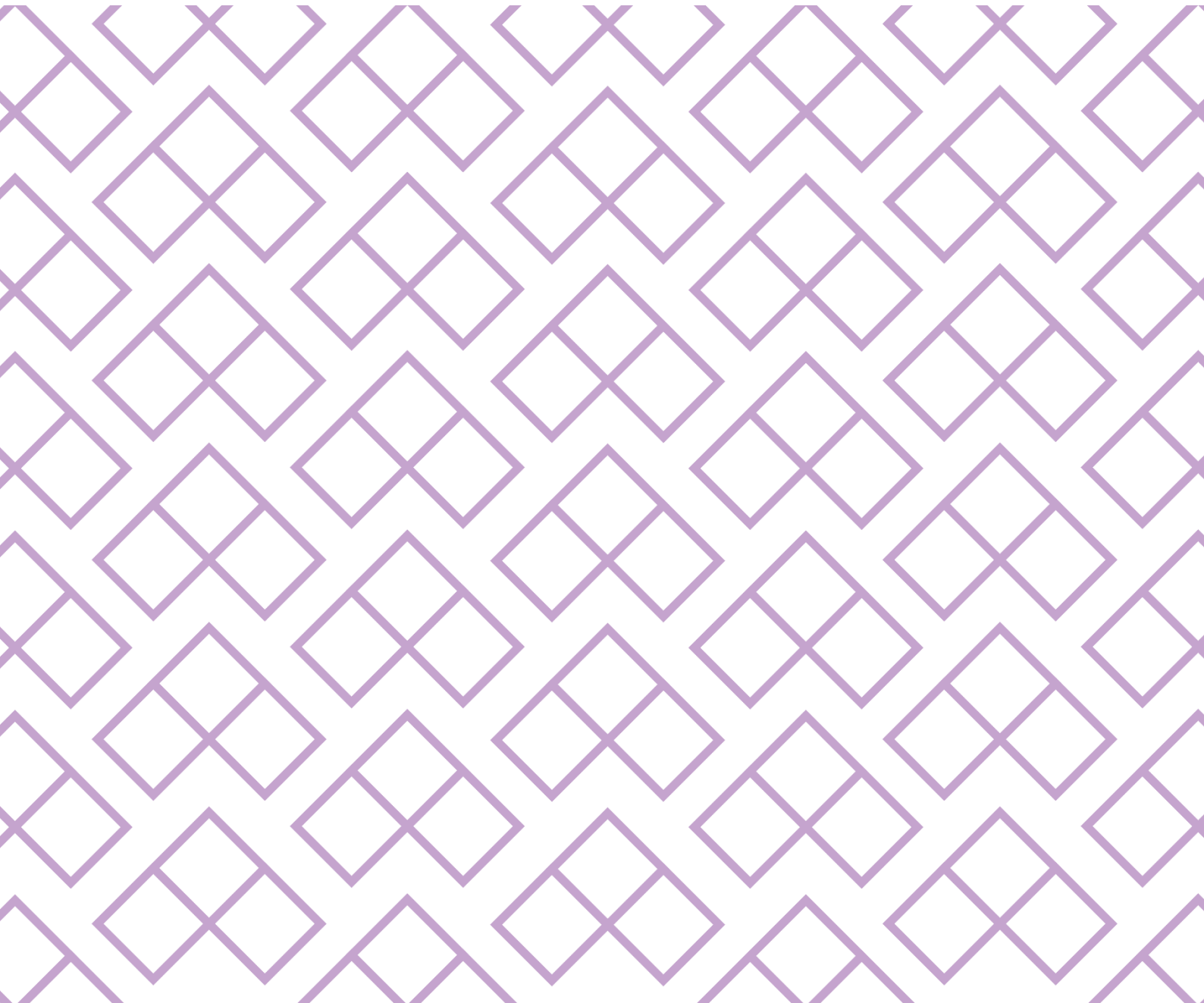


# Quarterly Flight Operations Report

QUARTER 2 2024





# INTRODUCTION

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

## KEY MONITORING INDICATORS – 2<sup>nd</sup> QUARTER 2024

Parameter		2 <sup>nd</sup> Quarter 2024	2 <sup>nd</sup> Quarter 2023
Total Passenger Number	↑	4,563,235	4,427,329
Total Aircraft Movements	↑	36,092	34,478
Night Movements (23.00 – 06.59)	↓	5,087	4,926
Early Morning Movements (06.00 – 06.59)	↑	1,740	1,651
Aircraft Movement and Quota Count limits (per rolling 12-month period)			
Night Quota Movements ( <i>9,650 limit</i> )	↓	8,752	8,951
Night Quota Count ( <i>3,500 limit</i> )	↑	1,995	2,725
Early Morning Shoulder ( <i>7,000 movements</i> )	↑	5,720	5,046
24hr CDA (% achievement)	↓	91%	94%
Day CDA (% achievement)	↓	90%	95%
Night CDA (% achievement)	↓	91%	92%
Track Violations	↓	8	11
Departure Noise Infringements (Day)	↓	1	7
Departure Noise Infringements (Night)	↑	2	1
Noise Monitor Results*			
No. Day (Night) > 80 dB(A)	↓	1 (1)	6 (0)
No. Day (Night) > 75 dB(A)	↓	1,260 (146)	2,270 (385)
No. Day (Night) > 70 dB(A)	↓	9,393 (1,471)	10,813 (1,735)
Night Noise Contour Area (48 dB L <sub>Aeq, 8h</sub> )	↑	33.5 km <sup>2</sup>	33.0 km <sup>2</sup>
Noise Complaints	↓	1,918	5,329
Complainants	↓	123	223
Number of New Complainants	↓	35	71
Largest Source of Complaints	-	Arrivals. West	Arrivals. West
Origin of Concerns (>5 Complainants)	-	Cambridge Hitchin Luton Harpenden St Albans	Cambridge Sandy Harpenden Luton St Albans
Westerly/Easterly Runway Split (%)	-	67/33	41/59



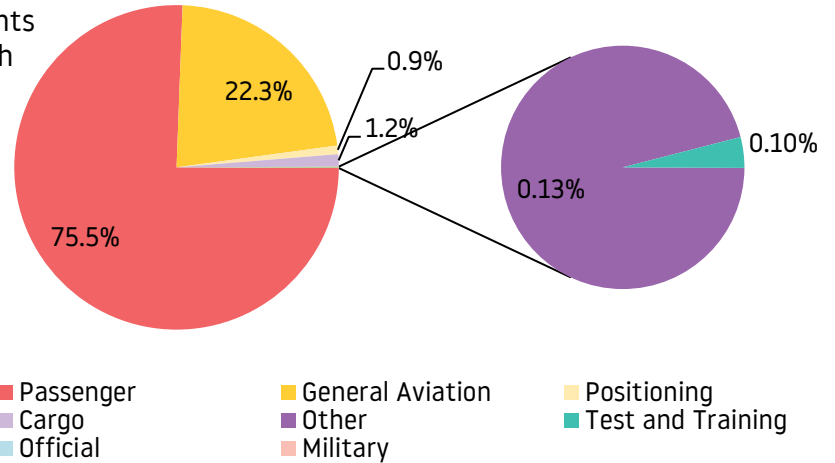
# 1 AIR TRAFFIC DATA

## 1.1 Aircraft Movements

There were 36,093 aircraft movements during this quarter (compared with 34,478 for the same period in 2023), an increase of 4.7%.

This resulted in an average 397 movements per 24 hours (379 last year).

Total Aircraft Movements (%)



A breakdown of these movements is shown below:

	Commercial				Non-Commercial					Total
	Cargo	Passenger	Positioning		Military	Official	Other <sup>1</sup>	General Aviation <sup>2</sup>	Test & Training	
			Other	STN						
Apr 2024	145	8,738	78	2	0	0	18	2,169	0	11,150
May 2024	150	9,309	118	6	0	0	19	2,852	0	12,453
Jun 2024	149	9,212	99	4	0	0	10	3,013	2	12,489
QTR Total	444	27,259	295	12	0	0	47	8,034	2	36,092

## 1.2 Passenger Statistics

A total of 4,563,235 passengers passed through LLA during the period April to June 2024 (compared with 4,427,329 for the same period last year); 4,515,996 on scheduled flights (98.9%) and 47,239 on charter flights (1.1%). This represents 3% increase in passengers and equates to an average 50,145 passengers per 24 hours (compared to 48,651 during the same quarter last year).

	Domestic	EU	Non-EU	Total
Apr 2024	110,359	1,043,571	268,417	1,442,347
May 2024	123,251	1,149,347	280,910	1,553,508
Jun 2024	116,902	1,194,146	276,332	1,587,380
QTR Total	350,512	3,387,064	825,659	4,563,235

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

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

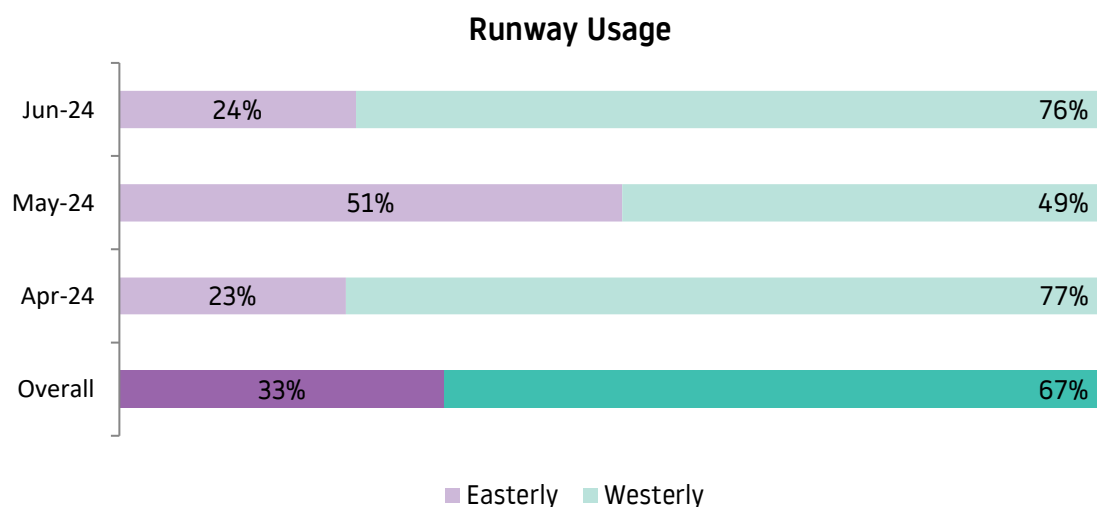
<sup>2</sup> General Aviation incorporates Private Aircraft, Helicopters and Business Jets



### 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 33% easterly and 67% westerly (in comparison to a 59%-41% split in the same quarter last year). The monthly breakdown of these statistics is as follows:



### 1.4 Night Flying Restrictions

On 1<sup>st</sup> 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:

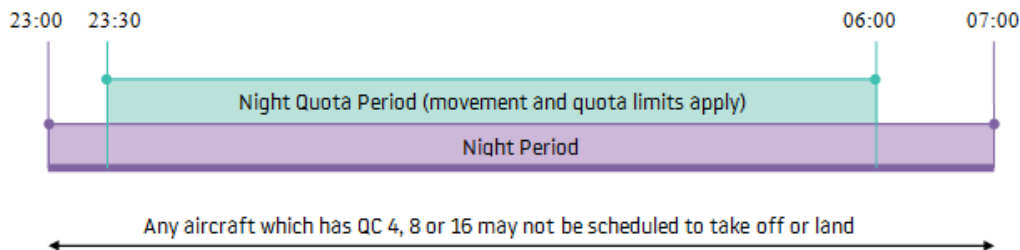


Certificated noise level (EPNdB)	Quota count	Typical aircraft
93 to 95.9	QC 2	Boeing 777-200 Airbus A300-600 Airbus A330
90 to 92.9	QC 1	Airbus A320/A321 Some Boeing 737-800 Boeing 757-200 Boeing 787-8
87 to 89.9	QC 0.5	Airbus A319/A320 Boeing 737-400 Boeing 737-800 Boeing 787-8
84 to 86.9	QC 0.25	Airbus 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>
July 2023	1071	200.500	565
August 2023	994	208.125	557
September 2023	904	199.500	543
October 2023	850	191.250	555
November 2023	491	130.250	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
<b>QTR Total</b>	<b>2,250</b>	<b>578.625</b>	<b>1,740</b>
<i>Total for preceding 12 months</i>	<i>8,752</i>	<i>2,068.25</i>	<i>5,720</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 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 2024. These have not been reported in the table in section 1.4.3.

	Night Dispensations	% Night Movements are Dispensations
April 2024	76	9%
May 2024	159	16%
June 2024	251	27%
<b>Total</b>	<b>486</b>	<b>18%</b>

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	9	0.3%
Passenger Hardship	436	16.0%
Air Traffic Disruption	35	1.3%
Medical	6	0.2%
Diversions	0	0%
Emergencies	0	0%
<b>Total</b>	<b>486</b>	<b>18%</b>



## 1.5 Day/Night Ratio of Movements - Actual

There were 5,087 night operations during the quarter (compared to 4,926 for the same quarter last year), an average of 56 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. 75% of total night departures took off between 06:00 – 07:00 hours local. The average ratio of total aircraft operations during the quarter was 86% day / 14% 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		
July 2023	5,205	5,406	10,611	885	193	5	564	1,883	12,494
August 2023	4,939	5,130	10,069	822	179	6	557	1,741	11,810
September 2023	4,950	5,157	10,107	773	139	3	546	1,648	11,755
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
QTR Total	15,235	15,770	31,005	2,260	476	51	1,689	5,087	36,092
Total for preceding 12 months	55,781	57,355	113,136	7,481	1,883	219	5,675	17,371	130,507

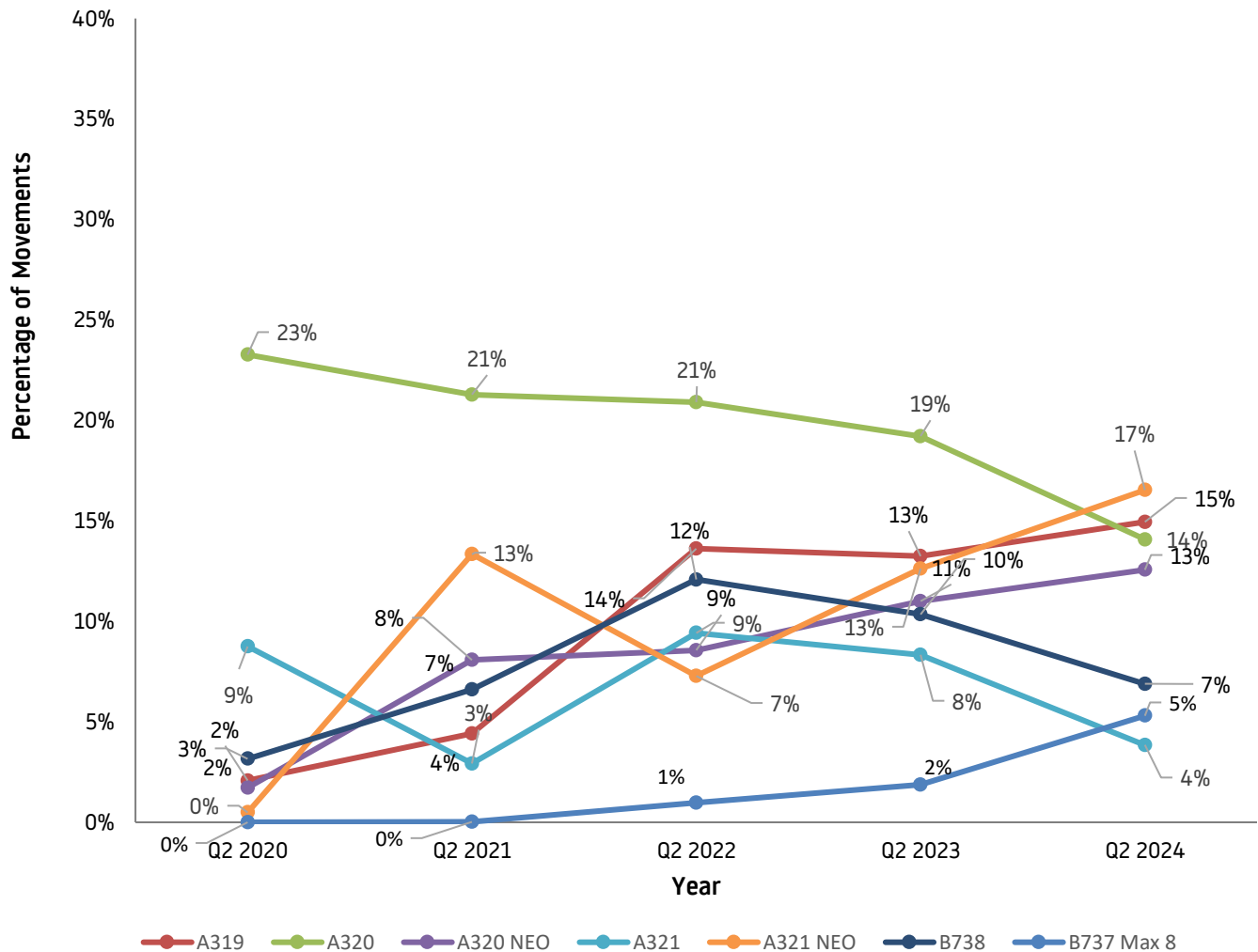
## 1.6 Day/Night Ratio of Movements – Forecast

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
July 2024	10928	1129	651	1925	12,853
August 2024	10300	1052	574	1776	12,076
September 2024	10395	924	571	1699	12,094
October 2024	10084	859	582	1678	11,762
November 2024	8149	502	361	1014	9,163
December 2024	9442	649	413	1275	10,717
January 2025	8134	559	356	1098	9,232
February 2025	8341	573	365	1126	9,467
March 2025	9321	641	408	1258	10,579
April 2025	9772	841	602	1635	11,407
May 2025	10420	958	592	1763	12,183
June 2025	10770	930	544	1,679	12,449
<i>Total for following 12 months</i>	<i>116,056</i>	<i>9,617</i>	<i>6,019</i>	<i>17,926</i>	<i>133,982</i>



## 1.7 Aircraft Movements by Type

The graph below shows the percentage of aircraft movements for the main aircraft types that operated at LLA. For data comparison, the data covers the last five years. During Q2 2024, there was an decrease in the utilisation of A321NEO and B737MAX, 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 3B	25 3Y	07	25	07	25	07	25	HELI	
Apr 2024	Daytime	596	8	1,964	380	1,227	134	491	9	23	15	4,847
	Night-time	73	0	320	31	194	20	66	1	2	2	709
May 2024	Daytime	1,396	2	1,291	884	934	331	339	25	24	16	5,242
	Night-time	217	1	180	158	104	38	50	5	7	1	761
Jun 2024	Daytime	687	5	2,197	474	1,546	147	494	10	38	28	5,626
	Night-time	125	0	295	90	201	33	76	4	5	4	833
QTR	<b>Total</b>	<b>3,094</b>	<b>16</b>	<b>6,247</b>	<b>2,017</b>	<b>4,206</b>	<b>703</b>	<b>1,516</b>	<b>54</b>	<b>99</b>	<b>66</b>	<b>18,018</b>
	<i>Daily Average</i>	<i>34</i>	<i>&lt;1</i>	<i>68.6</i>	<i>22.2</i>	<i>46.2</i>	<i>7.7</i>	<i>16.6</i>	<i>&lt;1</i>	<i>1.1</i>	<i>&lt;1</i>	<i>196.4</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 99.9%. 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
April 2024	2	£2,000
May 2024	5	£9,000
June 2024	1	£1,000
<b>QTR</b>	<b>8</b>	<b>£12,000</b>

	Airline or Aircraft Operator	Aircraft Type/Occurrence
April 2024	Privately owned aircraft	GLF6, GLF5
May 2024	Airline and privately owned aircraft	GLEK, B737, E135, A320, FA7X
June 2024	Privately owned aircraft	GLF6



### 3 ARRIVING AIRCRAFT

#### 3.1 Arrivals Route Analysis

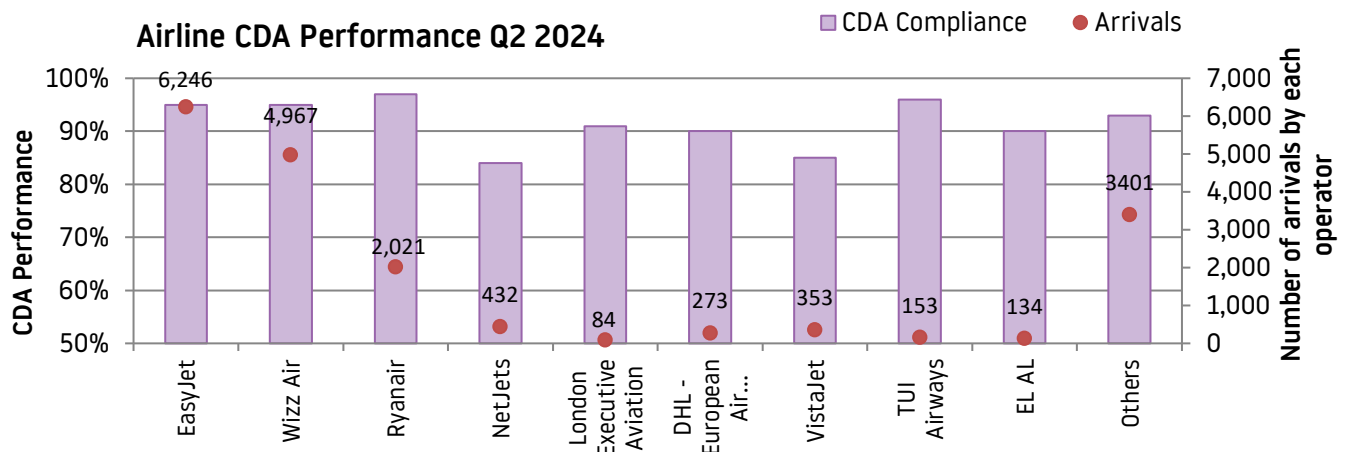
The following table reports the total number of arrivals differentiating between easterly (07), westerly (25) operations and helicopters.

		Arrivals			Total
		07	25	Heli	
April 2024	Daytime	1,121	3,604	17	4,742
	Night-time	214	639	0	853
May 2024	Daytime	2,706	2,480	20	5,206
	Night-time	470	542	0	1,012
June 2024	Daytime	1,256	3,997	34	5,287
	Night-time	271	689	0	960
QTR	<b>Total</b>	<b>6,038</b>	<b>11,951</b>	<b>71</b>	<b>18,064</b>
	<i>Daily Average</i>	<i>66</i>	<i>131</i>	<i>&lt;1</i>	<i>198</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
April 2024	92%	92%	92%	94%	95%	85%	91%	90%	94%
May 2024	93%	93%	93%	94%	94%	91%	92%	91%	94%
June 2024	87%	86%	92%	78%	77%	86%	90%	89%	95%
QTR Total	91%	90%	91%	89%	90%	88%	91%	90%	94%

The overall CDA achievement was 92% with several major LLA operators achieving high performance. The maps overleaf, produced from the Topsonic Aircraft Noise & Track Monitoring

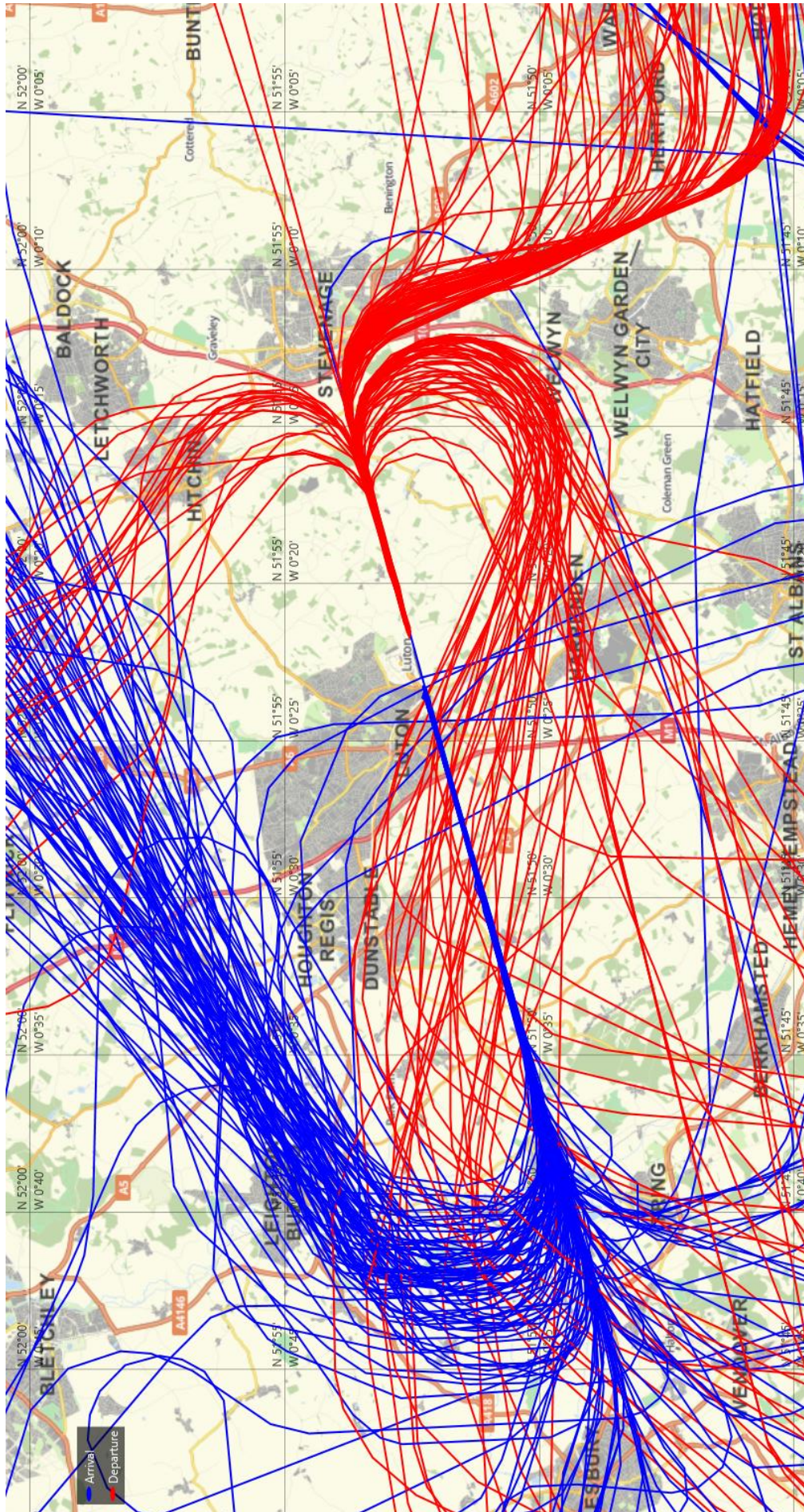


System, identify samples of actual flown aircraft tracks operating from LLA (arrivals and departures during both easterly and westerly operations) over a typical 24-hour period within the second quarter of 2024.



# LLA Flight Routes Sample Easterly Operations

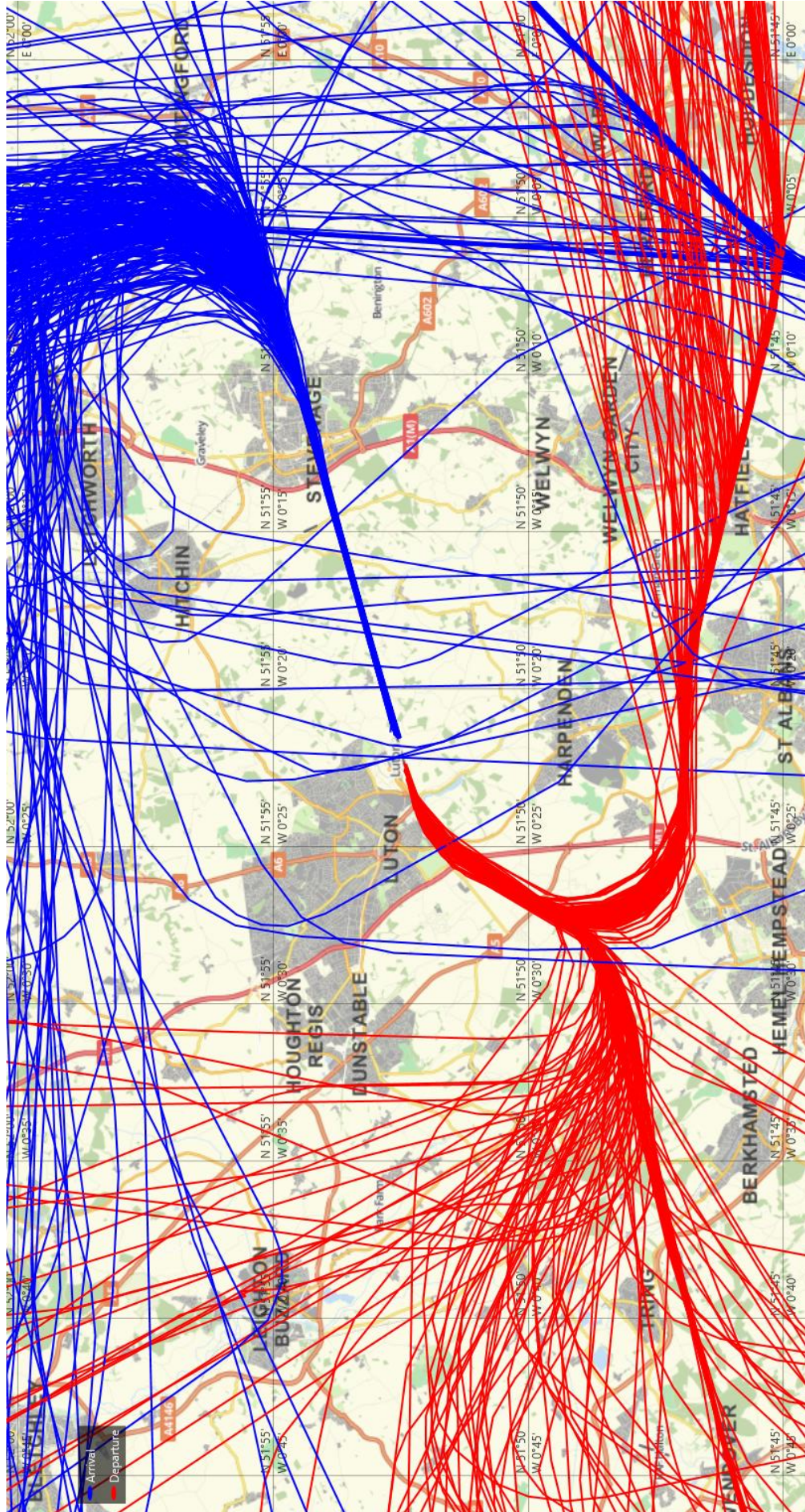
Key:  
Departures in Red  
Arrivals in Blue





# LLA Flight Routes Sample Westerly Operations

Key:  
Departures in Red  
Arrivals in Blue



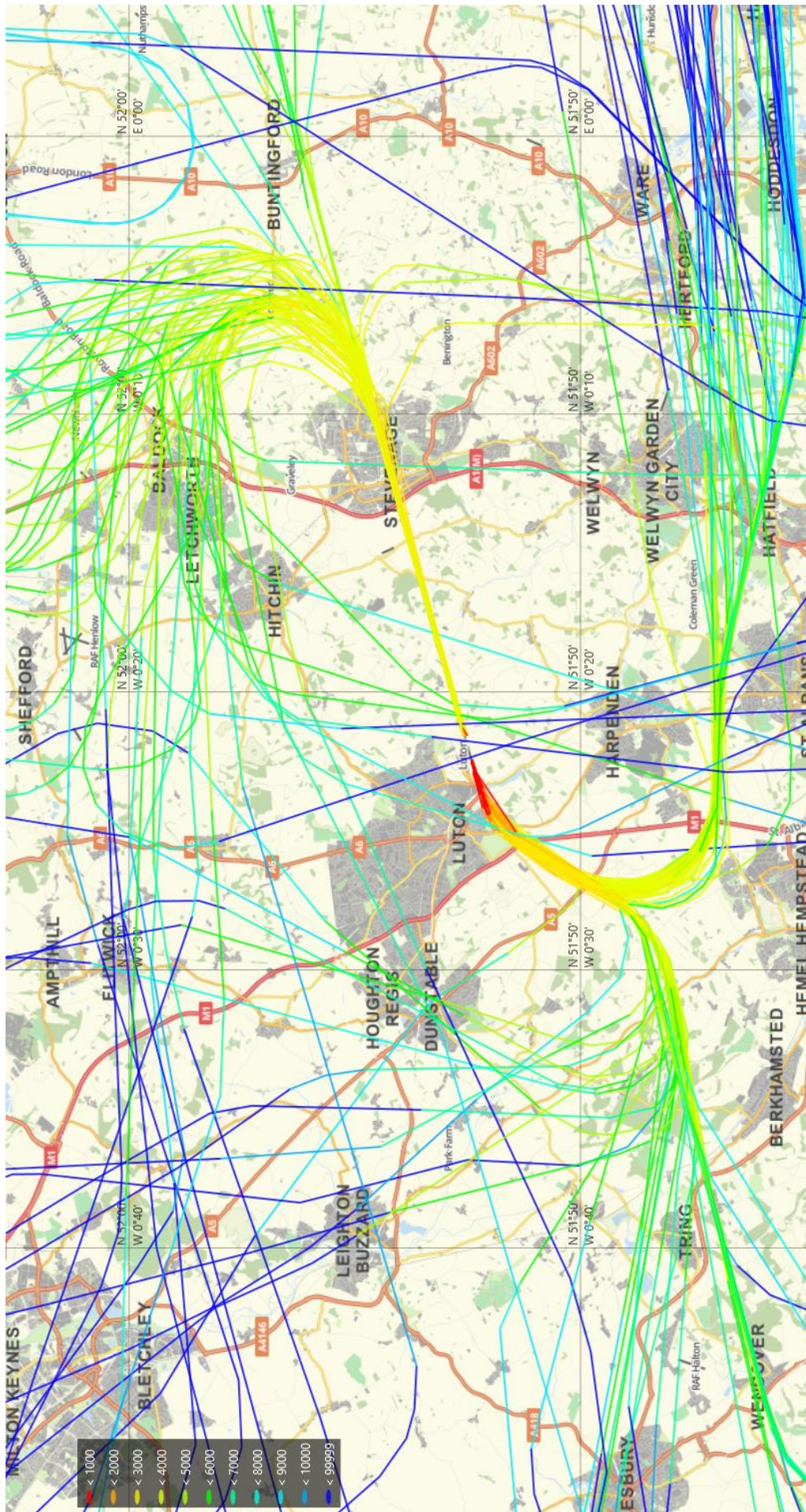


>= 0 ft < 1000 ft
>= 1000 ft < 2000 ft
>= 2000 ft < 4000 ft
>= 4000 ft < 6000 ft
>= 6000 ft < 8000 ft
>= 8000 ft < 10000 ft





# LLA Flight Routes Sample Westerly Operations





## 4 AIRCRAFT NOISE

During the 2<sup>nd</sup> 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 95% of correlated departing aircraft.

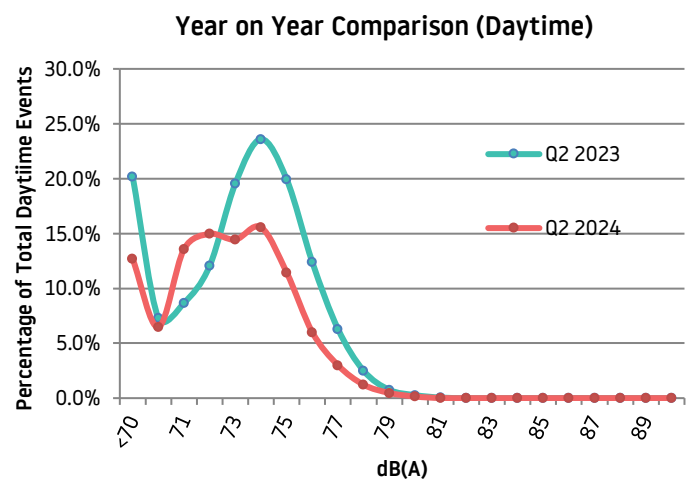
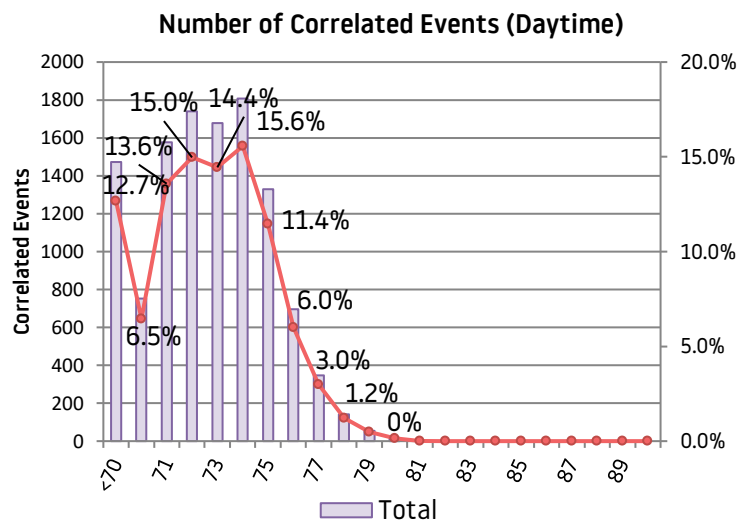
There were three noise violations in Q2 2024. Details of these violations are outlined in Section 4.4.

### 4.1 Daytime Noise Levels – April to June 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) #	Apr	May	Jun	QTR
Number of Correlated Events (Daytime)	<70	518	764	191	1,473
	70	229	260	262	751
	71	460	486	632	1,578
	72	597	540	602	1,739
	73	588	644	446	1,678
	74	568	858	382	1,808
	75	500	572	258	1,330
	76	238	322	137	697
	77	101	167	80	348
	78	49	72	21	142
	79	17	27	11	55
	80	7	8	2	17
	81	1	0	0	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		3,873	4,720	3,024	11,617

# Rounded Result



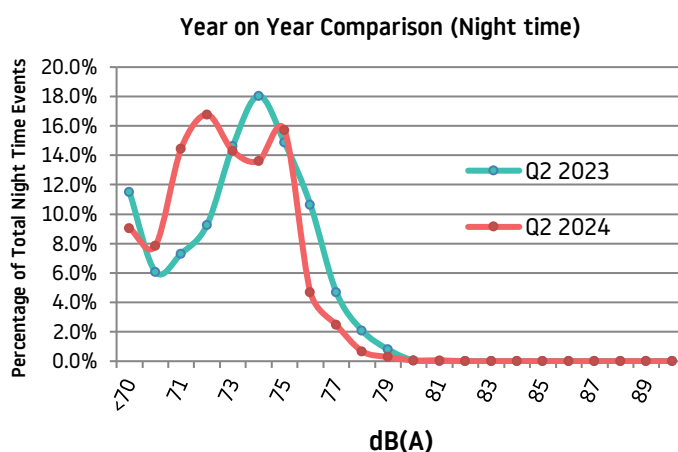
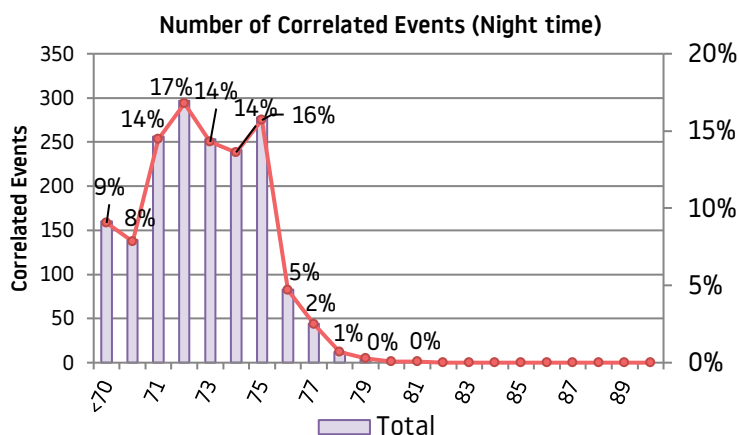


## 4.2 Night Noise Levels – April to June 2024

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) #	Apr	May	Jun	QTR
Number of Correlated Events (Night time)	<70	61	90	9	160
	70	46	46	47	139
	71	67	76	113	256
	72	102	101	94	297
	73	89	101	63	253
	74	67	115	59	241
	75	171	77	30	278
	76	27	42	14	83
	77	18	22	4	44
	78	4	7	1	12
	79	3	1	1	5
	80	1	0	0	1
	81	1	0	0	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		657	678	435	1,770

#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.*

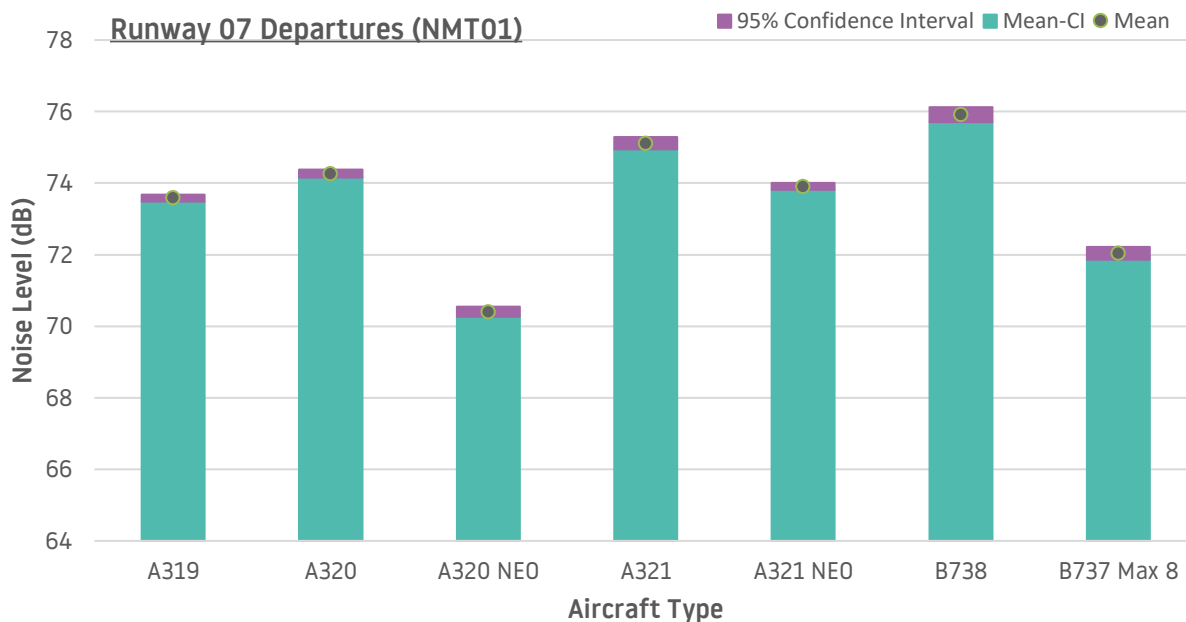
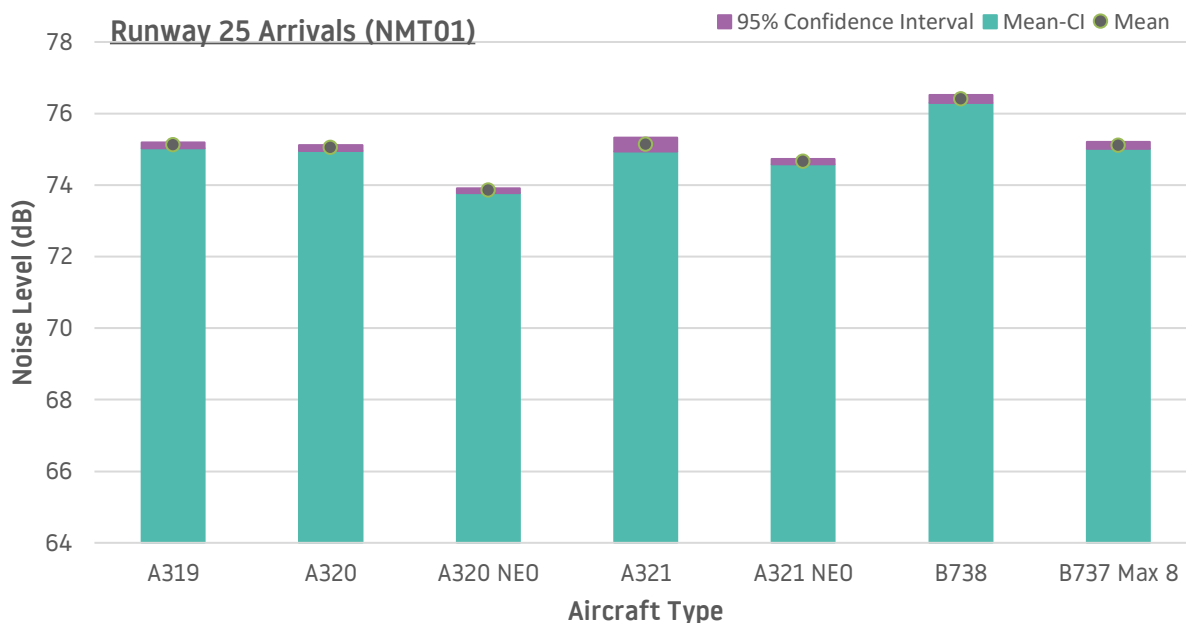
*Ambient background noise is also an important factor as specific incidents such as loud road traffic, emergency vehicle sirens, lawn mowers, drills etc. can register noise levels louder than an aircraft overhead. This results in not all aircraft movements being correlated to noise events. Generally,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

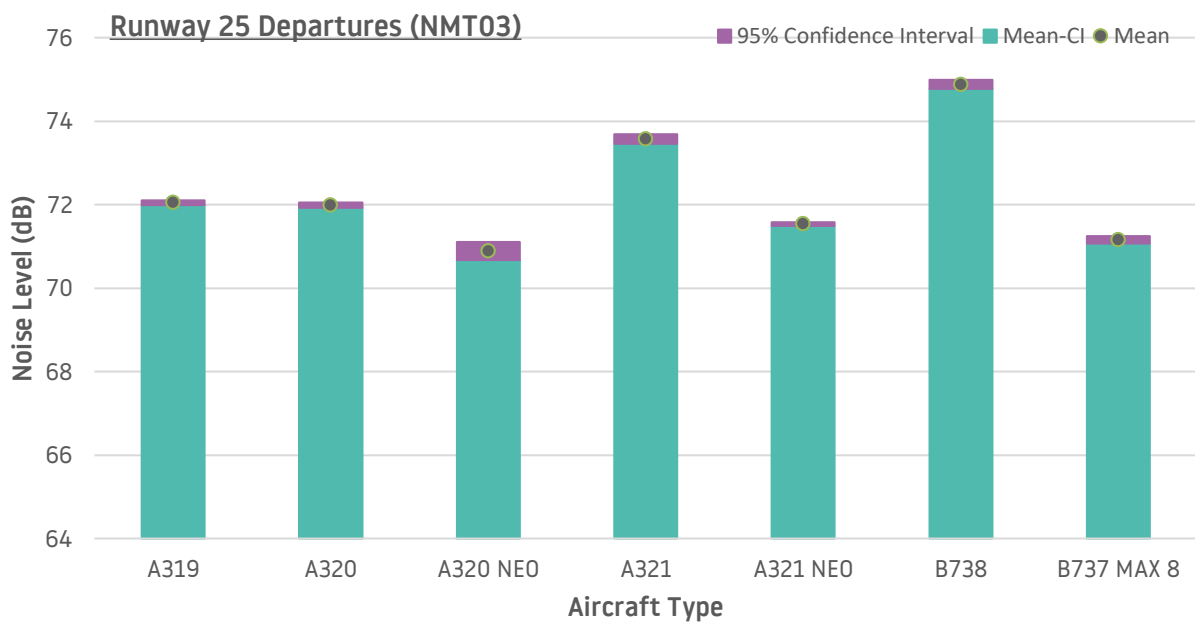
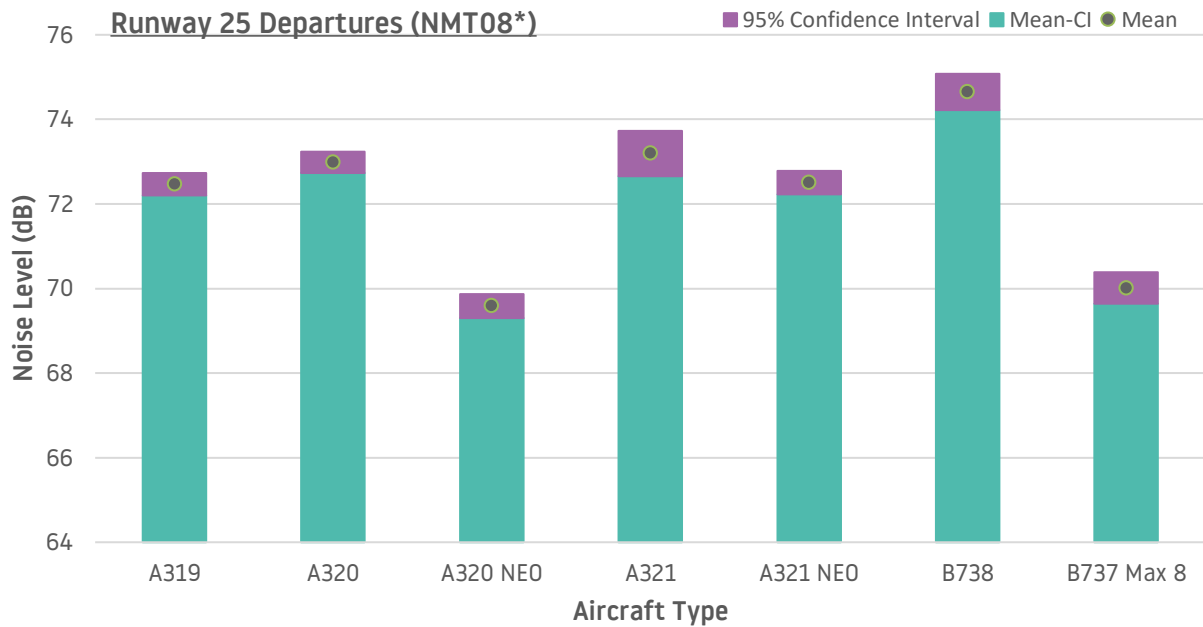


### 4.3 Average Noise Monitor results by Aircraft Type (Q2 2024)

The following graphs show the average noise and confidence level (95%) for the three fixed noise monitors for the period April to June 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)	21	399	402	337	100	437	197	146
NMT01 (Dep)	25	433	426	336	120	456	208	169
NMT08* (Dep)	11	349	381	374	62	444	139	161
NMT03 (Dep)	33	611	549	35	158	598	346	144

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



#### 4.4 Noise Violations during Quarter 2 (April to June 2024)

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

	Date/Time (Local)	Aircraft Type	Noise Level
Night	04/04/2024 06:55	B738	80dB
Day	27/04/2024 08:22	B738	81dB
Night	28/04/2024 06:54	B738	81dB
Total Penalties Collected			£5,000

#### 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 2 of 2024, a total of 88 properties were contacted, 37 properties accepted, and 38 properties were insulated, this includes properties that accepted in 2023 that have been insulated in Q2.



## 5 NOISE CONTOURS

### 5.1 Night Noise Contours – Q2 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-Q2 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 (January - March 2024) which have been updated to the latest methodology, and the equivalent quarter during the previous year (April – June 2023).

Contour Value (dB LAeq,8h)	Contour Area (km <sup>2</sup> )		
	<i>Apr – Jun 2023</i>	<i>Jan – March 2024</i>	<i>Apr – Jun 2024</i>
48	33.0	24.1	33.5
51	18.3	13.5	18.8
54	9.8	7.3	10.0
57	5.5	4.3	5.6
60	3.0	2.3	3.1
63	1.5	1.2	1.5
66	0.9	0.7	0.9
69	0.5	0.4	0.5
72	0.3	0.3	0.3
W/E Split (%)	43/57	75/25	67/33

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	Apr – Jun 2023	Jan – Mar 2024	Apr – Jun 2024
1900D	10	n/a	11
737800	549	154	293
737800 (max)	104	152	350
757RR	219	273	231
A300-622R	78	98	78
A319-131	596	148	675
A320-211 (ceo)	904	194	569
A320-211 (neo)	874	304	1,135
A321-232 (ceo)	406	189	95
A321-232 (neo)	807	1,155	1,209
CL600	n/a	18	11
CL601	30	34	42
CNA208	n/a	17	22
CNA525C	15	19	23
CNA55B	n/a	12	n/a
CNA560XL	21	14	21
CNA680	10	10	n/a
CNA750	10	11	n/a
EMB145	28	14	16
F10062	39	35	36
GIV	n/a	17	14
GV	161	258	196
Other	63	43	57
<b>Total</b>	<b>4,924</b>	<b>3,169</b>	<b>5,084</b>

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



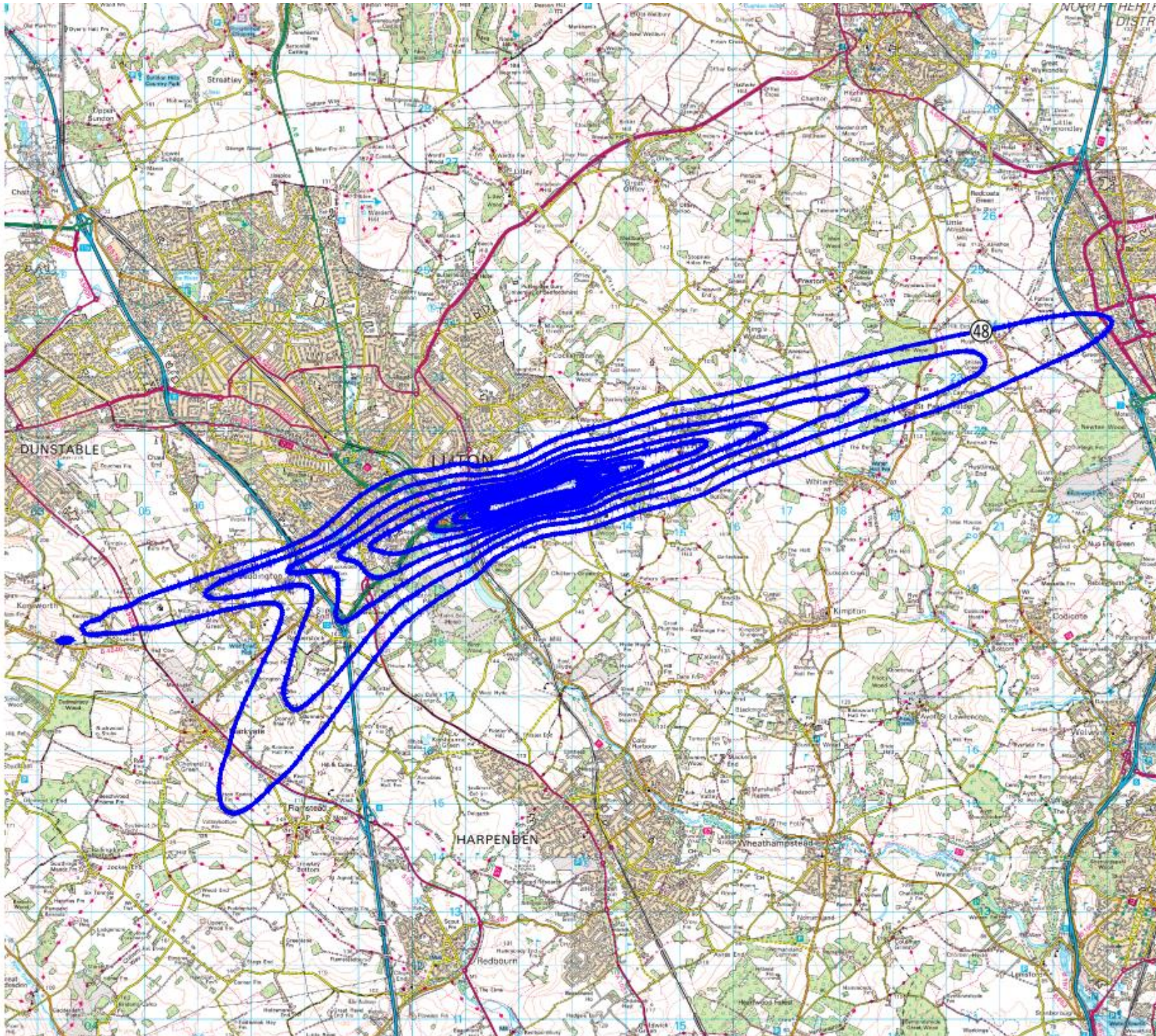
#### **5.1.4 Noise Contour Comparison**

The number of movements in 2024 Q2 has increased slightly compared 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 36% in 2023 Q2 to 53% in 2024 Q2. In 2024 Q2 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 slight increase in movements and the updated validation, which outweighs the greater use of quieter modernised aircraft.

The number of movements have risen and therefore the area of the noise contours has increased compared to the previous quarter (January - March 2024).





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 Ordnance Survey 0100031673

**LEGEND:**

— Noise Contours,  
 48 to 66 dB L<sub>eq</sub>,8h in 3 dB steps


**REVISIONS**

**Bickerdike  
 Allen  
 Partners**  
 Architecture  
 Acoustics  
 Technology

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 Email: [mail@bickerdikeallen.com](mailto:mail@bickerdikeallen.com) T: 0207 625 4411  
[www.bickerdikeallen.com](http://www.bickerdikeallen.com) F: 0207 625 0250

**London Luton Airport  
 Regular Contouring**

**Airborne Aircraft Noise Contours  
 Apr-Jun 2024 Average Night-time**

DRAWN: AM CHECKED: DR

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

FIGURE No:

**A11060-NN24-Q2**



## 6 COMPLAINTS

### 6.1 Total Complaints relating to LLA aircraft operations

	2 <sup>nd</sup> QTR 2024	2 <sup>nd</sup> QTR 2023
Total No. of Complaints relating to LLA aircraft operations	1,918	5,329
No. of Complainants	123	223
No. of General Complaints	229	408
No. of Specific Complaints	1,689	4,921
Average No. of Complaints per Complainant	15.6	23.8
No. of Aircraft Movements per Complaint	18.8	6.4

A total of 1,918 complaints relating to LLA aircraft operations were received by the Flight Operations Department during the first quarter of 2024. This is compared to 5,329 complaints received for the same period in 2023. It should be noted that during the first quarter of 2024, 85% of complaints were received from 10 individuals.

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

April 2024 425 complaints (383 Specific Complaints, 42 General Complaints)  
May 2024 723 complaints (621 Specific Complaints, 102 General Complaints)  
June 2024 770 complaints (685 Specific Complaints, 85 General Complaints)

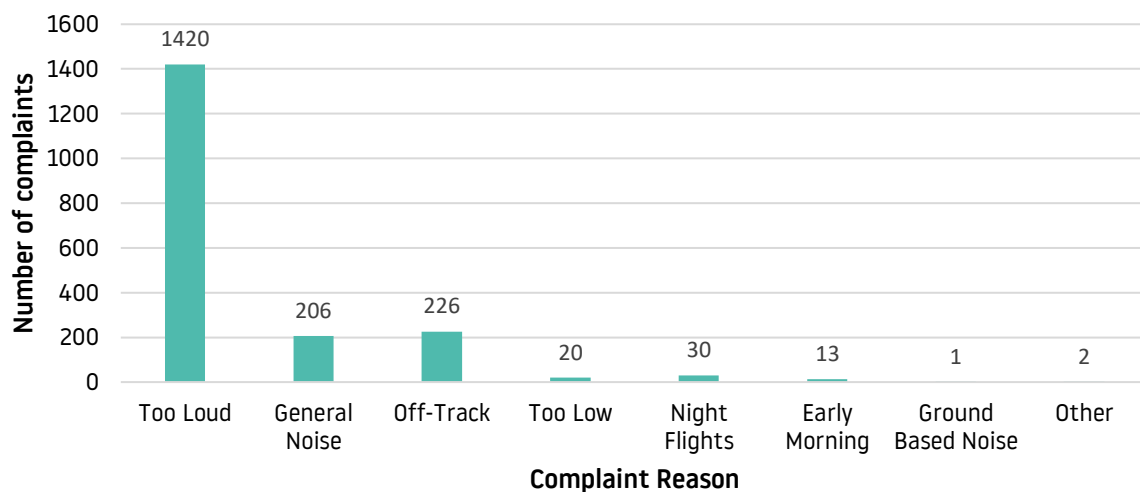




There were 3 complaints not attributable to LLA traffic throughout the quarter, compared to 18 complaints for the period April to June 2023. Out of 123 total complainants, 67 contacted the airport only once meaning, 56 complainants generated 1,851 complaints.

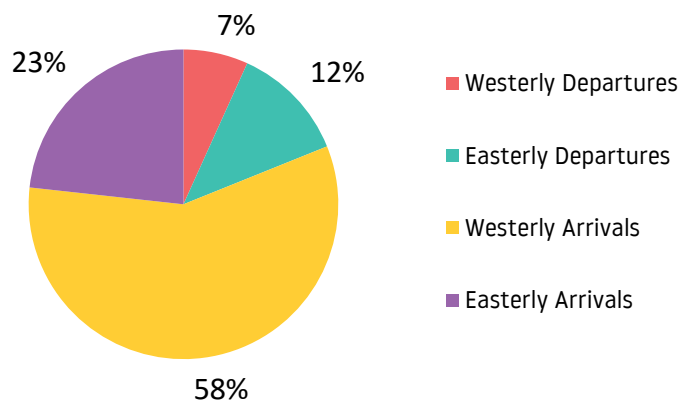
## 6.2 Type of Complaint

The types of complaint received by the Flight Operations Department from April to June 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 April to June 2024.





Within the 107 specific aircraft complaints concerning westerly departures, 86 complaints involved aircraft on the Match/Detling heading, 2 related to aircraft using the Olney route and 19 complaints were recorded about aircraft following Rodni or off-airways routing.

Of the 192 complaints attributed to easterly departures, there were 12 aircraft on the Match route and 172 complaints related to aircraft following the Rodni route. There were 8 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 1,283 specific complaints regarding arrivals. 915 of these complaints were about westerly arrivals and a further 368 concerning easterly arrivals. These complaints were mostly regarding the new arrival's airspace change implemented in February 2022.

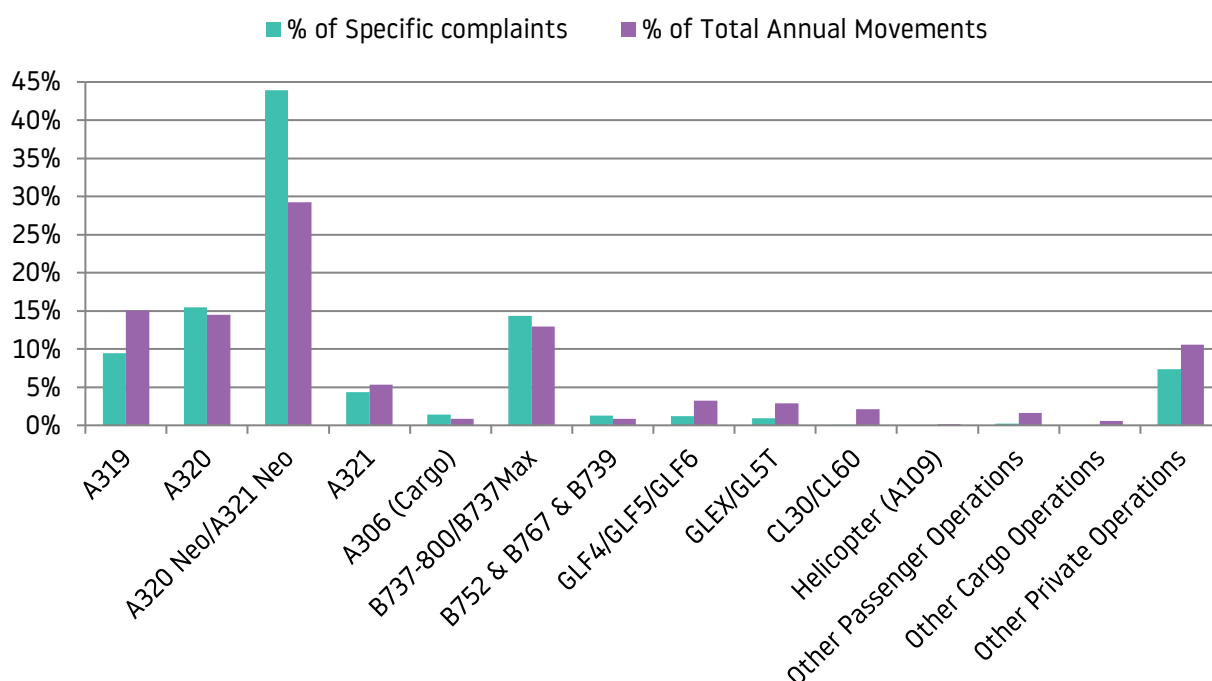
**8**  
**Complainants**  
reported noise  
disturbance at night  
(compared to **11**  
**Complainants** for the same  
Quarter last year)

Arriving passenger aircraft accounted for 74% of the specific night complaints. Arriving Cargo flights, involving A306 and B752 aircraft, were reported in 8% of the night complaints. 14% of the night complaints correlated to departure passenger aircraft. Furthermore, 4% of night complaints correlated to executive aircraft.

**23 (1%)**  
**Complaints**  
concerning night noise  
disturbance from  
LLA operations

## 6.4 Complaints by aircraft type

The diagram below shows aircraft types generating specific complaints.

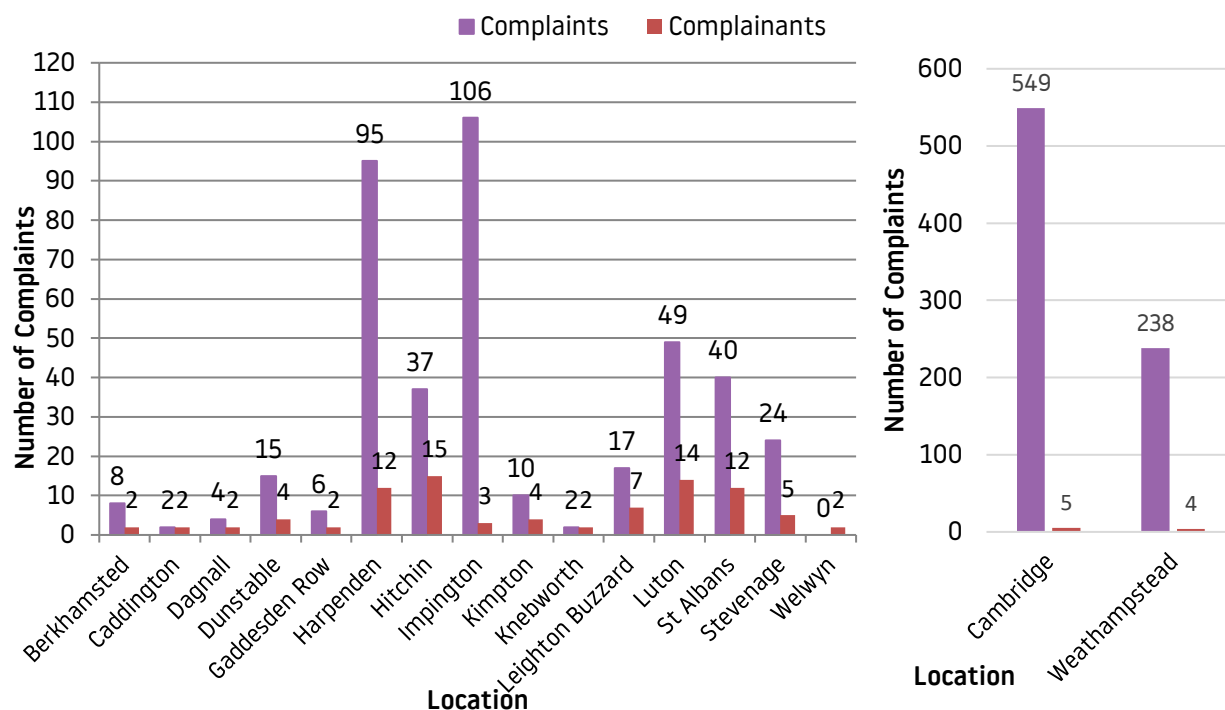




## 6.5 Origin of Complaints

The 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 2024.

The communities with one complainant include: Aylsesbury, Boxworth, Caldecote, Chesham, Cockayne Hatley, Dunton, Essex, Flamstead, Gamlingay, Harlow, Henlon, Hilston, Histon, Horningsea, Linslade, Little Gransden, Little Neston, Perry, Redbourn, Rushden, Sandridge, Sandy, Tilbrook.



## 6.6 Complaints Analysis

During Q2 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.
- Similar to Q2 2023, some individuals are making multiple complaints. In Q2, 85% 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	20.3%
Phone	0.7%
Travis	79%

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 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 Days	59.8%
1 Day	24.0%
2 Days	9.9%
3 Days	3.6%
4 Days	1.5%
5 Days	0.1%
6 Days	0.3%
7 Days	0.4%
8 Days	0.2%
9 Days	0.1%
10 Days	0.0%
11 Days	0.0%
12 Days	0.0%
13 Days	0.0%
14 Days	0.1%
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 2 of 2024, the Flight Operations Team did not have any specific requests to meet with residents or community representatives.

### **7.2 Airport Visits to the Community**

The Flight Operations Team held three Public Surgeries during Quarter 2 which were; Farley Hill on 15<sup>th</sup> April, Abbotsley on 20<sup>th</sup> May and Dallow on 27<sup>th</sup> June.

There were 9 appointments booked in Farley Hill, 9 appointments booked in Abbotsley and 2 appointments booked in Dallow. The main themes were; requests to change the arrival routes, what LLA operating times were and noise levels within the surrounding communities.

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>)