

Annual Noise Report 2025

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Air Traffic Statistics

2025 saw 8.2 million passengers travel through Glasgow Airport (GLA) This includes passengers both arriving and departing from commercial, chartered, private and general aviation flights and represents an increase of 1.6%. There was a total of 80,051 aircraft movements¹(AM's) in 2025 and this is a 2.7% uplift.

Total ATMs					
GLA	Year	Movements	Arrivals	Deps	Pax
	2025	80,051	40,129	39,922	8,215,246
	2024	77,922	39,065	38,857	8,084,659
	2023	74,617	37,420	37,197	7,371,741
	2022	70,786	35,495	35,291	6,528,401

Glasgow Airport supports a number of charter and scheduled airlines flying to over 100 destinations worldwide. More information can be found at www.glasgowairport.com/destinations with information on new routes and an interactive destination map. Figure 1 below shows the percentage split between each airline / aviation operator in 2025. Operators with over 100 movements are named individually.

¹ An aircraft movement is defined as either an arriving or departing aircraft

Airline Split By ATM 2025

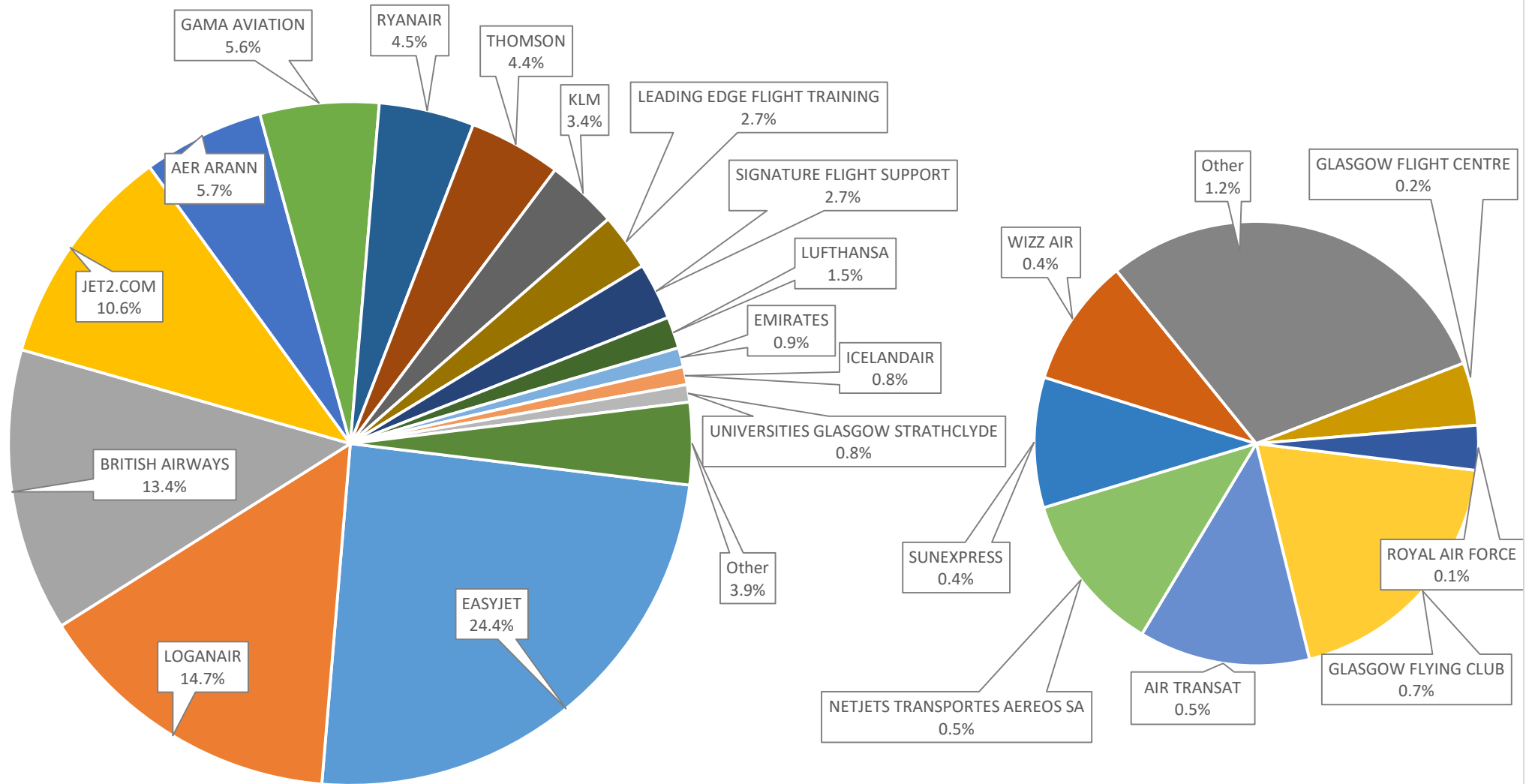


Figure 1 Airline/Aviation Operator split of ATMs across 2025.

Figure 2 summarises the number of aircraft movements by aircraft type during 2025 and includes all aircraft types that operated 150 or more movements during the year. In addition to scheduled passenger services, Glasgow Airport also accommodates a range of other operations, including cargo, general aviation, air ambulance, military and training flights.

Airline	Main Aircraft Types in Operation At GLA
Loganair	ATR42, ATR72, Embraer 145, DHC6 Twin Otter
EasyJet	Airbus A319, A320 CEO, A320 NEO A321 NEO
British Airways	Airbus A319, A320 CEO, A320 NEO A321 NEO
Jet2	Airbus A321 CEO, A321 NEO, Boeing 737-800
Aer Lingus	Airbus A320, ATR72
Ryanair	Boeing 737-800, Boeing 737 MAX 8
TUI	Boeing 787, Boeing 737 MAX8, Boeing 737-800
KLM	Embraer 175, Embraer 190, Embraer 195-E2
Emirates	Airbus A380, Airbus A350, Boeing 777-3

Glasgow Airport continues to work closely with its airline partners to encourage the introduction and deployment of next-generation aircraft, including the Airbus A320neo, Airbus A321neo and Boeing 737 MAX 8. These aircraft offer significant environmental benefits, including reduced noise footprints compared with the previous generation of aircraft they replace.

Of the 29,156 Airbus A320 family movements (A319, A320 and A321) recorded during 2025, 27.4% were operated by NEO variants. The most notable change was the increased use of the Airbus A321neo, with movements by this aircraft type increasing by 12.2% compared with the previous year. This reflects the continued fleet modernisation programmes being undertaken by airlines operating at Glasgow Airport and contributes to a reduction in the overall noise impact of airport operations.

While the transition to newer-generation aircraft continues, the rate of fleet replacement has been affected by ongoing challenges within the global aerospace supply chain. Manufacturing delays and shortages of components have slowed the delivery of new aircraft to airlines, limiting the pace at which older aircraft can be retired and replaced. Despite these constraints, airlines operating at Glasgow Airport have continued to increase the proportion of NEO-family aircraft within their fleets, resulting in further improvements in operational efficiency and noise performance.

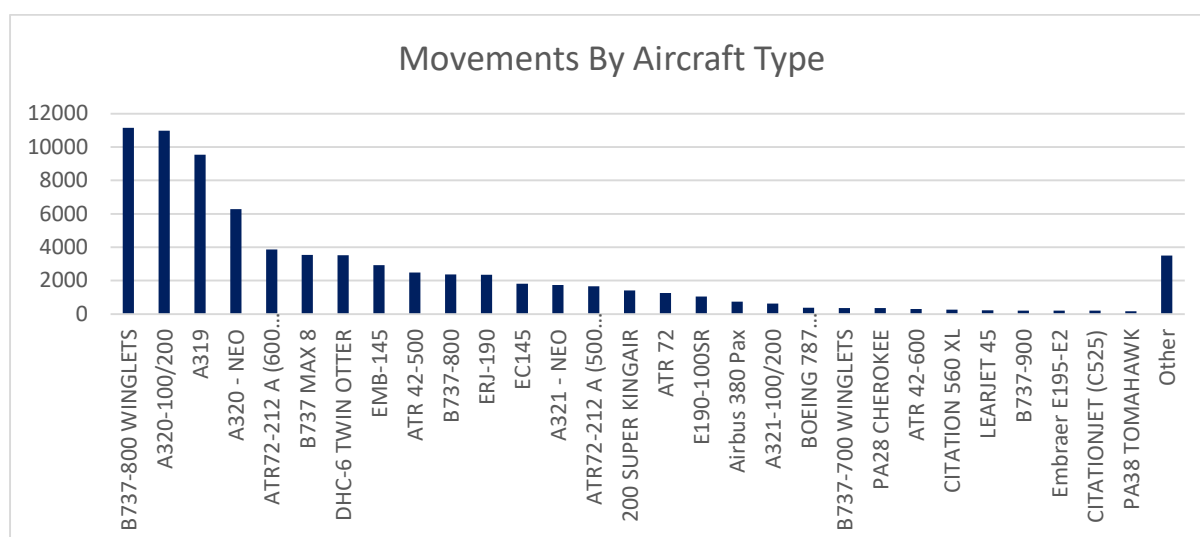


Figure 2 - Total movements by aircraft type. 'Other' includes all aircraft with <150 movements.

Figure 3 shows our average daily aircraft movements. 2025 saw the average daily movements grow slightly compared to 2024. The pattern of average daily movements in 2025 followed a very similar pattern to previous years, with most flights during the summer months, and fewest movements in the winter months.

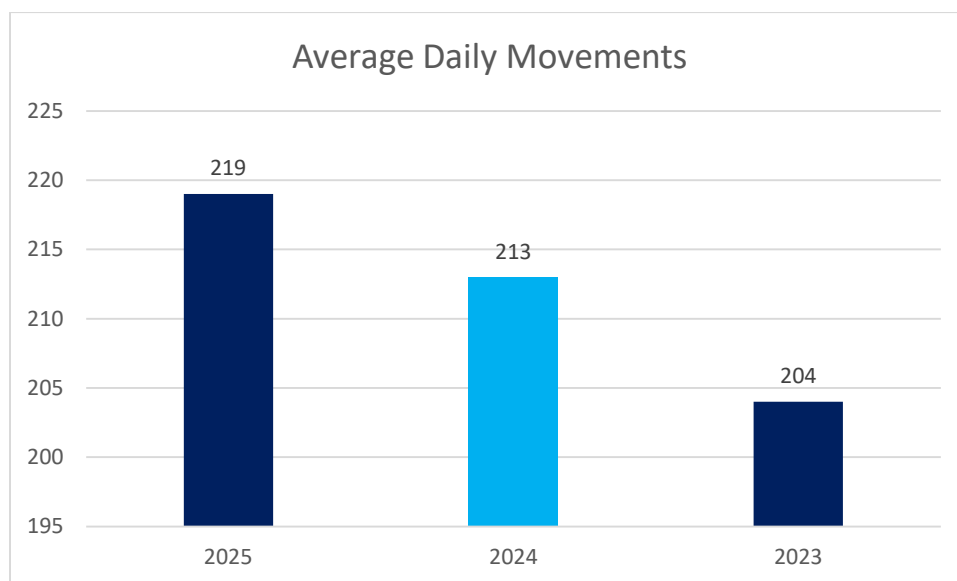


Figure 3 - Average daily movements across each month from 2023-2025.

On average, the busiest period for arriving aircraft in 2025 was between 12:00 and 15:00, as shown in Figure 4. This pattern was consistent with that observed in 2024, although the total number of movements during this period was lower. The distribution of arrivals throughout the day shows several distinct peaks, reflecting the typical operational schedule: an early morning peak associated with the first wave of departures and arrivals, a stronger peak during the middle of the day, and a further peak in the early evening.

During the night-time period, movements decreased during the 23:00 and 01:00 hours. This was partially offset by a small increase in activity between 02:00 and 06:00. However, the increase equated to less than one additional movement per day on average and was therefore relatively minor in operational terms. This variation was also more noticeable during the summer season than during the winter season.

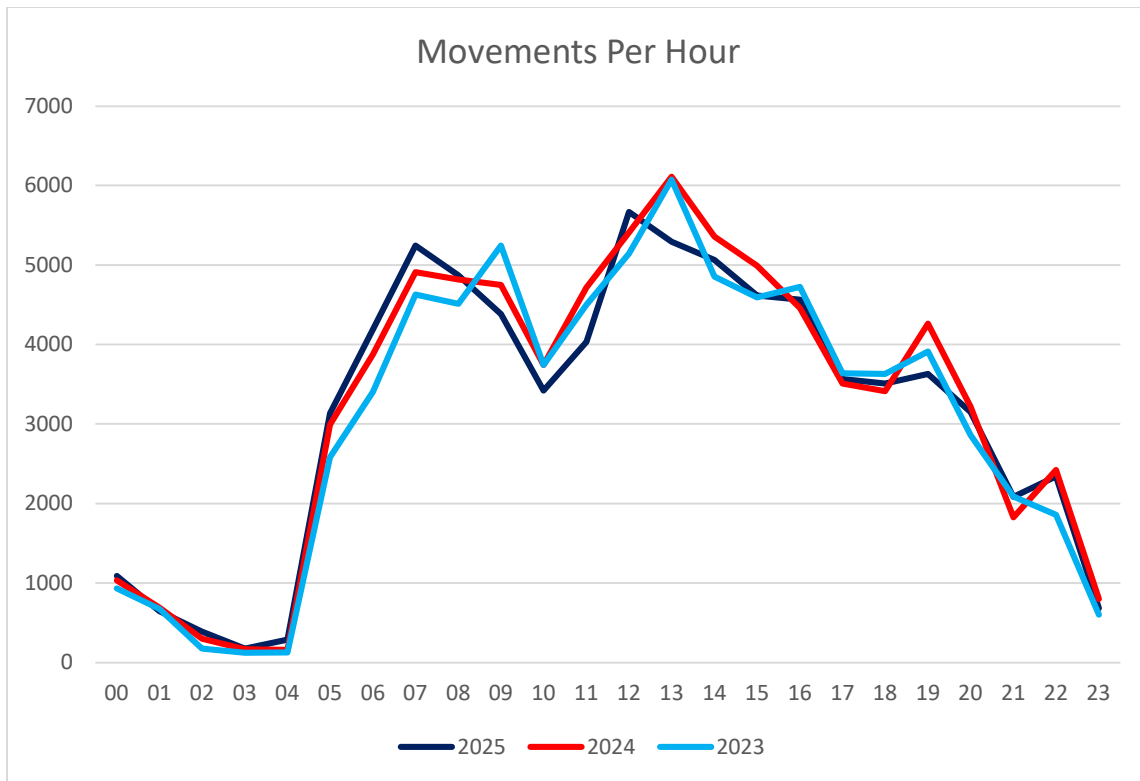


Figure 4 - Number of movements per hour, split into arriving and departing movements.

In 2025 **68%** of flights have utilised Runway 23; arriving from the east over the Bearsden and Clydebank areas and Departing towards the west over the Linwood and Johnstone areas. **32%** of flights have utilised Runway 05; arriving from the west and departing towards the east. This split can vary within the months and is wholly dependent on the prevailing wind direction. Figure 5 shows the annual split of runway use over the course of the past 3 years which broadly remains similar and always favours runway 23.

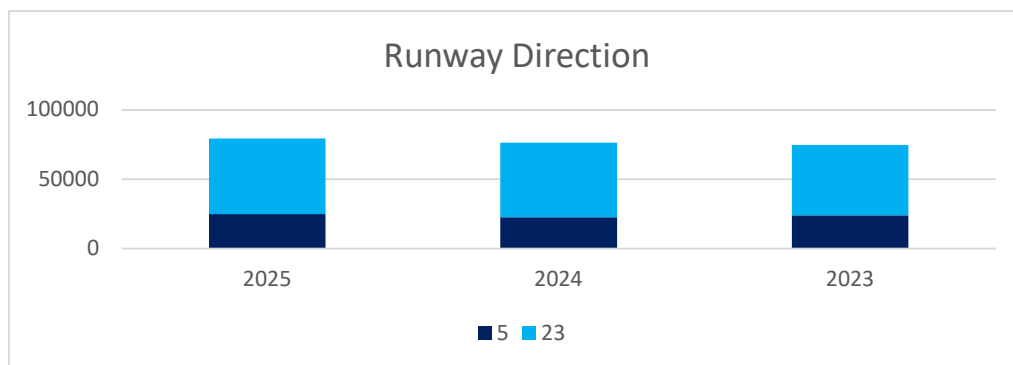


Figure 5 – Yearly Runway Direction Split.

Operational Noise Abatement Measures

Continuous Descent and Continuous Climb

Glasgow Airport seeks to minimise aircraft noise impacts by promoting the use of Continuous Descent Operations (CDO) for arriving aircraft and Continuous Climb Operations (CCO) for departing aircraft. These operating techniques reduce periods of level flight, helping to minimise noise, reduce fuel burn and lower emissions.

Air Traffic Control works with aircraft operators to maximise CDO and CCO achievement where safety, operational and airspace constraints permit. As performance can be affected by factors such as weather conditions, aircraft weight, aircraft performance and traffic complexity, CDO and CCO procedures cannot be achieved on every flight. The example image below shows an optimal CDO profile and shows a gradual descent with no level flight segments.

Glasgow Airport monitors CDO and CCO performance against established targets and works with stakeholders to identify opportunities for continuous improvement.



Figure 6 shows the monthly CDO performance totals and targets. The overall CDO compliance on aircraft arriving on Runway 23 was 72.15% against a target of 68%. The overall CDO compliance on aircraft arriving on Runway 05 was 67.22% against a target of 61%. Figure 7 shows the monthly CCO performance totals and targets going back to 2023. The overall CCO compliance for both runways combined was 94.4% in 2025 against a target of 93%. Both runways have differing targets due to the terrain under the runway 23 approach. This sometimes leads to extended level segments to ensure separation is safely maintained with areas of high ground.

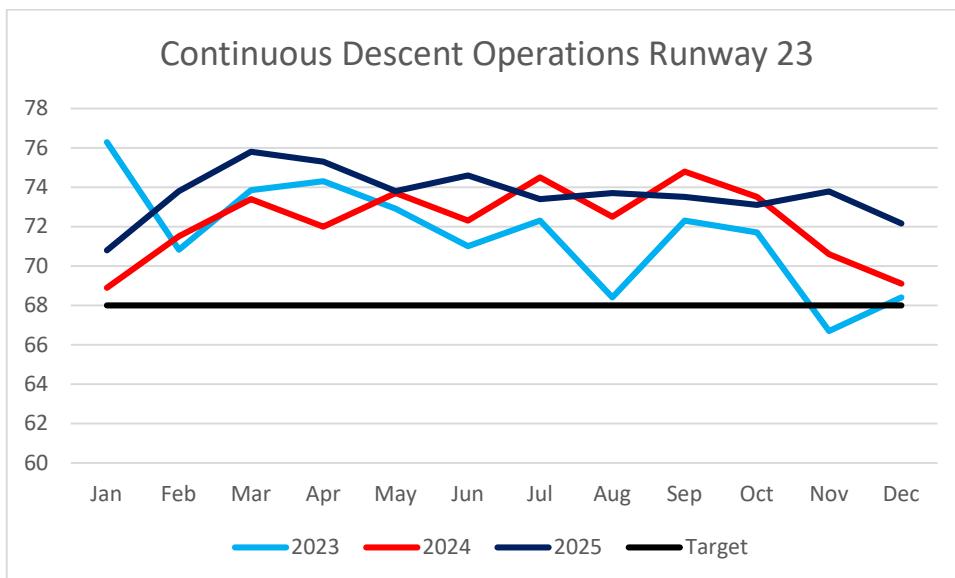
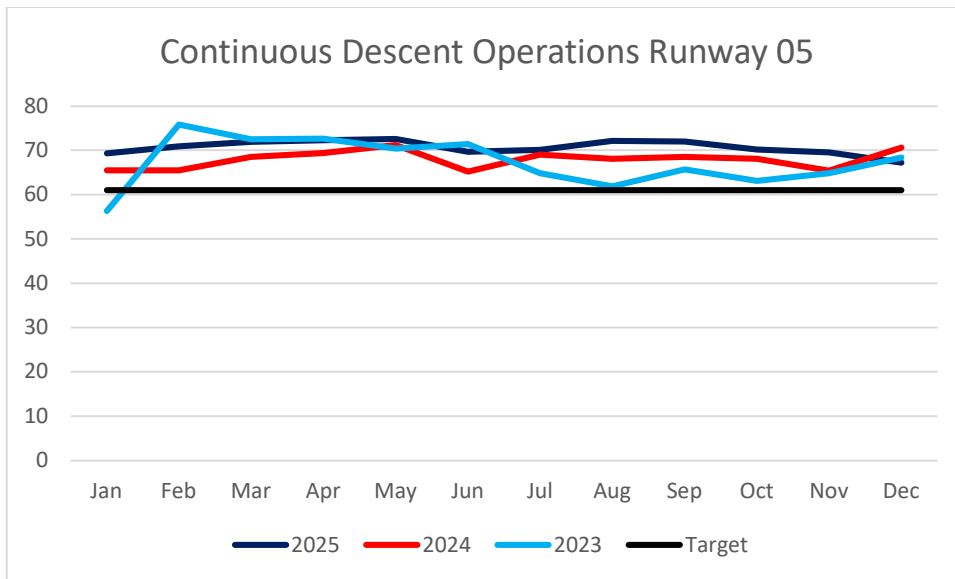


Figure 6 Monthly CDO performance and targets for both Runway 23 and 05.

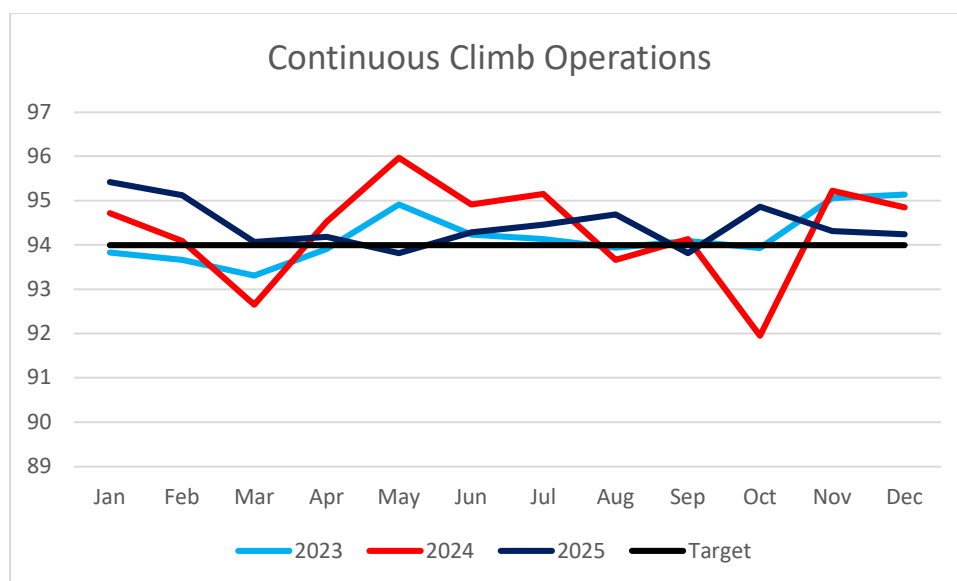


Figure 7 - Monthly CCO performance and target for all departures.

Aircraft Engine Testing

Aircraft will routinely test their engines to ensure they are operating correctly following routine or reactive maintenance. The times and locations of these engine runs are restricted to ensure noise disturbance as a result, is minimised. Engine test runs are not permitted between the hours of 23:00 and 07:00, except in exceptional circumstances such as when delaying a test could cause severe schedule delays or in the event of an emergency. Engine runs carried out within these times must only occur for a maximum of 5 minutes and must be on low power/idle mode. During 2025, 895 ground runs were recorded with 888 recorded in 2024. Table 1 shows the number of engine runs that have taken place during each time frame in 2025.

Time Period	0500-0700	0700-2300	2300-0500	Total
Q1 - Jan-Mar	4	202	3	209
Q2 - Apr - June	7	216	4	227
Q3 - Jul - Sep	12	255	12	279
Q4 - Oct - Dec	4	176	0	180

Table 1- Engine runs for 2025 spit into timeframes.

Correspondence & Complaints

As part of our noise action plan commitment, we have a dedicated form on our website at www.Glasgowairport.com/noise and email inbox (GLAnoise@glasgowairport.com). We endeavour that all complaints will be responded to within 5 working days. All complaints are tracked, logged and trends are reviewed.

There were 44 recorded complaints in 2025. This is a 10% increase on 2024 where 40 complaints were recorded, but still down on 2023 where 56 complaints were recorded. Complaints were split between the 8 categories noted in Figure 8. General Noise was the main cause of complaints, with complaints related to night flights being the next largest categories. Out of the 44 complaints there were a total of 35 complainants.

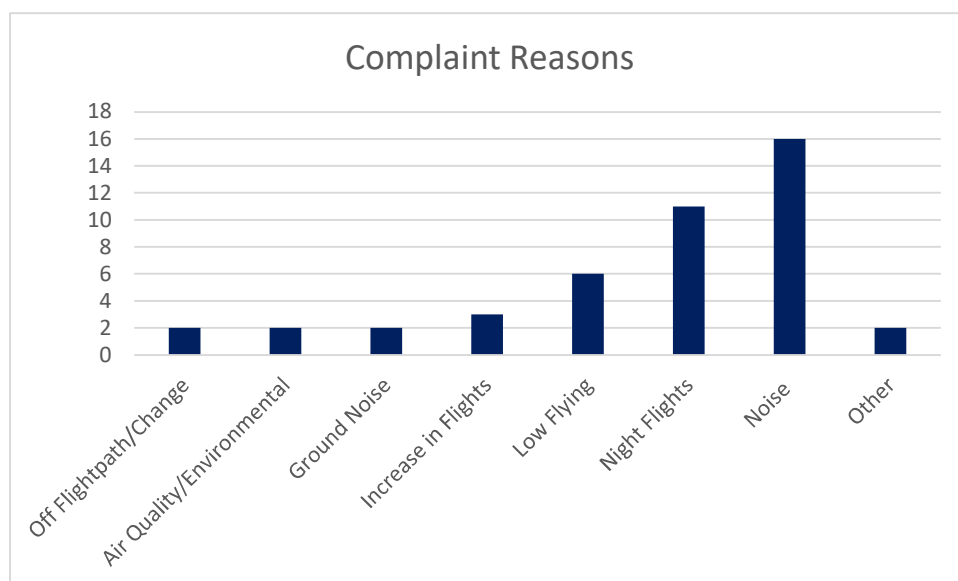


Figure 8 - Noise complaint categories in 2025 for Glasgow Airport

Figure 9 below shows that the highest number of complaints were, as expected, voiced during the summer period of June - September, where aircraft movements were at their peak. This is on trend with previous years.

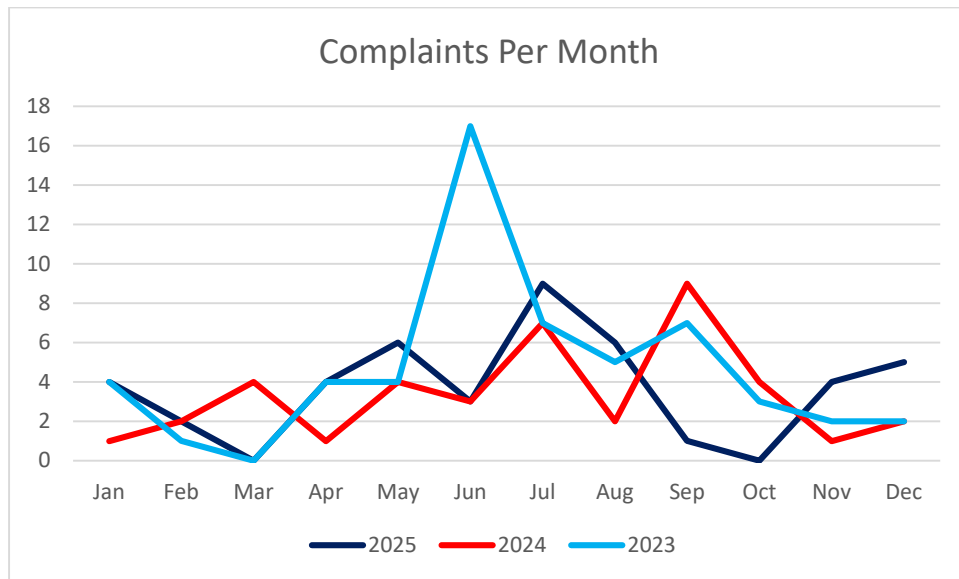


Figure 9 - Number of complaints per month 2023-2025

The geographical location of noise related correspondence and complaints covers a widespread area. 22% of complaints came from Renfrew and Paisley which are close into the airport and then Clydebank and Bearsden which is underneath the runway 23 arrivals. Figure 10 shows all areas where complaints were logged from.

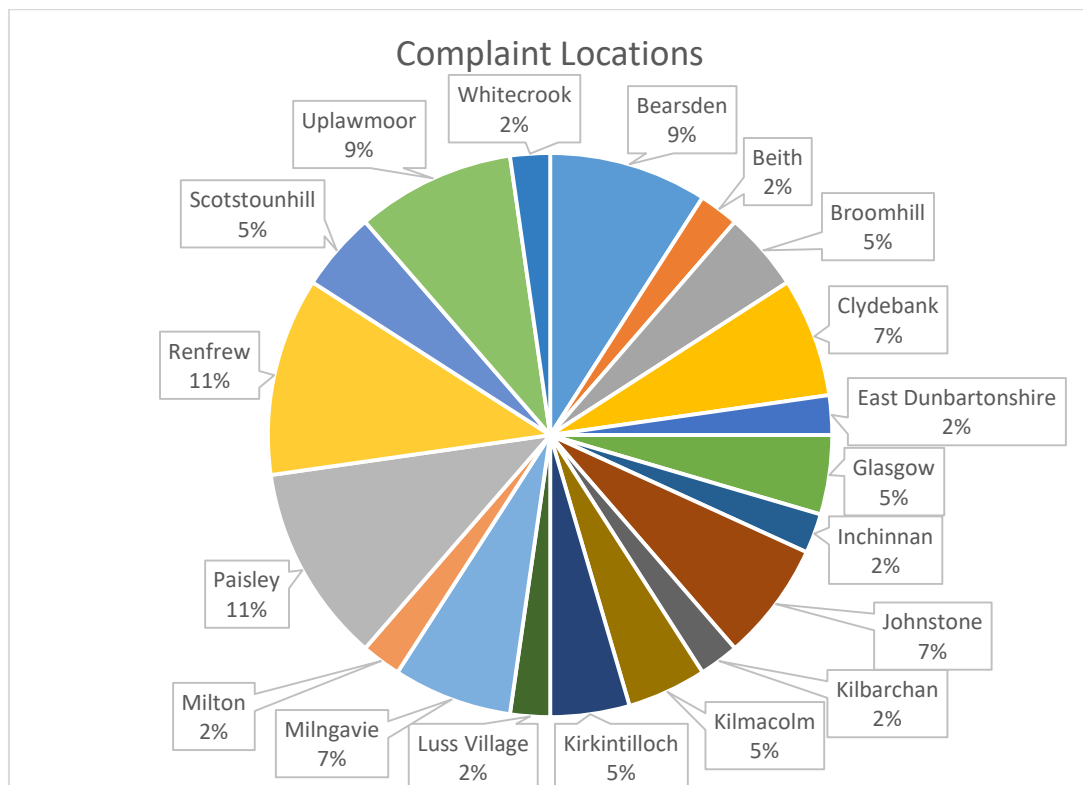


Figure 10 – Complaint Locations 2025

Noise Monitoring

Glasgow Airport actively monitor the noise levels of both our arriving and departing aircraft with two permanent noise monitoring terminals located towards the end of each runway. Noise levels must not exceed 94 dB LA_{Max} during the day or 87 dB LA_{Max} at night. If any breaches are recorded, airlines will be fined accordingly. In 2025 there were no recorded infringements of these noise levels.

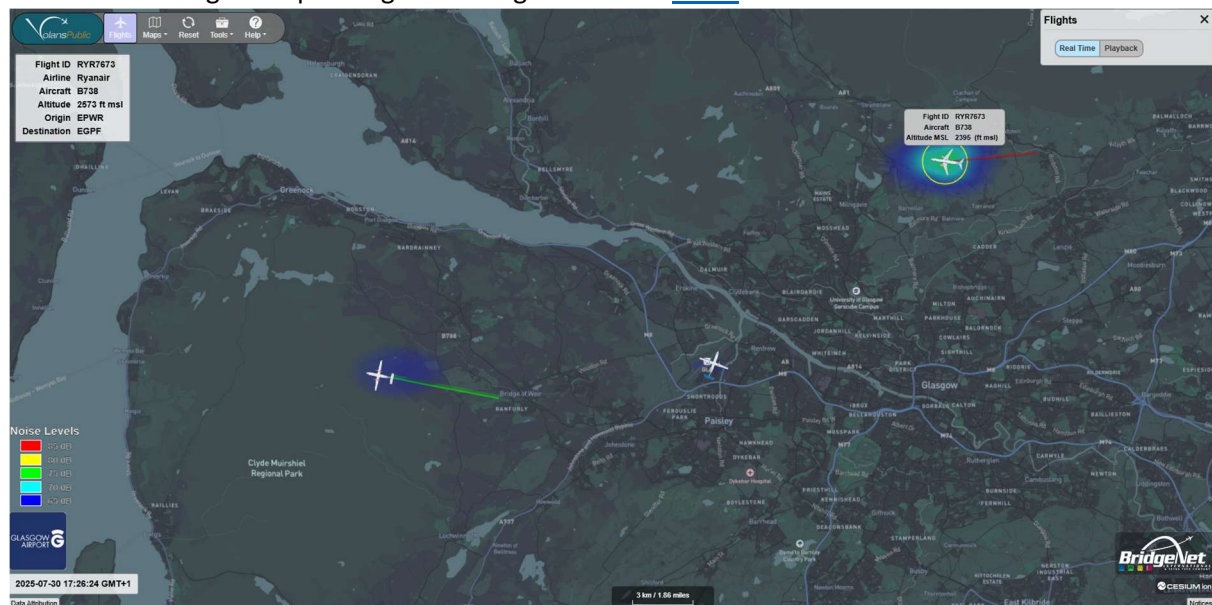
Flight Tracking Portal

As part of our Noise Action Plan, Glasgow Airport operates an enhanced flight tracking system which will help local communities monitor aircraft movements.

The Flight Tracking Portal 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. As well as being utilised by a number of other UK airports, Volans is also licensed by air traffic control providers NATS for use by the Airspace Change Organising Group (ACOG).

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



Community Liaison

Glasgow Airport Consultative Committee

Glasgow Airport runs a Consultative Committee on a quarterly basis in which noise is a standing agenda item. The consultative committee provides a regular forum for the management of Glasgow Airport to discuss matters relating to its operation. More information on this can be found at our website <https://www.glasgowairport.com/glasgow-airport-consultative-committee/>.

Noise Insulation Scheme

The Noise Insulation Grant Scheme (NIS) was established by Glasgow Airport Limited to provide eligible residents with financial assistance towards the installation of acoustic insulation measures in their homes. The scheme reflects the Airport's commitment to being a considerate neighbour and to minimising the impact of aircraft noise on those who live and learn in communities close to Glasgow Airport.

The NIS was launched in late 2023. Following consultation on the amended Noise Action Plan 2024–2028, Glasgow Airport lowered the eligibility threshold for the scheme, extending eligibility to all residential properties located within the 60 dB noise contour.

The 60 dB contour is derived from aircraft movements during a defined 92-day summer period and represents the average aircraft noise experienced over a 16-hour operational day. The scheme reopened in September 2025, with properties prioritised based on the level of aircraft noise experienced at their location.

At the time of publication, 52 properties had undergone an acoustic survey to identify the most appropriate noise insulation measures for each home and the level of sound attenuation that could be achieved. Subject to the homeowner choosing to proceed, residents may claim a grant of up to £5,000 towards the recommended insulation works.

Further information about the scheme, including any future updates, is available on the Glasgow Airport website [here](#). The relevant noise contours are provided in Appendix A.

Management of the NIS is overseen by an independent management committee comprising airport representatives and members of the Airport Consultative Committee (ACC), which includes representatives from local communities. Further information on the scheme can be found on the dedicated NIS webpage.

Noise Action Plan

The noise action plan for Glasgow runs from 2024 to 2028. Following a full public consultation on our plans in 2024, the plan was formally adopted by Scottish Ministers in 2025.

Glasgow Airport 2024-2028 Noise Action Plan	
Action	Progress
Community Engagement	
We will present key noise initiatives and report on our progress against this Noise Action Plan to the Glasgow Airport Consultative Committee	The Consultative Committee meets 3 times per year and updates are included as part of our noise update
We will continue to publish an Annual Noise Report which will be available on our website and contain: - Statistics on the number, type and time of day of aircraft and helicopter movements; - Adherence to Continuous Descent Operations (CDO) and Continuous Climb Operations (CCO) targets; - Number and timing of engine test runs; - Statistics on noise complaints; - Information on the Consultative Committee and Noise Working Group; and - Progress against actions in this Noise Action Plan.	This report is published on an annual basis and can be found at www.glasgowairport.com/noise
We will undertake a review of the contents of our Annual Noise Reports, in consultation with local stakeholders, to ensure that the report provides clear and useful information that is valuable to our local communities.	Feedback is sought annually from our Airport Consultative Committee. We also regularly review guidance in CAP1618 "Airspace Information: Transparency about airspace use and aircraft movements" to ensure this report meets requirements.
Following consultation feedback, we will add the following to our Annual Noise Reports: 92-day summer average daytime and night-time noise contours from the previous summer; 92-day single mode noise contours from the previous summer; data on off-track occurrences; and summary of data and trends from our fixed noise monitoring terminals.	The 92 day summer contours are included as an appendix. The night noise contours will be produced in 2026 and shared in later reports. We are currently working on analysing data from the Noise Monitors and how we can use the information to better inform local communities.
We will update our noise webpage with information on key noise initiatives and strategies.	Our webpage is updated on a regular basis to include new and updated information when required.
We will upgrade our complaints and enquiries process with a new system that will allow improved analysis of trends. This will be used in combination with our noise and track-keeping system to investigate any complaints related to off-track infringements. We will continue to operate a free noise action line, dedicated email inbox and online noise complaints and enquiries form. We will log all complaints, seek to respond to 100% of complaints and enquiries within five working days and report our performance to the Glasgow Airport Consultative Committee.	Complaints are collated and analysed to identify any trends. Complaints may fill out a webform on glasgowairport.com/noise and this links in with our noise and track keeping system. We continually review our processes to ensure they allow a 5 day response time. Statistics are shared and regular updates are provided.

Action	Progress
We will monitor how communities feel about our aircraft track visualisation modelling software and strive to increase the number of users	Feedback sought annually via our established Airport Consultative Committee
We will review how best to use the data from our existing noise monitors to supplement the track keeping systems and noise modelling.	Noise monitor data is used to monitor any noise breaches and data is checked multiple times per week. Our new tracking system, Volans, shows indicative noise footprints which is publicly available. We will continue to review how best to use data on an ongoing basis.
We will continue to use our Flightpath fund to provide financial support to community groups and charities that are committed to improving the opportunities, facilities and services available to local people most affected by the airport.	Flightpath fund is available and applications are handled via our website here - https://www.glasgowairport.com/about-us/flightpath-fund/
Reduction of Noise At Source	
We will undertake reviews of our differential landing charges and other methods of incentivisation to encourage the industry adoption of quieter aircraft.	The Glasgow Airport Conditions of Use already provides incentives to operators to use quieter aircraft during the most sensitive time periods. Our fees are reviewed annually and noise performance of new aircraft form a key part of the review.
As part of AGS group we will work with our partners in Sustainable Aviation to achieve the visionary noise goals of FlightPath 2050 which seek to achieve a 65% reduction in perceived noise, or 15dB, from aircraft by 2050 compared to 2000.	AGS is an active member of Sustainable Aviation and we have representation on all 3 pillars - Smarter, Quieter and Cleaner.
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.	The Noise Roadmap was published in Q1 2025
We will continue to enforce our policy on aircraft ground runs. We will investigate any complaints received from ground running activity and revisit our policies if appropriate. We will report quarterly on the frequency and times of engine running to the local community through the website and in our Annual Noise Report.	All ground runs are monitored and numbers are reported in this report.
We will undertake noise monitoring of engine ground running to better understand its potential impact on our closest neighbours. We will use the information for this monitoring to review our ground running policies and investigate potential further control measures.	As aircraft ground runs do not take place at fixed times or in dedicated locations, monitoring and assessing their noise impact presents a unique challenge. To address this, a strategy is currently being developed to determine the most effective and proportionate approach for monitoring ground run activity and understanding its contribution to overall airport noise levels. Ground noise remains a significant area of focus within the airport's noise management programme, particularly for communities located close to the

	airport boundary, where operational activities on the airfield can have a more noticeable impact. As part of the strategy development process, consideration will be given to the range of monitoring options available, the feasibility of collecting meaningful data, and how information can be used to support ongoing noise mitigation and community engagement initiatives
Action	Progress
We will continue to replace diesel powered ground power units (GPUs) with Fixed Electrical Ground Power (FEGP) at the international 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.	This is an ongoing project due to the infrastructure requirements and forms part of our masterplan to fit more stands with FEGP. We continue to monitor usage and will form a part of our wider energy strategy.
We will review our current practice and work with our airlines to encourage and assist them to undertake reduced engine use for taxiing and towing to reduce noise emissions from aircraft on the airfield.	A benchmarking study was carried out in 2024 and we will work with our airlines to understand and monitor progress. A number of airlines have been engaged and have offered ways to improve compliance. We will be investigating these initiatives in 2026.
Noise Abatement Operational Procedures	
We will use our aircraft track keeping systems to proactively monitor fixed wing aircraft routing and any off-track occurrences. We will use this data in discussion with airlines to identify any issues with off-track occurrences that can be resolved.	This work is ongoing and our track keeping system allows full analysis of aircraft tracks. A fining process will be implemented into our Conditions of Use following the next available review.
We will implement a process for fining airlines for off-track occurrences and distribute fines to the FlightPath Fund.	
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.	AGS is part of multiple forums including Sustainable Aviation, Sustainable Aviation Scotland and Airport Council International Noise Task Force so we will continue to understand best practice from other airports and industry. We have already enhanced our Noise Insulation Scheme to go above and beyond what legislation requires.
We will continue with our Airspace Change Proposal to modernise our airspace 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 the CAA's Airspace Change Process and our agreed airspace design principles.	This work is ongoing and updates will be provided in due course. A full public consultation began in October 2025 and ended in January 2026. Results and feedback on our proposed designs will be collated and a report will be published in Autumn 2026.
We will promote adherence to the Arrivals Code of Practice (ACOP) and in particular the achievement of Continuous Descent Operations (CDO) and Continuous Climb Operations (CCO) targets where possible. We will monitor and report compliance with these targets in the Annual Noise Report.	Discussions take place at airport and airline engagement sessions to promote both practices. Data is presented in this report which shows an improvement in adherence.

Action	Progress
We will continue to fine aircraft in breach of our departure noise limits (94dB(A) during the day and 87dB(A) during the night) and direct the money raised through these fines to the FlightPath Fund.	This is ongoing and each departure is recorded to ensure limits are not breached at the monitors.
We will review our departure noise limits to determine whether it would be appropriate to reduce the limits to further encourage the adoption of newer and quieter aircraft.	This review is ongoing but we will learn from other UK airports who are doing similar.
Land Use Planning and Management	
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.	We are working with local councils to advise on noise insulation levels and also engaging with them on our Noise Insulation Scheme roll out. We inform master plans and advise on noise sensitive areas and also work with SEPA.
We will continue to implement our current Noise Insulation Scheme to mitigate noise for residents and noise sensitive buildings most affected by aircraft noise in line with current aviation noise policy.	The scheme was opened in 2025 based on Summer 2024 contours. A progress update is provided in this document.
We will extend our residential Noise Insulation Scheme to mitigate noise for a greater number of residents most affected by aircraft noise, going beyond current aviation noise policy.	The scheme was launched in September 2025 and consider the 60dB LAeq contour which exceeds Government guidance.
Operating Restrictions	
Our Noise Action Plan is consistent with the ICAO Balanced Approach and The Airports (Noise-related Operating Restrictions) (Scotland) Regulations 2019, which requires operating restrictions to be considered only after other measures of the Balanced Approach have been exhausted and only where it is cost effective to do so. We will continually review the effectiveness of our mitigation measures in the context of the balanced approach to ensure that mitigation is considered in a consistent way with a view to addressing noise impacts in the most cost-effective way.	This is continually under review. Restrictions are regarded as a last resort and should only be implemented where other measures have been shown to be insufficient to address a defined noise problem. The actions included within this Noise Action Plan are designed to proactively reduce and manage noise impacts, supporting continual improvement in environmental performance and helping to minimise the likelihood that more restrictive operational measures will be required in the future

Appendix A: 2025 Average Summer Day Noise Contours

