

Annual Noise Report 2025

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Air Traffic Statistics

2025 Summary

Through 2025 Southampton International Airport (SOU) facilitated 885,266 passengers. This includes passengers both arriving and departing from commercial, chartered, private and general aviation flights. There were 20,117 movements across the same flight types.

Total ATMs					
SOU	Year	Movements	Arrivals	Deps	Pax
	2025	20,117	10,128	9,989	885,266
	2024	21,345	10,674	10,671	862,290
	2023	22,087	11,043	11,044	765,513

Southampton currently supports a number of scheduled airlines and flies to many destinations across the UK and internationally. More information can be found at [Our Destinations | Southampton Airport](#). Figure 1 shows the percentage split of movements between each operator in 2025. Loganair had the highest number of movements with 20% of all movements. EasyJet has seen significant growth during 2025. Channel Island connectivity remains to be a strong contribution to movements with Aurigny and Blue Islands contributing 25% of total movements. However, Blue Islands ceased to operate in the latter stages of 2025 with Loganair taking over some routes.

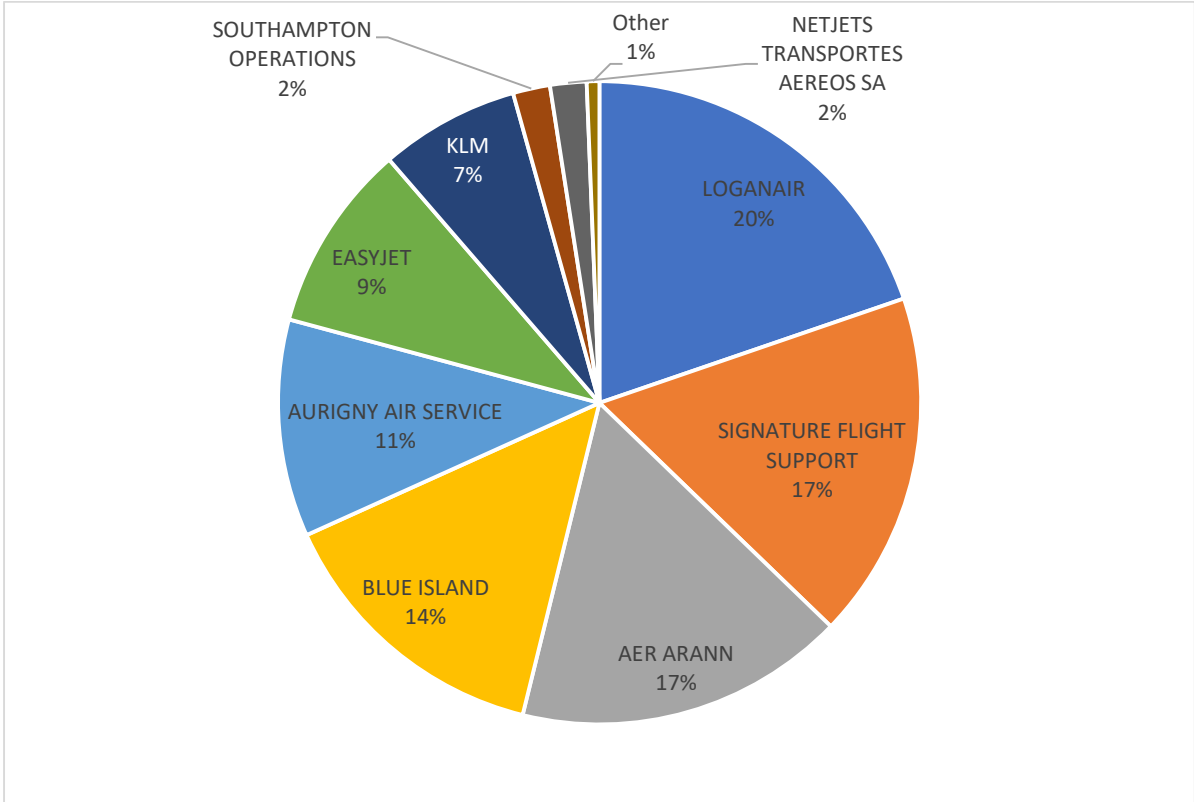


Figure 1 – Percentage split of movements by operators (‘Other’ includes any operator with <100 movements).

Aircraft Type By Airline

The list below shows the main types of aircraft used by airlines at Southampton Airport. It does not include Business Jet operators or ad-hoc charter flights:

EasyJet – A320 CEO, A320 NEO, A319

Aer Lingus/ Aer Arran – ATR72

Blue Islands – ATR72

Aurigny – ATR72, Dornier 228, DeHavilland Twin Otter

KLM – Embraer 170, Embraer 190, Embraer 190 E2

Loganair – ATR 72, Embraer 145

TUI – 737MAX8



Aircraft Movements

SOU supports passenger flights, cargo, general aviation, air ambulance, military, and training flights. Figure 2 shows the number of movements per aircraft type in 2025. The most common type of aircraft in use at Southampton is the Embraer 145 aircraft operated by Loganair, closely followed by the ATR series.

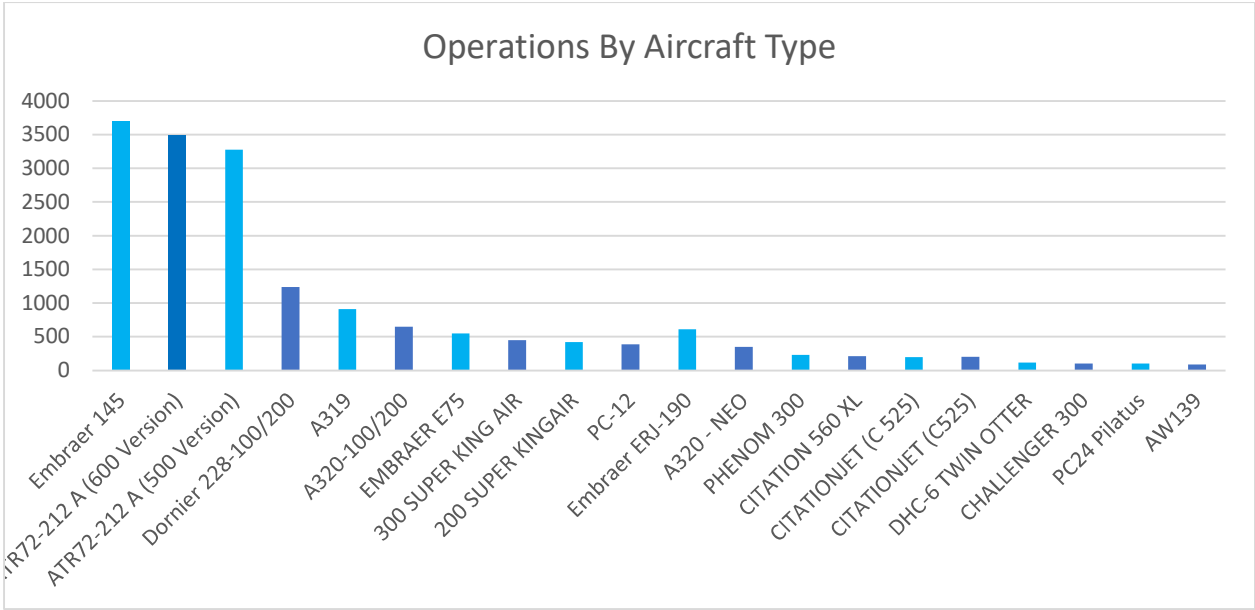


Figure 2 – Number of movements completed by each aircraft type – Top 20

Similar to 2024, of note is the increase in use of the Airbus Family of aircraft including the A319/A320 series. We have also seen a marked increase in use of the A320NEO aircraft. Only 2x A320NEO movements were recorded in 2023 but in 2024, we saw 268 and 350 in 2025. This aircraft has a noise footprint which is 50% less than the A320CEO series and we are working with our airline partners to encourage a shift towards this aircraft type over the older generation of A320s. There were a total of 1909 Airbus family movements and the A320NEO makes up 18% of this.



Figure 3 shows the monthly movements across 2023, 2024 and 2025. Monthly movements peak across the summer months from June to September due to an increase in holiday traffic and charters.

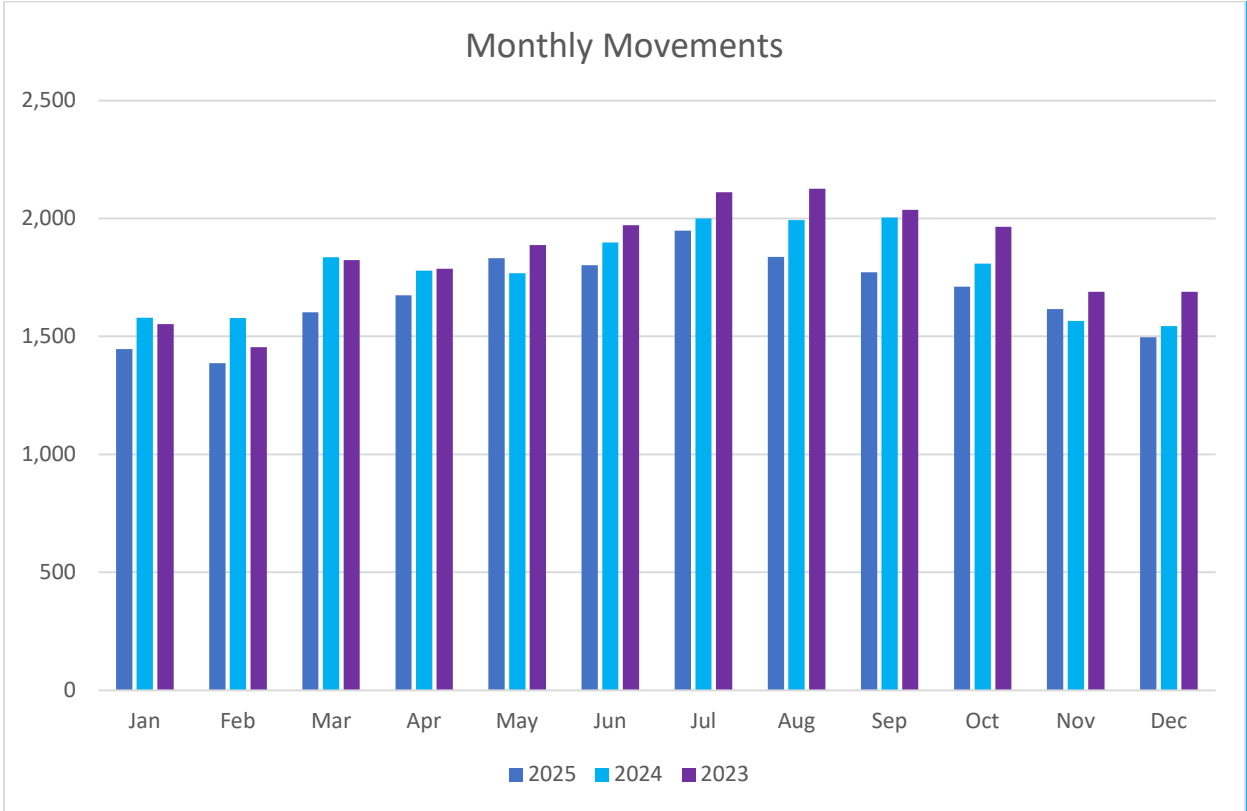


Figure 3 – Monthly aircraft movements from 2023, 2024 and 2025.

Figure 4 explores the average daily movements across 2023, 2024 and 2025. This can vary month by month and will depend on seasonal routes etc.

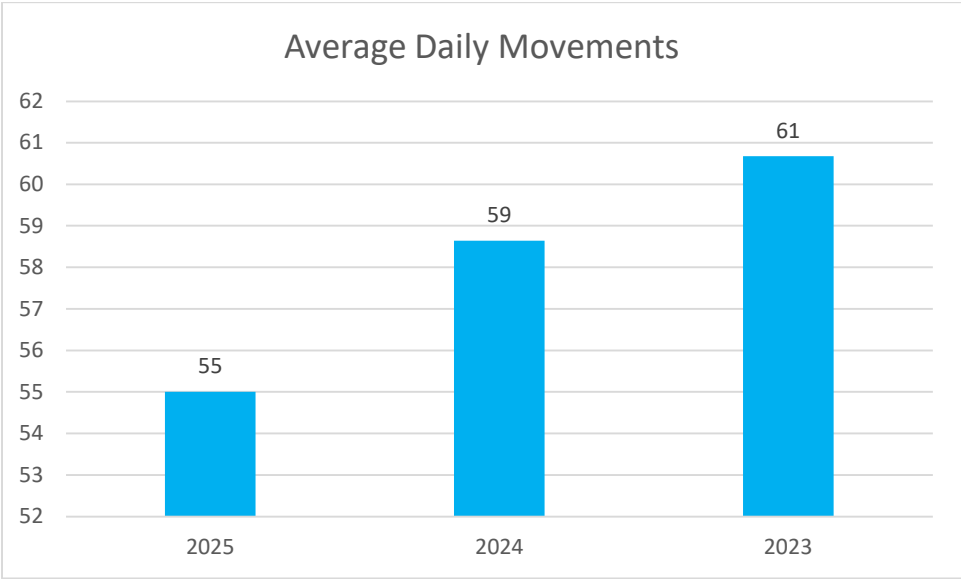


Figure 4 – Average daily aircraft movements 2023.2024.2025.

The busiest time in 2025 remains consistent with previous years and shows a peak between 0700 and 0900 as airlines begin first wave of operations.

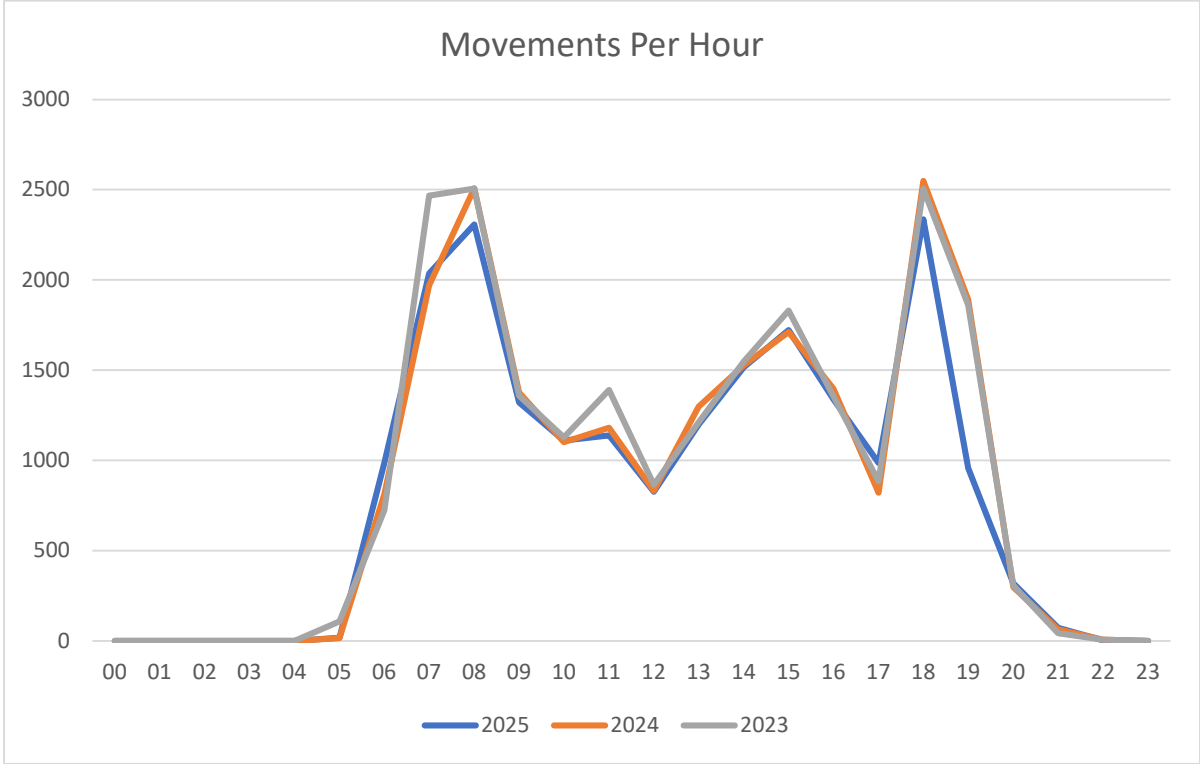


Figure 5 – Total flight movements for 2023, 2024 and 2025 per hour.

Runway Movements Direction

SOU has one runway running North-North-East to South-South-West (02/20). Runway 20 involves aircraft departing over Bitterne Park and arriving over Winchester. Runway 02 sees aircraft arriving over Bitterne Park and departing towards Winchester. The split of operations across the past 3 years is displayed in figure 6. Runway 20 is used more often than 02 and this is due to the south west prevailing wind we experience in the UK and this trend continued in 2025. When the wind is above 5knots (5.75mph) aircraft must take off and land into wind for performance and safety reasons.

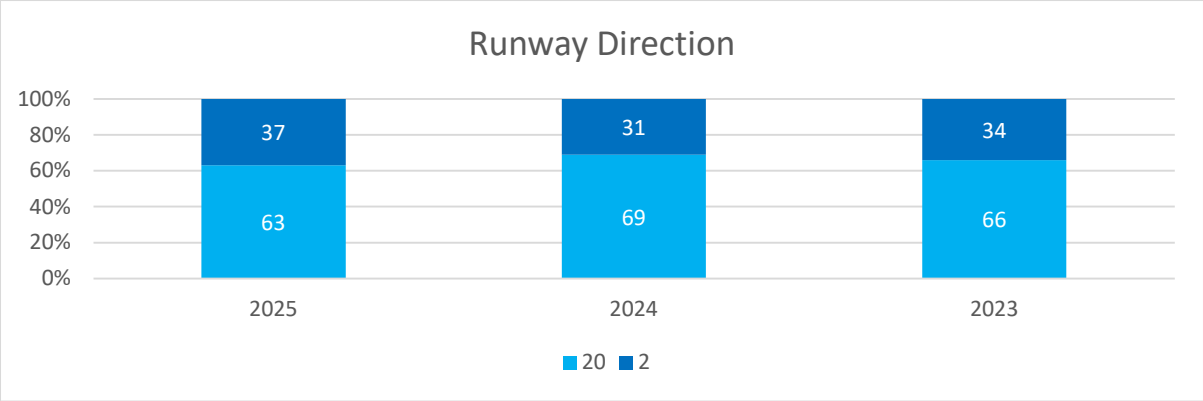


Figure 6 – Runway movements direction 2023-2025

Operational Noise Abatement Measures

Continuous Descent and Continuous Climb

Southampton Airport is continually looking to minimise potential noise disturbance to local communities. As such aircraft will operate under Continuous Descent Operations (CDO) for arriving aircraft and Continuous Climb Operations (CCO) for departing aircraft. CCDs and CCOs are operating techniques used in fixed wing aircraft that deliver environmental and economic benefits – including noise reduction, reduced fuel burn and reduced fuel costs. Air Traffic Control (ATC) facilitate CDO/CCO, and aim to maximise these as much as possible. CDO/CCO operations are affected by various factors (e.g. wind, air pressure, weight of aircraft), so may not always be possible. Targets are set for these movements to continually improve these operations.

An ideal track profile is shown below. The ideal profile for both ascent and descent involves minimising level flight and ensuring a constant descent/ascent. For arrivals, level flight requires an increase in thrust and this creates more noise. For departures, a continual ascent means that the aircraft gets higher, quicker.

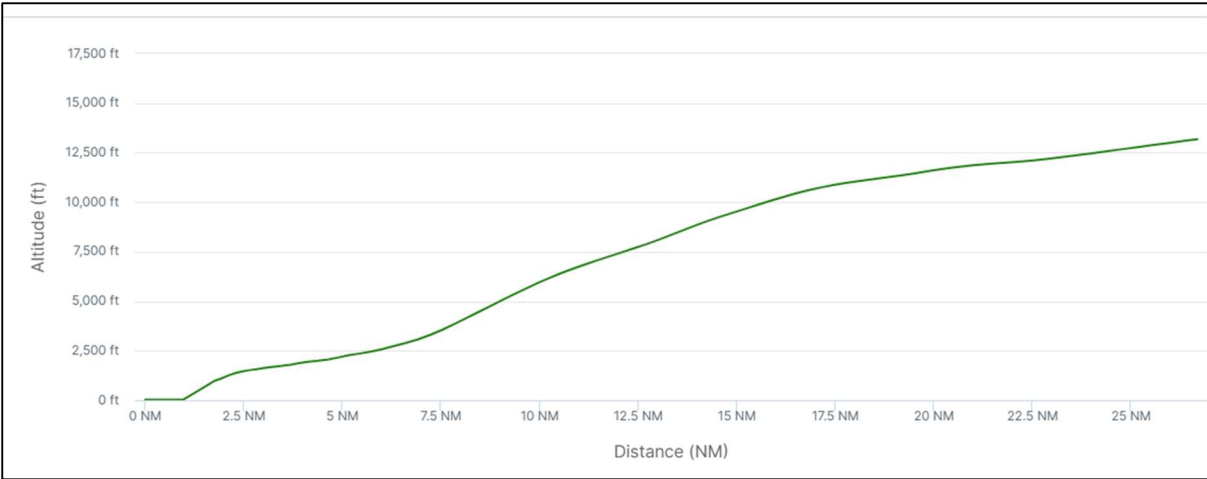


Figure 7 shows the CDO/CCO performance against targets in 2025 set against performance in 2023 and 2024. With CCD performing at 78.38% overall for the year, against a target of 78%, and CDO performing at 59.6% against a target of 58% Both areas have seen a slight improvement over 2024 figures. There are months where the target has not been met but runway configuration, weather and other airspace restrictions can explain this.

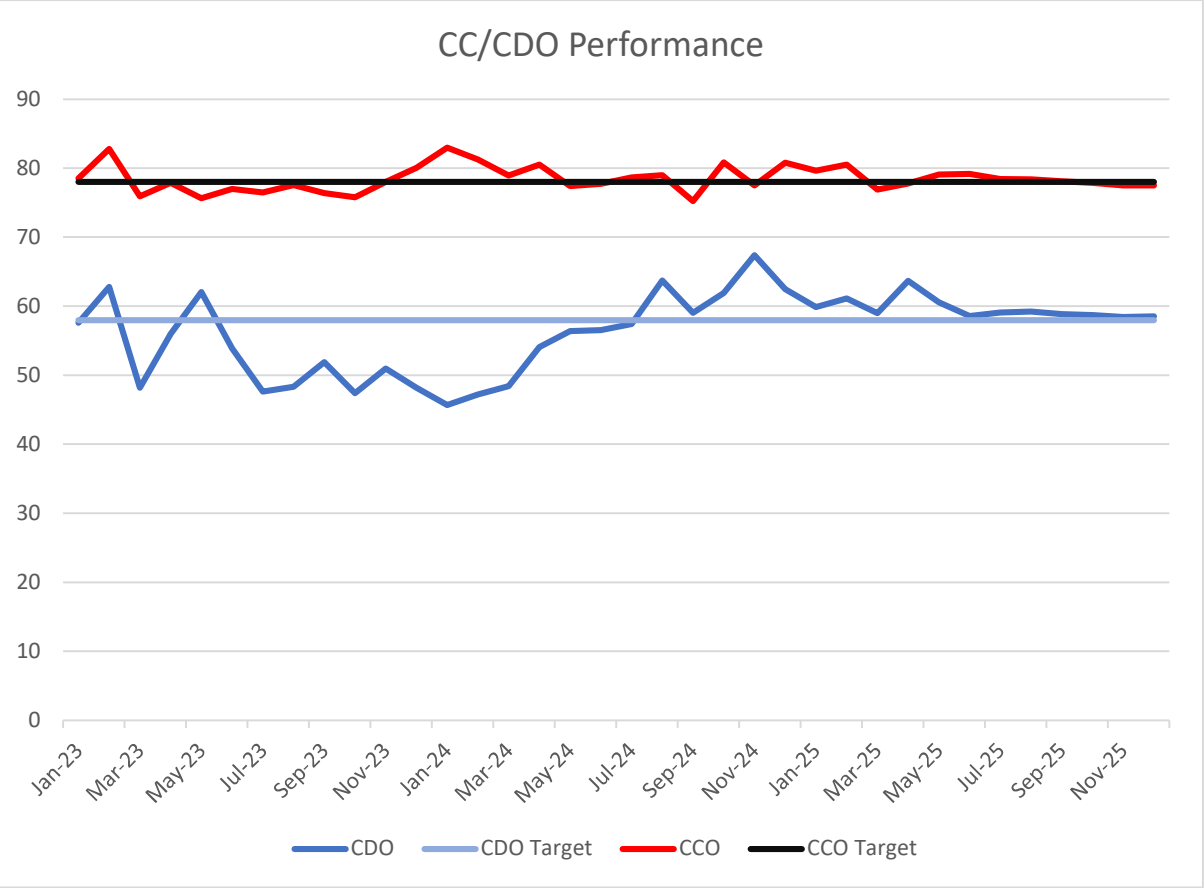


Figure 7 – Continuous climb and descent operations per month for years 2023, 24 and 2025, with targets indicated.

Aircraft Engine Testing

Aircraft will routinely test their engines to ensure they are operating correctly. To minimise the impact of engine ground running there are strict procedures at Southampton Airport that must be followed. Engine ground runs (EGR) are restricted to timings dependent on the classification of the

EGR. EGRs are the ground running of Mounted Engines by way of testing of such engines or of any part of an Aircraft but don't include the ground running of Mounted Engines in the operations of starting up, warming up, pre-flight checks and idling of Aircraft engines or the taxiing, taking off or landing of Aircraft.

All engine ground runs (EGR) must be requested through the Airside Operations team, where each request will be assessed. EGRs are not permitted on Sundays nor Bank Holidays. EGRs are restricted to the hours of 0800-2100 and we endeavour to limit these to between 0900-1800 (unless exceptional circumstances exist, at the sole discretion of the Airport Duty Manager).

Figure 8 shows the distribution of the times of EGRs across 2025. There were a total of 23 EGRs across the year, with most taking place between 0900-1800. One test took place just after 1800. The number of runs has reduced from 2024 where we saw a total of 30 take place during the year. No runs took place on weekends or bank holidays in line with our planning requirements.

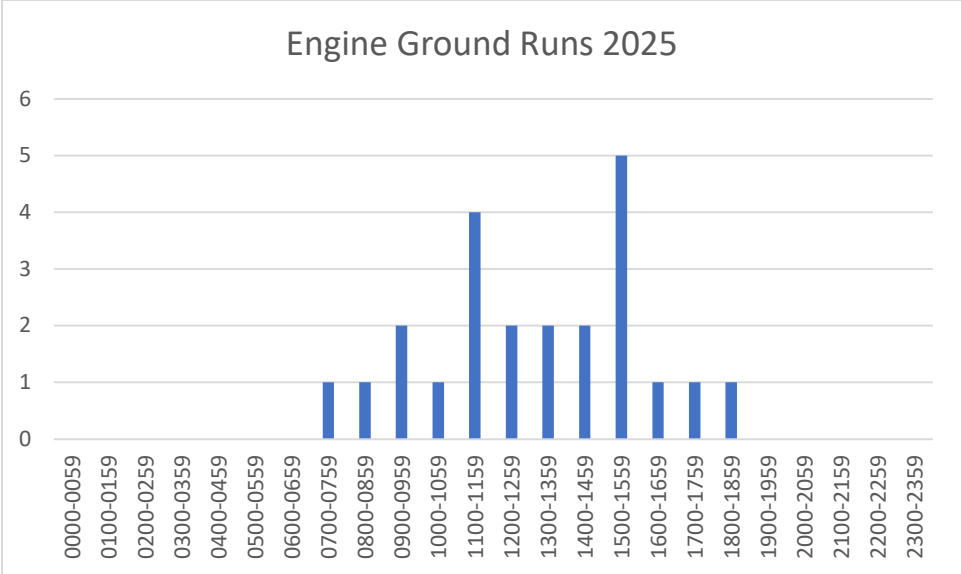


Figure 8 – Engine Ground Run timings across 2025.

Ground Power Units and Auxiliary Power Units

Ground and auxiliary power units constitute a source of noise emission, and therefore the use of these is also considered across the airport. Within the rules of the operating instructions at Southampton Airport it states that the running of aircraft auxiliary power units (APU) must be kept to a minimum, consistent with safety and only on stands that are not fitted with Fixed Electrical Ground Power.



Correspondence and Complaints

At Southampton Airport we strive to be a respectful neighbour and addition to the local community and economy. As part of this commitment, we have a dedicated noise action and complaint email inbox which is monitored daily. We endeavour that all complaints will be responded to within five working days. All complaints are tracked, logged and trends reviewed.

Given the complex nature of operations, and the variety of complaint and enquiry types received by the SOU Noise complaint e-mail, SOU works very closely with ATC when investigating. The noise complaint mailbox deal with all noise and disturbance related complaints, from fixed wing operations, rather than delegating to specific operators per complaint. Not only does this ensure we have a full understanding of all concerns, but it ensures continuity and quality of response.

A total of 142 complaints were received in 2025 and this was down from 348 in 2024.

An infringement is a breach of any noise abatement procedures that Southampton airport have set in the Noise Track Keeping (NTK) system, allowing for any reasonable deviation tolerances. NTK is a system that monitors and records radar data to monitor aircraft operations and report statistics focused around noise.

Figure 9 shows the trend of complaints over the years 2022-2025. Complaints tend to peak between May and September where weather is usually better and local communities become more aware of aircraft activity through having windows and doors open for longer.

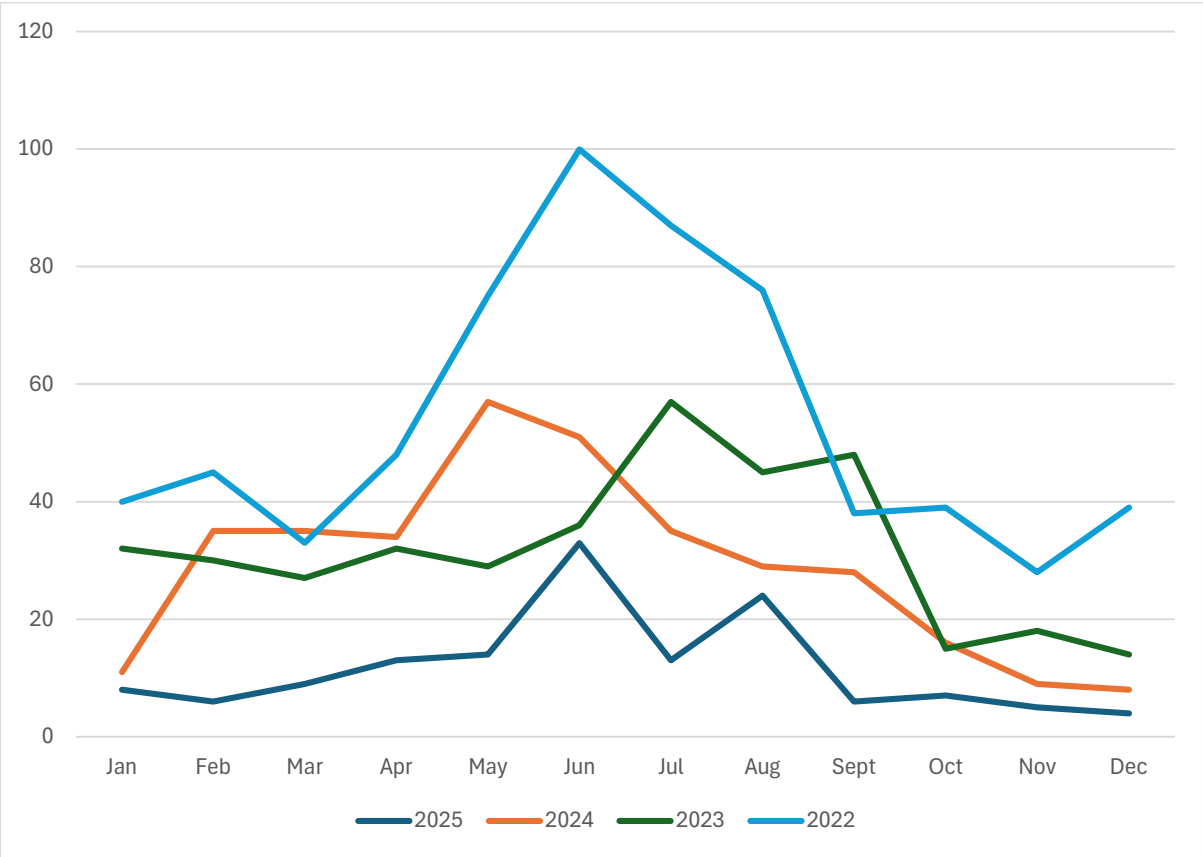


Figure 9 – Number of complaints received each month 2022-2025

The areas that noise complaints come from is very diverse. Figure 10 shows the main locations noise complaints came from. The area with the most complaints was Bitterne Park, accounting for 58% of all complaints. Complaints from Colden Common represented 7% of the total complaints.

Complaints are further broken down by theme. General noise is the most common category attracting 119 complaints. Aircraft departing from Runway 20 attracted 96 complaints. This relates to aircraft taking off in a southerly direction.

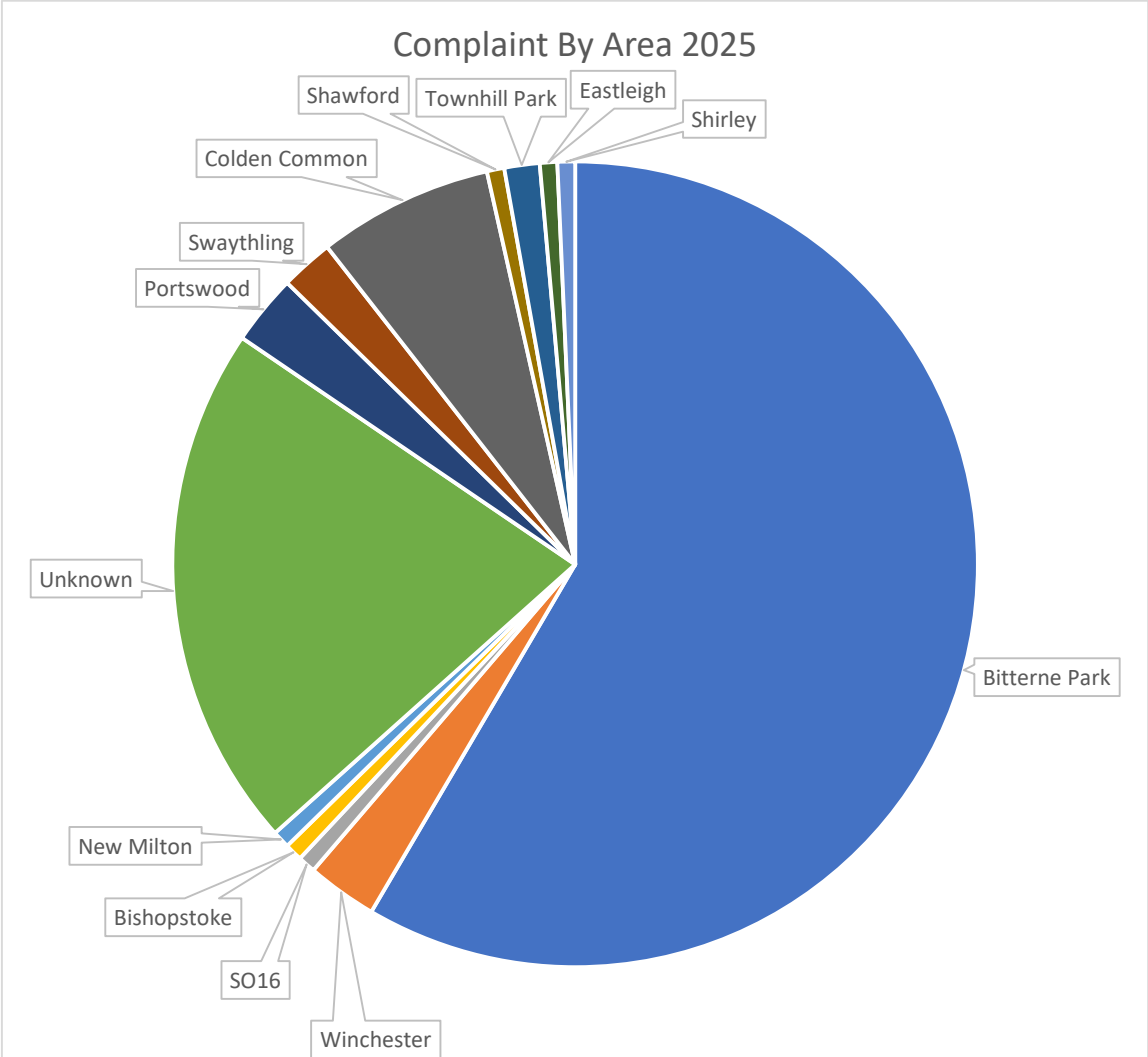
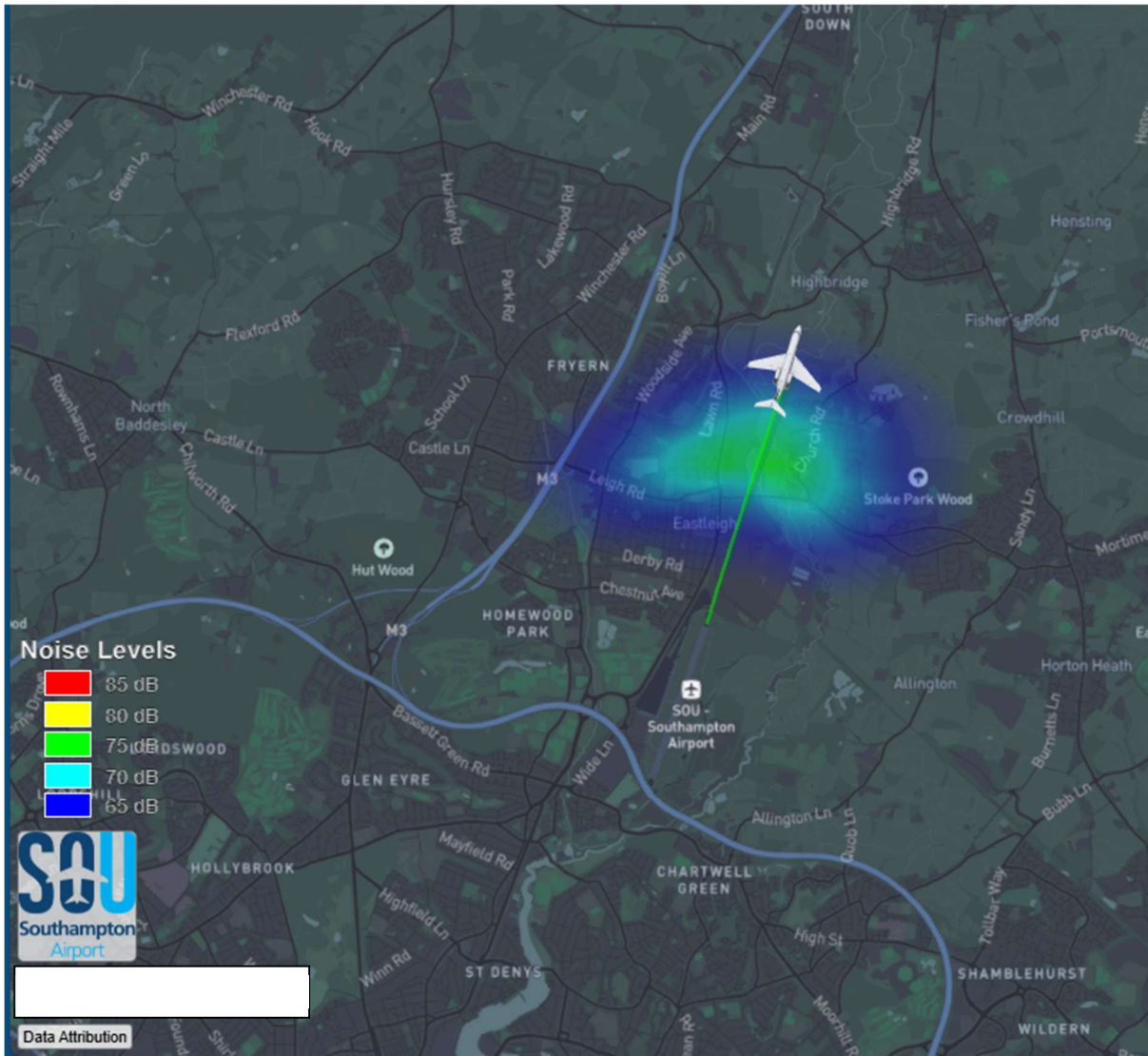


Figure 10 – Complaints received by area

Flight Tracking Portal

Southampton Airport has introduced an enhanced flight tracking system which will help local communities monitor aircraft movements.



The Flight Tracking Portal (Volans) will replace the former system and delivers a near live 3D visualisation of every flight and aircraft type operating to and from the airport. Residents who may wish to know more about the aircraft operating in the skies above their homes are now able to use the portal to track each flight and its modelled noise footprint throughout its journey.

The portal also includes enhanced features such as a play-back function to allow users to track a flight from a specific date and time. There are also three separate 3D viewing positions, including one which presents a representation from within the cockpit of the aircraft being tracked.

To view the Southampton Airport Flight Tracking Portal click [here](#).

Community Liaison

Southampton Airport Consultative Committee

The Consultative Committee meets three times a year, to review the airport's latest developments, monitor the airport's adherence to regulations which minimise noise, as well as evaluate the levels of community feedback received by the airport. The committee has over 20 members, consisting of a range of stakeholders including local councillors and officers, resident associations, disability groups, industry bodies and airport users. More details can be found on the Eastleigh Borough Council website [here](#).

The Consultative Committee is independently chaired, with the following purpose:

- To act as a means of consultation in relation to Southampton Airport in accordance with the provisions of Section 35 of the Civil Aviation Act 1982.
- It allows the concerns of interested parties to be raised and taken into account by the airport operator, with a genuine desire on all sides to resolve any issues that may emerge.

Noise Forum

A Noise Forum has been established whose objective is to:

- Improve communication between communities, other relevant stakeholders and the Airport management;
- Promote greater understanding of noise and its impact on residential communities; and
- Consider practical ways to minimise or avoid these impacts.

The 2025 Noise Forum took place on 23 July 2025.

Noise Technical Working Group

The Southampton Airport Noise Technical Working Group will be a forum for Council Officers and Airport representatives to meet 2 times a year (or convened when required) to discuss the progress of the various noise mitigation strategies in operation including Noise Action Plan, Noise Insulation Scheme, Noise Abatement adherence and more. It will also give the council officers an opportunity to be involved in the future of our noise strategy. The first meeting will be held in June 2026.

Noise Insulation Scheme

As part of the Section 106 Agreement, Southampton Airport made a commitment to introduce a Noise Insulation Scheme.

The Scheme has been established to provide an opportunity for eligible properties to apply for noise insulation to their properties. The NIS reflects our aim to be respectful of the local community and our impact on people who live and learn in close proximity to Southampton Airport. The management of the NIS is overseen by the ACC.

Eligibility for Southampton Airport's noise insulation scheme is determined by the 60dB_LAeq,16h summer noise contour. This is set out in the airport's Section 106 agreement with Eastleigh Borough Council. You can view the latest Summer 2025 contour map in appendix A.

As the scheme is refreshed annually to take into consideration the most up to date noise contour area, a total of 3 houses were eligible under the 2025 scheme (based on summer 2024 contours) Owing to the location and property type, Southampton Airport offered a total of 6 houses an opportunity to apply for the scheme as they all shared a single façade and this was over and above what was required.

By the end of 2025, three households went ahead with the work and the airport funded new windows and ventilation. The 2026 scheme will open in Q1 2026 and will be based on Summer 2025 noise contours. You can find more information [here](#).

Noise contour area limit

The Section 106 planning agreement linked to the runway extension has an annual noise contour area limit of 16.1km² for normally scheduled aircraft traffic. This limit is based on the 51dB LAeq noise contour on an average 16 hour summer day. Table 1 below shows the area per year.

LAeq,16h(dB) > 51	Forecast Area (km ²)
2025	4.6km ² (actual area)
2026	6.9km ²
2027	9.3km ²

Table 1 Annual noise contour area limit per year

Noise Action Plan

The 2023-2028 Noise Action Plan was adopted by the Department for Environment, Food and Rural Affairs (DEFRA) in Q4 2024. Despite the delay to formal adoption, the plan is fully embedded into our noise management programme and regular updates are provided at the Noise Forum and Airport Consultative Committee. A copy of the full plan can be found [here](#).

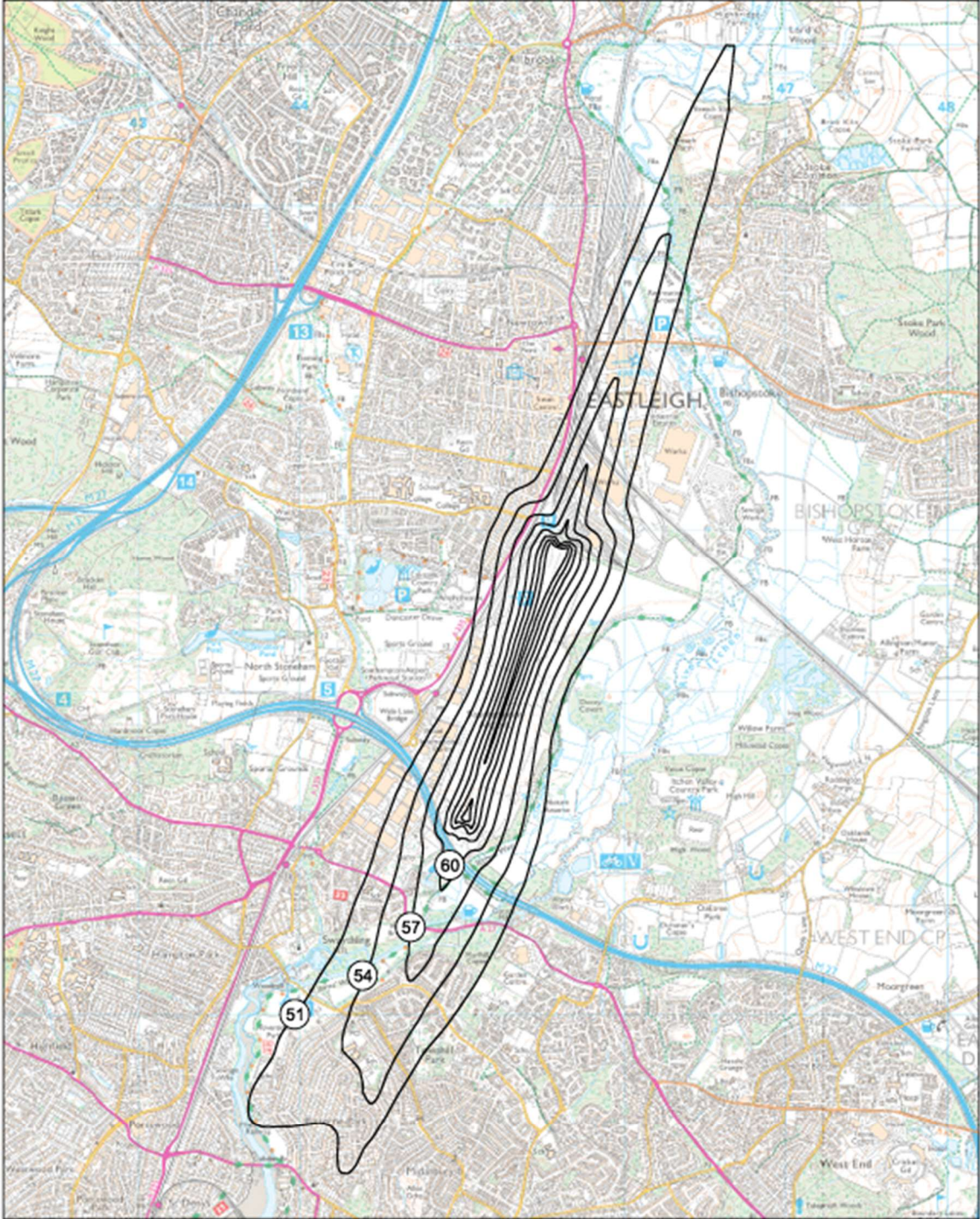
Southampton International Airport 2023-2028 Noise Action Plan	
NAP Commitment	Progress
Working with our local communities	
We will prepare and submit a Health Strategy to the council to improve public outdoor spaces, promote their use for outdoor recreation and exercise and monitor health impacts with a focus on noise related health issues.	Our Health Strategy was completed in July 2023 and submitted to Eastleigh Borough Council in line with Schedule 12 of the Section 106.
We will establish, fund and maintain an Airport Community Health and Wellbeing Board whose role will be to use the funds to support initiatives to reduce health inequalities and improve the health and wellbeing of those residents surrounding the airport in line with priorities identified in the Health Strategy.	As per the Section 106 Schedule 12 the Health & Wellbeing Board was formed with an initial payment of £100,000 being paid into Eastleigh Borough Council to manage on behalf of the fund. More details can be found here .
We will establish and maintain a Noise Forum whose objective is to: <ul style="list-style-type: none"> · Improve communication between communities, other relevant stakeholders and the Airport management. · Promote greater understanding of noise and its impact on residential communities; and · Consider practical ways to minimise or avoid these impacts. 	The first full meeting of this forum was held on the 10th of April 2024 and the 2025 meeting took place on 23 rd July 2025.
We will publish an Annual Noise Monitoring Report which will contain: <ul style="list-style-type: none"> · Noise contours for the previous year based on actual aircraft movements and predicted noise contours for the next three years. · Information on the number of air transport movements for the previous year and projected air transport movements for the next 15 years. · Information to demonstrate that the noise contour cap will not be exceeded. · Progress against actions in the Noise Action Plan; and · Information on the implementation of the Noise Insulation Scheme (such as number of properties offered insulation, number of acceptances and number and details of completed installations). 	Completed and issued on the website . Information on the number of air transport movements for the next 15 years has been reported to Eastleigh Borough Council. Progress against Noise Action Plan is shown in this table and reported at relevant forums. Noise Insulation Scheme information is provided in this report.

NAP Commitment	Progress
<p>We will make a noise report available on our website annually, which will include our annual noise contours and detail of our annual performance on noise.</p>	<p>Completed and issued on the website. The current years contour map is available here</p>
<p>We will publish a new dedicated noise webpage with information on key noise initiatives and strategies.</p>	<p>Noise Information can be found at Southamptonairport.com/noise. This website is regularly updated and allows communities to access information on how Southampton airport operates, information on noise abatement and access to our public tracking facility. Communities are also able to submit noise complaints via this website.</p>
<p>We will present key noise issues to the Southampton Airport Consultative Committee and Noise Forum as appropriate</p>	<p>In progress. Regular updates have been provided to the ACC at 2025 meetings on 7th Feb, 20th June and 3rd October.</p>
<p>We will log and respond to all noise complaints and enquiries and commit to respond within 5 working days. We will use our noise and track keeping systems to investigate and seek further explanation from ATC and airlines where required.</p>	<p>In progress and ongoing. A more user friendly online form has been developed for complaints and enquiries and is available at www.southamptonairport.com/noise. Our team strives to meet the 5 day deadline but where it may take longer, a holding response will be issued.</p>
<p>We will deploy aircraft track visualisation modelling software and make it available for communities to view modelled aircraft noise information</p>	<p>Software deployed and publicly available on the Southampton noise website. Direct link to the tool is here.</p>
<p>We will establish a policy to deploy noise monitoring in locations to supplement the track keeping systems and contour modelling. The locations, metrics and objectives of the noise monitoring will be developed in consultation with the Community Noise Forum.</p>	<p>A new Noise Technical Working Group has been established and will meet in Q2 2026 to discuss a proposed approach to noise monitoring. This will then be presented to the airport consultative committee ahead of any live monitoring. Our approach to monitoring is a joint workstream with our acoustic consultants to ensure that the study is valuable and useful to inform ongoing noise management.</p>
<p>Reduction of Noise at Source</p>	
<p>We will undertake reviews of differential aircraft charging on an annual basis to encourage the industry adoption of quieter aircraft.</p>	<p>This action will be progressed following a benchmarking review in 2025. There are ongoing discussions concerning effective noise related charges.</p>
<p>We will undertake a review and benchmarking of differential landing charges and other methods of incentivisation to determine if it would be viable to introduce additional measures at Southampton Airport.</p>	<p>Work took place during 2025 which will inform a wider airport group strategy. This is part of an ongoing work stream and further updates will be provided.</p>
NAP Commitment	Progress

<p>As part of AGS group we will work with our partners in Sustainable Aviation to achieve the visionary noise goals of FlightPath 2050[1] which seek to achieve a 65% reduction in perceived noise, or 15dB, from aircraft by 2050 compared to 2000</p>	<p>In progress. We are a member of and continue to input to Sustainable Aviation working groups and a member of staff is now vice chair of the Quieter Group. AGS is now also a member of the ACI Europe Noise Task Force where we will continue to monitor best practices in noise management.</p>
<p>We will support the development of Sustainable Aviation’s updated Noise Roadmap and will encourage the development of electric and hybrid electric aircraft and consider the noise implications of future aircraft technology.</p>	<p>The new noise roadmap can be found here and AGS have staff on the Quieter Group so will be involved in the next round of updates.</p>
<p>We will continue to impose strict limits on the times, location and numbers of occasion that aircraft engine ground running can take place and to not permit ground running during night-time hours or bank holidays. We will also review and modernise ground running monitoring process.</p>	<p>Engine ground running is controlled by monitoring against S106 agreement. Performance for 2025 is available in section titled Operational Noise Abatement Measures and engine ground run numbers have reduced.</p>
<p>We will replace all diesel powered ground power units (GPUs) with Fixed Electrical Ground Power (FEGP) at all stands to allow aircraft to take electricity directly from the local grid, helping to reduce noise by limiting the amount of time that aircraft will need to run their engines at stands.</p>	<p>FEGP available on stands 2-5. Further investment in FEGP will be a part of the airport development roadmap and installed when available.</p>
<p>We will develop a policy in the use of single engine taxiing and aircraft towing with a view to minimise noise emissions from aircraft on the airfield.</p>	<p>Single engine taxi to be discussed at internal Flight Operations Safety Committee. Due to short taxi times, there may be restrictions on the effectiveness of this practice, particularly with the increase in A320CEO/NEO aircraft which require longer engine stabilisation after start. Discussions continue with airlines into 2026 to drive performance and understand restrictions.</p>
<p>Noise Abatement Operational Procedures</p>	
<p>We will use aircraft track keeping systems to proactively monitor aircraft routing and fine airlines for off track occurrences. Funds raised through these fines will be distributed to the Community Health and Wellbeing Fund.</p>	<p>We are monitoring aircraft using our noise and track keeping systems as well as responding to noise complaints. The SIAL Conditions of Use now allow us to charge for repeated noise abatement infringements but prior to levying the penalty, the airport will work with the operator to avoid repeat offenses.</p>
<p>We will continue to implement best practice on aircraft noise management according to guidance that was published by the Independent Commission on Civil Aviation Noise whilst the commission was still active. We will review and implement any future best practice guidance issued by the Civil Aviation Authority where appropriate.</p>	<p>ICCAN has since been disbanded, we review any relevant guidance available from other sources and continue to implement best practice in line with the ICAO Balanced Approach.</p>
<p>NAP Commitment</p>	<p>Progress</p>

<p>We will continue to apply and monitor the Noise Abatement Procedures until we have successfully implemented our Airspace Change Proposal.</p>	<p>We are monitoring Noise Abatement Procedures. Our Airspace Change Process will begin to progress in 2026 subject to regulatory mechanisms being in place as part of the UK Airspace Design Service (UKADS)</p>
<p>We will continue with our Airspace Change Proposal and seek to develop a design that minimises, and where possible reduces, the total adverse effects on health and quality of life from aircraft noise, in line with our agreed airspace design principles.</p>	<p>We continue to undertake our Airspace Change Programme in conjunction with the UK airspace modernisation strategy and working with the other airports in the south deployment cluster Airspace Change Programme Southampton Airport There was no progress in 2025 due to external factors and awaiting the formation of the UK Airspace Design Service, which will take responsibility for all ACPs in the South and south east.</p>
<p>We will promote adherence to the Arrivals Code of Practice (ACOP) and in particular the achievement of Continuous Descent Operations (CDO) where possible.</p>	<p>We continue to monitor ACOP and CDO. Performance for 2025 is available in section titled Operational Noise Abatement Measures</p>
<p>Land-use Planning and Management</p>	
<p>We will actively contribute to improving aircraft noise information in local planning policy and seek to influence policy where appropriate. We will encourage the use of good acoustic design to avoid and minimise adverse impacts arising from the development of new noise sensitive buildings and encourage the adoption of the principles advocated by the Professional Practice Guidance: Planning & Noise – New Residential Development.</p>	<p>We continue to work with the local authority to make them aware that any application which may affect aerodrome safeguarding would need to be reviewed by the airport team and have applicable references in the local plan.</p>
<p>We will develop and implement a Noise Insulation Scheme to mitigate noise for residents most affected by aircraft noise.</p>	<p>The scheme was launched in 2025 and a summary is available in this report.</p>
<p>Operating Restrictions</p>	
<p>We will not permit scheduled flights or helicopters during the night-time period from 23:00 – 06:00 (Mon-Sat) and 23:00 – 07:30 (Sun), with exceptions only for emergencies or aircraft delayed by adverse weather or extraordinary Air Traffic Control procedures. We will also restrict the number of scheduled flights or helicopters that can occur during the ‘shoulder period’ of 06:00 – 07:00 (Mon-Sat).</p>	<p>S106 being adhered to in terms of any operation past 23:00. Reported to Consultative committee.</p>
<p>We will not permit more than 7,500 helicopter movements a year (during the day). We will not permit helicopter training flights other than for aircraft familiarisation.</p>	<p>There were 127 helicopter movements between 0600-2300 throughout 2025.</p>
<p>We will ensure the effects of noise are minimised and reduced as far as reasonably practicable by staying within the annual noise contour area limit of 16.1km² for normally scheduled aircraft traffic.</p>	<p>We are monitoring this annually, the 2025 noise contour actual area was 4.6km² (geographical area surrounding the airport affected by a noise level of 51dB LAeq on an average 16 hour summer day).</p>

Appendix A: 2025 Average Summer Day Noise Contours



0 0.5 1 1.5 2 km

SOUTHAMPTON AIRPORT
2025 average summer day 51-72 dB LAeq,16h contours
Actual runway modal split 74% R20 / 26% R02

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