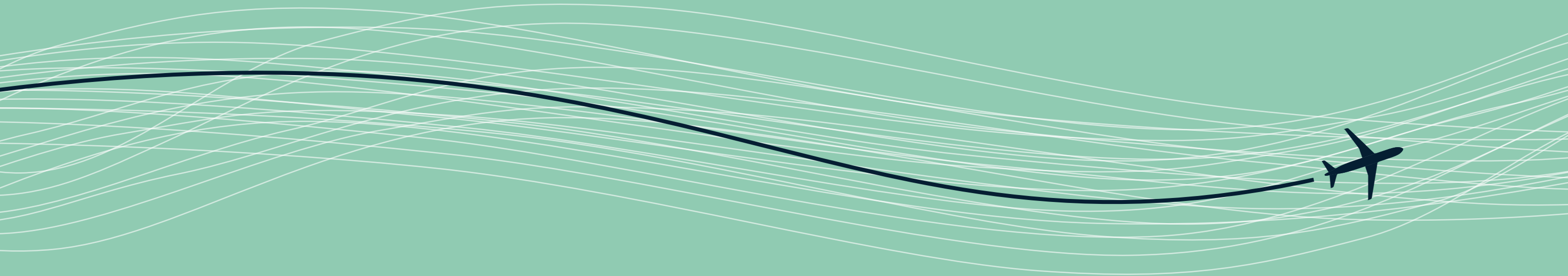




Noise Monitoring Kegworth 2025

DRAFT FOR COMMENT



Key Facts and Figures

Summary information from the Kegworth noise monitoring position (M5), which monitored for a 92-day period from 16th June to 15th September 2025. Data presented is a summary of, and should be read in conjunction with, this report. Noise data presented on this page is assessed to be from aircraft only, with noise from other sources having been excluded.

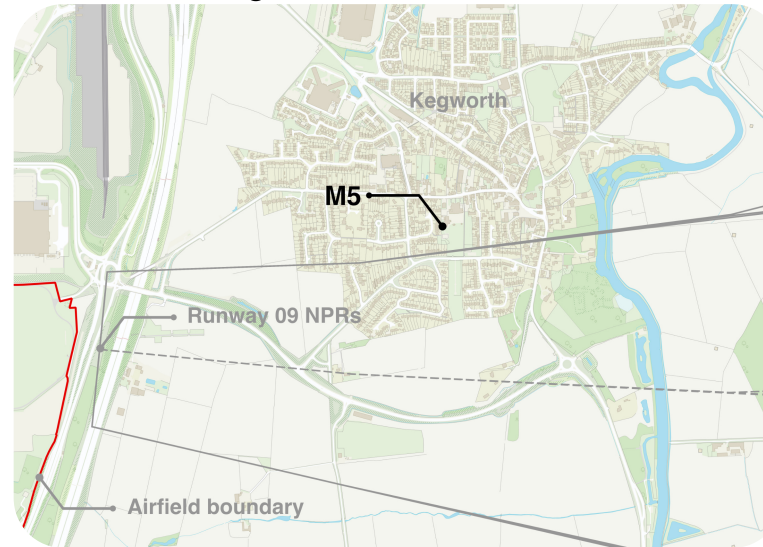
Aircraft Noise Levels

See Table 4 for more information

55 dB during the daytime
($L_{Aeq,16\text{ hour}}$)

56 dB during the night-time
($L_{Aeq,8\text{ hour}}$)

Position of Kegworth Noise Monitor



Number of Aircraft Noise Events during the summer period

See Section 2.0 and Section 4.0 for more information

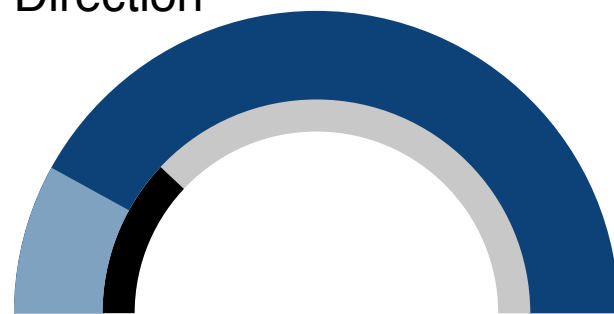
7,475 total measured events

3,854 daytime events above 70 dB L_{Amax}

4,426 daytime events above 65 dB L_{Amax}

2,430 night-time events above 60 dB L_{Amax}

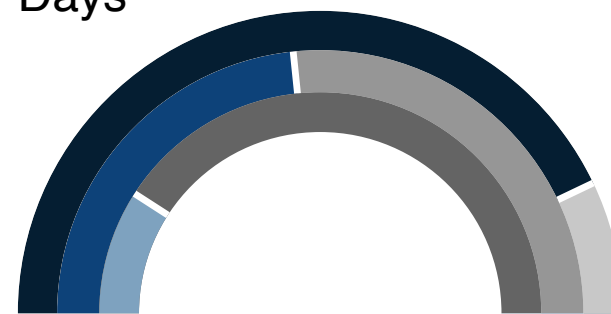
Operating Direction



Detail	Easterly	Westerly
Monitoring period	● 20%	● 80%
Last 5 years	● 24%	● 76%

See Section 1.0 for more information

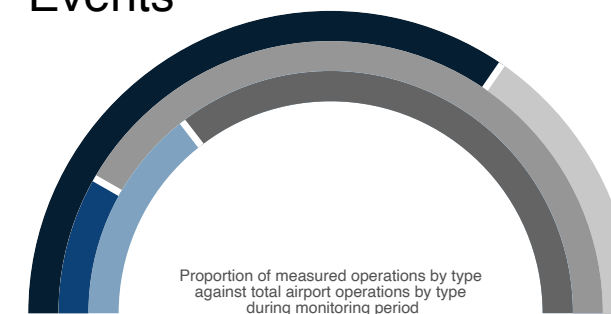
Operating Days



Detail	Days with Aircraft	Days without Aircraft
Arrival	● 79	● 13
Departure	● 43	● 49
Circuit	● 17	● 75

See Section 2.0 for more information

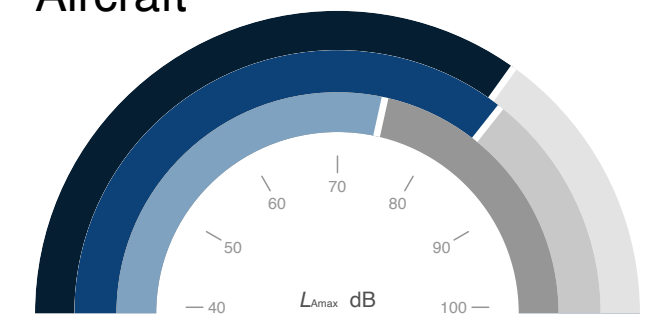
Measured Events



Detail	Arrival	Departure	"T" Movements
Movements Measured	● 5,888	● 1,423	● 164
Total Airport Movements	● 8,496	● 8,486	● 563

See Section 2.0 for more information

Noisiest Aircraft



Detail	Arrival	Departure	Circuit
Average L_{Amax}	● 82 dB	● 83 dB	● 74 dB
	Boeing 747-400F	Boeing 747-400F	Boeing 737-800

See Section 5.0 for more information



Noise Monitoring Kegworth 2025

prepared for East Midlands Airport, Castle Donington, Derby DE74 2SA

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Report Summary

This is an A3 sized report and is intended to be read on a computer screen or on A3 sized paper.

Section 1: Introduction

Section 1 provides information on the permanent noise monitoring location which this report focuses on, the reasons for the report and context on the monitoring location in relation to East Midlands Airport and the surrounding area.

Section 2: Number and Location of Aircraft Movements

Section 2 sets out the number of movements over Kegworth and displays where movements are located in relation to the noise monitor and Kegworth.

Section 3: Aircraft Types and Operators

Section 3 discusses the different aircraft types and operators using East Midlands Airport over Kegworth.

Section 4: Measured Noise Levels

Section 4 sets out ambient noise analysis at Kegworth and investigates number above analysis.

Section 5: Maximum Noise Levels

Section 5 displays maximum noise levels from aircraft over Kegworth and breaks down the aircraft types producing the highest noise levels.

Appendix A and B

Appendix A is a glossary of acoustic aviation terms to assist the reader.

Appendix B summarises the raw noise data recorded for the entire monitoring period and an analysis of the weather conditions.

1.0 Introduction

1.1 East Midlands Airport has a permanent noise monitor at location M5 in Kegworth which is approximately 1.6 km from the end of the runway to the east of the Airport.

1.2 This report is based on data from this permanent noise monitor between 16th June to 15th September 2025. This allows for comparison against annually produced noise contours.

1.3 The most up to date noise contours of the Airport can be seen on the community noise portal at [Our current noise contour – East Midlands Insightfull](#). Other information and explanations on airport operations can also be found via this website.

1.4 Monitoring was undertaken to gain a better understanding on aviation activity affecting the noise climate of the area and as part of the Airport’s ongoing commitment to monitor noise from its activities.

1.5 From analysis of the measured data, key noise metrics and information have been calculated and are presented in this report.

1.6 **Image 1** shows the location of M5 in Kegworth. The location can also be seen via Webtrak at [WebTrak : East Midlands Airport](#).

1.7 A representation of the Airport’s runway can be seen in **Image 2** indicating the direction of departures and arrivals.

1.8 For the summer period (16th June to 15th September), runway usage was split as follows due to wind conditions:

- **Runway 09 (easterly direction): 20 % of the time**
- **Runway 27 (westerly direction): 80% of the time**

1.9 Over the past 5 years, this split has been 24% / 76% on average meaning the 2025 summer period was broadly comparable with a slightly lower percentage in the easterly direction.

1.10 Monitoring recorded arrivals to runway 27, departures from runway 09 using the runway 09 Noise Preferential Routes (NPRs) and training flights using the northern and southern training circuits. Some light aircraft operations were also recorded.

1.11 **Image 3** shows the location of Kegworth and M5 in relation to the Airport and the northern and southern indicative circuit routes can also be seen along with the NPRs for runway 09 departures.

Image 1. Location of M5 in Kegworth



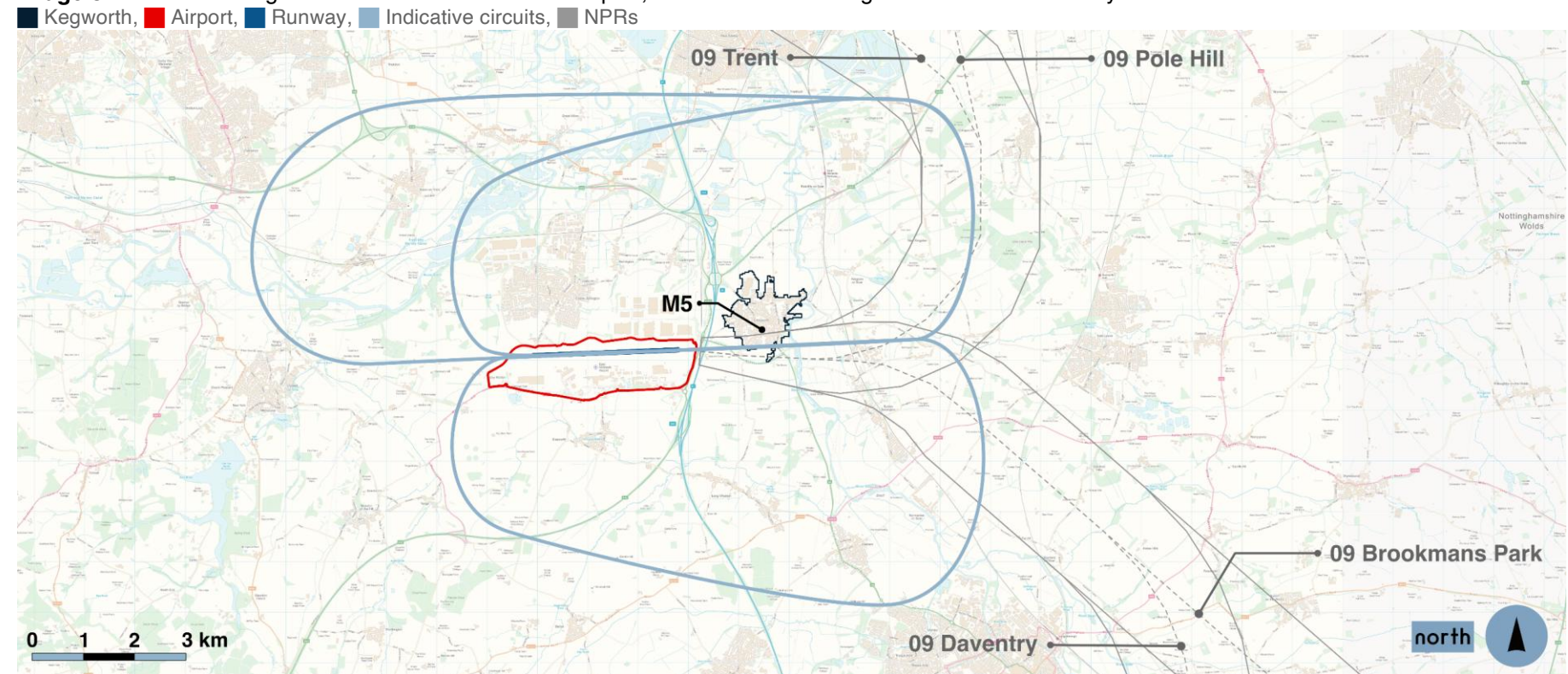
Background map courtesy of Ordnance Survey

Image 2. East Midlands Airport runway



Background map courtesy of Ordnance Survey

Image 3. Location of Kegworth and M5 relative to the Airport, the indicative training circuits and the runway 09 NPRs



Background map courtesy of Ordnance Survey

2.0 Number and Location of Aircraft Movements

2.1 During the monitoring period, a total of 17,545 movements occurred at the Airport as shown in **Table 1**.

Table 1 Total East Midlands movements

Departures	Arrivals	“T” Movements
8,486	8,496	563

2.2 The noise monitor measured noise levels for 7,475 of these movements as split in **Table 2** using a virtual ‘gate’ located above the monitor in combination with the Airport Noise and Operations Monitoring System (ANOMS).

2.3 The gate is a virtual rectangular shape stretching from ground level up to 7,000 ft and is three nautical miles wide.

Table 2 Movements that triggered the noise monitor

Departures	Arrivals	“T” Movements
1,423	5,888	164

2.4 “T” movements are those that depart and arrive to the Airport during the same operation. This can include “Touch-and-Go’s”, training flights or police operations as examples.

Arrivals and Departures

2.5 **Image 4** and **Image 5** show how arrivals and departures were split over each hour of the day.

2.6 **Image 6** and **Image 7** show the locations of movements through the gate in relation to the noise monitor.

2.7 **Table 3** shows the number of days where none of the respective operations were measured during the 92-day summer period.

Table 3 Number of days with no movements measured

Departures	Arrivals	“T” Movements
49	13	31

Image 4. Departures by hour

In terms of number of movements (y-axis) against hour (x-axis)

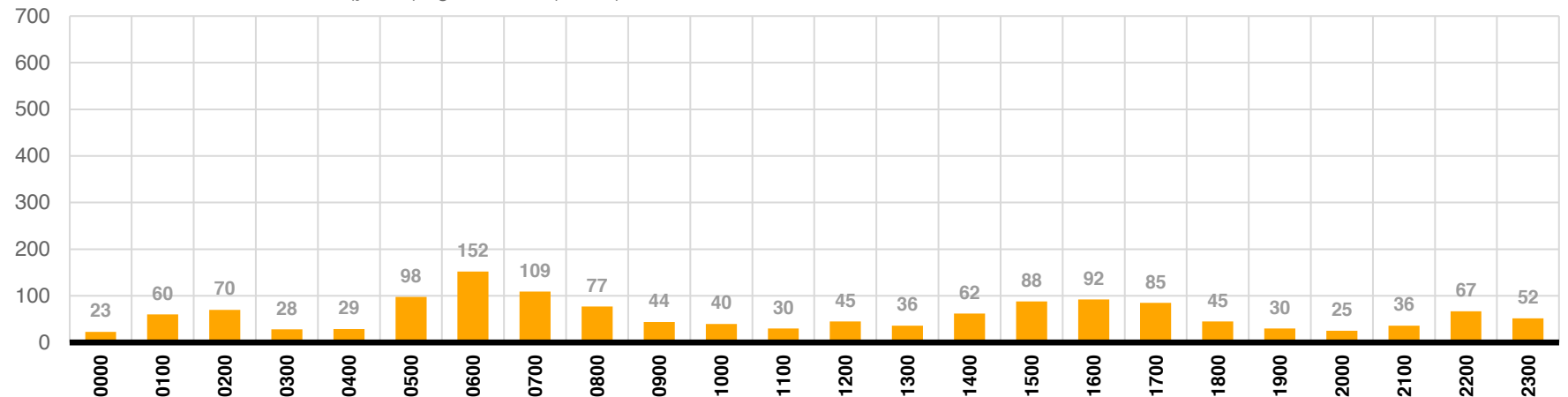


Image 5. Arrivals by hour

In terms of number of movements (y-axis) against hour (x-axis)

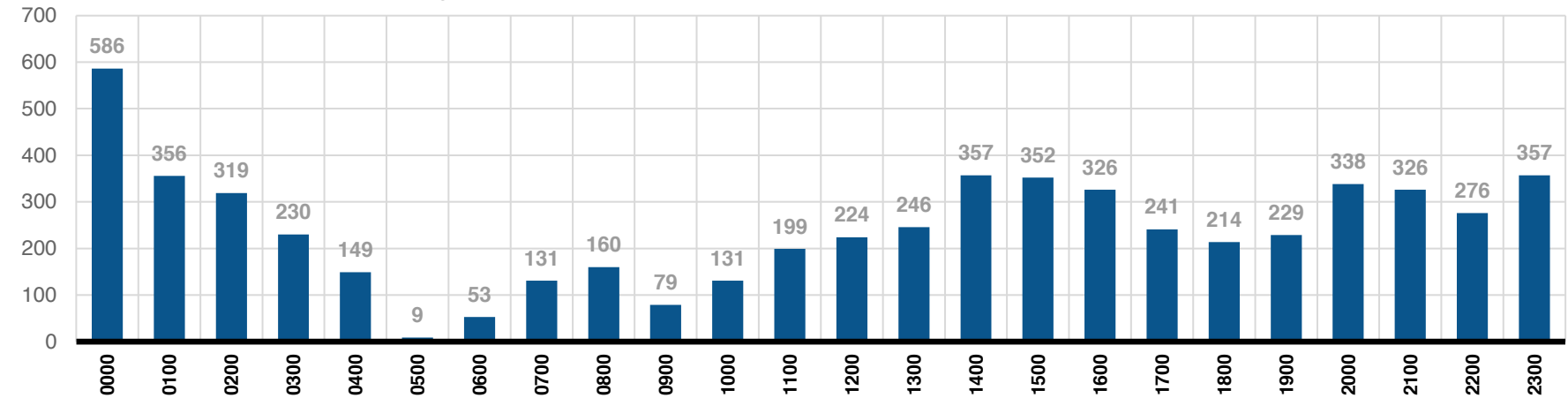


Image 6. Height and lateral distance of departures from M5

1,428 flights in terms of lateral distance (x-axis, m) against height (y-axis, ft)

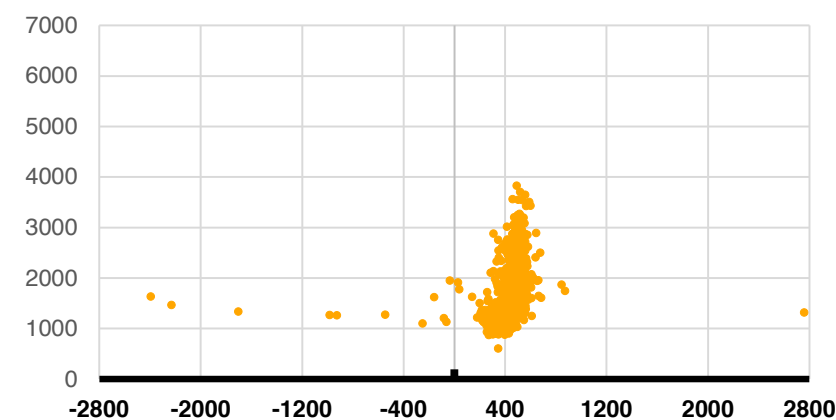


Image 7. Height and lateral distance of arrivals from M5

5,888 flights in terms of lateral distance (x-axis, m) against height (y-axis, ft)

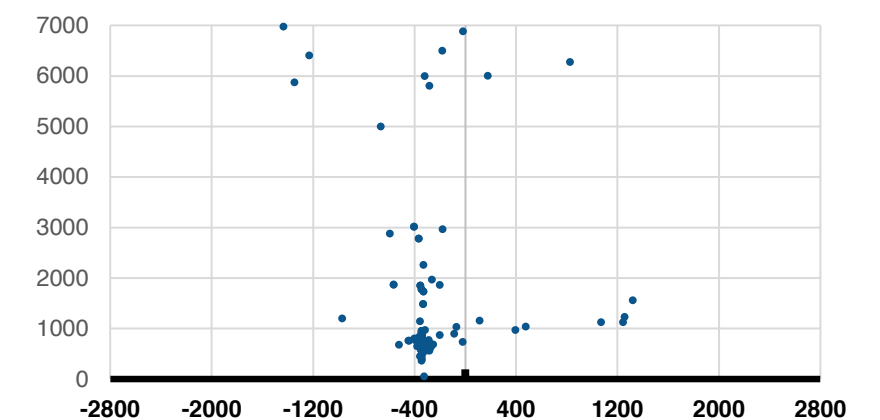


Image 8. Height and lateral distance of training circuits from M5
390 events in terms of lateral distance (x-axis, m) against height (y-axis, ft)

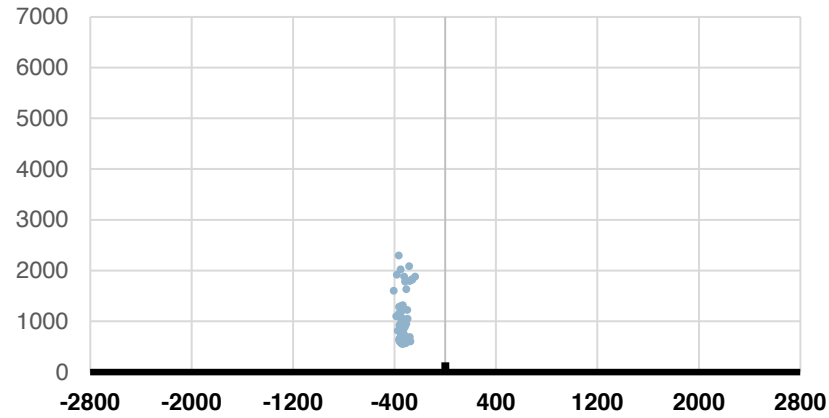


Image 11. Height and lateral distance of other “T” events from M5
128 events in terms of lateral distance (x-axis, m) against height (y-axis, ft)

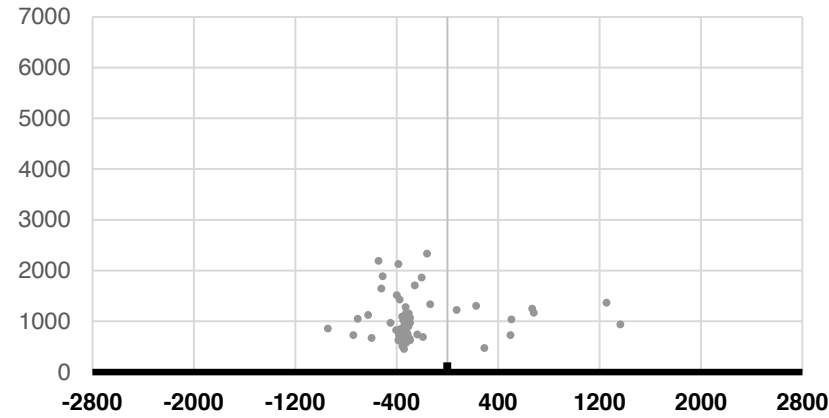


Image 9. Training circuits by hour
In terms of number of movements (y-axis) against hour (x-axis)

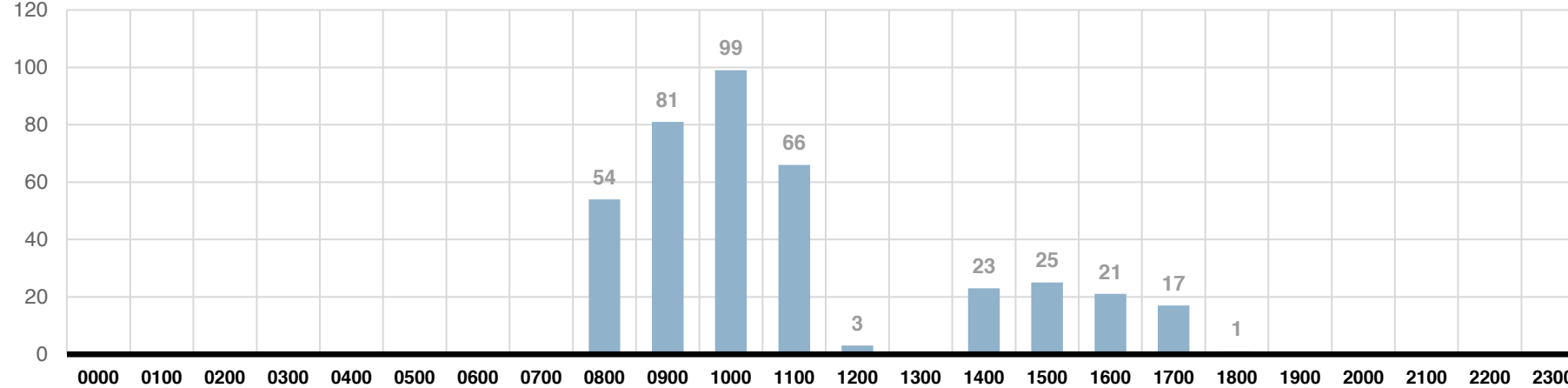
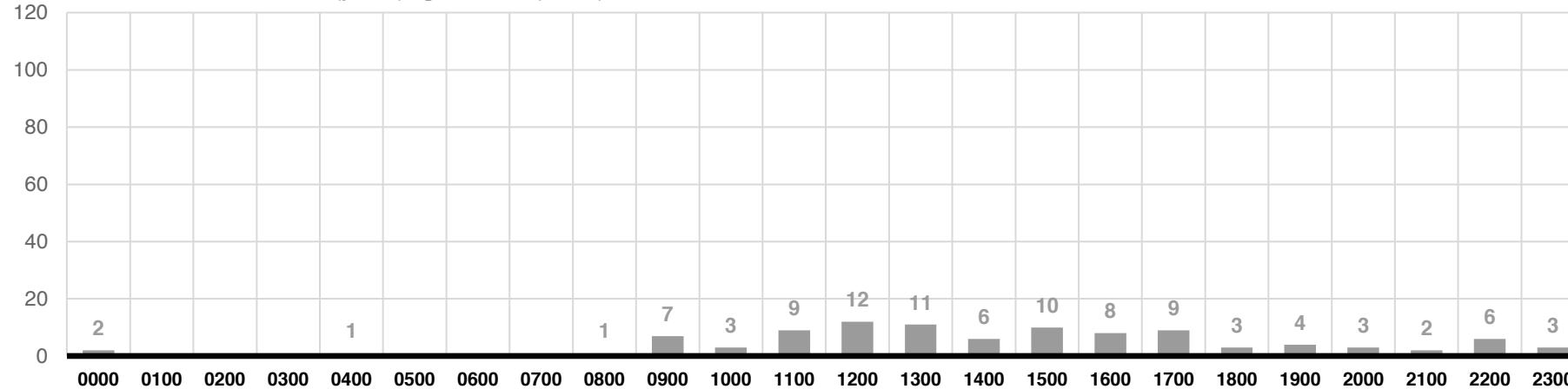


Image 10. Other “T” movements by hour
In terms of number of movements (y-axis) against hour (x-axis)



“T” Movements

2.8 Training of aircrew is sometimes undertaken at East Midlands Airport. Aircrew training is vital for airlines and whilst most training is undertaken using flight simulators, some flying is mandatory to meet Civil Aviation Authority (CAA) standards.

2.9 The final part of a pilot’s training is to complete a number of ‘training circuits’ which repeat take-off and landing procedures. Locally based jet operators and some light aircraft operators sometimes complete this type of operation at East Midlands Airport.

2.10 Of the “T” movements detailed in **Table 2**, 64 were jet engine aircraft training flights. These 64 training flights carried out a total of 390 training circuits that were measured by the noise monitor.

2.11 **Image 8** shows the locations of these circuits through the gate in relation to the noise monitor and **Image 9** shows how they were split over each hour of the day.

2.12 There were 75 days throughout the monitoring period where no training flights were captured.

2.13 Training circuits are restricted to occur between the hours of 0800 to 1200 and 1400 to 1800 only. The four circuits recorded outside these periods all occurred within five minutes into the restricted periods and were the final circuits of their associated training flight.

2.14 How the other 100 “T” movements were split over each hour of the day can be seen in **Image 10**. These movements led to 128 discrete noise events at the monitor and the locations of these events through the gate can be seen in **Image 11**.

2.15 Other “T” movements can include the following:

- Operations from flying clubs based at East Midlands,
- Private flights,
- Surveying services,
- Medical flights, and
- Police flights.

2.16 All these movements were by small aircraft types.

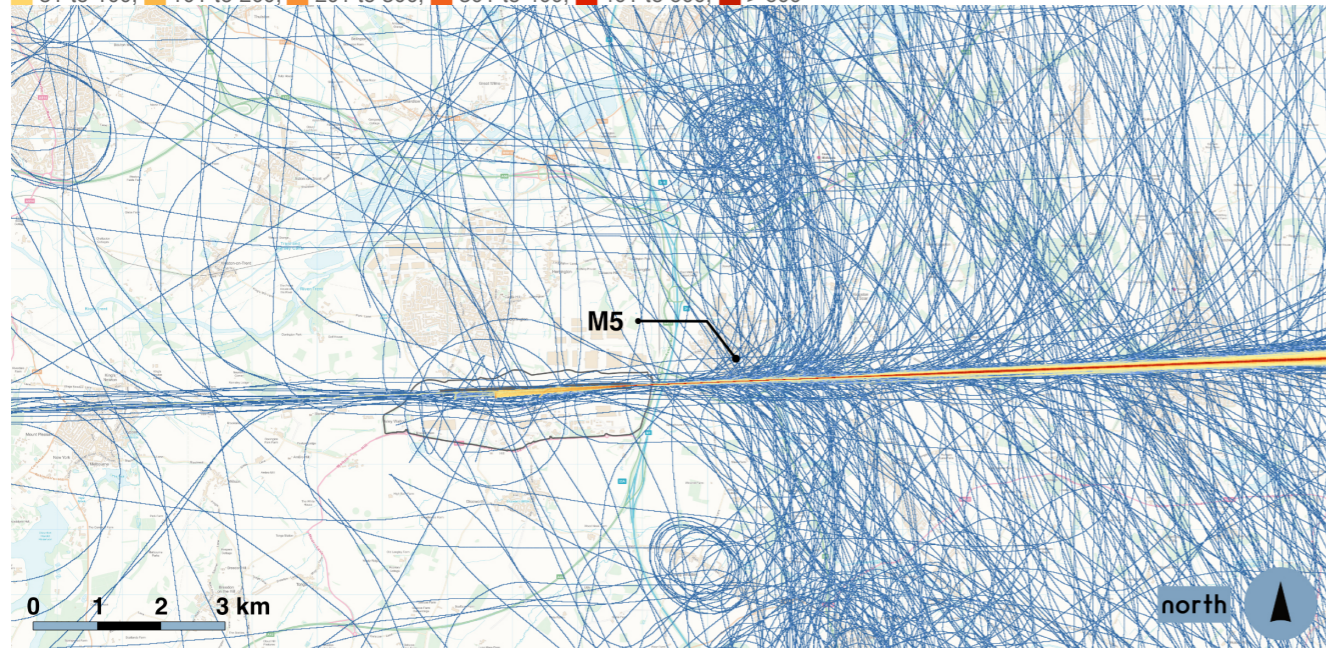
2.17 The only “T” movements that occurred during the night-time period (2300 – 0700) were police flights.

Aircraft Density Plots

2.18 Density plots derived from flight track data for measured departures, arrivals and training flights can be seen in the images on this page. These were derived by counting number of flight tracks in cells of a 10x10 m grid. We note the difference in colour scales across these figures.

Image 12. Measured arrival flight tracks

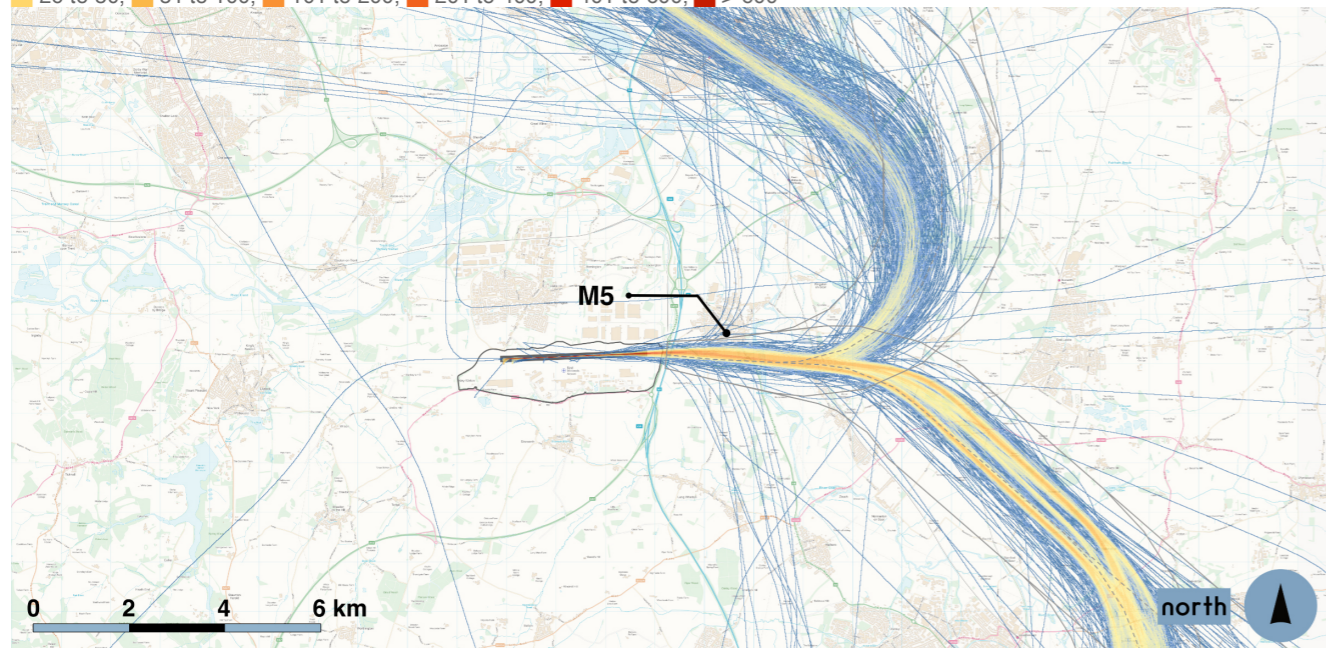
1, 2, 3, 4, 5 to 10, 11 to 15, 15 to 25, 26 to 50, 51 to 100, 101 to 200, 201 to 300, 301 to 400, 401 to 600, > 600



Background map courtesy of Ordnance Survey

Image 13. Departures density plot

1, 2, 3, 4, 5 to 10, 11 to 15, 16 to 20, 21 to 25, 26 to 50, 51 to 100, 101 to 200, 201 to 400, 401 to 600, > 600



Background map courtesy of Ordnance Survey

Image 14. Training circuits density plot

1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 to 12, 13 to 14, 15 to 16, > 16



Background map courtesy of Ordnance Survey

Image 15. Aircraft types

In terms of aircraft type (y-axis) against occurrences (x-axis)



3.0 Aircraft Types and Operators

3.1 The aircraft types and operators measured by the monitor operating to and from East Midlands can be seen in **Image 15** and **Image 16** respectively.

3.2 The number of different aircraft types and operators measured were as follows:

- Aircraft types: **109 different aircraft types**
- Operators: **148 different operators**

3.3 The top three aircraft types were as follows:

- **Boeing 737-800**, 35% of movements.
- **Boeing 737 MAX 8**, 18% of movements.
- **Boeing 767-300 Freighter**, 8% of movements

3.4 The top three operators were as follows:

- **Ryanair**, 23% of movements.
- **Jet2.com**, 18% of movements.
- **DHL**, 16% of movements

3.5 *Private operators* consists of 92 different business jet or small aircraft operators. The most common of these operators formed 2% of the fleet.

Image 16. Aircraft operators

In terms of airline (y-axis) against occurrences (x-axis)



4.0 Measured Noise Levels

4.1 Results on this page omit movements during periods of adverse weather conditions and noise events that were identified as not being aircraft using audio recordings, as is described in **Appendix B**.

Ambient Noise Analysis

4.2 **Table 4** indicates the ambient noise levels over the monitoring period averaged over the whole period for both the daytime (0700-2300) and night-time (2300-0700).

4.3 Aircraft only noise levels were as follows:

- **55 dB(A) during the daytime**
- **56 dB(A) during the night-time**

4.4 Aviation noise at position M5 as a result of East Midlands Airport operations is a significant contributor to the noise climate during both the daytime and night-time periods.

Number Above Analysis

4.5 The N70, N65 and N60 Number Above contours relate to different noise impacts and simply apply when a maximum L_{Amax} noise level of an aircraft passby is registered as being above 70 dB(A), 65 dB(A) or 60 dB(A) respectively.

4.6 N70 and N65 apply during the daytime only and N60 applies during the night-time only.

4.7 The following number of events meeting or exceeding the relevant thresholds were measured:

- N70: **3,854 events** (82% of daytime movements)
- N65: **4,426 events** (94% of daytime movements)
- N60: **2,430 events** (100% of night-time movements)

4.8 **Table 5** shows the range of these metrics over the summer period.

4.9 How these three metrics were spread across the monitoring period can be seen in **Image 17**, **Image 18** and **Image 19** as stacked bar graphs. It is noted that the noise monitor did not operate on some days in June and July due to technical equipment issues which has led to gaps in the data.

Table 4 Aviation noise metrics, dB

Metric	Measured Results	Without Aircraft	Aircraft Only
Daytime, $L_{Aeq,16hour}$	57	54	55
Night-time, $L_{Aeq,8hour}$	56	50	56

Table 5 Number Above metrics

Metric	Daily Range
N70 (day)	0-91
N65 (day)	0-102
N60 (night)	0-46

Image 17. N70 by day

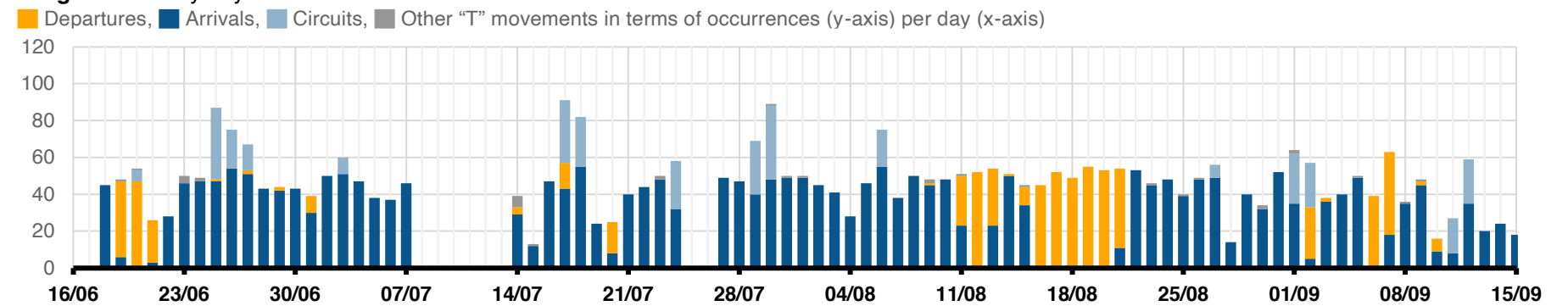


Image 18. N65 by day

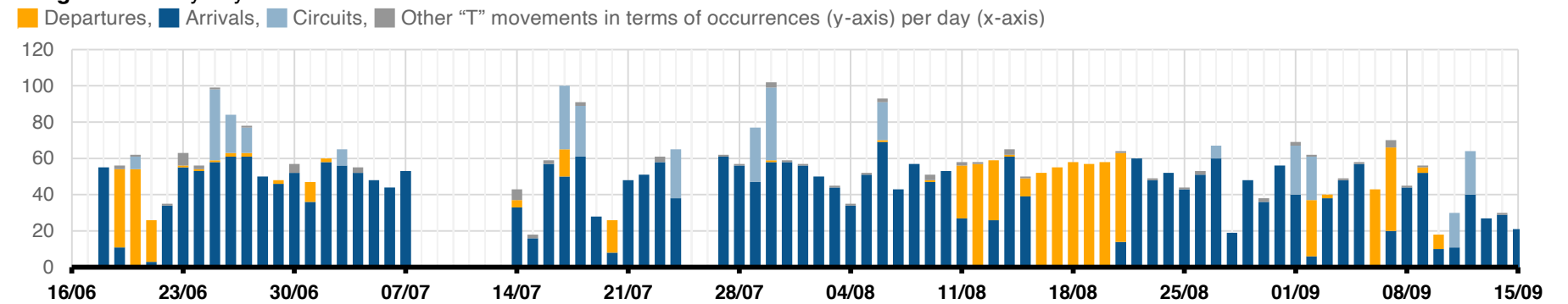
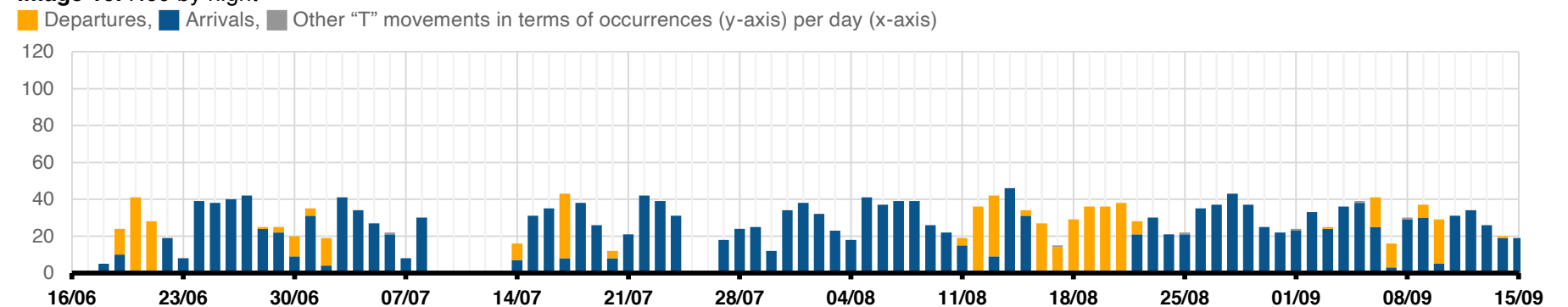


Image 19. N60 by night



5.0 Maximum Noise Levels

5.1 Results on this page omit movements during periods of adverse weather conditions and noise events that were identified as not being aircraft using audio recordings, as is described in **Appendix B**.

5.2 The aircraft type with the highest noise levels on average are as follows along with the number of occurrences in brackets as well as when the movements occurred:

- **Departure, L_{Amax} : 83 dB, Boeing 747-400F (23)**
All 23 movements during the daytime
- **Arrival, L_{Amax} : 82 dB, Boeing 747-400F (80)**
50 during the daytime, 30 during the night-time
- **Circuit, L_{Amax} : 74 dB, Boeing 737-800 (372)**
All 372 movements during the daytime

5.3 Aircraft types that were captured less than five times throughout the monitoring period have not been considered within the above analysis.

5.4 The Boeing 737-800 was the only jet engine aircraft measured on the training circuits.

5.5 The single movements that produced the highest noise levels over the monitoring period are as follows:

- **Departure, L_{Amax} : 91 dB, Boeing 747-400F**
- **Arrival, L_{Amax} : 89 dB, Boeing 747-400F**
- **Circuit, L_{Amax} : 89 dB, Boeing 737-800**

5.6 The above highest departure and circuit events both occurred during the daytime period. The highest arrival event occurred during the night-time period.

5.7 **Image 20 to Image 22** show the distribution of departure, arrival and training circuit L_{Amax} noise events respectively throughout the monitoring period. We note the difference in y-axis scales across these graphs.

Image 20. Distribution of departure maximum noise events
In terms of frequency occurrence (y-axis) against noise level (dB, x-axis)

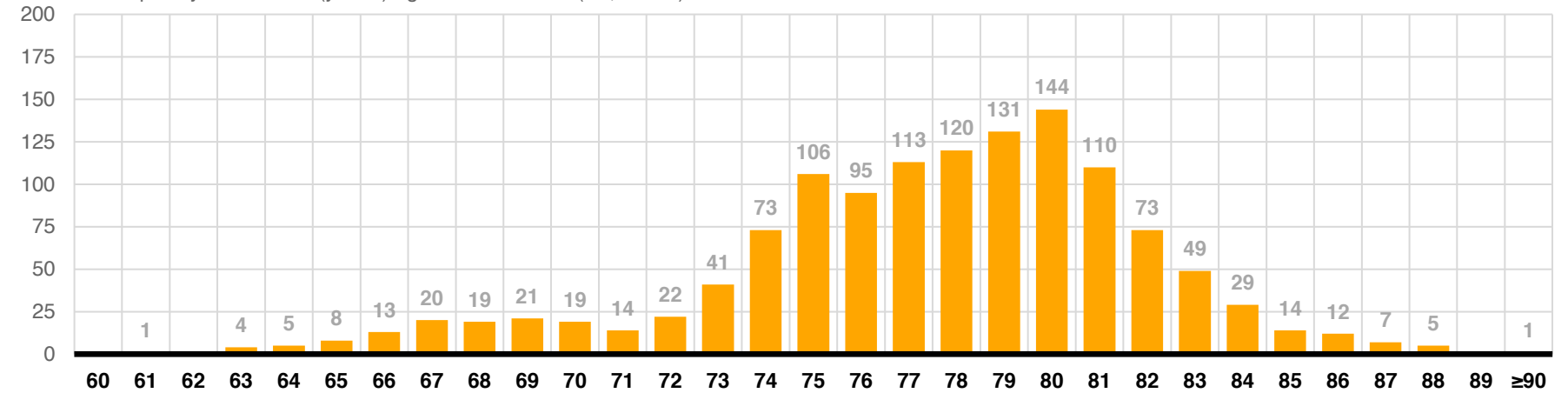


Image 21. Distribution of arrival maximum noise events
In terms of frequency of occurrence (y-axis) against noise level (dB, x-axis)

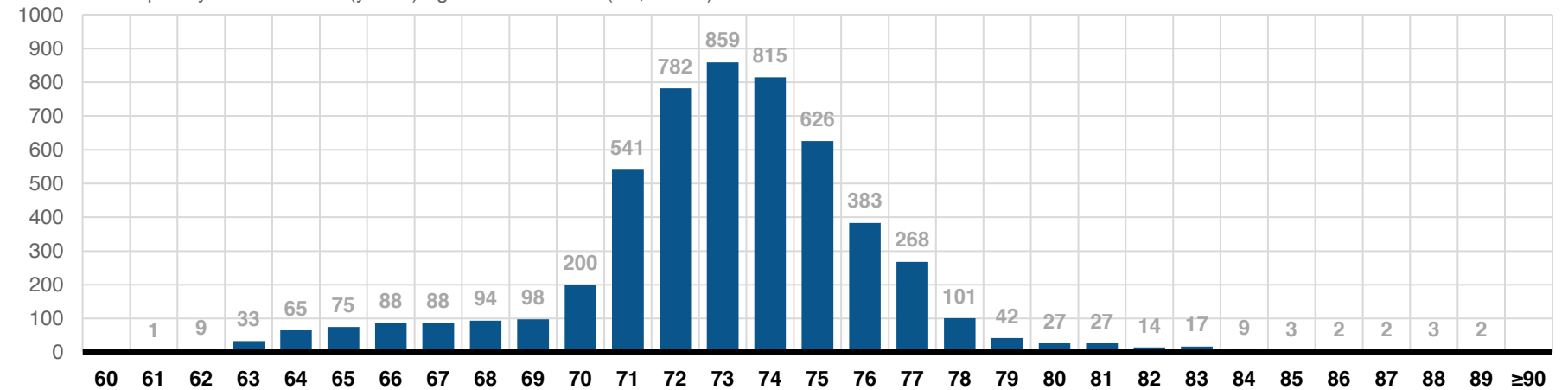
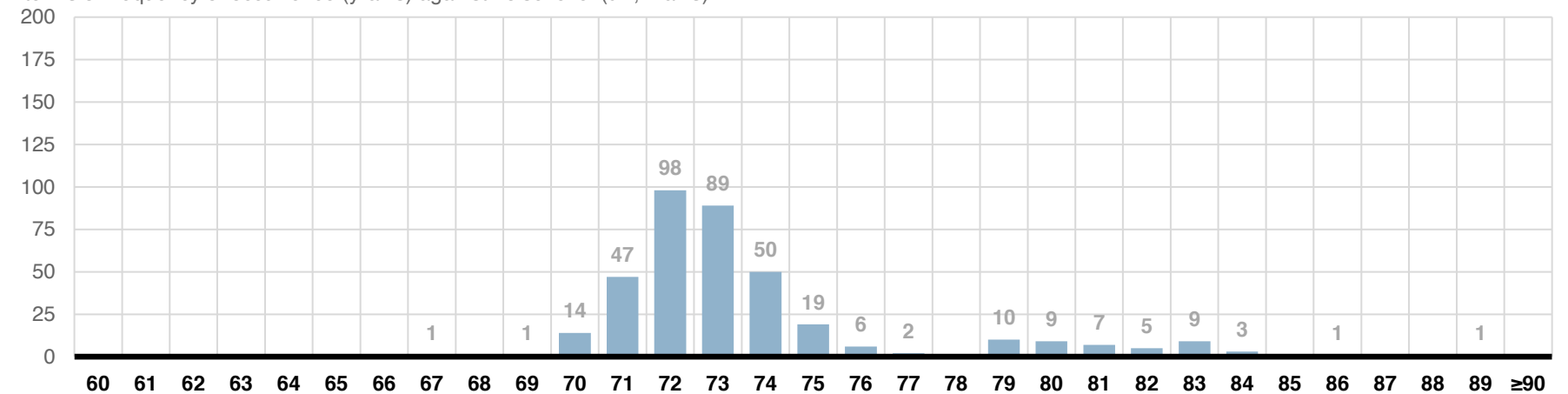


Image 22. Distribution of training circuit maximum noise events
In terms of frequency of occurrence (y-axis) against noise level (dB, x-axis)



Appendix A: Glossary

Acoustic Aviation Terms

Annoyance

The principal health effect relating to daytime (7 am to 11 pm) aircraft noise, where someone is to some extent bothered, annoyed or disturbed.

Sleep disturbance

The health effect relating to night-time (11 pm to 7 am) aircraft noise, usually taken to be where someone experiences an awakening.

Summer 92-day period

16th June to 15th September inclusive, representing the busiest period of activity at UK airports.

Shoulder periods

The time period either immediately before (6 am to 7 am) or after (11 pm to 11:30 pm) the daytime.

Noise contour

A line around an airport where all points on the line have the same noise level, representing a particular metric.

ANOMS

The Airport Noise and Operations Monitoring System. ANOMS collects data from the airport's noise monitors and radar systems to correlate noise levels and physical locations for individual flights. Weather and flight data are also collected.

NPR

Noise Preferential Routings are established departure routings that aircraft must follow, unless extenuating circumstances apply (such as being instructed otherwise by Air Traffic Control for safety reasons or due to inclement weather).

'Touch and Go' or 'Go around'

A manoeuvre where an aircraft lands on the runway and then takes back off again in one motion. It is typically undertaken in training but can also be used during an aborted landing.

Training flights

Training flights are the operation of an aircraft for training purposes, this can be one training circuit or many circuits.

Training circuit

A singular loop of the track flown that is usually repeated a number of times to make up a training flight.

Noise Metrics and Indices

$L_{Aeq,T}$

The hypothetical steady sound, containing (or equivalent to) the same sound energy as the actual fluctuating sound over the chosen measurement period, T .

$L_{Aeq,16hour}$

The equivalent sound level over a 16-hour day (7 am to 11 pm) calculated using the average movements over the daytime summer 92-day period. The metric recognised by the UK government for making evidence-based decisions, due to it correlating best with annoyance.

$L_{Aeq,8hour}$

The equivalent sound level over an 8-hour night (11 pm to 7 am) calculated using the average movements over the night-time summer 92-day period.

Number Above (Nx)

The number of aircraft events generating noise levels above x dB $L_{Amax,s}$ (typically 65 or 70 dB during the day and 60 dB at night). A useful communication metric as it correlates well to annoyance.

$L_{Amax,s}$

Simply the highest measured noise level during an aircraft event, with the sound monitoring equipment taking a measurement every one second (known as a slow response). All references to L_{Amax} in this report refer to $L_{Amax,s}$, unless otherwise stated.

Other Terms

CAA

The UK Civil Aviation Authority.

ERCD

The Environmental Research and Consultancy Department of the CAA.

ERCD Report 0904

Metrics for Aircraft Noise, published by CAA, 2009.

CAP1506

Survey of Noise Attitudes (SoNA), published by CAA, 2021.

ANIS1982

A previous study comparable to that in CAP1506, and is useful for showing how UK noise attitudes have changed over time.

CAP2161

Survey of Noise Attitudes: Aircraft noise and sleep disturbance, published by CAA, 2021.

CAP1767

An investigation into the influence of background ambient noise levels on attitudes to aircraft noise, published by CAA, 2019.

Noise Action Plan

East Midlands Airport Noise Action Plan 2024-2028.

Appendix B: Survey Data

Noise Data

Noise data collected by the monitoring position is presented in this appendix using the $L_{Aeq,1hour}$ metric. A 1-hour period shows how noise levels change hour by hour, allowing for greater inspection than longer period metrics.

Three values are presented, all of which are calculated by the monitoring equipment software. All are measured in dB $L_{Aeq,1hour}$ and are:

- Total noise level – all noise measured by the monitoring position uncorrected. Presented as continuous black line.
- Without aircraft noise level – total noise level minus any influence from correlated aircraft events. Representative of community noise levels if aircraft noise was not present. Presented as dashed grey line.
- Aircraft only noise level – the difference between total and community noise levels. Representative of noise purely from correlated aircraft events. Presented as continuous orange line.

Weather Data and Omitted Data

Weather data has been provided alongside the noise data. East Midlands Airport has two weather monitors, with data provided being that from Weather Monitor 2, as this station measures rainfall.

Wind speed (knots), wind direction (degrees) and rainfall (inches) have been provided for the survey duration for every 15-minute period.

We have condensed this data down into 3-hourly periods, by averaging the wind speed and direction and summing the rain.

Multiple periods of data have been omitted from noise analysis due to weather, where material rainfall or wind speeds are present and had the potential to contaminate the data.

Using audio recordings of each measured event, data has been omitted from noise analysis where the event was not caused by aircraft such as lawn mowers.

Due to technical equipment issues, the noise monitor did not record on a few days during June and July. This has led to gaps in the noise monitoring data.

Correlated Event

Correlated aircraft events are those where an increase in noise level corresponds to a movement passing through the gate.

The noise monitor in Kegworth was triggered when levels met or exceeded 60 dB(A).

The data presented below shows the number of correlated events that have occurred in each hour of monitoring, split by arrivals, departures, circuits and other “T” movements.

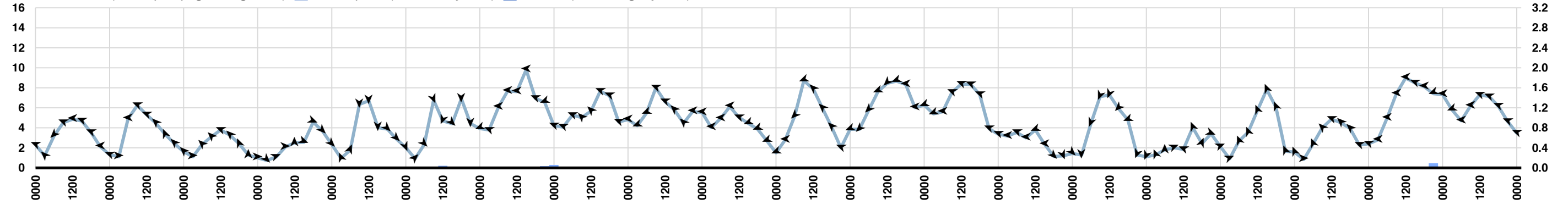
Inclusion of these correlated events allows for the weather and noise data to be compared, when looking at which direction the runway is operating in, as well as how movements are split by hour and day.

Survey Data: 16 June to 5 July 2025

Data presented at intervals available against date and time (hhmm, x-axis)

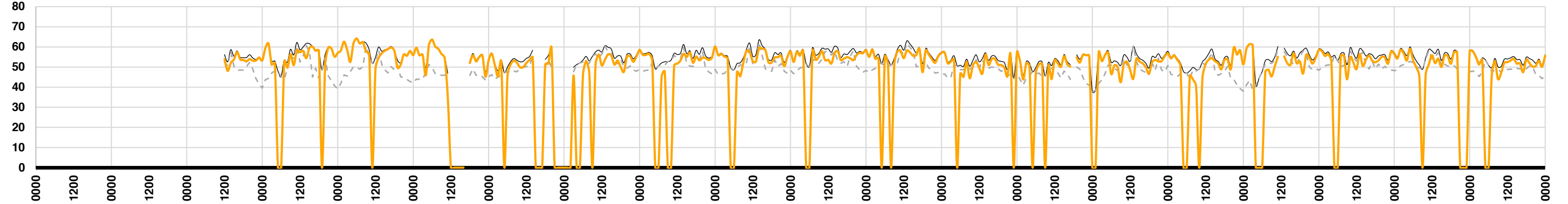
Weather Data

▲ Wind direction (with top of page being north), ■ Wind Speed (knots, left y-axis), ■ Rainfall (inches, right y-axis)



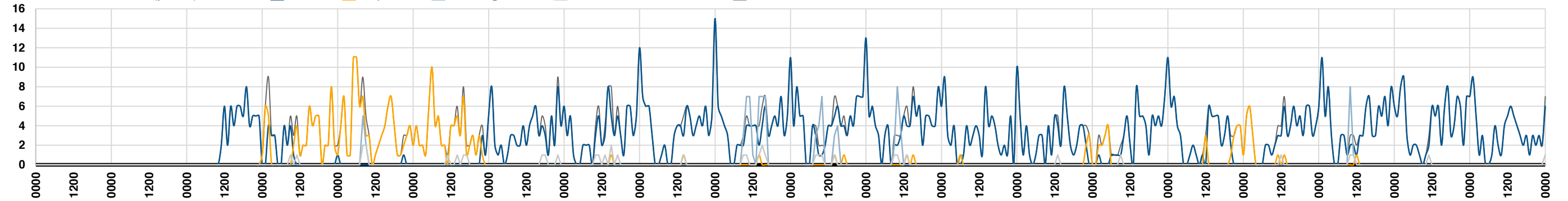
Noise at Monitoring Position (M5)

Sound pressure level (dB, y-axis) in terms of ■ total $L_{Aeq,1hour}$, ■ without aircraft $L_{Aeq,1hour}$, and ■ aircraft only $L_{Aeq,1hour}$



Correlated Aircraft Events

Number of movements (y-axis) in terms of ■ Arrivals, ■ Departures, ■ Training circuits, ■ Other "T" movements and ■ All movements

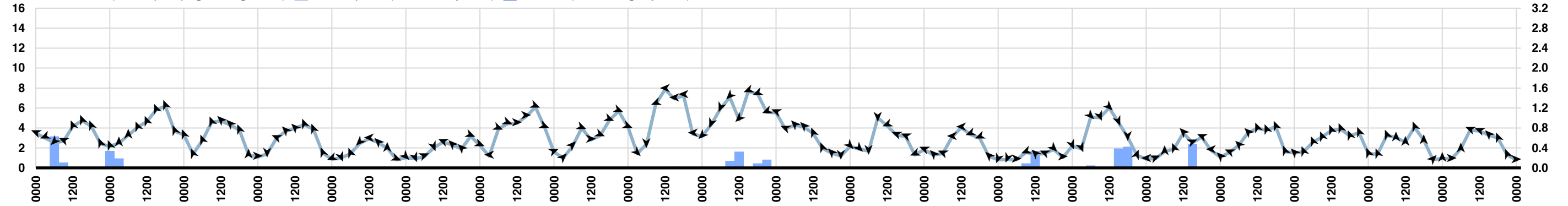


Survey Data: 6 July to 25 July 2025

Data presented at intervals available against date and time (hhmm, x-axis)

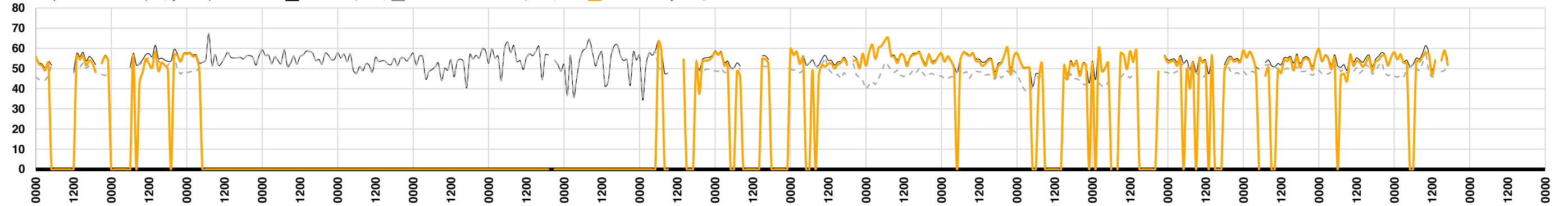
Weather Data

▲ Wind direction (with top of page being north), ■ Wind Speed (knots, left y-axis), ■ Rainfall (inches, right y-axis)



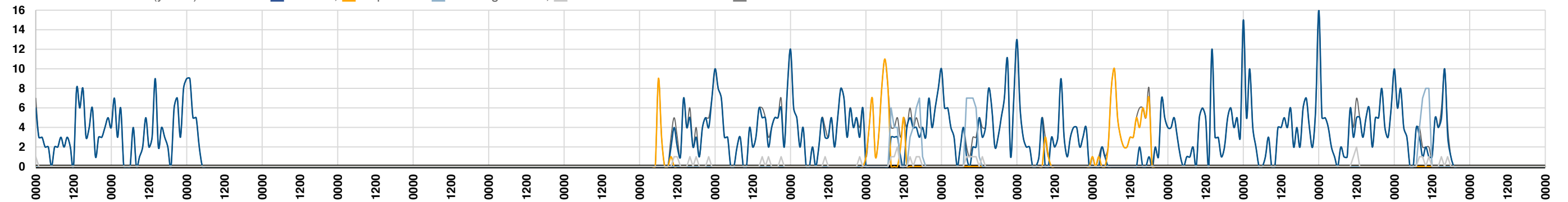
Noise at Monitoring Position (M5)

Sound pressure level (dB, y-axis) in terms of ■ total $L_{Aeq,1hour}$, ■ without aircraft $L_{Aeq,1hour}$, and ■ aircraft only $L_{Aeq,1hour}$



Correlated Aircraft Events

Number of movements (y-axis) in terms of ■ Arrivals, ■ Departures, ■ Training circuits, ■ Other "T" movements and ■ All movements

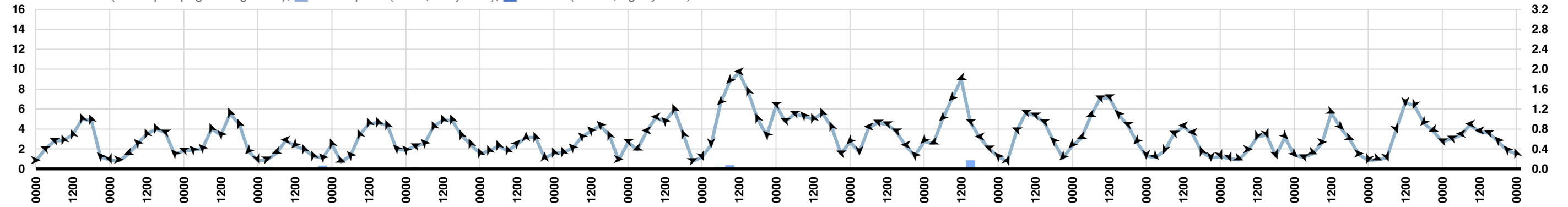


Survey Data: 26 July to 14 August 2025

Data presented at intervals available against date and time (hhmm, x-axis)

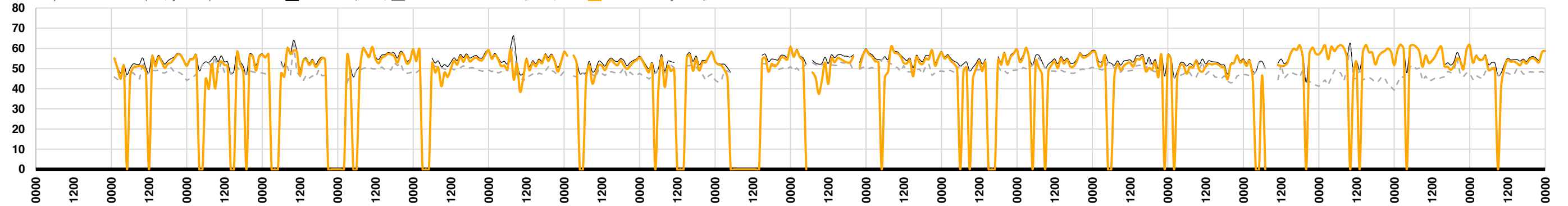
Weather Data

^ Wind direction (with top of page being north), Wind Speed (knots, left y-axis), Rainfall (inches, right y-axis)



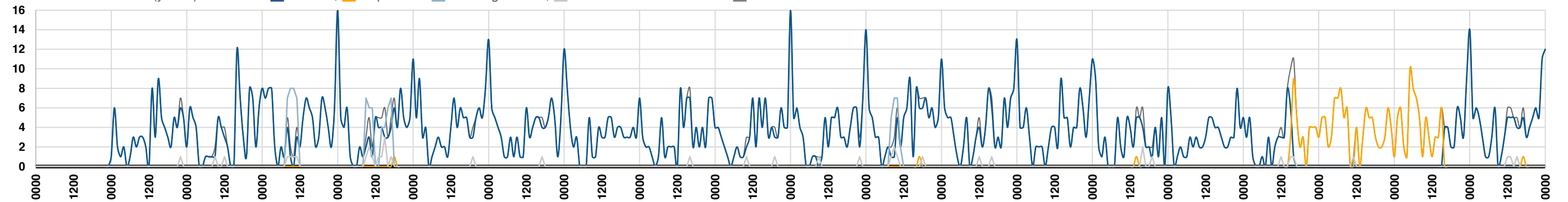
Noise at Monitoring Position (M5)

Sound pressure level (dB, y-axis) in terms of total $L_{Aeq,1hour}$, without aircraft $L_{Aeq,1hour}$, and aircraft only $L_{Aeq,1hour}$



Correlated Aircraft Events

Number of movements (y-axis) in terms of Arrivals, Departures, Training circuits, Other "T" movements and All movements

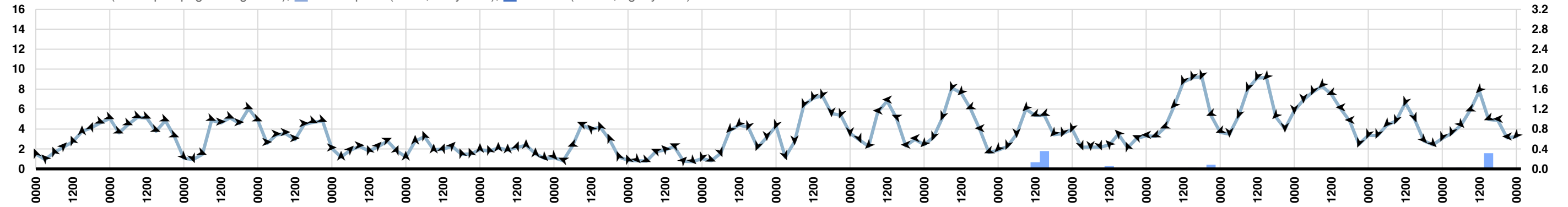


Survey Data: 15 August to 3 September 2025

Data presented at intervals available against date and time (hhmm, x-axis)

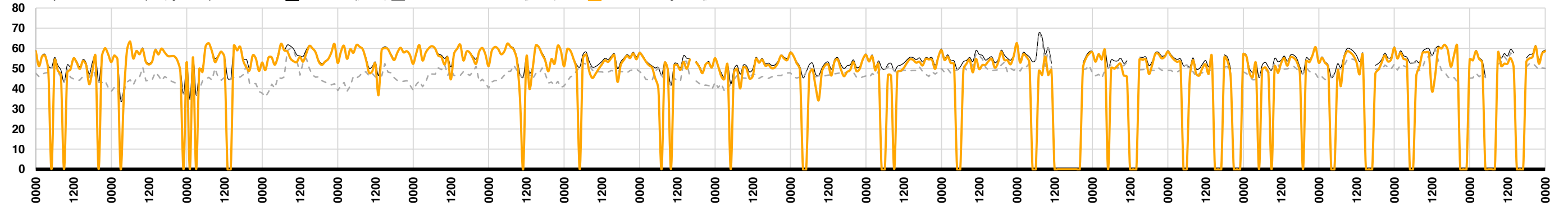
Weather Data

^ Wind direction (with top of page being north), Wind Speed (knots, left y-axis), Rainfall (inches, right y-axis)



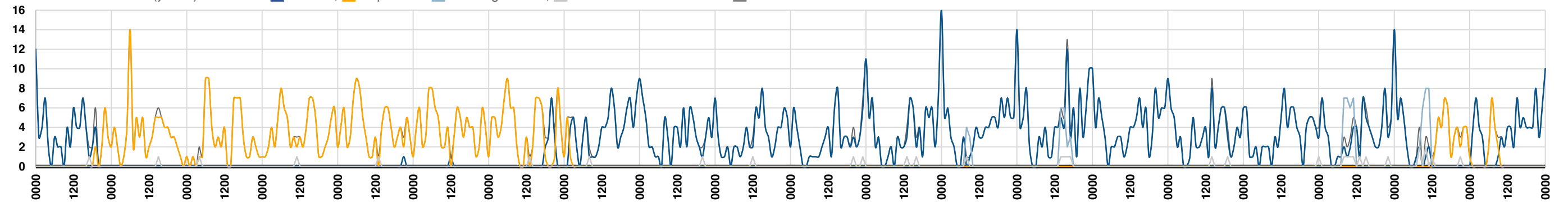
Noise at Monitoring Position (M5)

Sound pressure level (dB, y-axis) in terms of total $L_{Aeq,1hour}$, without aircraft $L_{Aeq,1hour}$, and aircraft only $L_{Aeq,1hour}$



Correlated Aircraft Events

Number of movements (y-axis) in terms of Arrivals, Departures, Training circuits, Other "T" movements and All movements

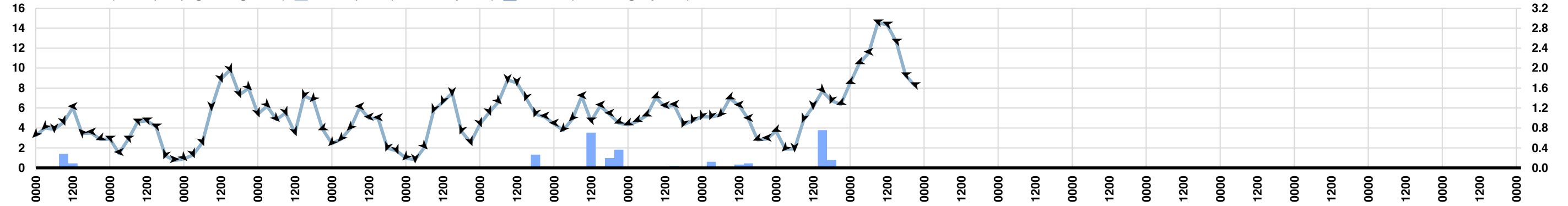


Survey Data: 4 September to 15 September 2025

Data presented at intervals available against date and time (hhmm, x-axis)

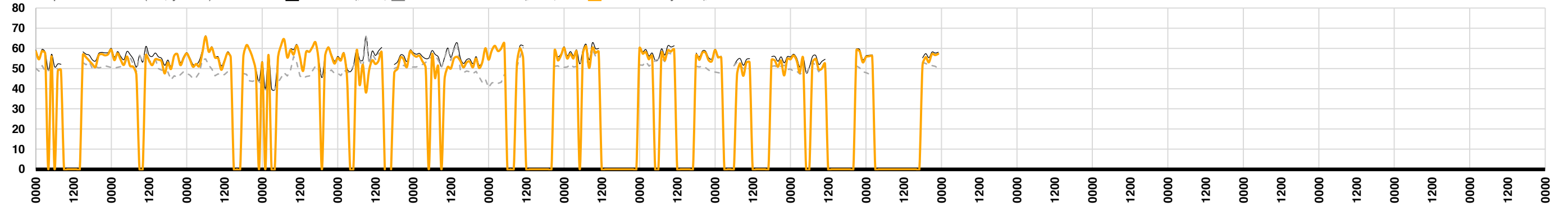
Weather Data

^ Wind direction (with top of page being north), Wind Speed (knots, left y-axis), Rainfall (inches, right y-axis)



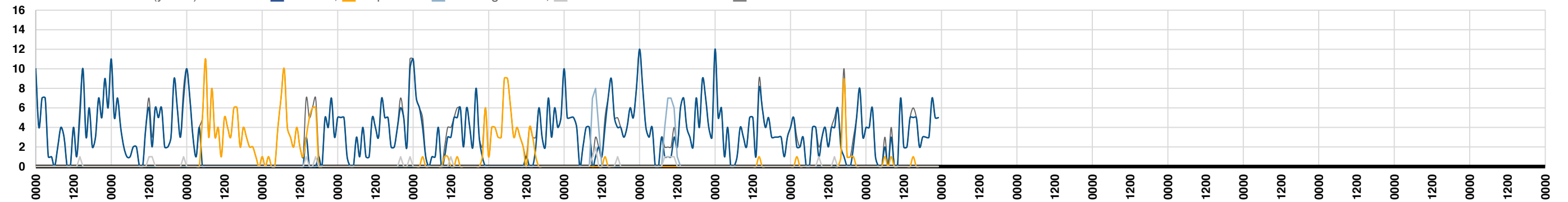
Noise at Monitoring Position (M5)

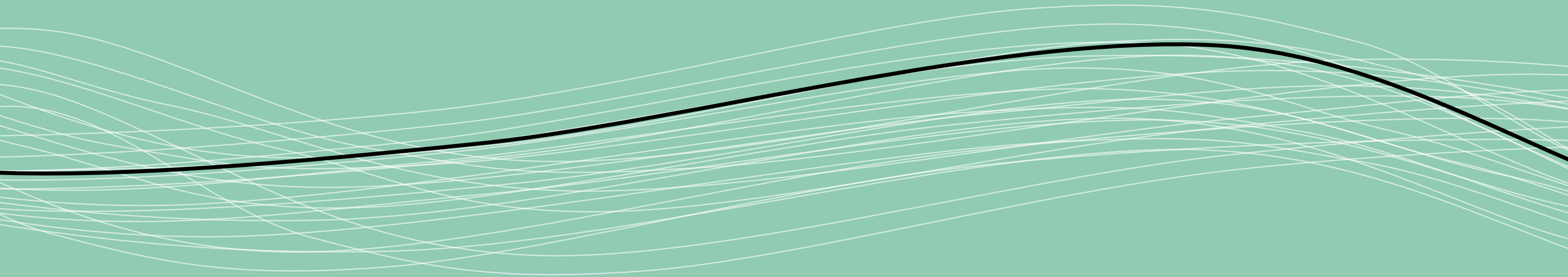
Sound pressure level (dB, y-axis) in terms of total $L_{Aeq,1hour}$, without aircraft $L_{Aeq,1hour}$, and aircraft only $L_{Aeq,1hour}$



Correlated Aircraft Events

Number of movements (y-axis) in terms of Arrivals, Departures, Training circuits, Other "T" movements and All movements





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