London Luton Airport

# Monitoring and Reporting Information to Support the Sustainability Report 2025

2025

## Contents





# Appendix 1 - Aircraft Chapters

### Table 1 - Number of aircraft of each chapter operating at the airport

| | |
|---|---|
| Number of aircraft which are Chapter 3 | **616** |
| Number of aircraft which are Chapter 4 | **2878** |
| Number of aircraft which are Chapter 14 | **509** |
| Others | **93** |
| **Total** | **4096** |

### Table 2: Percentage of aircraft of each chapter operating at the airport

| | |
|---|---|
| % of aicraft which are Chapter 3 | **15%** |
| % of aircraft which are Chapter 4 | **70%** |
| % of aircraft which are Chapter 14 | **13%** |
| Others | **2%** |

# Appendix 2 - Noise & Track Violations

### Table 1: Number of Track Violations by Month, Operator and Aircraft Type

| Month | Number of track violations | Total fines by month | Operator | Aircraft types violating |
|---|---|---|---|---|
| Jan-25 | 4 | **£4,000** | Signature, TUI, Israir | **C550, B738** |
| Feb-25 | 3 | **£5,000** | Signature, Harrods | **GLEX, GL7T** |
| Mar-25 | 2 | **£2,000** | Harrods, WizzAir | **GLF4, A21N** |
| Apr-25 | 2 | **£3,000** | Ryanair, Signature | **B738, GLF4** |
| May-25 | 3 | **£4,000** | Ryanair, Harrods, Signature | **B738, GLF7, GLF4** |
| Jun-25 | 6 | **£6,000** | Signature, Harrods, NetJets | **GLF6, GLEX, H25+, C25C** |
| Jul-25 | 10 | **£11,000** | Signature, WizzAir, Harrods | **GLF4, A21N, DH8, E135, C56X, CL60, GLF6** |
| Aug-25 | 4 | **£4,000** | Signature, Harrods, NetJets | **C68A, C650, GLF5, GLEX** |
| Sep-25 | 4 | **£4,000** | Signature, NetJets | **LJ60, C68A, FA10, GLF4** |
| Oct-25 | 4 | **£7,000** | DHL, WizzAir, Harrods, Signature | **B752, B38M, A319, F2TH** |
| Nov-25 | 3 | **£4,000** | MNG Airlines, Harrods, Signature | **A306, CL60** |
| Dec-25 | 1 | **£1,000** | Harrods | **GL7T** |
| **Total** | **46** | **£55,000** | | |

### Table 2: Charge by Airline

| Airline | Charge- Track | Charge- Noise |
|---|---|---|
| European Air Transport | 1 (£2,000) | **£0** |
| Harrods Aviation | 12 (£16,000) | **2 (£3,000)** |
| Israir | 1 (£1,000) | **1 (£1,000)** |
| NetJets | 3 (£3,000) | **£0** |
| Ryanair | 2 (£3,000) | **1 (£2,000)** |
| Signature | 20 (£21,000) | **2 (£4,000)** |
| TUI | 1 (£1,000) | **1 (£1,000)** |
| Wizz Air | 5 (£7,000) | **1 (£1,000)** |
| MNG Airlines | 1 (£1,000) | **£0** |
| El Al Isreal Airlines | £0 | **1 (£1,000)** |
| **Total** | **46 (£55,000)** | **9 (£13,000)** |

### Table 3: Charge by Aircraft Type

| Aircraft Type | Charge- Track | Charge- Noise |
|---|---|---|
| GLF4 | 6 (£6,000) | **£0** |
| GLEX | 5 (£6,000) | **1 (£2,000)** |
| A21N | 4 (£5,000) | **1 (£1,000)** |
| B738 | 4 (£5,000) | **4 (£5,000)** |
| CL60 | 3 (£4,000) | **£0** |
| GLF6 | 3 (£3,000) | **£0** |
| C550 | 2 (£2,000) | **£0** |
| C68A | 2 (£2,000) | **£0** |
| GL7T | 2 (£3,000) | **£0** |
| FA7X | £0 | **2 (£4,000)** |
| C17 | £0 | **1 (£1,000)** |
| A319, B38M, B752, GLF7 | 1 (£2,000) | **£0** |
| A306, C25C, C56X, C650, DH8. E135, F2TH, FA10, GLF5, H25+, LJ60 | 1 (£1,000) | **£0** |
| **Total** | **46 (£55,000)** | **9 (£13,000)** |



### Table 4: Day and Night Noise Violation Information

| Month | Number of night noise violations | Number of day noise violations | Total noise violations | Total fines by month | Operator | Aircraft types violating |
|---|---|---|---|---|---|---|
| Jan-25 | 0 | 1 | 1 | £1,000 | El Al | B738 |
| Feb-25 | 0 | 0 | 0 | £0 | | |
| Mar-25 | 1 | 1 | 2 | £3,000 | Harrods, Israir | GLEX, B738 |
| Apr-25 | 1 | 2 | 3 | £4,000 | WizzAir, TUI, Ryanair | A21N, B738 |
| May-25 | 0 | 0 | 0 | £0 | | |
| Jun-25 | 0 | 0 | 0 | £0 | | |
| Jul-25 | 0 | 0 | 0 | £0 | | |
| Aug-25 | 0 | 0 | 0 | £0 | | |
| Sep-25 | 0 | 1 | 1 | £1,000 | Harrods | C17 |
| Oct-25 | 1 | 0 | 1 | £2,000 | Signature | FA7X |
| Nov-25 | 0 | 0 | 0 | £0 | | |
| Dec-25 | 1 | 0 | 1 | £2,000 | Signature | FA7X |
| **Total** | **4** | **5** | **9** | **£13,000** | | |

## Appendix 3 - Continuous Decent Operations

### Table 1 - CDO by aircraft operator (%)

| Operator | No. of Arrivals | % of CDA |
|---|---|---|
| easyJet | 22,394 | **97%** |
| WizzAir | 19,559 | **96%** |
| Ryanair | 7,221 | **99%** |
| Signature | 7,062 | **78%** |
| Harrods Aviation | 3,534 | **81%** |
| NetJets | 1,792 | **83%** |
| VistaJet | 1,422 | **84%** |
| Jet2 | 1,107 | **95%** |
| DHL | 947 | **90%** |
| TUI | 585 | **98%** |
| El Al | 482 | **90%** |
| Israir | 298 | **86%** |
| LuxAviation | 234 | **90%** |
| Sun Express | 206 | **96%** |
| Fly One | 190 | **96%** |
| MNG Airlines | 102 | **92%** |
| Other | 255 | **92%** |
| **Total** | **67,390** | **93%** |

## Appendix 4 - Noise Complaints & Engagement

### Table 1 - Number of Noise Complaints and Complainants for 2025

| Month | Number of specific complaints | Number of general complaints | Total complaints | Number of complainants |
|---|---|---|---|---|
| Jan-25 | 104 | 7 | 111 | **18** |
| Feb-25 | 243 | 22 | 265 | **23** |
| Mar-25 | 196 | 14 | 210 | **23** |
| Apr-25 | 133 | 50 | 183 | **44** |
| May-25 | 334 | 72 | 406 | **55** |
| Jun-25 | 368 | 47 | 415 | **53** |
| Jul-25 | 622 | 51 | 673 | **52** |
| Aug-25 | 348 | 38 | 386 | **45** |
| Sep-25 | 253 | 18 | 271 | **26** |
| Oct-25 | 237 | 16 | 253 | **25** |
| Nov-25 | 226 | 5 | 231 | **13** |
| Dec-25 | 116 | 10 | 126 | **10** |
| **Total** | **3180** | **350** | **3530** | **204** |

*The number of complainants may not equal the total, as the same individual may be counted more than once if they submitted complaints in multiple months.

### Table 2 - Comparison of complaint and complainant data for 2024-2025

| | 2024 | 2025 | % change |
|---|---|---|---|
| Total No. of Complaints relating to LLA aircraft operations | 5932 | 3530 | **-40%** |
| No. of Complainants | 522 | 204 | **-61%** |
| No. of General Complaints | 580 | 350 | **-40%** |
| No. of Specific Complaints | 5352 | 3180 | **-41%** |
| Average No. of Complaints per Complainant | 11.4 | 9.1 | **-20%** |
| No. of Aircraft Movements per Complaint | 22.2 | 38.2 | **72%** |

### Table 3 - Overview of complaints data

| | |
|---|---|
| Number of individuals contacting the airport only once | **129** |
| % contacting the airport only once | **63%** |
| Number of indiviudals reporting concerns for the first time | **76** |
| % of complaints from 10 invididuals | **87%** |
| Number of complaints concerning night noise | **66** |
| Number of specific complaints concerning night noise disturabance from LLA. | **43** |
| Main source of complaints (eg. West arr, dep, east arr or deps) | **West Arrivals** |
| 5 Top locations for complaints | **Horningsea / Impington / Harpenden / Luton / Sandy** |

### Table 4 - Number of public surgeries in 2025

| Location of surgery | Month | Attendees (approx.) | Key concerns |
|---|---|---|---|
| London Luton Airport's (LLA) offices | August | 17 | **Westerly Departures and Easterly Departures** |
| London Luton Airport's (LLA) offices | September | 10 | **Noise Insulation Scheme** |
| London Luton Airport's (LLA) offices | October | 4 | **Westerly Departures** |
| **Number of surgeries in 2025** | **3** | | |

## Appendix 5 - Aircraft Movements

### Table 1 - Total Aircraft Movement Overview

| | |
|---|---|
| Total aircraft movements | **134,776** |
| Number of passenger movements | **103,398** |
| Number of cargo movements | **1,686** |
| Number of positioning movements | **1,026** |
| Number of non-commercial movements | **28,666** |

### Table 2 - Non-Commercial Aircraft Movement Overview

| | |
|---|---|
| Breakdown of non-commercial movements | |
| General aviation | **28,391** |
| Military | **0** |
| Official | **0** |
| Other | **263** |
| Test & Training | **12** |

### Table 3 - Total Passenger Overview

| | |
|---|---|
| Number of domestic passengers | **1,300,297** |
| Number of international passengers | **3,945,770** |
| Total number of passengers | **17,642,066** |

### Table 4 - Average Aircraft Movement by Hour

| Hour | Average hourly arrivals | Average hourly departures | Average hourly movements |
|---|---|---|---|
| 00:00-00:59 | 6 | 1 | 6 |
| 01:00-01:59 | 5 | 1 | 6 |
| 02:00-02:59 | 4 | 1 | 4 |
| 03:00-03:59 | 2 | 1 | 2 |
| 04:00-04:59 | 1 | 1 | 2 |
| 05:00-05:59 | 1 | 3 | 3 |
| 06:00-06:59 | 2 | 16 | 18 |
| 07:00-07:59 | 13 | 17 | 30 |
| 08:00-08:59 | 7 | 17 | 24 |
| 09:00-09:59 | 5 | 13 | 18 |
| 10:00-10:59 | 8 | 8 | 16 |
| 11:00-11:59 | 9 | 7 | 17 |
| 12:00-12:59 | 11 | 10 | 21 |
| 13:00-13:59 | 13 | 11 | 24 |
| 14:00-14:59 | 10 | 12 | 22 |
| 15:00-15:59 | 10 | 12 | 22 |
| 16:00-16:59 | 10 | 10 | 20 |
| 17:00-17:59 | 10 | 9 | 19 |
| 18:00-18:59 | 10 | 9 | 19 |
| 19:00-19:59 | 10 | 9 | 19 |
| 20:00-20:59 | 10 | 7 | 18 |
| 21:00-21:59 | 10 | 6 | 16 |
| 22:00-22:59 | 13 | 5 | 17 |
| 23:00-23:59 | 8 | 2 | 9 |

### Table 5 - Cargo Air Traffic Movements

| Hour | Day Movements | Night Movements | Total | Tonnes |
|---|---|---|---|---|
| 2024 | 894 | 1,302 | 2,196 | 30,677 |
| 2025 | 858 | 828 | 1,686 | 27,571 |
| 2024/ 2025 comparison | -4.00% | -36.4% | -23.20% | -10.12% |



## Appendix 6 - Aircraft Movements by Aircraft Type

### Table 1 - Movement by aircraft type overview

Aircraft type movements % of total movements

| Aircraft type | Movements | % of total movements |
|---|---|---|
| A306 | 1,128 | 0.8% |
| Airbus A319 | 17,577 | 13.0% |
| Airbus A320 | 16,392 | 12.2% |
| Airbus A320 NEO | 17,980 | 13.3% |
| Airbus A321 | 4,720 | 3.5% |
| Airbus A321 NEO | 30,482 | 22.6% |
| Airbus A330 | 14 | 0.0% |
| Beechcraft Twin Turboprop | 228 | 0.2% |
| Boeing B737-300 | 84 | 0.1% |
| Boeing B737-400 | 12 | 0.0% |
| Boeing B737-500 | 4 | 0.0% |
| Boeing B737-700 | 70 | 0.1% |
| Boeing B737-800 | 9,513 | 7.1% |
| Boeing B737-900 | 78 | 0.1% |
| Boeing B737 Max 8 | 7,823 | 5.8% |
| Boeing B757 | 760 | 0.6% |
| Boeing B767 | 96 | 0.1% |
| Boeing B777 | - | 0.0% |
| Boeing B787 | 43 | 0.0% |
| Canadair Global Express GLEX | 3,168 | 2.4% |
| Cessna Citation Family | 4,590 | 3.4% |
| Canadair Challenger Family | 3,497 | 2.6% |
| Dassault Falcon FA7X | 803 | 0.6% |
| Embraer Legacy 450-650 series | 1,821 | 1.4% |
| Embraer ERJ-135 | 726 | 0.5% |
| Learjet Family | 364 | 0.3% |
| Gulfstream 3, 4 & 400 series GLF3/GLF4 | 613 | 0.5% |
| Gulfstream 5 and 500 series GLF5 | 1,156 | 0.9% |
| Gulfstream 650 GLF6 | 2,209 | 1.6% |
| Helicopters | 341 | 0.3% |
| Pilatus PC-12 | 1,135 | 0.8% |
| Other aircraft | 7,349 | 5.5% |
| **Total** | **134,776** | **100%** |

### Table 2 - Movement by operator overview

| Operator | Movements |
|---|---|
| easyJet | 44,505 |
| Wizz Air | 38,879 |
| Ryanair | 14,323 |
| Jet2 | 2,179 |
| DHL | 1,584 |
| El Al | 963 |
| TUI | 882 |
| Israir | 593 |
| Sun Express | 412 |
| Fly One | 380 |
| Others | 384 |
| **Total** | **105,084** |

### Table 3 - 2025 Monthly Aircraft Noise Classification

| Month | Aircraft Noise Classification | | | |
|---|---|---|---|---|
| | Chapter 3 Marginally Compliant | Chapter 3 Fully Compliant / Chapter 4 / Chapter 14 | Unknown Classification | Helicopters and Smaller Propeller Aircraft (n/a) |
| January 2025 | 0 | 9,069 | 0 | 108 |
| February 2025 | 0 | 9,205 | 0 | 93 |
| March 2025 | 0 | 10,234 | 0 | 111 |
| April 2025 | 0 | 11,341 | 0 | 77 |
| May 2025 | 0 | 12,233 | 0 | 124 |
| June 2025 | 0 | 12,364 | 0 | 110 |
| July 2025 | 0 | 12,914 | 0 | 117 |
| August 2025 | 0 | 12,511 | 0 | 111 |
| September 2025 | 0 | 12,146 | 0 | 121 |
| October 2025 | 0 | 11,970 | 0 | 130 |
| November 2025 | 0 | 9,160 | 0 | 94 |
| December 2025 | 0 | 10,318 | 0 | 116 |
| **2025 Total** | **0** | **133,465** | **0** | **1,312** |

Taking the year as a whole, there were 133,465 movements where Chapter 3 categorisation is applicable. Of these, none were by marginally compliant Chapter 3 aircraft.



### Table 4 - Monthly number of night time (23:00-07:00) QC2 aircraft movements

| Month | Number of QC2 Aircraft Movements (23:00-07:00) |
|---|---|
| January 2025 | 0 |
| February 2025 | 0 |
| March 2025 | 0 |
| April 2025 | 0 |
| May 2025 | 0 |
| June 2025 | 1 |
| July 2025 | 0 |
| August 2025 | 0 |
| September 2025 | 0 |
| October 2025 | 0 |
| November 2025 | 0 |
| December 2025 | 0 |
| **2025 Total** | **1** |

There was 1 night-time aircraft movement classified as QC 2 in 2025. This comprised 1 departure by a Boeing 767-300. There were no night-time aircraft movements with a QC value of greater than 2 in 2025.

## Appendix 7 - Night Quota

### Table 1 - Night and Early Morning Movements Overview

| | Night Quota Period (23:30-05:59) | | Early morning shoulder (06:00-06:59) |
|---|---|---|---|
| | Movements limited to 9,650 | Quota Count Limited to 3,500 | Movements limited to 7,000 |
| Jan-25 | 483 | 162.75 | 377 |
| Feb-25 | 441 | 145.00 | 348 |
| Mar-25 | 491 | 158.00 | 432 |
| Apr-25 | 816 | 221.88 | 647 |
| May-25 | 957 | 247.75 | 683 |
| Jun-25 | 887 | 236.13 | 644 |
| Jul-25 | 863 | 232.25 | 629 |
| Aug-25 | 828 | 223.13 | 649 |
| Sep-25 | 813 | 211.00 | 617 |
| Oct-25 | 745 | 200.00 | 588 |
| Nov-25 | 173 | 38.50 | 403 |
| Dec-25 | 183 | 41.00 | 439 |
| **Total** | **7,680** | **2117.375** | **6,456** |

### Table 2 - QC Forecast Overview

| | Night Quota Period (23:30-05:59) | Early morning shoulder (06:00-06:59) |
|---|---|---|
| | Movements limited to 9,650 | Movements limited to 7,000 |
| Jan-26 | 580 | 378 |
| Feb-26 | 488 | 357 |
| Mar-26 | 528 | 429 |
| Apr-26 | 808 | 532 |
| May-26 | 1,051 | 710 |
| Jun-26 | 1,044 | 681 |
| Jul-26 | 1,091 | 665 |
| Aug-26 | 1,031 | 669 |
| Sep-26 | 1,017 | 658 |
| Oct-26 | 919 | 596 |
| Nov-26 | 501 | 377 |
| Dec-26 | 553 | 414 |
| **Total** | **9,611** | **6,466** |

### Table 3 - Day and Night Movement Overview

| | Day movements (0700-2259) | Night Movements (2300-0659) | | |
|---|---|---|---|---|
| | Day movements | Night quota period (2330-0559) | Early morning shoulder period (0600-0659) | Total night movements (2300-0659) |
| Departures | 59,326 | 1,567 | 5,911 | 8,060 |
| Arrivals | 58,123 | 6,113 | 545 | 9,267 |
| **Total** | **117,449** | **7,680** | **6,456** | **17,327** |

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.

### Table 4 - Forecast Movement Overview

| | Forecast Total Aircraft Movements |
|---|---|
| Summer Period Daytime (0700-2259) | **62,548** |
| Summer Period Night-time (2300-0659) | **12,280** |
| Forecast QC Annual Usage (2330-0559) | **2,718.375** |



## Appendix 8 - Correlated Noise Events

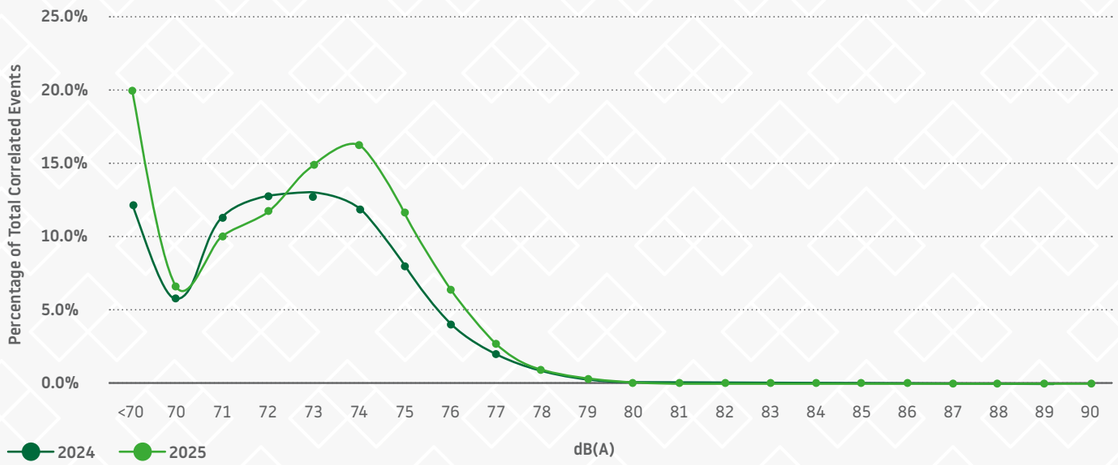
### Table 1 - Daytime and night-time noise events by sound intensity (dB)

| dB (A)* | Daytime | Nightime | Total |
|---|---|---|---|
| <70 | 10,927 | 1,083 | 12,010 |
| 70 | 3,426 | 575 | 4,001 |
| 71 | 5,174 | 841 | 6,015 |
| 72 | 6,112 | 914 | 7,026 |
| 73 | 7,822 | 1,073 | 8,895 |
| 74 | 8,571 | 1,181 | 9,752 |
| 75 | 6,189 | 795 | 6,984 |
| 76 | 3,457 | 411 | 3,868 |
| 77 | 1,430 | 143 | 1,573 |
| 78 | 499 | 31 | 530 |
| 79 | 144 | 6 | 150 |
| 80 | 35 | 3 | 38 |
| 81 | 5 | 1 | 6 |
| 82 | 1 | 0 | 1 |
| 83 | 0 | 0 | 0 |
| 84 | 0 | 0 | 0 |
| 85 | 0 | 0 | 0 |
| 86 | 0 | 0 | 0 |
| 87 | 0 | 0 | 0 |
| 88 | 0 | 0 | 0 |
| 89 | 0 | 0 | 0 |
| 90 | 0 | 0 | 0 |

* Rounded number

### Year on Year Comparison (Total)

Year on year comparison of total noise events



# Appendix 9 - Noise Insulation Update

### Table 1 - Noise Insulation Investment overview

| Total amount invested | £597,376 |
|---|---|
| Number of properties insulated | 148 |
| Number of properties contacted | 794 |

# Appendix 10 - Summer Noise Contours

### 2025 and 2026 summer noise contours

## Introduction

When planning permission was given in 2014 for development at Luton Airport (Application No: 12/01400/FUL) a number of conditions were imposed. Condition 12 required that daytime and night-time contours are produced on an annual basis, for the previous summer period based on actual ATM data, and for the following summer period based on predicted ATM data. The areas of these contours were to be compared to the limits contained in Condition 12. When the subsequent permission was granted for increased passenger throughput at Luton Airport (Application 21/00031/VARCON) a replacement set of conditions were imposed. This permission has now been enacted which means the size of the noise contours at the airport are to comply with Condition 9 of the new permission.

London Luton Airport Operations Limited (LLAOL) have retained Bickerdike Allen Partners LLP (BAP) to produce airborne aircraft noise contours for the 92 day summer period based on the actual movements for 2025 and forecast movements for 2026. These contours provide part of the information required to comply with Condition 9. Also required is information on the actual and forecast aircraft noise movements.

## Contour Production

Aircraft movement data for use in the contour production has been supplied by LLAOL. The 2025 contour production methodology has been updated from that used for the 2024 contours. It retains the inclusion of terrain, and the use of the INM software (Version 7.0d), and custom departure profiles for key aircraft types based on radar data, but the validation has been updated. The validation is now based on measured results from the fixed noise monitors in 2024.

The updated methodology results in contours that are around 3% smaller than those produced using the previous methodology. This is due to a decrease in measured departure noise levels in 2024 compared to those from 2023 which were used for the previous methodology. The update to the methodology is discussed in more detail in BAP note A11640_01_M002_1.0.

The 2026 forecast contours are based on the actual movements in summer 2025 with an allowance for expected summer flights in 2026. Specifically, an 8% increase (676 flights) in movements by the Airbus A321neo and an 8% decrease (455 flights) in movements by the Airbus A319ceo.

## Runway Usage

The 2025 contours are based on the actual runway usage (modal split) in 2025. The 2024 contours, which are included for comparison, are based on the actual runway usage in 2024. The forecast 2026 contours have been produced based on the long term (2021-2025 average) modal split, which is shown in Table 1 along with the values for 2024 and 2025.



### Table 1 - 2024, 2025 and long term summer modal split

| Year | % of Summer Movements | |
|---|---|---|
| | Runway 07 | Runway 25 |
| 2024 Actual | 24% | 76% |
| 2025 Actual | 22% | 78% |
| Average 2021-2025 | 30% | 70% |

## Noise Contour Results

The noise contours for 2025 and 2026 are shown in the attached Figures A11640_01_DR008 to A11640_01_DR011. They are presented at values from 57 to 72 dB LAeq,16h (daytime) and 48 to 69 dB LAeq,8h (night-time). The area of each contour is given in Table 2 (daytime) and Table 3 (night-time).

### Table 2 - Area of daytime summer noise contours 2024, 2025 and 2026 (forecast)

| Contour Value (dB LAeq,16h) | Contour Area ($km^2$) | | |
|---|---|---|---|
| | 2024 | 2025 | 2026 (Forecast) |
| 57 | 15.4 | 15.4 | 15.4 |
| 60 | 8.2 | 8.2 | 8.2 |
| 63 | 4.8 | 4.8 | 4.8 |
| 66 | 2.5 | 2.5 | 2.5 |
| 69 | 1.3 | 1.3 | 1.3 |
| 72 | 0.8 | 0.8 | 0.8 |

### Table 3 - Area of night-time summer noise contours 2024, 2025 and 2026 (forecast)

| Contour Value (dB LAeq,16h) | Contour Area ($km^2$) | | |
|---|---|---|---|
| | 2024 | 2025 | 2026 (Forecast) |
| 48 | 34.7 | 35.1 | 35.8 |
| 51 | 19.8 | 20.0 | 20.2 |
| 54 | 10.7 | 10.9 | 11.1 |
| 57 | 5.9 | 6.0 | 6.1 |
| 60 | 3.3 | 3.4 | 3.5 |
| 63 | 1.6 | 1.7 | 1.7 |
| 66 | 0.9 | 0.9 | 1.0 |
| 69 | 0.6 | 0.6 | 0.6 |

The 2025 57 dB daytime contour is the same size as the equivalent 2024 contour. This is due to an increase in proportion of quieter modernised types in 2025 (41%) compared to 2024 (36%) combined with the updated contour methodology, which offset the increase in daytime movements. The 2025 57 dB LAeq,16h contour area is less than the airports current contour area limit of 21.1 km2.

The 2026 forecast daytime contours remain the same size as those for 2024 and 2025. The 2026 57 dB LAeq,16h contour area is less than the airports current contour area limit of 21.1 km2. The 2025 48 dB night-time contour is around 1% bigger than the equivalent 2024 contour, which is primarily due to an increase in night-time aircraft movements. The 2025 48 dB LAeq,8h contour area is less than the airports current contour area limit of 42.1 km2.

The 2026 forecast night-time contours are larger than those for 2024 and 2025. The 2026 48 dB LAeq,8h contour area is less than the airports current contour area limit of 42.1 km2. The 57 dB LAeq,16h (daytime) noise contours for 2024, 2025 and 2026 are compared in Figure A11640_01_DR012. The daytime contours for all three years are similar in shape. What differences there are arise to the west and south-west of the airport and are primarily due to the different modal splits. Runway 07 was

used by 22% of flights in summer 2025, but the long term average use modelled for 2026 is 30%, resulting in more easterly arrivals but fewer westerly departures. To the east of the airport, more easterly departures have been modelled in 2026 but fewer westerly arrivals, which largely offset each other.

The 48 dB LAeq,8h (night-time) noise contours for 2024, 2025 and 2026 are compared in Figure A11640_01_DR013. The night-time contours for all three years are similar in shape except in the area to the west of airport near Caddington. There the greater proportion of Runway 07 operations modelled for 2026 based on the long term modal split means the contour extends further from the airport.

## Dwelling and Population Counts

An assessment has been carried out of the number of dwellings and the population within the noise contours produced for 2024 and 2025. This has utilised a postcode database supplied by CACI Ltd, specifically the 2024 iteration of the database. Each postcode in the database is described by a single geographical point, and if this point is within a given contour then all of the dwellings and population in the postcode are counted as within the contour. The dwelling and population counts are given in Table 4 and Table 5 for the daytime and nighttime contours respectively. The values in these tables have been rounded to the nearest 50, except where less than 50 when the actual value is given. The 2024 counts given here utilise the latest postcode database, and so may differ from those previously reported.

### Table 4 - Dwelling and population counts for daytime summer noise contours 2024 and 2025

| Contour Value (dB LAeq,16h) | 2024 | | 2025 | |
|---|---|---|---|---|
| | Dwellings | Population | Dwellings | Population |
| 57 | 4,150 | 9,550 | 4,200 | 9,600 |
| 60 | 1,800 | 4,550 | 1,850 | 4,650 |
| 63 | 500 | 1,350 | 650 | 1,700 |
| 66 | 0 | 0 | 2 | 11 |
| 69 | 0 | 0 | 0 | 0 |
| 72 | 0 | 0 | 0 | 0 |

### Table 5 - Dwelling and population countr for night-time summer noise contours, 2024 and 2025

| Contour Value (dB LAeq,16h) | 2024 | | 2025 | |
|---|---|---|---|---|
| | Dwellings | Population | Dwellings | Population |
| 48 | 9,000 | 20,700 | 8,950 | 20,700 |
| 51 | 5,200 | 11,650 | 5,250 | 11,900 |
| 54 | 2,300 | 5,700 | 2,400 | 5,900 |
| 57 | 750 | 2,100 | 800 | 2,150 |
| 60 | 150 | 350 | 150 | 450 |
| 63 | 0 | 0 | 0 | 0 |
| 66 | 0 | 0 | 0 | 0 |
| 69 | 0 | 0 | 0 | 0 |

## Summary

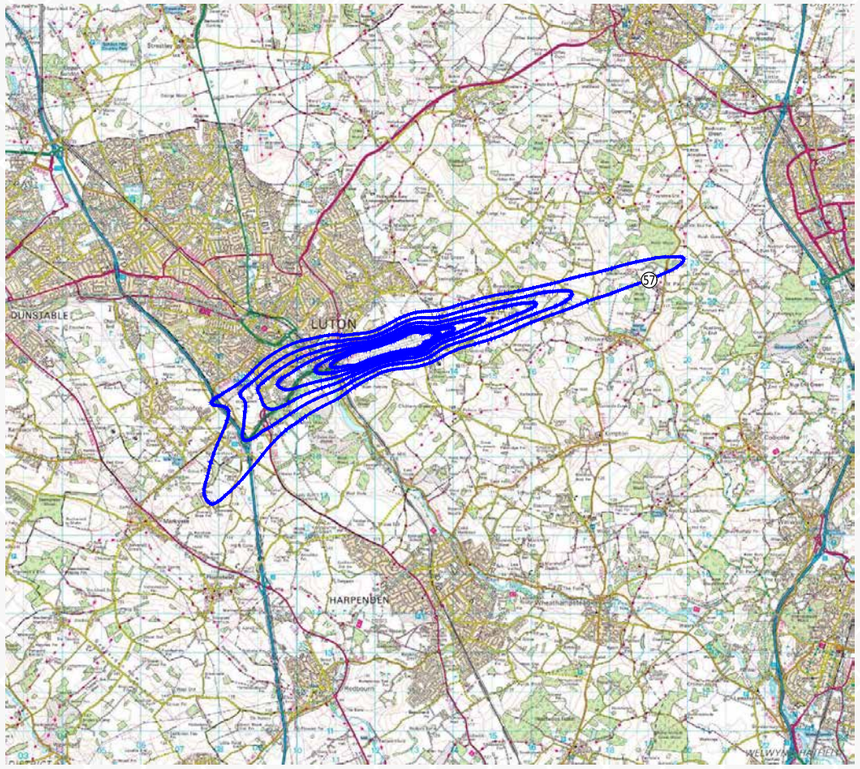
Noise contours have been produced for 2025 based on the actual movements during the summer period, which are the same size as those for 2024. This is due to an increase in the proportion of quieter modernised types combined with the updated contour methodology, which largely offset the increase in aircraft movements in 2025.

Forecast noise contours have also been produced for 2026. The 2026 daytime contours are the same size as those for 2025, while the night-time contours are slightly larger than the 2025 contours. The 2026 57 dB daytime and 48 dB night-time contours are forecast to remain within the corresponding current contour area limits.

Dwelling and population counts for the daytime and night-time contours for both 2024 and 2025 have been determined based on a 2024 postcode database.



### Airborne Aircraft Noise Contours 2025 Summer Actual Daytime






LEGEND:

Noise Contours, 57 to 72 dB $L_{Aeq,16h}$ in 3 dB steps

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Regular Contouring

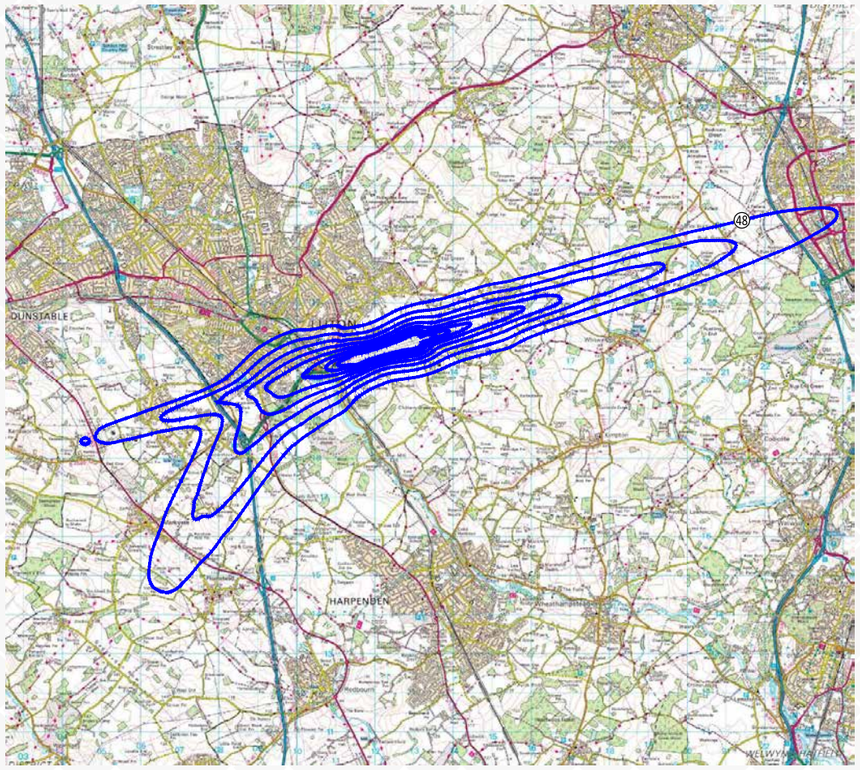
Airborne Aircraft Noise Contours
2025 Summer Actual Daytime

DRAWN: AM CHECKED: DR

DATE: November 2025 SCALE: 1:100,000@A4

FIGURE No: A11640_01_DR008

### Airborne Aircraft Noise Contours 2025 Summer Actual Night-time






LEGEND:

Noise Contours, 48 to 69 dB $L_{Aeq,8h}$ in 3 dB steps

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London Luton Airport
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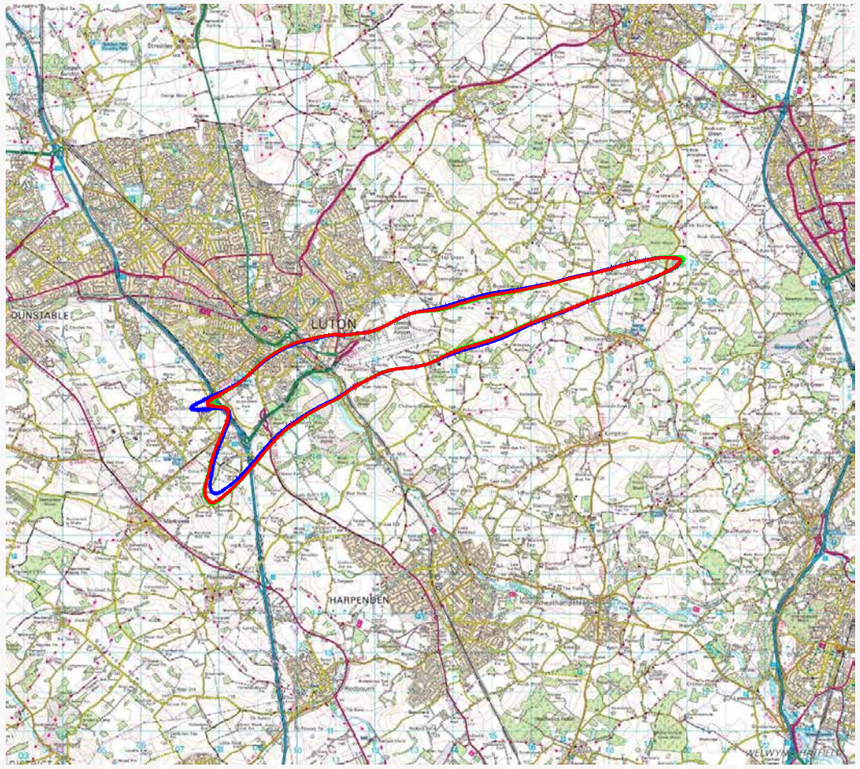
Airborne Aircraft Noise Contours
2025 Summer Actual Night-time

DRAWN: AM CHECKED: DR

DATE: November 2025 SCALE: 1:100,000@A4

FIGURE No: A11640_01_DR009

## Airborne Aircraft Noise Contours Summer Daytime Comparison 2024, 2025 and 2026






LEGEND:

57 dB $L_{Aeq,16h}$ Noise Contours
2024 Actual
2025 Actual
2026 Forecast

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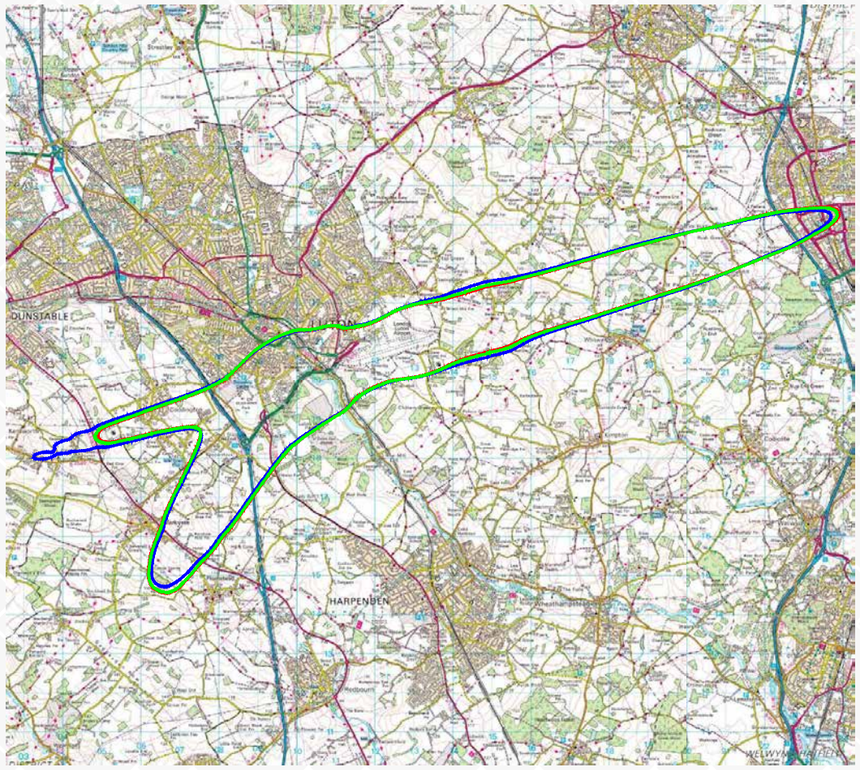
Airborne Aircraft Noise Contours
Summer Daytime Comparison
2024, 2025 and 2026

DRAWN: AM CHECKED: DR

DATE: November 2025 SCALE: 1:100,000@A4

FIGURE No:
A11640_01_DR012

## Airborne Aircraft Noise Contours Summer Night-time Comparison 2024, 2025 and 2026






LEGEND:

48 dB $L_{Aeq,8h}$ Noise Contours
2024 Actual
2025 Actual
2026 Forecast

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Regular Contouring

Airborne Aircraft Noise Contours
Summer Night-time Comparison
2024, 2025 and 2026

DRAWN: AM CHECKED: DR

DATE: November 2025 SCALE: 1:100,000@A4

FIGURE No:
A11640_01_DR013



# Appendix 11 - Annual Noise Contours

## Introduction

London Luton Airport Operations Limited (LLAOL) have retained Bickerdike Allen Partners LLP (BAP) to produce the annual Lden noise contours for 2025. The corresponding annual Lnight noise contours have also been produced. These metrics are central to the airport's Noise Action Plan.

## 2.0 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 for the 2025 quarterly night contours, with terrain data allowed for and the contours produced using the INM software (Version 7.0d) with user-defined profiles for the most common aircraft. 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. This validation update leads to smaller contours as the measured noise levels in 2024 were lower than those in 2023 which were previously the basis, particularly for departures.

## 3.0 Aircraft Movements

The 2025 aircraft movements used for the production of the noise contours as supplied by LLAOL are summarised and compared with those for 2024 in Table 1 below. Only aircraft types with at least 50 annual movements in either year have been presented. For aircraft types with fewer than 50 annual movements 'n/a' is shown and any movements by them are grouped together in the "Other" category.

### Table 1 - Annual aircraft movement numbers by INM aircraft type

| INM Aircraft Type | Day | | Evening | | Night | |
|---|---|---|---|---|---|---|
| | 2024 | 2025 | 2024 | 2025 | 2024 | 2025 |
| 1900D | 337 | 190 | 43 | 29 | 23 | 9 |
| 737300 | n/a | 46 | n/a | 23 | n/a | 13 |
| 737700 | 138 | 138 | 34 | 32 | 21 | 8 |
| 737800 | 7,044 | 7,093 | 1,948 | 1,757 | 936 | 767 |
| 737800 (max) | 4,583 | 5,316 | 1,076 | 1,249 | 1,109 | 1,310 |
| 757RR | 30 | 6 | 3 | 5 | 948 | 749 |
| 767300 | n/a | 88 | n/a | 3 | n/a | 3 |
| A300-622R | 706 | 754 | 95 | 98 | 332 | 276 |
| A319-131 (ceo) | 11,933 | 12,039 | 3,973 | 3,675 | 1,806 | 1,875 |
| A320-211 (ceo) | 12,418 | 10,700 | 6,173 | 4,237 | 1,762 | 1,451 |
| A320-211 (neo) | 10,683 | 11,559 | 2,657 | 3,178 | 3,189 | 3,247 |
| A321-232 (ceo) | 3,767 | 3,220 | 1,616 | 1,362 | 458 | 136 |
| A321-232 (neo) | 15,129 | 18,567 | 3,975 | 6,021 | 5,133 | 5,912 |
| BEC58P | n/a | 32 | n/a | 13 | n/a | 19 |
| CIT3 | 80 | 120 | 12 | 13 | 2 | 1 |
| CL600 | 972 | 753 | 135 | 117 | 47 | 30 |

| INM Aircraft Type | Day | | Evening | | Night | |
|---|---|---|---|---|---|---|
| | 2024 | 2025 | 2024 | 2025 | 2024 | 2025 |
| CL601 | 2,648 | 3,212 | 444 | 484 | 122 | 145 |
| CNA208 | 365 | 359 | 72 | 86 | 71 | 77 |
| CNA500 | 136 | 69 | 16 | 5 | 1 | 2 |
| CNA510 | 176 | 200 | 27 | 22 | 12 | 7 |
| CNA525C | 1,768 | 1,744 | 243 | 242 | 66 | 42 |
| CNA55B | 925 | 868 | 136 | 158 | 26 | 33 |
| CNA560U | 73 | 80 | 7 | 8 | 10 | 12 |
| CNA560XL | 1,940 | 1,805 | 221 | 192 | 53 | 48 |
| CNA680 | 1,185 | 1,154 | 165 | 153 | 27 | 36 |
| CNA750 | 1,123 | 1,148 | 157 | 142 | 36 | 27 |
| EMB145 | 1,243 | 1,081 | 223 | 193 | 63 | 61 |
| EMB170 | 37 | n/a | 21 | n/a | 12 | n/a |
| EMB190 | 209 | 214 | 54 | 37 | 10 | 15 |
| F10062 | 1,123 | 1,046 | 256 | 238 | 122 | 112 |
| GIV | 396 | 481 | 117 | 92 | 50 | 38 |
| GV | 6,690 | 6,757 | 1,449 | 1,556 | 813 | 777 |
| IA1125 | 61 | 46 | 7 | 8 | 6 | n/a |
| LEAR35 | 362 | 356 | 77 | 61 | 25 | 28 |
| MU3001 | 137 | 101 | 29 | 17 | 6 | 2 |
| Other | 275 | 213 | 42 | 39 | 44 | 16 |
| **Total** | **88,692** | **91,555** | **25,503** | **25,545** | **17,341** | **17,284** |

The actual runway used by each movement during the individual day, evening and night periods of 2025 has been allowed for in the preparation of the contours. Table 2 summarises the overall percentage of modelled movements using each runway, combining arrivals and departures over the full year, and compares it with the runway usage in 2024.

### Table 2 - Actual annual runway useage (percentage of total movements)

| Runway End | 2024 | 2025 |
|---|---|---|
| 08 | 29% | 36% |
| 26 | 71% | 64% |



## Noise Contour Results

The resulting noise contours are shown in the attached Figures A11640_01_DR014 and A11640_01_DR015. They are presented at values from 55 to 75 dB(A) Lden and 48 to 66 dB(A) Lnight. Comparisons between the 2025 and the 2024 noise contours are shown in the attached Figures A11640_01_DR016 and A11640_01_DR017 at 55 dB(A) Lden and 48 dB(A) Lnight respectively. The areas, population and dwelling counts relating to each noise contour are given in Table 3 for Lden and Table 4 for Lnight, where they are compared with the values for 2024.

### Table 3 - Contour areas and population & dwellings within contours - Lden

| Contour Value (dB(A) Lnight) | Contour Area (km2) | | Population [1] | | Dwellings [2] | |
|---|---|---|---|---|---|---|
| | 2024 | 2025 | 2024 | 2025 | 2024 | 2025 |
| 55 | 36.6 | 36.4 | 20,300 | 20,300 | 8,650 | 8,600 |
| 60 | 14.2 | 13.8 | 8,000 | 7,300 | 3,500 | 3,050 |
| 65 | 5.3 | 5.2 | 1,800 | 1,400 | 700 | 550 |
| 70 | 1.8 | 1.7 | <100 | 0 | <50 | 0 |
| 75 | 0.7 | 0.7 | 0 | 0 | 0 | 0 |

## Noise Contour Comparison

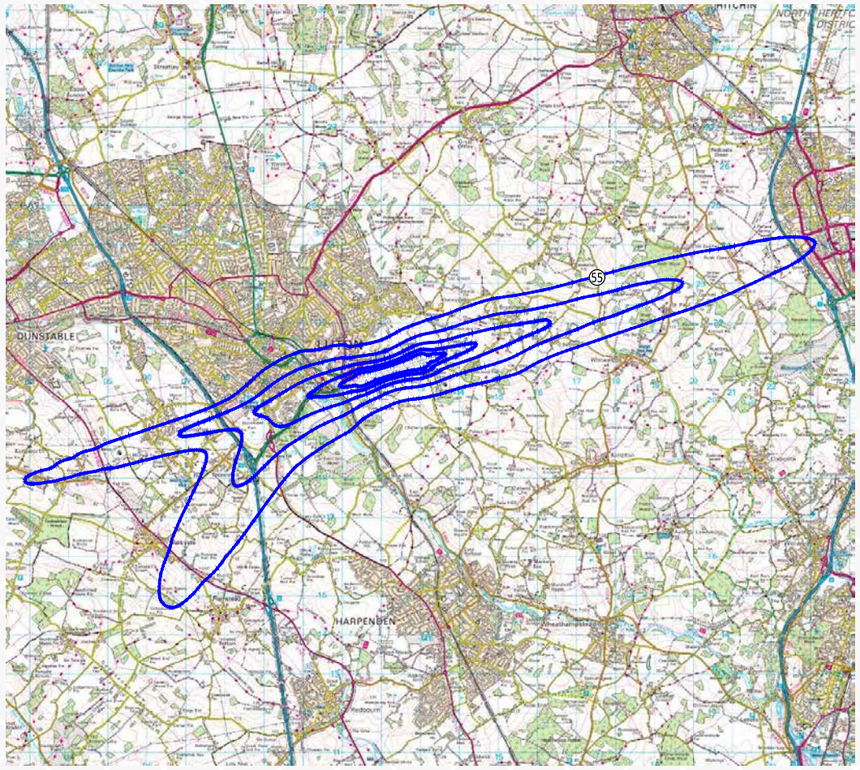
The total number of annual movements increased slightly in 2025 compared to 2024, although the number of night movements remained very similar. The annual number of movements remains around 5% lower than occurred pre-pandemic in 2019. The annual fleet mix in 2025 is broadly similar to that in 2024, with Airbus and Boeing passenger jets making up the majority of the movements in both years. The proportion of movements performed by quieter modernised aircraft increasing, from 46% in 2024 to 53% in 2025.

As can be seen from Table 3 and Table 4, the areas of the Lden and Lnight contours have decreased. This is due to the greater use of quieter modernised aircraft and the update of the contour validation, which in the case of the Lden contours more than offsets the slight increase in daytime movements. The decrease in the area of the 2025 contours compared to 2024 can be seen in figures A11640_01_DR016 & 017, which compare the 55 dB Lden and 48 dB Lnight contours respectively. The shape of the contours has also changed due to the greater use of Runway 08 in 2025, resulting in contours that are longer to the west, but shorter to the east and south-west. The population and number of dwellings within the contours have also generally decreased, due to the smaller contour areas and their change in shape.

### Table 4 - Contour areas and population & dwellingd whtin contours - Lnight

| Contour Value (dB(A) Lnight) | Contour Area (km2) | | Population [1] | | Dwellings [2] | |
|---|---|---|---|---|---|---|
| | 2024 | 2025 | 2024 | 2025 | 2024 | 2025 |
| 48 | 30.0 | 28.9 | 17,400 | 15,800 | 7,500 | 6,900 |
| 51 | 16.8 | 16.2 | 9,800 | 9,100 | 4,300 | 3,950 |
| 54 | 8.8 | 8.6 | 4,700 | 4,400 | 1,900 | 1,750 |
| 57 | 5.1 | 5.0 | 1,800 | 1,300 | 650 | 500 |
| 60 | 2.8 | 2.7 | <100 | <100 | <50 | <50 |
| 63 | 1.4 | 1.3 | 0 | 0 | 0 | 0 |
| 66 | 0.8 | 0.8 | 0 | 0 | 0 | 0 |

## Airborne Aircraft Noise Contours 2025 Lden Based on Annual Aircraft Movements






LEGEND:

Noise Contours,
55 to 75 dB $L_{den}$ in 5 dB steps

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London Luton Airport
Annual Contouring

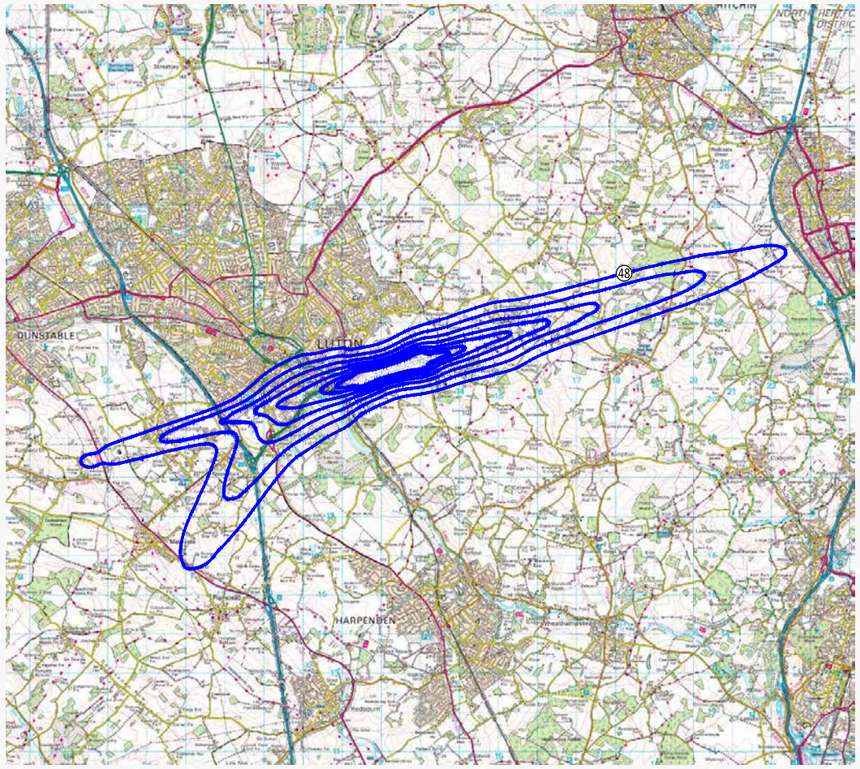
Airborne Aircraft Noise Contours
2025 $L_{den}$
Based on Annual Aircraft Movements

DRAWN: AS CHECKED: DR

DATE: February 2026 SCALE: 1:100000@A4

FIGURE No:
A11640_01_DR014

## Airborne Aircraft Noise Contours 2025 Lnight Based on Annual Aircraft Movements






LEGEND:

Noise Contours,
48 to 66 dB $L_{night}$ in 3 dB steps

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London Luton Airport
Annual Contouring

Airborne Aircraft Noise Contours
2025 $L_{night}$
Based on Annual Aircraft Movements

DRAWN: AS CHECKED: DR

DATE: February 2026 SCALE: 1:100000@A4

FIGURE No:
A11640_01_DR015



## Contouring Methodology Update

### Introduction

Since 2012, London Luton Airport Operations Limited (LLAOL) have retained Bickerdike Allen Partners LLP (BAP) to produce quarterly night noise contours in accordance with the Night Noise Policy.

The contouring methodology uses the Federal Aviation Administration's (FAA) prediction program, the Integrated Noise Model (INM), and the actual number and mix of aircraft during the quarter, which is supplied by the airport. The methodology is reviewed periodically to ensure that the accuracy of the contours is maintained. A review has recently been completed resulting in the 2026 methodology, which will be used for all 2026 contours. Compared to the previous (2025) methodology, the key change is the routine update so that it is based on the most recent annual set of measured results from the airport's noise and track keeping (NTK) system, i.e. now those for the calendar year of 2025. Sections 2.0 to 7.0 describe the main assumptions used in the modelling and highlight the changes from the previous methodology. Section 8.0 assesses the effect of the methodology update by comparing contours for the first quarter of 2026 produced using both methodologies.

### 2.0 Software

The 2025 contours were produced using INM version 7.0d, which was released on 30th May 2013. This has been replaced by the FAA with the Aviation Environmental Design Tool (AEDT) as of May 2015. Until this new software has been fully trialled and validated for use at Luton Airport, the earlier INM software has continued to be used.

### Arrival And Departure Tracks

Arrivals are modelled as straight approaches, along the runway centreline. Departure tracks are based on the published Standard Instrument Departures (SIDs) as given in the UK Aeronautical Information Publication (AIP). From runway 07 there are three modelled initial departure tracks; one to Rodni, one to Olney, and one to Match/Detling. From runway 25 there are four; these are to the same set of destinations, however the route to Match/Detling has an additional track for the RNAV version of the route. The majority of aircraft use the RNAV version of the route. The movement data supplied by the airport gives details of the specific departure tracks used.

### 4.0 Local Terrain

Local terrain has been included in the model, as it was in the previous methodology.

### 5.0 Departure Profiles

Custom departure profiles are used to model the key aircraft types, specifically the Airbus A319ceo, A319neo, A320ceo, A320neo, A321ceo, A321neo, and the Boeing 737-800 and 737 MAX 8. These custom profiles are based on radar data from the airport's NTK system for 2021, and are the same as those used in the 2025 methodology. For the other aircraft types, the standard INM departure profiles have been used.

Based on information provided by LLAOL, westerly departures to short haul destinations and all easterly departures are modelled as performing intersection takeoffs. Westerly departures to long haul destinations are modelled as using the full runway length.

### 6.0 Stage Length

In the INM software, departure profiles and weights are determined by the stage length parameter, which categorises aircraft based on the distance to their destinations. Destination information has been used to determine departure weights, as was the case in the previous methodology.

### Update of Validation

The validation exercise undertaken by BAP has been updated so that it is based on the most recent set of annual measured results from the airport's NTK system. For the most common and loudest aircraft types the previous validation exercise, which used 2024 measured data, has been updated based on measured results in 2025.

Flights longer than 1,500 nm have been modelled as performing full length departures from Runway 25. Those flying shorter stage lengths and all Runway 07 departures have been modelled as performing intersection departures. For most aircraft they perform relatively few of these longer flights, however for certain types they are relatively common. This prevalence of longer flights is the case for the Airbus A320ceo, A320neo, A321neo, the Boeing 737-800 and 737 MAX 8. For these types the short haul and long haul departures have been validated separately.

Jet2 have started operating the Airbus A321neo at the airport. The Jet2 aircraft are fitted with engines made by CFM, whereas most of the A321neo aircraft operated by other airlines at Luton are fitted with engines made by Pratt & Whitney (P&W). Measurements indicate that the CFM engined aircraft are generally slightly quieter than those with the P&W engine, therefore the aircraft with the two engine types have been validated separately. The measured sound exposure levels (SELs) obtained for six of the key aircraft types operating at Luton Airport, from the fixed Noise Monitoring Terminals (NMTs) in 2024 and 2025, are shown in Table 1. These are the averages of hundreds or in some cases thousands of results for each operation. For most types the departure noise levels are only for those to destinations under 1,500 nm away, the exception is the Airbus A321ceo data which includes the results for destinations over 1,500 nm.

For the validation itself the average at each individual monitor is considered, and the validation attempts to achieve the best fit with the results. In this it is considered that the results from NMT 3, due to its historic proximity to the motorway, were likely to overstate the aircraft noise, particularly for quieter types.

NMT3 was relocated further from the motorway towards the end of the 2025. This is expected to result in a better correlation rate for quieter types and therefore more representative average noise measured noise levels. As this monitor was only relocated near the end of the year, the results for NMT3 for this validation are based only on the period before it was moved. Next year's validation will allow for the new NMT3 location, based on a full year of measured data.

**Table 7 - Comparison of night time noise contour areas**

| Aircraft Type | Operation | Movement-Weighted NMT Noise Level, SEL dB(A)[2] | | |
|---|---|---|---|---|
| | | 2024 Average | 2025 Average | Validated INM Prediction |
| Airbus A320ceo | Arrival | 85.1 | 84.8 | 85.0 |
| | Departure | 83.8 | 83.9 | 83.6 |
| Airbus A320neo | Arrival | 84.2 | 83.8 | 84.2 |
| | Departure[3] | 80.0 | 80.6 | 80.7 |
| Airbus A321ceo[1] | Arrival | 85.0 | 84.6 | 84.8 |
| | Departure | 85.4 | 85.5 | 85.8 |
| Airbus A321neo P&W | Arrival | 84.6 | 84.3 | 84.3 |
| | Departure[3] | 82.8 | 83.2 | 83.2 |
| Airbus A321neo CFM | Arrival | - | 83.5 | 83.3 |
| | Departure[3] | - | 81.8 | 81.9 |
| Boeing 737-800 | Arrival | 86.2 | 85.9 | 86.0 |
| | Departure | 85.5 | 85.3 | 85.6 |
| Boeing 737 MAX 8 | Arrival | 85.1 | 84.7 | 85.0 |
| | Departure | 82.2 | 82.1 | 81.9 |

[1] Allows for all departures including those >1,500 nm
[2] Only NMT1 results used for arrivals. NMT10/NMT8 and NMT3 given half weighting as each aircraft movement typically results in 2 measured noise events
[3] NMT3 results excluded due to low correlation rate



The average measured arrival noise levels in 2025 are similar to those measured in 2024 for all six aircraft types, the CFM engine variant of the A321neo did not start operating until 2025 hence there are no measured levels for 2024. The arrival noise levels have generally decreased from 2024 to 2025, by around 0.4 dB on average. The departure noise levels for the Airbus types have increased slightly from 2024 to 2025, by around 0.3 dB on average; whereas the departure noise levels for the Boeing types have decreased by around 0.2 dB on average. Due to the measured noise level changes, the validation has been updated to for some of these types. The updated validated predicted levels are given in Table 1. These show good agreement between the modelled noise levels and 2025 measured noise levels with all differences being small, at less than 1 dB.

Aside from these key types, changes have also been made to the modelled arrival and departure noise levels for the Bombardier Global Express, which have decreased slightly due to the decrease in the average measured noise levels for this type.

The Bombardier Challenger 350 and Global 7000 have been newly validated in 2026, due to an increase in movements by these types.

## Contour Comparison

The contours for the first quarter of 2026 have been computed using both methodologies and are compared in Figure 01. 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 areas of all the contours are given in Table 2.

**Table 8 - Comparison of night time noise contour area**

| Contour Value (dB LAeq,8h) | Jan – Mar 2026 Contour Area (km2) | | |
|---|---|---|---|
| | 2025 Methodology | 2026 Methodology | Change (%)[1] |
| 48 | 17.8 | 17.8 | + <1% |
| 51 | 9.7 | 9.7 | + <1% |
| 54 | 5.7 | 5.7 | + <1% |
| 57 | 3.3 | 3.3 | + <1% |
| 60 | 1.6 | 1.6 | + <1% |
| 63 | 0.9 | 0.9 | + <1% |
| 66 | 0.6 | 0.6 | + <1% |
| 69 | 0.4 | 0.4 | + <1% |
| 72 | 0.2 | 0.2 | + <1% |

[1] Percentage change based on unrounded

As can be seen from Figure 01, the methodology update results in very little change in the area of the noise contours. As noted in Table 2 all the changes are less than 1% overall. contour areas.

# Appendix 12 - Noise Action Plan 2025 Update

## Table 1 - Operational Procedures

| Ref: | Action | Impact | Timescale | Performance Indicator | Numbers Affected | Target | Progress in 2025 |
|---|---|---|---|---|---|---|---|
| 1.1 | Reduce the Maximum Noise Violation limits (NVL) for departing aircraft and review the charges to ensure it remains effective in seeking to reduce departure noise. | Departure Noise | 2025 | Reduction of NVL'S. | Residents within and beyond 55db Lden | Reduce NVLs to 79dB during the day time by 2026 and 78dB during the night time by 2025. | Work underway with operators to reduce NVL. Came into effect from March 2025. |
| 1.2 | We will work with our airline partners to maintain performance relating to Continuous Decent Operations (CDO) to minimise noise impact to the communities below. | Arrival Noise | Ongoing | CDO compliance | Residents within and beyond 55db Lden | Maintain 95% compliance | 2025 CDO performance was 93%. |
| 1.3 | We will work with neighbouring airports, ACOG and stakeholders to submit an airspace change proposal as part of FASI-S, in line with the airspace modernisation strategy. | Departure and Arrival Noise | 2028 | FASI-S airspace change proposal | Residents within and beyond 55db Lden | Submit a FASI-S airspace change proposal by 2025/ 2026 and implement by 2028 (Subject to CAA approval). | LLA continued to work with neighbouring airports. Also new government initiative consultation on UKADS took place, which LLA engaged with. |
| 1.4 | We will partner with a UK university to explore, through research, feasible ways in which noise can be reduced at Luton. | Arrivals, departures and ground noise | 2026 | Partnership with university | Residents within and beyond 55db Lden | Partner with university by 2027 and trial suggested changes based on research. | LLA developed a Memorandum of Understanding with Cranfield University in 2024. |
| 1.5 | Continue to promote the arrivals and departures code of practice, working with our airline partners to review with feasible initiatives. | Arrivals, departures and ground noise | 2024-2028 | Minutes of Flight Operations committee (FLOPC) meetings. | Residents within 55db Lden | To review the ACOP and DCOP bi-annually. | Engagement with operators continued in 2025, ACOP and DCOP updated and published in 2025 |
| 1.6 | Continue to promote and encourage the use of single engine taxi procedures at London Luton Airport, through airfield points of engagement. | Ground Noise | Ongoing | Visual Monitoring on airfield | Residents within and beyond 65db Lden | Increase the number of points of engagement each year, with at least 80% of operators detailed in their SOPs. | Engagement with operators took place in 2025. Operator Survey Planned for early 2026. |
| 1.7 | We will work with our airline partners to promote and encourage the delayed landing gear deployment and explore ways to measure and automate reporting in relation to landing gear deployment. | Arrival Noise | Ongoing | Minutes of FLOPC meetings | Residents within and beyond 55db Lden | Deployment of landing gear monitoring system by the end of 2027 (if feasible). | Engagement with operators took place in 2025, Operator survey will specifically cover this topic. |
| 1.8 | Work with our partners with Sustainable Aviation we will challenge current operational procedures to ensure best practice. | Departure/ Arrival Noise | Ongoing | Minutes of Sustainable Aviation meetings | Residents within and beyond 55db Lden | To review procedures bi-annually in line with Sustainable Aviation best practice. | LLA regularly engages with Sustainable Aviation regarding noise. |
| 1.9 | We will investigate the implementation of the low noise arrival metric (CAP 2302) at Luton and consider this in future airspace changes. | Arrival Noise | 2024 | Evidence of review | Residents within and beyond 55db Lden | To explore opportunities and make appropriate changes (if feasible). | Study undertaken in 2025, results due to be published early 2026. |
| 1.10 | We will work with our airline partners to improve performance relating to off track aircraft to minimise noise impacts to the communities below. | Departure Noise | Ongoing | Track keeping performance | Residents within and beyond 55db Lden | To achieve 99.8% compliance by 2025. | LLA's track keeping performance in 2025 was 99.7%. |
| 1.11 | We will explore opportunities to increase the vectoring release altitude for each of the departing noise preferential routes (NPR's). | Departure Noise | 2024 | Evidence of review | Residents within and beyond 55db Lden | To review vectoring release altitude by 2025 and implement any changes by 2027. | Study undertaken in 2025, results due to be published early 2026. |
| 1.12 | We will survey airlines to understand best practice relating to reducing noise and encourage continuous improvement. | Arrivals, departures and ground noise | 2025 | Evidence of Survey | Residents within and beyond 55db Lden | To conduct a survey by 2026 and share best practise with stakeholders by 2027. | Operator Survey planned for early 2026. |

## Table 2- Quieter Aircraft

| Ref: | Action | Impact | Timescale | Performance Indicator | Numbers Affected | Target | Progress in 2025 |
|---|---|---|---|---|---|---|---|
| 2.1 | We will continue to work with our Airlines Partners to achieve the voluntary phase out of aircraft that are Chapter 3 or below, to encourage the introduction of quieter aircraft. | Departures/ Arrival and ground noise | 2027 | % of Chapter 4 aircraft. | Residents within and beyond 55db Lden. | 100% Chapter 4 by 2027 and 75% Chapter 14 by 2028 | In 2025 chapter 4 and 14 aircraft made up 95% and the number of new generation (NEO/Max aircraft). |
| 2.2 | We will continue review our landing charges annually and incentivise airlines to adopt the use of the quietest aircraft at London Luton Airport e.g. Airbus NEO, Boeing and Max. | Departures/ Arrival and ground noise | Ongoing | Publication of Charges and Conditions of use | Residents within and beyond 55db Lden. | To increase the number of Chapter 14 aircraft at LLA | This continues to be something we are actively working on with operators through the slot process. |
| 2.3 | We will support our airlines partners to transition to next generation aircraft (after NEO's and MAX), through noise trials at LLA should these aircraft be operational in the lifetime of this Noise Action Plan. | Departures/ Arrival and ground noise | 2028 | Trial of next generation aircraft at LLA | Residents within and beyond 55db Lden. | To engage with operators and manufacturers to support transition to next generation aircraft. | Work continued in 2025 to understand what generation aircraft would be available (after NEO's and Max). |
| 2.4 | We will continue to voluntarily ban QC2 aircraft during the night time period (2300hrs - 0700hrs). | Departures/ Arrival and ground noise | Ongoing | Annual Monitoring of night time QC usage | Residents within and beyond 48db Lden. | To ensure no QC2 operations occur during the night time period. | **There was one QC2 movements during the night period in 2025.**** |

**During 2025 there was a single occurrence of a night-time movement of an aircraft with a QC value of 2. That movement involved the departure of a Boeing 767-300 cargo aircraft. The aircraft had had a technical issue, which had prevented it departing the airport at its scheduled departure time during the day-time period. As a one-off exception, LLA's Operational Control Centre approved the departure of that aircraft during the night-time period to avoid severe stand congestion on the cargo apron, which would have prevented other inbound aircraft from landing at the airport. There were no night-time aircraft movements with a QC value greater than 2 in 2025.

## Table 3- Operational Restrictions

| Ref: | Action | Impact | Timescale | Performance Indicator | Numbers Affected | Target | Progress in 2025 |
|---|---|---|---|---|---|---|---|
| 3.1 | We will operate within our consented night movement caps. | Night Noise | Ongoing | Annual monitoring of night time movements | Residents within and beyond 48db Lnight | To operate within our consented limits | LLA operated within limits. |
| 3.2 | We will review and reduce our annual night time QC in line with the consented limits. | Night Noise | Ongoing | Annual monitoring of night time QC | Residents within and beyond 48db Lnight | To operate within our consented limits | LLA operated within limits. The QC usage has considerably reduced in recent years and as of Q4 2025 it was already under the consented 2028 limit of 2,800. |
| 3.3 | We will operate within our consented contour area limits. | Day and Night Noise | Ongoing | Annual monitoring of noise contours | Residents within and beyond 55db Lden (Day, evening, night) | To operate within our consented limits | LLA operated within limits. |
| 3.4 | To review LLA's noise contour reduction strategy and explore any new initiatives which could minimise the noise disturbance to local communities. | Arrivals/ Departure Ground noise | Ongoing | Evidence of review | Residents within and beyond 55db Lden (Day, evening, night) | To review LLA's noise contour reduction strategy and explore suitable new initiatives which could minimise the noise disturbance to local communities. | In 2024, a new noise contour reduction strategy was approved by LLA's local planning authority. |
| 3.5 | In order to minimise ground noise, we will monitor and enforce restrictions around the use of aircraft Auxillary Power Unit's (APU's). | Ground Noise | Ongoing | Number of points of engagement carried out | Residents within 65db Lden (Day, evening, night) | Increase the number of points of engagement with operators each year on APU usage. | Engagement continued with operators in 2025. Work continues into 2026. |
| 3.6 | In order to minimise ground noise, particularly at night, we will restrict the permitted hours for engine testing to day time periods only. | Ground Noise | Ongoing | Log of engine testing | Residents within and beyond 48db Lnight | Restrict engine testing for aircrafts to the day time period only, report annually any instances of testing during the night. | No engine testing took place in 2025 during the restricted night period. |

| Ref: | Action | Impact | Timescale | Performance Indicator | Numbers Affected | Target | Progress in 2025 |
|---|---|---|---|---|---|---|---|
| 3.7 | To review the visual reference points around Luton and the helicopter departure procedure | Arrivals/ Departure Ground noise | 2026 | Reporting on a quarterly basis, helicopter compliant data. | Residents within 65db | Minimise disturbance to communities who are overflown currently by helicopters | Work not started in 2025. Target date for this action is 2026, will for part of 2026 planned works. |

## Table 4- Land-use and Planning & Mitigation

| Ref: | Action | Impact | Timescale | Performance Indicator | Numbers Affected | Target | Progress in 2025 |
|---|---|---|---|---|---|---|---|
| 4.1 | We will install acoustic insulation in eligible properties as part of our residential and non-residential Noise Insulation Schemes. | Ground/ Departure/ Arrival Noise | Ongoing | Noise Insulation update in annual reporting. | Residents within eligible noise contours | Continue to insulate those properties which are eligible. | 148 Properties were insulated in 2025. |
| 4.2 | We will continue to carry out surveys to those property owners that have has insulation installed as part of the NIS, to measure the levels of satisfaction with the scheme. | Ground/ Departure/ Arrival Noise | Ongoing | Survey results | Residents within eligible noise contours | Conduct annual survey of insulated properties. Report results of survey to Noise Insulation Sub-Committee | Satisfaction surveys were sent to properties insulated in 2025. |
| 4.3 | Through the Airspace Change Process we will ensure areas identified as 'Quiet areas' are preserved as far as possible. 'Quiet Areas' will be defined and assessed as per UK government legislation. | Ground/ Departure/ Arrival Noise | Ongoing | Stages in CAP1616 process | Residents within and beyond 55db Lden. | Preserve quiet areas through Airspace Change Process as far as possible | Work in progress through airspace change process. A new process; UKADS was announced in 2025 and we will continue to work in 2026 as to what this means for future airspace changes and updates. |
| 4.4 | We will work with local authorities to raise awareness of the impacts of siting new developments that may be affected by aircraft noise. | Ground/ Departure/ Arrival Noise | Ongoing | Engagement with local authorities. | N/A | Increase awareness for local authorities through engagement. | Work ongoing in 2025. |
| 4.5 | We will develop an airport information pack to supply to local estate agents with information regarding LLA's operations. | Ground/ Departure/ Arrival Noise | 2026 | Information pack developed and circulated to local estate agents | N/A | Information pack to be developed and circulated by 2027 | Work not started in 2025. Target date for this action is 2026, will for part of 2026 planned works. |
| 4.6 | We will develop a vortex damage repair scheme to repair roofs that have been damaged by aircraft vortices (subject to eligibility criteria). | Arrivals and Departures routes | 2024 | Evidence of scheme in place | Residents within and beyond 55db Lden. | Develop vortex damage repair scheme by 2025. | Project delayed from 2024, started in 2025 and planned publish is Q1 2026. One claim for vortex damage in 2025. |
| 4.7 | We will conduct a review of the locations of our fixed noise monitoring terminals and increase or relocate where necessary. (Note. this action is dependant upon completion of Action 1.3 Airspace modernisation). | Community Relationship | 2028 | Evidence of review | N/A | Conduct review by 2029 | NMT3 was relocated in Nov 2025, further away from the M1 motorway in order to improve aircraft recordings. This is also a more sustainable monitor as it is solar powered. |

## Table 5 - Local Community

| Ref: | Action | Impact | Timescale | Performance Indicator | Numbers Affected | Target | Progress in 2025 |
|---|---|---|---|---|---|---|---|
| 5.1 | Carry out biannual surverys of local communities to seek feedback on our approach to noise management and our complaints service for continual improvement and to offer the ability for local communities to help shape the future of noise controls. | Community relationship | Ongoing | Results of survey | N/A | Carry out next survey by 2025 and set improvements in 2026 | Project started in 2025 and expected to launce Q1 2026 and set improvements bt end of 2026. |
| 5.2 | We will improve communications through continuing our community newsletter (inform) and reports. | Community relationship | Ongoing | Evidence of community newsletter and reports on website. | N/A | Publish newsletter quarterly | Inform not published in 2025, we are looking at further ways to communicate with the community |

| Ref: | Action | Impact | Timescale | Performance Indicator | Numbers Affected | Target | Progress in 2025 |
|---|---|---|---|---|---|---|---|
| 5.3 | We will engage with local stakeholders regarding the initatives the Flight Operations team continue to work on. This includes Aircraft Noise and Airspace Modernisation. | Community relationship | Ongoing | Evidence in QMR | N/A | Meet with at least 5 stakeholders per year | 3 engagement sessions held during 2025. 33 appoinments made for public surgeries of which 31 were attended. |
| 5.4 | We will regularly organise public surgeries in locations surrounding the airport for community members to visit and speak to airport employees about noise management. | Community relationship | Ongoing | Evidence in QMR and AMR | N/A | Organise and attend at least 6 public surgery drop in events each year | 3 public surgeries held in 2025. |
| 5.5 | We will log enquiries and complaints relating to airport operations in accordance with our noise complaints policy and publish complaint statistics in our QMR & AMR. | Community relationship | Ongoing | Evidence in QMR and AMR | N/A | Regularly publish statistics in monitoring reports on quarterly and annual basis | Complaint data logged and published in quarterly flight operations reports. |
| 5.6 | We will annually monitor the Noise Action Plan (NAP) actions with LLACC and where we recognise that further improvements can potentially be achieved; we will look to address it. | Community relationship | Ongoing | Evidence in AMR | N/A | Publish NAP update in the AMR annually | NAP progress published in Sustainability Report in 2025. |
| 5.7 | We will give the public access to our online noise and track monitoring system and work with the supplier to enhance future functionality. | Community relationship | Ongoing | Evidence of flight tracking website. | N/A | Maintain and enhance functionality of flight tracking website.. | TraVis was maintained during 2025 and upgraded in November 2025 to improve customer experience. |
| 5.8 | We will divert all money raised from noise and track violations charge schemes into the Community Trust Fund (CTF). | Community relationship | Ongoing | Evidence in annual community strategy and AMR | N/A | Annually publish the amount of money diverted to the CTF | £55,000 collected in Noise and track violations in 2025, diverted to Community Trust Fund. |
| 5.9 | We will produce and publish Quarterly Monitoring reports to inform stakeholders of performance trends and noise management at London Luton Airport. | Community relationship | Ongoing | QMR published on website | N/A | Publish reports on our website at earliest opportunity each quarter. | Quarterly Reports published on LLA's website. |



| Ref: | Action | Impact | Timescale | Performance Indicator | Numbers Affected | Target | Progress in 2025 |
|---|---|---|---|---|---|---|---|
| 5.10 | We will arrange biannual Airspace and Noise engagement weeks in partnership with NATS, ACOG and our airlines for our local stakeholders. | Community relationship | 2024 | Evidence in AMR. | N/A | To complete and host the Noise and Airspace week in biannually | Airspace and Noise week hosted in 2024, planned for 2026 |
| 5.11 | We will continue to produce and publish an annual report to inform stakeholders of performance trends and noise management at London Luton Airport | Community relationship | Ongoing | Evidence of Noise and Airspace week. | N/A | Publish AMR on our website by 31st May each year | Annual Sustainability Report published in 2025. |
| 5.12 | We will engage proactively with LLACC and NTSC to identify initiatives which will help minimise noise in our local community. | Community relationship | Ongoing | Minutes of meetings. | N/A | Meet with LLACC and NTSC every 3 months | Meetings attended with LLACC and NTSC. |
| 5.13 | We will collaborate with our Flight Operations Committee (FLOPC) to determine new initiatives to reduce noise. | Community relationship | Ongoing | Minutes of FLOPC meetings | N/A | Engage proactively with FLOPC at meetings held twice a year | Two FLOPC meetings held in 2025. |
| 5.14 | We will regularly organise and attend a pop up public engagement session in locations surrounding the airport for community members to visit and speak to airport employees about noise management. | Community relationship | Ongoing | Reporting of quarterly engagement. | N/A | Organise and attend at least 2 pop up public events each year | 3 public surgeries held in 2025, but no pop-up events attended in 2025. |
| 5.15 | In conjunction with our airline partners and sustainability team we will introducing an operator league table which will rank their overall performance in their environmental and noise performance. | Community and Operator relationship | 2026 | Evidence of public league table | N/A | Create and publish the airline league table by 2027 | Work not started in 2025. Target date for this action is 2026, will for part of 2026 planned works. |
| 5.16 | We will seek to investigate a method to communicate with the public which would supply live information should there be abnormal operations (for example a blog or chatbot). | Community relationship | 2027 | Evidence of an active live communication tool | N/A | Investigate and implement a live information tool by 2028 | Work not started in 2025. Target date for this was to start work in 2027 and implement in 2028. |

| Ref: | Action | Impact | Timescale | Performance Indicator | Numbers Affected | Target | Progress in 2025 |
|---|---|---|---|---|---|---|---|
| 5.17 | We will continue to publish annually a Noise Monitoring Schedule (both portable and handheld noise monitors) and publish community noise reports within 3 months of the monitoring period ending. | Community relationship | Ongoing | Publication of schedules and community noise report | N/A | Publish community noise reports within 3 months of the monitoring period ending. | Portable noise monitoring was conducted in 2025, Community Noise Reports published on our website. |
| 5.18 | We will investigate how we can use google earth to share our key noise information e.g. noise contours, noise insulation edibility and noise preferential routes (NPR's). | Community relationship | 2028 | Evidence of LLA information available on google earth | N/A | To have LLA airport information available on google earth by 2028 | Work not started in 2025. Target date for this was to start work in 2027 and implement in 2028. |
| 5.19 | We will reduce the target complaint response time from 8 working days to 6 working days. | Community relationship | 2024 | Reporting on a quarterly basis | N/A | Change the agreed target response time within the complaints policy and re-publish. | Completed in 2024 |
| 5.20 | To undertake a study to understand if noise barriers would be beneficial on the LLA site and to understand the numbers of people that could be benefitted. | Community relationship | 2027 | Evidence in study | N/A | To complete a review of noise barriers at Luton. | Work not started in 2025. Target date for this action is 2026, will for part of 2026 planned works. |





# Luton Airport Employment

**Version: 1.0**
**Last updated: April 2026**

## Airport employment analysis 2025

**Key points:**
- Employment in and around Luton Airport increased by 7 per cent between 2024 and 2025 and is at a record level.
- 14,700 people are employed in and around the airport.
- The majority of these jobs are full-time.

## Introduction

Employment at and surrounding London Luton Airport (LLA) contributes significant economic benefits to Luton as a whole and to the region. A large number of businesses are based in Luton due to the presence of the airport. Employment in and around the airport has been estimated and is presented in this report using the latest data from 2025.

## Employment in and around the airport

**Table 1: Employment by industry, Luton Airport & vicinity 2025**

| Industrial sector | Full Time | Part Time | Total Employees |
|---|---|---|---|
| Accommodation and food service activities | 200 | 600 | 700 |
| Administrative and support service activities | 3,600 | 600 | 4,200 |
| Financial and insurance activities | # | # | # |
| Manufacturing | 900 | 100 | 1,000 |
| Professional, scientific and technical activities | 300 | 0 | 300 |
| Public administration & defence; compulsory social | 300 | 0 | 300 |
| Real estate activities | # | # | # |
| Transportation and storage | 6,700 | 800 | 7,500 |
| Wholesale and retail trade | 100 | 200 | 300 |
| **Grand Total** | **12,300** | **2,400** | **14,700** |

Source: Inter Departmental Business Register (IDBR), Office for National Statistics

# Figures have been suppressed where there are less than three companies in a given sector and/or employment in that sector is less than 100 in accordance with the regulations covering the use of IBDR data. Standard Industrial Classification 2007 (SIC2007) industrial sector codes have been used. Components may not sum to total due to rounding and supressed data.

There are an estimated 14,700 employees in and around Luton airport. Employment increased by 7 per cent between 2024 and 2025. The largest sector represented is transportation and storage with 7,500 employees and there are 4,200 employees in the administration and support services sector.

## Full time and part time employment

The total number of full-time employees was 12,300 in 2025 which increased by 700 between 2024 and 2025, an increase of 6 per cent. The figure for part time employees was 2,400 which increased by 200, a rise of 9 per cent over the last year.

**Table 2: Employment by full-time & part-time work, Luton Airport & vicinity 2025**

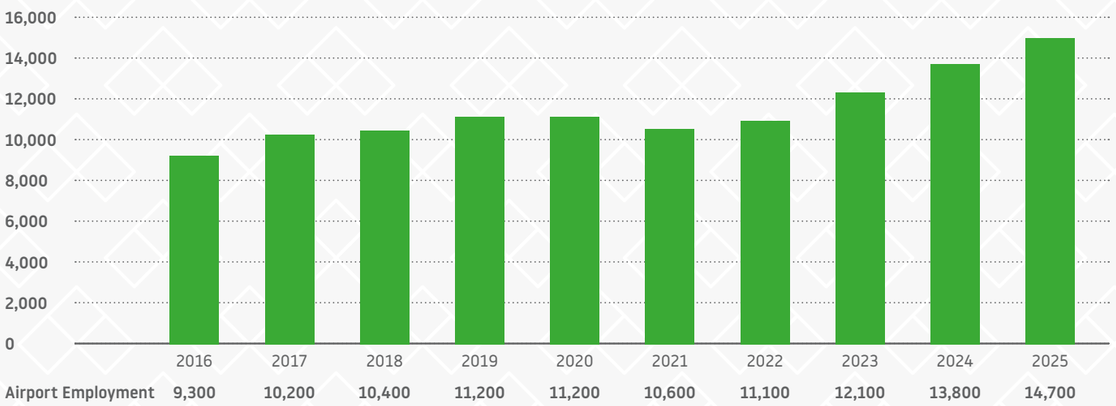
| | Full-time employees | Part-time employees |
|---|---|---|
| Vicinity of Luton Airport | **84%** | **16%** |
| Luton | **65%** | **35%** |

Source: Business Register & Employment Survey (BRES) 2024, latest data. Figures are percentages of those in employment.

Table 2 shows the percentage split of full/part time employees found at the airport compared to that found in Luton as a whole, with the airport having a higher proportion of full-time workers.

## Long term trends

### Chart 1: Estimate of employment in and around Luton Airport by year




Source: Business Intelligence, Luton Council

The numbers recorded in employment in and around Luton Airport increased from 13,800 to 14,700 between 2024 and 2025, an increase of 7 per cent. The estimates for 2020 and 2021 include employees who had been furloughed and 2022 is the first year of post pandemic employment figures. Employment at the airport returned to pre pandemic levels in 2022 and has continued to increase since then. In 2025 employment is now at the highest level recorded and has increased by 58 per cent since 2016.



## Methodology

A list of businesses at London Luton Airport was matched with employment figures from the Inter Departmental Business Register*[1] (IDBR). The IDBR dataset produced by the Office for National Statistics (ONS) is a comprehensive list of UK businesses that is used by the government for statistical purposes. It provides a sampling frame for surveys of businesses carried out by the ONS and by other government departments. It is also a key data source for analysis of business activity. The list of businesses was provided by Luton Airport.

**The airport employment figure comprised of businesses inside the airport and companies outside the airport boundary in the following areas:**

- **Spittlesea Road**
- **Part of Frank Lester Way**
- **President Way**
- **Wigmore House**
- **Part of Airport Way**
- **Barratt Industrial Park**
- **Airport Executive Park**

A handful of companies which appeared on the list, but not the IDBR, had imputed estimates from analysis of the size of the enterprise and information from the airport. This methodology is consistent throughout the time series.

For further information on this topic, contact the Business Intelligence Team at: info.intel@luton.gov.uk

*1 The IDBR combines administrative information on VAT traders and PAYE employers with ONS survey data in a statistical register comprising over two million enterprises, representing nearly 99% of economic activity. Analyses that are produced as part of this service are at the same level at which business statistical surveys are conducted. (Source: ONS website www.statistics.gov.uk).

# Appendix 14 - Luton Council Planning & Development Update

## Planning and Development

Through its Local Plan, Luton Council sets out local planning policies and identifies how land is used, determining what will be built where. The Council also is responsible for the Local Transport Plan (LTP) providing policies, strategies and schemes primarily for Luton. The LTP also refers to strategic transport, infrastructure and other cross boundary matters for Luton's neighbouring towns of Dunstable and Houghton Regis, which form the wider urban conurbation.

## Local Plan

The Luton Local Plan (2011-2031) was adopted in November 2017 and is the statutory development plan for the area. In July 2024 the Council's Executive approved a timetable for the production of a new Local Plan for Luton, with consultation on an Issues and Options paper commencing in December 2024 and closing on 7 February 2025. In July 2025 the Council approved an updated Local Development Scheme, which revised the timetable for producing the new Local Plan and confirmed that it would also encompass a joint Minerals and Waste Local Plan for Bedfordshire.

The Luton Local Plan (2011-2031) is a strategic document setting out the vision, objectives and spatial planning strategy for Luton up to 2031.

It comprises the following document and accompanying maps:

- **Luton Local Plan (2011-31), November 2017;**
- **policies map; and**
- **town centre inset map.**

These are available on the Council's website (click here).

Policy LLP6 of the Local Plan covers the London Luton Airport strategic allocation, an area of 325 hectares, identified on the policies map, including land within the airport boundary, Century Park (now known as Green Horizons Park) and Wigmore Valley Park.

## Planning Applications

The largest airport related application that was determined in 2025 was the London Luton Airport Expansion Development Consent Order (DCO), submitted by the airport owner, Luton Rising, in February 2023, with a decision issued by the Secretary of State for Transport in April 2025. The Secretary of State granted consent for an increase in passenger capacity to 32 million passengers per annum (mppa), to be achieved through the construction of a new terminal, additional taxiways and stands, landside buildings, and transport infrastructure improvements (click here).

The Secretary of State's decision was challenged in the High Court by LADACAN with a two day hearing in November 2025, and the judgement, dismissing the claim for judicial review being issued on 8 December 2025 (click here). Despite the judge indicating that there was no real prospect of success on appeal, LADACAN announced it was considering seeking leave to appeal to the Court of Appeal.

Separate to the DCO, the following planning applications and consultations under Part 8 of the Town and Country Planning (General Permitted Development) Order (which confers permitted development rights upon the airport operator as statutory undertaker) were either submitted in 2025, determined that year, or else have been undertaken pursuant to an earlier planning permission:

- Details pursuant to condition 13 (contamination verification report for taxiway extension) of the Secretary of State's decision letter permitting the increase in the passenger cap to 19 million passengers per annum, and the variation of the summer contour areas (ref: 21/00031/VARCON), were approved by the Council in July 2025 (ref: 25/00087/DOC).
- There were a number of Part 8 consultations approved in 2025, namely:
  - 25/00593/GPDOPD: in June 2025 the Council confirmed that the resurfacing of the runway was permitted development;
  - 25/00646/GPDOPD: in June 2025 the Council confirmed that the construction of a part enclosed external seating area to the fore of the Terminal was permitted development;
  - 25/00592/GPDOPD: in June 2025 the Council confirmed that works to provide a direct connection from a proposed solar farm to the north-east of Waddon End was permitted development; and
  - 25/00736/GPDOPD: in July 2025 the Council confirmed that the construction of a solar array associated with a previously approved solar farm on the airport was permitted development.
- There was one application in 2025 for a minor amendment to the children's play areas approved under the Green Horizons Park development, located to the north-east of the Airport. This was approved in December 2025 (ref: 25/01375/AMEND).

## Hotel Developments

The Luton hotel market is very much dominated by airport related demand, from passengers and crew. The Luton Hotel Study (July 2015) formed the evidence base for the Local Plan (2011-2031) and indicated that demand was likely to continue to grow. Since that time the airport has been granted planning permission to grow to 19 mppa, whilst the DCO envisages growth up to 32 mppa. The Council is gathering evidence to inform the emerging Local Plan.

The hotel developments, listed in the table below, have been granted planning permission, are being implemented (or still to be implemented), or are still under consideration, since the table in the 2024 Sustainability Report was produced.

| Site address | Current status of application | Number of bedrooms |
|---|---|---|
| Power Court (Town Centre) | Full permission for football stadium and associated infrastructure and outline permission for music venue and hotel granted in September 2024 (conditions being discharged). | **150** |
| Green Horizons Park (north-east of the airport) | Hybrid planning application, including a new business park, access road, new public open space and a 145-bedroom hotel granted planning permission in June 2021 (the permission has been implemented, the hotel is yet to be built). | **145** |
| Courtyard by Marriott Airport Way | Planning permission granted in July 2024 for eight storey hotel comprising 171 bedrooms (conditions yet to be discharged) | **171** |
| Fitzroy Court Vicarage Street (Town Centre) | Planning permission granted in October 2025 for the change of use of the buildings from student accommodation to flexible hotel/ student accommodation use. | **343** |
| Holiday Inn Airport Way | Planning permission granted in December 2025 for the erection of a four storey extension to the existing hotel building (conditions being discharged) | **89** |



## National Aviation Policy

The Aviation Policy Framework (APF) published in March 2013 set out the Government's policy on aviation. The APF focuses on the benefits of aviation to the UK economy as well as its environmental impacts.

The 'Airports National Policy Statement: new runway capacity and infrastructure at airports in the south-east of England' (ANPS) was designated in June 2018. The ANPS provides the primary basis for decision making in relation to the Development Consent Order (DCO) for a new runway at Heathrow and includes policies that will be important and relevant for any nationally significant infrastructure project (NSIP) related to airports in the south-east of England (including Luton Rising's proposal to increase the capacity at the airport to 32 mppa).

The 'Future of UK Aviation: Making Best Use of Existing Runways' (MBU) was published in June 2018 and is the most up-to-date Government policy concerning the expansion of airports, restating the Government's support for airports making best use of their existing runways. The document recognises that airport development can have positive and negative local impacts, and reiterates the importance of ensuring that benefits are shared with communities and detriment is appropriately mitigated.

In May 2022 the Government published its strategic framework for the aviation sector, Flightpath to the Future, which recognises the important role that airports have to play in local economies through boosting economic success, supporting local jobs and supply chains, and benefitting local communities.

The Government's Jet Zero Strategy was published in July 2022 and commits the sector to net zero UK aviation emissions by 2050 and airport operations to zero emissions by 2040. The Jet Zero Strategy makes clear that net zero UK aviation emissions can be achieved without the Government intervening to limit airport growth. The Government forecasts that net zero UK aviation emissions can be achieved by 2050 through six policy measures, namely: system efficiencies; use of sustainable aviation fuels; uptake of zero emission flights; investing in carbon markets and greenhouse gas removals; influencing consumers; and addressing non-CO2 impacts.

## Local Transport Plan

The current local transport plan (LTP4) produced by the Council in April 2021, sets out how the Council will deal with transport matters in and around Luton. It comprises two parts:

- A long term Transport Strategy up to 2040. With regard to the transport affecting the airport, this sets out enhancements to access for the airport and an increased reliance upon sustainable modes of transport, including the DART (which commenced operation in 2023); and
- A series of transport policies, setting out how the strategy will be implemented.

LTP4 captures Strategic Objective 1 from the Luton Local Plan 2011-2031, which establishes that the Council will safeguard the existing operations of the airport and support its sustainable growth.

The LTP does not make direct reference to the Airport Surface Access Strategy 2024-2028 (ASAS), however, the ASAS (published in 2024) is relevant in promoting sustainable travel to the airport for both passengers and employees.' The ASAS informed the Travel Plan proposals approved pursuant to the Secretary of State's decision to allow the growth of the airport to 19 million passengers per annum.

In August 2024 the Council commissioned consultants to begin work on LTP5, with a public consultation commencing in November 2025, with adoption of LTP5 anticipated in 2026.

## Appendix 15 - Community Trust Fund

### Table 1 – Community Trust Fund

| Organisation Name | Amount Awarded | Local Authority | Beneficiaries |
|---|---|---|---|
| Above & Beyond Cancer Foundation | £8,396.00 | Central Bedfordshire | 54 |
| Alina Orchestra | £10,000.00 | Central Bedfordshire | 250 |
| Ampthill Great Park Tennis Club | £5,000.00 | Central Bedfordshire | 250 |
| Aylesbury Opera | £10,000.00 | Buckinghamshire | 100 |
| Beds Schools Trust TA SWA | £5,200.00 | Central Bedfordshire | 800 |
| CANter Equine assisted Learning & Psychotherapy | £10,000.00 | Luton | 40 |
| CHAT Children's Respite | £8,000.00 | Buckinghamshire | 200 |
| Community Link Project of Houghton Regis Baptist Church | £8,750.00 | Central Bedfordshire | 4,050 |
| Dunstable & District Citizens Advice Bureau | £9,945.00 | Central Bedfordshire | 3,000 |
| Everyone's Gang CIC | £10,000.00 | Luton | 6 |
| For Men To Talk | £9,735.00 | Central Bedfordshire | 672 |
| Future Living Hertford | £9,624.00 | Luton | 16 |
| HAWA Multicultural Services CIC | £10,000.00 | Hertfordshire | 240 |
| Ickleford Community Larder CIC | £10,000.00 | Hertfordshire | 250 |
| Inclusive United CIC | £9,950.00 | Luton | 40 |
| Kids in Action | £10,000.00 | Central Bedfordshire | 400 |
| Leeanna's Wish | £9,870.00 | Hertfordshire | 100 |
| MMVCS PTA | £10,000.00 | Central Bedfordshire | 600 |
| Music24 | £10,000.00 | Luton | 40 |
| Phoenix Charity | £10,000.00 | Hertfordshire | 430 |
| Pinkelz Creative Realm CIC | £10,000.00 | Luton | 25 |
| Respite at Home Volunteers West Mid Beds & Ivel Valley | £10,000.00 | Central Bedfordshire | 24 |
| Sorted Counselling Services | £5,000.00 | Central Bedfordshire | 76 |
| Stopsley Primary School Association | £10,000.00 | Luton | 600 |
| The Reading List Foundation | £2,750.00 | Luton | 10 |
| The Swan Youth Project Limited | £10,000.00 | Hertfordshire | 1,000 |
| Thrive Youth CIC | £10,000.00 | Luton | 50 |
| Unseen UK | £5,000.00 | Central Bedfordshire | 48 |
| Wrestlingworth & Cockayne Hatley Parish Council | £10,000.00 | Central Bedfordshire | 750 |
| **Total** | **£257,220.00** | | **14,121** |

### Table 2 – Greener Future Fund 2025 Update

| Organisation Name | Amount Awarded | Local Authority | Beneficiaries |
|---|---|---|---|
| Climate Outreach and Information Network | £10,000.00 | Luton | 11,550 |
| Luton Carnival Arts Development Trust | £10,000.00 | Luton | 80 |
| The Caddington Recreational Association | £10,000.00 | Central Bedfordshire | 850 |
| The Good Gym | £9,188.00 | Luton | 100 |
| Creative Sports Coaching CIC | £9,200.00 | Luton | 120 |
| Groundwork East | £9,994.00 | Luton | 105 |
| Chiltern Learning Trust (Putteridge High School) | £8,500.00 | Luton | 1,500 |
| Create Wellbeing Partnerships CIC | £10,000.00 | Luton | 240 |
| Imajica Theatre Company CIC | £9,995.00 | Luton | 1,380 |
| ACL Collective CIC | £10,000.00 | Luton | 300 |
| Bangladesh Youth League | £10,000.00 | Luton | 55 |
| Chiltern Learning Trust (Dallow Primary School) | £9,376.00 | Luton | 360 |
| Community Development Action Hertfordshire | £9,961.00 | Hertfordshire | 80 |
| Creative Chefs CIC | £9,615.00 | Luton | 2,760 |
| Luton Town FC Community Trust | £9,847.00 | Luton | 300 |
| S.H.A.C.E. CIC | £10,000.00 | Luton | 200 |
| **Total** | **£155,676.00** | | **19,980** |