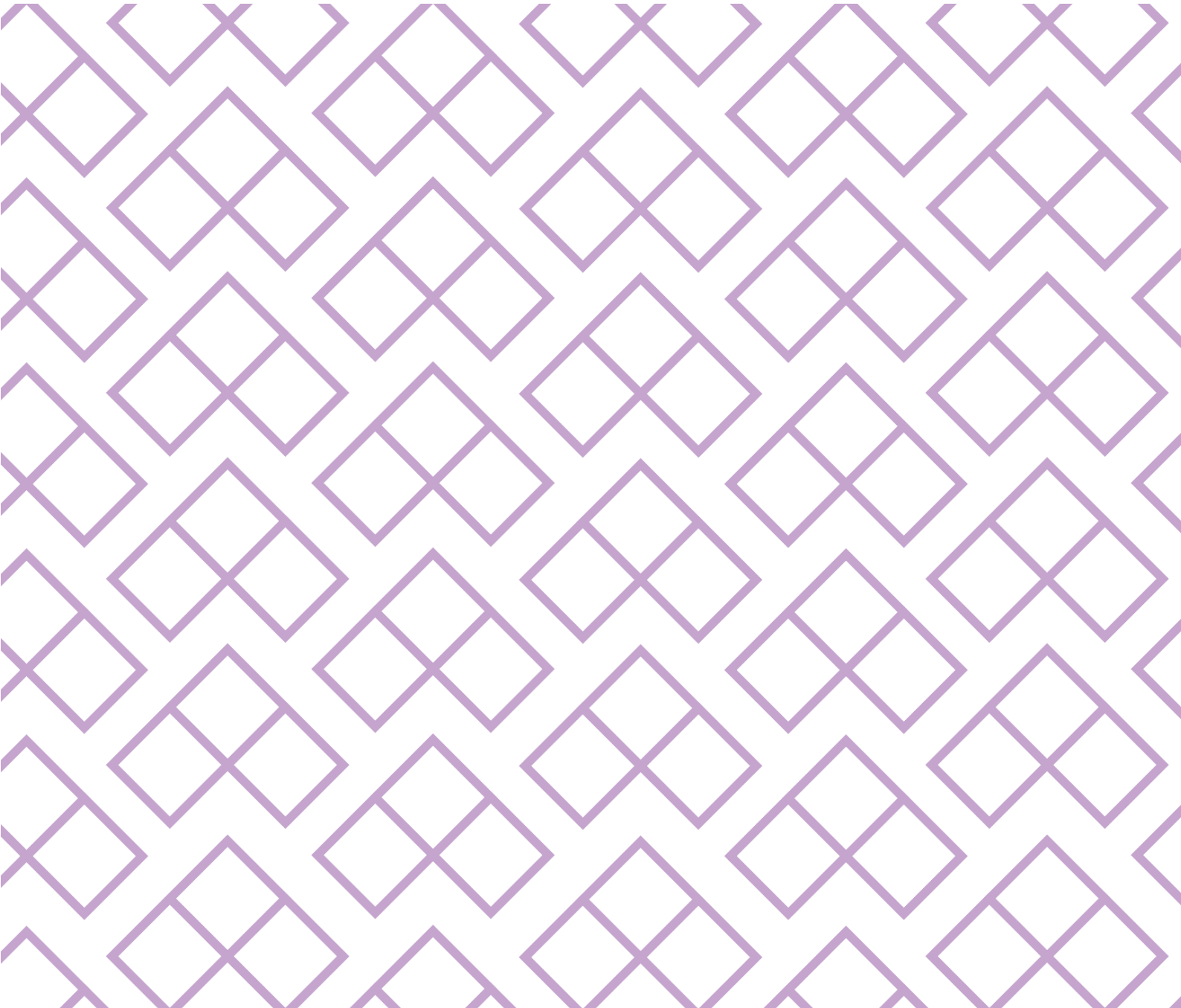
London Luton Airport

Quarterly Flight Operations Report

QUARTER 3 2025



INTRODUCTION

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

KEY MONITORING INDICATORS – 3rd QUARTER 2025

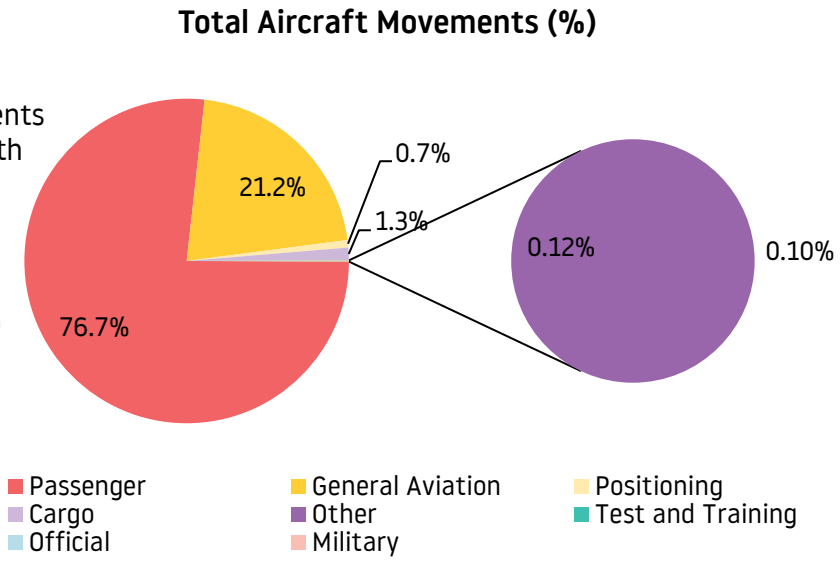
Parameter		3rd Quarter 2025	3rd Quarter 2024
Total Passenger Number	↑	5,124,134	4,892,502
Total Aircraft Movements	↑	37,920	37,076
Night Movements (23.00 – 06.59)	↑	5,527	5,306
Early Morning Movements (06.00 – 06.59)	↑	1,924	1,651
Aircraft Movement and Quota Count limits (per rolling 12-month period)			
Night Quota Movements (*9,650 limit*)	↑	8,290	7,954
Night Quota Count (*3,500 limit)*	↑	2,307.875	2,051
Early Morning Shoulder (*7,000 movements*)	↑	6,326	5,676
24hr CDA (% achievement)	-	95%	95%
Day CDA (% achievement)	-	94%	94%
Night CDA (% achievement)	↑	96%	95%
Track Violations	↑	18	15
Departure Noise Infringements (Day)	-	1	1
Departure Noise Infringements (Night)	-	0	0
Noise Monitor Results*			
No. Day (Night) > 80 dB(A)	↓	0 (0)	1 (0)
No. Day (Night) > 75 dB(A)	↓	1,541 (232)	1,623 (201)
No. Day (Night) > 70 dB(A)	↑	11,044 (1,660)	9,353 (1,341)
Night Noise Contour Area (48 dB $L_{Aeq, 8h}$)	↑	35.2 km^2	34.7 km^2
Noise Complaints	↓	1,330	1,939
Complainants	↓	87	107
Number of New Complainants	↑	27	23
Largest Source of Complaints	-	Arrivals West	Departures East
Origin of Concerns (>5 Complainants)	-	Harpenden Luton St Albans	Hitchin Luton Harpenden St Albans Stevenage
Westerly/Easterly Runway Split (%)		75/25	73/27

1 AIR TRAFFIC DATA

1.1 Aircraft Movements

There were 37,920 aircraft movements during this quarter (compared with 37,076 for the same period in 2024), an increase of 2.3%.

This resulted in an average 412 movements per 24 hours (compared to 403 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*						
Jul 2025	170	0	9,787	66	20	0	0	17	2,971	0	**13,031**
Aug 2025	156	0	9,993	77	17	0	0	13	2,366	0	**12,622**
Sep 2025	152	0	9,305	75	27	0	0	16	2,692	0	**12,267**
QTR Total	**478**	**0**	**29,085**	**218**	**64**	**0**	**0**	**46**	**8,029**	**0**	**37,920**

1.2 Passenger Statistics

A total of 5,124,134 passengers passed through LLA during the period July to September 2025 (compared with 4,892,502 for the same period last year); 5,062,039 on scheduled flights (98.8%) and 62,095 on charter flights (1.2%). This represents 4.7% increase in passengers and equates to an average 55,697 passengers per 24 hours (compared to 53,179 during the same quarter last year).

	Domestic	EU	Non-EU	Total
Jul 2025	122,146	1,209,892	380,042	**1,712,080**
Aug 2025	127,810	1,275,270	412,000	**1,815,080**
Sep 2025	103,257	1,117,608	376,109	**1,596,974**
QTR Total	**353,213**	**3,602,770**	**1,168,151**	**5,124,134**

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

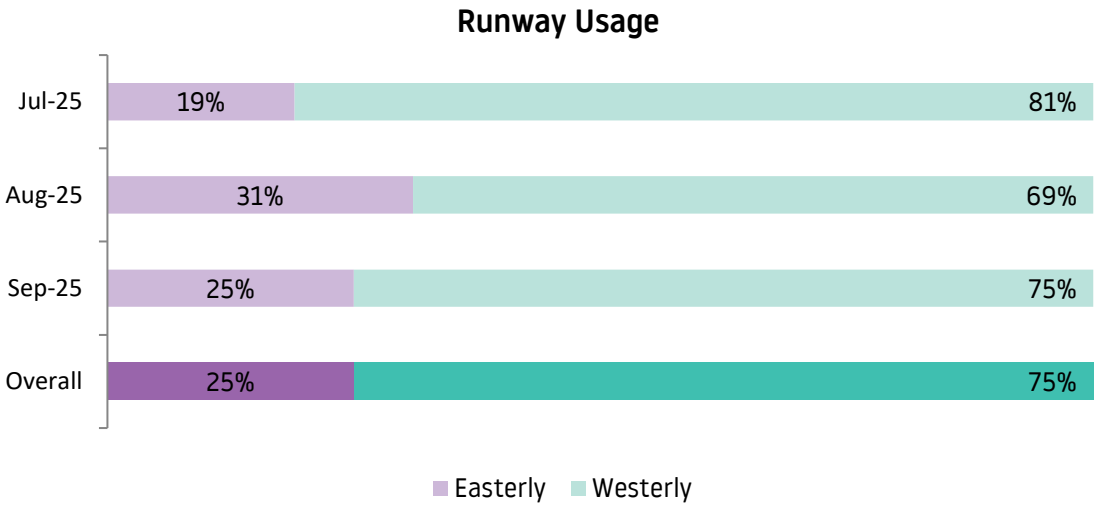
[1] *Other relates to flights coming for maintenance and or departing aircraft that have made an unscheduled return to base*

[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 25% easterly and 75% westerly (in comparison to a 27%-73% 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.

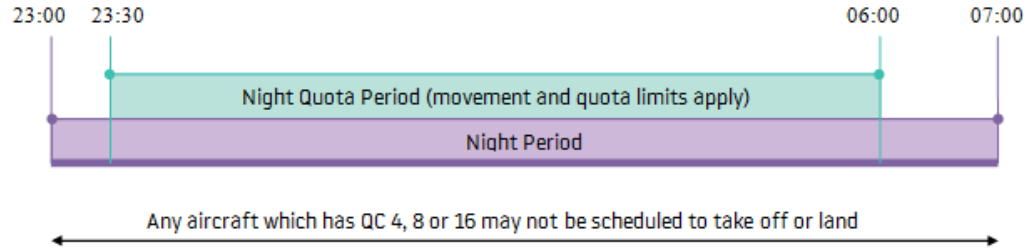
Aircraft are certified by the International Civil Aviation Organisation (ICAO) according to the noise they produce during specific certification tests conducted by the manufacturer. They are classified separately for both take-off and landing. The points are allocated to different aircraft types according 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*
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
July 2025	863	261.875	629
August 2025	828	220.625	649
September 2025	813	210.125	617
QTR Total	**2504**	**692.625**	**1895**
Total for preceding 12 months	*8290*	*2307.875*	*6326*

1.4.4 Dispensations

In March 2023, LLA started to dispense movements in line with the Section 106 agreement. LLA submitted a Dispensation Policy to the Local Planning Authority to dispense (remove) movements from the night-time movement limit, night time QC limit and early morning movement limit.

The table below shows the number of movements dispensed in July to September 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
July 2025	208	19.4%
August 2025	186	18.3%
September 2025	195	19.3%
Total	**589**	**19.0%**

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	107	11	118	3.8%
Passenger Hardship	91	53	144	4.7%
Air Traffic Disruption	278	24	302	9.8%
Diversions	6	2	8	0.2%
Medical / Emergencies	10	7	17	0.5%
Total	**492**	**97**	**589**	**19.0%**

Below are some example flight dispensations from Q3:

- A flight from Tenerife departed its origin on time, but due to strong headwinds enroute caused the flight time to be 30 minutes longer than scheduled on the inbound to Luton, this was given a dispensation due to weather.
- Due to a runway incident at another airport, aircraft diverted in to Luton which resulted in additional aircraft parked up at Luton. 2 aircraft were permitted to position back to Birmingham to return to their base and alleviate stand capacity concerns. They were given a dispensation due to their diversion.
- Outbound Air Traffic delays due to an ATC tower evacuation following a fire alarm activation. This meant that multiple aircraft were delayed arriving back to LTN into the night period, these were given dispensation for AFTM restrictions.
- An operator applied to LLA for a dispensation due to a crew member stuck in traffic, this was rejected by LLA as crew delays should be within the operators control.

1.5 Day/Night Ratio of Movements - Actual

There were 5,527 night operations during the quarter (compared to 5,306 for the same quarter last year), an average of 60 movements per night (compared to 58 last year). Arriving aircraft accounted for 57% of total night movements, relating primarily to the last rotation of Luton based passenger aircraft scheduled to land between 23:00 and midnight local. 76% of total night departures took off between 06:00 – 07:00 hours local. The average ratio of total aircraft operations during the quarter was 85.4% day / 14.6% night (in comparison to 83.7% day / 14.3% night over the same quarter last year).

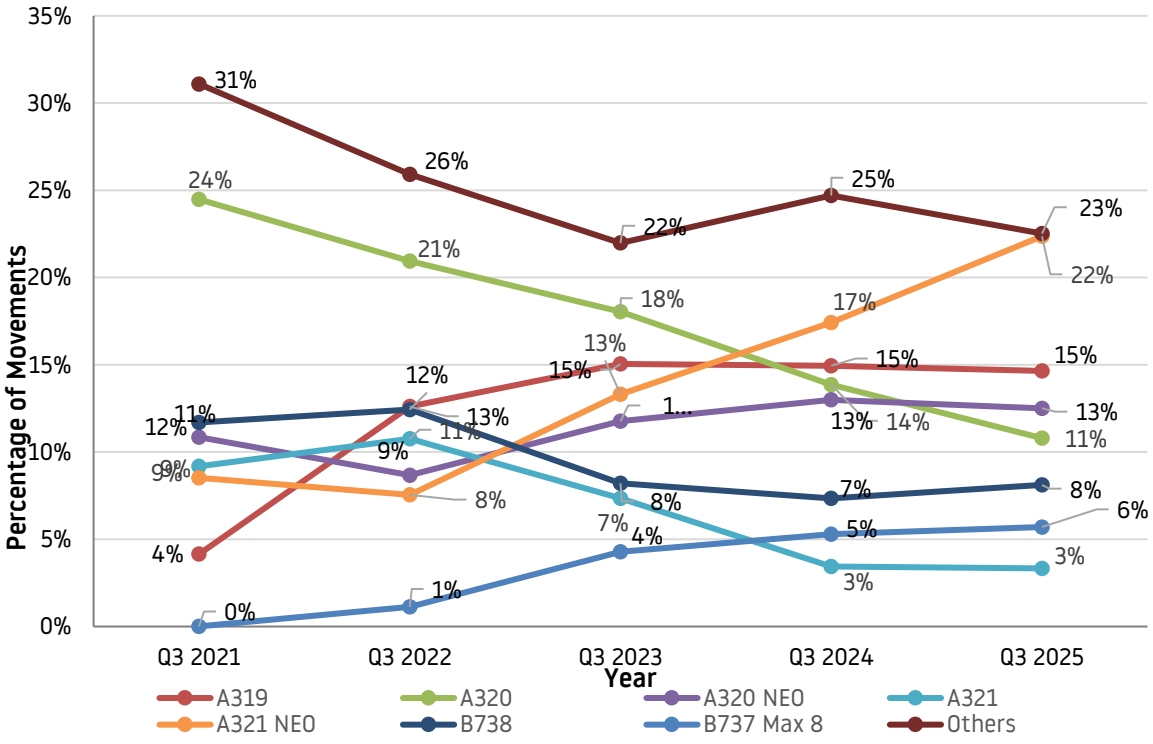
	Day Movements (0700-2259)			**Night Movements (2300-0659)**					**Total**
	Day movements			*Night Quota Period (2330-0559)*		*Early Morning Shoulder (0600-0659)*		*Total Night Movements (2300 – 0659)*	
	A	D	Total	A	D	A	D		
October 2024	4,875	5,118	9,993	774	167	29	526	1,690	**11,683**
November 2024	4,066	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**
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**
QTR Total	**15,823**	**16,570**	**32,393**	**2,585**	**479**	**104**	**1,820**	**5,527**	**37,920**
Total for preceding 12 months	*57,251*	*58,820*	*116,071*	*7,676*	*1,952*	*488*	*5,999*	*17,925*	***133,996***

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*
October 2025	10,735	964	562	1,612	**12,347**
November 2025	8,064	498	367	1,011	**9,075**
December 2025	9,164	539	403	1,100	**10,264**
January 2026	8,128	580	378	1,082	**9,210**
February 2026	8,576	488	357	951	**9,527**
March 2026	9,223	528	429	1,049	**10,272**
April 2026	10,166	808	532	1,526	**11,692**
May 2026	10,777	1051	710	2,017	**12,794**
June 2026	11,021	1044	681	1,932	**12,953**
July 2026	11,517	1091	665	1,942	**13,459**
August 2026	11,003	1031	669	1,889	**12,892**
September 2026	10,913	1017	658	1,873	**12,786**
Total for following 12 months	*119,287*	*9,639*	*6,411*	*17,984*	***137,271***

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 Q3 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	
Jul 2025	Daytime	500	7	2,261	383	1,864	114	496	6	37	24	**5,692**
	Night-time	102	1	379	67	239	1	17	5	14	2	**827**
Aug 2025	Daytime	854	7	1,892	655	1,406	201	423	16	35	15	**5,504**
	Night-time	134	0	330	83	225	4	8	4	12	0	**800**
Sep 2025	Daytime	665	10	1,985	518	1,481	171	487	10	23	24	**5,374**
	Night-time	113	0	311	78	232	7	12	5	12	0	**770**
QTR	**Total**	**2368**	**25**	**7158**	**1784**	**5447**	**498**	**1443**	**46**	**133**	**65**	**18,967**
	Daily Average	*26*	*<1*	*78*	*19*	*59*	*5*	*16*	*<1*	*1*	*<1*	*206*

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.*

track performance for the quarter was 99.6%. 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
July 2025	10	£11,000
August 2025	4	£4,000
September 2025	4	£4,000
QTR	**18**	**£19,000**

	Airline or Aircraft Operator	Aircraft Types Violating
July 2025	Airline and privately owned aircraft	A21N (3), C56X, CL60, DH8, E135, GLF4 (2), GLF6
August 2025	Privately owned aircraft	GLEX, GLF5, C650, C68A
September 2025	Privately owned aircraft	C68A, FA10, GLF4, LJ60

Total Fines by Company:

Company	No. of Track Violations	Amount
Harrods	3	£3,000
Signature	10	£10,000
NetJets	2	£2,000
WizzAir	3	£4,000
QTR	**18**	**£19,000**

Total Fines by Aircraft Type:

Aircraft Type	No. of Track Violations	Amount
A21N	3	£4,000
GLF4	3	£3,000
C68A	2	£2,000
C56X	1	£1,000
C650	1	£1,000
CL60	1	£1,000
DH8	1	£1,000
E135	1	£1,000
FA10	1	£1,000
GLEX	1	£1,000
GLF5	1	£1,000
GLF6	1	£1,000
LJ60	1	£1,000
QTR	**18**	**£19,000**

3 ARRIVING AIRCRAFT

3.1 Arrivals Route Analysis

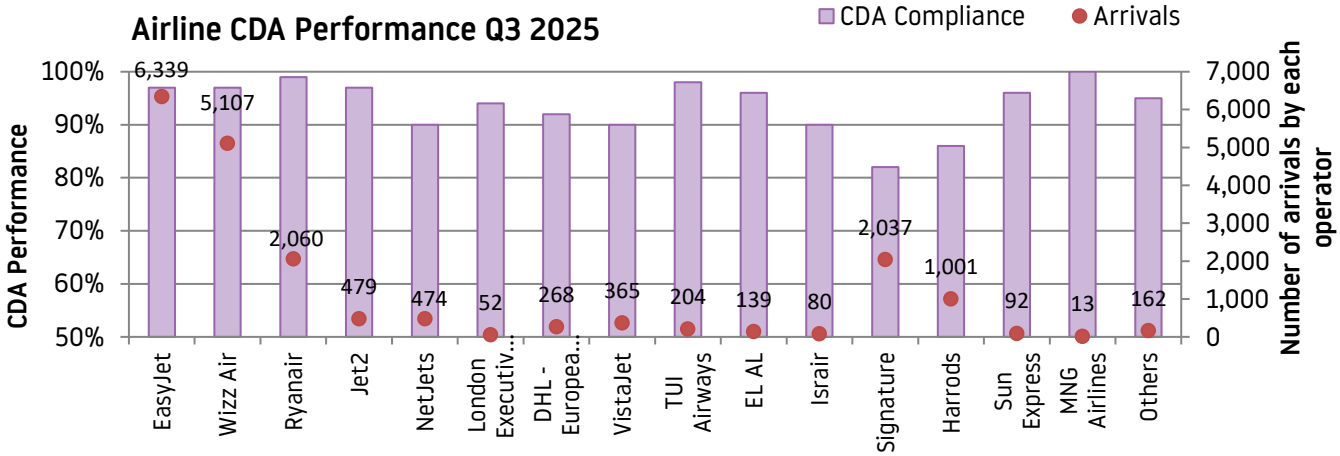
The following table reports the total number of arrivals differentiating between easterly (07), westerly (25) operations and helicopters.

		Arrivals			Total
		07	*25*	*Heli*	
July 2025	Daytime	952	4,486	19	**5,457**
	Night-time	261	792	2	**1,055**
August 2025	Daytime	1,671	3,583	13	**5,267**
	Night-time	344	705	2	**1,051**
September 2025	Daytime	1,307	3,773	19	**5,099**
	Night-time	239	785	0	**1,024**
QTR	**Total**	**4,774**	**14,124**	**55**	**18,953**
	Daily Average	*51.9*	*153.5*	*<1*	*206*

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*
July 2025	**94%**	**93%**	**97%**	**97%**	**96%**	**98%**	**94%**	**93%**	**97%**
August 2025	**95%**	**95%**	**96%**	**97%**	**97%**	**97%**	**94%**	**94%**	**96%**
September 2025	**95%**	**95%**	**94%**	**96%**	**97%**	**90%**	**94%**	**94%**	**96%**
QTR Total	**95%**	**94%**	**96%**	**96%**	**97%**	**95%**	**94%**	**94%**	**96%**

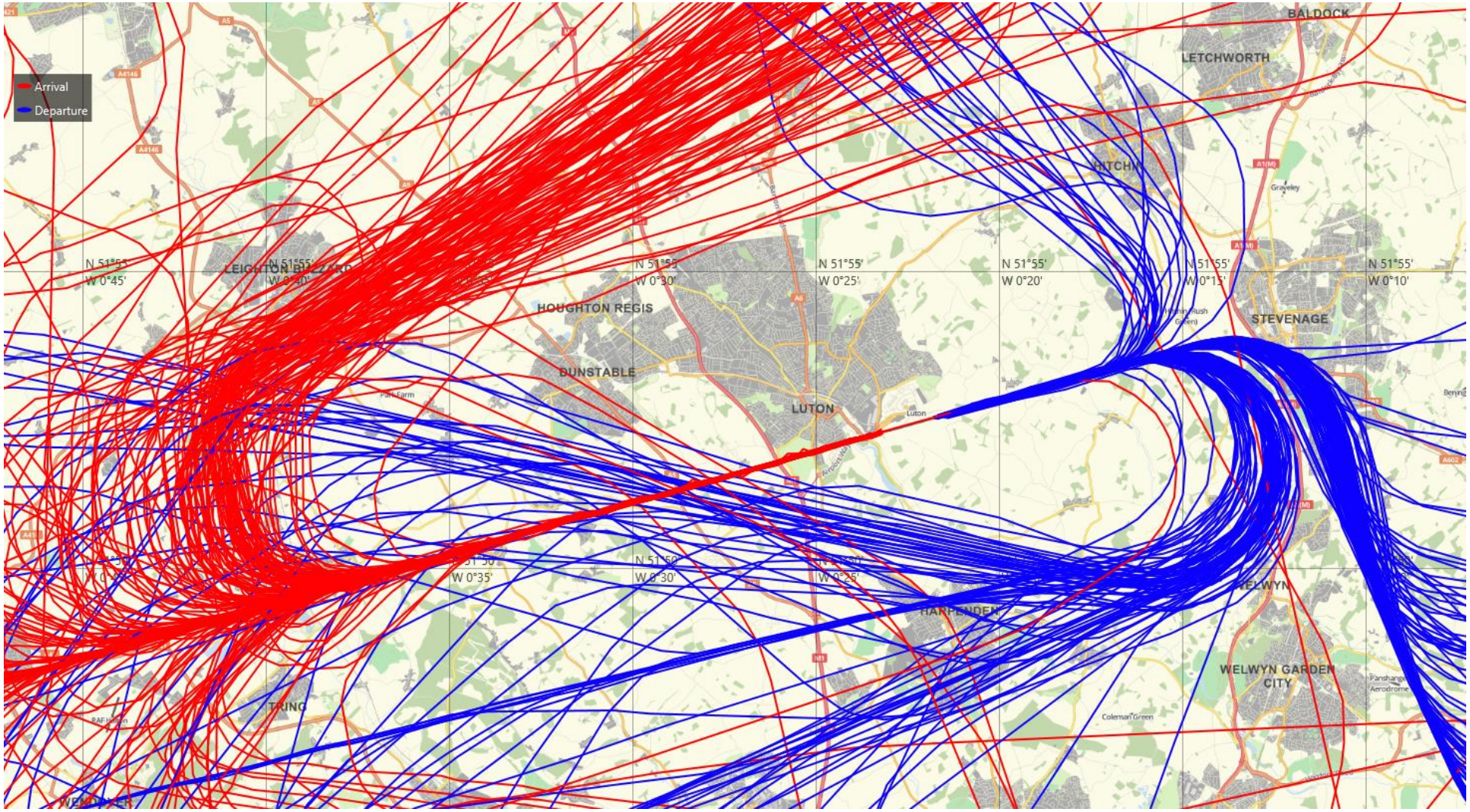
The overall CDA achievement was 95% with several major LLA operators achieving high performance.



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 third quarter of 2025.

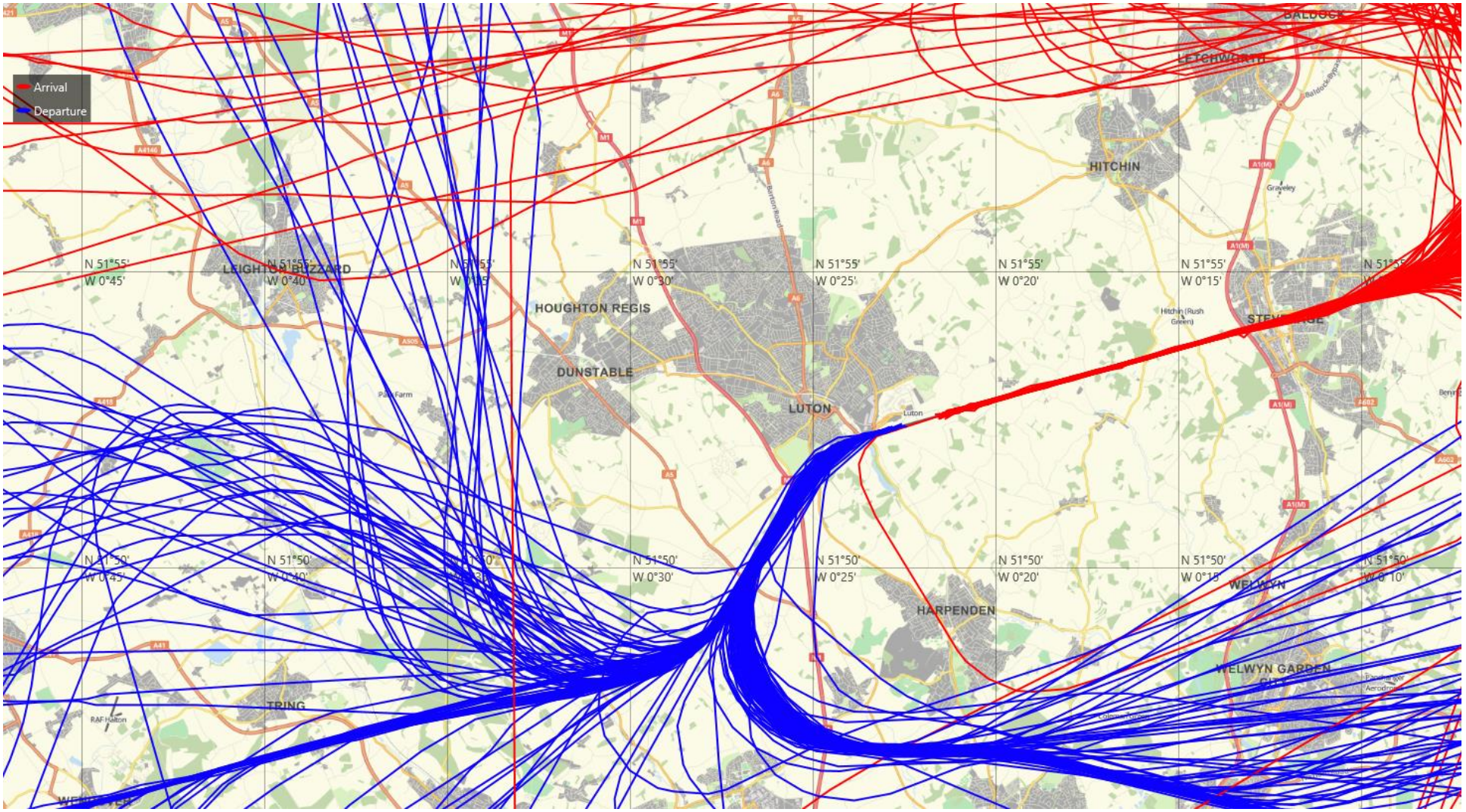
LLA Flight Routes
Sample Easterly
Operations

Key:
Departures in Red
Arrivals in Blue

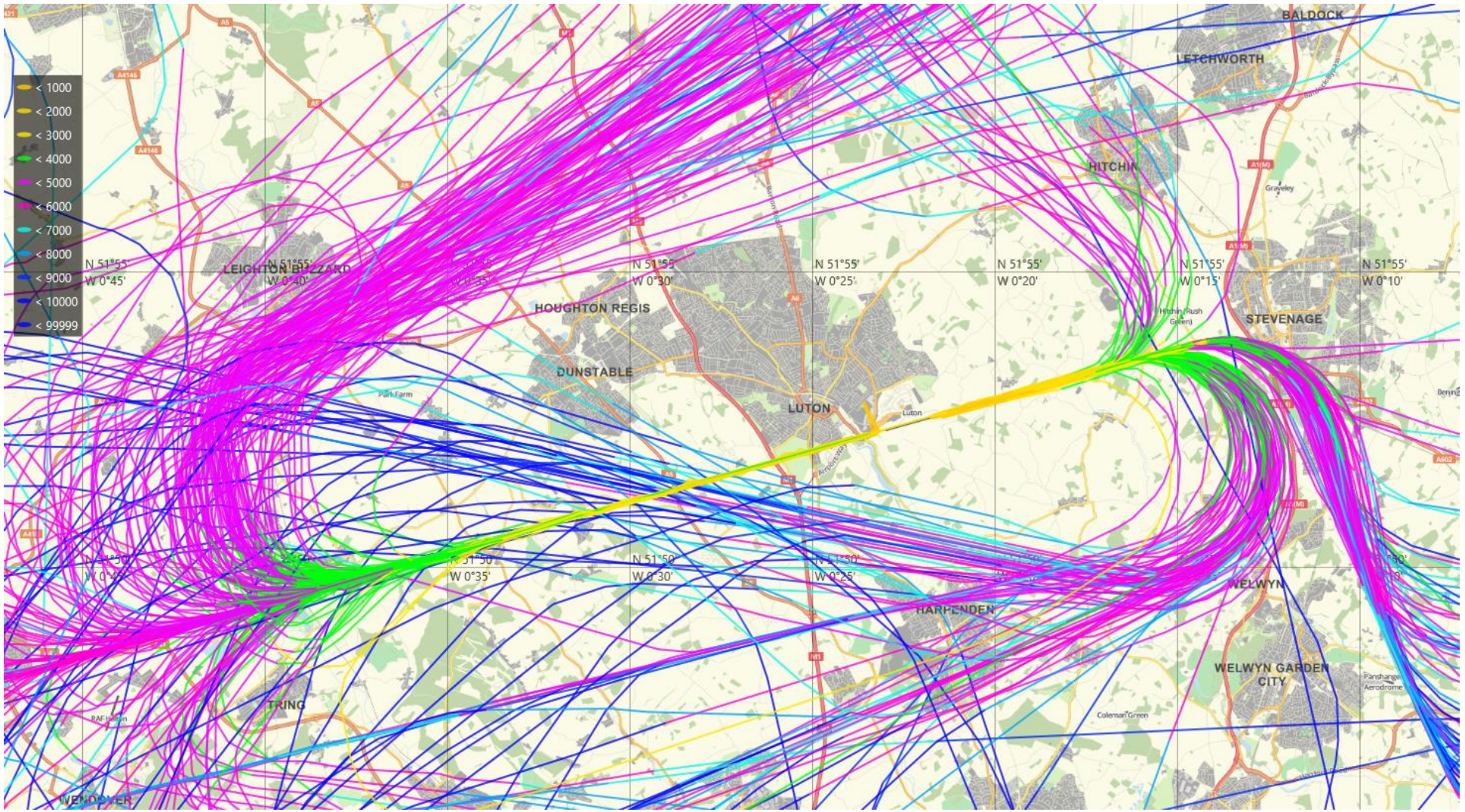


LLA Flight Routes
Sample Westerly
Operations

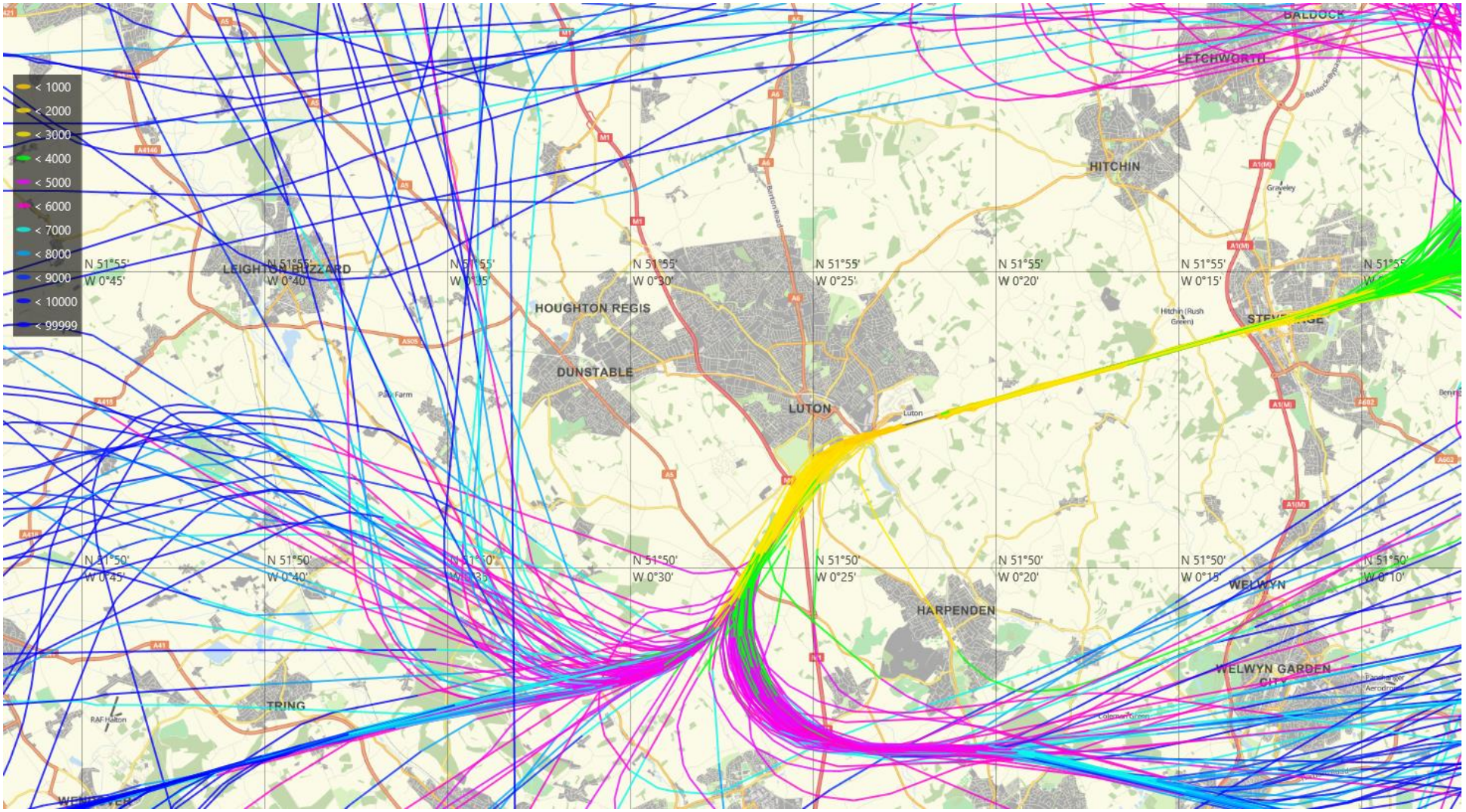
Key:
Departures in Red
Arrivals in Blue



LLA Flight Routes
Sample Easterly
Operations



LLA Flight Routes
Sample Westerly
Operations



4 AIRCRAFT NOISE

During the 3rd 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.

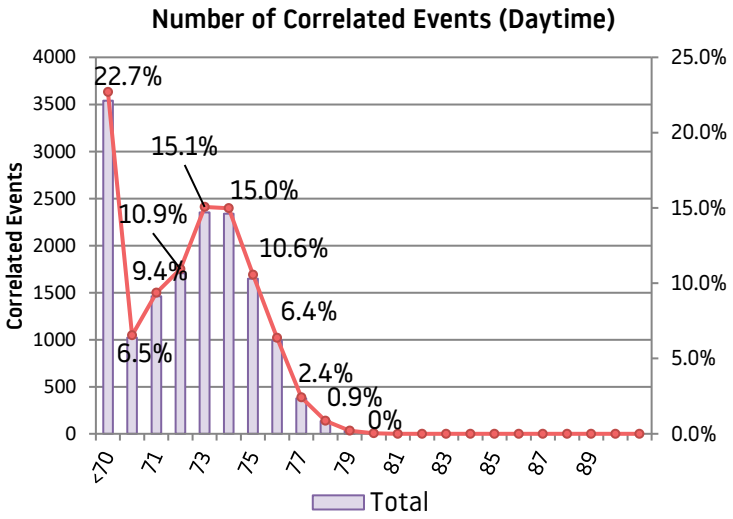
There was one noise violation in Q3 2025. Details of this violation are outlined in Section 4.4.

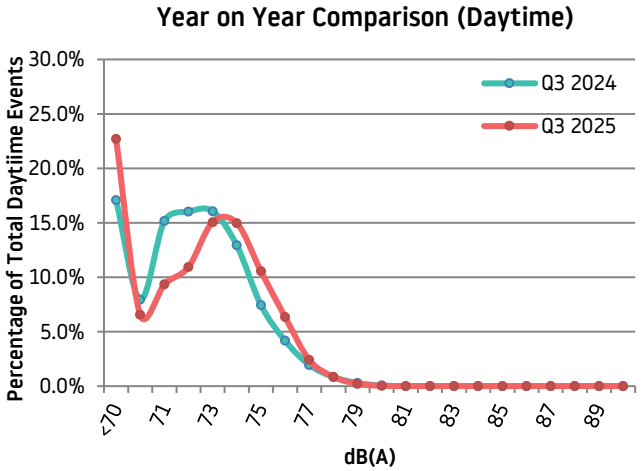
4.1 Daytime Noise Levels – July to September 2025

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) #	Jul	Aug	Sep	QTR
Number of Correlated Events (Daytime)	<70	1235	1156	1150	**3541**
	70	324	405	293	**1022**
	71	447	489	525	**1461**
	72	568	610	529	**1707**
	73	776	847	728	**2351**
	74	788	821	728	**2337**
	75	577	497	573	**1647**
	76	374	304	315	**993**
	77	163	108	105	**376**
	78	54	36	44	**134**
	79	11	8	13	**32**
	80	3	0	3	**6**
	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		**5320**	**5281**	**5006**	**15607**



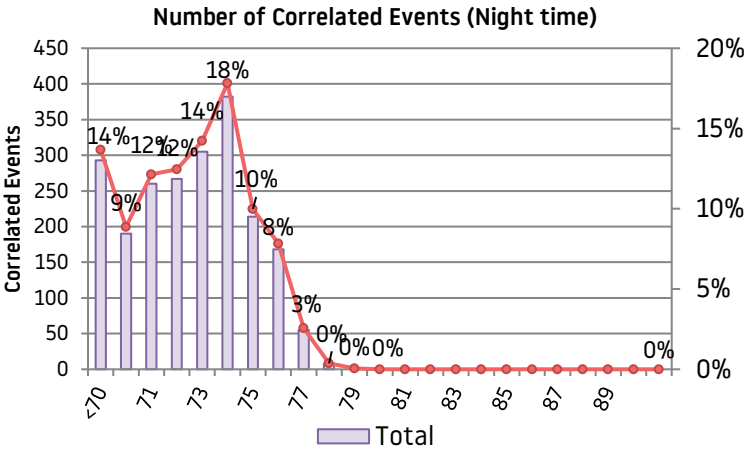


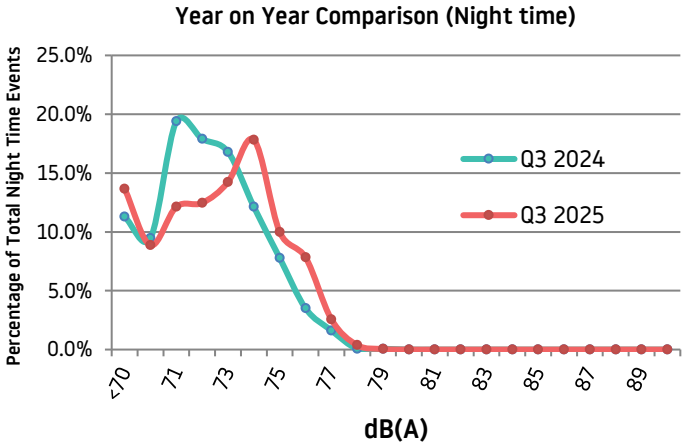
4.2 Night Noise Levels – July to September 2025

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) #	Jul	Aug	Sep	QTR
Number of Correlated Events (Night time)	<70	76	107	110	293
	70	59	69	62	190
	71	80	85	95	260
	72	95	92	80	267
	73	95	105	105	305
	74	129	137	116	382
	75	73	64	77	214
	76	72	54	42	168
	77	18	22	15	55
	78	6	1	1	8
	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		**704**	**736**	**703**	**2143**

#Rounded Result





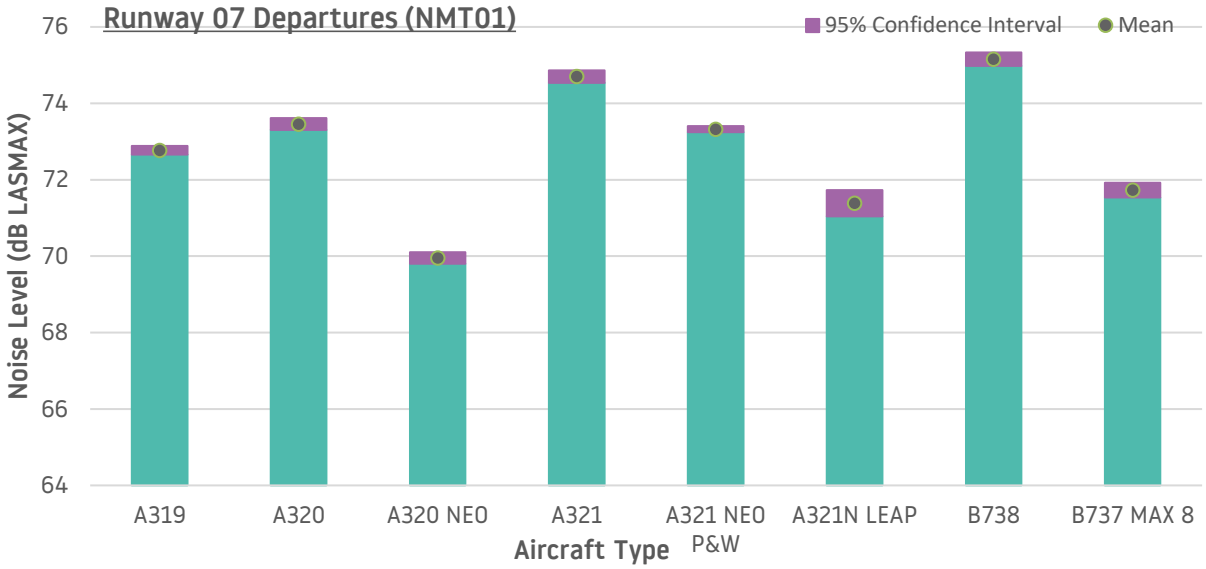
N.B It should be noted that the detection thresholds for the noise monitoring terminals are set at the lowest level to record the maximum number of aircraft noise events. A number of smaller aircraft types, such as business jets and propeller aircraft, get very close to but do not reach the detection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

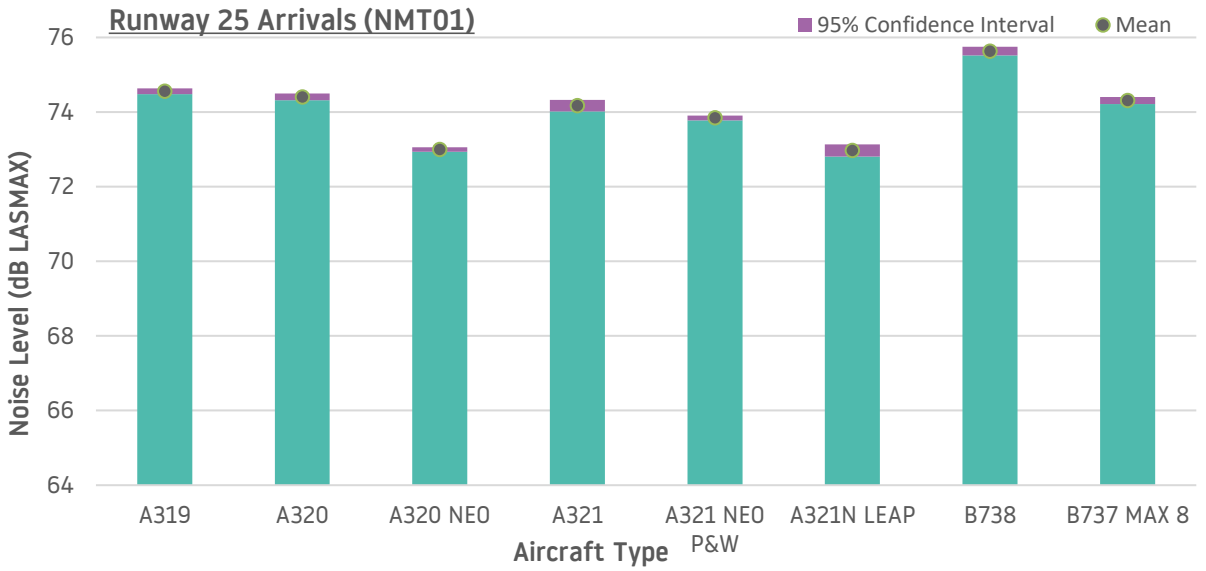
Ambient background noise is also an important factor as specific incidents such as loud road traffic, emergency vehicle sirens, lawn mowers, drills etc. can register noise levels louder than an aircraft overhead. This results in not all aircraft movements being correlated to noise events. Generally,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

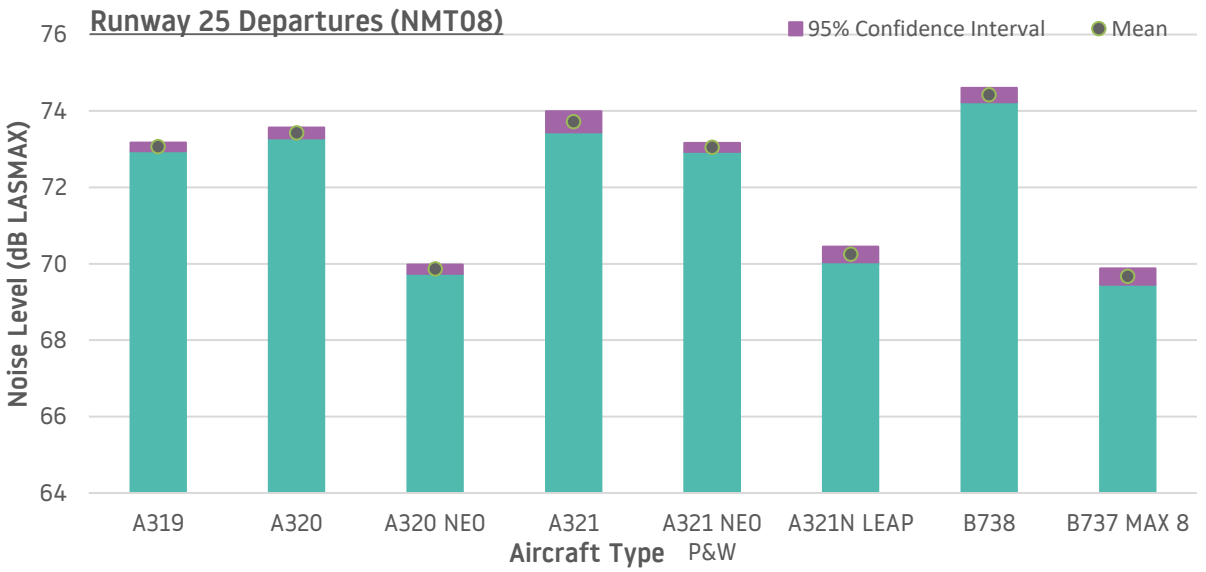
Weather conditions can also affect the number of noise monitoring events recorded in the table; for example, if winds are greater than 10m/s, results from noise monitors will be invalid and therefore will not be considered.

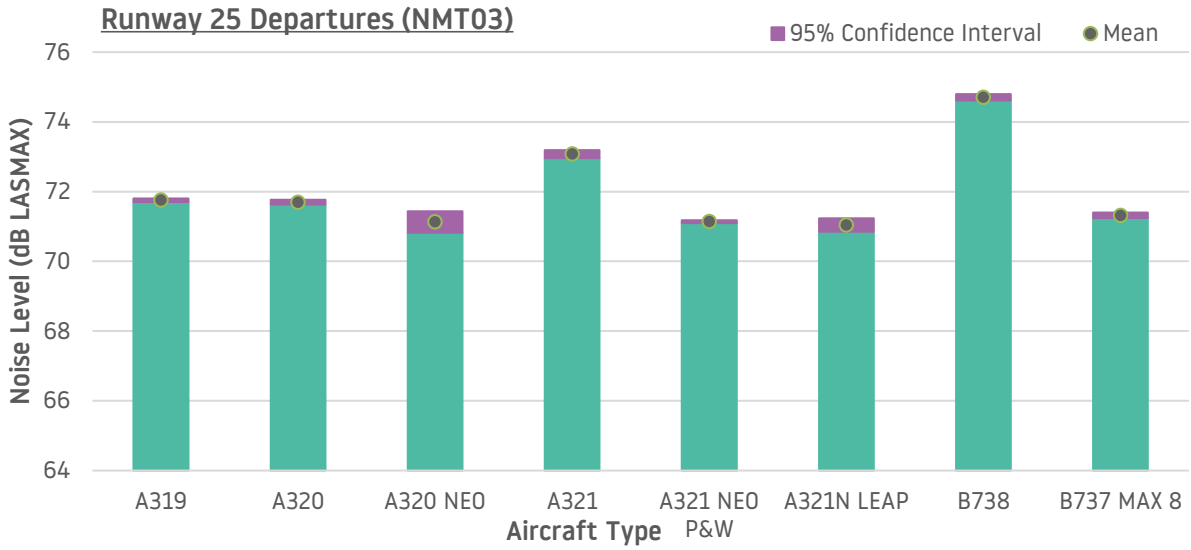
4.3 Average Noise Monitor results by Aircraft Type (Q3 2025)

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

	A319	A320	A320 NEO	A321	A21N P&W	A21N LEAP	B738	B737 MAX 8
NMT01 (Arr)	699	512	601	165	964	91	394	256
NMT01 (Dep)	2114	1549	1762	472	2911	269	1150	816
NMT08* (Dep)	1874	1375	1594	422	2659	250	1022	739
NMT03 (Dep)	1540	1046	96	418	1292	98	1109	531

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

4.4 Noise Violations during Quarter 3 (July to September 2025)

There was one noise violation during the period.

	Date/Time (Local)	Aircraft Type	Company	Noise Level
Day	19/09/2025 21:27:00	C17	Harrods Aviation	85.3dB
			Total Penalties Collected	**£1,000**

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 3 of 2025, a total of 431 properties were contacted, 74 properties accepted the scheme, and 63 properties were insulated. This includes properties that accepted in 2024 and have been insulated in Q3 2025.

5 NOISE CONTOURS

5.1 Night Noise Contours – Q3 2025

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 2025 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 2024 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 in the attached Figure A11640-NN25-Q3 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 2025), and the equivalent quarter during the previous year (July – September 2024).

Contour Value (dB $L_{Aeq,8h}$)	**Contour Area (km^2)**		
	Jul- Sep 2024	*Apr-Jun 2025*	*Jul-Sep 2025*
48	34.7	35.0	35.2
51	19.6	19.5	19.9
54	10.7	10.5	10.9
57	5.9	5.9	6.0
60	3.3	3.3	3.4
63	1.6	1.6	1.6
66	0.9	0.9	0.9
69	0.6	0.6	0.6
72	0.3	0.3	0.4
W/E Split (%)	75/25	48/52	74/26

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 2024	Apr – Jun 2025	Jul – Sep 2025
1900D	n/a	n/a	n/a
737800	328	248	291
737800 (max)	351	390	413
757RR	226	218	230
A300-622R	77	79	79
A319-131 (ceo)	674	678	746
A320-211 (ceo)	717	474	562
A320-211 (neo)	1,192	1,191	1,217
A321-232 (ceo)	124	32	53
A321-232 (neo)	1,449	1,622	1,770
CL600	n/a	n/a	n/a
CL601	15	62	13
CNA208	20	24	13
CNA525C	n/a	23	n/a
CNA55B	n/a	n/a	n/a
CNA560XL	n/a	22	n/a
CNA680	n/a	15	n/a
CNA750	n/a	n/a	n/a
EMB145	n/a	32	n/a
F10062	10	34	12
GIV	n/a	18	n/a
GV	64	288	65
LEAR35	n/a	10	n/a
Other	41	70	56
Total	**5,288**	**5,530**	**5,520**

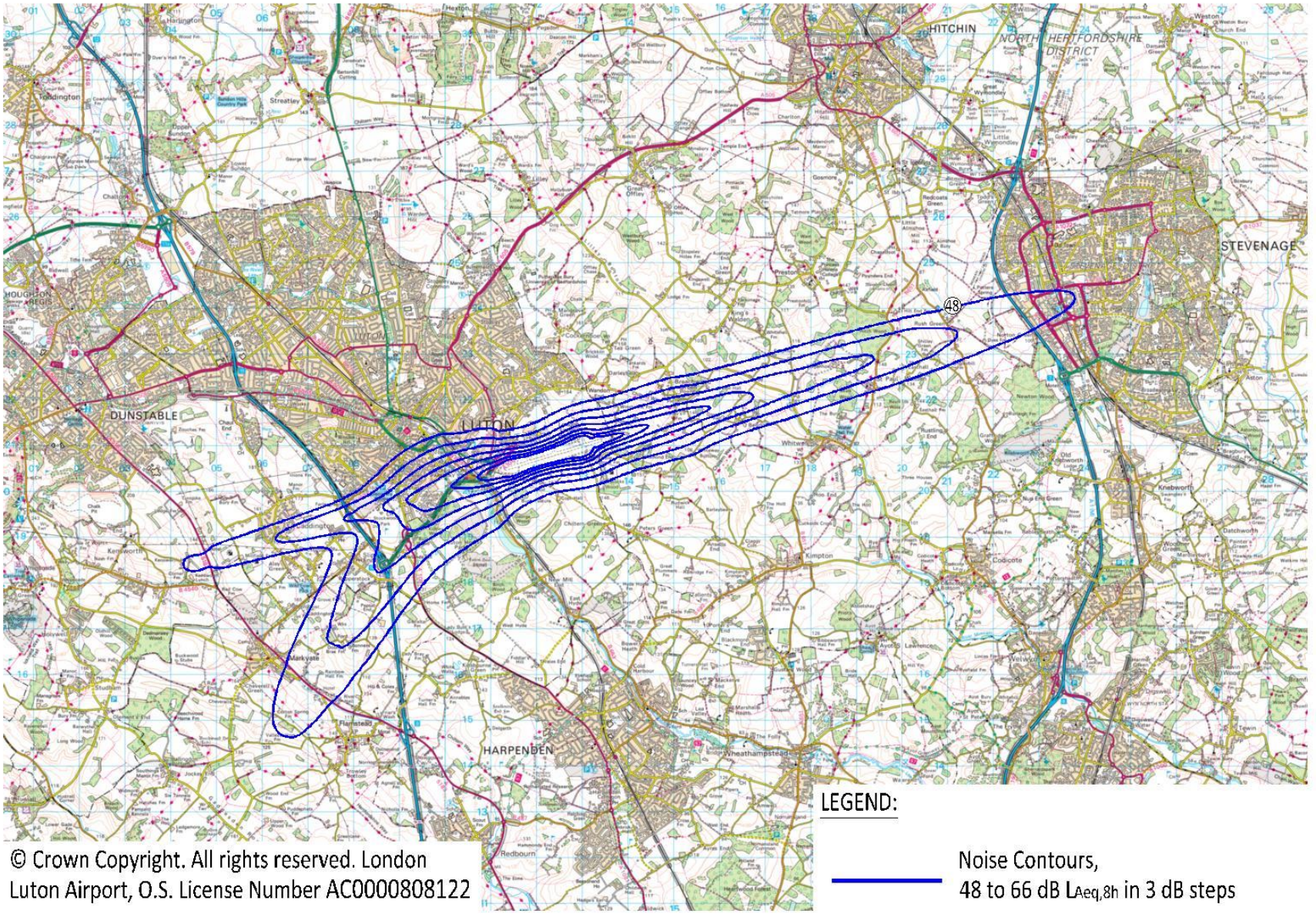
Table 2: Night-time Aircraft Movement Numbers by Aircraft Type

5.1.4 Noise Contour Comparison

The number of movements in 2025 Q3 has increased compared to the same quarter in 2024. The overall fleet mix has continued to evolve, with the proportion of flights by quieter modernised aircraft types having increased from 57% in 2024 Q3 to 62% in 2025 Q3. In 2025 Q3 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, albeit by a smaller proportion. The shape of the contours has remained similar.

The number of movements is similar to the previous quarter (April – June 2025). The area of the noise contours is also similar. However, the shape of the contours has changed slightly, with the Q2 contours being longer to the west due to the greater use of Runway 07 during Q2.



6 COMPLAINTS

6.1 Total Complaints relating to LLA aircraft operations

	3rd QTR 2025	3rd QTR 2024
Total No. of Complaints relating to LLA aircraft operations	1,330	1,939
No. of Complainants	87	107
No. of General Complaints	107	174
No. of Specific Complaints	1,223	1,765
Average No. of Complaints per Complainant	15.3	18.1
No. of Aircraft Movements per Complaint	28.5	19.1

A total of 1,330 complaints relating to LLA aircraft operations were received by the Flight Operations Department during the third quarter of 2025. This is compared to 1,939 complaints received for the same period in 2024. It should be noted that during the third quarter of 2025, 88.9% of complaints were received from 10 individuals.

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

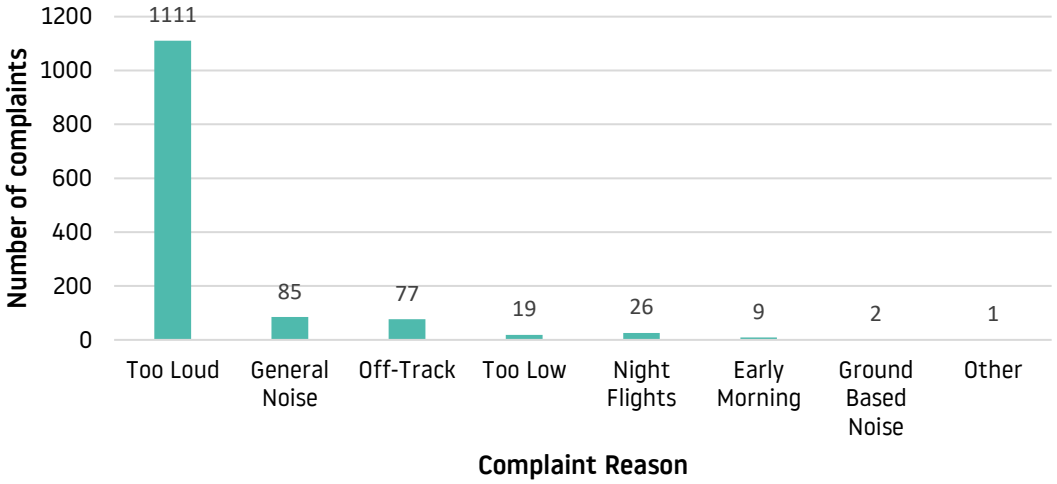
July 2025	673 complaints (622 Specific Complaints, 51 General Complaints)
August 2025	386 complaints (348 Specific Complaints, 38 General Complaints)
September 2025	271 complaints (253 Specific Complaints, 18 General Complaints)

There were no complaints not attributable to LLA traffic throughout the quarter, compared to 1 complaint for the period July to September 2024.

Out of 87 total complainants, 53 contacted the airport only once meaning, 34 complainants generated 1,277 complaints.

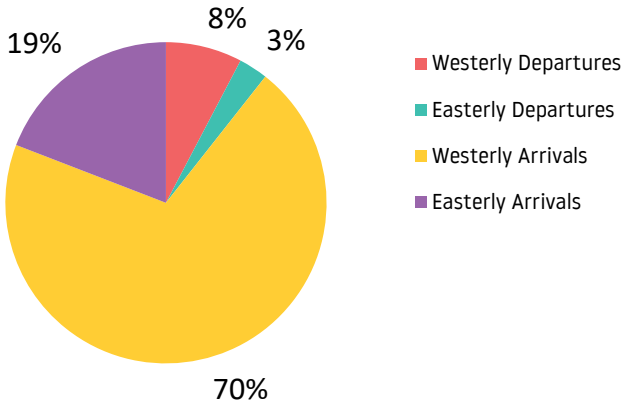
6.2 Type of Complaint

The types of complaint received by the Flight Operations Department from July to September 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 July to September 2025.



Within the 84 specific aircraft complaints concerning westerly departures, 61 complaints involved aircraft on the Match/Detling heading, 8 related to aircraft using the Olney route and 15 complaints were recorded about aircraft following the Rodni route. No complaints were recorded about aircraft following an off-airways routing.

Of the 32 complaints attributed to easterly departures, there were 2 aircraft on the Match route and 27 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 976 specific complaints regarding arrivals. 767 of these complaints were about westerly arrivals and a further 209 concerning easterly arrivals. These complaints were mostly regarding the new arrival's airspace change implemented in February 2022.

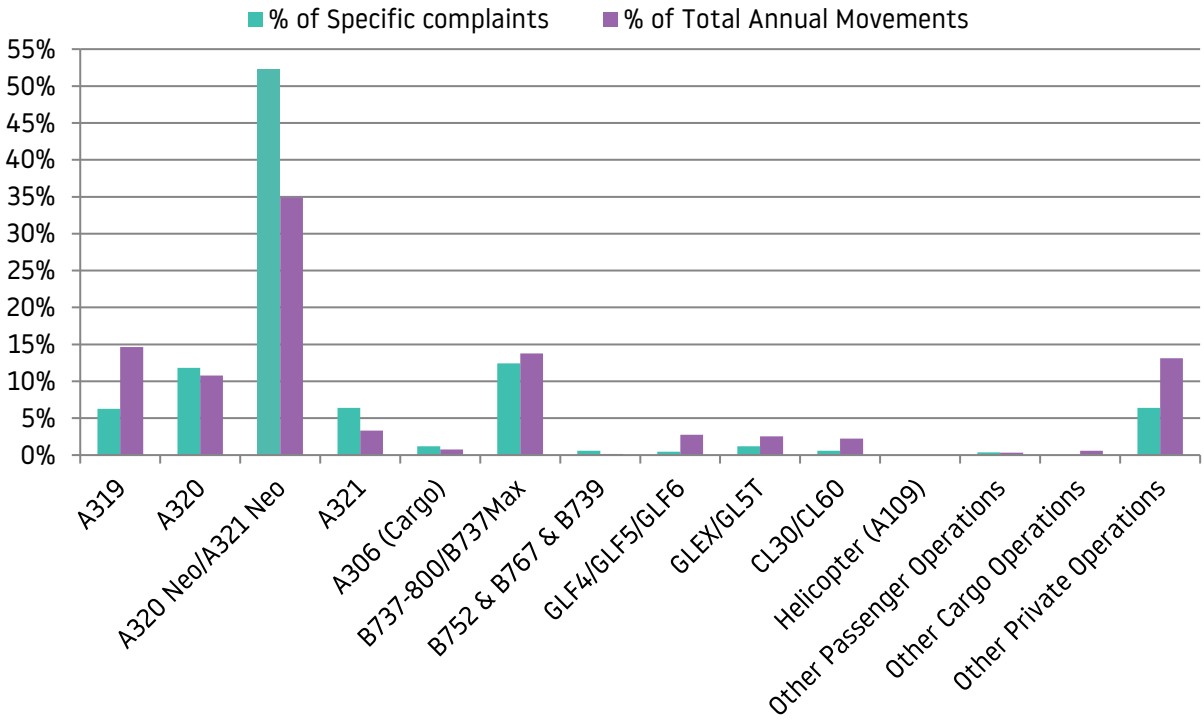
11 Complainants reported noise disturbance at night (compared to 8 complainants in Q3 2024)

Arriving passenger aircraft accounted for 57% of the night complaints. Departing passenger aircraft accounted for 19%. Departing Cargo flights, involving B752 aircraft, were reported in 6% of the night complaints and 6% of night complaints related to arriving cargo aircraft. Furthermore, 6% of night complaints correlated to departing executive aircraft and 6% of night complaints related to arriving executive aircraft.

26 (2%) Complaints concerning night noise disturbance from LLA operations

6.4 Complaints by aircraft type

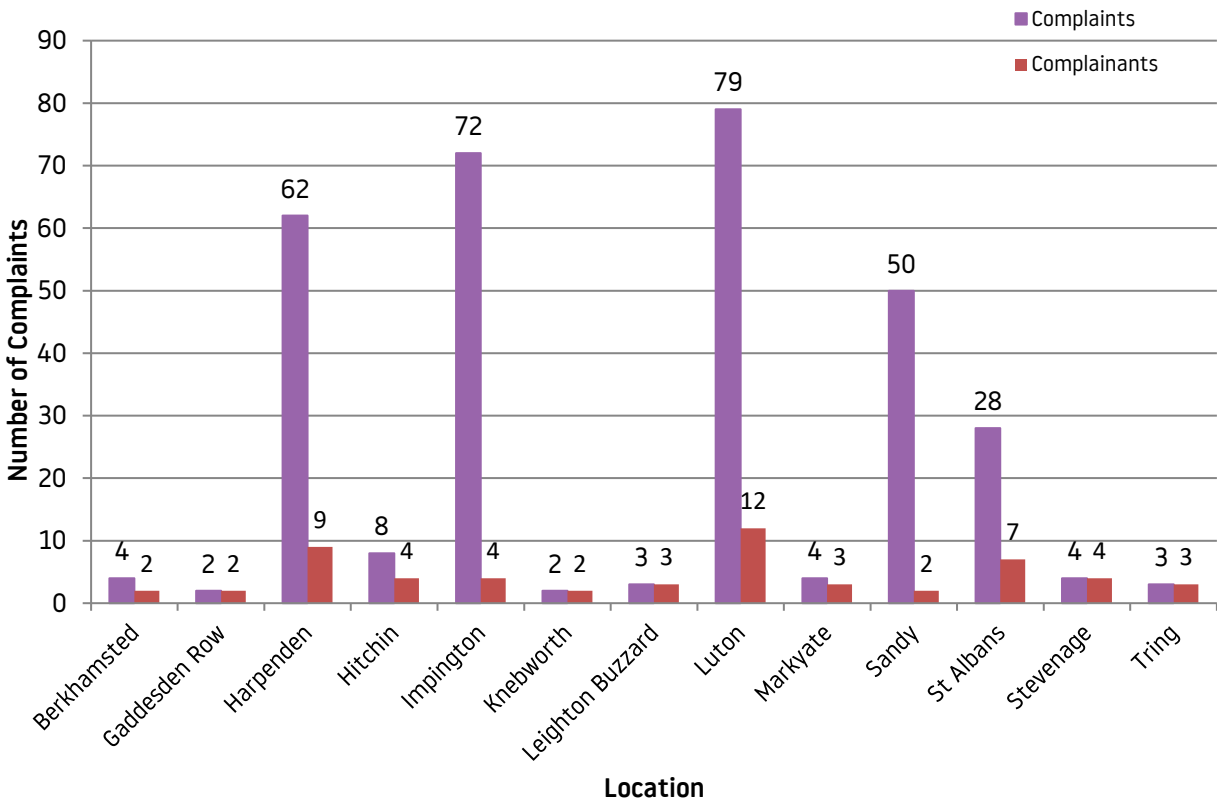
The diagram below shows aircraft types generating specific complaints.



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 July to September 2025.

The communities with one complainant include: Baldock, Blackmore End, Bourn, Breachwood Green, Cambridgeshire, Cambridge, Codicote, Dagnall, Dunstable, Flamstead, Great Cambourne, Great Gaddesden, Horningsea, Ivinghoe, Kimpton, Leighton Bromswold, Lilley, Longstanton, Newmarket, Perry, Pitstone, Redbourn, Royston, Rushden, Sandon, Walkern and Whitwell.



6.6 Complaints Analysis

During Quarter 3 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) came 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.
- Similar to Q3 2024, some individuals are submitting multiple complaints. In Q3 2025, 88.9% of complaints were received from 10 individuals. A single complainant in Horningsea was responsible for 912 complaints in Q3 2025, accounting for 81% of total complaints.

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	6.5%
Phone	0.4%
Travis	93.1%

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	75.9%
1 Day	15.3%
2 Days	5.2%
3 Days	1.8%
4 Days	0.8%
5 Days	0.4%
6 Days	0.2%
7 Days	0.2%
8 Days	0.1%
9 Days	0.0%
10 Days	0.0%
11 Days	0.0%
12 Days	0.1%
13 Days	0.0%
14 Days	0.0%
15 Days	0.0%
16 Days	0.0%
16 Days+	0.0%

7 COMMUNITY RELATIONS

7.1 Community Visits to Airport

Invitations are often extended to 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 of 2025, the Flight Operations Team had no specific requests to meet with residents or community representatives.

7.2 Airport Visits to the Community

The Flight Operations Team held two public surgeries during Quarter 3 which were both held at London Luton Airport's (LLA) offices on the 11th of August and 22nd of September.

LLA's public surgery on the 11th of August 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 16 appointment bookings. LLA held a Noise Insulation Scheme specific public surgery on the 22nd of September for residents to learn more about LLA's Noise Insulation Scheme and discuss queries and concerns, 12 bookings were received for this event.

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 Q3 2025:

1. Greener Future Funds (GFF) invested to 3 community groups a total of £28k in Q3 (this supports biodiversity and environmental projects) in Luton.
2. LLA delivered 4 Environmental Education Workshops to 120 pupils from 2 schools at the Forest of Marston Vale.
3. The annual employee tree planting volunteering event is planned for December at the Forest of Marston Vale.

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