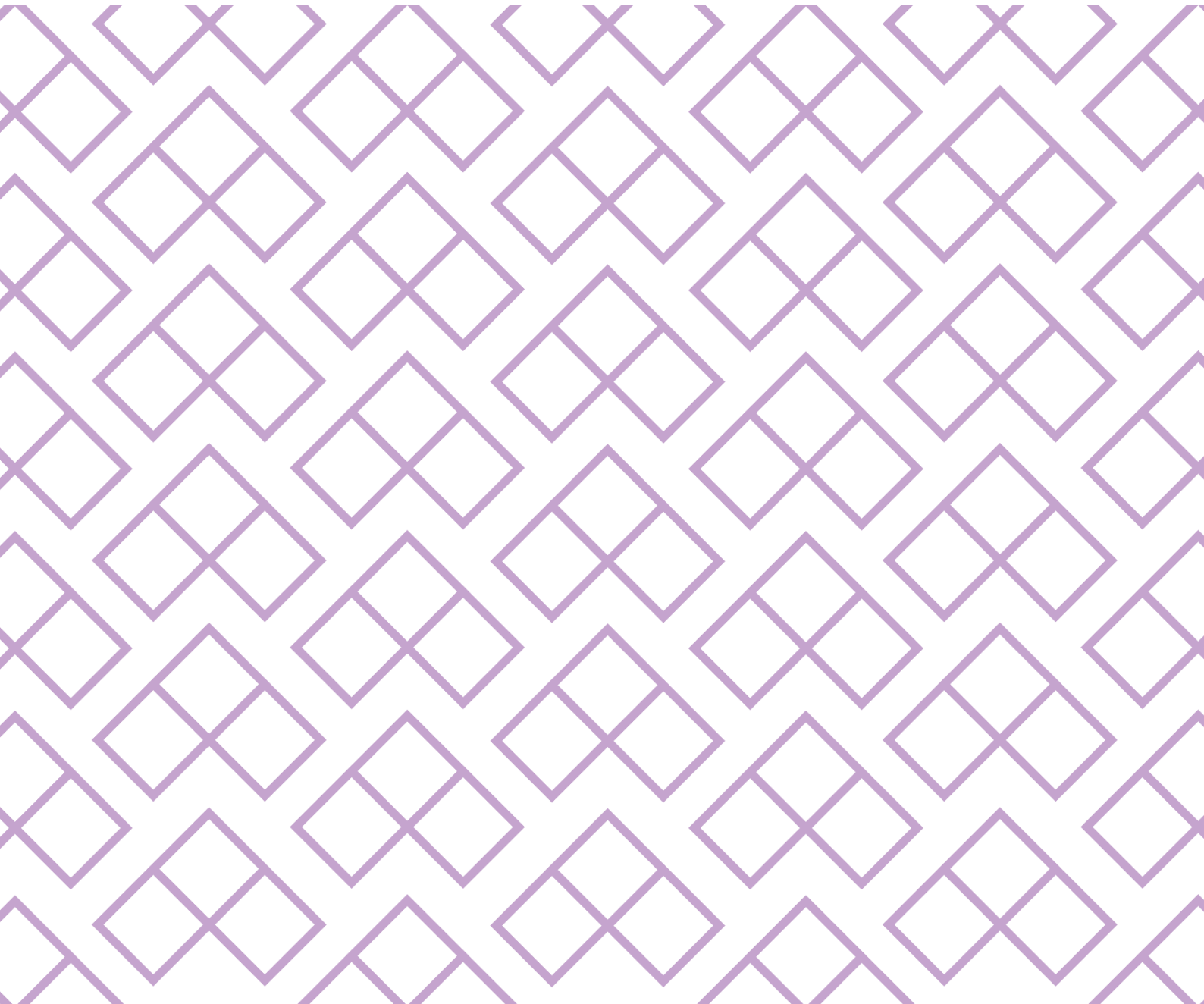


Quarterly Monitoring Report

QUARTER 3 2023



INTRODUCTION

This report provides statistics on aircraft operations at London Luton Airport (LLA) during the period July to September 2023.

KEY MONITORING INDICATORS – 3rd QUARTER 2023

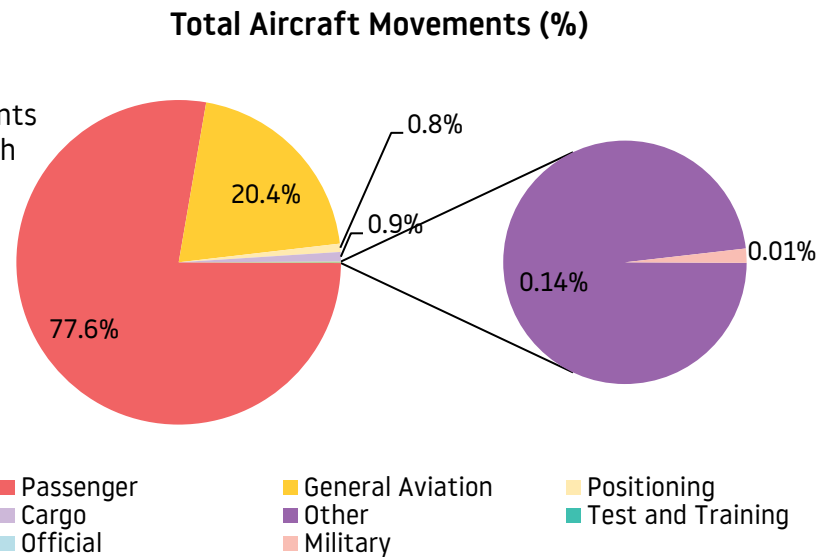
Parameter		3 rd Quarter 2023	3 rd Quarter 2022
Total Passenger Number	↑	4,798,487	4,252,586
Total Aircraft Movements	↑	36,059	34,990
Night Movements (23.00 – 06.59)	↑	5,272	5,005
Early Morning Movements (06.00 – 06.59)	↑	1,681	1,276
Aircraft Movement and Quota Count limits (per rolling 12-month period)			
Night Quota Movements (<i>9,650 limit</i>)	↑	8,871	8,287
Night Quota Count (<i>3,500 limit</i>)	↓	2,321.125	2,703.625
Early Morning Shoulder (<i>7,000 movements</i>)	↑	5,451	4,535
24hr CDA (% achievement)	↑	95%	94%
Day CDA (% achievement)	↑	95%	94%
Night CDA (% achievement)	↑	96%	94%
Track Violations	↓	12	19
Departure Noise Infringements (Day)	↑	5	0
Departure Noise Infringements (Night)	↑	3	1
Noise Monitor Results*			
No. Day (Night) > 80 dB(A)	↑	5 (0)	0 (0)
No. Day (Night) > 75 dB(A)	↑	1,541 (225)	1,199 (211)
No. Day (Night) > 70 dB(A)	↑	11,133 (1,876)	9,845 (1,544)
Night Noise Contour Area (48 dB L _{Aeq, 8h})	↑	32.7 km ²	32.8 km ²
Noise Complaints	↓	5,004	6,179
Complainants	↓	319	395
Number of New Complainants	↓	137	217
Largest Source of Complaints	-	Arrivals. West	Arrivals. West
Origin of Concerns (>5 Complainants)	-	Cambridge	Harpenden
		Sandy	St Albans
		Caddington	Cambridge
		Hitchin	Luton
		Royston	Sandy
		Luton	Knebworth
		Potton	Wheathampstead
		Harpenden	Potton
		St Albans	Leighton Buzzard
		Gamlingay	Hitchin
		Stevenage	Flamstead
			Gamlingay
			Abbotsley
			Caddington
			Little Gransden
			Markyate
			Stevenage
			Whitwell
Westerly/Easterly Runway Split (%)	-	80/20	68/32

1 AIR TRAFFIC DATA

1.1 Aircraft Movements

There were 36,059 aircraft movements during this quarter (compared with 34,990 for the same period in 2022), an increase of 3%.

This resulted in an average 392 movements per 24 hours (compared to 380 last year).



A breakdown of these movements is shown below:

	Commercial				Non-Commercial					Total
	Cargo	Passenger	Positioning		Military	Official	Other ¹	General Aviation ²	Test & Training	
			Other	STN						
Jul 2023	115	9,476	80	4	0	0	14	2,805	0	12,494
Aug 2023	110	9,434	92	10	0	0	17	2,147	0	11,810
Sept 2023	116	9,087	102	7	1	0	21	2,421	0	11,755
QTR Total	341	27,997	274	21	1	0	52	7,373	0	36,059

1.2 Passenger Statistics

A total of 4,798,487 passengers passed through LLA during the period July to September 2023 (compared with 4,252,586 for the same period last year); 4,731,278 on scheduled flights (99%) and 67,209 on charter flights (1%). This represents 13% increase in passengers and equates to an average 52,157 passengers per 24 hours (compared to 46,224 during the same quarter last year).

	Domestic	EU	Non-EU	Total
Jul 2023	124,323	1,250,277	246,123	1,620,723
Aug 2023	128,505	1,289,008	251,224	1,668,737
Sept 2023	109,112	1,165,181	234,734	1,509,027
QTR Total	361,940	3,704,466	732,081	4,798,487

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

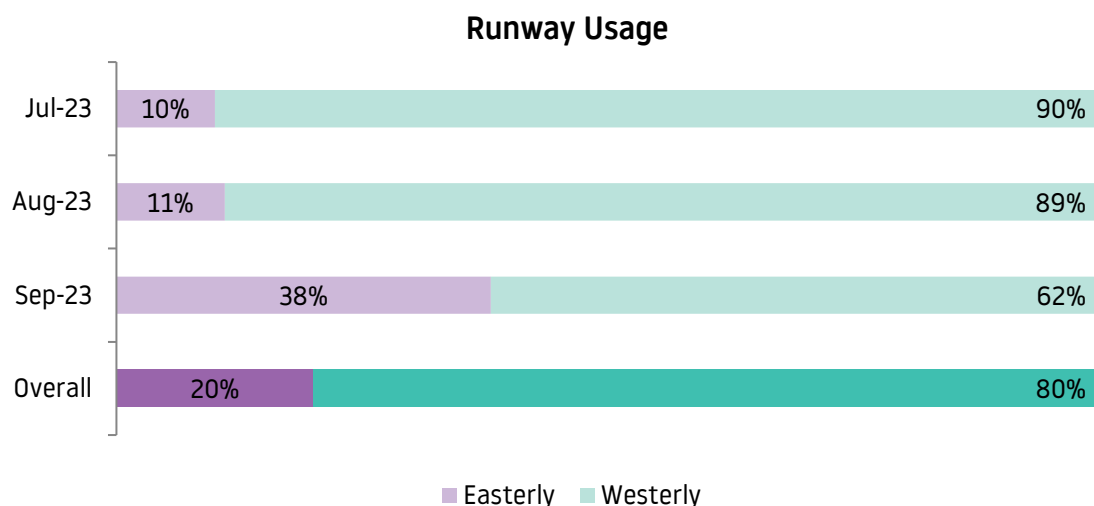
¹ Other relates to flights coming for maintenance and or departing aircraft that have made an unscheduled return to base

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 20% easterly and 80% westerly (in comparison to a 32%/68% split in the same quarter last year). The monthly breakdown of these statistics is as follows:



1.4 Night Flying Restrictions

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

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

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

1.4.1 Definitions

The 'Night Quota Period'

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

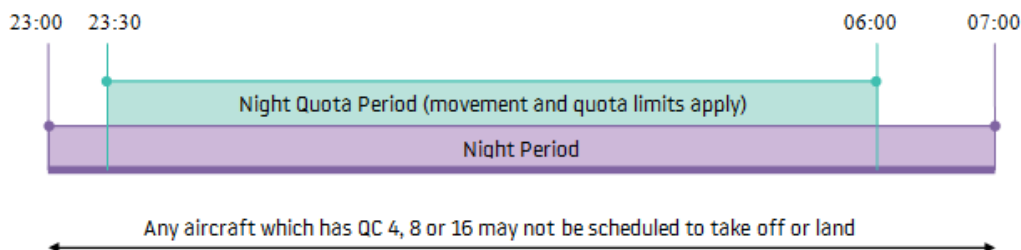
Aircraft are certified by the International Civil Aviation Organisation (ICAO) according to the noise they produce during specific certification tests conducted by the manufacturer. They are classified separately for both take-off and landing. The points are allocated to different aircraft types according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

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

The 'Early Morning Shoulder Period'

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

1.4.2 Restrictions at London Luton Airport



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

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

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

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

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

	Night Quota Period (2330-0559)		Early Morning Shoulder (0600-0659)
	<i>Movements Limited to 9,650 Annually</i>	<i>Quota Count Limited to 3,500 Annually</i>	<i>Movements Limited to 7,000 Annually</i>
October 2022	1,059	319.375	503
November 2022	447	140.250	303
December 2022	670	207.750	308
January 2023	533	156.125	317
February 2023	508	148.625	333
March 2023	525	144.750	355
April 2023	718	197.750	534
May 2023	768	209.000	578
June 2023	652	188.375	539
July 2023	1,078	200.500	569
August 2023	1,001	208.125	563
September 2023	912	200.500	549
QTR Total	2,991	609.125	1,681
<i>Total for preceding 12 months</i>	<i>8,871</i>	<i>2321.125</i>	<i>5,451</i>

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 that was approved. This was to dispense (remove) movements from the night-time movement limit, night time QC limit and early morning movement limit.

The dispensation policy is in line with other designated airports in the UK.

The dispensations this year have been considerably higher this quarter due to events that have been out of the control of the airport which are the NATO Air Defender exercise and the NATS outage.

The table below shows the number of movements dispensed in July - September 2023. These have not been reported in the table in section 1.4.3.

	Night Dispensations
July 2023	376
August 2023	260
September 2023	202
Total	838

The table below also show the reasons for the dispensation, in line with the S106 list of acceptable reasons for dispensation.

Reason for Dispensation	Number of Dispensations
Weather	230
Passenger Hardship	555
Air Traffic Disruption	38
Diversions	3
Emergencies	12
Total	838

1.5 Day/Night Ratio of Movements - Actual

There were 5,272 night operations during the quarter (compared to 5,005 for the same quarter last year), an average 57 movements per night (compared to 54 last year). Arriving aircraft accounted for 56% of total night movements, relating primarily to the last rotation of Luton based passenger aircraft scheduled to land between 23:00 and midnight local. 71% of total night departures took off between 06:00 – 07:00 hours local. The average ratio of total aircraft operations during the quarter was 85% day / 15% night (in comparison to 86% day / 14% night over the same quarter last year).

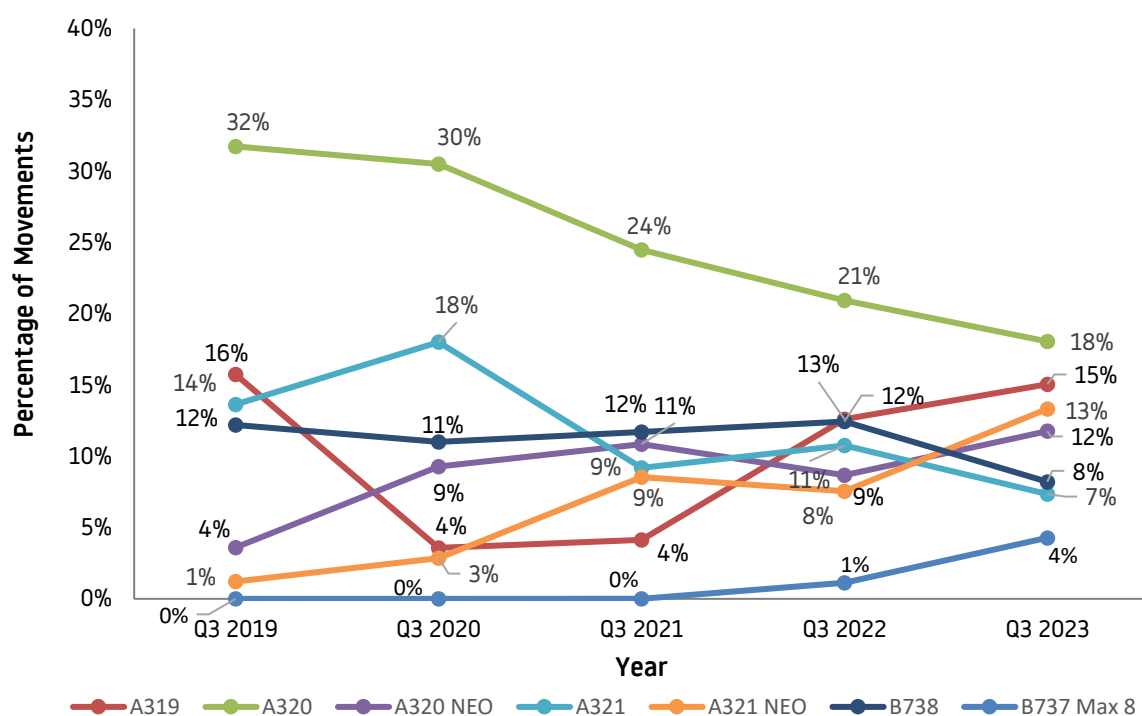
	Day Movements (0700-2259)			Night Movements (2300-0659)				Total	
	Day movements			Night Quota Period (2330-0559)		Early Morning Shoulder (0600-0659)			Total Night Movements (2300 – 0659)
	A	D	Total	A	D	A	D		
Oct 2022	4,739	4,893	9,632	808	251	14	489	1,772	11,404
Nov 2022	3,499	3,561	7,060	336	111	30	273	914	7,974
Dec 2022	3,971	4,105	8,076	483	187	28	280	1,166	9,242
Jan 2023	3,716	3,812	7,528	411	122	27	290	992	8,520
Feb 2023	3,863	3,919	7,782	384	124	28	305	993	8,775
Mar 2023	4,340	4,521	8,861	518	150	15	340	1,191	10,052
Apr 2023	4,522	4,651	9,173	712	150	19	515	1,563	10,736
May 2023	4,962	5,168	10,130	798	151	13	565	1,709	11,839
Jun 2023	5,041	5,208	10,249	782	140	0	539	1,654	11,903
Jul 2023	5,205	5,406	10,611	885	193	5	564	1,883	12,494
Aug 2023	4,939	5,130	10,069	822	179	6	557	1,741	11,810
Sept 2023	4,950	5,157	10,107	773	139	3	546	1,648	11,755
QTR Total	15,094	15,693	30,787	2,480	511	14	1,667	5,272	36,059
Total for preceding 12 months	53,747	55,531	109,278	7,712	1,897	188	5,263	17,226	126,504

1.6 Day/Night Ratio of Movements – Forecast

2023/2024 Forecast of Aircraft Movements					
	Day Movements (0700 – 2259hrs)	Night Quota Period (2330-0559) Limited to 9,650	Early Morning Shoulder (0600-0659) Limited to 7,000	Total Night Movements (2300-0659hrs)	Total
October 2023	11,293	882	512	1,617	12,910
November 2023	9,123	440	272	831	9,954
December 2023	10,655	580	337	1,087	11,742
January 2024	9,274	496	414	1,054	10,328
February 2024	8,794	482	376	1,001	9,795
March 2024	10,600	471	328	938	11,538
April 2024	11,536	791	553	1,520	13,056
May 2024	12,524	906	617	1,756	14,280
June 2024	12,770	895	592	1,736	14,506
July 2024	12,663	1,078	641	1,975	14,638
August 2024	12,081	1,070	606	1,928	14,009
September 2024	12,283	868	540	1,664	13,947
Total for following 12 months	133,596	8,959	5,788	17,107	150,703

1.7 Aircraft Movements by Type

The graph below shows the percentage of aircraft movements for the main aircraft types that operated at LLA. For data comparison, the data covers the last five years. During Q3 2023, there was an increase in the utilisation of the newer generation aircraft type, NEO, 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*		Helic opter	
		07	25 Conv	25 RNAV	07	25	07	25	07	25	HELI	
Jul 2023	Daytime	259	8	2,486	212	1,671	91	623	3	32	21	5,406
	Night-time	42	3	464	15	271	1	51	0	1	0	848
Aug 2023	Daytime	291	10	2,404	208	1,508	77	589	1	33	9	5,130
	Night-time	40	0	406	16	249	5	54	0	2	1	773
Sept 2023	Daytime	1,095	6	1,677	637	1,024	248	432	14	19	7	5,159
	Night-time	141	2	254	94	165	22	44	0	1	0	723
QTR	Total	1,868	29	7,691	1,182	4,888	444	1,793	18	88	38	18,039
	<i>Daily Average</i>	<i>20</i>	<i><1</i>	<i>84</i>	<i>13</i>	<i>53</i>	<i>5</i>	<i>19</i>	<i><1</i>	<i><1</i>	<i><1</i>	<i>196</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), 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.

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 98.6%. This calculation includes deviations for weather and traffic avoidance, as well as deviations classed as violations. The breakdown of these violations is shown in the table below.

	Number of Violations	Total Penalties Collected
July 2023	4	£5,000
August 2023	3	£5,000
September 2023	5	£8,000
QTR	12	£18,000

	Airline or Aircraft Operator	Aircraft Type/Occurrence
July 2023	Airline and privately owned aircraft	A320/1, B738/1 CL60/1 and E550/1
August 2023	Airline	A320/1, A321/1 and B752/1
September 2023	Airline and privately owned aircraft	A319/2, A320/1 and GLF6/2

3 ARRIVING AIRCRAFT

3.1 Arrivals Route Analysis

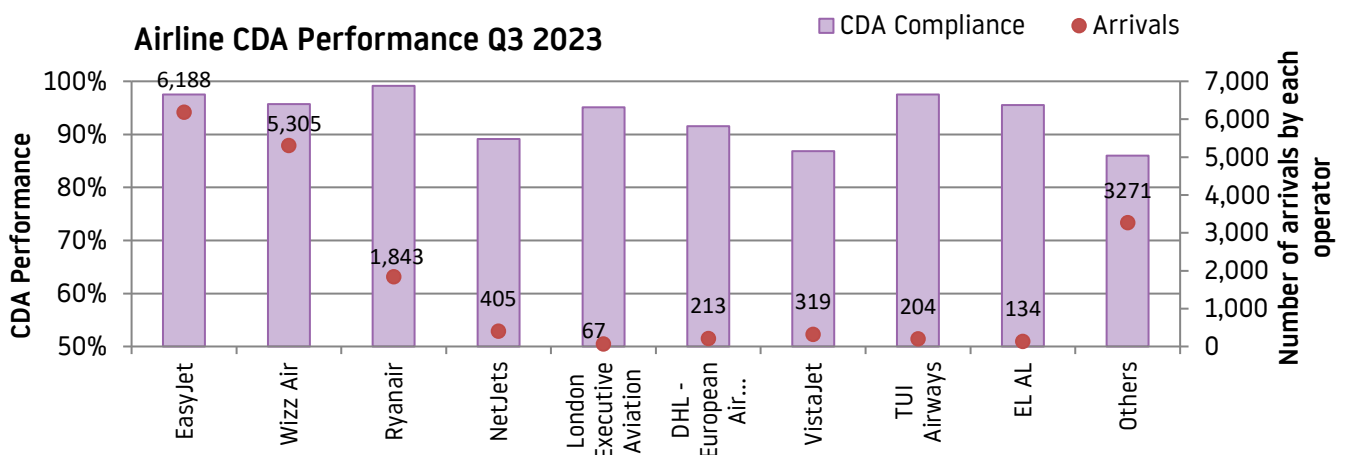
The following table reports the total number of arrivals differentiating between easterly (07), westerly (25) operations and helicopters.

		Arrivals			Total
		07	25	Heli	
July 2023	Daytime	572	4,624	9	5,205
	Night-time	77	958	0	1,035
August 2023	Daytime	585	4,346	8	4,939
	Night-time	94	874	0	968
September 2023	Daytime	1,911	3,038	3	4,952
	Night-time	374	551	0	925
QTR	Total	3,613	14,391	20	18,024
	<i>Daily Average</i>	<i>39</i>	<i>156</i>	<i><1</i>	<i>196</i>

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

	All Arrivals			07 Easterly Arrivals			25 Westerly Arrivals		
	% CDA			% CDA			% CDA		
	Total	Day	Night	Total	Day	Night	Total	Day	Night
July 2023	94%	93%	97%	96%	96%	96%	94%	93%	97%
August 2023	95%	95%	96%	98%	98%	93%	95%	95%	96%
September 2023	95%	95%	95%	97%	98%	93%	93%	93%	96%
QTR Total	95%	95%	96%	97%	98%	93%	94%	94%	96%

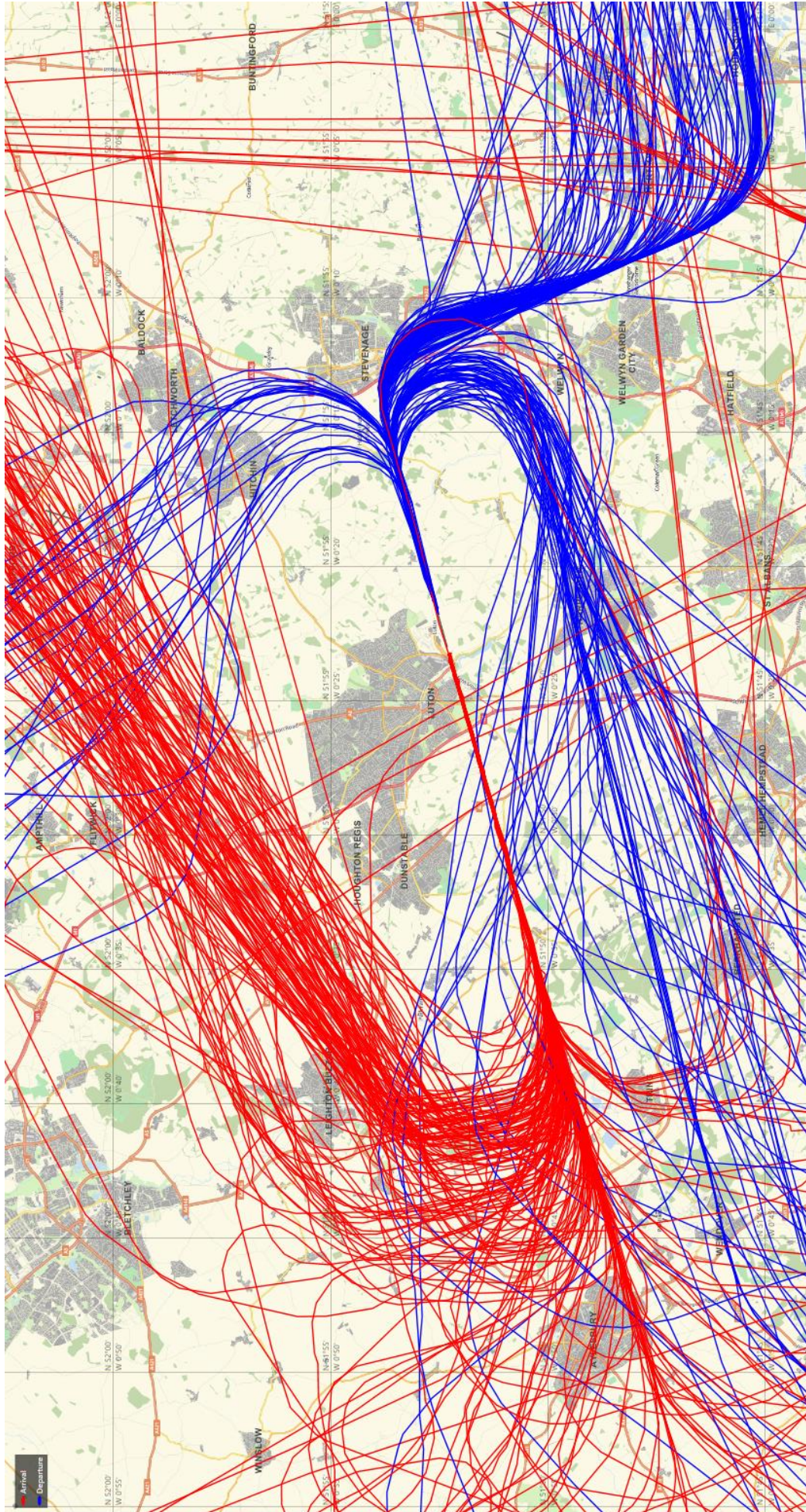
The overall CDA achievement was 95% with several major LLA operators achieving high performance.



The maps overleaf, produced from the Topsonic Aircraft Noise & Track Monitoring System, identify samples of actual flown aircraft tracks operating from LLA (arrivals and departures during both easterly and westerly operations) over a typical 24-hour period within the third quarter of 2023.

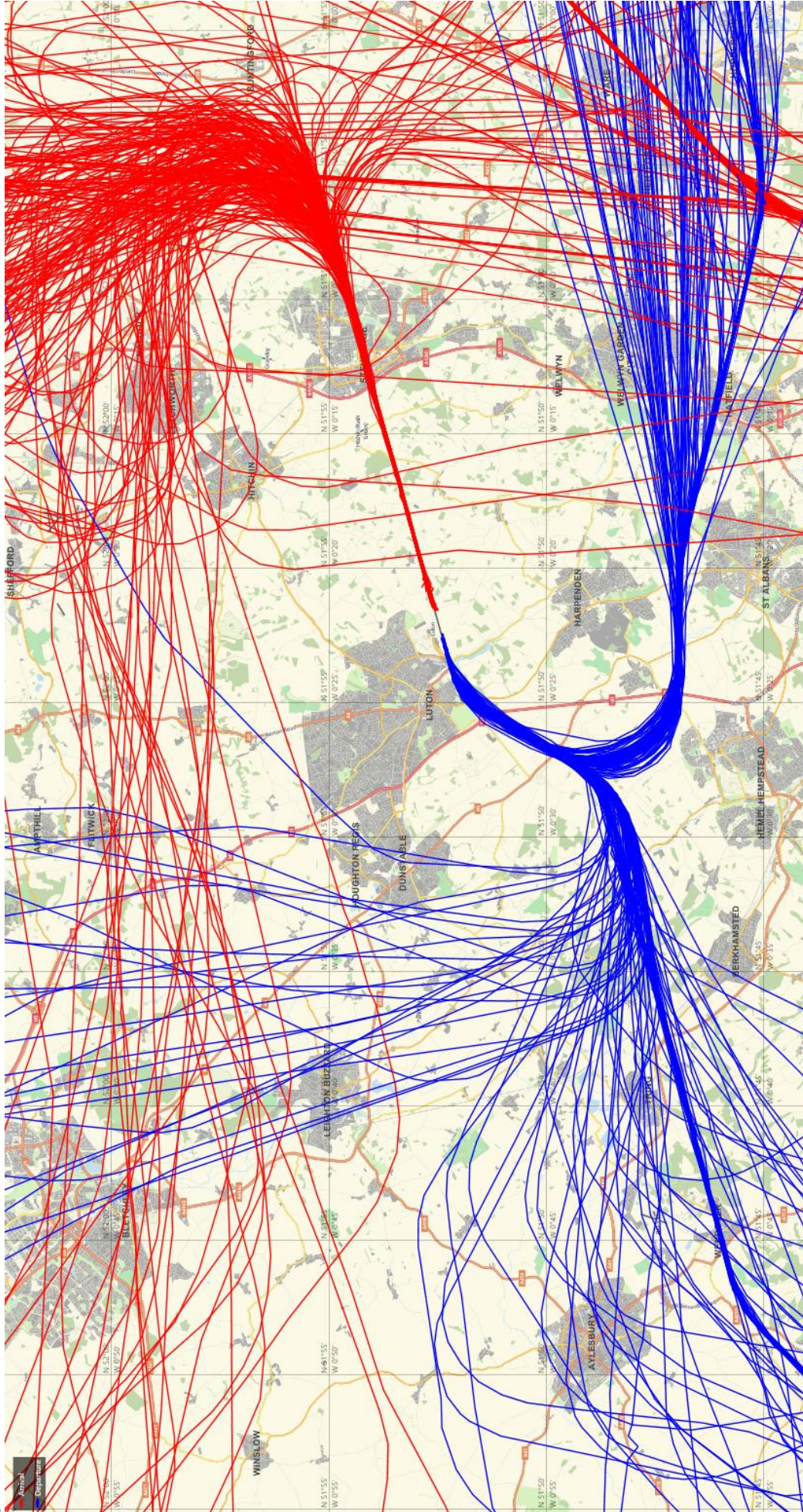
LLA Flight Routes Sample Easterly Operations

Key:
Departures in Blue
Arrivals in Red

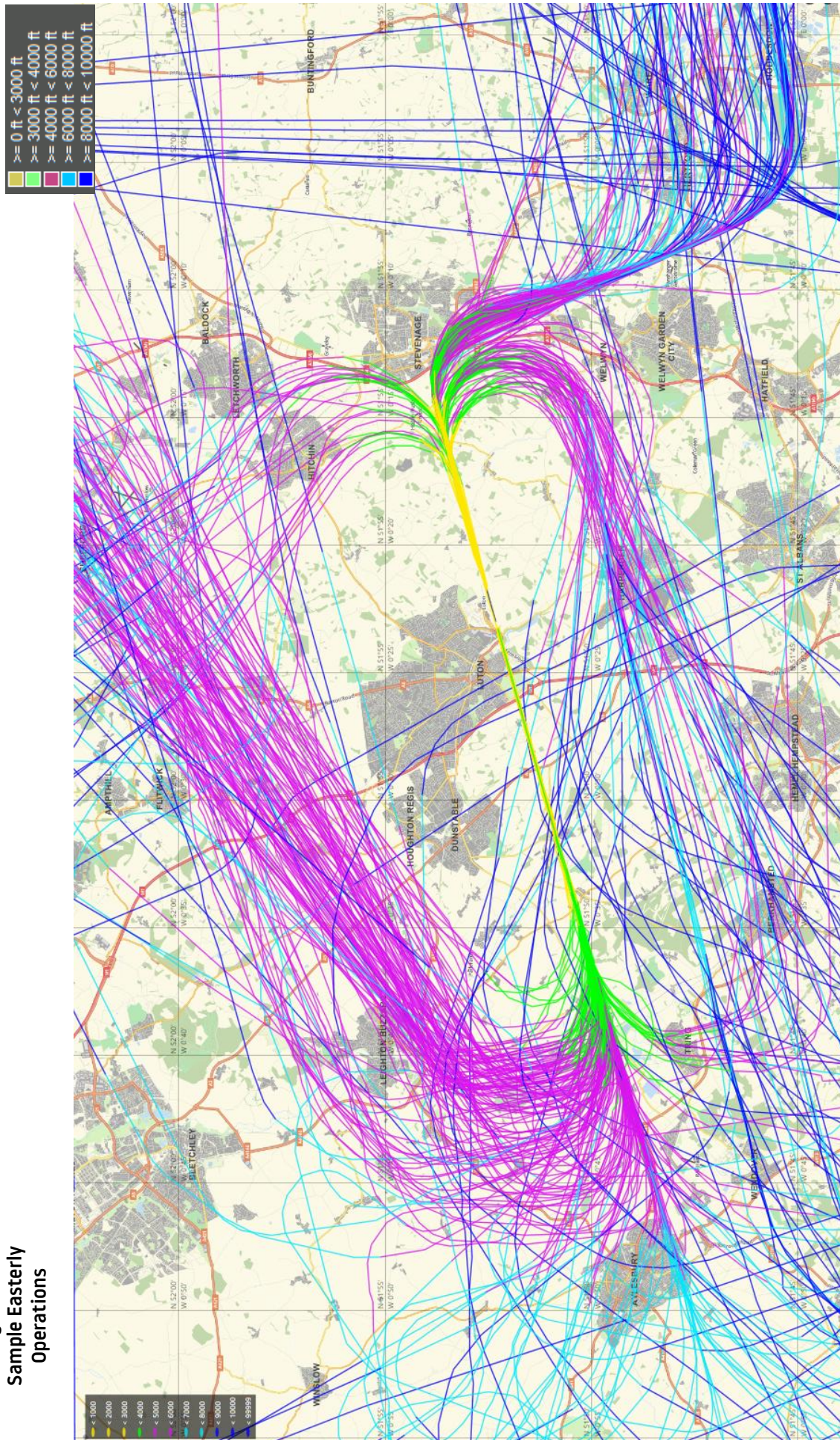


LLA Flight Routes Sample Westerly Operations

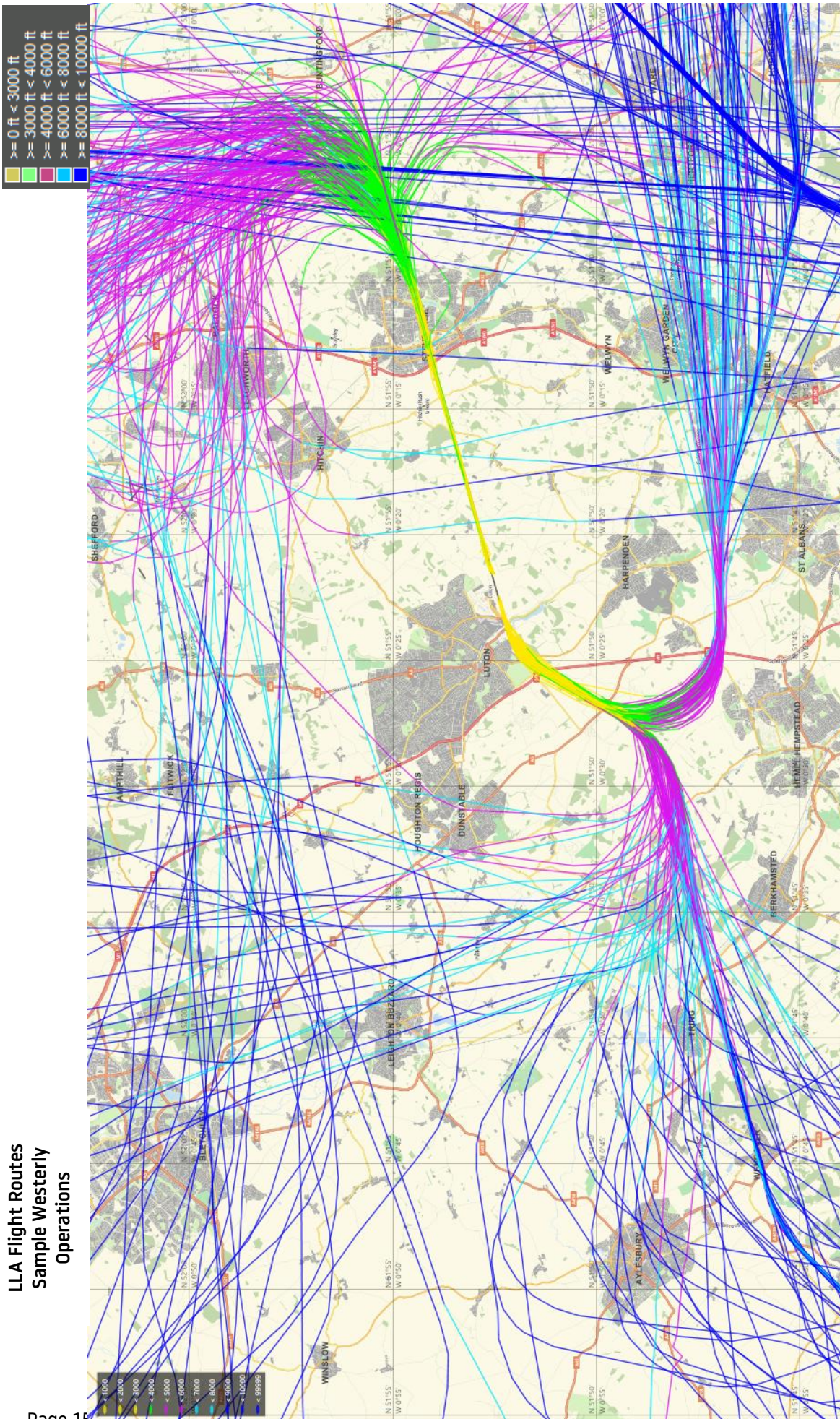
Key:
Departures in Blue
Arrivals in Red



LLA Flight Routes Sample Easterly Operations



LLA Flight Routes Sample Westerly Operations



4 AIRCRAFT NOISE

During the 3rd Quarter of 2023, the maximum noise levels less than 79 dB(A) was recorded by 99.8% of correlated departing aircraft.

The maximum noise level of less than 76 dB(A) was recorded by 95.3% of correlated departing aircraft.

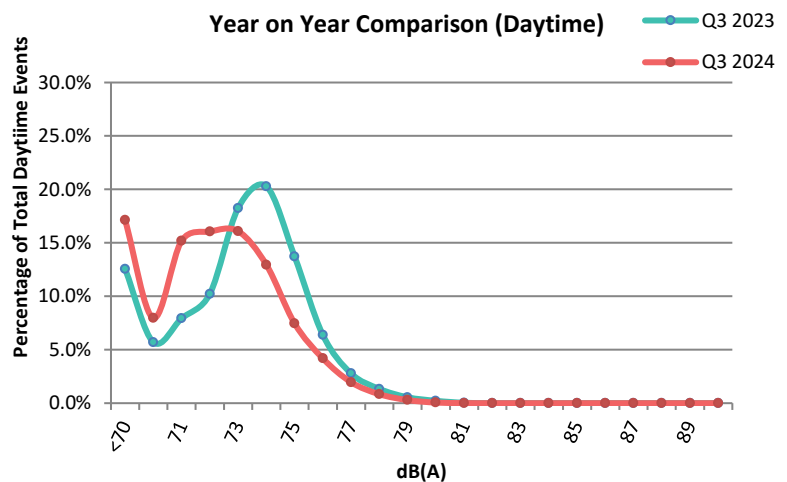
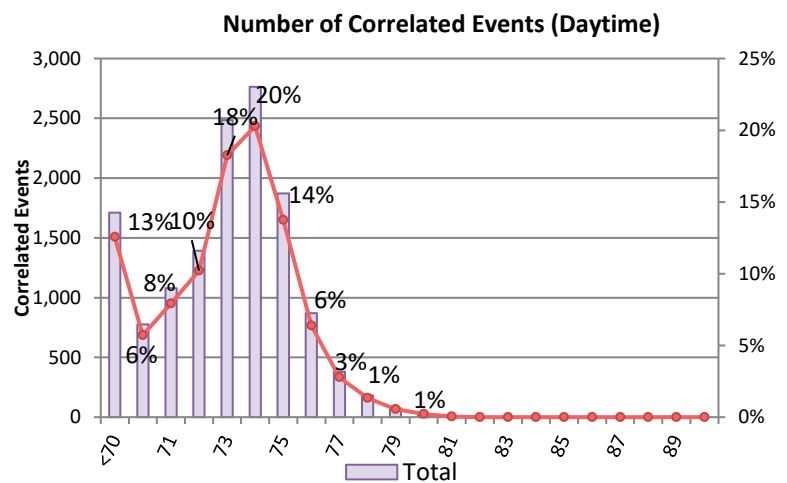
There were eight noise violations in Q3 2023. Details of these violations are outlined in Section 4.4.

4.1 Daytime Noise Levels – July to September 2023

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)*

	db (A) #	Jul	Aug	Sept	QTR
Number of Correlated Events (Daytime)	<70	579	452	680	1,711
	70	260	227	290	777
	71	302	359	419	1,080
	72	387	428	577	1,392
	73	844	776	865	2,485
	74	960	1,003	801	2,764
	75	690	670	511	1,871
	76	296	344	230	870
	77	128	158	93	379
	78	82	76	24	182
	79	30	33	12	75
	80	9	17	4	30
	81	2	3	0	5
	82	0	0	0	0
	83	0	0	0	0
	84	0	0	0	0
	85	0	0	0	0
	86	0	0	0	0
	87	0	0	0	0
	88	0	0	0	0
	89	0	0	0	0
	>90	0	0	0	0
Total		4,569	4,546	4,506	13,621

Rounded Result

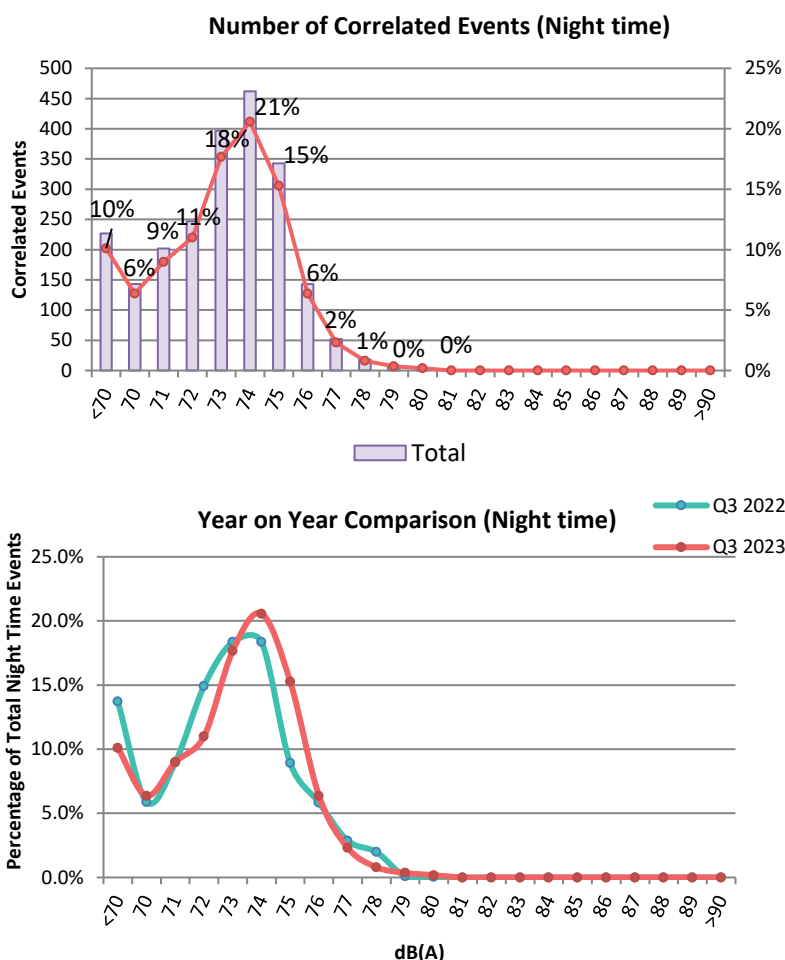


4.2 Night Noise Levels – July to September 2023

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

db (A) #	Jul	Aug	Sept	QTR
<70	77	74	76	227
70	57	34	52	143
71	63	69	70	202
72	85	73	89	247
73	138	132	127	397
74	170	140	152	462
75	140	122	81	343
76	50	66	27	143
77	20	20	12	52
78	10	3	5	18
79	3	4	1	8
80	2	1	1	4
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	815	738	693	2,246

Rounded Result



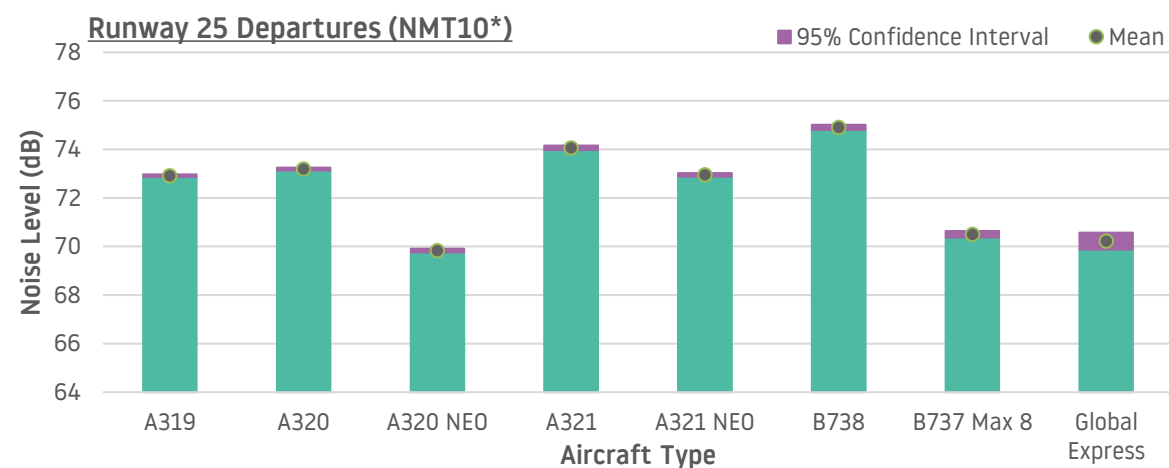
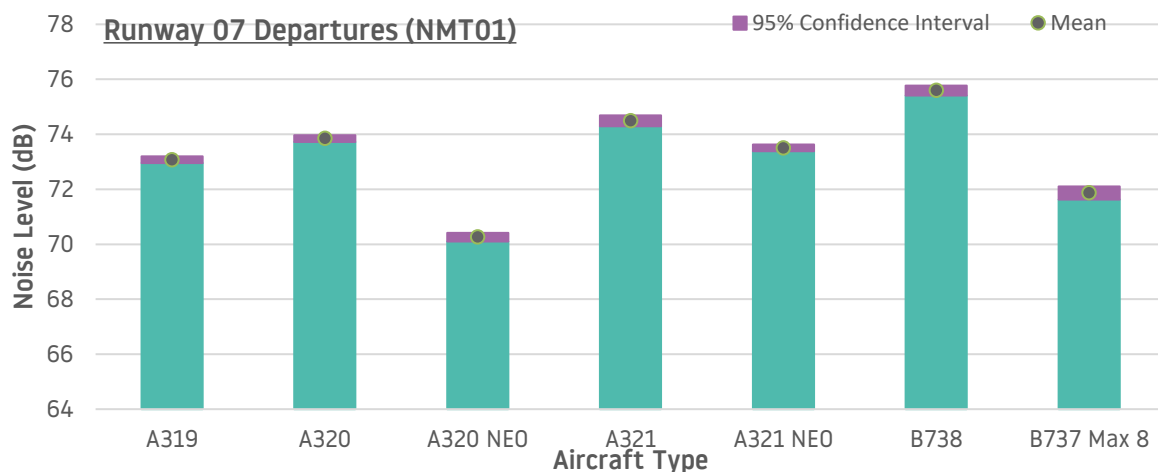
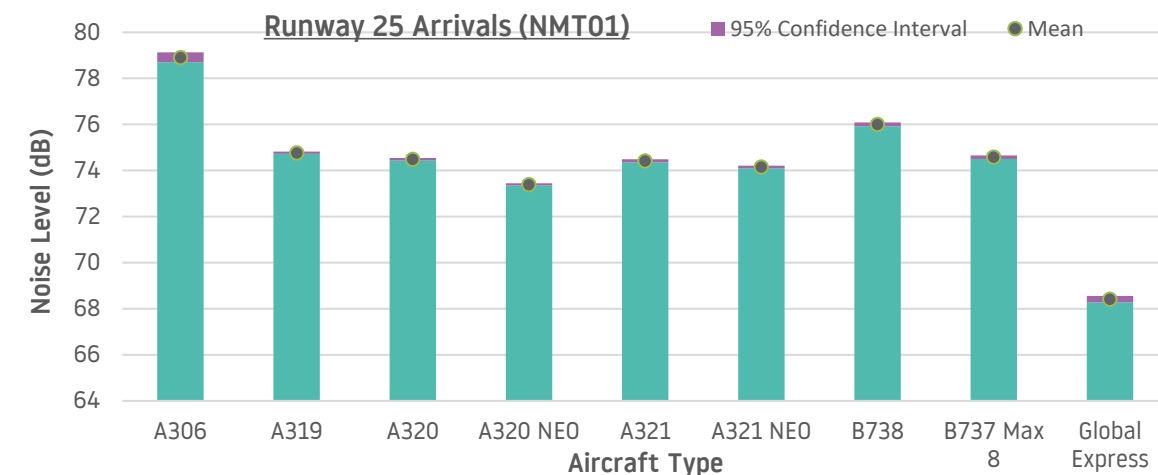
N.B It should be noted that the detection thresholds for the noise monitoring terminals are set at the lowest level to record the maximum number of aircraft noise events. A number of smaller aircraft types, such as business jets and propeller aircraft, get very close to but do not reach the detection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

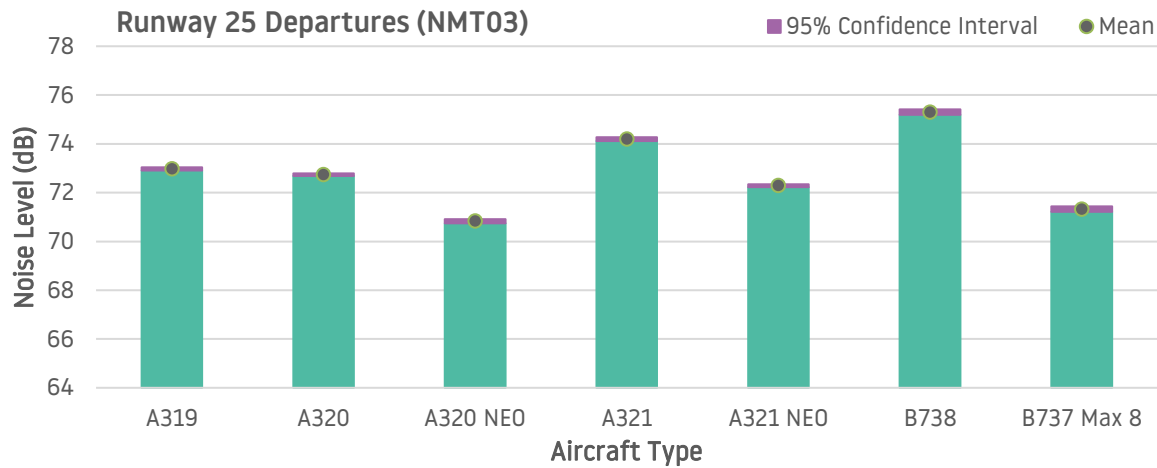
Ambient background noise is also an important factor as specific incidents such as loud road traffic, emergency vehicle sirens, lawn mowers, drills etc. can register noise levels louder than an aircraft overhead. This results in not all aircraft movements being correlated to noise events. Generally,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

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

4.3 Average Noise Monitor results by Aircraft Type (Q3 2023)

The following graphs show the average noise and confidence level (95%) for the three fixed noise monitors for the period July to September 2023. These are also split by the main aircraft types operating at LLA.





The table below shows the sample sizes used for the graphs in this section. For comparative purposes, we recommend a sample size of over 100 results are used. Therefore, only aircraft types with a sample size of over 100 have been shown.

	A306	A319	A320	A320 NEO	A321	A321 NEO	B738	B737 Max 8	Global Express
NMT01 (Arr)	104	2,112	2,571	1,667	1,068	1,887	1,136	602	313
NMT01 (Dep)	23	542	610	396	236	462	289	133	73
NMT10* (Dep)	96	2,065	2,514	1,614	1,034	1,835	1,114	586	227
NMT03 (Dep)	86	1,750	2,115	321	935	1,402	1,007	367	98

**The fixed noise monitor NMT02 has been replaced with NMT10.*

4.4 Noise Violations during Quarter 3 (July to September 2023)

There were eight noise violations during the period. Each violation was fined £1,000 at daytime and £2,000 for night period.

	Date/Time (Local)	Aircraft Type	Noise Level
Night	04/07/2023 23:04	A320	80.0dB
Day	21/07/2023 10:34	B739	80.8dB
Day	25/07/2023 08:03	B738	81.0dB
Day	02/08/2023 15:31	A320	81.3dB
Night	04/08/2023 06:34	B738	79.8dB
Day	15/08/2023 07:56	B738	80.5dB
Day	27/08/2023 07:47	B738	81.0dB
Night	26/09/2023 06:06	FA7X	80.0dB
Total Penalties Collected			£11,000

4.5 Noise Insulation Scheme Update

Our Noise Insulation Scheme aims to assist in reducing the noise for properties in our local communities. The scheme covers both residential and non-residential properties. Depending on any existing insulation in the property, double glazing, secondary glazing and ventilation units and loft insulation can be provided. Rooms eligible for insulation include living rooms, bedrooms, dining rooms and kitchen-diners. The uptake from the last batch of letters sent out in Q2 has had a higher uptake than usual, we have sent out a total 277 letters. 152 properties accepted and 95 properties were insulated.

As a result of this, our annual budget has been met much earlier than expected and no further properties have been insulated in Q3. The additional properties that have already accepted this year, will be insulated as a priority in 2024.

5 NOISE CONTOURS

5.1 Night Noise Contours – Q3 2023

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 2023 Q2 contours, with terrain data allowed for and the contours produced using the INM software (Version 7.0d). The validation is based on measured results in 2022 at the fixed noise monitors with departure profiles for key aircraft types based on radar data.

5.1.2 Noise Contour Results

The resulting noise contours are shown in the attached Figure A11060-NN23-Q3 at values from 48 to 66 dB LAeq,8h. Contours at 69 and 72 dB LAeq,8h have also been produced but are not individually distinguishable when plotted at the scale of the figure. The area of each noise contour is given in Table 1 below and compared with the values for the previous quarter (April - June 2023), and the equivalent quarter during the previous year (July – September 2022).

Contour Value (dB LAeq,8h)	Contour Area (km ²)		
	Jul – Sep 2022	Apr - Jun 2023	Jul – Sep 2023
48	32.8	33.0	32.7
51	18.4	18.3	18.8
54	9.7	9.8	10.0
57	5.6	5.5	5.6
60	3.1	3.0	3.1
63	1.5	1.5	1.5
66	0.9	0.9	0.9
69	0.5	0.5	0.5
72	0.3	0.3	0.3
W/E Split (%)	64/36	45/57	82/18

Table 1: Area of Night Noise Contours

5.1.3 Aircraft Movements

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

INM Aircraft Type	Jul – Sep 2022	Apr – Jun 2023	Jul – Sep 2023
1900D	n/a	10	n/a
737800	821	549	393
737800 (MAX)	18	104	315
757RR	238	219	229
A300-622R	79	78	80
A319-131	652	596	731
A320-211 (ceo)	1,149	904	967
A320-211 (neo)	718	874	1,084
A321-232 (ceo)	733	406	372
A321-232 (neo)	459	807	983
CL601	n/a	30	12
CNA208	10	n/a	16
CNA525C	n/a	15	n/a
CNA55B	n/a	n/a	n/a
CNA560XL	n/a	21	n/a
CNA680	n/a	10	n/a
CNA750	n/a	10	n/a
EMB145	n/a	28	n/a
F10062	n/a	39	n/a
GV	54	161	31
Other	73	63	58
Total	5,004	4,924	5,271

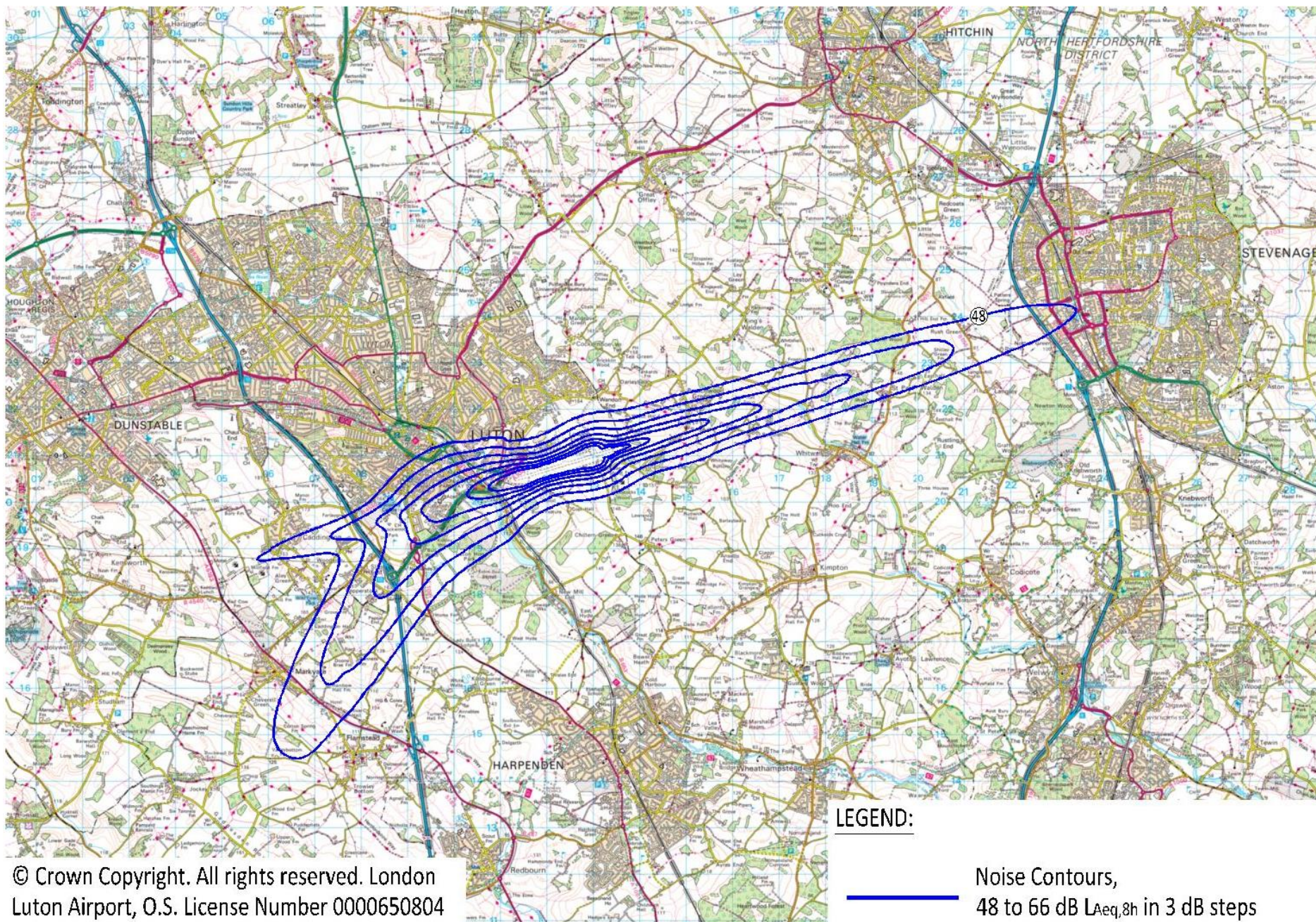
Table 2: Night-time Aircraft Movement Numbers by Aircraft Type

5.1.4 Noise Contour Comparison

There has been a 5% increase in the total number of movements compared with the same quarter in 2022. The overall fleet mix has changed with the proportion of flights by quieter modernised aircraft types having increased from 24% in 2022 Q3 to 45% in 2023 Q3. One of the clearest changes relates to the Boeing 737800 where in 2022 very few were the modernised (MAX) type, but in 2023 Q3 over 40%. In 2023 Q3 the majority of both the Airbus A320 and Airbus A321 operations were also by modernised types.

The area of the 48 dB(A) noise contour has remained similar compared to the same quarter last year, as the increase in movements is offset by the greater use of quieter modernised aircraft types. The shape of the contours has also changed slightly due to the relatively high proportion of westerly operations in 2022 Q3.

The number of movements has increased slightly compared to the previous quarter (April - June 2023). This was offset by an increase in the proportion of flights by quieter modernised aircraft types. Therefore, the areas of the noise contours has remained broadly similar.



6 COMPLAINTS

6.1 Total Complaints relating to LLA aircraft operations

	3rd QTR 2023	3rd QTR 2022
Total No. of Complaints relating to LLA aircraft operations	5,004	6,179
No. of Complainants	319	395
No. of General Complaints	542	509
No. of Specific Complaints	4,462	5,670
Average No. of Complaints per Complainant	15.6	15.6
No. of Aircraft Movements per Complaint	7.2	6.4

A total of 5,004 complaints relating to LLA aircraft operations were received by the Flight Operations Department during the third quarter of 2023. This is compared to 6,179 complaints received for the same period in 2022. It should be noted that during the third quarter of 2023, 73% of complaints were received from 10 individuals.

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

July 2023	1,745 complaints (1,574 Specific Complaints, 171 General Complaints)
August 2023	1,898 complaints (1,740 Specific Complaints, 158 General Complaints)
September 2023	1,361 complaints (1,148 Specific Complaints, 213 General Complaints)

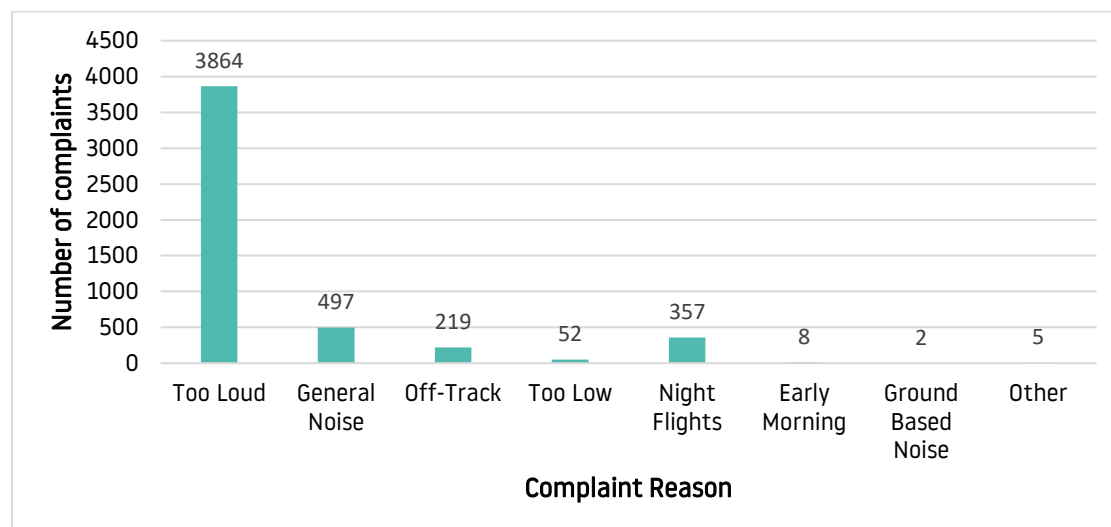
A further 47 complaints not attributable to LLA traffic were received throughout the quarter, compared to 170 complaints for the period July to September 2022.



Out of 319 total complainants, 178 contacted the airport only once meaning, 141 complainants generated 4,826 complaints.

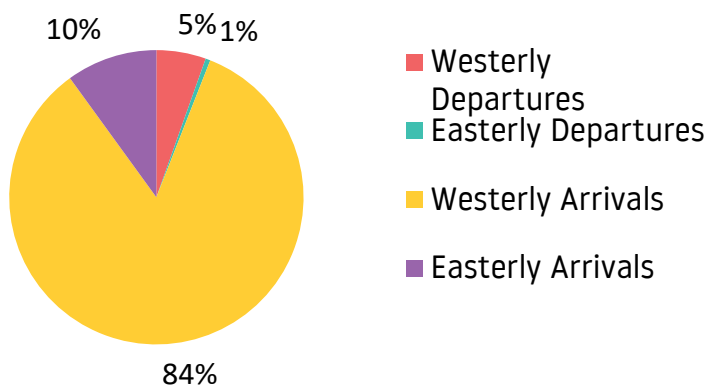
6.2 Type of Complaint

The types of complaint received by the Flight Operations Department from July to September 2023 are listed below.



6.3 Nature of Disturbance

The chart represents the areas of concern reported from specific complaints were regarding aircraft activity during the period July to September 2023.



Within the 226 specific aircraft complaints concerning westerly departures, 192 complaints involved aircraft on the Match/Detling heading, 17 related to aircraft using the Olney route and 17 complaints were recorded about aircraft following Rodni or off-airways routing.

Of the 22 complaints attributed to easterly departures, there were 6 aircraft on the Match route and 14 complaints related to aircraft following the Rodni route. There were 2 specific complaints relating to the easterly Olney departure. No complaints were recorded about aircraft following an off-airways routing.

In total the Flight Operations Department received 3,906 specific complaints regarding arrivals. 3,491 of these complaints were about westerly arrivals and a further 415 concerning easterly arrivals. These complaints were mostly regarding the new arrival's airspace change implemented in February 2022.

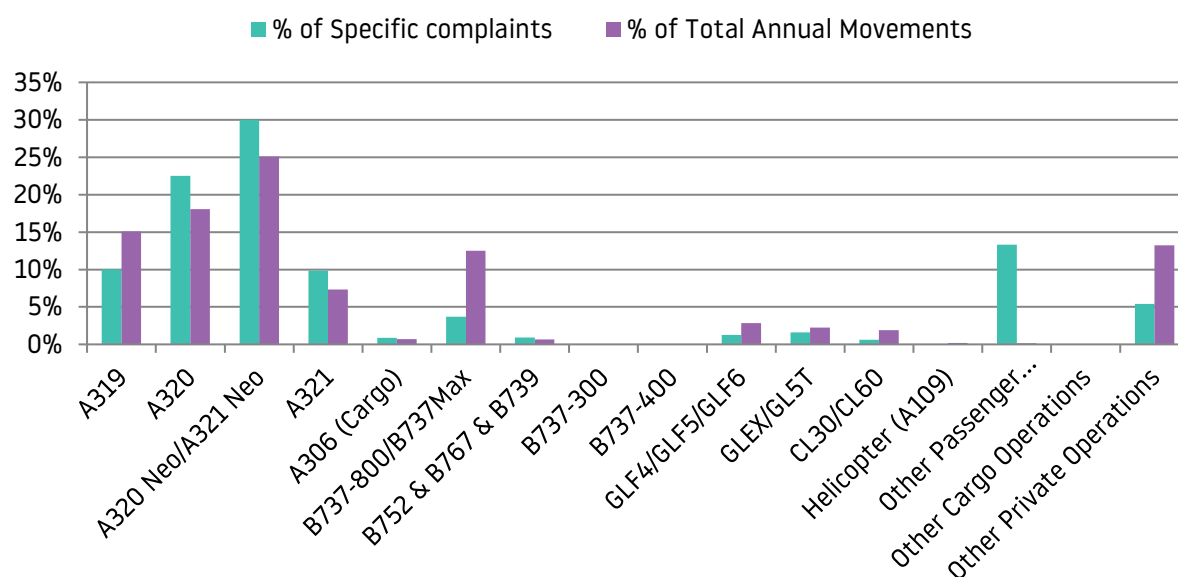
7
Complainants
reported noise
disturbance at night
(compared to **17**
Complainants for the same
Quarter last year)

Departing aircraft accounted for 3% of the specific night complaints and 97% involved arrivals. Cargo flights, involving A306 and B752 aircraft, were reported in 2% of the night complaints, whilst passenger aircraft accounted for 96% of night complaints. Furthermore, 1.4% of night complaints correlated to executive aircraft.

327 (7%)
Complaints
concerning night noise
disturbance from
LLA operations

6.4 Complaints by aircraft type

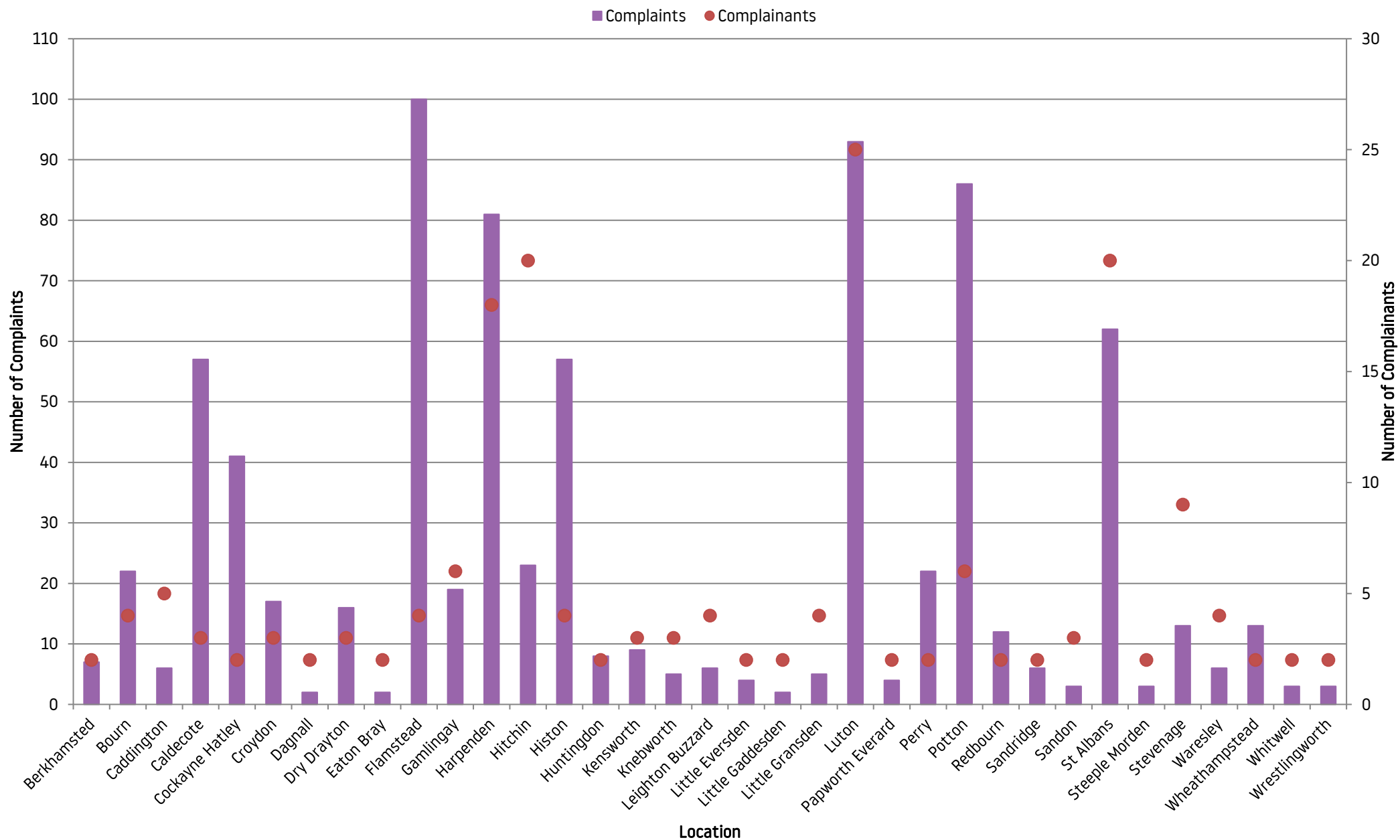
The diagram below shows aircraft types generating specific complaints.

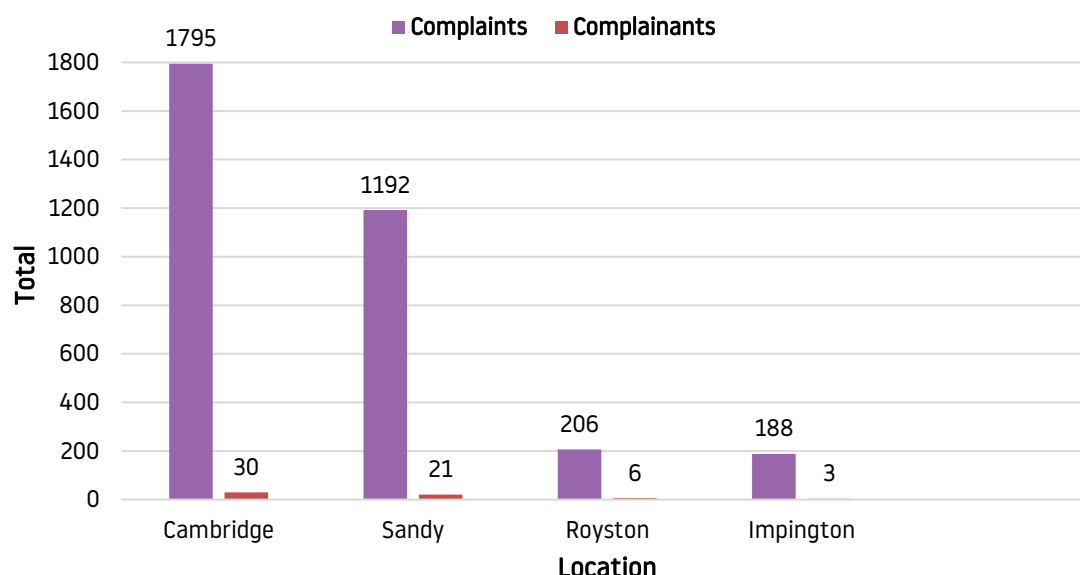


6.5 Origin of Complaints

The charts below identify the areas around the Airport from which more than one complainant submitted concerns relating to LLA aircraft operations during the period July to September 2023.

The communities with one complainant include: Abbotsley, Arrington, Ayot St Lawrence, Baldock, Biggleswade, Blackmore End, Breachwood Green, Buntingford, Childwickbury, Colmworth, Gaddesden Row, Girton, Gustard Wood, Harlow, Hatfield, Hemel Hampstead, Henlow, Highfields Caldecote, Kimpton, Lower Cambourne, Preston, Princes Risborough, Studham, Totternhoe, Upper Cambourne, Walkern, Walton on Thames, Welwyn Garden City.





6.6 Complaints Analysis

During Quarter 3 there has been a slight decrease in complaints and complainants compared to the same quarter last year. This is thought to be due to a number of reasons:

- The Post implementation review (PIR) has come to an end on September 2023 and this had an effect on the number of complaints and complainants decreasing.
- Similar to Q2 2023, some individuals are making multiple complaints. In Q3, 73% of complaints were received from 10 individuals.

6.7 Communication Method

The following table shows the mode of communication used to contact London Luton Airport regarding noise.

Communication Method	% of Total Complaints
Phone	0.3%
Email	22.3%
Travis	77.4 %

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

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 eight 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	55.4%
1	23.5%
2	9.4%
3	7.5%
4	2.3%
5	1.6%
6	0.2%
7	0.0%
8	0.0%
9	0.1%
10	0.0%
11	0.0%
12	0.0%
13	0.0%
14	0.0%
15	0.0%
16	0.0%
16+	0.0%

7 *COMMUNITY RELATIONS*

7.1 Community Visits to Airport

Invitations are often extended to local residents to visit or meet with the Flight Operations Team for a demonstration of the Aircraft Noise & Track Monitoring System, to discuss specific concerns and to view the specific tracks of LLA aircraft operations in their area.

During quarter 3 of 2023, the Flight Operations Team have met with three residents from different locations (Impington, South Luton and Sandy).

7.2 Airport Visits to the Community

The Flight Operations Team held two Public Surgeries during quarter 3, Sandridge on 24th July and Ivinghoe on 21st of September.

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

There were 22 appointments booked in Sandridge and 13 in Ivinghoe. The main themes were; requests to change the arrival routes, queries on LLA operating times and noise levels within the surrounding communities.

The Flight Operations team will continue to hold Public Surgeries during 2023. Details can be found on our website, (<https://www.london-luton.co.uk/corporate/community/noise/noise-surgeries>).