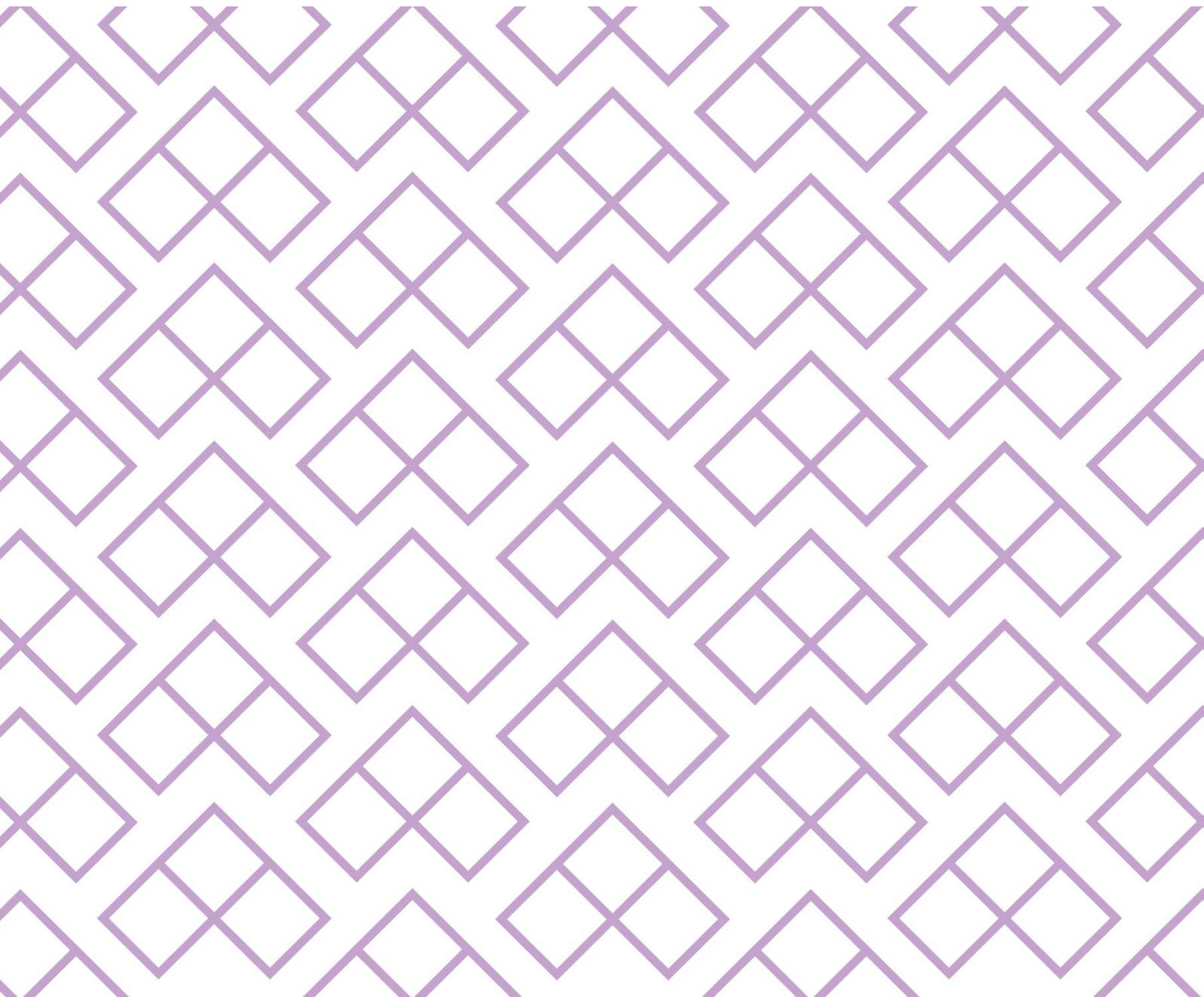


Quarterly Flight Operations Report

QUARTER 4 2025



INTRODUCTION

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

KEY MONITORING INDICATORS – 4th QUARTER 2025

Parameter		4 th Quarter 2025	4 th Quarter 2024
Total Passenger Number	↑	4,136,212	3,904,474
Total Aircraft Movements	↑	31,788	31,013
Night Movements (23.00 – 06.59)	↓	3,185	3,801
Early Morning Movements (06.00 – 06.59)	↑	1,443	1,324
Aircraft Movement and Quota Count limits (per rolling 12-month period)			
Night Quota Movements (<i>9,650 limit</i>)	↓	7,680	7,764
Night Quota Count (<i>3,500 limit</i>)	↑	2,117.375	2,099
Early Morning Shoulder (<i>7,000 movements</i>)	↑	6,456	5,757
24hr CDO (% achievement)	↓	90%	93%
Day CDO (% achievement)	↓	90%	93%
Night CDO (% achievement)	-	90%	90%
Track Violations	↓	8	19
Departure Noise Infringements (Day)	↓	0	2
Departure Noise Infringements (Night)	↑	2	0
Noise Monitor Results*			
No. Day (Night) > 80 dB(A)	-	2 (0)	2 (0)
No. Day (Night) > 75 dB(A)	↑	1,356 (132)	1,073 (113)
No. Day (Night) > 70 dB(A)	↑	9,122 (1,121)	8,925 (1,144)
Night Noise Contour Area (48 dB L _{Aeq, 8h})	↓	22.6 km ²	26.3 km ²
Noise Complaints	↓	610	804
Complainants	↓	36	61
Number of New Complainants	↓	10	13
Largest Source of Complaints	-	Arrivals West	Arrivals West
Origin of Concerns (>5 Complainants)	-	Luton Harpenden	Luton Harpenden St Albans
Westerly/Easterly Runway Split (%)		73/27	71/29

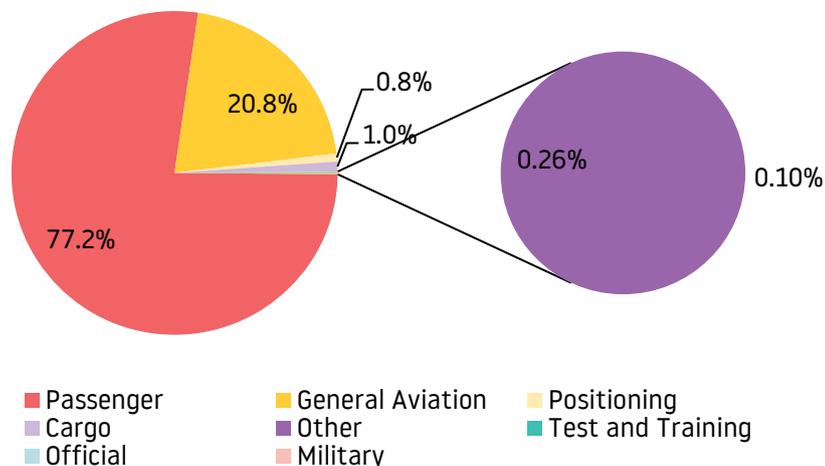
1 AIR TRAFFIC DATA

1.1 Aircraft Movements

There were 31,788 aircraft movements during this quarter (compared with 31,013 for the same period in 2024), an increase of 2.5%.

This resulted in an average 346 movements per 24 hours (compared to 337 last year).

Total Aircraft Movements (%)



A breakdown of these movements is shown below:

	Commercial					Non-Commercial					Total
	Cargo	Other	Passenger	Positioning		Military	Official	Other ¹	General Aviation ²	Test & Training	
				Other	STN						
Oct 2025	161	1	9,264	63	18	0	0	32	2,561	0	12,100
Nov 2025	78	0	7,037	58	17	0	0	29	2,035	0	9,254
Dec 2025	75	1	8,234	87	10	0	0	20	2,007	0	10,434
QTR Total	314	2	24,535	208	45	0	0	81	6,603	0	31,788

1.2 Passenger Statistics

A total of 4,136,212 passengers passed through LLA during the period October to December 2025 (compared with 3,904,474 for the same period last year); 4,112,553 on scheduled flights (99.4%) and 23,659 on charter flights (0.6%). This represents 5.9% increase in passengers and equates to an average 44,959 passengers per 24 hours (compared to 42,440 during the same quarter last year).

	Domestic	EU	Non-EU	Total
Oct 2025	109,678	1,082,474	382,237	1,574,389
Nov 2025	103,038	794,111	314,729	1,211,878
Dec 2025	110,973	862,753	376,219	1,349,945
QTR Total	323,689	2,739,338	1,073,185	4,136,212

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

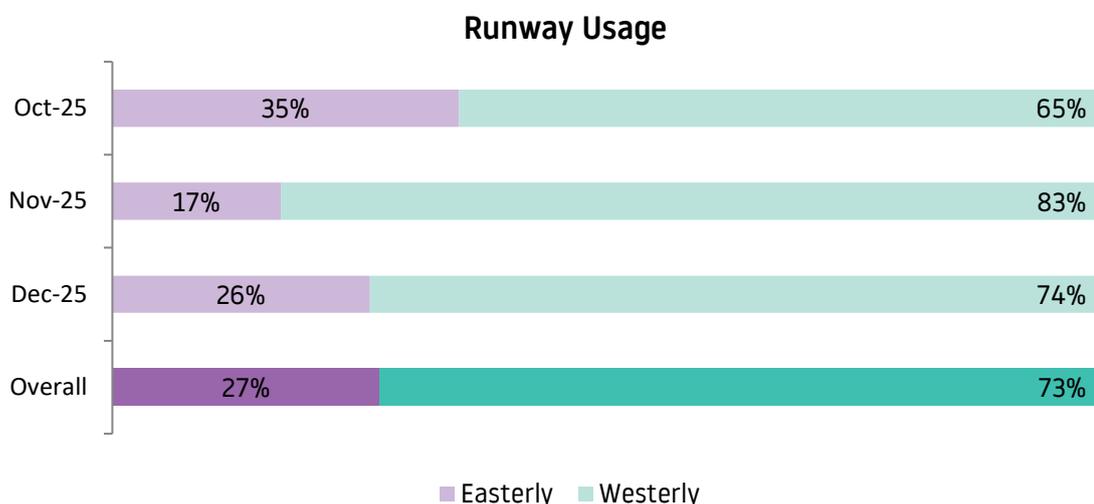
¹ Other relates to flights coming for maintenance and or departing aircraft that have made an unscheduled return to base

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 27% easterly and 73% westerly (in comparison to a 21%-79% split in the same quarter last year). The monthly breakdown of these statistics is as follows:



1.4 Night Flying Restrictions

On 1st April 2015 London Luton Airport introduced Night Restrictions as part of planning conditions.

These restrictions are put in place to limit and mitigate noise disturbance from aircraft operating at night, to prohibit aircraft of certain types from operating, and to limit the number of occasions on which aircraft may take off or land.

The night flying restrictions contain a 12-month period aircraft movement limit, and a 12-month period quota count limit. The quota count (QC) is a points-based system that allocates points to different aircraft types according to the level of noise they produce. The noisier the aircraft type, the higher the points allocated.

1.4.1 Definitions

The 'Night Quota Period'

The 'Night Quota Period' is from 23:30 to 05:59 hours local. During this period the number of aircraft movements (take-off or landing) is restricted, as well as an additional limit on the number of noise QC points.

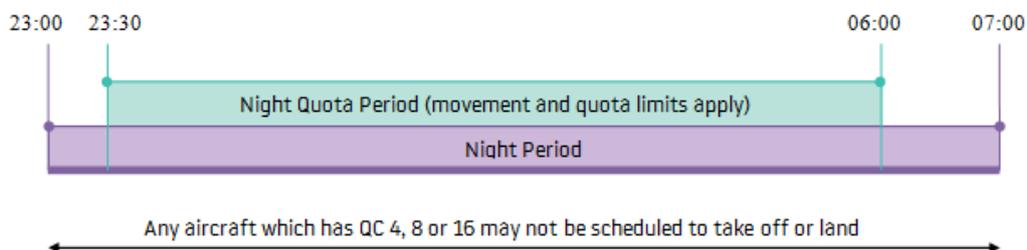
Aircraft are certified by the International Civil Aviation Organisation (ICAO) according to the noise they produce during specific certification tests conducted by the manufacturer. They are classified separately for both take-off and landing. The points are allocated to different aircraft types according to the sound level they produce. The table overleaf details the QC bands identified by the certified noise levels, and gives some typical example aircraft, some of which operate from LLA:

Certificated noise level (EPNdB)	Quota count	Typical aircraft
93 to 95.9	QC 2	Boeing 777-200 Airbus A300-600 Airbus A330
90 to 92.9	QC 1	Airbus A320/A321 Some Boeing 737-800 Boeing 757-200 Boeing 787-8
87 to 89.9	QC 0.5	Airbus A319/A320 Boeing 737-400 Boeing 737-800 Boeing 787-8
84 to 86.9	QC 0.25	Airbus A319/A320 Airbus A321neo Boeing 737-800 Max Dassault Falcon 7X/900/2000
81 to 83.9	QC 0.125	Airbus A320neo Global Express
Less than 81	QC 0	Challenger series (eg CL600) Cessna 525/550

The 'Early Morning Shoulder Period'

The 'Early Morning Shoulder Period' is 06:00 to 06:59 hours local. During this period the number of aircraft movements (take-off or landing) is also restricted in a similar way to the Night Quota Period.

1.4.2 Restrictions at London Luton Airport



1.4.3 Aircraft movement and quota count limits (per 12-month period)

Condition 11(f) requires that the following limits shall not be exceeded for the Night Quota Period (2330 – 0559 hours local):

- (i) Total annual movements by aircraft per 12-month period shall be limited to 9,650;
- (ii) The total annual noise quota in any 12-month period shall be limited to 3,500.

Condition 11(h) requires that the total number of movements by aircraft in any 12-month period shall be limited to 7,000 for the Early Morning Shoulder Period (0600 – 0659 hours local).

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

	Night Quota Period (2330-0559)		Early Morning Shoulder (0600-0659)
	<i>Movements Limited to 9,650 Annually</i>	<i>Quota Count Limited to 3,500 Annually</i>	<i>Movements Limited to 7,000 Annually</i>
January 2025	483	162.750	377
February 2025	441	145.000	348
March 2025	491	158.000	432
April 2025	816	221.875	647
May 2025	957	247.750	683
June 2025	887	236.125	644
July 2025	863	232.250	629
August 2025	828	223.125	649
September 2025	813	211.000	617
October 2025	745	200.000	588
November 2025	173	38.500	403
December 2025	183	41.000	439
QTR Total	1101	279.500	1430
<i>Total for preceding 12 months</i>	<i>7680</i>	<i>2117.375</i>	<i>6456</i>

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

No resurfacing works took place during the Christmas period from 05:45 19th December 2025 to 00:01 05th January 2026. This should be taken into account when reviewing figures for November and December in Q4 2025.

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 October to December 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
October 2025	149	20.0%
November 2025	29	16.8%
December 2025	38	20.8%
Total	216	19.6%

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	72	7	79	7.2%
Passenger Hardship	43	13	56	5.1%
Air Traffic Disruption	61	2	63	5.7%
Diversions	3	3	6	0.5%
Medical / Emergencies	8	4	12	1.1%
Total	187	29	216	19.6%

Below are some example flight dispensations from Q4:

- A flight from Barcelona was delayed departing due to thunderstorms affecting ground operations, no departures were permitted for safety reasons. The flight departed after the storm had passed delaying arrival into the night. A dispensation was given down to weather.
- A flight from Kaunas was delayed due to adverse weather conditions at the departure airport, due to wintery conditions a large number of aircraft required de-icing treatment prior to departure resulting in an hour delay to the flight. They were given a dispensation for weather.
- A flight was delayed due to diverting on the outbound flight. The destination airport's runway had been closed for an aircraft incident. The Operator continued onto the destination once runway was clear, the flight back to Luton had a large delay. This had a dispensation applied due to the diversion.
- An Operator applied to LLA for a dispensation due to delays with a fuelling provider being late to the aircraft. This resulted in a delay into the night period. This was rejected by LLA as 3rd party companies are in the Operator's control.

1.5 Day/Night Ratio of Movements - Actual

There were 3,185 night operations during the quarter (compared to 3,801 for the same quarter last year), an average of 35 movements per night (compared to 41 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. 79% of total night departures took off between 06:00 – 07:00 hours local. The average ratio of total aircraft operations during the quarter was 90.0% day / 10.0% night (in comparison to 87.7% day / 12.3% night over the same quarter last year).

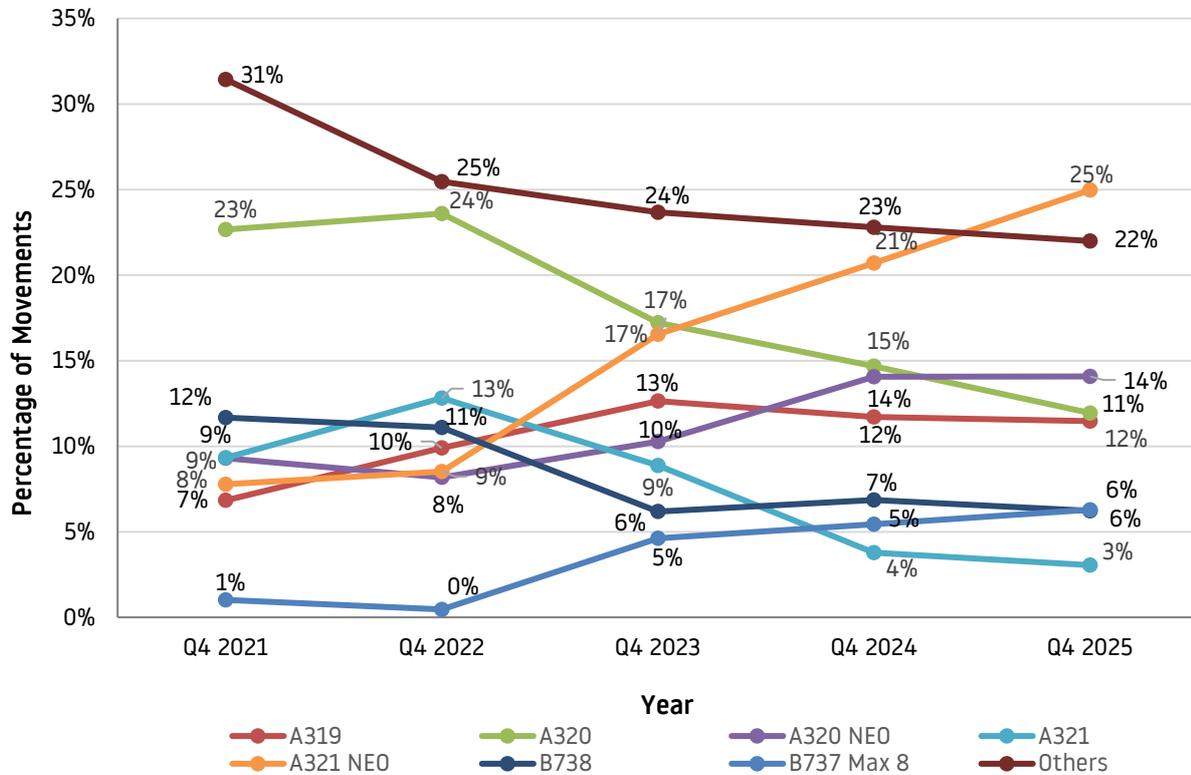
	Day Movements (0700-2259)			Night Movements (2300-0659)				Total	
	Day movements			Night Quota Period (2330- 0559)		Early Morning Shoulder (0600- 0659)			Total Night Movements (2300 – 0659)
	A	D	Total	A	D	A	D		
January 2025	4,034	4,065	8,099	421	164	45	332	1,078	9,177
February 2025	4,206	4,164	8,370	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
October 2025	5,105	5,318	10,423	770	137	35	547	1,677	12,100
November 2025	4,327	4,208	8,535	140	63	69	344	719	9,254
December 2025	4,888	4,757	9,645	150	68	63	385	789	10,434
QTR Total	14,320	14,283	28,603	1,060	268	167	1,276	3,185	31,788
<i>Total for preceding 12 months</i>	<i>58,123</i>	<i>59,339</i>	<i>117,462</i>	<i>7,194</i>	<i>1,760</i>	<i>545</i>	<i>5,980</i>	<i>17,309</i>	<i>134,771</i>

1.6 Day/Night Ratio of Movements – Forecast

2026 Forecast of Aircraft Movements					
	Day Movements (0700 – 2259hrs)	Night Quota Period (2330-0559) <i>Limited to 9,650</i>	Early Morning Shoulder (0600-0659) <i>Limited to 7,000</i>	Total Night Movements (2300-0659hrs)	Total
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
October 2026	10,738	919	596	1,808	12,546
November 2026	8,285	501	377	1,039	9,324
December 2026	9,416	553	414	1,131	10,547
<i>Total for following 12 months</i>	<i>119,763</i>	<i>9,611</i>	<i>6,466</i>	<i>18,239</i>	<i>138,002</i>

1.7 Aircraft Movements by Type

The graph below shows the percentage of aircraft movements for the main aircraft types that operated at LLA. For data comparison, the data covers the last five years. During Q4 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*		Heli	
		07	25 Conv	25 RNAV	07	25	07	25	07	25	HELI	
Oct 2025	Daytime	697	5	1,964	524	1,470	151	447	13	29	18	5,318
	Night-time	120	0	283	76	208	5	15	4	14	0	725
Nov 2025	Daytime	399	5	1,838	245	1,064	96	520	7	24	10	4,208
	Night-time	41	0	236	12	103	5	18	0	1	1	417
Dec 2025	Daytime	927	5	1,569	543	994	206	476	4	18	15	4,757
	Night-time	100	0	185	46	111	5	21	1	1	0	470
QTR	Total	2,284	15	6,075	1,446	3,950	468	1,497	29	87	44	15,895
	<i>Daily Average</i>	<i>24.8</i>	<i><1</i>	<i>66</i>	<i>15.7</i>	<i>42.9</i>	<i>5.1</i>	<i>16.3</i>	<i><1</i>	<i><1</i>	<i><1</i>	<i>172.8</i>

2.2 Departure – Track Keeping

All propeller-driven aircraft with Maximum Take Off Mass (MTOM) over 5,700kg and all jet aircraft leaving London Luton Airport are required to follow specific departure routes known as Noise Preferential Routes (NPRs). An NPR is a corridor three kilometres wide (2km for the RNAV route, which is the MATCH3Y route), within which aircraft are deemed to be flying on track. Once an aircraft has cleared the designated NPR zone Air Traffic Control (ATC) can instruct the pilots to fly a more direct heading towards their destination. This is known as vectoring. RNAV routes use satellites vs conventional routes (RODNI/ OLNEY) that use ground-based beacons.

The obligations of NPRs for conventional departure routes (SIDs) cease when a height of 3,000ft AMSL (between 07:00hrs to 23:00hrs local time) and 4,000ft AMSL (during night-time, 23:00 to 06:59 hours local time) has been reached. The obligations of the RNAV1 NPR ceases when a height of 4,000ft AMSL has been reached at all times.

We are working hard to reduce the noise and environmental impact on neighbouring areas. In April 2015 London Luton Airport implemented a Track Violation Penalty Scheme resulting in fines for aircraft that leave the corridor before reaching the required altitude. Using the current Aircraft Noise and Track Monitoring System the airport's Flight Operations Department evaluates and investigates radar tracks with required input from Air Traffic Control (ATC) and airlines. When the aircraft is clearly flying outside the corridor the aircraft is identified as causing a "possible" track violation.

As always, safety prevails and there may be cases which involve vectoring an aircraft sooner than at the NPR height restriction. When there is valid justification for a deviation from the track, the operator in question will be exempt from the fine. Valid justifications include:

- Safety or operational reasons
- Weather avoidance
- Emergencies

* This category relates to Test/Training flights or short positioning flights.

The table below shows track keeping violations over the previous three-month period. The on-track performance for the quarter was 99.8%. This calculation includes deviations for weather and traffic avoidance, as well as deviations classed as violations. The breakdown of these violations is shown in the table below.

	No. of Violations	Total Penalties Collected
October 2025	4	£7,000
November 2025	3	£4,000
December 2025	1	£1,000
QTR	8	£12,000

	Airline or Aircraft Operator	Aircraft Types Violating
October 2025	Airline and privately owned aircraft	B752, B38M, A319, F2TH
November 2025	Privately owned aircraft	A306, CL60 (2)
December 2025	Privately owned aircraft	GL7T

Total Fines by Company:

Company	No. of Track Violations	Amount
European Air Transport	1	£2,000
Signature	2	£3,000
Harrods	3	£4,000
WizzAir	1	£2,000
MNG Airlines	1	£1,000
QTR	8	£12,000

Total Fines by Aircraft Type:

Aircraft Type	No. of Track Violations	Amount
B752	1	£2,000
B38M	1	£2,000
A319	1	£2,000
F2TH	1	£1,000
A306	1	£1,000
CL60	2	£3,000
GL7T	1	£1,000

3 ARRIVING AIRCRAFT

3.1 Arrivals Route Analysis

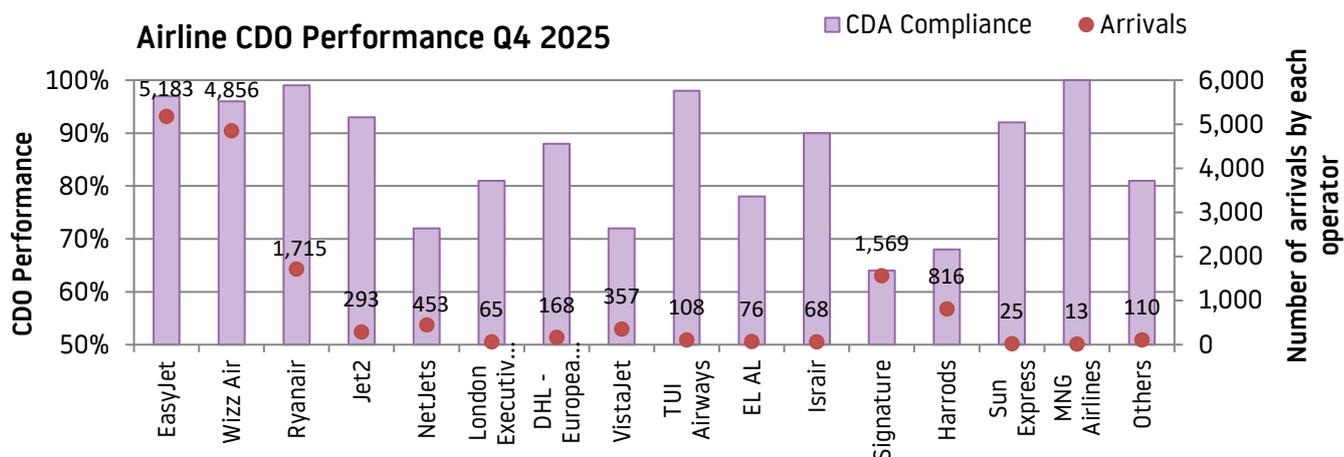
The following table reports the total number of arrivals differentiating between easterly (07), westerly (25) operations and helicopters.

		Arrivals			Total
		07	25	Heli	
October 2025	Daytime	1,323	3,766	16	5,105
	Night-time	242	710	0	952
November 2025	Daytime	681	3,638	8	4,327
	Night-time	67	235	0	302
December 2025	Daytime	1,708	3,169	11	4,888
	Night-time	136	182	1	319
QTR	Total	4,157	11,700	36	15,893
	<i>Daily Average</i>	<i>45.2</i>	<i>127.2</i>	<i>0.4</i>	<i>172.8</i>

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

	All Arrivals			07 Easterly Arrivals			25 Westerly Arrivals		
	% CDO			% CDO			% CDO		
	Total	Day	Night	Total	Day	Night	Total	Day	Night
October 2025	89%	89%	89%	92%	94%	83%	88%	87%	91%
November 2025	90%	90%	90%	94%	94%	97%	90%	90%	88%
December 2025	92%	92%	91%	96%	96%	95%	89%	89%	87%
QTR Total	90%	90%	90%	94%	95%	89%	89%	89%	90%

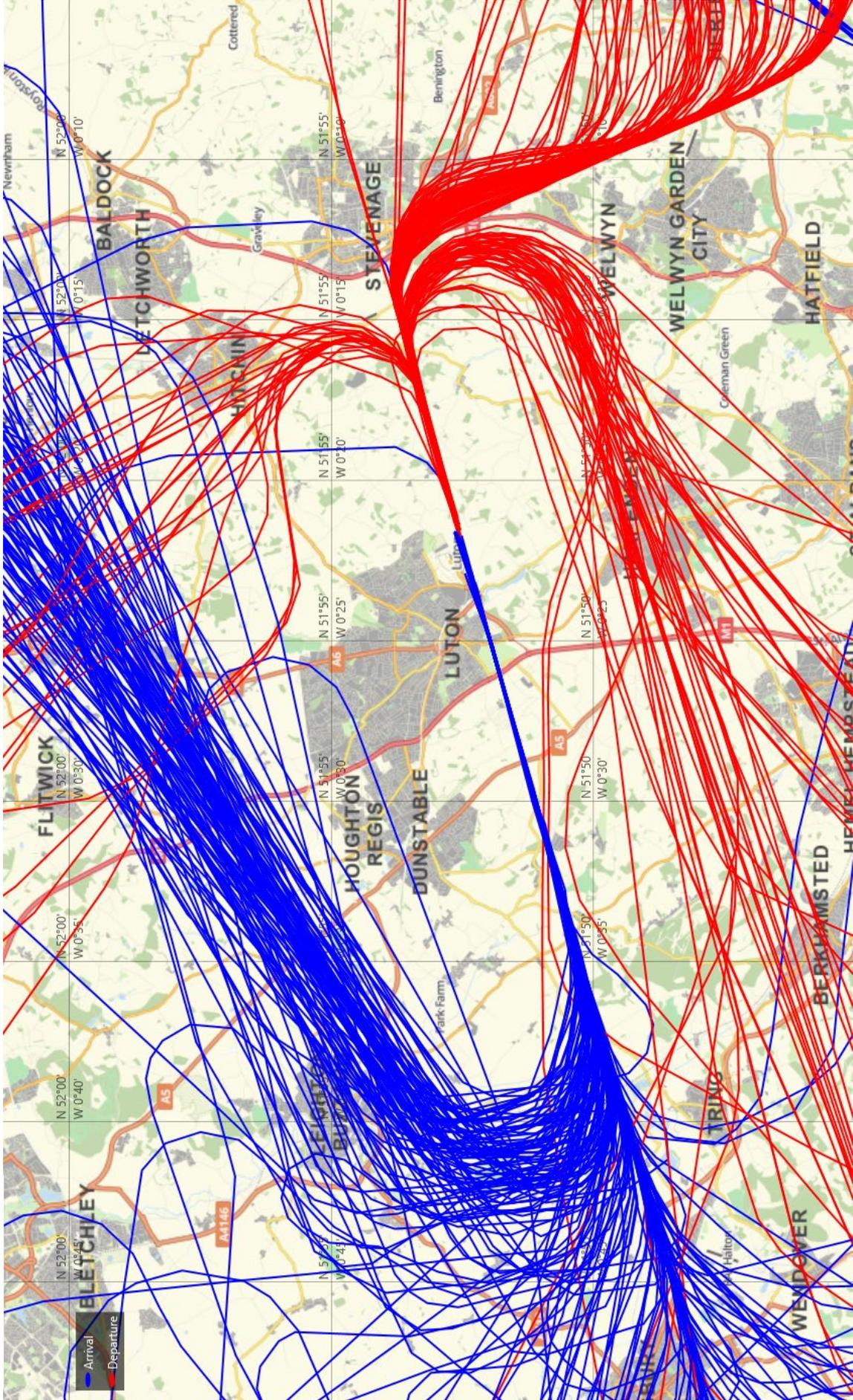
The overall CDO achievement was 90% with several major LLA operators achieving high performance.



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 fourth quarter of 2025.

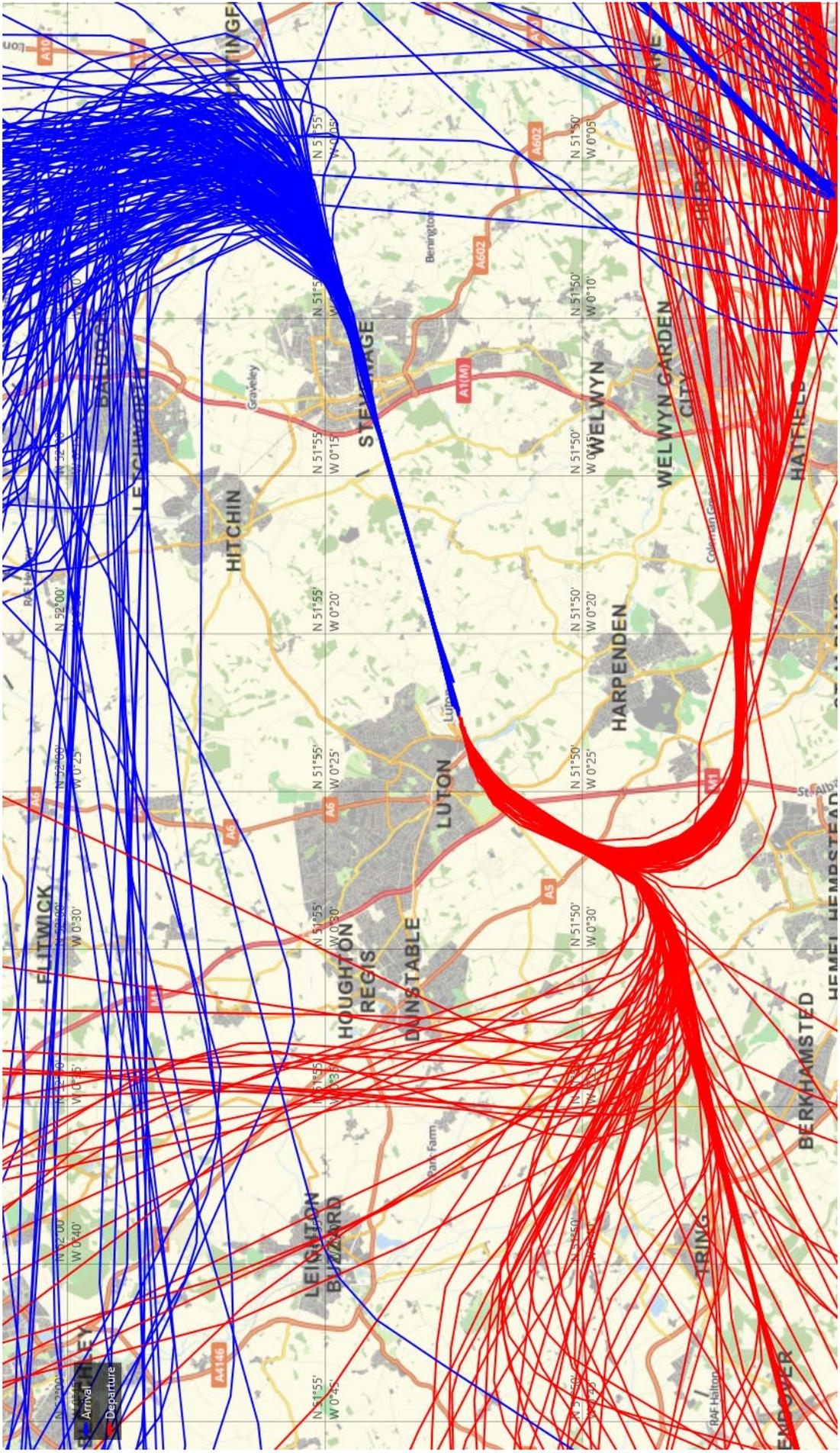
LLA Flight Routes Sample Easterly Operations

Key:
Departures in Red
Arrivals in Blue

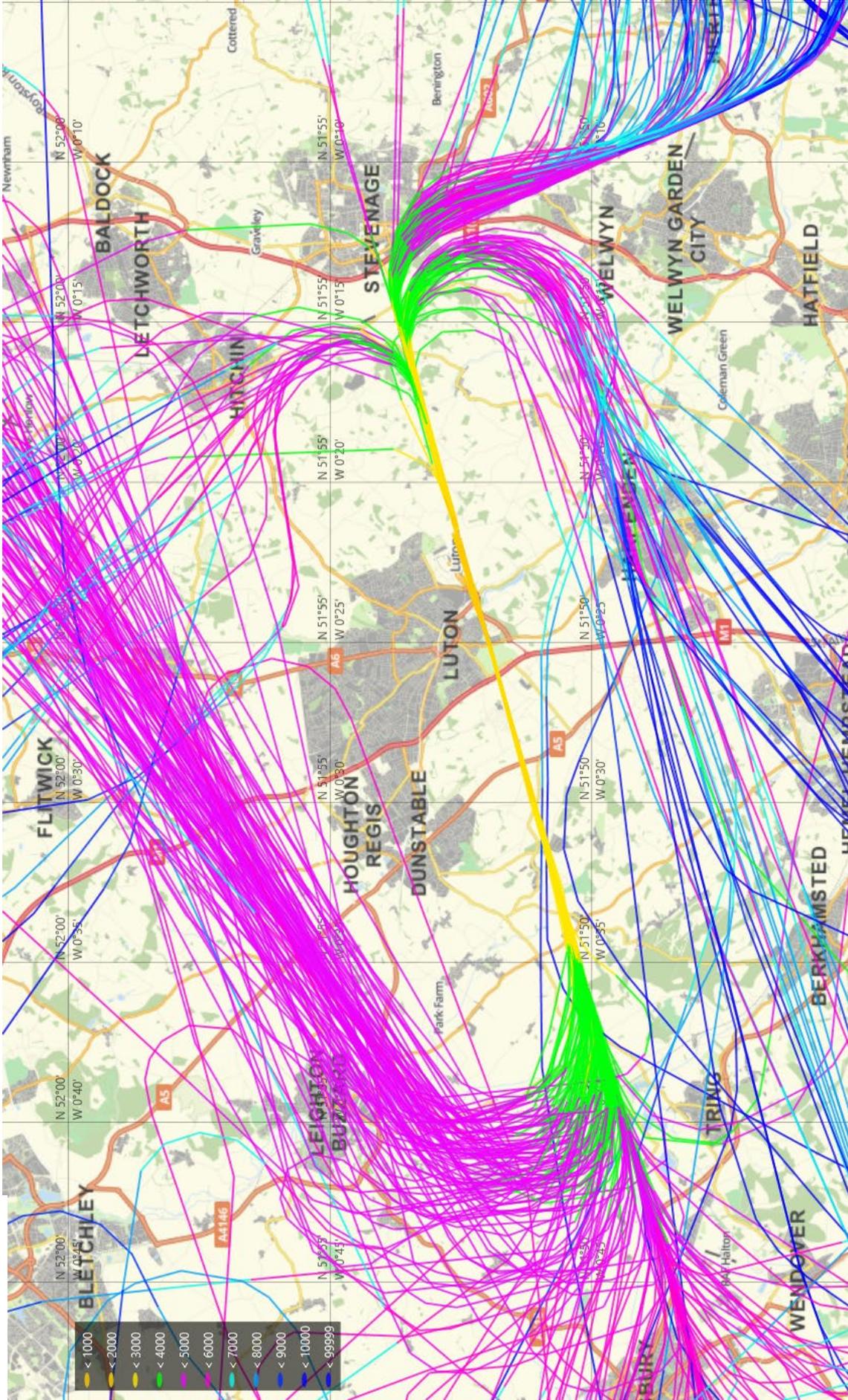


LLA Flight Routes
Sample Westerly
Operations

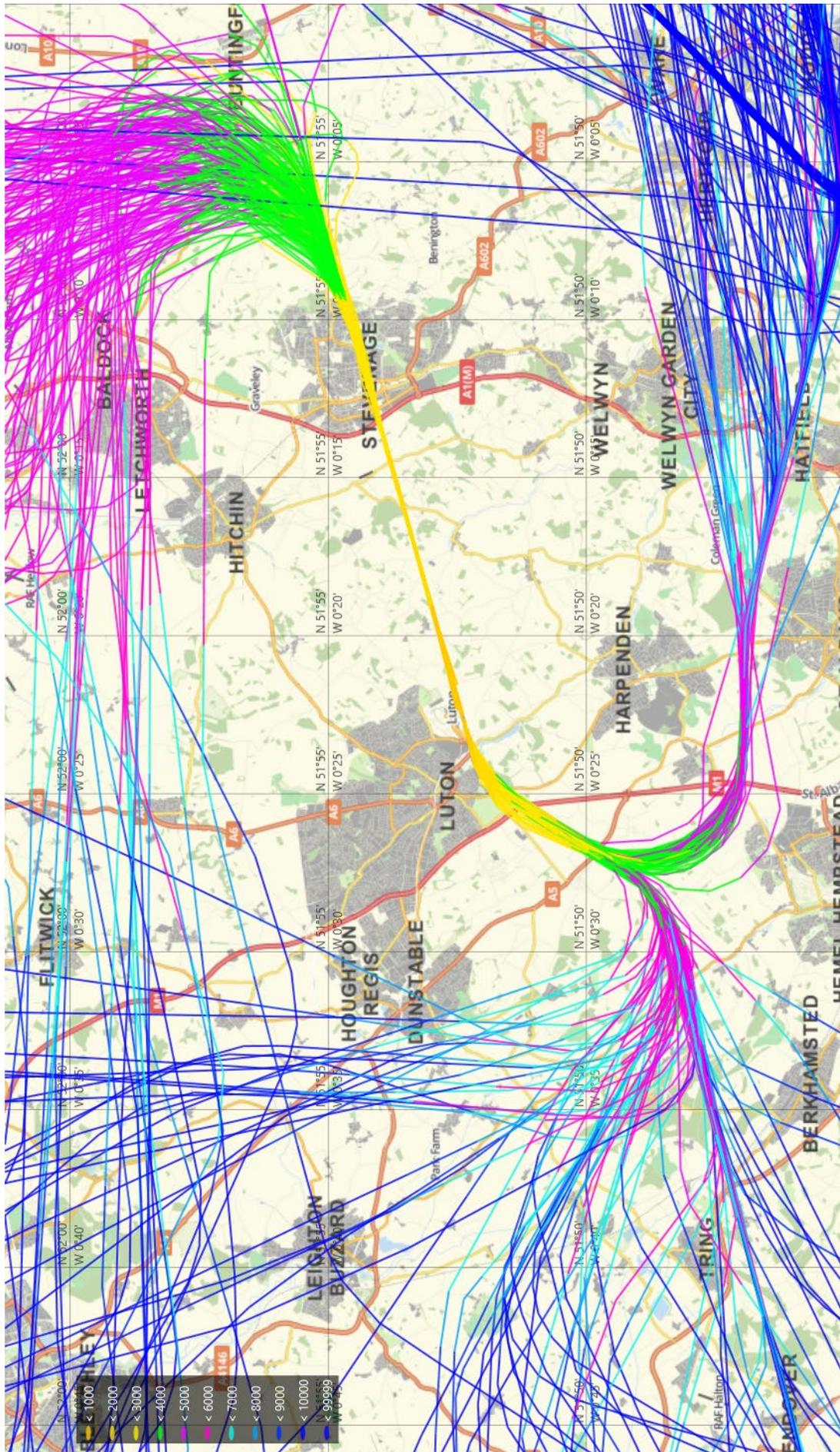
Key:
Departures in Red
Arrivals in Blue



**LLA Flight Routes
Sample Easterly
Operations**



LLA Flight Routes
Sample Westerly
Operations



4 AIRCRAFT NOISE

During the 4th 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 95.6% of correlated departing aircraft.

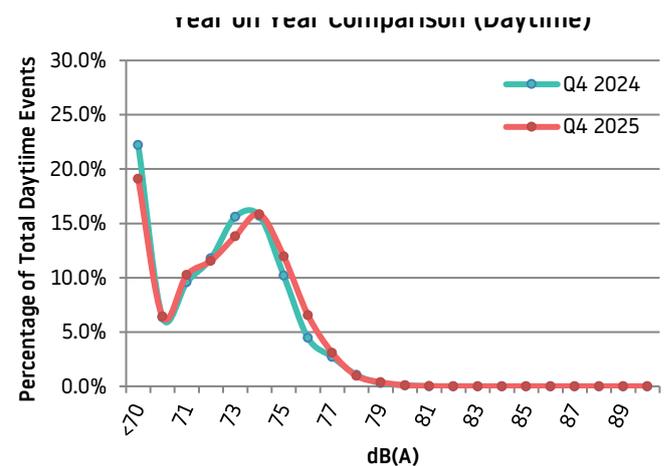
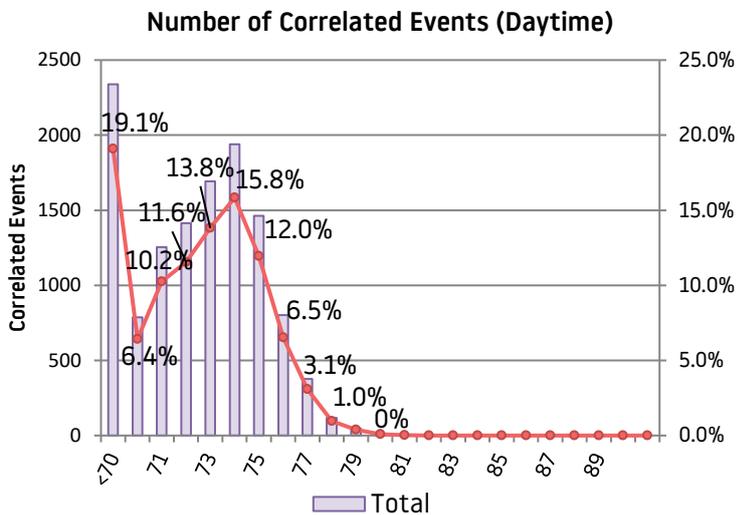
There were two noise violations in Q4 2025. Details of this violation are outlined in Section 4.4.

4.1 Daytime Noise Levels – October to December 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) #	Oct	Nov	Dec	QTR
Number of Correlated Events (Daytime)	<70	937	644	757	2338
	70	291	207	289	787
	71	491	364	400	1255
	72	550	383	482	1415
	73	592	466	634	1692
	74	684	532	724	1940
	75	582	429	453	1464
	76	297	262	242	801
	77	139	136	102	377
	78	46	49	23	118
	79	22	19	6	47
	80	5	3	3	11
	81	0	0	2	2
	82	0	0	0	0
	83	0	0	0	0
	84	0	0	0	0
	85	0	0	0	0
	86	0	0	0	0
	87	0	0	0	0
	88	0	0	0	0
89	0	0	0	0	
	>90	0	0	0	0
	Total	4636	3494	4117	12247

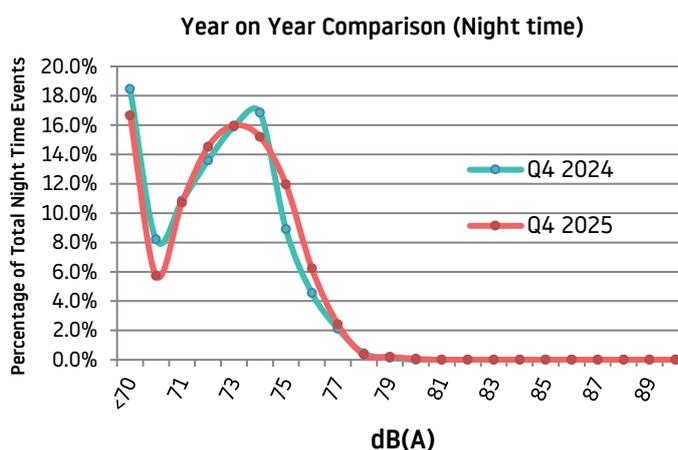
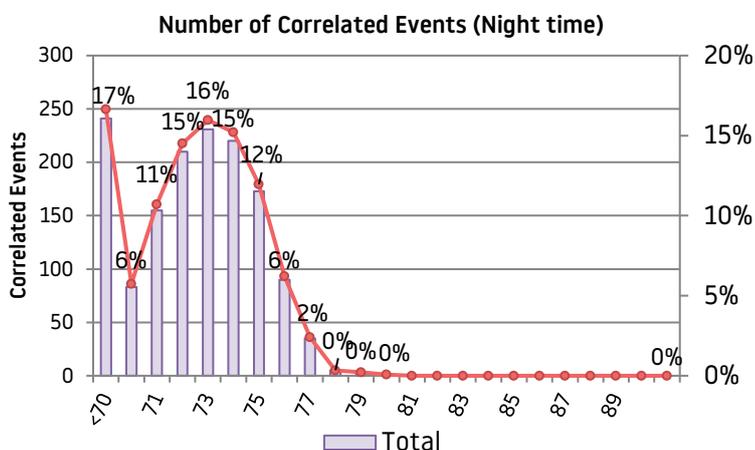


4.2 Night Noise Levels – October to December 2025

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)*

#Rounded Result

	db (A) #	Oct	Nov	Dec	QTR
Number of Correlated Events (Night time)	<70	116	58	67	241
	70	47	15	21	83
	71	56	49	50	155
	72	107	47	56	210
	73	97	57	77	231
	74	84	60	76	220
	75	81	39	53	173
	76	53	21	16	90
	77	14	14	7	35
	78	2	1	2	5
	79	1	0	0	1
	80	0	0	1	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		658	361	426	1445



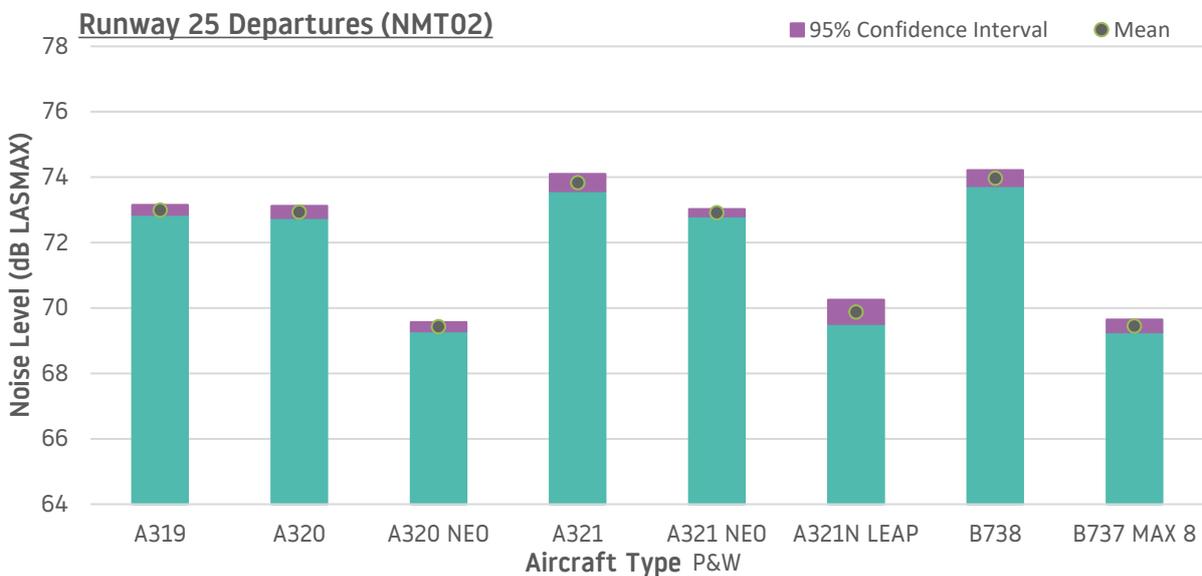
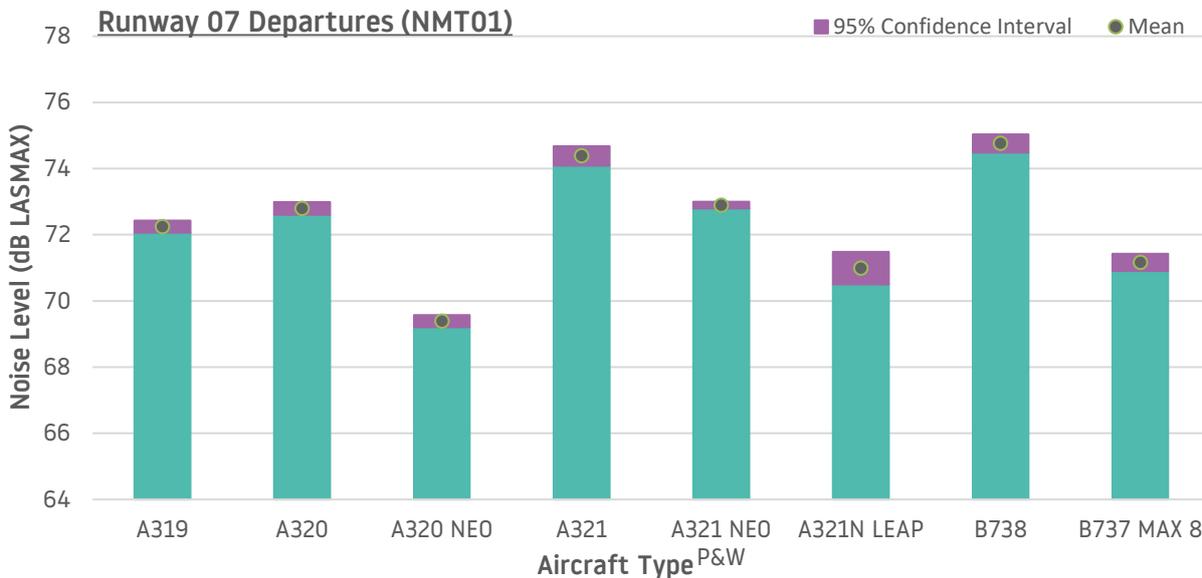
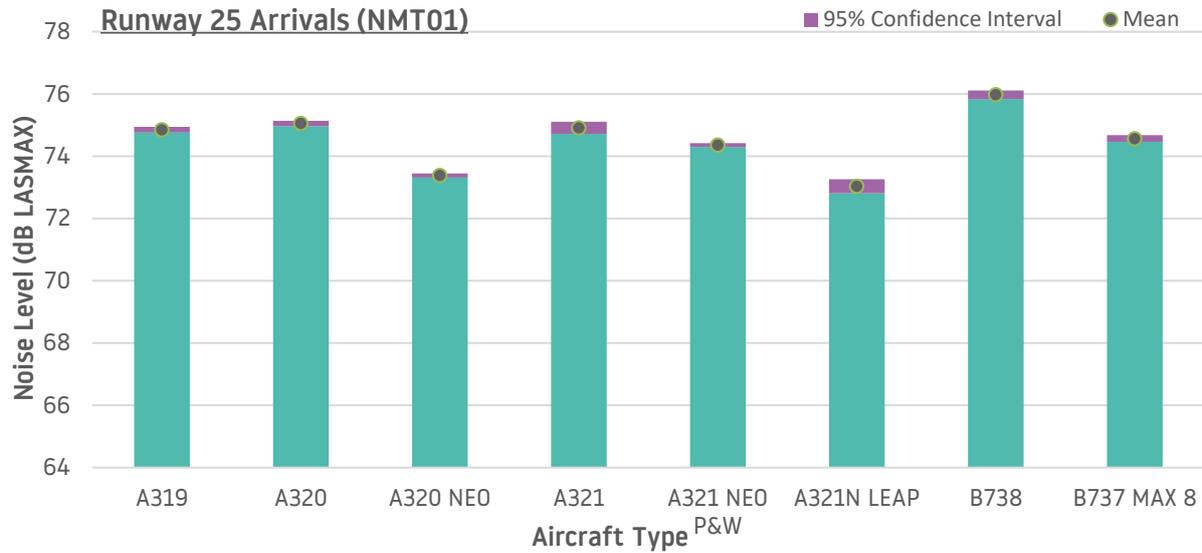
N.B It should be noted that the detection thresholds for the noise monitoring terminals are set at the lowest level to record the maximum number of aircraft noise events. A number of smaller aircraft types, such as business jets and propeller aircraft, get very close to but do not reach the detection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

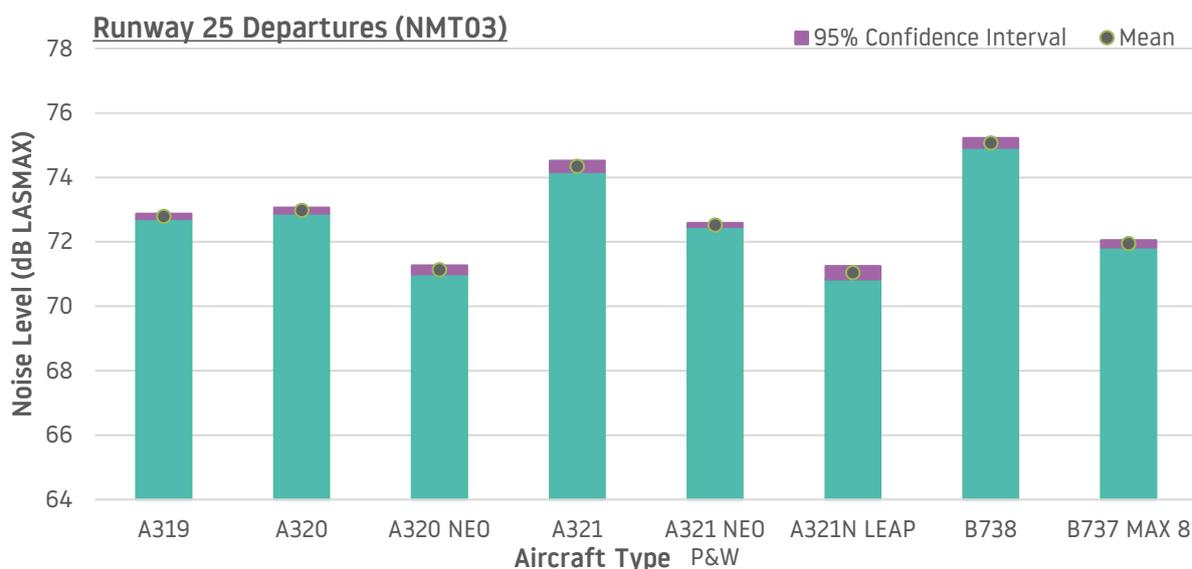
Ambient background noise is also an important factor as specific incidents such as loud road traffic, emergency vehicle sirens, lawn mowers, drills etc. can register noise levels louder than an aircraft overhead. This results in not all aircraft movements being correlated to noise events. Generally, 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 (Q4 2025)

The following graphs show the average noise and confidence level (95%) for the three fixed noise monitors for the period October to December 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)	1325	1313	1630	348	2606	193	705	727
NMT01 (Dep)	480	518	550	132	998	61	270	239
NMT02* (Dep)	1107	1168	1376	290	2269	148	588	613
NMT03* (Dep)	1181	1133	277	325	2016	69	657	565

**The fixed noise monitor NMT02 was replaced with NMT08 until the 19th November 2025.*

**The fixed monitor NMT03 moved location on the 19th November 2025, the new location is a further distance from the motorway but closer to the centreline of the NPR.*

The results above include pre and post changes.

4.4 Noise Violations during Quarter 4 (October to December 2025)

There were two noise violations during the period.

	Date/Time (Local)	Aircraft Type	Company	Noise Level
Night	22/10/2025 23:18:00	FA7X	Signature	79.2dB
Night	13/12/2025 05:05:12	FA7X	Signature	80.4dB
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 4 of 2025, 0 properties were contacted, 35 properties accepted the scheme, and 47 properties were insulated, this includes properties that have been contacted previously but only accepted or had works completed in Q4 2025.

5 NOISE CONTOURS

5.1 Night Noise Contours – Q4 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 Q3 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 Figure on page 24 at values from 48 to 66 dB $L_{Aeq,8h}$. Contours at 69 and 72 dB $L_{Aeq,8h}$ have also been produced but are not individually distinguishable when plotted at the scale of the figure. The area of each noise contour is given in Table 1 below and compared with the values for the previous quarter (July – September 2025), and the equivalent quarter during the previous year (October – December 2024).

Contour Value (dB $L_{Aeq,8h}$)	Contour Area (km ²)		
	<i>Oct – Dec 2024</i>	<i>Jul – Sep 2025</i>	<i>Oct – Dec 2025</i>
48	26.3	35.2	22.6
51	14.7	19.9	12.4
54	7.9	10.9	6.8
57	4.6	6.0	4.0
60	2.4	3.4	2.0
63	1.2	1.6	1.1
66	0.7	0.9	0.7
69	0.5	0.6	0.4
72	0.3	0.4	0.3
W/E Split (%)	71/29	74/26	73/27

Table 1: Area of Night Noise Contour

5.1.3 Aircraft Movements

The aircraft movements for the night noise contours as supplied by LLAOL are summarised in Table 2 below and compared with the movements from the previous quarter and the equivalent quarter in the previous year. Only aircraft types with at least 10 movements have been presented. For aircraft types with less than 10 movements in a period or types that were not explicitly presented in previous periods, 'n/a' is shown.

INM Aircraft Type	Oct – Dec 2024	Jul – Sep 2025	Oct – Dec 2025
737800	161	291	132
737800 (max)	256	413	282
757RR	218	230	84
A300-622R	79	79	34
A319-131 (ceo)	310	746	302
A320-211 (ceo)	282	562	263
A320-211 (neo)	558	1,217	552
A321-232 (ceo)	50	53	20
A321-232 (neo)	1,320	1,770	1,181
CL600	18	n/a	n/a
CL601	31	13	28
CNA208	12	13	18
CNA525C	21	n/a	n/a
CNA560XL	15	n/a	10
CNA750	18	n/a	n/a
EMB145	30	n/a	n/a
F10062	41	12	23
GIV	15	n/a	n/a
GV	295	65	176
LEAR35	10	n/a	n/a
Other	60	56	74
TOTAL	3,800	5,520	3,179

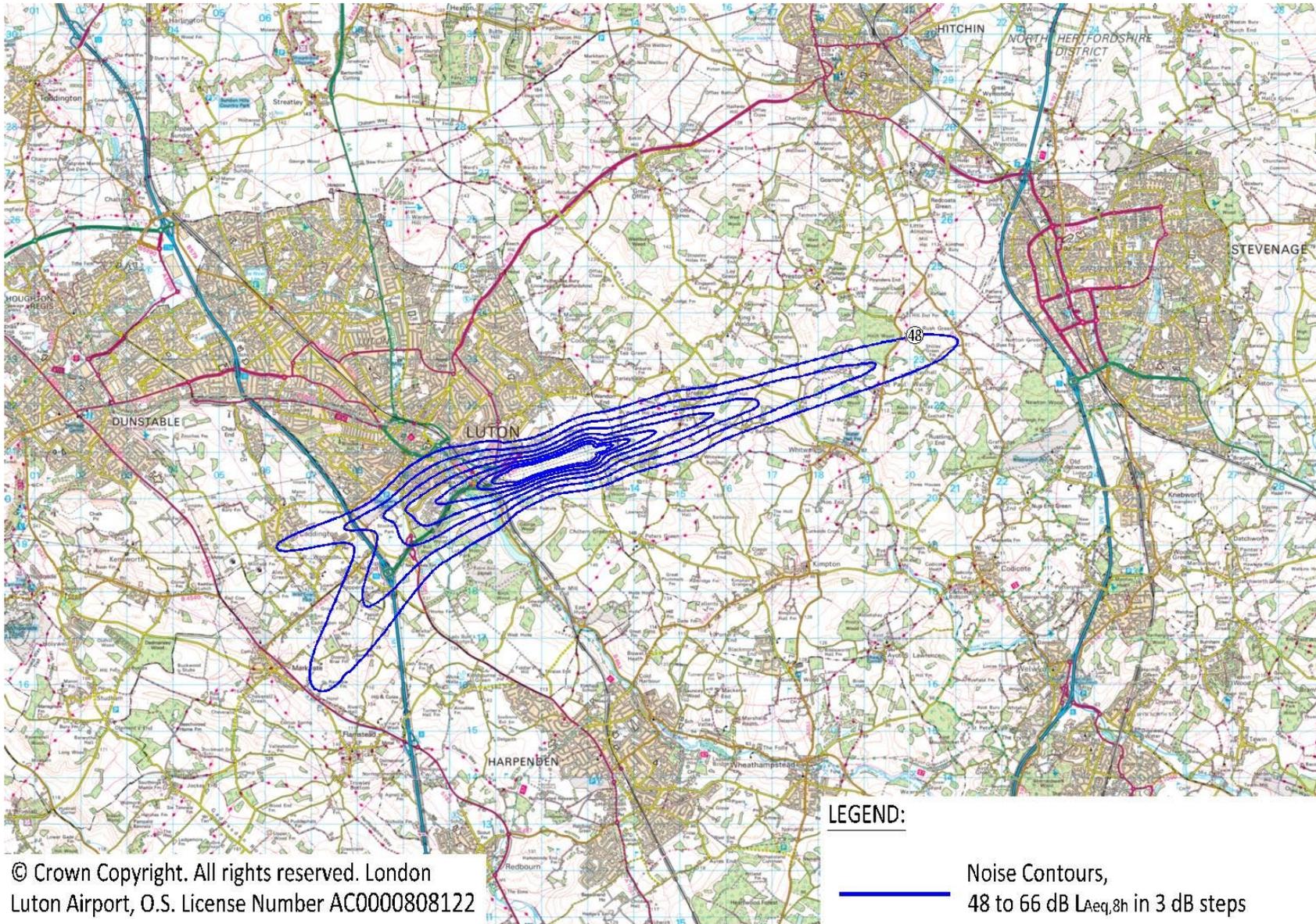
Table 2: Night-time Aircraft Movement Numbers by Aircraft Type

5.1.4 Noise Contour Comparison

The number of movements in 2025 Q4 has decreased 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 56% in 2024 Q4 to 63% in 2025 Q4. In 2025 Q4 the majority of the Airbus A320, Airbus A321, and Boeing 737 operations were by modernised (neo/MAX) types, with the larger Airbus A321neo particularly prevalent.

The area of the 48 dB(A) noise contour has decreased compared to the same quarter last year, due to a 16% decrease in movements. The shape of the contours has remained similar.

The number of movements and therefore the area of the noise contours has decreased compared to the previous quarter (July – September 2025). The shape of the contours has also remained broadly similar.



6 COMPLAINTS

6.1 Total Complaints relating to LLA aircraft operations

	4 th QTR 2025	4 th QTR 2024
Total No. of Complaints relating to LLA aircraft operations	610	804
No. of Complainants	36	61
No. of General Complaints	31	74
No. of Specific Complaints	579	730
Average No. of Complaints per Complainant	16.9	13.2
No. of Aircraft Movements per Complaint	52.1	38.5

A total of 610 complaints relating to LLA aircraft operations were received by the Flight Operations Department during the fourth quarter of 2025. This is compared to 804 complaints received for the same period in 2024. It should be noted that during the fourth quarter of 2025, 95% of complaints were received from 10 individuals.

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

October 2025	253 complaints (237 Specific Complaints, 16 General Complaints)
November 2025	231 complaints (226 Specific Complaints, 5 General Complaints)
December 2025	126 complaints (116 Specific Complaints, 10 General Complaints)

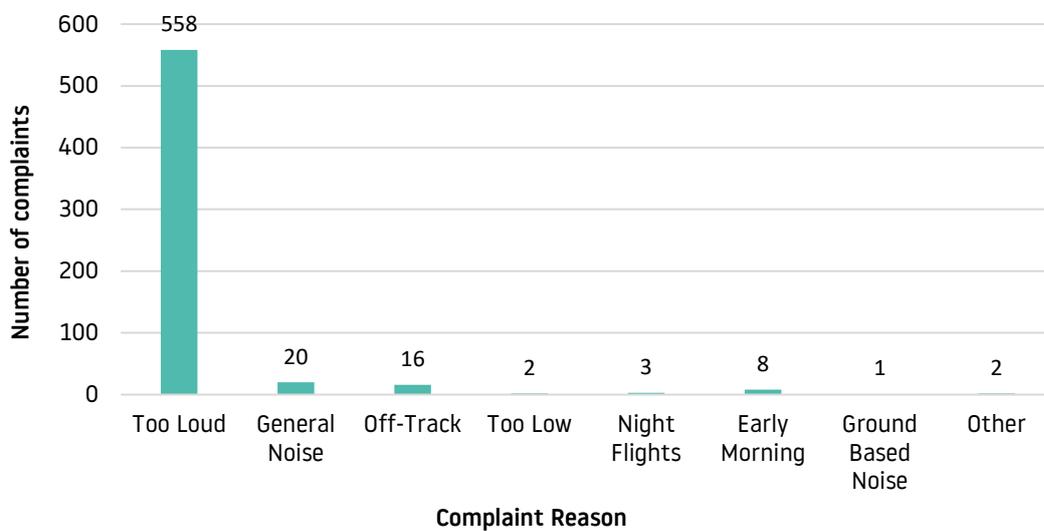


There were 0 complaints not attributable to LLA traffic throughout the quarter, compared to 0 complaints for the period October to December 2024.

Out of 36 total complainants, 22 contacted the airport only once meaning, 14 complainants generated 588 complaints.

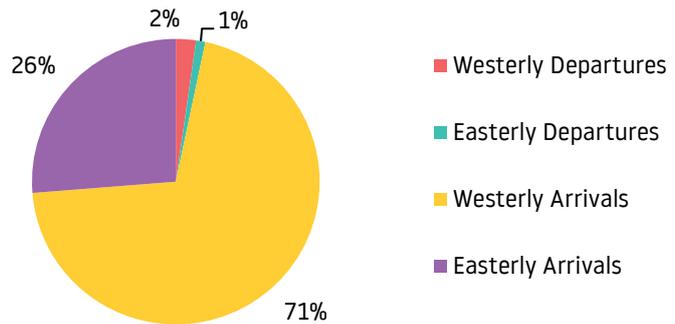
6.2 Type of Complaint

The types of complaint received by the Flight Operations Department from October to December 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 October to December 2025.



Within the 13 specific aircraft complaints concerning westerly departures, 8 complaints involved aircraft on the Match/Detling heading, 1 related to aircraft using the Olney route and 4 complaints were recorded about aircraft following the Rodni route. No complaints were recorded about aircraft following an off-airways routing.

Of the 6 complaints attributed to easterly departures, there were 6 specific complaints regarding aircraft on the Rodni route. No complaints were recorded about aircraft following the Match route, Olney route or off-airways routing.

In total the Flight Operations Department received 556 specific complaints regarding arrivals. 405 of these complaints were about westerly arrivals and a further 151 concerning easterly arrivals. These complaints were mostly regarding the new arrival’s airspace change implemented in February 2022.

1
Complainant
reported noise disturbance at night (compared to 3 complainants in Q4 2024)

Arriving executive aircraft accounted for 33.3% of specific night complaints.

Departing executive aircraft accounted for 66.7% of specific night complaints.

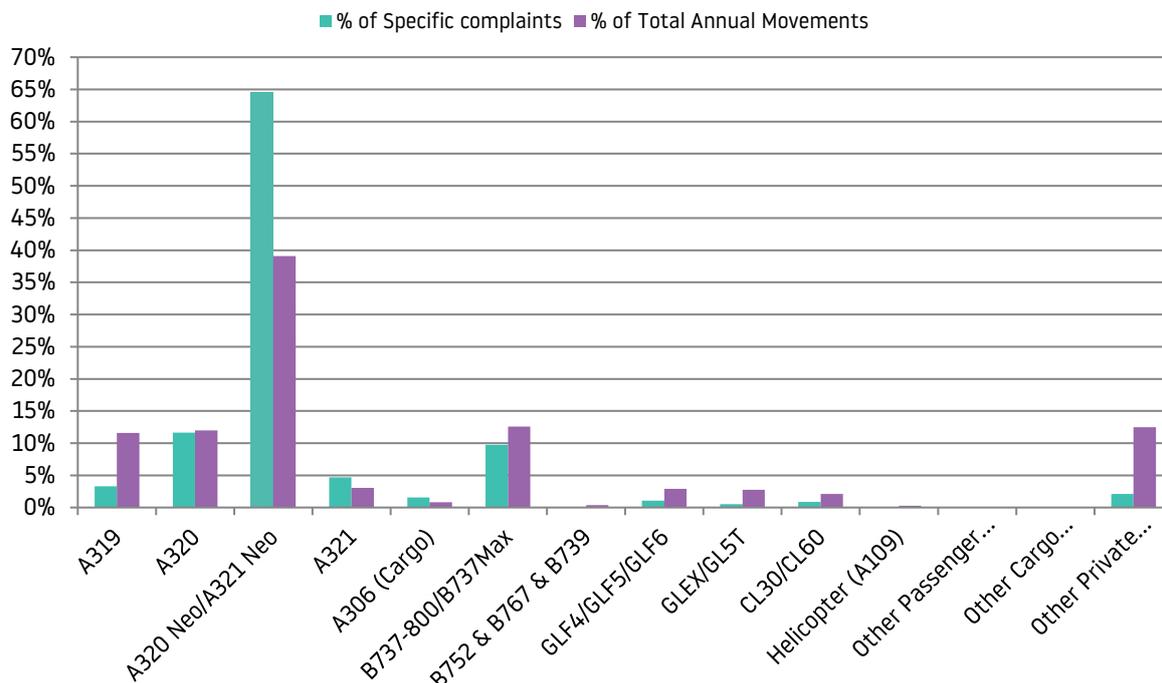
No complaints were received regarding commercial or cargo aircraft at night during the period.

3 (0.5%)
Complaints
concerning night noise disturbance from LLA operations

During Quarter 4, there has been a significant decrease in complaints regarding night flights. This is thought to be due to the runway resurfacing project that commenced on Monday 3rd of November, closing the runway to all aircraft movements between the hours of 00:001 and 05:45, Monday to Friday.

6.4 Complaints by aircraft type

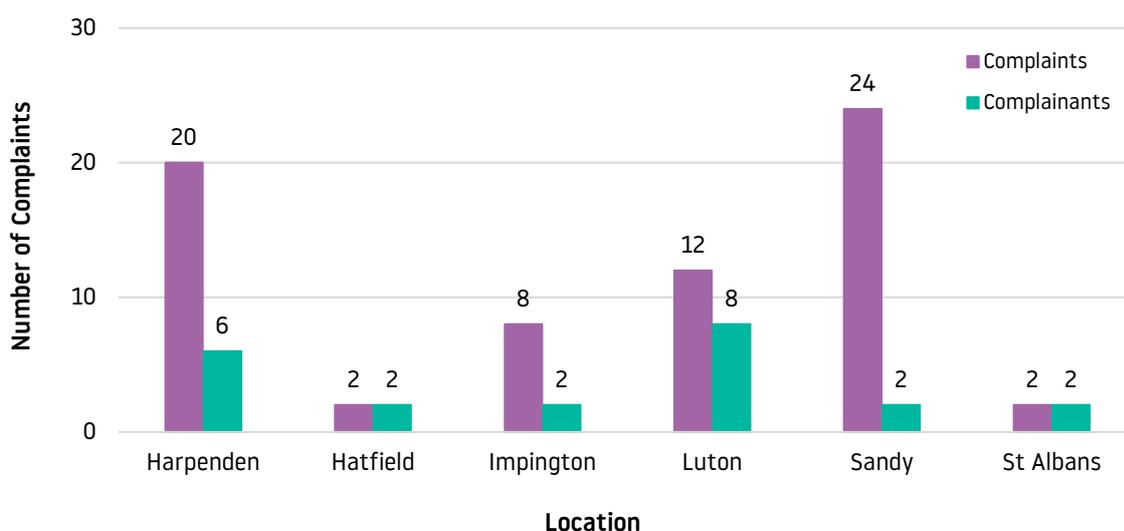
The diagram below shows aircraft types generating specific complaints.



6.5 Origin of Complaints

The chart below identifies the areas around the Airport from which more than one complainant submitted concerns relating to LLA aircraft operations during the period October to December 2025.

The communities with one complainant include: Blackmore End, Breachwood Green, Dunstable, Eaton Bray, Great Cambourne, Hitchin, Horningsea, Knebworth, Leighton Buzzard, Markyate, Perry, Redbourn, Stevenage, St Neots.



6.6 Complaints Analysis

During Quarter 4 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 Q4 2024, some individuals are submitting multiple complaints. In Q4 2025, 95% of complaints were received from 10 individuals. A single complainant in Horningsea was responsible for 501 complaints in Q4 2025, accounting for 82% of the total.
- During Quarter 4, there has been a significant decrease in complaints regarding night flights. This is likely to be due to the runway resurfacing project that commenced on Monday 3rd of November, closing the runway to all aircraft movements between the hours of 00:001 and 05:45, Monday to Friday.
- LLA's Topsonic Aircraft Noise & Track Monitoring System was upgraded during Q4. This included upgrades to Travis, our online flight tracking system.

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	5.1%
Phone	0.3%
Travis	94.6%

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	33.1%
1 Day	33.5%
2 Days	4.6%
3 Days	3.8%
4 Days	0.7%
5 Days	1.3%
6 Days	0.0%
7 Days	3.6%
8 Days	18.5%
9 Days	0.2%
10 Days	0.3%
11 Days	0.0%
12 Days	0.0%
13 Days	0.0%
14 Days	0.0%
15 Days	0.2%
16 Days	0.0%
16 Days+	0.2%

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 4 of 2025, the Flight Operations Team had 2 specific requests to meet with residents and community representatives. A resident was invited to discuss airspace change updates with the Flight Operations Team at London Luton Airport's offices on Wednesday 22nd of October. Additionally, community representatives were invited to visit the airport on Thursday 13th of November to discuss the dispensations process.

7.2 Airport Visits to the Community

The Flight Operations Team held one public surgery during Quarter 4; the community engagement event was hosted at London Luton Airport's (LLA) offices on Monday 27th of October 2025.

LLA's public surgery on Monday 27th of October 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 5 appointment bookings. The main themes were requests to change the westerly departure routes, what LLA operating times were, noise levels within the surrounding communities and LLA's Aircraft Noise & Track Monitoring System.

Public surgeries provide residents who are impacted by airport operations to speak with members of the Flight Operations team on an appointment basis.

8 BIODIVERSITY MONITORING

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

The following update is applicable for Q4 2025:

1. Greener Future Funds (GFF) invested to 7 community groups a total of £68,799 in Q4 (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. 84 employees volunteered in the annual tree planting event with over 1,000 trees planted at the Forest of Marston Vale.

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