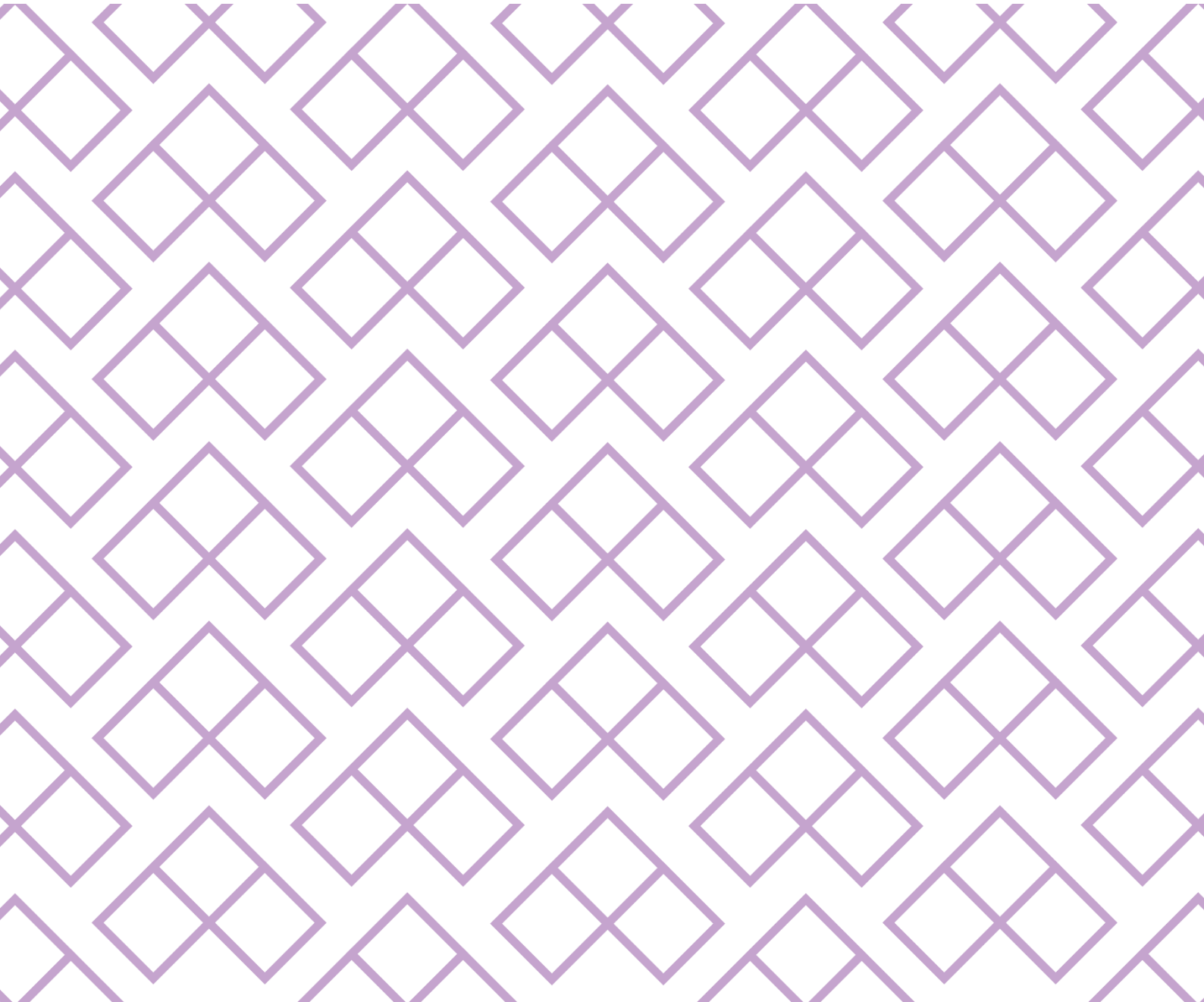
London Luton Airport

Quarterly Flight Operations Report

QUARTER 3 2024



INTRODUCTION

This report provides statistics on aircraft operations at London Luton Airport (LLA) during the period July to September 2024.

KEY MONITORING INDICATORS – 3rd QUARTER 2024

Parameter		3rd Quarter 2024	3rd Quarter 2023
Total Passenger Number	↑	4,892,502	4,798,487
Total Aircraft Movements	↑	37,076	36,059
Night Movements (23.00 – 06.59)	↑	5,306	5,272
Early Morning Movements (06.00 – 06.59)	↓	1,651	1,681
Aircraft Movement and Quota Count limits (per rolling 12-month period)			
Night Quota Movements (*9,650 limit*)	↓	7,954	8,871
Night Quota Count (*3,500 limit)*	↓	2,051	2,321.125
Early Morning Shoulder (*7,000 movements*)	↑	5,676	5,451
24hr CDA (% achievement)	-	95%	95%
Day CDA (% achievement)	↓	94%	95%
Night CDA (% achievement)	↓	95%	96%
Track Violations	↑	15	12
Departure Noise Infringements (Day)	↓	1	5
Departure Noise Infringements (Night)	↓	0	3
Noise Monitor Results*			
No. Day (Night) > 80 dB(A)	↓	1 (0)	5 (0)
No. Day (Night) > 75 dB(A)	↓	1,623 (201)	1,541 (225)
No. Day (Night) > 70 dB(A)	↓	9,353 (1,341)	11,133 (1,876)
Night Noise Contour Area (48 dB $L_{Aeq, 8h}$)	↑	34.7 km^2	32.7 km^2
Noise Complaints	↓	1,939	5,004
Complainants	↓	107	319
Number of New Complainants	↓	23	137
Largest Source of Complaints	-	Departures East	Arrivals. West
Origin of Concerns (>5 Complainants)	-	Hitchin Luton Harpenden St Albans Stevenage	Cambridge Sandy Caddington Hitchin Royston Luton Potton Harpenden St Albans Gamlingay Stevenage
Westerly/Easterly Runway Split (%)	-	73/27	80/20

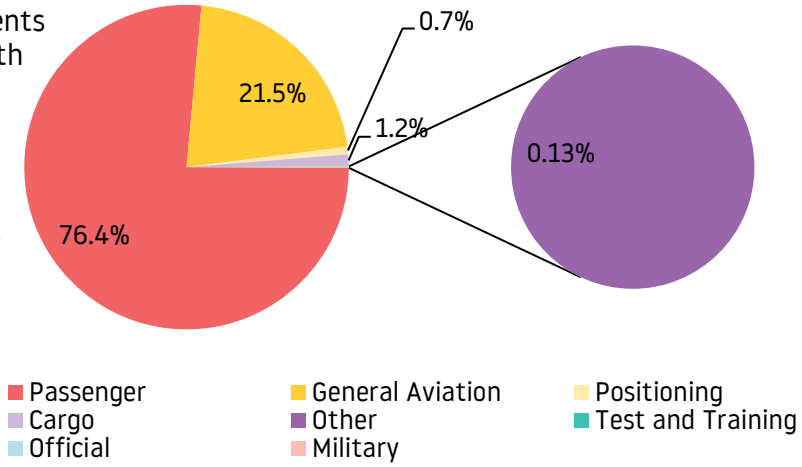
1 AIR TRAFFIC DATA

1.1 Aircraft Movements

There were 37,076 aircraft movements during this quarter (compared with 36,059 for the same period in 2023), an increase of 2.8%.

This resulted in an average 403 movements per 24 hours (392 last year).

Total Aircraft Movements (%)



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 2024	155	9,477	108	5	0	0	15	3,097	0	**12,857**
Aug 2024	142	9,622	77	10	0	0	18	2,283	0	**12,152**
Sep 2024	144	9,228	61	17	0	0	16	2,601	0	**12,067**
QTR Total	**441**	**28,327**	**246**	**32**	**0**	**0**	**49**	**7,981**	**0**	**37,076**

1.2 Passenger Statistics

A total of 4,892,502 passengers passed through LLA during the period July to September 2024 (compared with 4,798,487 for the same period last year); 4,829,830 on scheduled flights (98.9%) and 62,672 on charter flights (1.3%). This represents 1.96% increase in passengers and equates to an average 53,179 passengers per 24 hours (compared to 52,157 during the same quarter last year).

	Domestic	EU	Non-EU	Total
Apr 2024	133,311	1,207,776	292,370	**1,633,457**
May 2024	133,084	1,276,458	310,255	**1,719,797**
Jun 2024	118,872	1,130,052	290,324	**1,539,248**
QTR Total	**385,267**	**3,614,286**	**892,949**	**4,892,502**

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

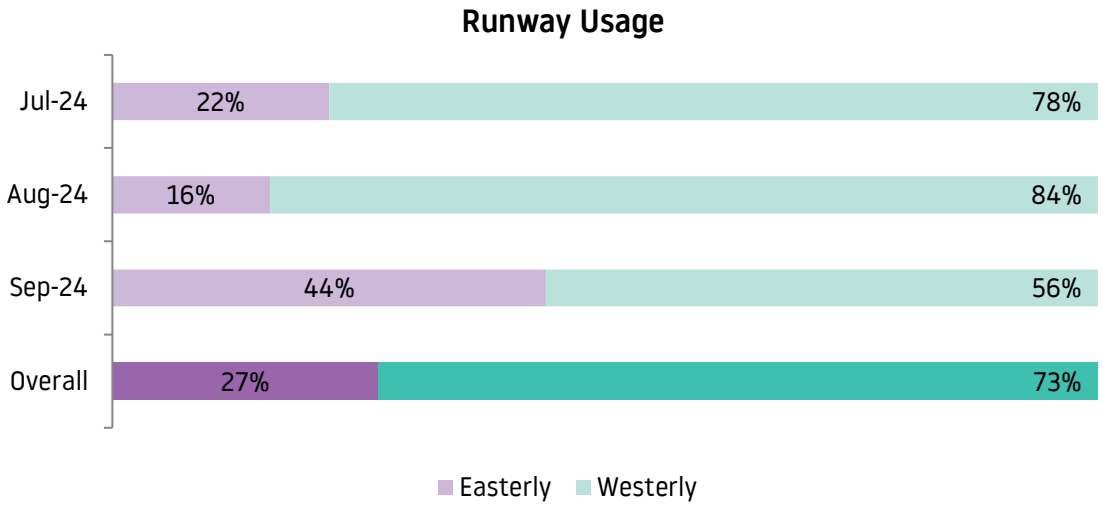
[1] Other relates to flights coming for maintenance and or departing aircraft that have made an unscheduled return to base

[2] General Aviation incorporates Private Aircraft, Helicopters and Business Jets

1.3 Runway Usage

The direction of operation is determined by wind direction. Aircraft operating in a westerly direction take off towards the west and land from the east. Aircraft operating in an easterly direction take off towards the east and land from the west.

The runway usage split during this period was 27% easterly and 73% westerly (in comparison to a 20%-80% split in the same quarter last year). The monthly breakdown of these statistics is as follows:



1.4 Night Flying Restrictions

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

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

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

1.4.1 Definitions

The 'Night Quota Period'

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

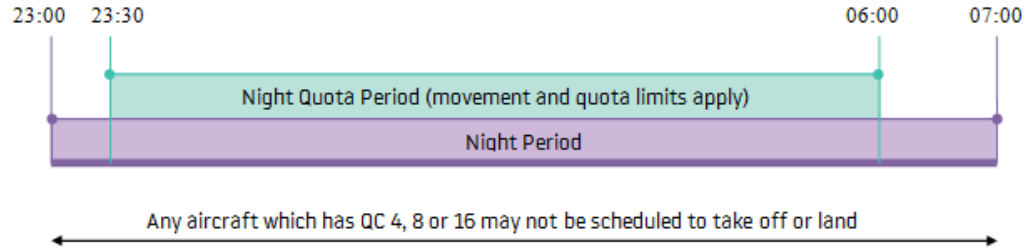
Aircraft are certified by the International Civil Aviation Organisation (ICAO) according to the noise they produce during specific certification tests conducted by the manufacturer. They are classified separately for both take-off and landing. The points are allocated to different aircraft types according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

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

The 'Early Morning Shoulder Period'

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

1.4.2 Restrictions at London Luton Airport



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

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

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

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

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

	Night Quota Period (2330-0559)		Early Morning Shoulder (0600-0659)
	Movements Limited to 9,650 Annually	*Quota Count Limited to 3,500 Annually*	*Movements Limited to 7,000 Annually*
October 2023	850	191.250	555
November 2023	491	130.750	347
December 2023	560	142.625	317
January 2024	565	145.750	381
February 2024	525	138.375	342
March 2024	542	133.250	373
April 2024	741	179.000	589
May 2024	823	200.625	605
June 2024	686	199.000	546
July 2024	710	198.750	537
August 2024	729	196.000	548
September 2024	732	195.625	536
QTR Total	**2,171**	**590.375**	**1,621**
Total for preceding 12 months	*7,954*	*2,051*	*5,676*

1.4.4 Dispensations

In March 2023, LLA started to dispense movements in line with the Section 106 agreement. LLA submitted a Dispensation Policy to the Local Planning Authority to dispense (remove) movements from the night-time movement limit, night time QC limit and early morning movement limit. The table below shows the number of movements dispensed in July to September 2024. These have not been reported in the table in section 1.4.3.

	Night Dispensations	% Night Movements are Dispensations
July 2024	355	33%
August 2024	257	26%
September 2024	215	23%
Total	**827**	**28%**

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	% Night Movements Dispensations
Weather	73	2.4%
Passenger Hardship	578	19.3%
Air Traffic Disruption	165	5.5%
Medical	11	0.37%
Diversions	0	0%
Emergencies	0	0%
Total	**827**	**28%**

In Q3, some examples of approved dispensations were:

- A medical flight carrying specific doctors who would perform a lifesaving operation, this was a threatening operation. This flight had a NACA (National Advisory Committee for Aeronautics) scale 5 flight, which is life threatening. LLA only allows flights with NACA score above 4 to take place during the night.
- Flooding in Palma which closed the airport to all movements, this caused some aircraft to operate off schedule. These were classified as passenger hardship as the aircraft needed to depart from Palma when the airport was open to prevent congestion.
- Thunderstorms affected flights in both July and September which caused flights to delay into the night time.

1.5 Day/Night Ratio of Movements - Actual

There were 5,306 night operations during the quarter (compared to 5,272 for the same quarter last year), an average of 58 movements per night (compared to 57 last year). Arriving aircraft accounted for 58% of total night movements, relating primarily to the last rotation of Luton based passenger aircraft scheduled to land between 23:00 and midnight local. 73% of total night departures took off between 06:00 – 07:00 hours local. The average ratio of total aircraft operations during the quarter was 83.7% day / 14.3% night (in comparison to 85% day / 15% night over the same quarter last year).

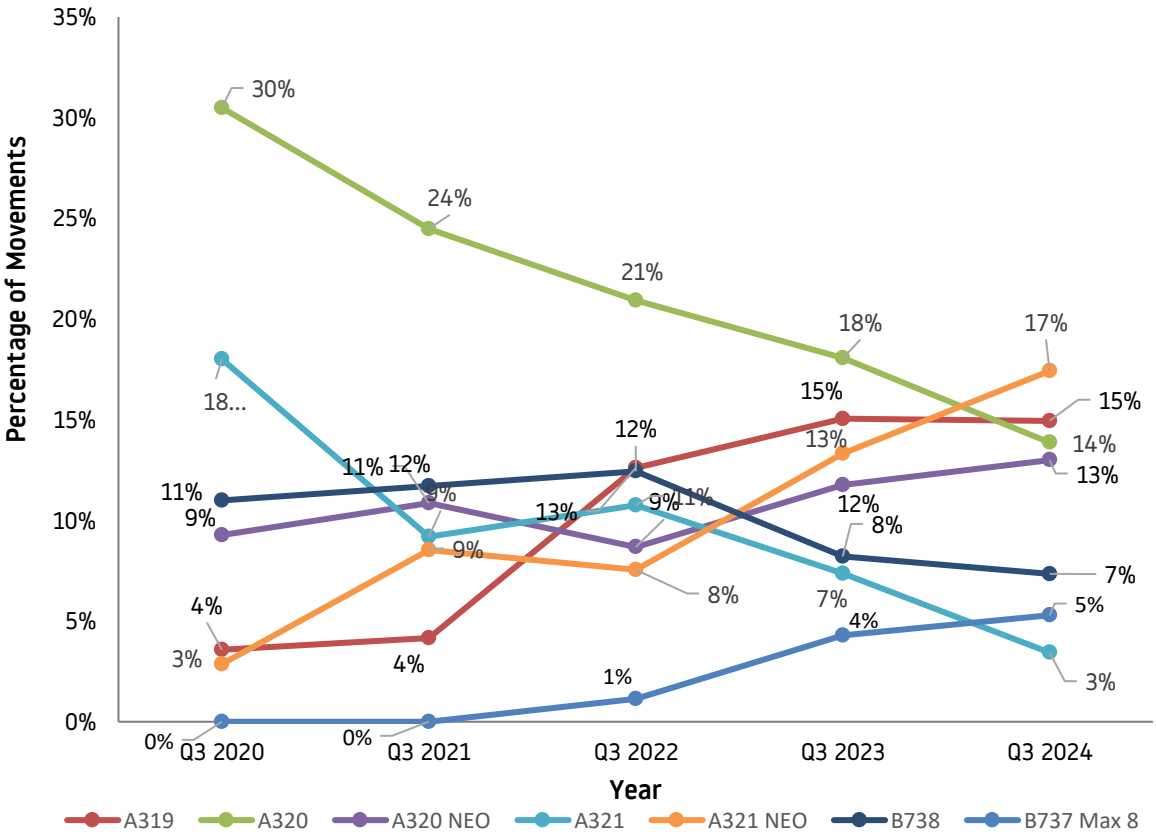
	Day Movements (0700-2259)			**Night Movements (2300-0659)**					**Total**
	Day movements			*Night Quota Period (2330-0559)*		*Early Morning Shoulder (0600-0659)*		*Total Night Movements (2300 – 0659)*	
	A	D	Total	A	D	A	D		
October 2023	4,828	4,951	9,779	691	162	28	537	1,641	**11,420**
November 2023	3,949	3,999	7,948	361	135	27	357	990	**8,938**
December 2023	4,421	4,573	8,994	499	149	19	393	1,211	**10,205**
January 2024	3,775	3,772	7,547	418	151	28	359	1,087	**8,634**
February 2024	4,097	4,126	8,223	373	153	23	324	1,005	**9,228**
March 2024	4,382	4,471	8,853	399	146	29	349	1,078	**9,931**
April 2024	4,742	4,814	9,556	673	144	9	580	1,594	**11,150**
May 2024	5,206	5,442	10,648	800	182	38	567	1,805	**12,453**
June 2024	5,287	5,514	10,801	787	150	4	542	1,688	**12,489**
July 2024	5,362	5,658	11,020	891	176	4	541	1,837	**12,857**
August 2024	5,066	5,334	10,400	831	165	7	551	1,752	**12,152**
September 2024	5,034	5,316	10,350	819	136	12	536	1,717	**12,067**
QTR Total	**15,462**	**16,308**	**31,770**	**2,541**	**477**	**23**	**1,628**	**5,306**	**37,076**
Total for preceding 12 months	*56,149*	*57,970*	*114,119*	*7,542*	*1,849*	*228*	*5,636*	*17,405*	***131,524***

1.6 Day/Night Ratio of Movements – Forecast

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 7000	Total Night Movements (2300-0659hrs)	Total
October 2024	10084	859	582	1678	**13,203**
November 2024	8149	502	361	1014	**10,026**
December 2024	9442	649	413	1275	**11,779**
January 2025	7796	588	400	1123	**9,907**
February 2025	8221	526	347	1005	**10,099**
March 2025	8904	554	380	1090	**10,928**
April 2025	9664	831	596	1617	**12,708**
May 2025	10789	992	613	1826	**14,220**
June 2025	11072	956	560	1726	**14,314**
July 2025	11280	1097	558	1885	**14,820**
August 2025	10789	1030	579	1814	**14,212**
September 2025	10765	994	570	1787	**14,116**
Total for following 12 months	***116,955***	***9,578***	***5,959***	***17,840***	***150,332***

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 2024, there was an increase in the utilisation of new generation aircraft, compared with the same period last year.



2 DEPARTING AIRCRAFT

2.1 Departure Route Analysis

The following table reports the average and total number of departures for each flight route, differentiating between easterly (07) and westerly (25) operations. The night movements quoted below departed between 23:00 and 06:59 hours local.

		Departures										Total
		MATCH/DETLING			*RODNI*		*OLNEY*		*Other**		*Helicopter*	
		07	25 3B	25 3Y	07	25 (1B)	07	25 (2B)	07	25	HELI	
Jul 2024	Daytime	603	7	2,036	390	1,386	160	544	15	27	30	**5,222**
	Night-time	124	2	505	95	410	19	86	1	0	0	**1,243**
Aug 2024	Daytime	445	9	2,086	279	1,355	109	491	4	23	14	**4,824**
	Night-time	93	3	534	67	445	17	80	1	11	0	**1,251**
Sep 2024	Daytime	1,115	6	1,400	744	897	300	338	13	23	14	**4,863**
	Night-time	250	1	330	202	280	37	49	7	10	0	**1,166**
QTR	**Total**	**2,628**	**26**	**6,886**	**1777**	**4,773**	**642**	**1,588**	**41**	**94**	**106**	**18,569**
	Daily Average	*28.5*	*<1*	*74.8*	*19.3*	*51.8*	*6.9*	*17.2*	*<1*	*1.0*	*1.1*	*201.8*

2.2 Departure – Track Keeping

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

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

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

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

- Safety or operational reasons
- Weather avoidance
- Emergencies

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

The table below shows track keeping violations over the previous three-month period. The on-track performance for the quarter was 99.5%. 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 2024	3	£3,000
August 2024	6	£6,000
September 2024	7	£7,000
QTR	**16**	**£16,000**

	Airline or Aircraft Operator	Aircraft Type/Occurrence
July 2024	Airline and privately owned aircraft	B738, GLEX
August 2024	Airline and privately owned aircraft	F900, C650, A320, E145, E550, E55P
September 2024	Privately owned aircraft	GL7T, GLEX, C56X, H25B, LJ36, CL60

3 ARRIVING AIRCRAFT

3.1 Arrivals Route Analysis

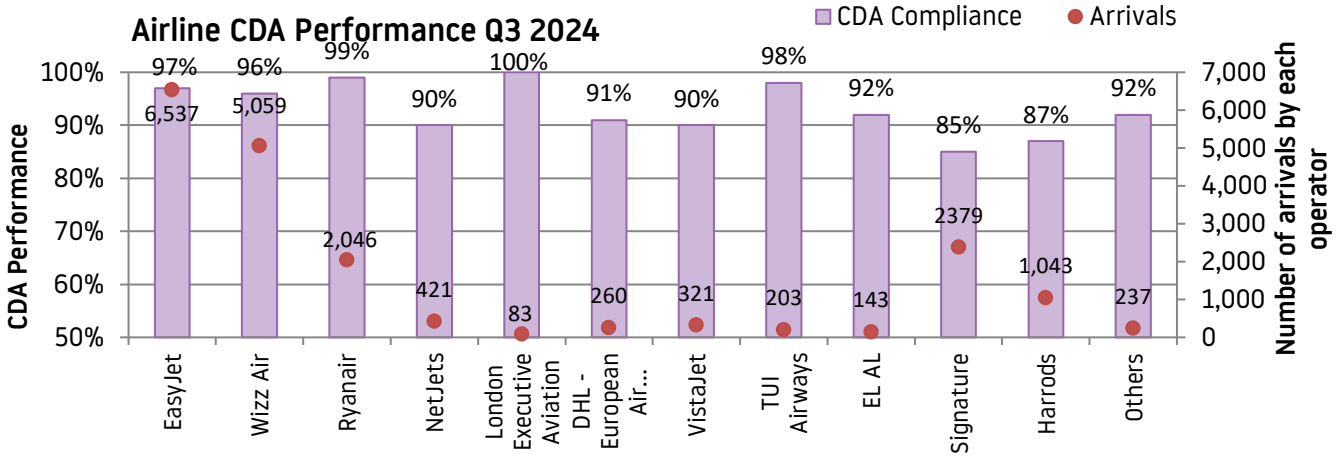
The following table reports the total number of arrivals differentiating between easterly (07), westerly (25) operations and helicopters.

		Arrivals			Total
		07	*25*	*Heli*	
Jul 2024	Daytime	1,120	4,050	24	**5,194**
	Night-time	219	912	1	**1,132**
Aug 2024	Daytime	813	4,154	9	**4,976**
	Night-time	144	944	0	**1,088**
Sep 2024	Daytime	2,156	2,813	13	**4,982**
	Night-time	466	592	1	**1,059**
QTR	**Total**	**4,918**	**13,465**	**47**	**18,431**
	Daily Average	*53*	*146*	*<1*	*200*

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*
Jul 2024	**95%**	94%	95%	**97%**	97%	93%	**94%**	94%	96%
Aug 2024	**95%**	95%	95%	**97%**	98%	94%	**95%**	95%	96%
Sep 2024	**94%**	94%	94%	**95%**	95%	94%	**93%**	92%	94%
QTR Total	**95%**	94%	95%	**96%**	96%	94%	**94%**	93%	95%

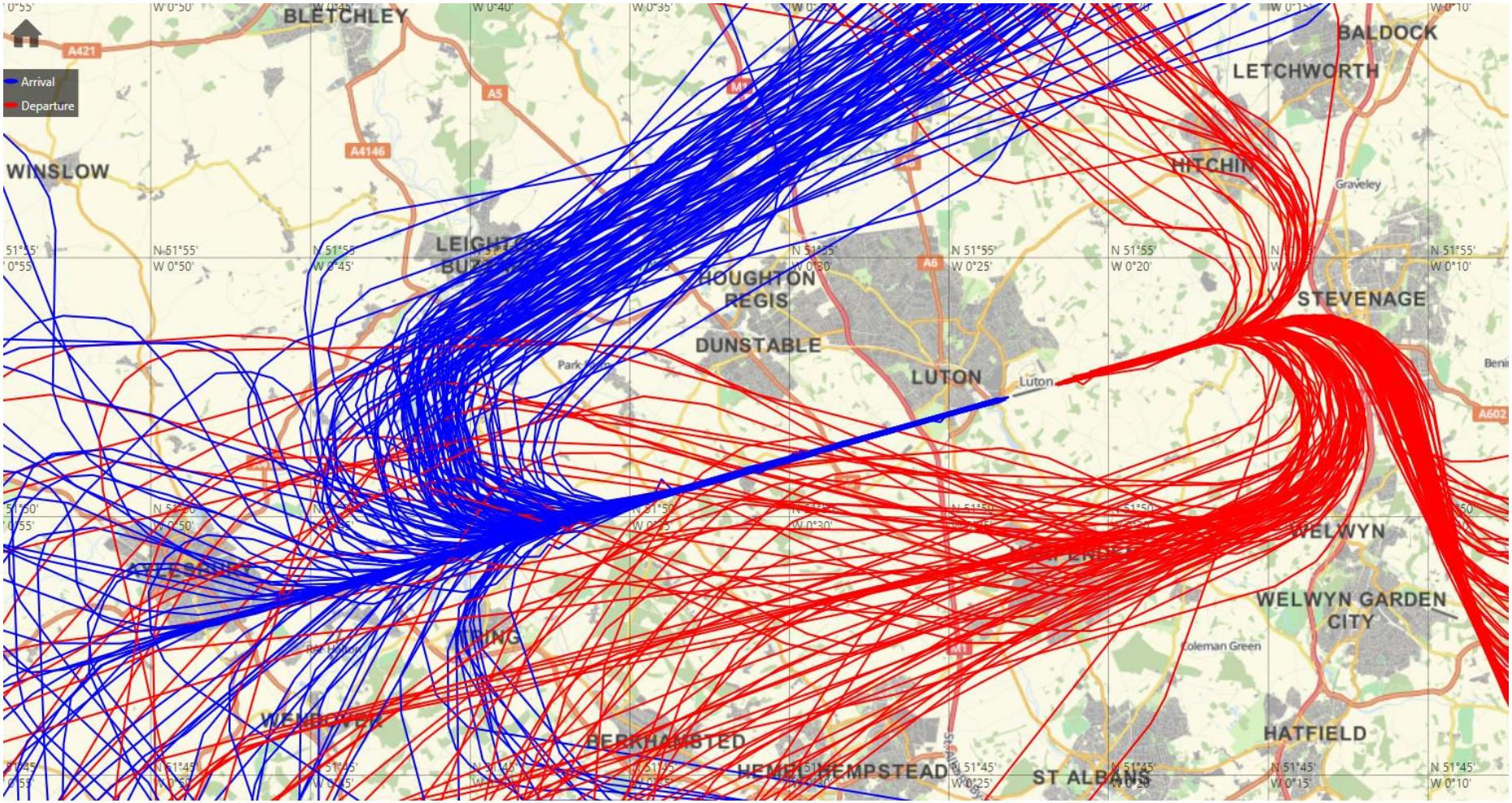
The overall CDA achievement was 95% with several major LLA operators achieving high performance. The maps overleaf, produced from the Topsonic Aircraft Noise & Track Monitoring



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 2024.

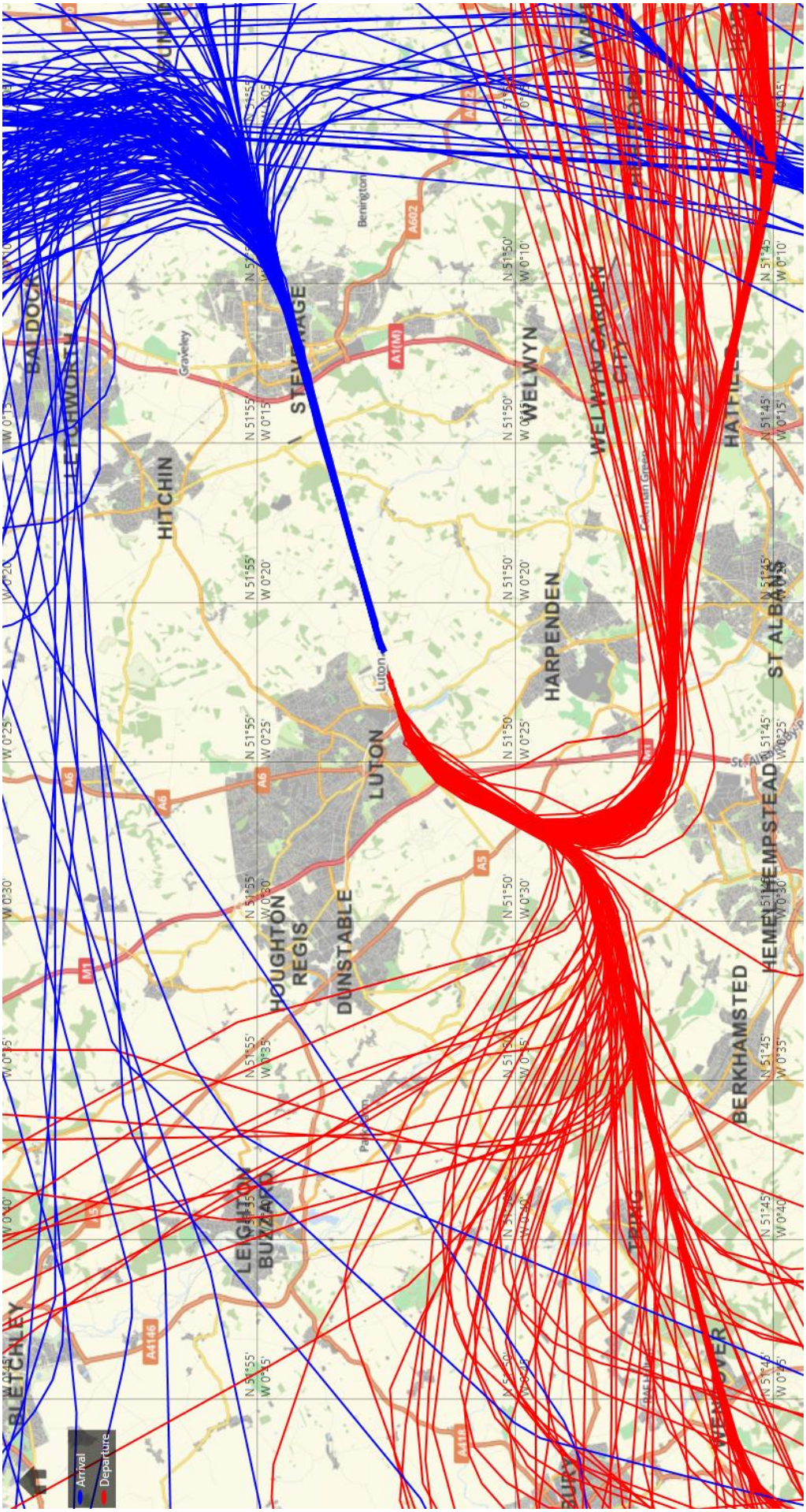
LLA Flight Routes
Sample Easterly
Operations

Key:
Departures in Red
Arrivals in Blue

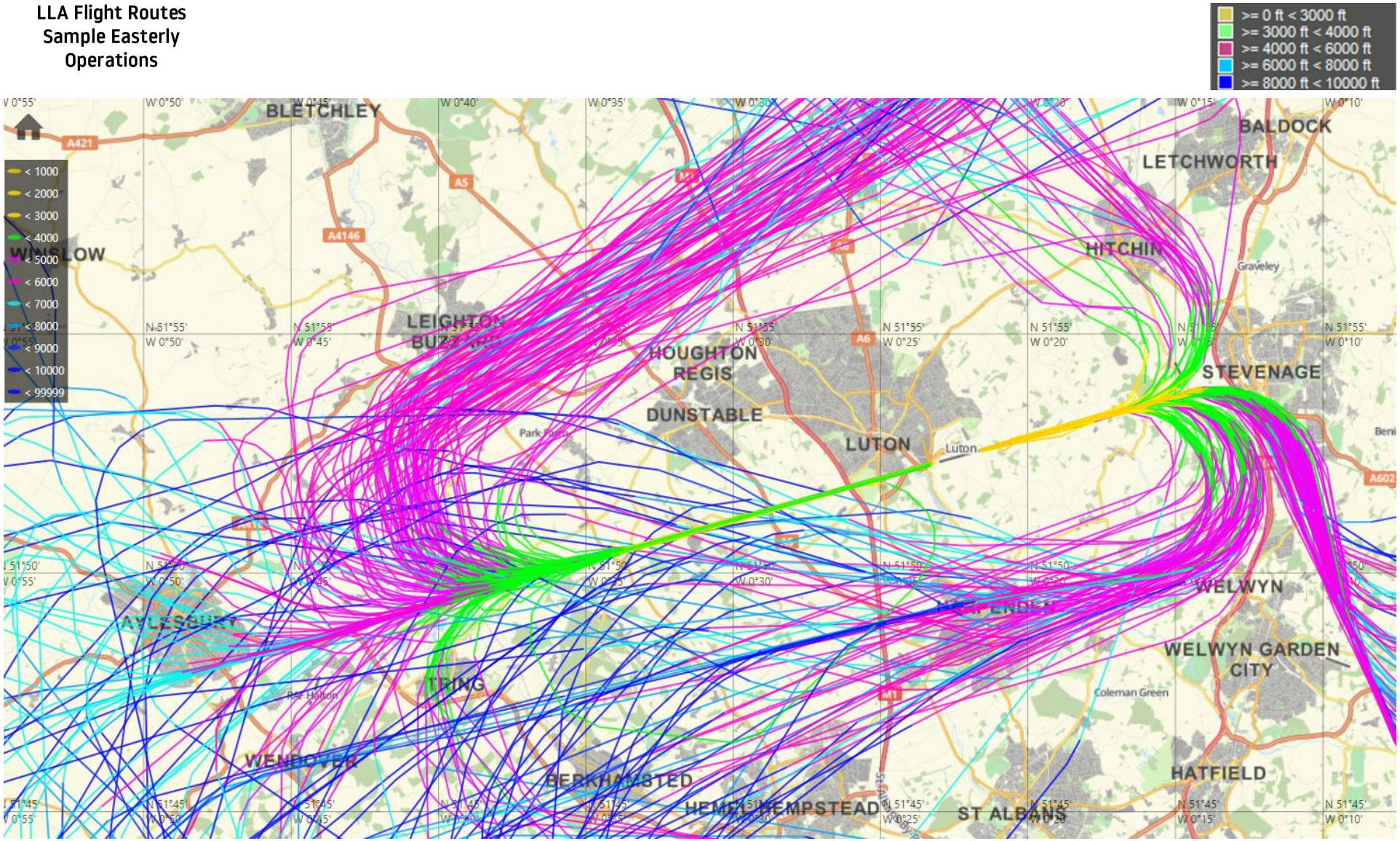


LLA Flight Routes
Sample Westerly Operations

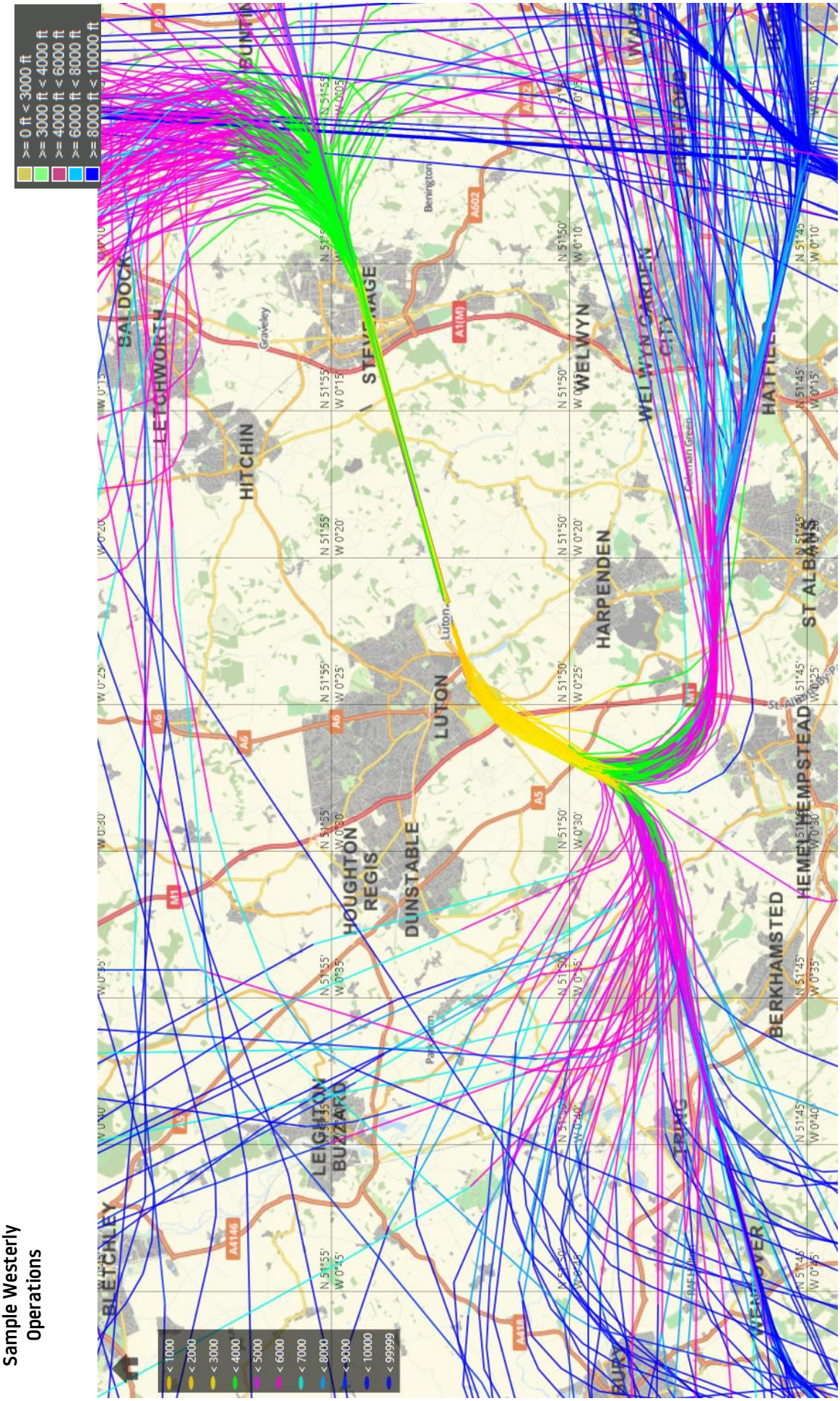
Key:
Departures in Red
Arrivals in Blue



LLA Flight Routes
Sample Easterly
Operations



LLA Flight Routes
Sample Westerly Operations



4 AIRCRAFT NOISE

During the 3rd Quarter of 2024, the maximum noise levels less than 79 dB(A) was recorded by 99.9% of correlated departing aircraft.

The maximum noise level of less than 76 dB(A) was recorded by 97% of correlated departing aircraft.

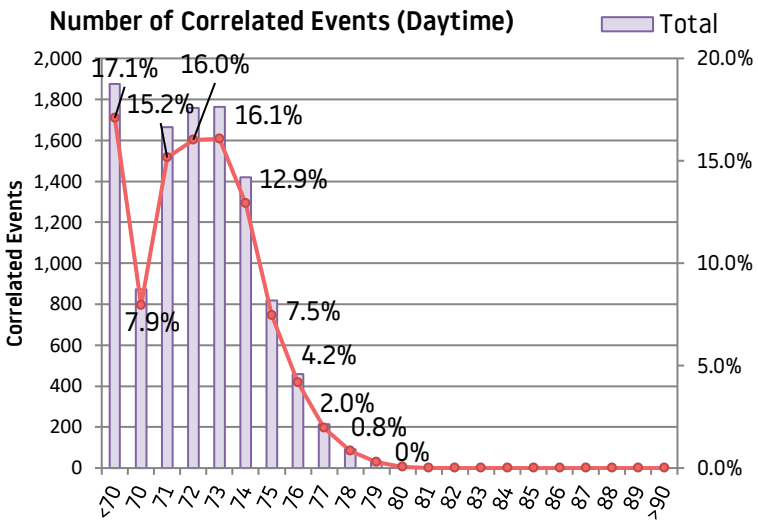
There was one noise violation in Q3 2024. Details of these violations are outlined in Section 4.4.

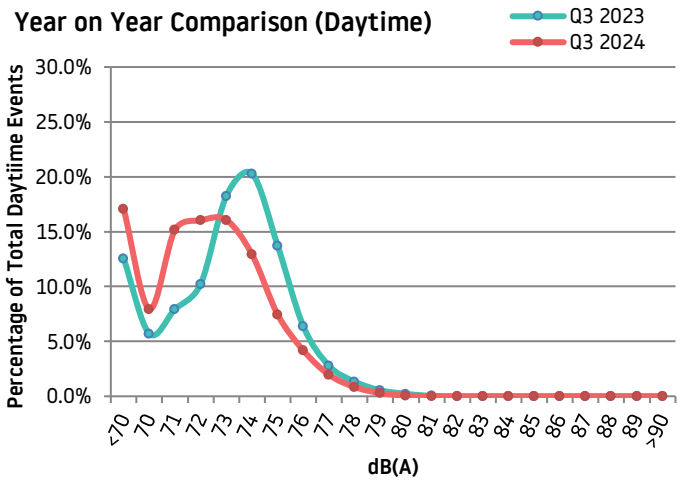
4.1 Daytime Noise Levels – July to September 2024

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	Sep	QTR
Number of Correlated Events (Daytime)	<70	133	761	982	1,876
	70	188	327	357	872
	71	477	602	585	1,664
	72	394	712	653	1,759
	73	325	690	748	1,763
	74	257	515	647	1,419
	75	144	299	375	818
	76	94	166	199	459
	77	36	72	107	215
	78	12	31	49	92
	79	2	6	24	32
	80	0	2	4	6
	81	0	0	1	1
	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		**2,062**	**4,183**	**4,731**	**10,976**

 # Rounded Result



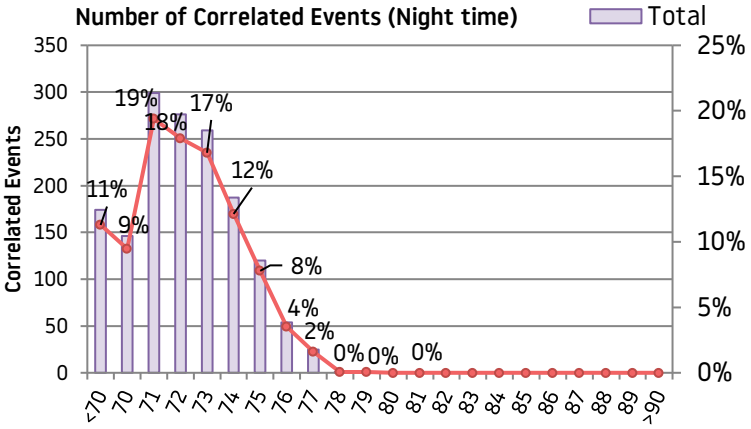


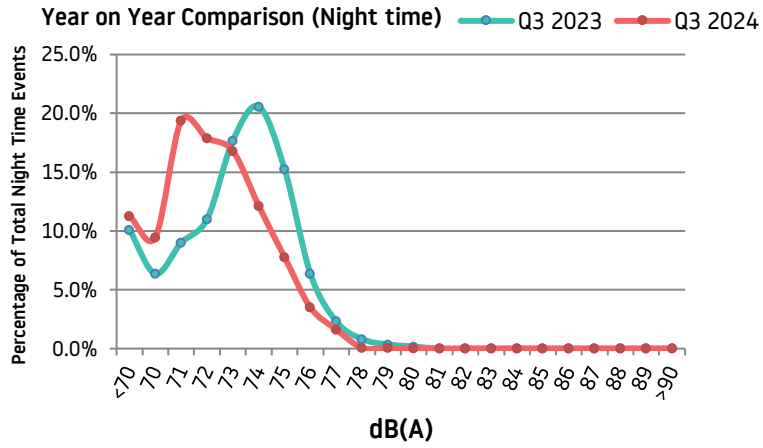
4.2 Night Noise Levels – July to September 2024

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	Sep	QTR
Number of Correlated Events (Night time)	<70	11	66	97	174
	70	33	54	59	146
	71	111	102	86	299
	72	80	95	101	276
	73	55	107	97	259
	74	32	79	76	187
	75	25	49	46	120
	76	12	19	23	54
	77	4	6	15	25
	78	0	0	1	1
	79	0	0	1	1
	80	0	0	0	0
	81	0	0	0	0
	82	0	0	0	0
	83	0	0	0	0
	84	0	0	0	0
	85	0	0	0	0
	86	0	0	0	0
	87	0	0	0	0
	88	0	0	0	0
	89	0	0	0	0
	>90	0	0	0	0
Total		**363**	**577**	**602**	**1,542**

#Rounded Result





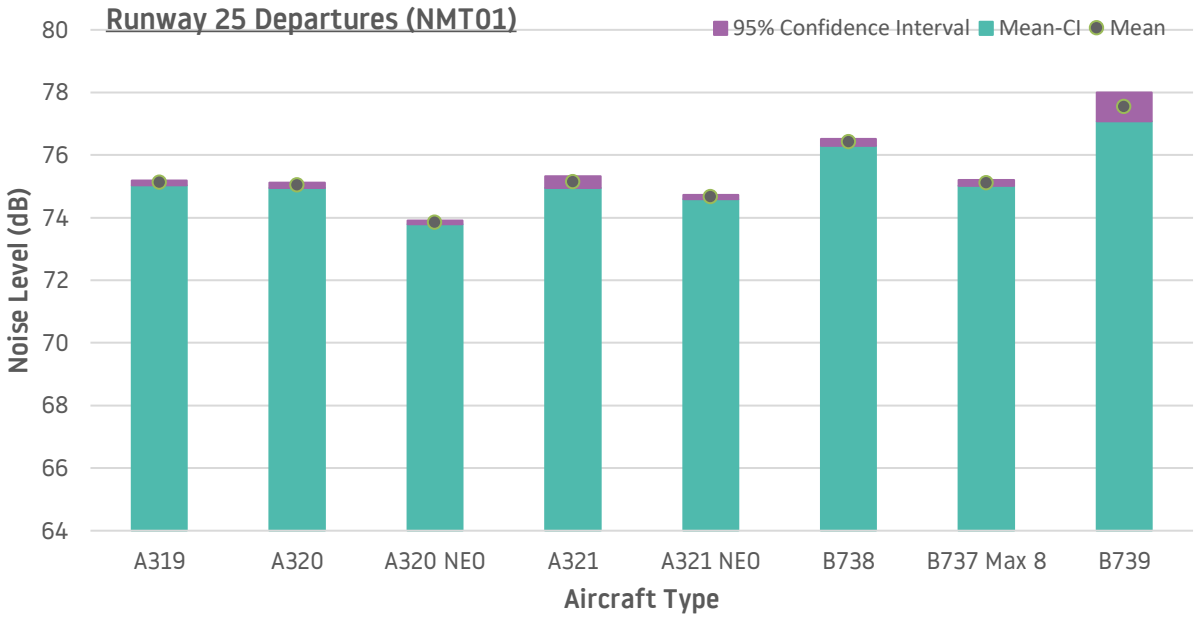
N.B It should be noted that the detection thresholds for the noise monitoring terminals are set at the lowest level to record the maximum number of aircraft noise events. A number of smaller aircraft types, such as business jets and propeller aircraft, get very close to but do not reach the detection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

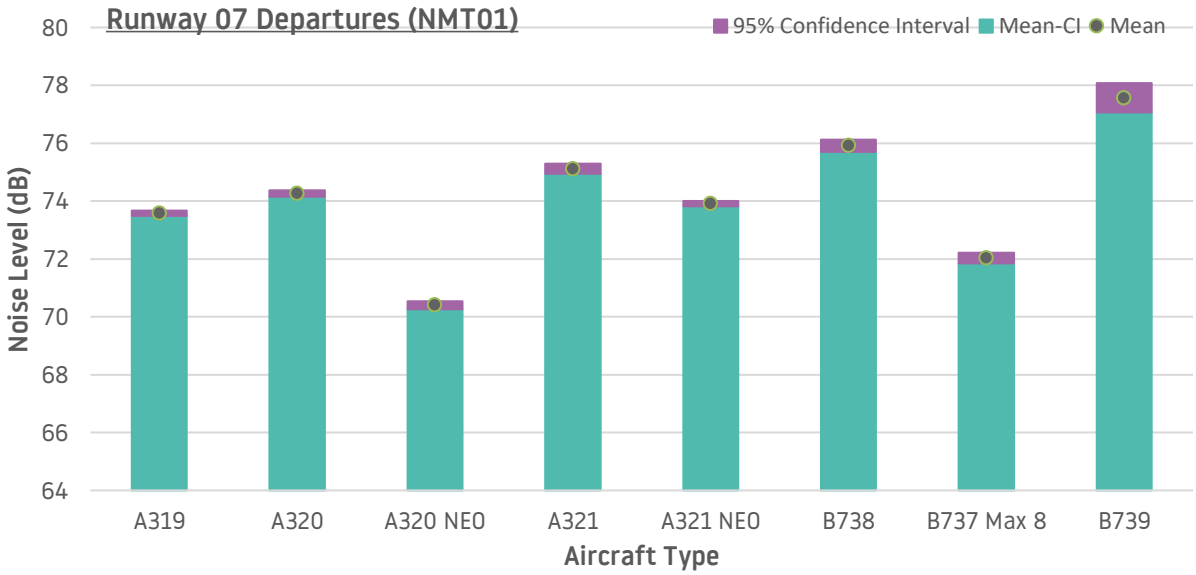
Ambient background noise is also an important factor as specific incidents such as loud road traffic, emergency vehicle sirens, lawn mowers, drills etc. can register noise levels louder than an aircraft overhead. This results in not all aircraft movements being correlated to noise events. Generally,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

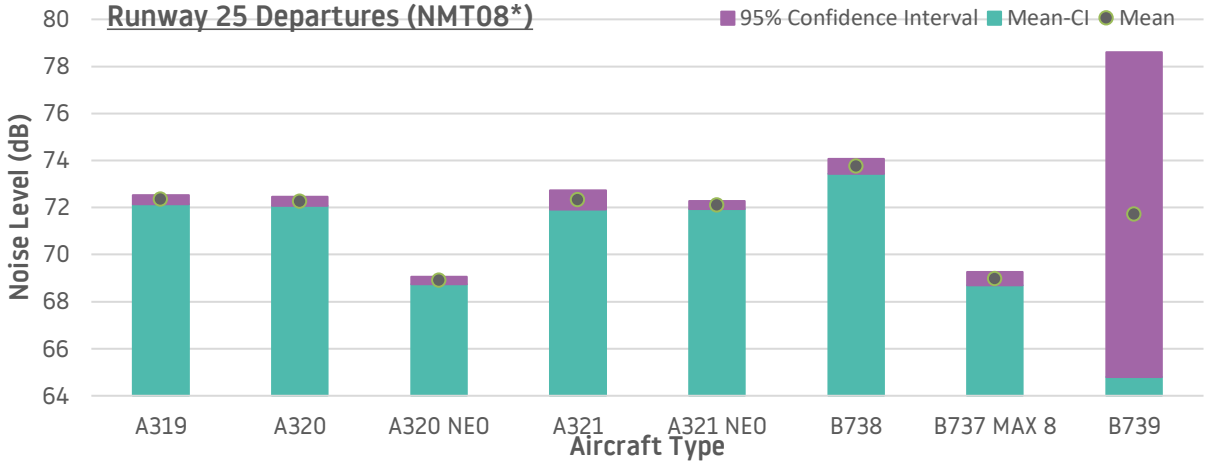
Weather conditions can also affect the number of noise monitoring events recorded in the table; for example, if winds are greater than 10m/s, results from noise monitors will be invalid and therefore will not be considered.

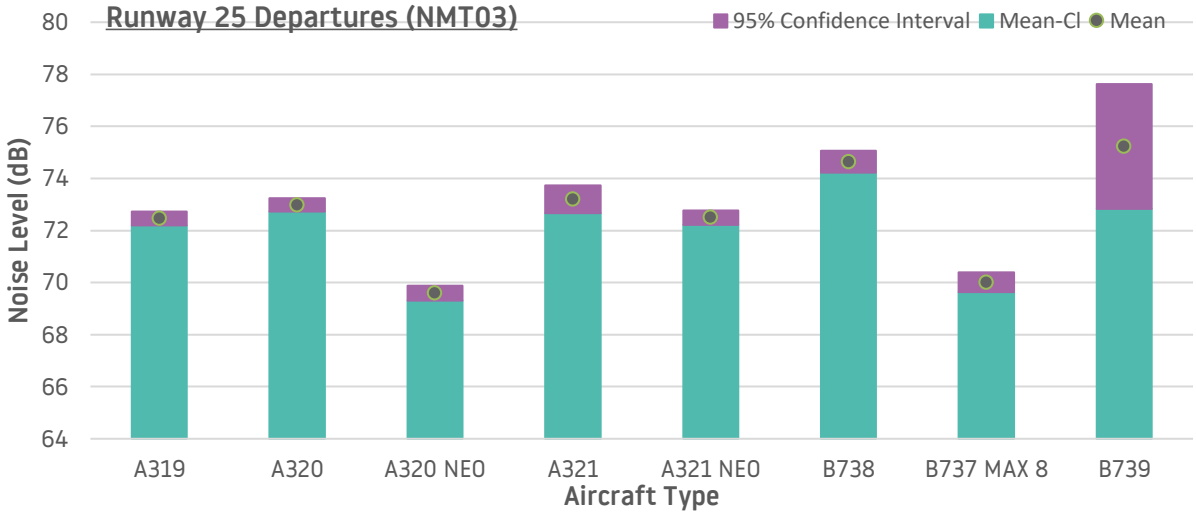
4.3 Average Noise Monitor results by Aircraft Type (Q3 2024)

The following graphs show the average noise and confidence level (95%) for the three fixed noise monitors for the period July to September 2024. These are also split by the main aircraft types operating at LLA.









The table below shows the sample sizes used for the graphs in this section. For comparative purposes, only the most common aircraft types were shown in this section.

	A306	A319	A320	A320 NEO	A321	A321 NEO	B738	B737 Max 8
NMT01 (Arr)	22	399	402	338	100	437	198	146
NMT01 (Dep)	25	433	426	336	120	456	209	169
NMT08* (Dep)	22	404	405	357	114	456	203	147
NMT03 (Dep)	11	349	381	373	61	444	139	161

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

4.4 Noise Violations during Quarter 3 (July to September 2024)

There was one noise violation during the period. This violation was fined £1,000 for a daytime period noise violation.

	Date/Time (Local)	Aircraft Type	Noise Level
Day	30/09/2024 10:27	B739	81.1 dB(A)
Total Penalties Collected			**£1,000**

4.5 Noise Insulation Scheme Update

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

During Quarter 3 of 2024, a total number of 32 properties were insulated, this includes properties that accepted the scheme in 2023. No further properties were contacted during Quarter 3.

5 NOISE CONTOURS

5.1 Night Noise Contours – Q3 2024

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 for the 2023 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 2022 at the fixed noise monitors.

5.1.2 Noise Contour Results

The resulting noise contours are shown in the attached Figure A11060-NN24-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 2024) which have been updated to the latest methodology, and the equivalent quarter during the previous year (July – September 2023).

Contour Value (dB $L_{Aeq,8h}$)	**Contour Area (km^2)**		
	Jul – Sep 2023	***Apr – Jun 2024***	***Jul – Sep 2024***
48	32.7	33.5	34.7
51	18.8	18.8	19.6
54	10.0	10.0	10.7
57	5.6	5.6	5.9
60	3.1	3.1	3.3
63	1.5	1.5	1.6
66	0.9	0.9	0.9
69	0.5	0.5	0.6
72	0.3	0.3	0.3
W/E Split (%)	82/18	67/33	75/25

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 2023	Apr - Jun 2024	Jul – Sep 2024
1900D	n/a	11	n/a
737800	393	293	328
737800 (max)	315	350	351
757RR	229	231	226
A300-622R	80	78	77
A319-131	731	675	674
A320-211 (ceo)	967	569	717
A320-211 (neo)	1,084	1,135	1,192
A321-232 (ceo)	372	95	124
A321-232 (neo)	983	1,209	1,449
CL600	n/a	11	n/a
CL601	12	42	15
CNA208	16	22	20
CNA525C	n/a	23	n/a
CNA560XL	n/a	21	n/a
EMB145	n/a	16	n/a
F10062	n/a	36	10
GIV	n/a	14	n/a
GV	31	196	64
Other	58	57	41
Total	5,271	5,084	5,288

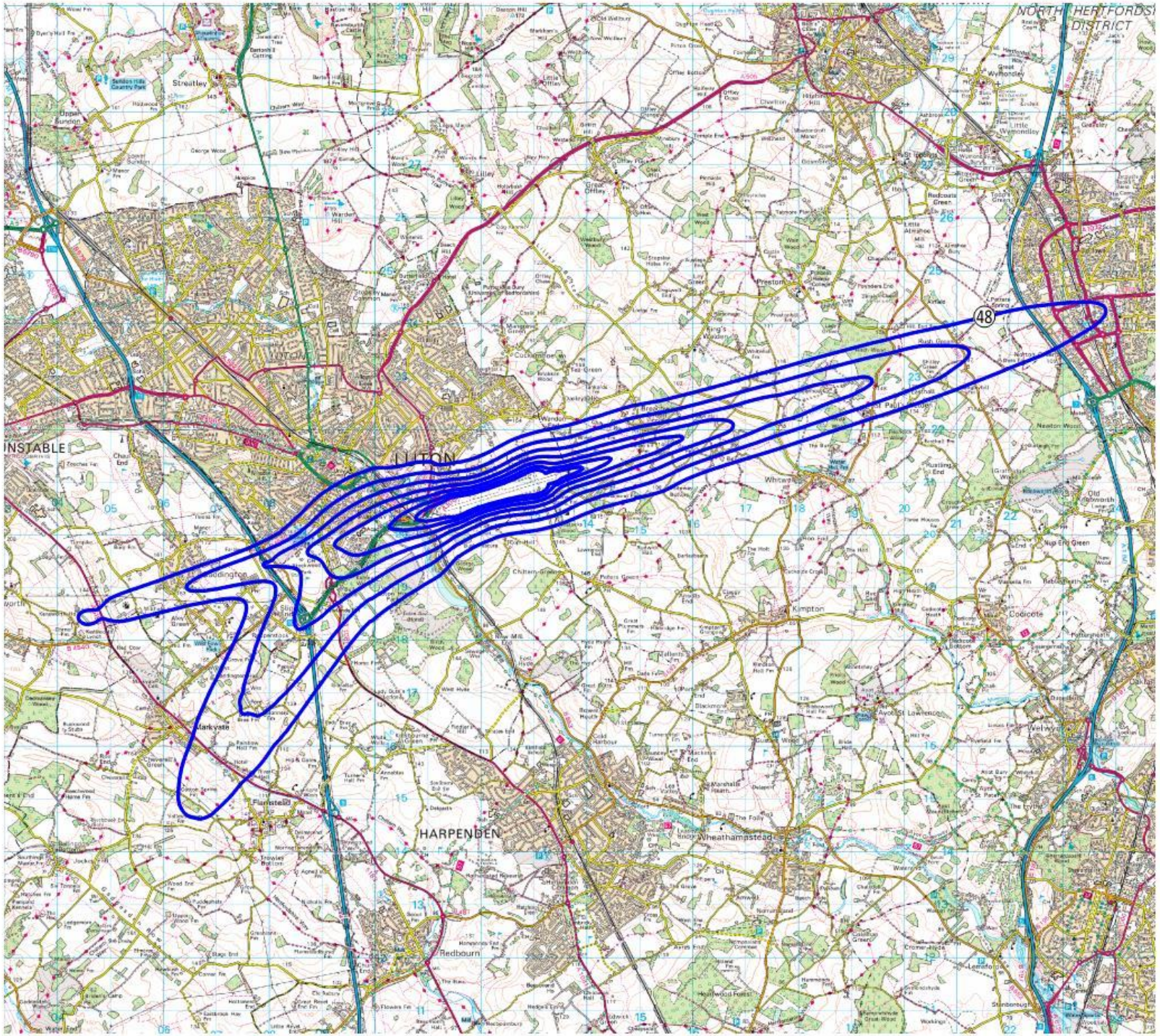
Table 2: Night-time Aircraft Movement Numbers by Aircraft Type

5.1.4 Noise Contour Comparison

The number of movements in 2024 Q3 is similar to the same quarter in 2023. The overall fleet mix has changed with the proportion of flights by quieter modernised aircraft types having increased from 45% in 2023 Q3 to 57% in 2024 Q3. In 2024 Q3 the majority of the Airbus A320, Airbus A321, and Boeing 737-800 operations were by modernised (neo/MAX) types, with the Airbus A321neo particularly prevalent.

The area of the 48 dB(A) noise contour has increased slightly compared to the same quarter last year, due to the updated validation, which outweighs the greater use of quieter modernised aircraft.

The number of movements have risen slightly and therefore the area of the noise contours has increased compared to the previous quarter (April – June 2024).



LEGEND:

Noise Contours,
48 to 66 dB $L_{Aeq,8h}$ in 3 dB steps

REVISIONS

Bickerdike
Allen
Partners
Architecture
Acoustics
Technology

121 Salusbury Road, London, NW6 6RG
Email: mail@bickerdikeallen.com T: 0207 625 4411
www.bickerdikeallen.com F: 0207 625 0250

London Luton Airport
Regular Contouring

Airborne Aircraft Noise Contours
Jul-Sep 2024 Average Night-time

DRAWN: AM CHECKED: DR

DATE: October 2024 SCALE: 1:100,000@A4

FIGURE No:

A11060-NN24-Q3

6 COMPLAINTS

6.1 Total Complaints relating to LLA aircraft operations

	3rd QTR 2024	3rd QTR 2023
Total No. of Complaints relating to LLA aircraft operations	1,939	5,004
No. of Complainants	107	319
No. of General Complaints	174	542
No. of Specific Complaints	1,765	4,462
Average No. of Complaints per Complainant	18.1	15.6
No. of Aircraft Movements per Complaint	19.1	7.2

A total of 1,939 complaints relating to LLA aircraft operations were received by the Flight Operations Department during the third quarter of 2024. This is compared to 5,004 complaints received for the same period in 2023. It should be noted that during the third quarter of 2024, 88% of complaints were received from 10 individuals.

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

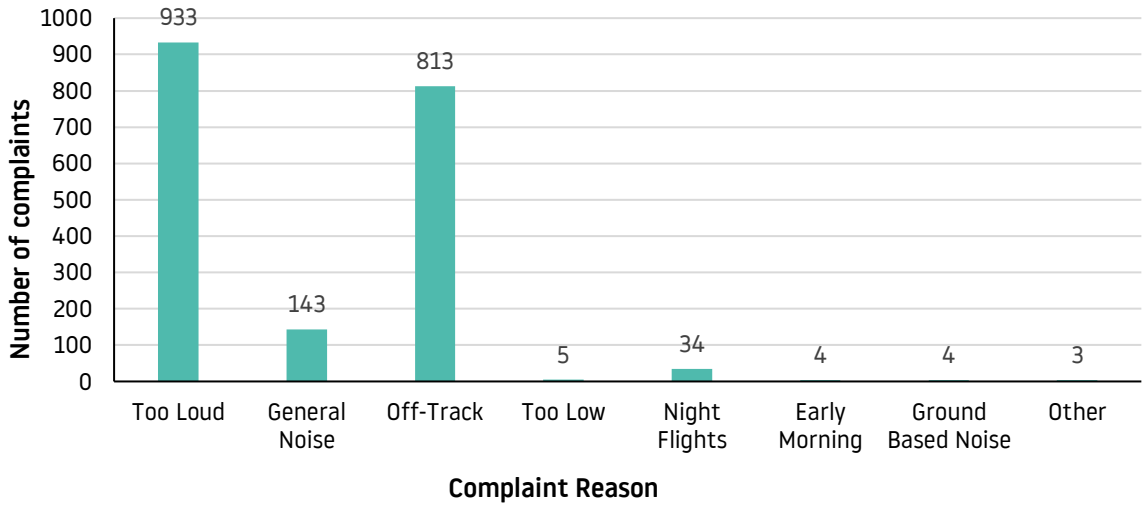
July 2024	610 complaints (538 Specific Complaints, 72 General Complaints)
August 2024	529 complaints (475 Specific Complaints, 54 General Complaints)
September 2024	800 complaints (752 Specific Complaints, 48 General Complaints)

There was 1 complaint not attributable to LLA traffic throughout the quarter, compared to 47 complaints for the period July to September 2023.

Out of 107 total complainants, 58 contacted the airport only once meaning, 49 complainants generated 1,881 complaints.

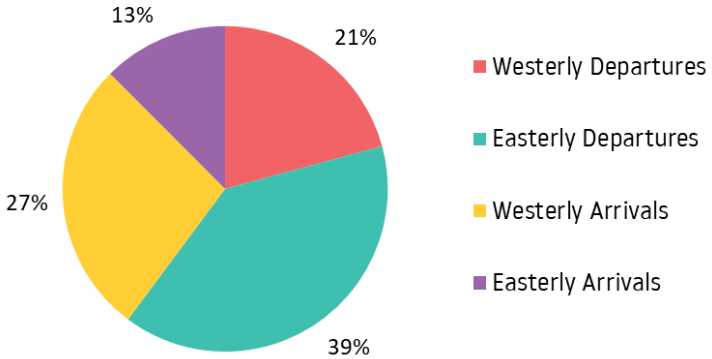
6.2 Type of Complaint

The types of complaint received by the Flight Operations Department from July to September 2024 are listed below.



6.3 Nature of Disturbance

The chart represents the areas of concern reported from specific complaints regarding aircraft activity during the period July to September 2024.



Within the 356 specific aircraft complaints concerning westerly departures, 346 complaints involved aircraft on the Match/Detling heading, 2 related to aircraft using the Olney route and 8 complaints were recorded about aircraft following Rodni or off-airways routing.

Of the 675 complaints attributed to easterly departures, there were 10 aircraft on the Match route and 660 complaints related to aircraft following the Rodni route. There were 5 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 682 specific complaints regarding arrivals. 468 of these complaints were about westerly arrivals and a further 214 concerning easterly arrivals. These complaints were mostly regarding the new arrival's airspace change implemented in February 2022.

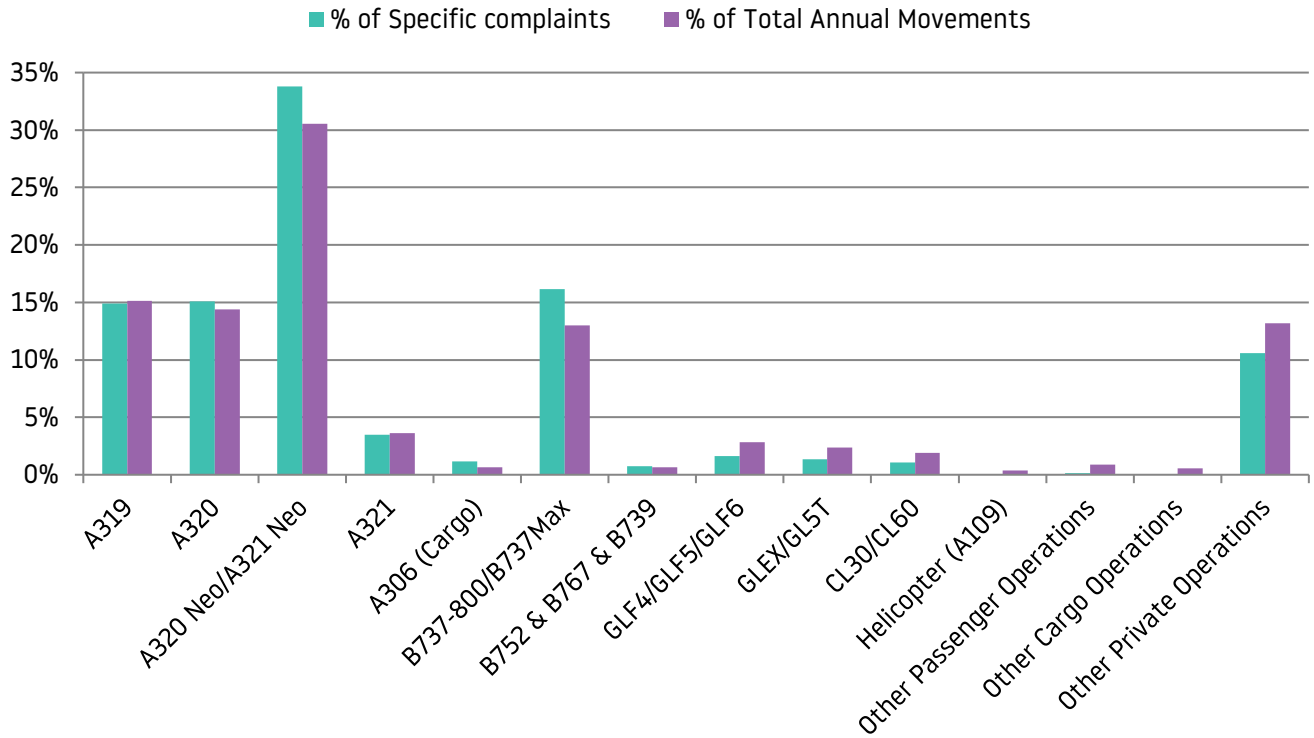
8
complainants
reported noise disturbance at night (compared to 7 **complainants** for the same quarter last year)

Arriving passenger aircraft accounted for 50% of the specific night complaints. Arriving Cargo flights, involving A306 and B752 aircraft, were reported in 7% of the night complaints. 43% of the night complaints correlated to departure passenger aircraft. Furthermore, there were no night executive aircraft complaints.

14 (1%)
complaints
concerning night noise disturbance from LLA operations

6.4 Complaints by aircraft type

The diagram below shows aircraft types generating specific complaints.

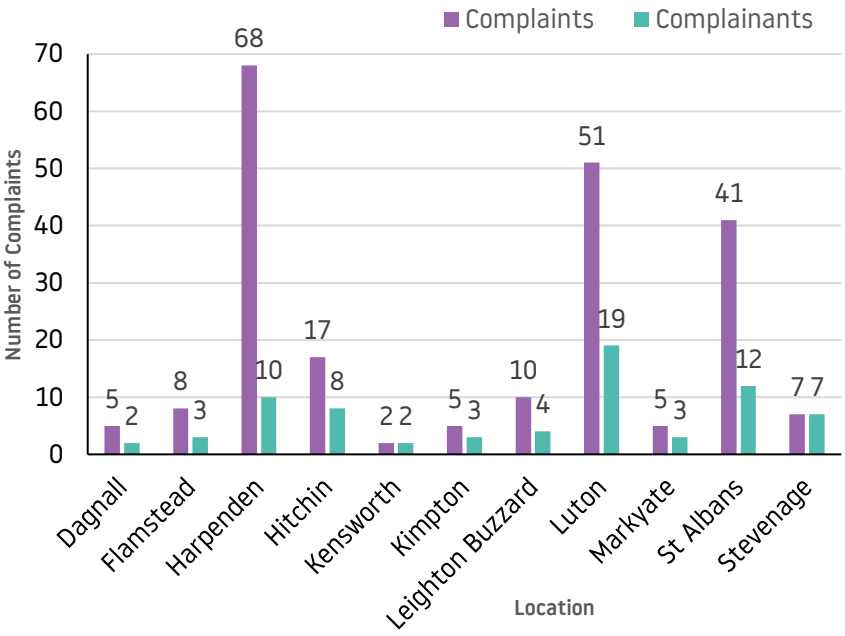


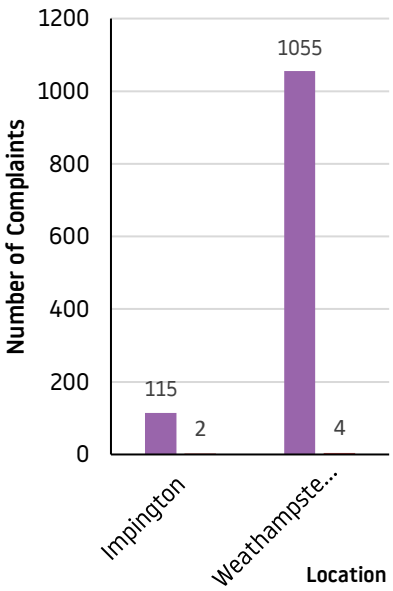
6.5 Origin of Complaints

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 2024.

The communities with one complainant include: Aylesbury, Ayot St Lawrence, Baldock, Berkhamsted, Blackmore End, Bracknell, Bricket Wood, Codicote, Colchester, Dunstable, Gaddesden Row, Hardwick, Harlow, Hemel Hampstead, Histon, Impington, London, Perry, Pitstone, Potters Bar, Shefford, Welwyn, Whitwell.

se





6.6 Complaints Analysis

During Q3, there has been a significant decrease in complaints and complainants compared to the same quarter last year. This is thought to be due to a few reasons:

- The Post implementation review (PIR) has come to an end in September 2023, and this had an effect on the number of complaints and complainants decreasing.

- Similar to Q3 2023, some individuals are making multiple complaints. In Q3, 88% 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
Email	61%
Phone	0.2%
Travis	38.8%

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

Postal Address Flight Operations Department
London Luton Airport
Percival House, Percival Way
Luton
Bedfordshire
LU2 9NU

Direct Telephone (01582) 395382 (24 hours)

6.8 Response Time

The following table shows the time taken to respond to complaints submitted by our local communities. We aim to respond to 97% of concerns within six days and 98% of concerns within 15 days. Those complaints with longer response times are usually those requiring further investigation with the help of Air Traffic Control. If this is the case, the individual's complaint will be acknowledged and will state that additional investigation is required which may lengthen the response time.

Number of days	% of Total Complaints
0 Days	57.2%
1 Day	12.1%
2 Days	18.4%
3 Days	10.1%
4 Days	0.9%
5 Days	0.8%
6 Days	0.2%
7 Days	0.1%
8 Days	0.2%
9 Days	0.1%
10 Days	0.0%
11 Days	0.0%
12 Days	0.1%
13 Days	0.0%
14 Days	0.0%
15 Days	0.0%
16 Days	0.0%
16 Days+	0.1%

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 2024, the Flight Operations Team had 3 specific requests to meet with residents and community representatives.

7.2 Airport Visits to the Community

The Flight Operations Team held two Public Surgeries during Quarter 3 which were in Markyate on the 25th of July and Whitwell on the 19th of September.

There were 14 appointments booked in Markyate and 4 appointments were booked in Whitwell. The main themes were requests to change the arrival routes, what LLA operating times were, noise levels within the surrounding communities and Noise Insulation Scheme eligibility.

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

The Flight Operations team will continue to hold Public Surgeries during 2024. Details of which can be found on our website, which is updated accordingly. (https://www.london-luton.co.uk/corporate/community/noise/noise-surgeries)

7 BIODIVERSITY MONITORING

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

The following update is applicable for Q3 2024:

1. Greener Future Funds invested to 7 community groups in Q1 (this supports biodiversity and environmental projects) in Luton.
2. Annual employee volunteering tree planting activity planned for Q4 this year working with the Forest of Marston Vale

For more information on this monitoring, our Sustainability Team can be contacted via email at sustainability@ltn.aero