From: Andrew Mills-Baker
Sent: Friday, February 9, 2024 5:10 PM
To: Luton Airport <Lutonairport@planninginspectorate.gov.uk>
Subject: Query about noise measuring

Dear Sirs

RIN 20037697

I have been reading the various representations from the applicant and others concerning the measurement of aircraft noise with the D11 submissions. One aspect that I haven't seen covered is the impact on noise measurement of the noise from reverse thrust, which some aircraft utilise on landing,

I am a resident in Breachwood Green and the noise from reverse thrusts is always audible and a particular nuisance at night. I was reminded of it this morning when an extended range, and noisy, B737 operated by El Al landed from Tel Aviv, at around 7:30 am, and deployed full reverse thrust.

I accept that the use of reverse thrust is at the pilot's discretion and can be used as an important safety procedure. However, my understanding is that, with the majority of this daily nuisance, it occurs as it is an alternative to using the aircraft braking system, which needs to cool down before subsequent takeoff. This can take up to 40 minutes and therefore it is often deployed by DHL at night and regularly by RyanAir during the day to speed up turnaround time.

I recognise that it is only a minority of landings that are accompanied with reverse thrust, but I ask whether this extremely noisy procedure is covered in noise modelling submitted to the ExA by the Applicant ?

Best regards
Andrew Mills-Baker

Ps thank you for handling such a massive paper logistical exercise over the last 9 plus months so professionally.