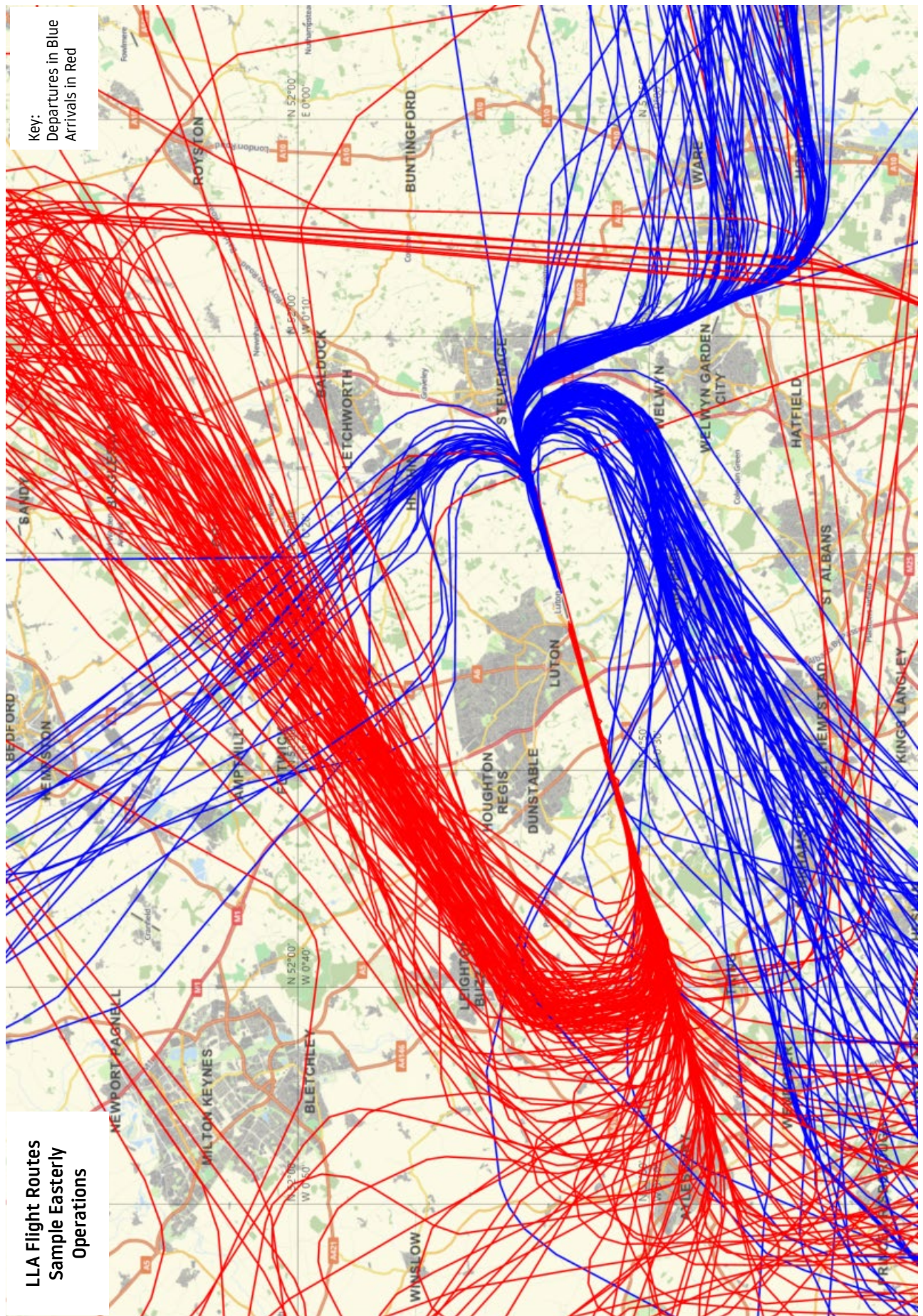
The table below shows the percentage of flights that achieved a Continuous Descent Approach (CDA), which involves continuous descent with no more than one section of level flight greater than 2.5Nm in length following descent from an altitude of 5,000ft.

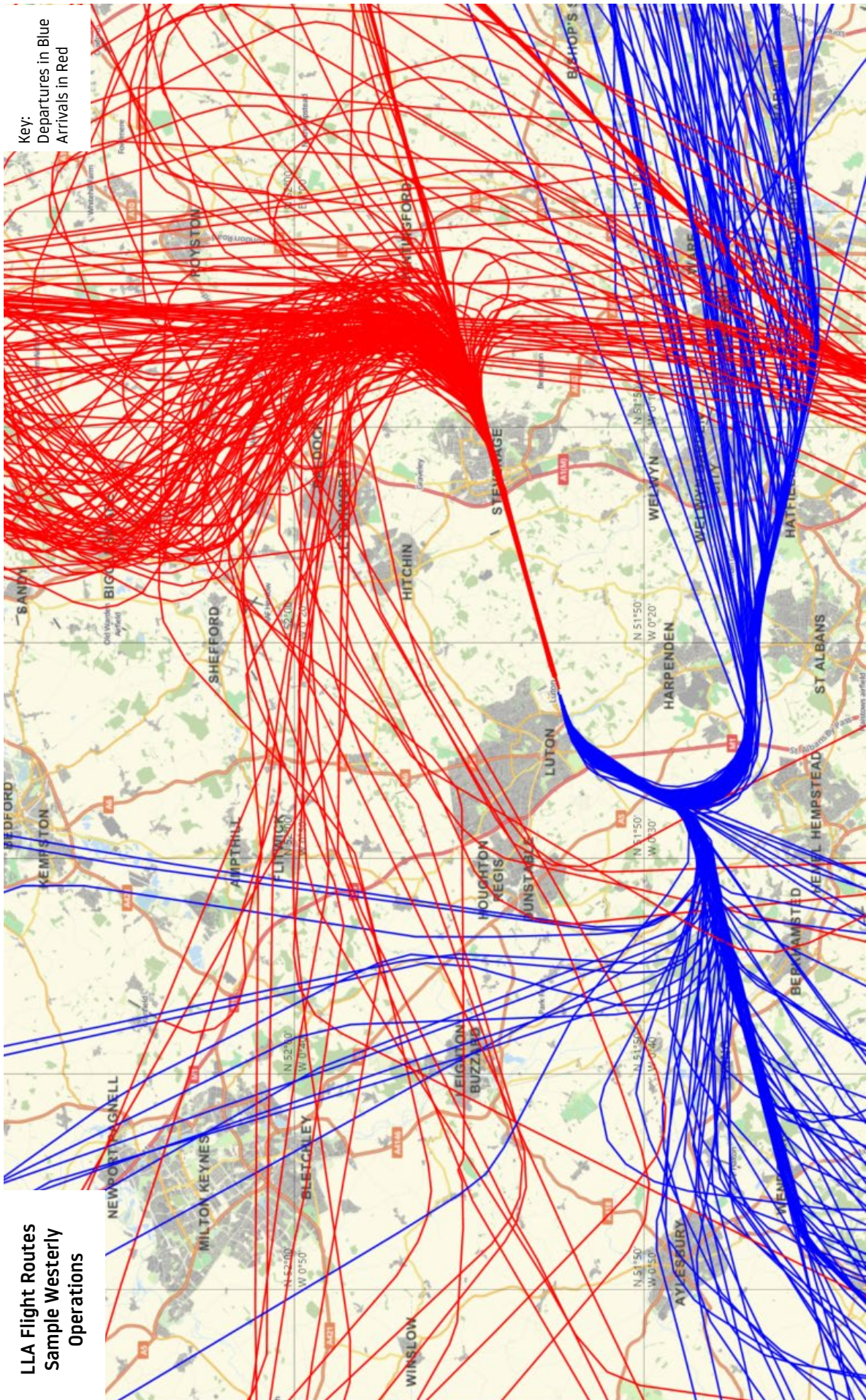
	All Arrivals			07 Easterly Arrivals			25 Westerly Arrivals		
	% CDA			% CDA			% CDA		
	<i>Total</i>	<i>Day</i>	<i>Night</i>	<i>Total</i>	<i>Day</i>	<i>Night</i>	<i>Total</i>	<i>Day</i>	<i>Night</i>
July 2022	94%	93%	94%	96%	96%	95%	93%	93%	93%
August 2022	95%	95%	95%	97%	97%	95%	94%	93%	95%
September 2022	94%	94%	94%	96%	97%	92%	93%	92%	95%
QTR Total	94%	94%	94%	97%	97%	94%	93%	93%	94%

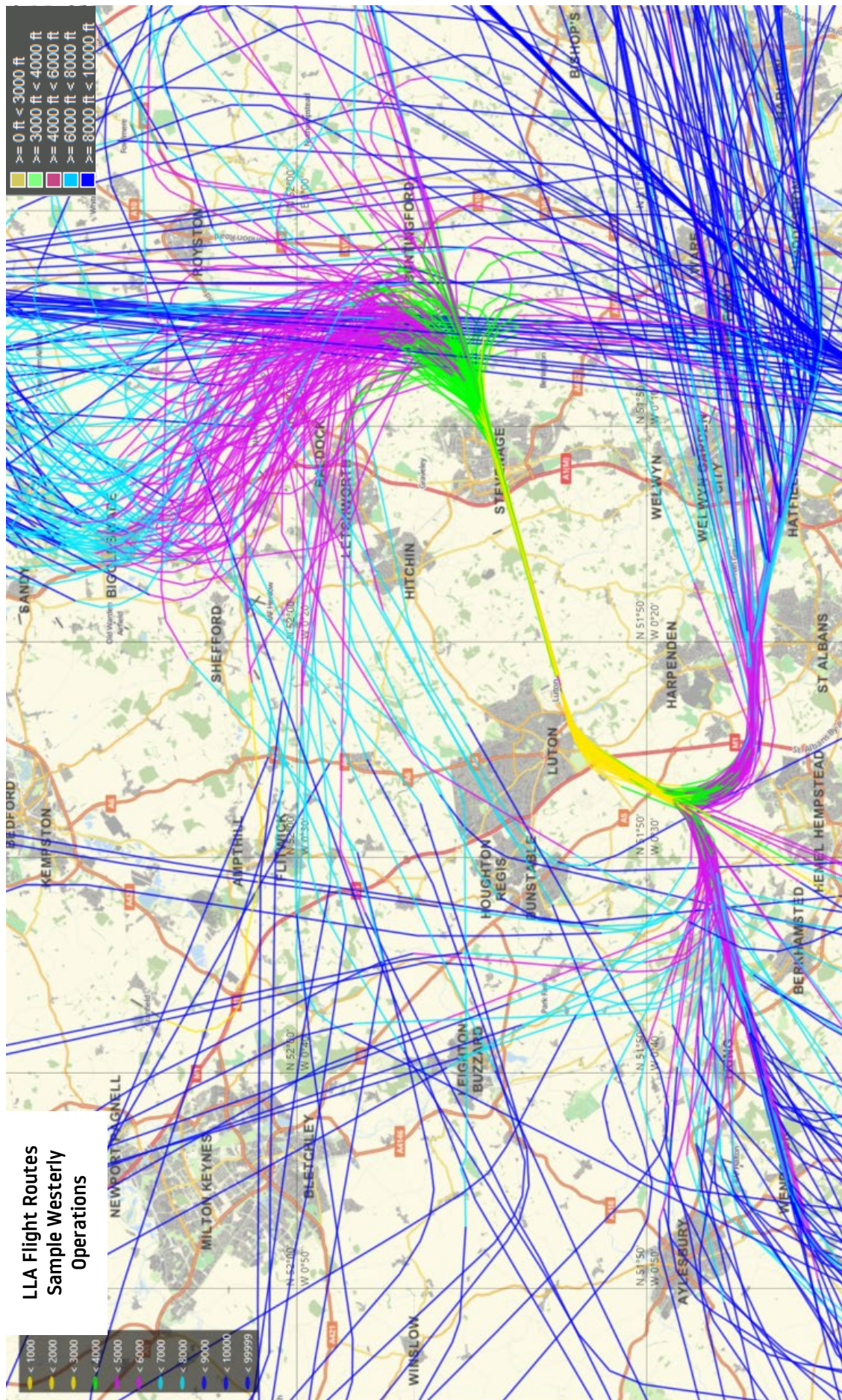
The overall CDA achievement was 94% with several major LLA operators achieving high performance.



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 third quarter of 2022.







4 AIRCRAFT NOISE

During the 3rd Quarter of 2022, the maximum noise levels less than 79 dB(A) was recorded by 99.7% of correlated departing aircraft.

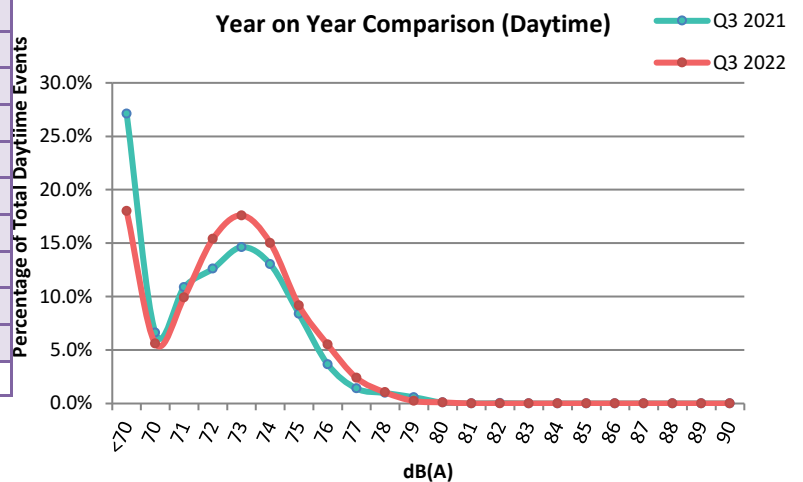
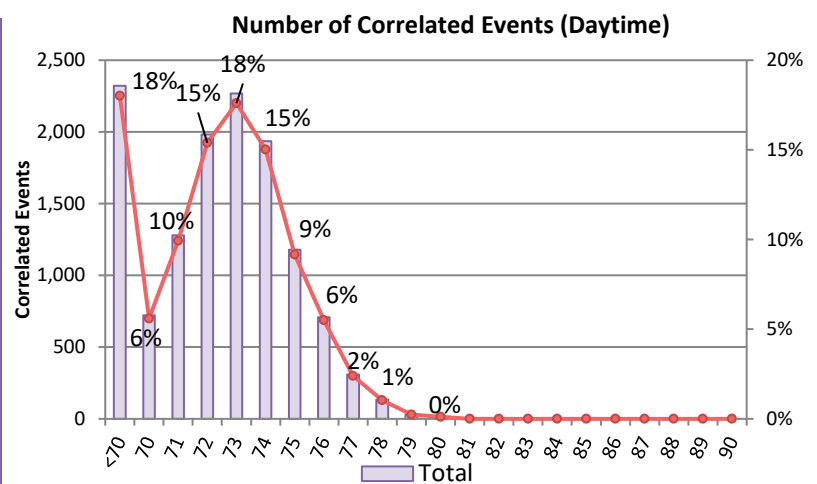
The maximum noise level of less than 76 dB(A) was recorded by 95.9% of correlated departing aircraft.

There was one noise violation in Q3 2022 – see Section 4.4.

4.1 Daytime Noise Levels – July to September 2022

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 hrs and 22:59 hrs, is fined accordingly*)

	<i>db (A)#</i>	Jul	Aug	Sept	QTR
Number of Correlated Events (Daytime)	<70	887	845	590	2,322
	70	264	269	188	721
	71	450	460	369	1,279
	72	698	696	589	1,983
	73	734	663	871	2,268
	74	642	546	748	1,936
	75	389	314	477	1,180
	76	235	171	303	709
	77	88	80	141	309
	78	42	37	55	134
	79	9	2	19	30
	80	10	2	2	14
	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		4,448	4,085	4,352	12,885

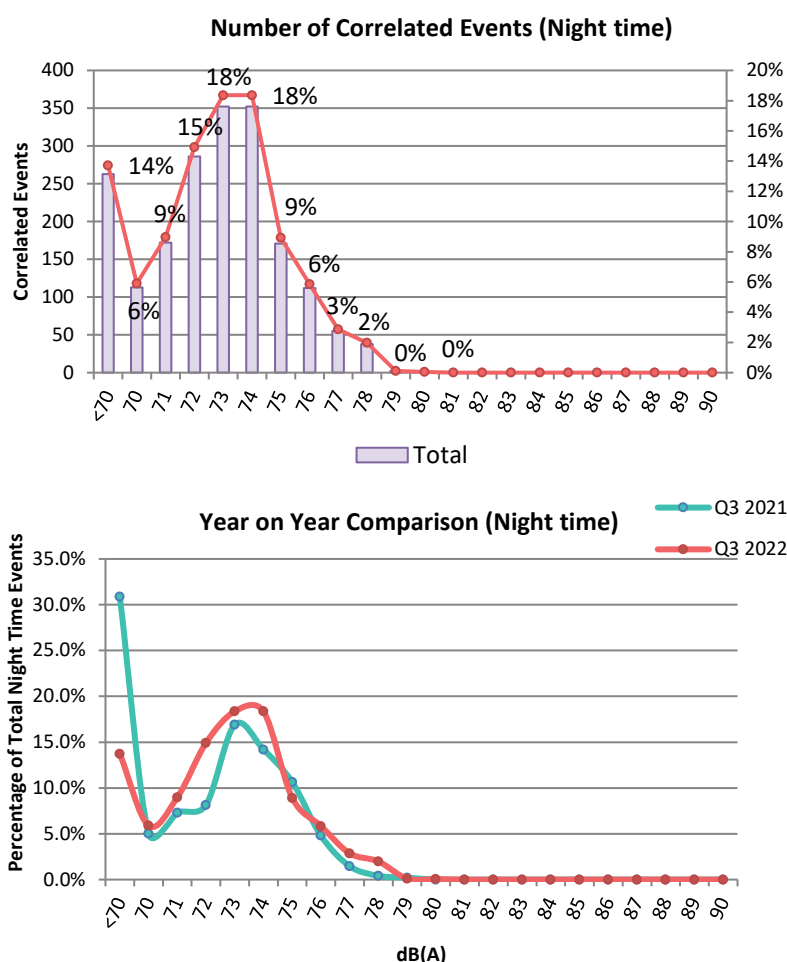


#Rounded number

4.2 Night Noise Levels – July to September 2022

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

	db (A)#	Jul	Aug	Sept	QTR
Number of Correlated Events (Night time)	<70	94	104	65	263
	70	35	44	34	113
	71	56	74	42	172
	72	112	107	67	286
	73	122	101	129	352
	74	142	97	113	352
	75	72	43	76	171
	76	49	27	36	112
	77	22	9	24	55
	78	11	10	17	38
	79	1	1	0	2
	80	1	0	0	1
	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		717	617	603	1,917



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.

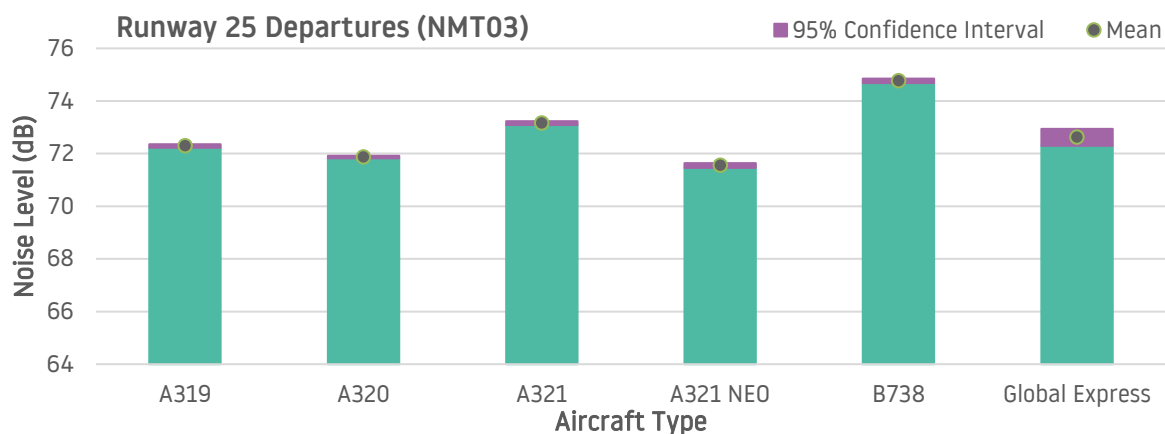
Weather conditions can also affect the number of noise monitoring events recorded in the table; for example, if winds are greater than 10m/s, results from noise monitors will be invalid and therefore will not be considered.

**Two fixed noise monitors were out of service for maintenance for accumulated of eight days in Q3 2022. No noise data was captured from the noise monitors during this period.*

4.3 Average Noise Monitor results by Aircraft Type (Q3 2022)

The following graphs show the average noise and confidence level (95%) for the three fixed noise monitors for the period July to September 2022. 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, we recommend a sample size of over 100 results are used. Therefore, only aircraft types with a sample size of over 100 have been shown.

	A306	A319	A320	A320 NEO	A321	A321 NEO	B738	B737 Max 8	Global Express
NMT01* (Arr)	87	1,410	2,343	977	1,233	857	1,376	115	349
NMT01* (Dep)	40	657	1,116	428	559	413	658	74	129
NMT02 (Dep)	82	1,311	2,198	869	1,122	782	1,272	102	244
NMT03* (Dep)	74	1,194	1,789	39	1,043	511	1,257	39	118

**Two fixed noise monitors were out of service for maintenance for accumulated of eight days in Q3 2022. No noise data was captured from these noise monitors during this period.*

4.4 Noise Violations during Quarter 3 (July to September 2022)

There was one noise violation during the period. The operator was fined £2,000 for this noise violation. The event happened during the night-time period.

	Date/Time (Local)	Aircraft Type	Noise Level
Night-time	06/07/2022 23:27 hrs	B738	79.5 dB(A)
Total Penalties Collected			£2,000

4.5 Noise Insulation Scheme Update

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

In Quarter 3, our contractor continued to work on properties 41 properties had insulation fitted. LLA contacted a further 329 properties in Q3 which included a block of flats. 89 of these properties have accepted the scheme.

5 NOISE CONTOURS

5.1 Night Noise Contours – Q3 2022

5.1.1 Contour Production

Aircraft movement data for use in the contour production has been supplied by LLAOL. The contour production methodology is the same as that used to produce the 2022 Q2 contours, with terrain data allowed for and the contours produced using the INM software (Version 7.0d). The validation is based on measured results in 2021 at the fixed noise monitors with departure profiles for key aircraft types based on radar data.

5.1.2 Noise Contour Results

The resulting noise contours are shown on page 21 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 (April – June 2022), and the equivalent quarter during the previous year (July – September 2021).

Contour Value (dB LAeq,8h)	Contour Area (km ²)		
	Jul – Sep 2021	Apr – Jun 2022	Jul – Sep 2022
48	25.6	30.6	32.8
51	14.7	17.3	18.4
54	8.7	9.1	9.7
57	4.8	5.2	5.6
60	2.3	2.8	3.1
63	1.4	1.4	1.5
66	0.9	0.8	0.9
69	0.6	0.5	0.5
72	0.4	0.3	0.3
W/E Split (%)	60/40	61/39	64/36

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.

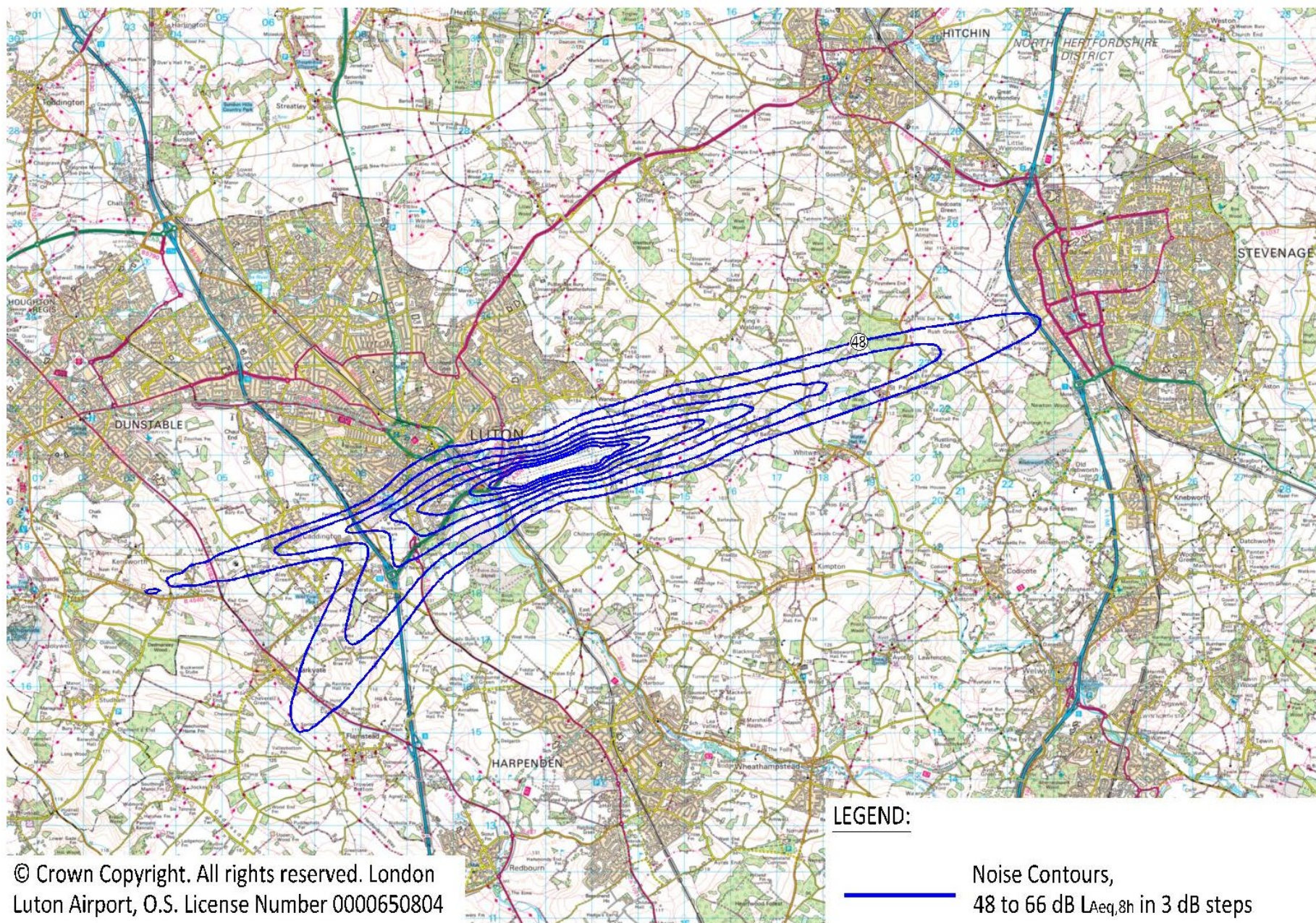
INM Aircraft Type	Jul – Sep 2021	Apr – Jun 2022	Jul – Sep 2022
1900D	21	16	n/a
737800	282	702	821
737800 (max)	n/a	n/a	18
757RR	230	238	238
A300-622R	79	78	79
A319-131	79	593	652
A320-211 (ceo)	572	1,016	1,149
A320-211 (neo)	459	653	718
A321-232 (ceo)	263	470	733
A321-232 (neo)	288	389	459
A330-301	n/a	18	n/a
CL600	n/a	19	n/a
CL601	n/a	56	n/a
CNA208	n/a	n/a	10
CNA525C	n/a	22	n/a
CNA55B	n/a	15	n/a
CNA560XL	n/a	23	n/a
CNA680	n/a	15	n/a
CNA750	n/a	13	n/a
EMB145	n/a	31	n/a
F10062	n/a	44	n/a
GIV	n/a	20	n/a
GV	17	272	54
LEAR35	n/a	19	n/a
Other	28	67	73
Total	2,318	4,789	5,004

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

5.1.4 Noise Contour Comparison

With the ongoing recovery from the COVID-19 pandemic, and the easing of travel restrictions, there has been a large increase in the total number of movements compared with the same quarter in 2021.

The area of the 48 dB(A) noise contour has also increased compared to the same quarter last year, as a result of the increase in movements, although remains below the pre-pandemic level. The number of movements, and therefore the area of the noise contours, has increased compared to the previous quarter.



6 COMPLAINTS

6.1 Total Complaints relating to LLA aircraft operations

	3 rd QTR 2022	3 rd QTR 2021
Total No. of Complaints relating to LLA aircraft operations	6,179	1,858
No. of Complainants	395	228
No. of General Complaints	509	272
No. of Specific Complaints	5670	1,586
Average No. of Complaints per Complainant	15.6	8.1
No. of Aircraft Movements per Complaint	5.66	12.2

In line with the recovery of aviation and increase in aircraft movements, a total of 6,179 complaints relating to LLA aircraft operations were received by the Flight Operations Department during the last quarter. This is compared to the 1,858 complaints which were received for the same period last year. It should be noted that during the third quarter of 2022, 75% of complaints were received from 10 individuals and 31% from one individual.

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

Jul 2022 2,595 complaints (2,431 Specific Complaints, 164 General Complaints)
 Aug 2022 2,477 complaints (2,248 Specific Complaints, 229 General Complaints)
 Sept 2022 1,107 complaints (991 Specific Complaints, 116 General Complaints)

In Quarter 3 one complainant made 8,829 complaints. At the request of the Noise and Track Committee, the following text and graphs omit complaint numbers which are outliers caused by excessively high numbers of complaints from one individual to ensure the Committee can continue to identify patterns and areas of concern from the complaint data. These are:

- 6.1 Total complaints
- 6.2 Type of complaint
- 6.3 Nature of disturbance
- 6.4 Complaints by aircraft types
- 6.5 Origin of complaints

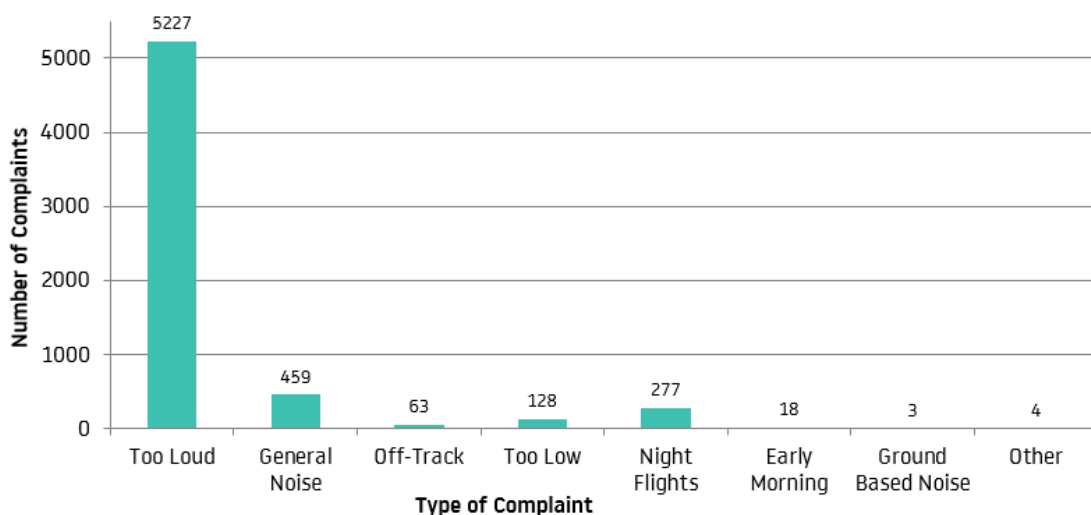
A further 170 complaints not attributable to LLA traffic were received throughout the quarter, compared to 296 complaints for the period July to September last year.



Out of 395 total complainants, there were 243 that contacted the airport only once meaning that 152 complainants generated 5,936 complaints.

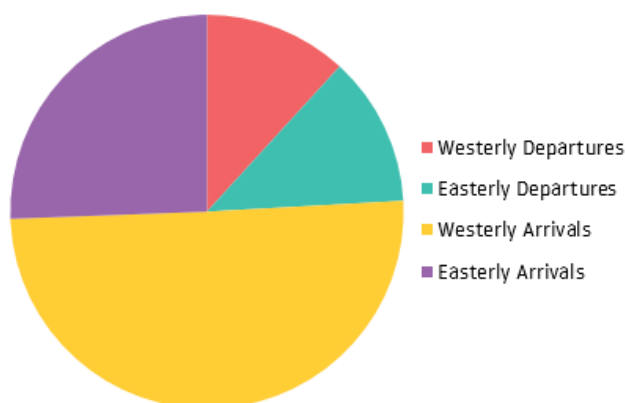
6.2 Type of Complaint

The types of complaint received by the Flight Operations Department from July to September 2022 are listed below.



6.3 Nature of Disturbance

The chart represents the areas of concern reported from specific complaints with regard to aircraft activity during the period July to September 2022.



Within the 653 specific aircraft complaints concerning westerly departures, 625 complaints involved aircraft on the Match/Detling heading, 21 related to aircraft following Compton flight route, 7 related to aircraft using the Olney route and no complaints were recorded about aircraft following an off-airways routing.

With regard to the 682 complaints attributed to easterly departures, 639 related to aircraft following the Compton flight route and 41 aircraft on the Match route. There were 2 specific complaints relating to the easterly Olney departure route and no complaints were recorded about aircraft following an off-airways routing.

In total the Flight Operations Department received 4,200 specific complaints regarding arrivals. 2784 of these complaints were about westerly arrivals and a further 1416 concerning easterly arrivals. This is expected in line with the new arrivals airspace change implemented in February 2022.

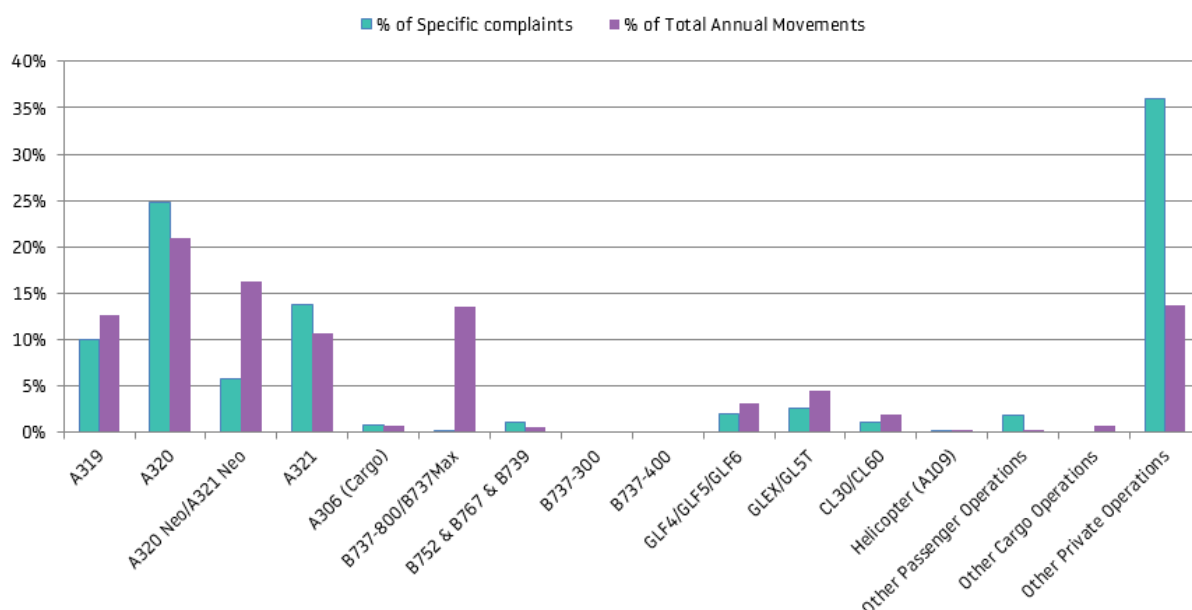
17
Complainants
reported noise
disturbance at night
(compared to 6
Complainants for the same
Quarter last year)

Departing aircraft accounted for 15% of the 256 specific night complaints and 85% involved arrivals. Cargo flights, involving A306 and B752 aircraft were reported in 4% of night complaints, whilst passenger aircraft accounted for 93% of night complaints. Furthermore, 3% of night complaints correlated to executive aircraft.

247 (4%)
Complaints
concerning night noise
disturbance from
LLA operations

6.4 Complaints by aircraft type

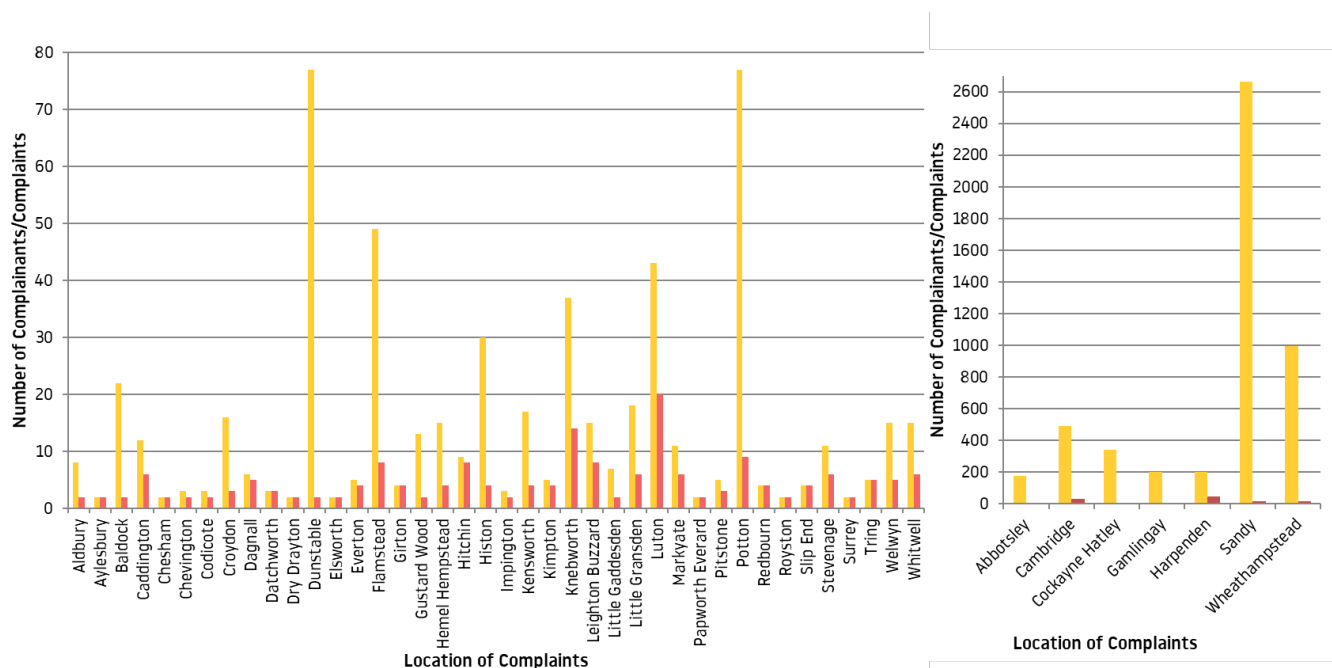
The diagram below shows aircraft types generating specific complaints.



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 July to September 2022.

The communities with one complainant include: Ayot St Lawrence, Berkhamsted, Bracknell, Breachwood Green, Brentwood, Cheddington, Dunton, Eaton Bray, Essex, Fen Ditton, Great Missenden, Hatfield, Henlow, Hoddesdon, Langley, Letty Green, Lindslade, London, Longstowe, Lower Dean, Moggerhanger, Oakington, Pepperstock, Preston, Princes Risborough, Sandridge, South Heath, Tadlow, Tadworth, Walkern, Waresley, Wilstone, Woodside, Woolmer Green.



6.6 Complaints Analysis

During Quarter 3 there has been an increase in complaints compared to the same quarter last year along with an increase in complainants compared to the same quarter last year, this is thought to be due to a number of reasons:

- The number of complainants has increased which is significantly higher than the same period last year and this is thought to be related to the recent implementation of the arrival's airspace change along with a busier summer period compared to 2020 and 2021.
- Similar to previous quarters in 2021, a few individuals are making many complaints, in Q3 75% of complaints were received from 10 individuals and 31% from one individual.
- The complaints were predominantly regarding westerly arrivals, this is linked to the arrivals airspace change implemented during Q1 of 2022.

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
Phone	0.5%
Email	33.5%
Travis	66%

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

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 8 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	60.5%
1	13.2%
2	13.1%
3	6.6%
4	0.5%
5	1.1%
6	0.8%
7	1.0%
8	0.5%
9	0.2%
10	0.2%
11	0.3%
12	0.1%
13	0.2%
14	0.0%
15	0.0%
16	0.0%
16+	1.7%

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 3 there was no community visits to the airport, there were a number of community visits to the airport offered although these were declined by residents and as below preferred a visit to their home address.

7.2 Airport Visits to the Community

The Flight Operations Team held three Public Surgeries in the community during Quarter 3:
20th July 2022 in Streatley
25th August 2022 in Harpenden
29th September 2022 in Abbotsley

The public surgeries provided residents who are impacted by the new arrival's airspace change as well as general airport operations to attend and speak with members of the Flight Operations team. All three public surgeries were by an appointment only basis and there was a good uptake on appointments booked by residents and local councillors.

The Flight Operations team have also arranged one further Public Surgery for later in the year; details of which can be found on our website, which is updated accordingly.
(<https://www.london-luton.co.uk/corporate/community/noise/noise-surgeries>)

During Quarter 3 The Flight Operations Team also visited a resident in Flamstead regarding departing aircraft which were causing a disturbance. LLA discussed with the resident about the aircraft location against the track seen on TraVis.

There were also a number of virtual calls held with councillors South Cambridgeshire regarding the new arrival's airspace change.