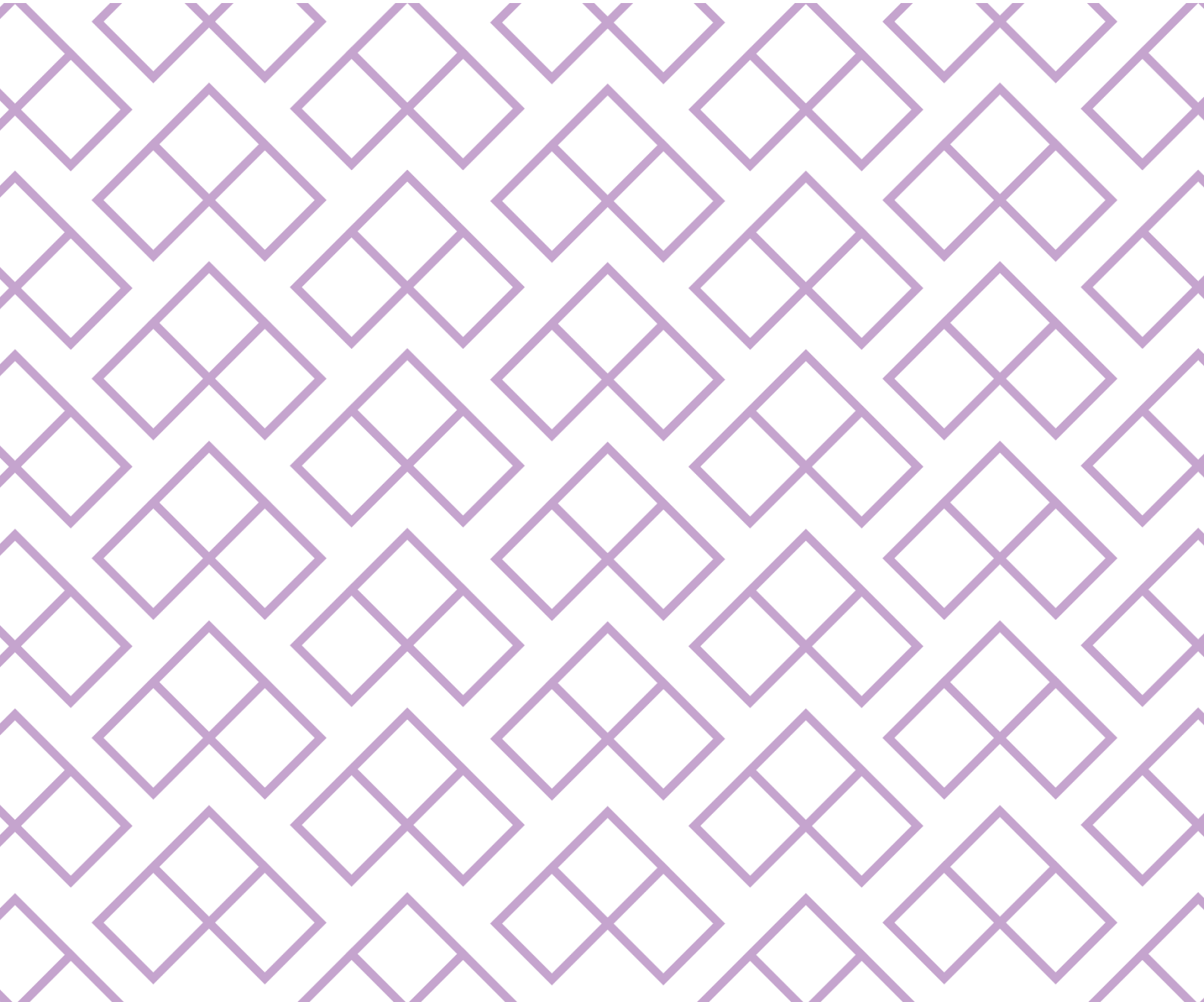
London Luton Airport

Quarterly Flight Operations Report

QUARTER 1 2025



INTRODUCTION

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

KEY MONITORING INDICATORS – 1st QUARTER 2025

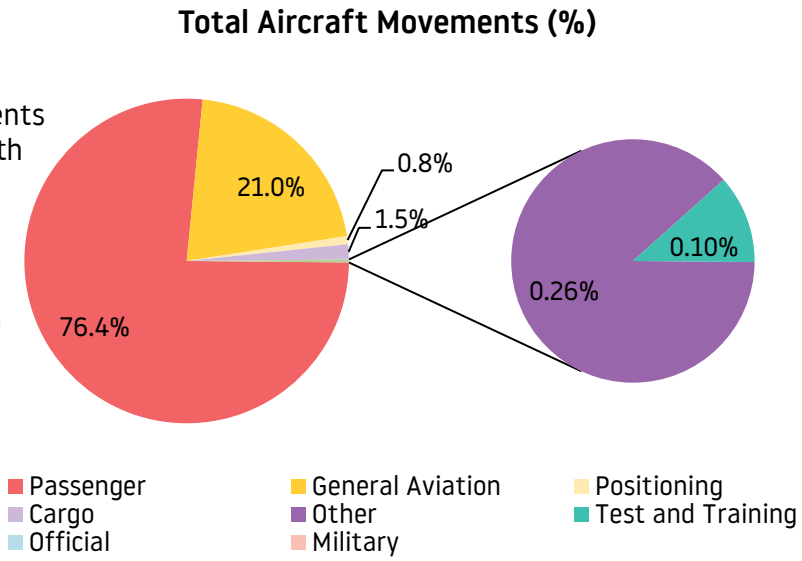
Parameter		1st Quarter 2025	1st Quarter 2024
Total Passenger Number	↑	3,621,737	3,325,548
Total Aircraft Movements	↑	28,819	27,442
Night Movements (23.00 – 06.59)	↓	3,058	3,127
Early Morning Movements (06.00 – 06.59)	↑	1,157	1,097
Aircraft Movement and Quota Count limits (per rolling 12-month period)			
Night Quota Movements (*9,650 limit*)	↓	7,547	9,218
Night Quota Count (*3,500 limit)*	↓	2,149.00	2,084.75
Early Morning Shoulder (*7,000 movements*)	↑	5,818	5,604
24hr CDA (% achievement)	↑	93%	92%
Day CDA (% achievement)	↑	94%	92%
Night CDA (% achievement)	↓	89%	91%
Track Violations	↓	9	13
Departure Noise Infringements (Day)	-	2	2
Departure Noise Infringements (Night)	↑	1	0
Noise Monitor Results*			
No. Day (Night) > 80 dB(A)	↓	2 (0)	6 (3)
No. Day (Night) > 75 dB(A)	↑	1,211 (81)	1,075 (127)
No. Day (Night) > 70 dB(A)	↓	8,407 (953)	8,988 (1,081)
Night Noise Contour Area (48 dB $L_{Aeq, 8h}$)	↓	22.3 km^2	24.1 km^2
Noise Complaints	↓	586	1,268
Complainants	↓	43	64
Number of New Complainants	↓	6	11
Largest Source of Complaints	-	Arrivals. West	Arrivals. West
Origin of Concerns (<5 Complainants)	-	Luton	Cambridge Harpenden Luton
Westerly/Easterly Runway Split (%)	-	60/40	77/23

1 AIR TRAFFIC DATA

1.1 Aircraft Movements

There were 28,819 aircraft movements during this quarter (compared with 27,442 for the same period in 2024), an increase of 5%.

This resulted in an average 320 movements per 24 hours (compared to 305 last year).



A breakdown of these movements is shown below:

	Commercial					Non-Commercial					Total
	Cargo	*Other*	*Passenger*	*Positioning*		*Military*	*Official*	*Other*[1]	*General Aviation*[2]	*Test & Training*	
				Other	*STN*						
Jan 2025	145	0	7,004	76	21	0	0	22	1,905	4	**9,177**
Feb 2025	141	2	7,064	51	18	0	0	18	2,000	4	**9,298**
Mar 2025	146	2	7,957	46	20	0	0	31	2,140	2	**10,344**
QTR Total	**432**	**4**	**22,025**	**173**	**59**	**0**	**0**	**71**	**6,045**	**10**	**28,819**

1.2 Passenger Statistics

A total of 3,621,737 passengers passed through LLA during the period January to March 2025 (compared with 3,325,548 for the same period last year); 3,607,012 on scheduled flights (99.5%) and 14,725 on charter flights (0.4%). This represents 8.9% increase in passengers and equates to an average 40,242 passengers per 24 hours (compared to 36,951 during the same quarter last year).

	Domestic	EU	Non-EU	Total
Jan 2025	82,050	741,899	304,024	**1,127,973**
Feb 2025	94,144	764,298,	314,153	**1,172,595**
Mar 2025	108,755	867,301	345,113	**1,321,169**
QTR Total	**284,949**	**2,373,498**	**963,290**	**3,621,737**

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

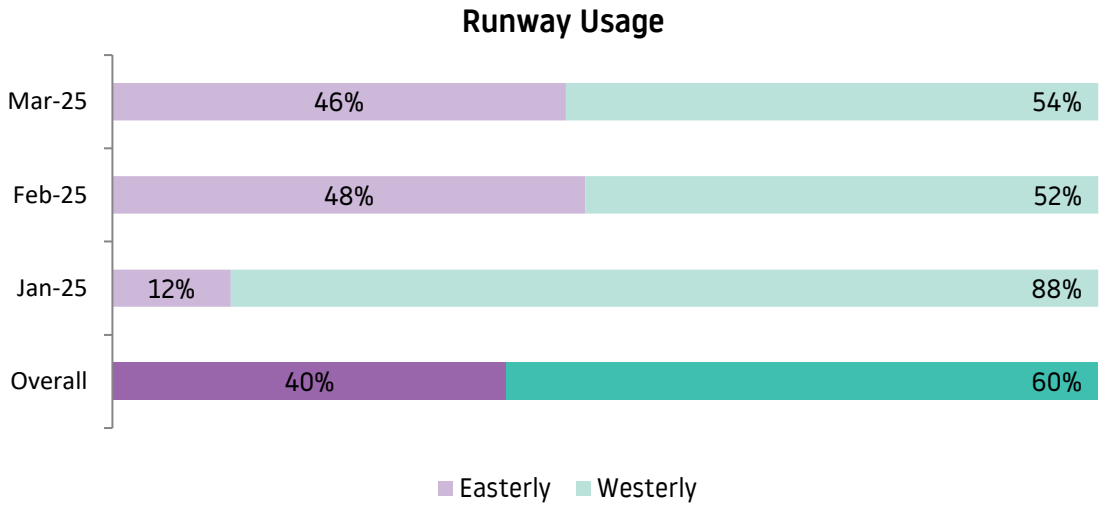
[1] *Other relates to flights coming for maintenance and or departing aircraft that have made an unscheduled return to base*

[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 40% easterly and 60% westerly (in comparison to a 23%-77% 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.

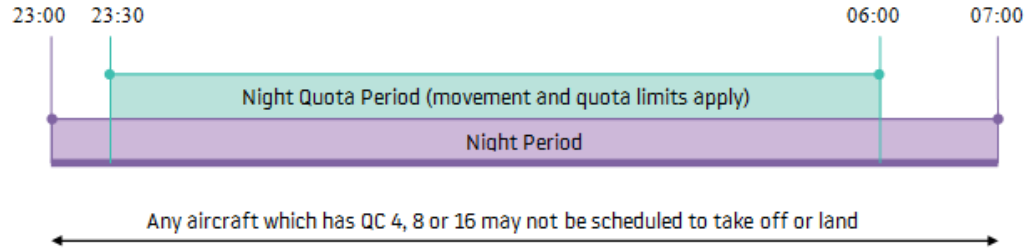
Aircraft are certified by the International Civil Aviation Organisation (ICAO) according to the noise they produce during specific certification tests conducted by the manufacturer. They are classified separately for both take-off and landing. The points are allocated to different aircraft types according 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*
April 2024	741	179.250	589
May 2024	823	200.750	605
June 2024	686	199.000	546
July 2024	710	198.750	537
August 2024	729	196.000	548
September 2024	732	196.250	536
October 2024	781	203.125	545
November 2024	467	155.375	358
December 2024	463	154.750	397
January 2025	483	162.750	377
February 2025	441	145.000	348
March 2025	491	158.000	432
QTR Total	**1,415**	**465.750**	**1,157**
Total for preceding 12 months	*7,547*	*2149.00*	*5,818*

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 January to March 2025, these have been removed from the night quota movements and quota count and have not been reported in the table in section 1.4.3. There have been no dispensations granted for the early morning shoulder period.

	Night Dispensations	% Night Movements Dispensations
January 2025	102	18%
February 2025	41	9%
March 2025	33	6%
Total	**176**	**11.1%**

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

Reason for Dispensation	Arrivals	Departures	Total	% Night Movements Dispensations
Weather	52	10	62	3.9%
Passenger Hardship	54	30	84	5.3%
Air Traffic Disruption	20	1	21	1.3%
Diversions	8	0	8	0.5%
Medical / Emergencies	1	0	1	0.1%
Total	**135**	**41**	**176**	**11.1%**

Below are some example flight dispensations from Q1:

- A flight was delayed leaving their destination due to adverse weather conditions, the departing airport held flights while they cleared the runway and taxiway of snow.
- Low visibility at LLA due to fog caused delays into the night, these were granted dispensation due to weather.
- Airline was leasing an aircraft from external provider, this provider cancelled the last operation of the day last minute, which then resulted in passenger hardship due to overcrowding at origin.

LLA rejected a dispensation due to crew sickness. The outbound flight had crew sickness prior to reporting for the flight which was departing Luton, the flight was delayed for a crew member to be called in from home standby, this then delayed the return flight back to Luton into the night period.

1.5 Day/Night Ratio of Movements - Actual

There were 3,058 night operations during the quarter (compared to 3,127 for the same quarter last year), an average of 34 movements per night (compared to 34.7 last year). Arriving aircraft accounted for 49% of total night movements, relating primarily to the last rotation of Luton based passenger aircraft scheduled to land between 23:00 and midnight local. 34% of total night departures took off between 06:00 – 07:00 hours local. The average ratio of total aircraft operations during the quarter was 89.4% day / 10.6% night (in comparison to 88.6% day / 11.4% night over the same quarter last year).

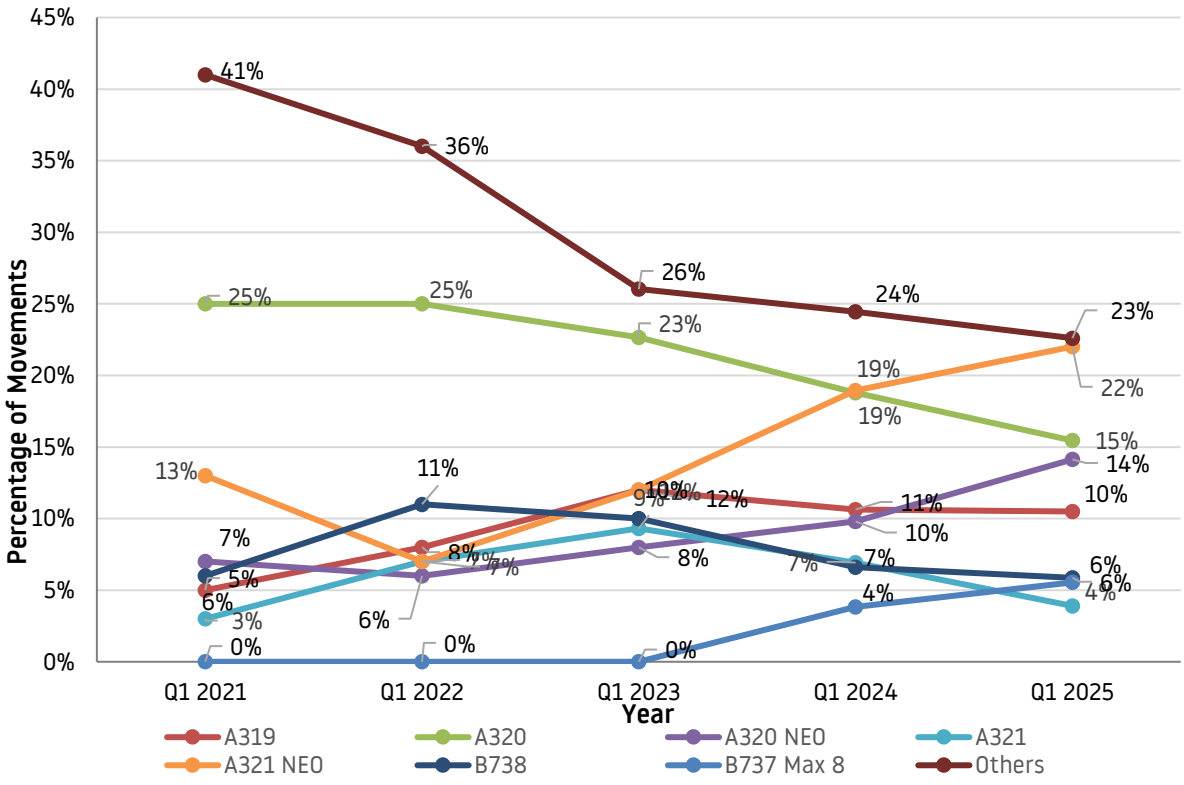
	Day Movements (0700-2259)			**Night Movements (2300-0659)**					**Total**
	Day movements			*Night Quota Period (2330-0559)*		*Early Morning Shoulder (0600-0659)*		*Total Night Movements (2300 – 0659)*	
	A	D	Total	A	D	A	D		
April 2024	4,742	4,814	9,556	673	144	9	580	1,594	**11,150**
May 2024	5,206	5,442	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**
October 2024	4,875	5,118	9,993	774	167	29	526	1,690	**11,683**
November 2024	4,066	4,050	8,116	356	157	40	369	1,018	**9,134**
December 2024	4,507	4,596	9,103	412	136	41	400	1,093	**10,196**
January 2025	4,034	4,065	8,099	421	164	45	332	1,078	**9,177**
February 2025	4,206	4,164	8,370	334	147	34	314	928	**9,298**
March 2025	4,683	4,609	9,292	377	150	46	386	1,052	**10,344**
QTR Total	**12,923**	**12,838**	**25,761**	**1,132**	**461**	**125**	**1,032**	**3,058**	**28,819**
Total for preceding 12 months	*57,068*	*58,680*	*115,748*	*7,475*	*1,874*	*309*	*5,644*	*17,252*	***133,000***

1.6 Day/Night Ratio of Movements – Forecast

2025 Forecast of Aircraft Movements					
	Day Movements (0700 – 2259hrs)	*Night Quota Period (2330-0559) Limited to 9,650*	*Early Morning Shoulder (0600-0659) Limited to 7,000*	*Total Night Movements (2300-0659hrs)*	*Total*
April 2025	9664	831	596	1617	**11,281**
May 2025	10789	992	613	1826	**12,615**
June 2025	11072	956	560	1726	**12,798**
July 2025	11280	1097	558	1885	**13,165**
August 2025	10789	1030	579	1814	**12,603**
September 2025	10765	994	570	1787	**12,552**
October 2025	10766	977	542	1605	**12371**
November 2025	8064	510	367	1011	**9075**
December 2025	9164	552	403	1100	**10264**
January 2026	8271	580	378	1082	**9353**
February 2026	8728	498	357	951	**9679**
March 2026	8954	698	443	1310	**10264**
Total for following 12 months	*118,306*	*9562*	*5968*	*17716*	***136022***

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 Q1 2025, there was an increase in the utilisation of new generation aircraft, compared with the same period last year.



2 DEPARTING AIRCRAFT

2.1 Departure Route Analysis

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

		Departures										Total
		MATCH/DETLING			*RODNI*		*OLNEY*		*Other**		*Helicopter*	
		07	25 Conv	25 RNAV	07	25	07	25	07	25	HELI	
Jan 2025	Daytime	284	8	1,982	128	985	46	511	5	35	10	**3,994**
	Night-time	17	0	341	11	172	1	28	1	16	0	**587**
Feb 2025	Daytime	1,142	4	1,075	652	619	305	256	10	15	7	**4,085**
	Night-time	173	0	156	107	83	19	12	7	7	0	**564**
Mar 2025	Daytime	1269	5	1045	853	678	316	290	16	9	13	**4,494**
	Night-time	178	2	192	120	131	15	16	6	11	0	**671**
QTR	**Total**	**3,063**	**19**	**4,791**	**1,871**	**2,668**	**702**	**1,113**	**45**	**93**	**30**	**14,395**
	Daily Average	*34*	*<1*	*53*	*21*	*30*	*8*	*12*	*<1*	*1*	*<1*	*160*

2.2 Departure – Track Keeping

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

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

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

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

- Safety or operational reasons
- Weather avoidance
- Emergencies

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

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

	Number of Violations	Total Penalties Collected
January 2025	4	£4,000
February 2025	3	£5,000
March 2025	2	£2,000
QTR	**9**	**£11,000**

	Airline or Aircraft Operator	Aircraft Type/Occurrence
January 2025	Airline and privately owned aircraft	B738, B738, C550, C550
February 2025	Privately owned aircraft	GLEX, GLEX, GL7T
March 2025	Airline and privately owned aircraft	A21N, GLF4

Total Fines by Operator-

Operator	Number of Track Violations	Total Penalties Collected
Harrods	3	£5,000
Signature	3	£3,000
Israir	1	£1,000
TUI	1	£1,000
WizzAir	1	£1,000
QTR	**9**	**£11,000**

Total Fines by Aircraft Type-

Operator	Number of Track Violations	Total Penalties Collected
A21N	1	£1,000
B738	2	£2,000
C550	2	£2,000
GL7T	1	£2,000
GLEX	2	£3,000
GLF4	1	£1,000
QTR	**9**	**£11,000**

3 ARRIVING AIRCRAFT

3.1 Arrivals Route Analysis

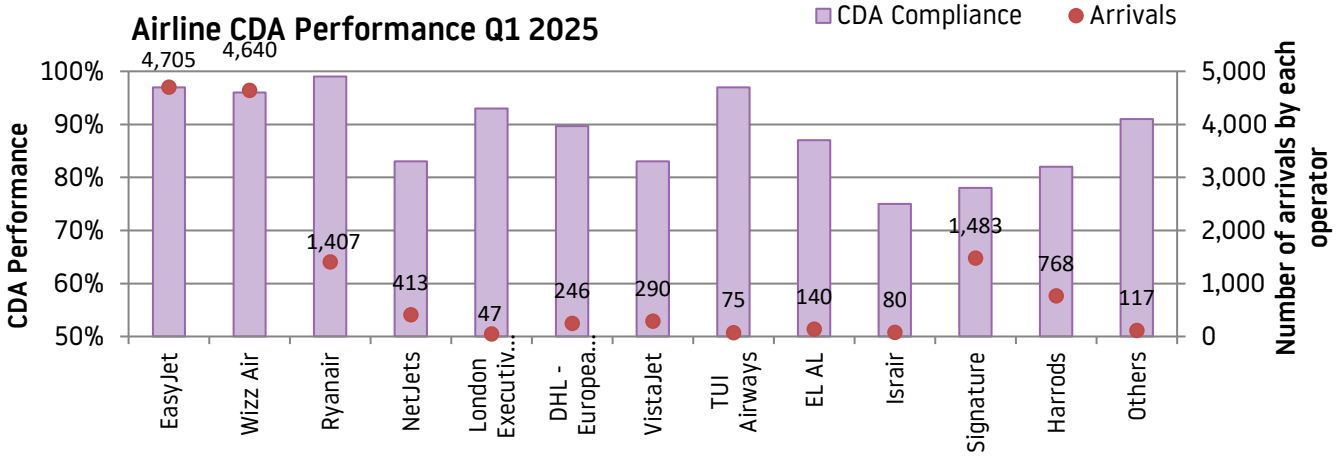
The following table reports the total number of arrivals differentiating between easterly (07), westerly (25) operations and helicopters.

		Arrivals			Total
		07	*25*	*Heli*	
January 2025	Daytime	551	3526	10	**4,087**
	Night-time	73	436	0	**509**
February 2025	Daytime	2159	2024	2	**4,185**
	Night-time	249	215	0	**464**
March 2025	Daytime	2534	2103	9	**4,646**
	Night-time	271	261	1	**533**
QTR	**Total**	**5,837**	**8,565**	**22**	**14,424**
	Daily Average	*64.9*	*95.2*	*<1*	*160.3*

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*
January 2025	**91%**	**91%**	**91%**	**96%**	**96%**	**96%**	**91%**	**91%**	**90%**
February 2025	**93%**	**93%**	**86%**	**94%**	**95%**	**85%**	**91%**	**91%**	**87%**
March 2025	**95%**	**96%**	**91%**	**96%**	**97%**	**89%**	**94%**	**94%**	**93%**
QTR Total	**93%**	**94%**	**89%**	**96%**	**96%**	**88%**	**92%**	**92%**	**90%**

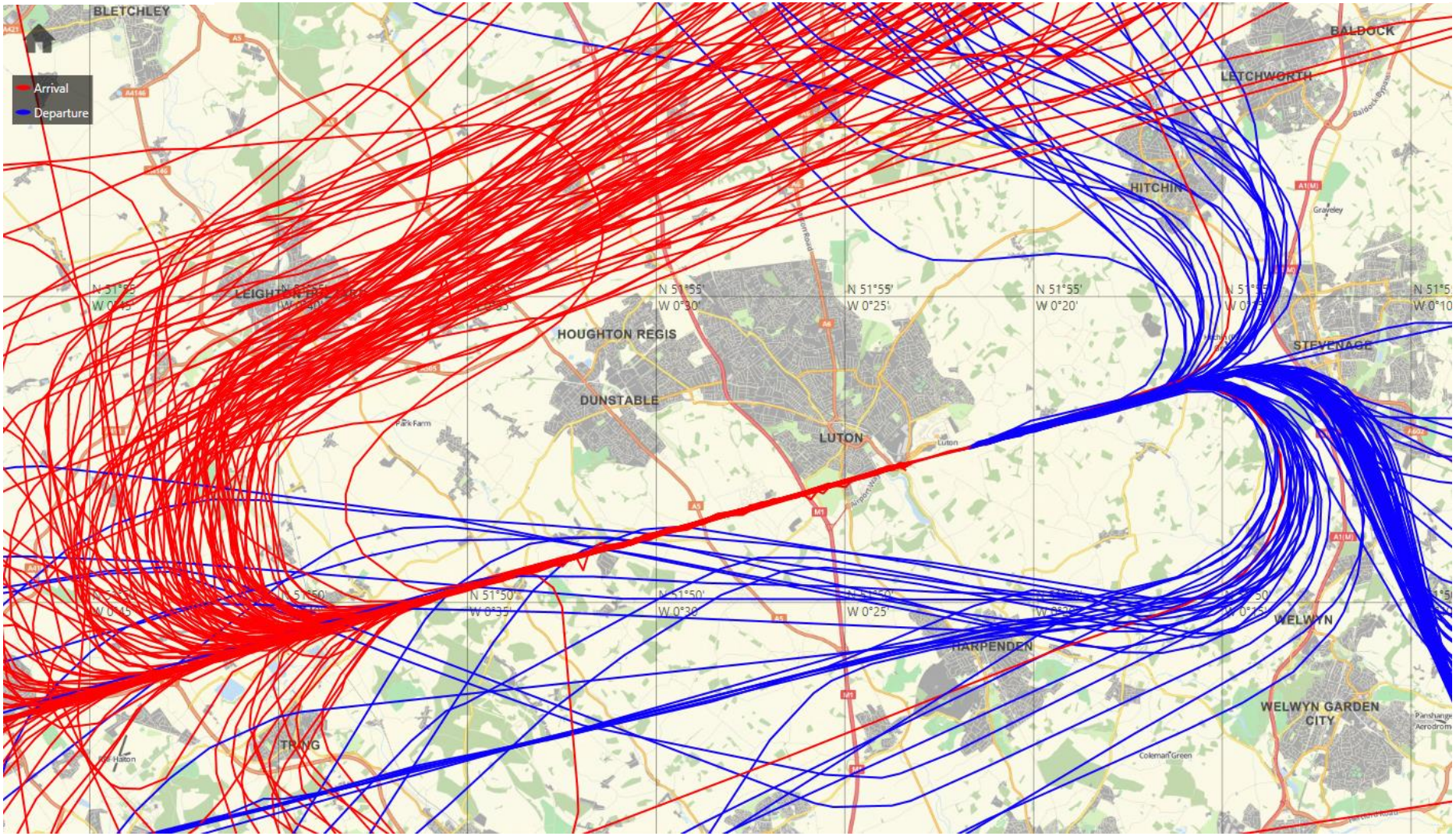
The overall CDA achievement was 93% with several major LLA operators achieving high performance.



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 first quarter of 2025.

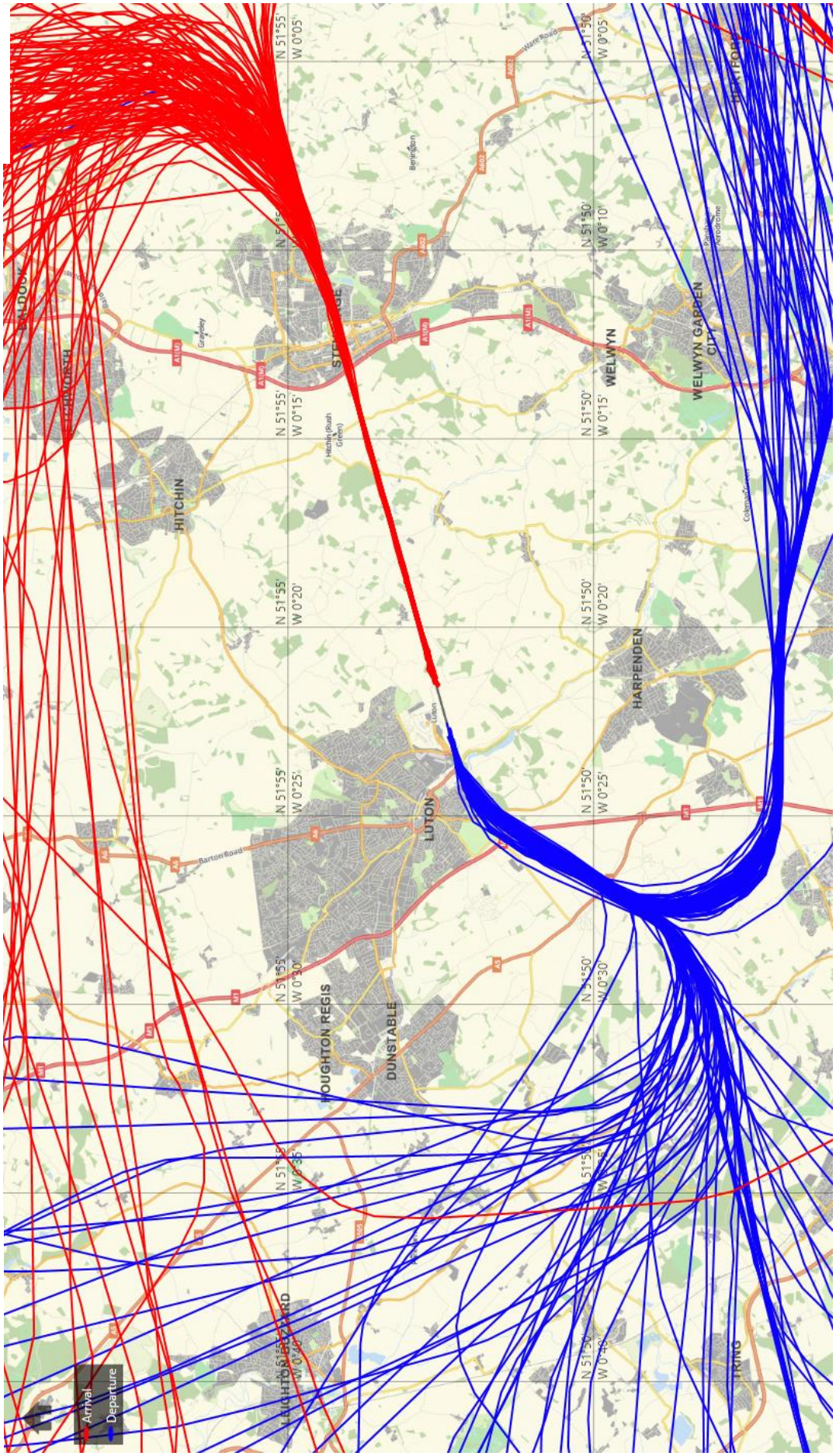
LLA Flight Routes
Sample Easterly
Operations

Key:
Departures in Red
Arrivals in Blue

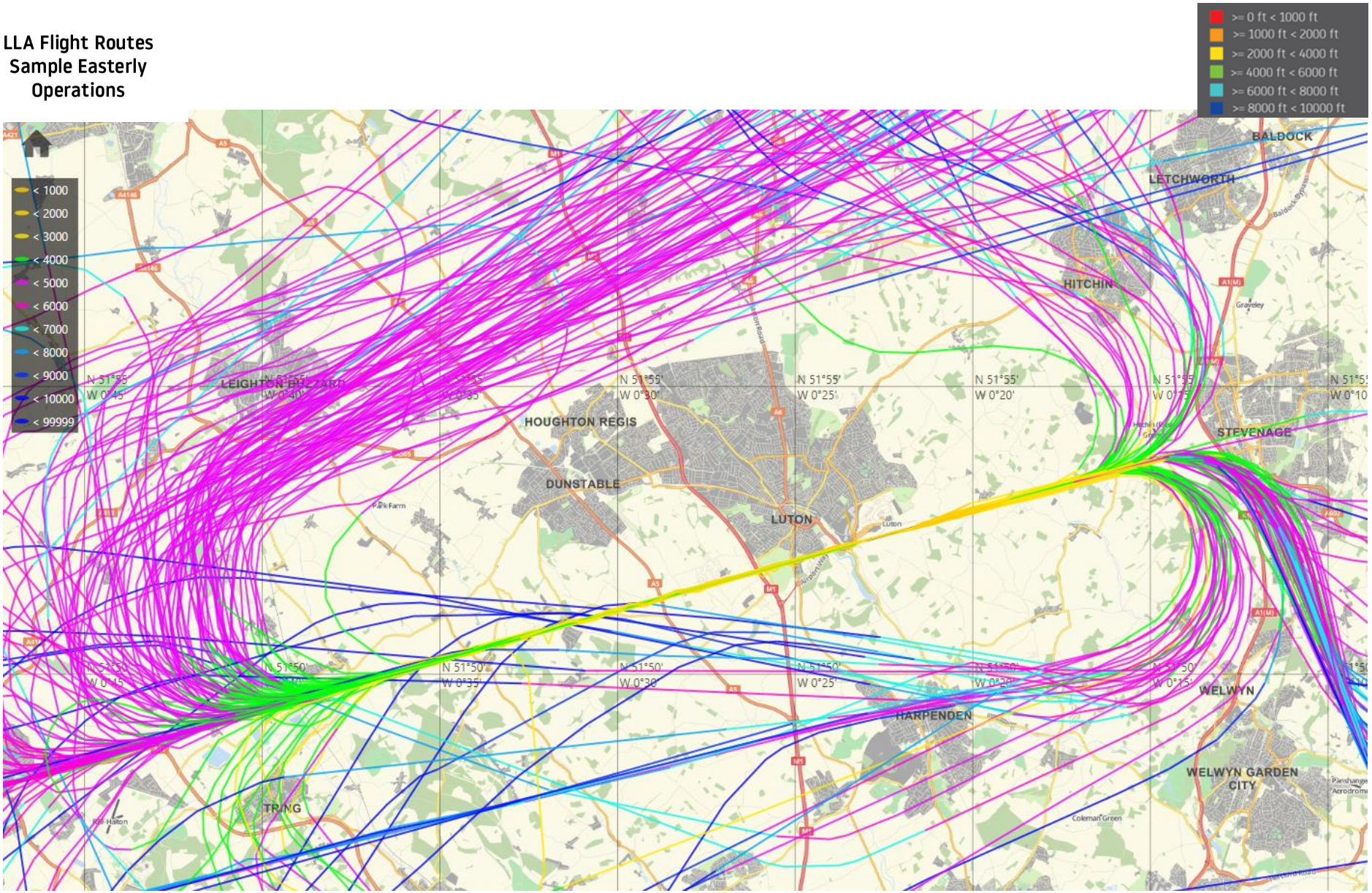


LLA Flight Routes
Sample Westerly
Operations

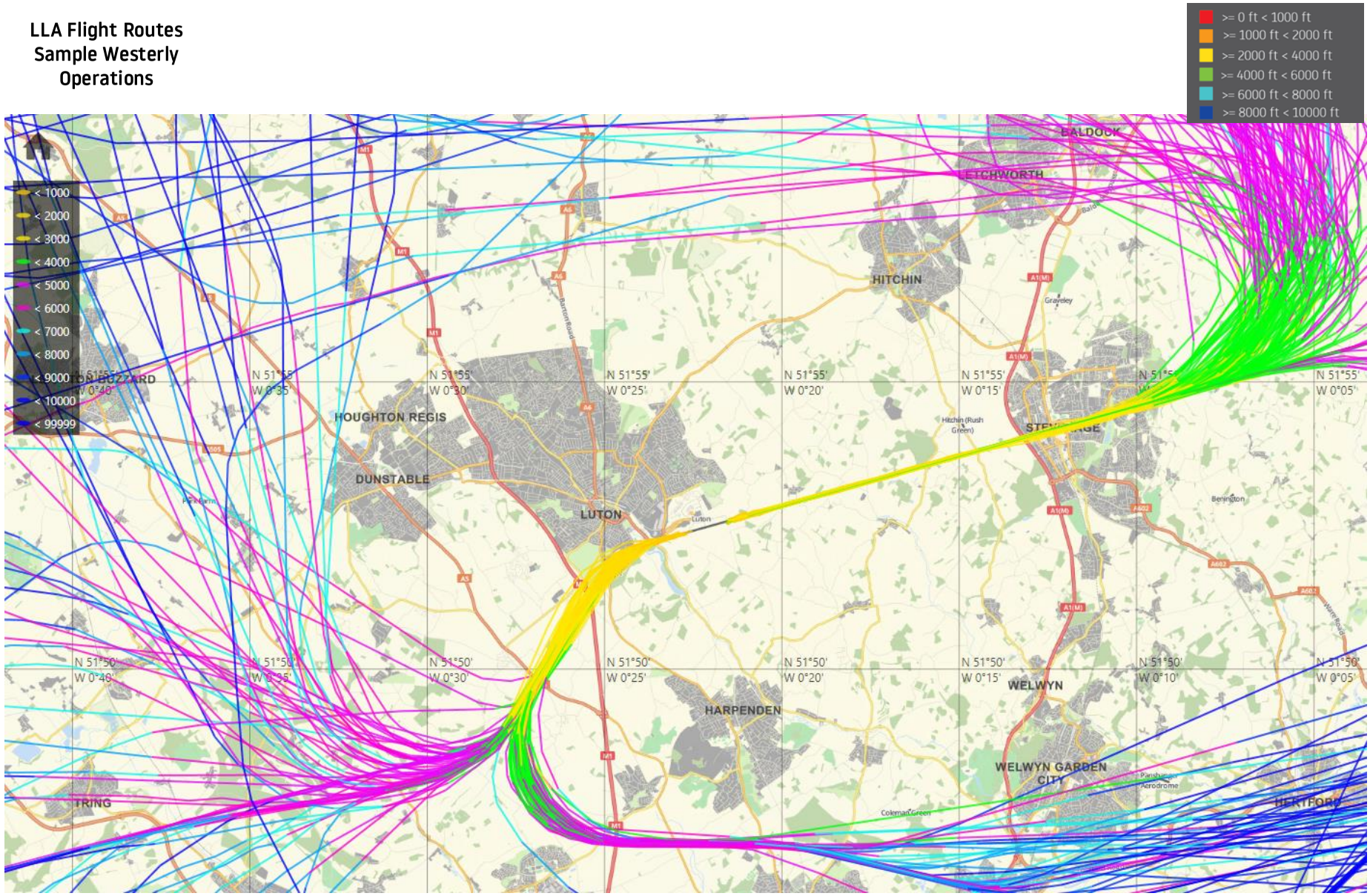
Key:
Departures in Red
Arrivals in Blue



LLA Flight Routes
Sample Easterly
Operations



LLA Flight Routes
Sample Westerly
Operations



4 AIRCRAFT NOISE

During the 1st Quarter of 2025, the maximum noise levels less than 79 dB(A) was recorded by 99.9% of correlated departing aircraft.

The maximum noise level of less than 76 dB(A) was recorded by 95.6% of correlated departing aircraft.

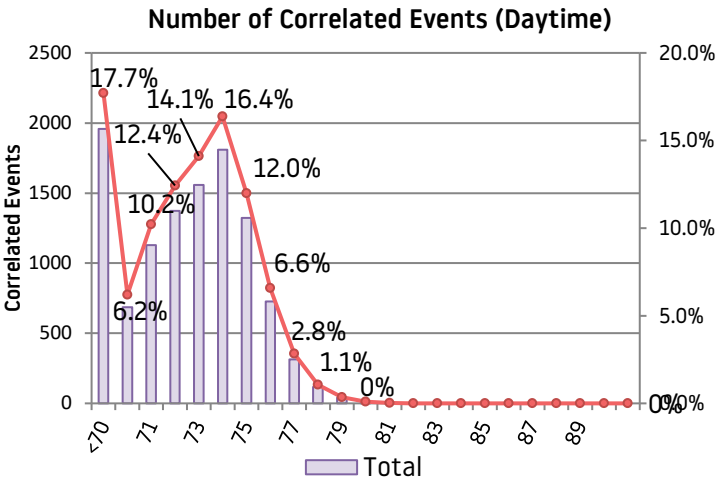
There were three noise violations in Q1 2025. Details of these violations are outlined in Section 4.4.

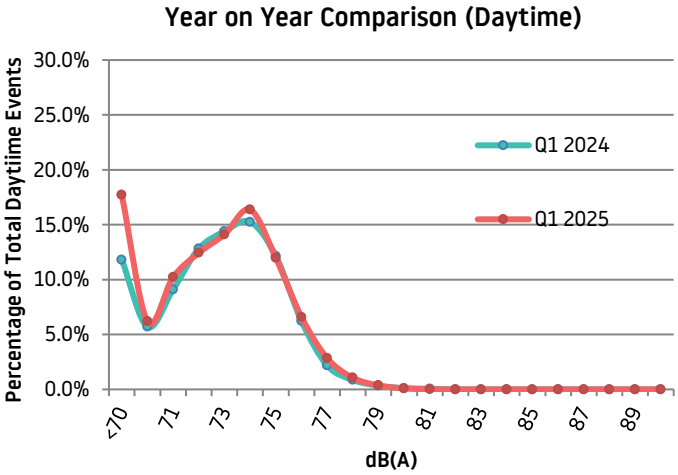
4.1 Daytime Noise Levels – January to March 2025

The following table identifies daytime noise levels correlated to departing aircraft at the fixed noise monitoring terminals. (*Any aircraft exceeding the Daytime Noise Violation Limit of 80dB(A), between 07:00 and 22:59 hours local, is fined accordingly*)

	db. (A) #	Jan	Feb	Mar	QTR
Number of Correlated Events (Daytime)	<70	615	620	722	**1957**
	70	222	228	235	**685**
	71	427	370	333	**1130**
	72	514	437	423	**1374**
	73	560	500	499	**1559**
	74	482	605	722	**1809**
	75	275	407	642	**1324**
	76	148	198	382	**728**
	77	65	72	177	**314**
	78	33	34	50	**117**
	79	14	9	17	**40**
	80	4	0	6	**10**
	81	1	0	1	**2**
	82	0	0	0	**0**
	83	0	0	0	**0**
	84	0	0	0	**0**
	85	0	0	0	**0**
	86	0	0	0	**0**
	87	0	0	0	**0**
	88	0	0	0	**0**
	89	0	0	0	**0**
	>90	0	0	0	**0**
Total		**3360**	**3480**	**4209**	**11049**

 # Rounded Result



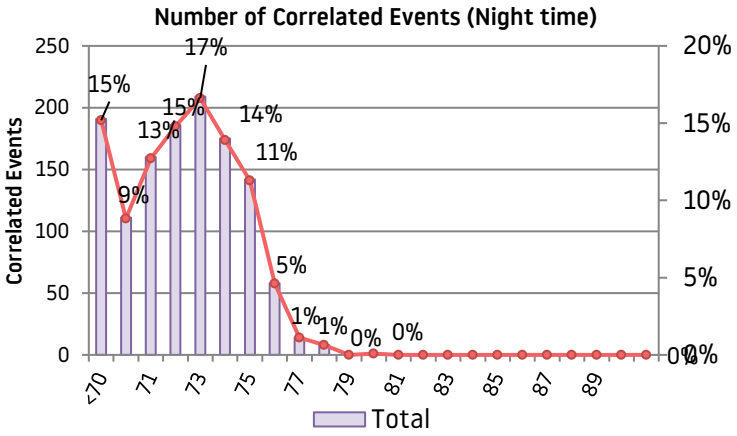


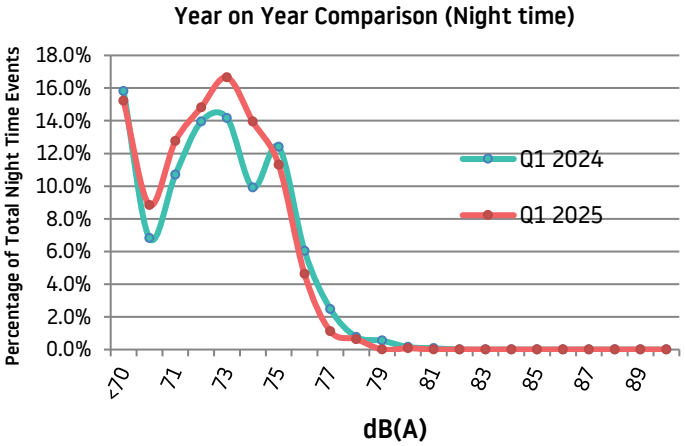
4.2 Night Noise Levels – January to March 2025

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

	db (A)#	Jan	Feb	Mar	QTR
Number of Correlated Events (Night time)	<70	72	68	51	191
	70	44	35	32	111
	71	66	41	53	160
	72	74	49	63	186
	73	76	62	71	209
	74	34	64	77	175
	75	21	59	62	142
	76	13	17	28	58
	77	2	6	6	14
	78	2	2	4	8
	79	0	0	0	0
	80	0	0	1	1
	81	0	0	0	0
	82	0	0	0	0
	83	0	0	0	0
	84	0	0	0	0
	85	0	0	0	0
	86	0	0	0	0
	87	0	0	0	0
	88	0	0	0	0
	89	0	0	0	0
	>90	0	0	0	0
Total		**404**	**403**	**448**	**1255**

#Rounded Result





*The night time noise violation limit was reduced from the 1st March 2025 by 1dB- from 79dB to 78dB.

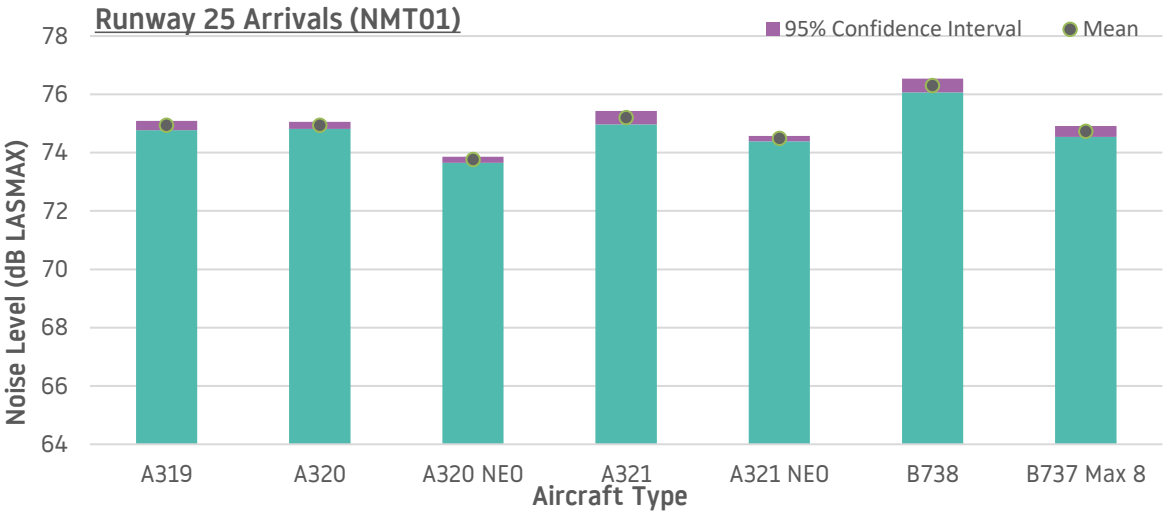
N.B It should be noted that the detection thresholds for the noise monitoring terminals are set at the lowest level to record the maximum number of aircraft noise events. A number of smaller aircraft types, such as business jets and propeller aircraft, get very close to but do not reach the detection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

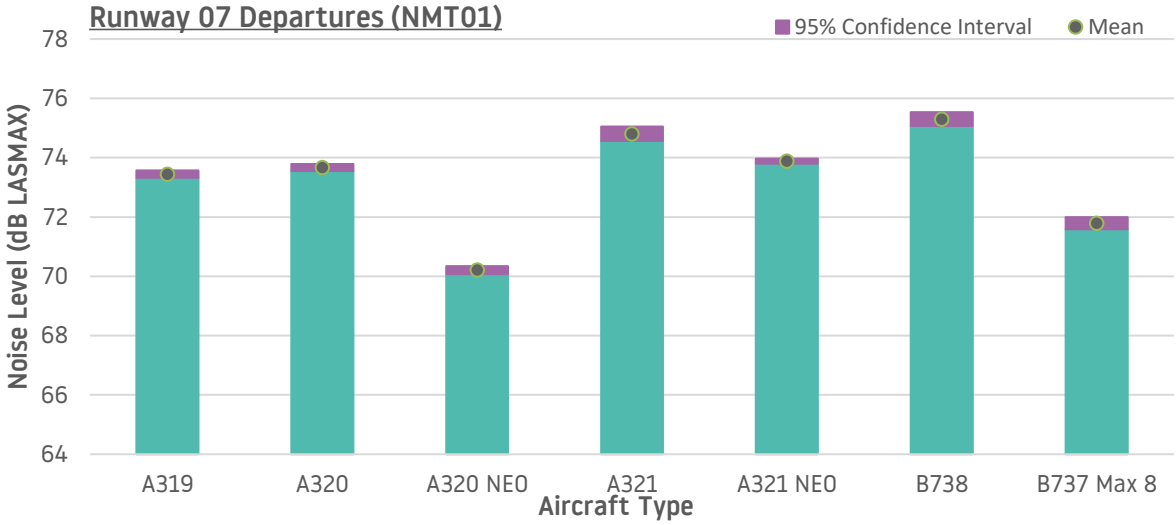
Ambient background noise is also an important factor as specific incidents such as loud road traffic, emergency vehicle sirens, lawn mowers, drills etc. can register noise levels louder than an aircraft overhead. This results in not all aircraft movements being correlated to noise events. Generally,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

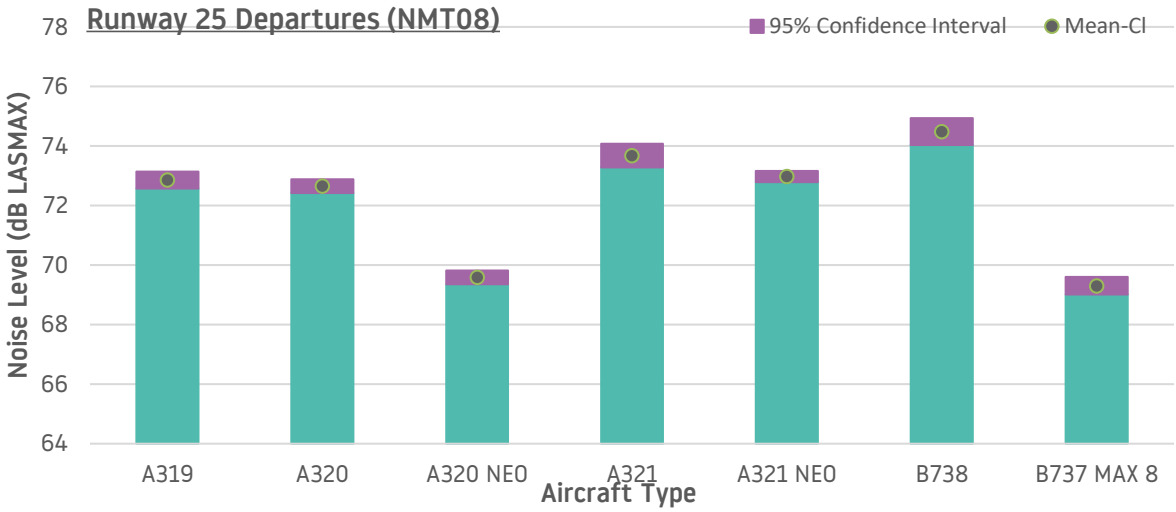
Weather conditions can also affect the number of noise monitoring events recorded in the table; for example, if winds are greater than 10m/s, results from noise monitors will be invalid and therefore will not be considered.

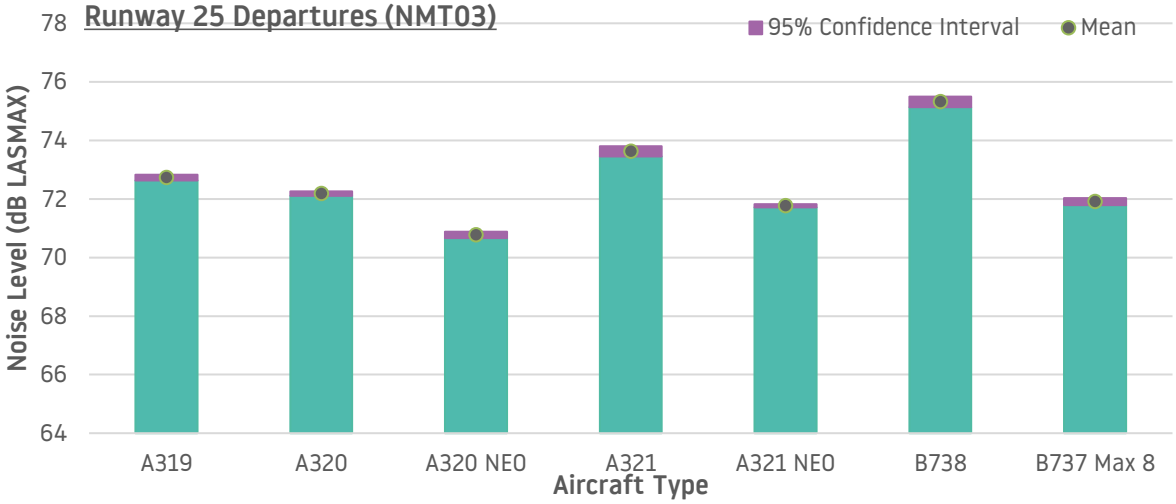
4.3 Average Noise Monitor results by Aircraft Type (Q1 2025)

The following graphs show the average noise and confidence level (95%) for the three fixed noise monitors for the period January to March 2025. These are also split by the main aircraft types operating at LLA.









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

The B739 aircraft type was requested by London Luton Airport Consultative Committee, however with only one event captured in Q1 2025 the result is not shown in the graphs.

	A319	A320	A320 NEO	A321	A321 NEO	B738	B737 MAX 8	B739
NMT01 (Arr)	862	1365	1233	350	2014	481	496	1
NMT01 (Dep)	645	886	793	228	1189	345	309	1
NMT08* (Dep)	505	740	685	198	1095	278	303	0
NMT03 (Dep)	763	1009	121	319	1238	472	343	0

**The fixed noise monitor NMT02 has been replaced with NMT8.*

4.4 Noise Violations during Quarter 1 (January to March 2025)

There were three noise violations during the period. Two violations were fined £1,000 for daytime period and the other £2,000 for night-time period.

	Date/Time (Local)	Aircraft Type	Noise Level
Day	20/01/2025 12:22:00	B738	81.2dB
Night	22/03/2025 00:13:00	GLEX	80.6dB
Day	30/03/2025 17:53:00	B738	80.8dB
Total Penalties Collected			**£4,000**

4.5 Noise Insulation Scheme Update

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

During 2024, LLA conducted a competitive tender for the Noise Insulation Scheme contract, this resulted in a new contractor being appointed to the scheme. Our new contractor working on

LLA's behalf to insulate properties under the Noise Insulation Scheme is Evander Glazing and Locks Ltd.

In 2024 a total of 163 properties were contacted, 61 properties accepted, and 138 properties were insulated.

The Noise Insulation Sub-Committee meeting took place during Quarter 1 of 2025 to discuss eligible properties this year, taking into consideration the 2023 forecast contour provided by Bickerdike Allen Partners.

The decision was made to continue insulating all properties that accepted in 2024, and to contact the remaining residential properties in LU1 and then contact the remaining residential properties in LU2 from the 2025 Eligibility Document. In Quarter 1, we have contacted a further 23 properties, 14 properties have accepted, and no further properties have been insulated.

5 NOISE CONTOURS

5.1 Night Noise Contours – Q1 2025

5.1.1 Contour Production

Aircraft movement data for use in the contour production has been supplied by LLAOL. The contour production methodology is the same as that used 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 A11640-NN25-Q1 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 (October - December 2024), and the equivalent quarter during the previous year (January – March 2024).

Contour Value (dB $L_{Aeq,8h}$)	**Contour Area (km^2)**		
	Jan – March 2024	*Oct – Dec 2024*	*Jan – March 2025*
48	24.1	26.3	22.3
51	13.5	14.7	12.3
54	7.3	7.9	6.9
57	4.3	4.6	4.0
60	2.3	2.4	2.0
63	1.2	1.2	1.1
66	0.7	0.7	0.7
69	0.4	0.5	0.4
72	0.3	0.3	0.3
W/E Split (%)	75/ 25	71/ 29	62/ 38

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	Jan – Mar 2024	Oct – Dec 2024	Jan – Mar 2025
737800	154	161	98
737800 (max)	152	256	222
757RR	273	218	217
A300-622R	98	79	84
A319-131	148	310	149
A320-211 (ceo)	194	282	152
A320-211 (neo)	304	558	287
A321-232 (ceo)	189	50	33
A321-232 (neo)	1,155	1,320	1,337
CL600	18	18	14
CL601	34	31	42
CNA208	17	12	22
CNA525C	19	21	n/a
CNA55B	12	n/a	11
CNA560XL	14	15	14
CNA680	10	n/a	n/a
CNA750	11	18	n/a
EMB145	14	30	15
F10062	35	41	43
GIV	17	15	n/a
GV	258	295	248
LEAR35	n/a	10	10
Other	43	60	57
Total	**3,169**	**3,800**	**3,055**

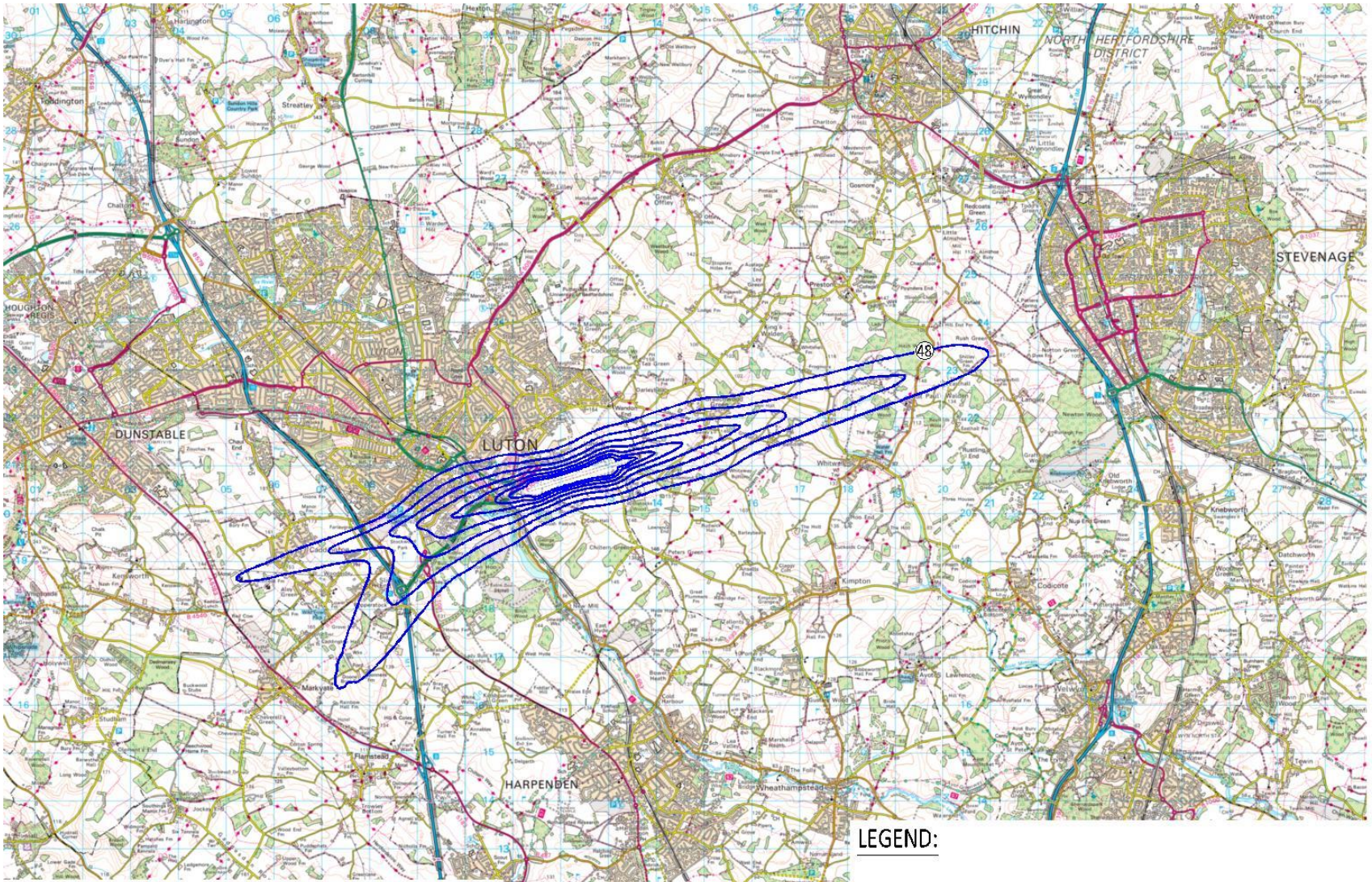
Table 2: Night-time Aircraft Movement Numbers by Aircraft Type

5.1.4 Noise Contour Comparison

The number of movements in 2025 Q1 is lower than in the same quarter in 2024. The overall fleet mix has changed, with the proportion of flights by quieter modernised aircraft types having increased from 51% in 2024 Q1 to 60% in 2025 Q1. In 2025 Q1 the majority of the Airbus A320, Airbus A321, and Boeing 737 operations were by modernised (neo/MAX) types, with the larger Airbus A321neo particularly prevalent.

Aircraft movement data for use in the contour production has been supplied by LLAOL. The contour production methodology has been updated compared to that used for the 2024 contours. The contours were produced using the same INM software (Version 7.0d) with terrain data allowed for, however the validation is now based on measured results in 2024 at the fixed noise monitors

The number of movements and therefore the area of the noise contours has decreased compared to the previous quarter (October - December 2024).



LEGEND:

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

6 COMPLAINTS

6.1 Total Complaints relating to LLA aircraft operations

	1st QTR 2025	1st QTR 2024
Total No. of Complaints relating to LLA aircraft operations	586	1,268
No. of Complainants	43	64
No. of General Complaints	43	102
No. of Specific Complaints	543	1,166
Average No. of Complaints per Complainant	13.6	19.8
No. of Aircraft Movements per Complaint	49.2	21.6

A total of 586 complaints relating to LLA aircraft operations were received by the Flight Operations Department during the first quarter of 2025. This is compared to 1,268 complaints received for the same period in 2024. It should be noted that during the first quarter of 2025, 92% of complaints were received from 10 individuals.

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

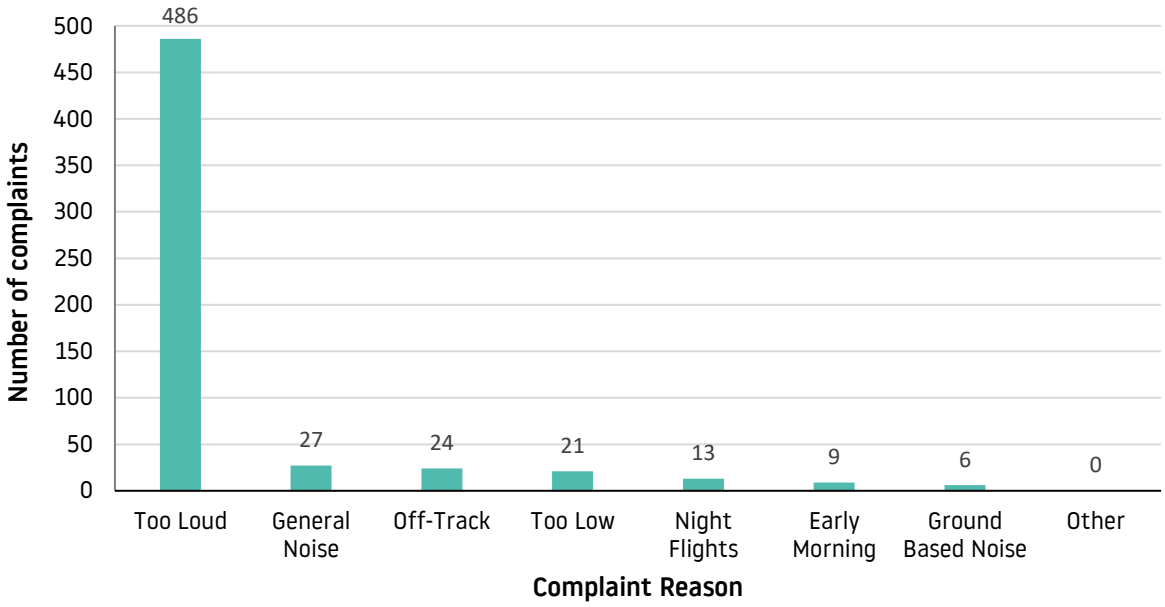
January 2025	111 complaints (104 Specific Complaints, 7 General Complaints)
February 2025	265 complaints (243 Specific Complaints, 22 General Complaints)
March 2025	210 complaints (196 Specific Complaints, 14 General Complaints)

There were no complaints not attributable to LLA traffic throughout the quarter, same as the period January to March 2024.

Out of 43 total complainants, 24 contacted the airport only once meaning, 19 complainants generated 562 complaints.

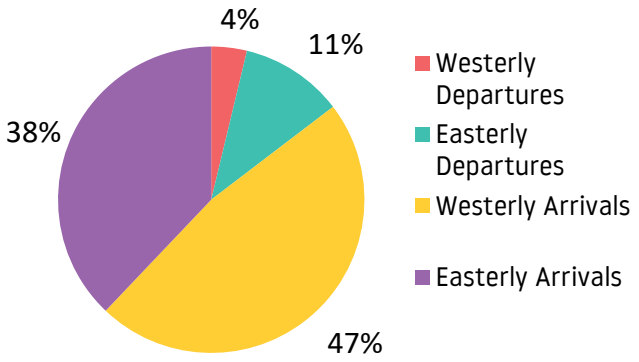
6.2 Type of Complaint

The types of complaint received by the Flight Operations Department from January to March 2025 are listed below.



6.3 Nature of Disturbance

The chart represents the areas of concern reported from specific complaints regarding aircraft activity during the period January to March 2025.



Within the 20 specific aircraft complaints concerning westerly departures, 17 complaints involved aircraft on the Match/Detling heading, 1 related to aircraft using the Olney route and 2 complaints were recorded about aircraft following Rodni or off-airways routing.

Of the 58 complaints attributed to easterly departures, there were 4 aircraft on the Match route and 53 complaints related to aircraft following the Rodni route. There were 1 specific complaint relating to the easterly Olney departure. No complaints were recorded about aircraft following an off-airways routing.

In total the Flight Operations Department received 455 specific complaints regarding arrivals. 253 of these complaints were about westerly arrivals and a further 202 concerning easterly arrivals. These complaints were mostly regarding the new arrival's airspace change implemented in February 2022.

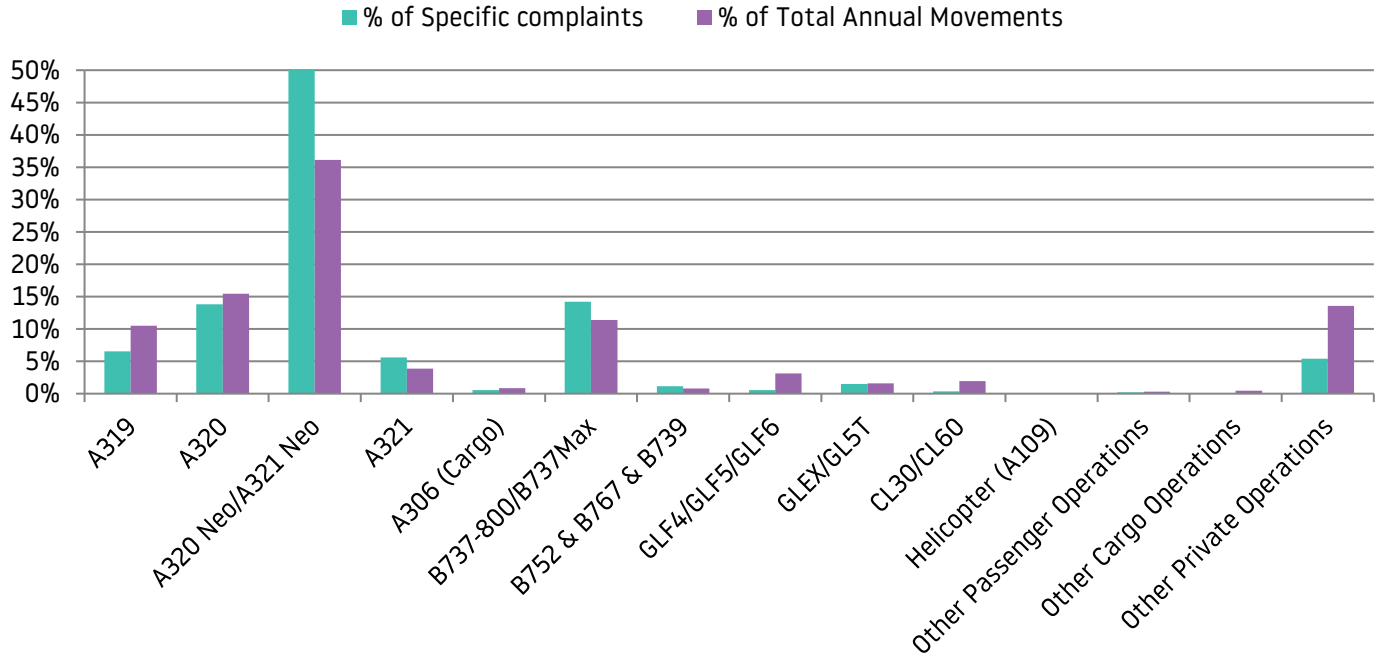
2
Complainants
reported noise disturbance at night (compared to **5 Complainants** for the same Quarter last year)

Arriving passenger aircraft accounted for 92% of the specific night complaints. Departing Cargo flights, involving A306 and B752 aircraft, were reported in 8% of the night complaints. Furthermore, no night complaints correlated to executive aircraft.

12 (2%)
Complaints
concerning night noise disturbance from LLA operations

6.4 Complaints by aircraft type

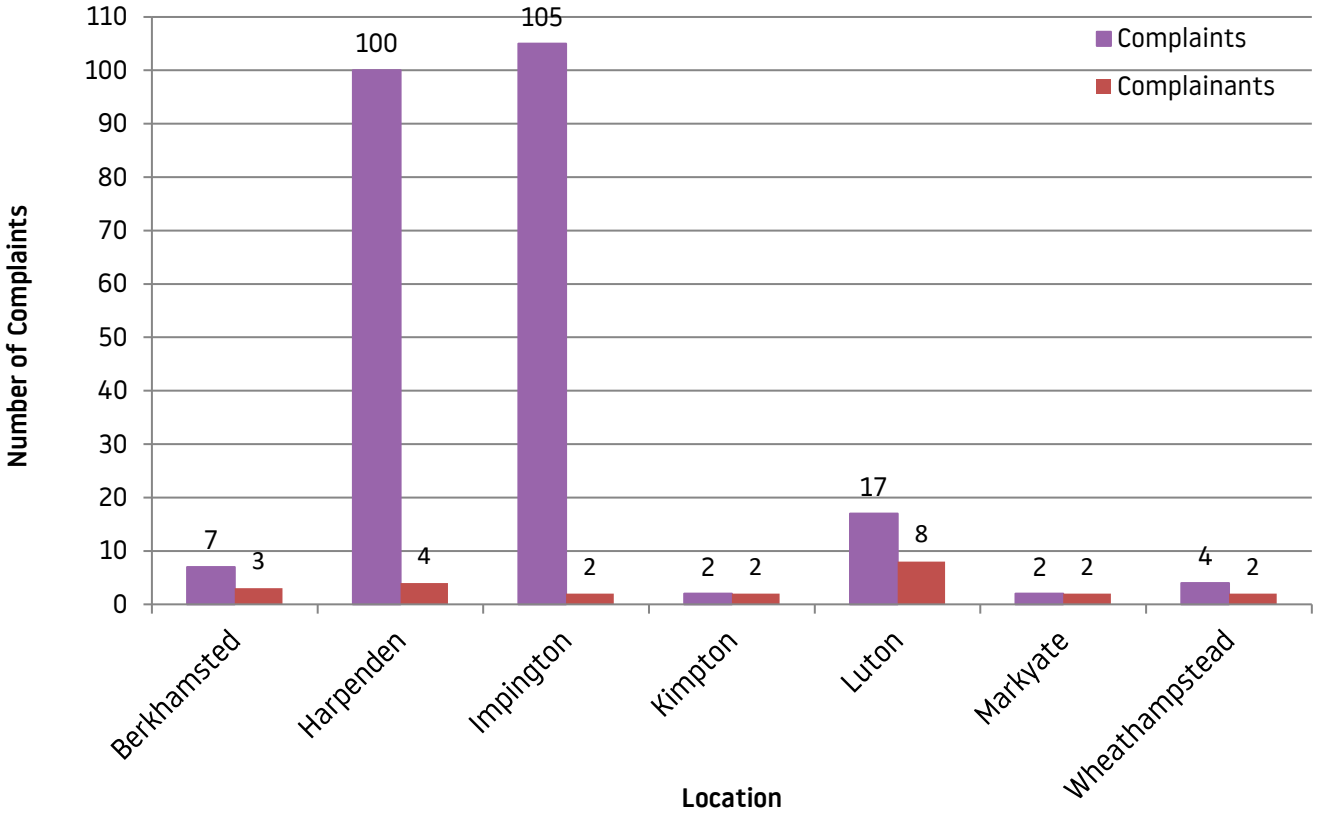
The diagram below shows aircraft types generating specific complaints.



6.5 Origin of Complaints

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

The communities with one complainant include: Ayot St Lawrence, Bourn, Breachwood Green, Caddington, Chalton, Cottenham, Dagnall, Dunton, Harlow, Hitchin, Histon, Horningsea, Leighton Buzzard, Perry, St Albans, Stevenage, Tadworth.



6.6 Complaints Analysis

During Quarter 1 there has been a significant decrease in complaints and complainants compared to the same quarter last year. This is thought to be due to a number of reasons:

- The Post implementation review (PIR) has come to an end in September 2023, and this had an effect on the number of complaints and complainants decreasing continuously since then.
- The Flight Operations team have continuously engaged with the community providing information on LLA's operations and increasing awareness on the noise control measures which are more stringent than the ones at most major UK airports.

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	7%
Phone	1%
Travis	92%

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	59.4%
1 Day	13.8%
2 Days	17.7%
3 Days	8.4%
4 Days	0.2%
5 Days	0.2%
6 Days	0.0%
7 Days	0.3%
8 Days	0.0%
9 Days	0.0%
10 Days	0.0%
11 Days	0.0%
12 Days	0.0%
13 Days	0.0%
14 Days	0.0%
15 Days	0.0%
16 Days	0.0%
16 Days+	0.0%

7 COMMUNITY RELATIONS

7.1 Community Visits to Airport

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

During Quarter 1 of 2025, the Flight Operations Team had 1 specific request to meet with residents or community representatives.

7.2 Airport Visits to the Community

The Flight Operations Team did not hold any Public Surgeries during Quarter 1.

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

8 BIODIVERSITY MONITORING

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

The following update is applicable for Q1 2025:

1. Greener Future Funds invested to 4 community groups in Q1 (this supports biodiversity and environmental projects) in Luton.
2. Annual employee volunteering activity planned in Q1 was colleague and third-party tree planting at The Forest of Marston Vale.

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