

Summary of Measured Noise Levels in the **Town of Superior, Colorado** due to **Rocky Mountain Metropolitan Airport Operations**

May 2026



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Monthly Summary – May 2026 (Water Bladder Site)

The following summarizes the daytime noise levels measured at the Water Bladder measurement location located off S. Torreys Peak Dr. and aircraft operations detected over the Town of Superior for the month of May 2026. Additional information regarding the measurements follows.

- Over the entire month, a total of 8,018 aircraft operations¹ occurred within 1.25 miles of the measurement location (the distance within which aircraft are audible).
- Of these, 3,399 were touch and go (T&G) operations (42%).
- Over the entire month, aircraft operations were clearly noticeable (aircraft noise measured at approximately 5 dBA above the ambient sound level) for 5,687 minutes (95 hours).
- If T&G operations were not conducted at the airport, an analysis of the measurement data indicates that noticeable aircraft operations would decrease to 2,773 minutes (46 hours), which is a 51 % reduction.
- The following summarizes the May 2026 noise survey results at the Water Bladder.

**Table 1 - Summary of Daytime Measured Noise Levels and Aircraft Operations, May 2026
(Water Bladder)**

Operations	Quantity	Audible Aircraft Operations	Aircraft Noise Above Ambient (dBA)	Aircraft 5 dBA Above Ambient (minutes)	Aircraft 10 dBA Above Ambient (minutes)	Aircraft 20 dBA Above Ambient (minutes)
All	Total for month	8,018	---	5,687	3,666	634
	Daily average	259	18	183	118	20
Touch and Go Removed	Total for month	5,308	---	2,773	1,618	200
	Daily average	171	13	89	52	6

- Figure 1 shows the flight paths on May 9, a day with total operations close to the median for the month. Note the concentration of T&G operations over the Town of Superior and Boulder County.
- Figure 2 shows the measured noise levels and concurrent aircraft activity for this day. Maximum noise levels generated by individual aircraft operations exceeded the ambient sound level by at least the following levels for the durations noted:
 - 5 dBA (clearly noticeable), 192 minutes.
 - 10 dBA (significant increase), 131 minutes.
 - 20 dBA (much louder), 25 minutes.
- Table 2 shows the hourly average noise levels and operation counts for this day.
- Figure 3 shows an hour on this day, during which time the measured noise level was often above ambient conditions (35 dBA for this hour), meaning that aircraft noise was regularly present.
- Figure 4 shows the flight paths for the entire month of May 2026.

¹ This report counts each touch and go operation as a single operation. The Federal Aviation Administration counts each touch and go operation as two operations.

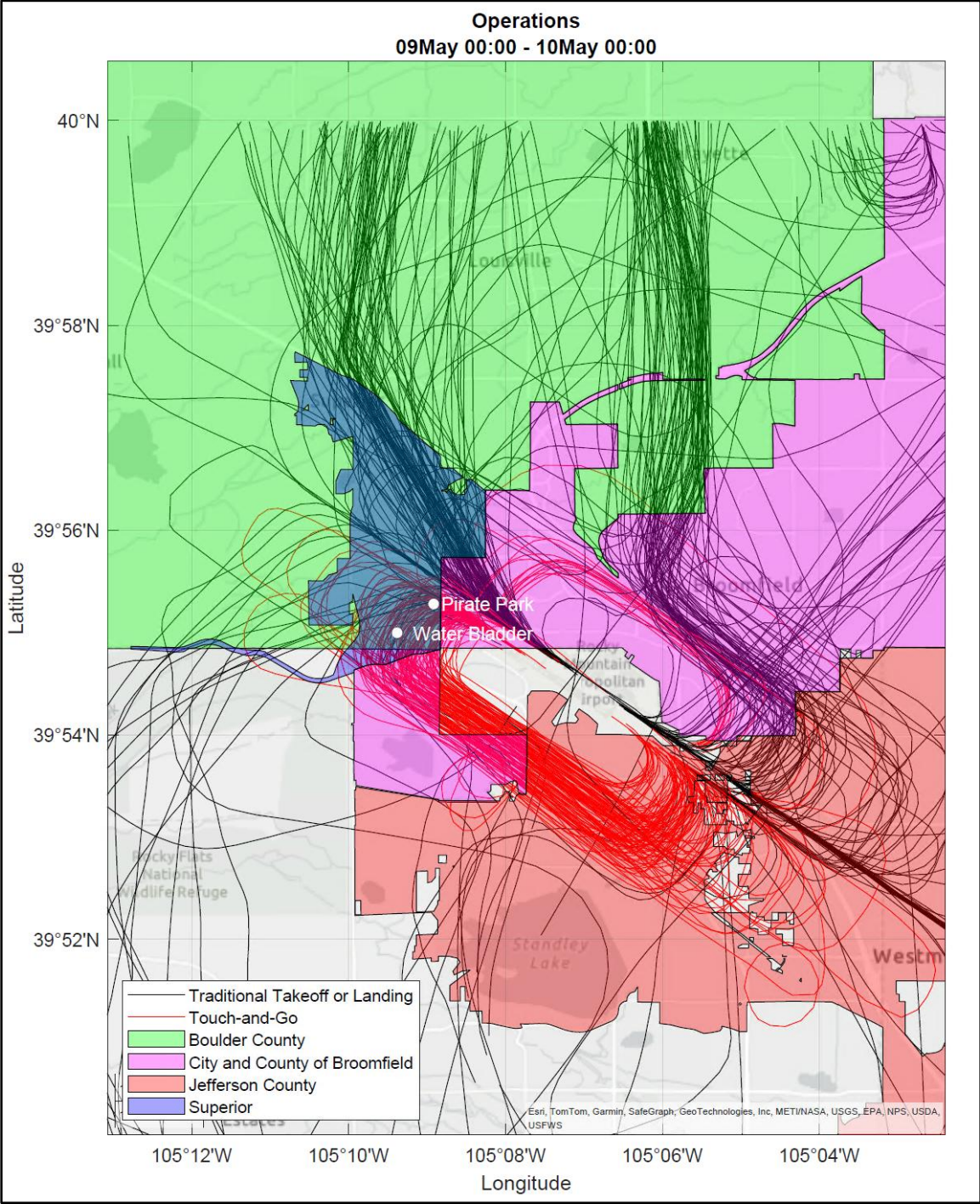


Figure 1 – Flight Paths on Median Day in May 2026 (404 Operations; 145 T&G)

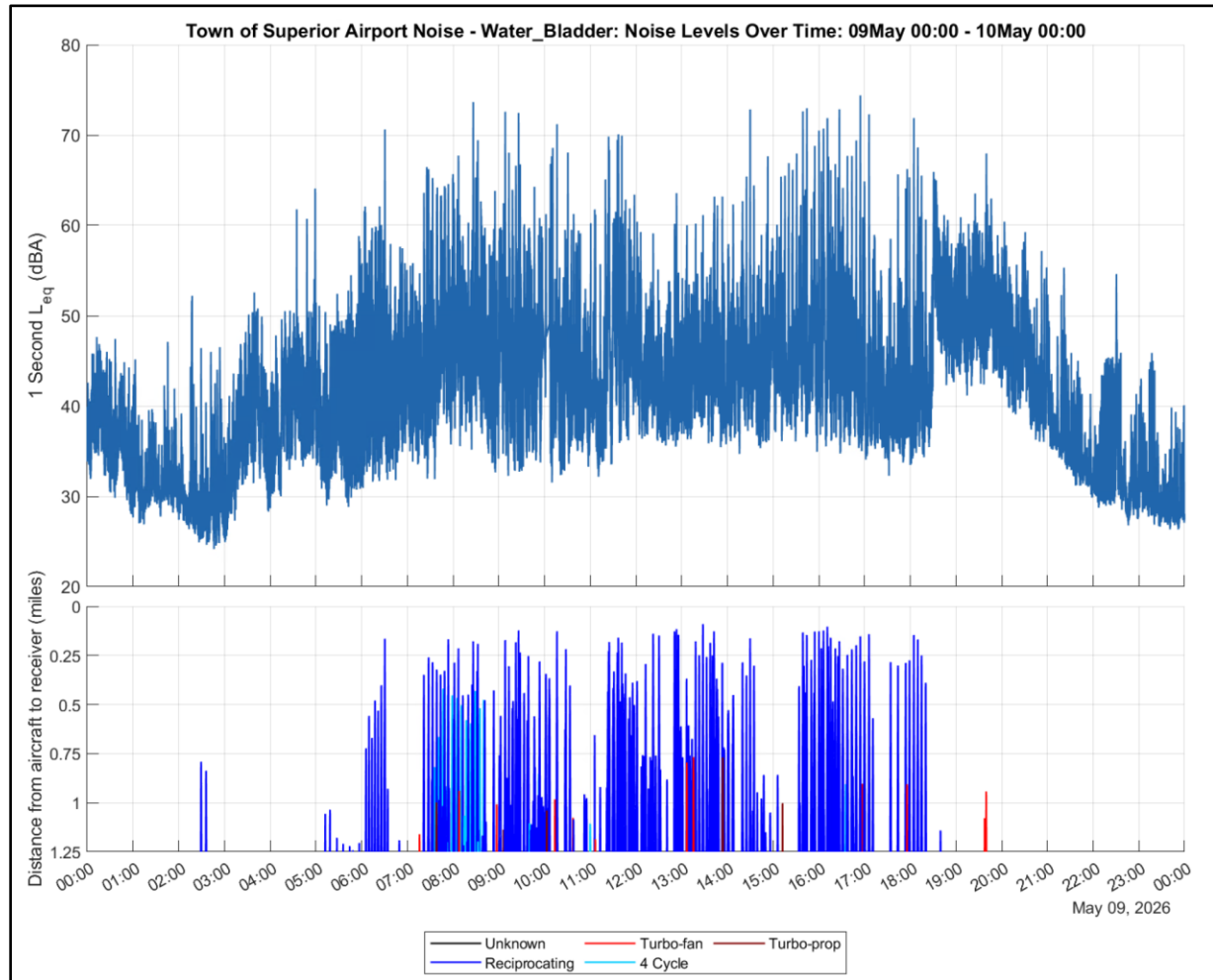


Figure 2 – Noise Levels and Aircraft Operations on Median Day (Water Bladder)

Table 2 – Hourly Noise Levels and Aircraft Operations on Median Day (Water Bladder)

Time	7 am	8 am	9 am	10 am	11 am	12 pm	1 pm	2 pm	3 pm	4 pm	5 pm	6 pm	7 pm	8 pm	9 pm
Average Noise Level (dBA)	51	52	52	49	53	46	47	50	52	54	49	53	52	48	39
Number of Operations	25	51	51	32	39	30	40	28	20	33	11	11	5	0	1

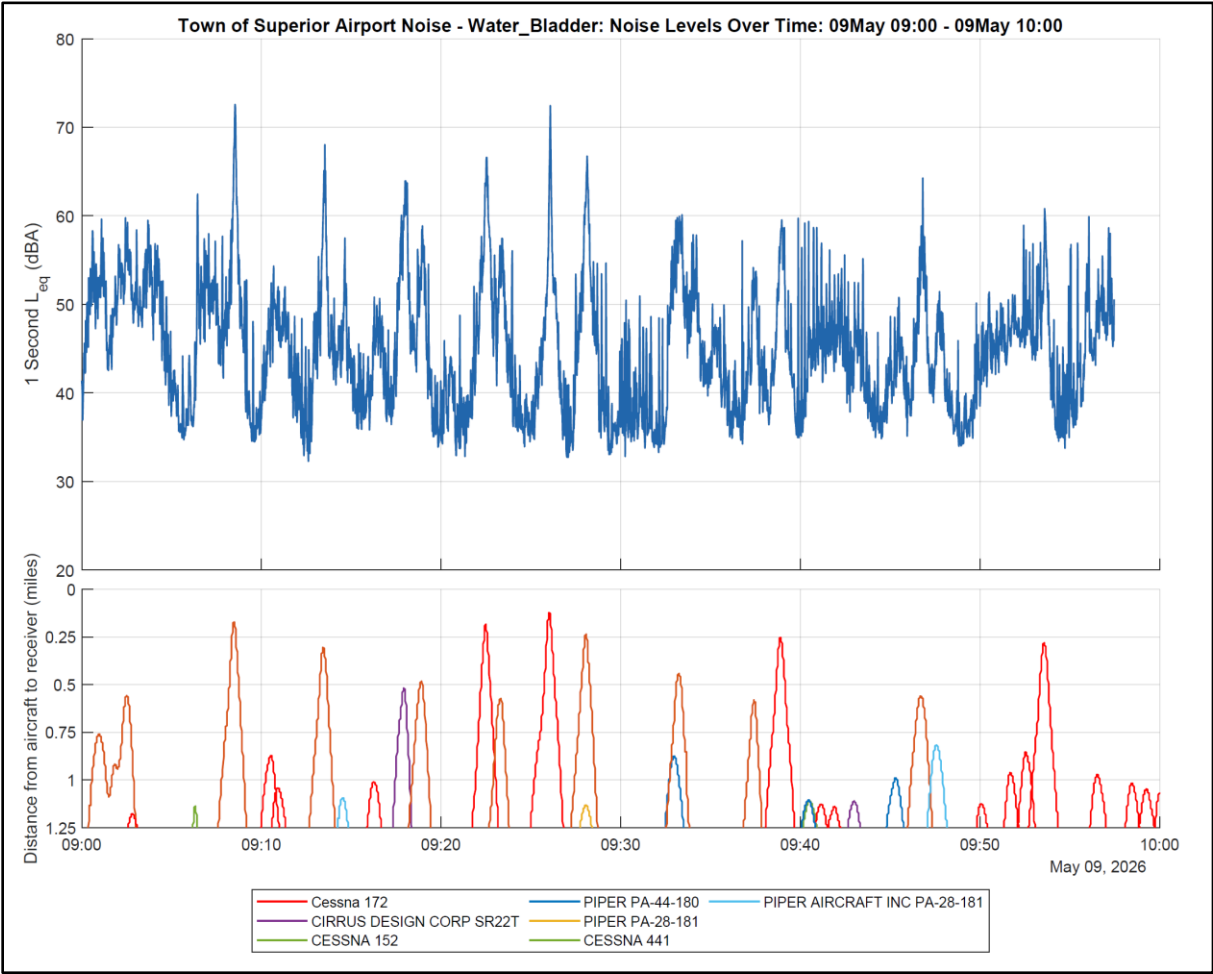


Figure 3 – Noise Levels and Aircraft Operations during an Example Hour on Median Day (Water Bladder)

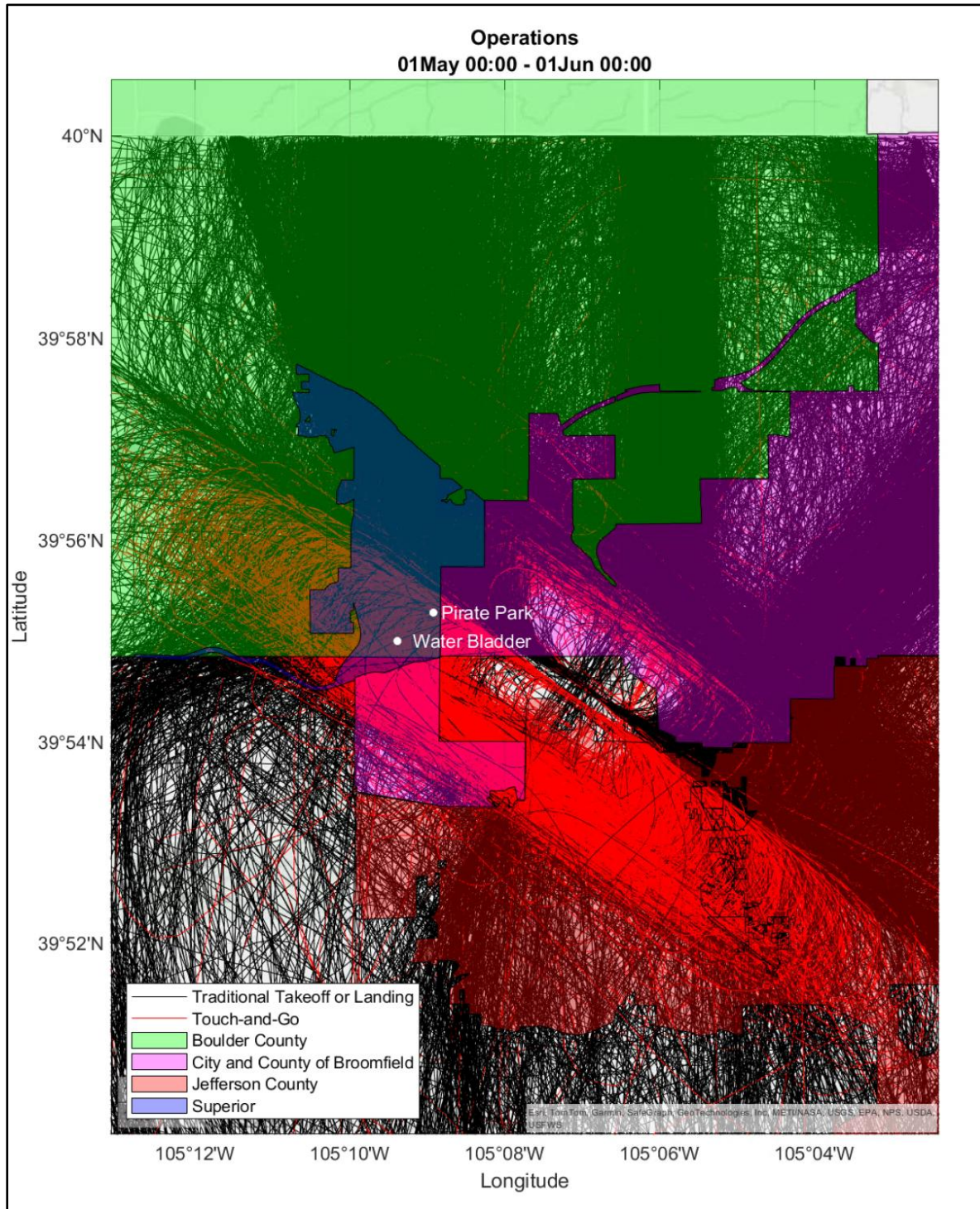


Figure 4 – All Flight Paths in May 2026 (13,421 Operations; 3,772 T&G)

Monthly Summary – May 2026 (Pirate Park Site)

The following summarizes the daytime noise levels measured at the Pirate Park measurement location located near Pirate Park off Yarrow Circle and aircraft operations detected over the Town of Superior for the month of May 2026. Additional information regarding the measurements follows.

- Over the entire month, a total of 8,451 aircraft operations² occurred within 1.25 miles of the measurement location (the distance within which aircraft are audible).
- Of these, 3,480 were touch and go (T&G) operations (41%).
- Over the entire month, aircraft operations were clearly noticeable (aircraft noise measured at approximately 5 dBA above the ambient sound level) for 5,660 minutes (94 hours).
- If T&G operations were not conducted at the airport, an analysis of the measurement data indicates that noticeable aircraft operations would decrease to 3,549 minutes (59 hours), which is a 37% reduction.
- The following summarizes the May 2026 noise survey at Pirate Park. Note the daily average minutes that aircraft noise was 20 dBA above ambient is much higher than at the Water Bladder site due to the closer proximity to the runway and the lower, climbing aircraft.

Table 3 - Daytime Measured Noise Levels and Aircraft Operations, May 2026 (Pirate Park)

Operations	Quantity	Audible aircraft operations	Aircraft noise above ambient (dBA)	Aircraft 5 dBA Above Ambient (minutes)	Aircraft 10 dBA Above Ambient (minutes)	Aircraft 20 dBA Above Ambient (minutes)
All	Total for month	8,451	---	5,660	3,811	974
	Daily average	273	19	202	136	35
Touch and Go Removed	Total for month	5,701	---	3,549	2,404	519
	Daily average	184	17	127	86	19

- Figure 5 shows the measured noise levels and concurrent aircraft activity for May 9, a day with total operations close to the median for the month. Maximum noise levels generated by individual aircraft operations exceeded the ambient sound level by at least the following levels for the durations noted:
 - 5 dBA (clearly noticeable), 186 minutes.
 - 10 dBA (significant increase), 106 minutes.
 - 20 dBA (much louder), 21 minutes.
- Table 4 shows the hourly average noise levels and operation counts for this day.
- Figure 6 shows an hour on this day, during which time the measured noise level was often above ambient conditions (36 dBA for this hour), meaning that aircraft noise was regularly present.

² This report counts each touch and go operation as a single operation. The Federal Aviation Administration counts each touch and go operation as two operations.

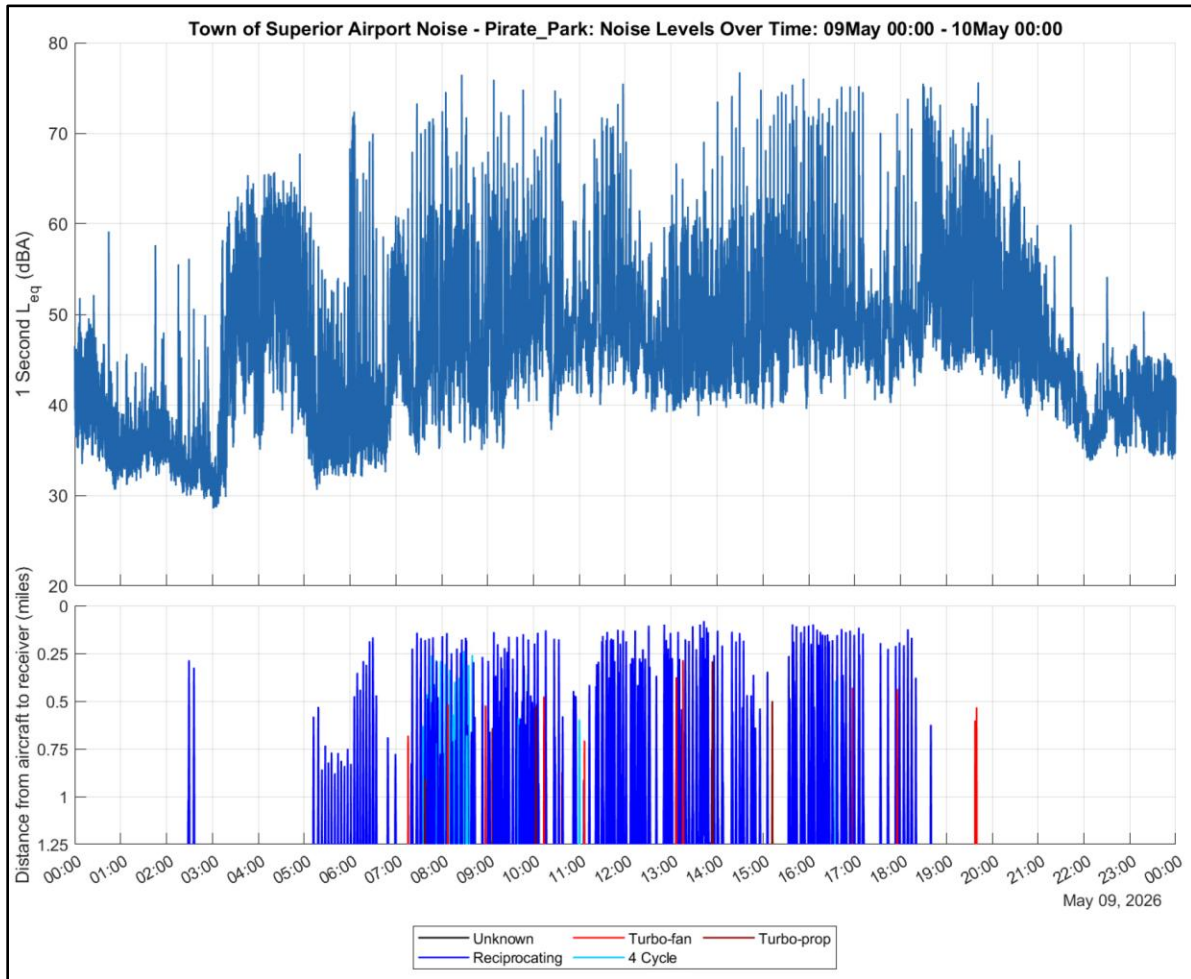


Figure 5 – Noise Levels and Aircraft Operations on Median Day (Pirate Park)

Table 4 – Hourly Noise Levels and Aircraft Operations on Median Day (Pirate Park)

Time	7 am	8 am	9 am	10 am	11 am	12 pm	1 pm	2 pm	3 pm	4 pm	5 pm	6 pm	7 pm	8 pm	9 pm
Average Noise Level (dBA)	51	55	56	56	55	56	50	52	55	57	58	54	60	60	53
Number of Operations	25	51	51	32	39	30	40	28	20	33	11	11	5	0	1

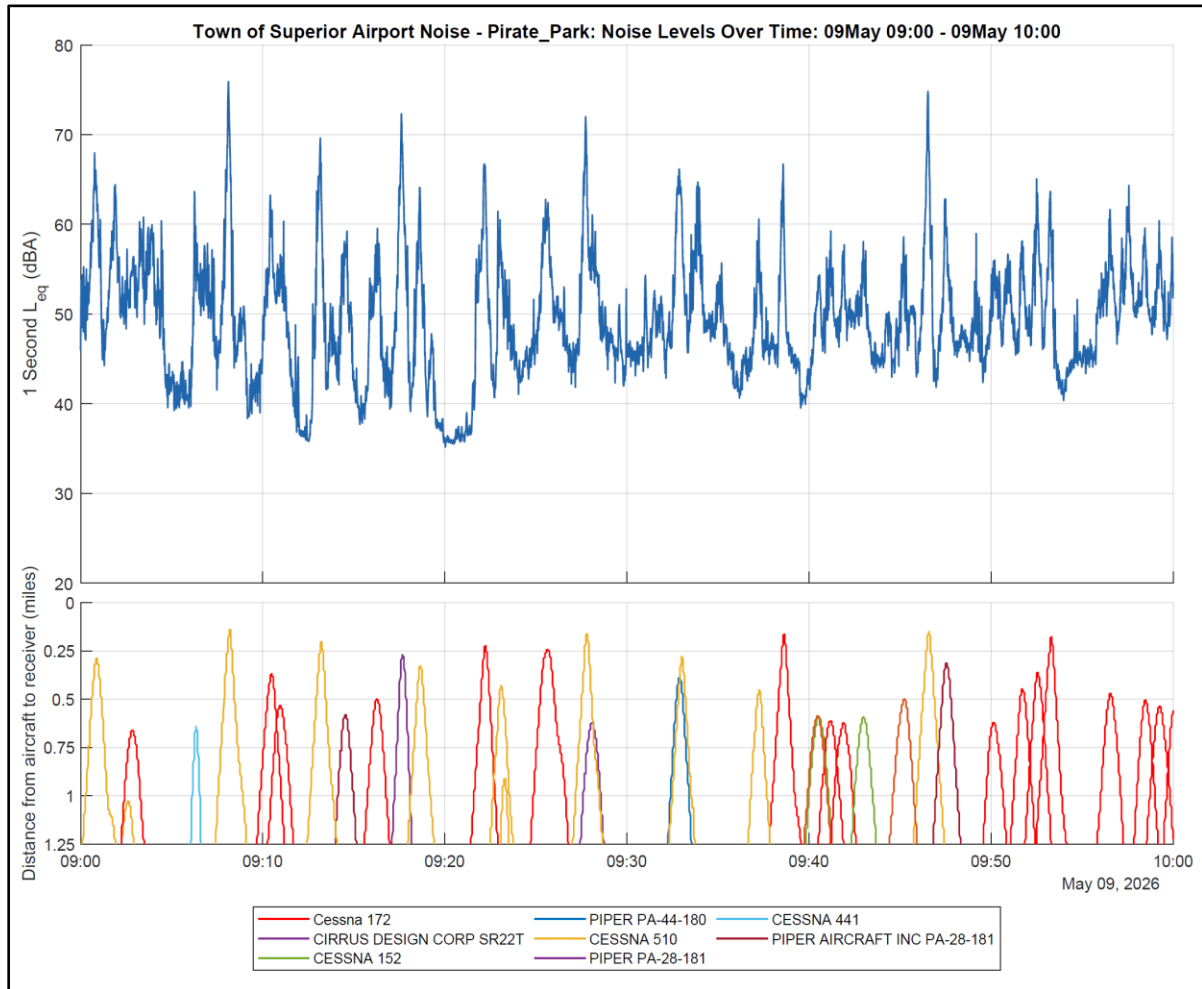


Figure 6 – Noise Levels and Aircraft Operations during an Example Hour on Median Day
(Pirate Park)

Detailed Results

1. Measurement Locations and Flight Paths

Noise level monitors were placed at the locations shown in Figure 1-1 and configured to continually measure noise levels. The meters were in service for the entirety of May 2026. The selection of measurement locations considered proximity of Town of Superior residences, aircraft flight paths, and availability of public land. The Water Bladder location was chosen as it is removed from busy roads and in the flight path of touch and go operations. The Community Center location was chosen as it is directly in the flight path of runway 12 L. The Pirate Park location was chosen as it is directly in the flight path of runway 12 R while still being nearby to residences.

Aircraft flight paths are limited due to Denver International Airport airspace to the east and mountains to the west. This, along with prevailing wind patterns, pushes a majority of operations over the Town of Superior, as shown in Figures 1 and 4 (above).

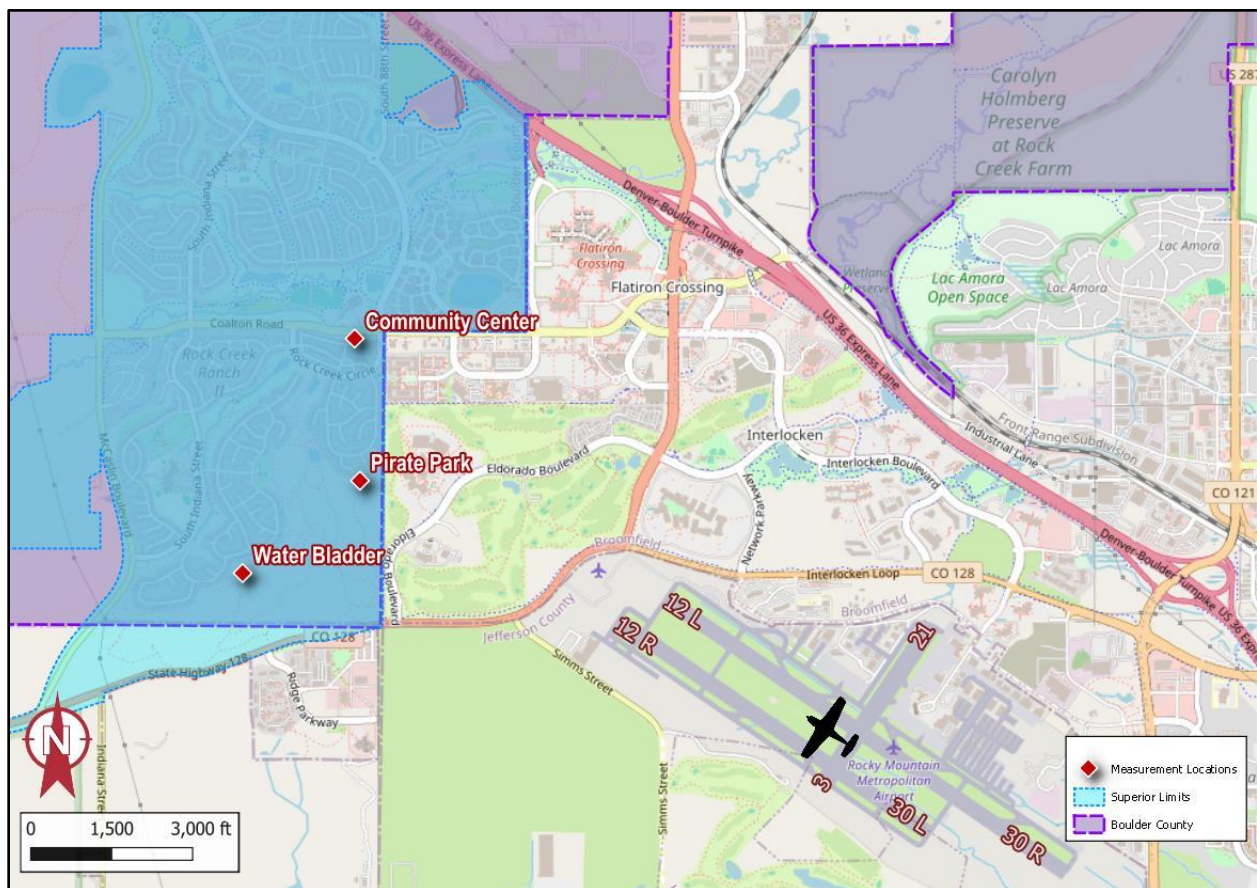


Figure 1-1. Measurement Locations and Airport

2. Noise and Aircraft Operations Measurement Procedures

Noise levels were measured in accordance with applicable acoustical standards as well as the author's experience in this specialized field. The following sections describe the acoustical standards followed, measurement equipment specifications and settings, measurement duration, ground wind measurement equipment, and aircraft operations data integration.

2.1 Applicable Noise Measurement and Analysis Standards

The measurements were executed in accordance with the relevant aspects of the following standards:

1. Noise measurement equipment meets the Type 1 specifications of American National Standards Institute (ANSI) standard S1.4-2014 (R2024) American National Standard Specification for Sound Level Meters.
2. ANSI S1.11-2004 (R2009), Electroacoustics - Octave-band and Fractional-octave-band Filters - Part 1: Specifications.
3. ANSI S1.40-2006 (R2016), American National Standard Specifications and Verification Procedures for Sound Calibrators.
4. The measurement and analysis procedures followed the applicable portions of ANSI S12.9-2013 Part 3 (R2018) Quantities and Procedures for Description and Measurement of Environmental Sound - Part 3: Short-Term Measurements with an Observer Present.
5. ANSI S12.18-1994 (R2019) Outdoor Measurement of Sound Pressure Level.
6. ANSI S1.13-2020 American National Standard Measurement of Sound Pressure Level in Air.

2.2 Noise Measurement Equipment

Noise levels were measured using Larson Davis Model 831 sound level meters with associated preamplifiers and ½ inch free-field precision microphones. All measurement and field calibration equipment were certified by a traceable laboratory within 18 months prior to the measurements. Field calibrations were conducted on May 9, 2026 for all sites and the drift in the measured noise level was well within tolerance (Water Bladder +0.31 dB, Pirate Park +0.39 dB, and Community Center +0.17 dB). Calibration certificates and records are available upon request.

The microphones were mounted on steel poles and positioned five feet above the ground (per ANSI S12.9). The microphones were covered with hydrophobically treated 7-inch diameter, 80-pores-per-inch density windscreens (ACO Pacific Model WS7-80T). Audio from each sound level meter was recorded using Tascam DR-05X digital recorders. The sound level meters were configured to continuously measure and record 1-second and 1-hour averages of the following metrics: overall L_{eq} , L_{10} , L_{50} , and L_{90} , as well as one-third octave band L_{eq} levels (6.3 Hz to 20 kHz).

2.3 Aircraft Position Measurement Equipment

Aircraft position data is being collected in the area with an Automatic Dependent Surveillance-Broadcast (ADS-B) monitoring system that receives real-time data from each aircraft in the area, including location, speed, and a unique identifier (hex code). Aircraft position data is being logged on 1-second intervals and is combined with the Federal Aviation Administration (FAA) aircraft registration database to get additional information for each aircraft, including make/model, engine type, and owner. Aircraft from flight schools were identified based on the owner and listed registration numbers from the flight school websites. Altitude data from the aircraft is based on barometric pressure on the aircraft and is not corrected for barometric pressure on the ground. During data processing, the altitude data is corrected based on barometric pressure from the airport. Aircraft above 11,000 feet are filtered out of the database to eliminate from the analysis aircraft that are merely passing overhead and not using Rocky Mountain Metropolitan Airport.

2.4 Meteorological Data

Wind speeds and direction are being measured continuously at each monitoring site using Vaisala WXT530 series sonic anemometers, mounted on steel poles approximately 6.5 feet above the ground (per ANSI S12.18) and placed within approximately 10 feet of the microphones. Barometric pressure data was obtained from the airport's weather station.

2.5 Resulting Measurement Database

This report presents the results of measurements conducted throughout the month of May 2026. A total of 744 hours of continuous noise, aircraft, and ground wind data were collected. All data was organized into a single database and time synchronized through the cellular network.

Figure 2-1 shows noise levels versus time (top graph) and distance to the nearest aircraft over time (bottom graph) for an example one-hour period at Pirate Park. This example shows a Piper PA-28-181 (shown in orange) performing touch and go operations, which involves landing and immediately taking off again, and results in the airplane passing over the microphone every few minutes. Two other aircraft (shown in yellow and blue) perform traditional takeoffs or landings. Note the ambient sound level, the level occurring with no aircraft present, is approximately 38 dBA during this example hour. With aircraft present, levels are as high as 78 dBA, which is a 40 dBA increase over the ambient sound level.

Figure 2-2 shows the measured noise levels and aircraft operations for a representative hour with frequent aircraft operations. During this hour the ambient sound level for this day of 42 dBA is rarely reached because there was very little time when aircraft noise was not audible.

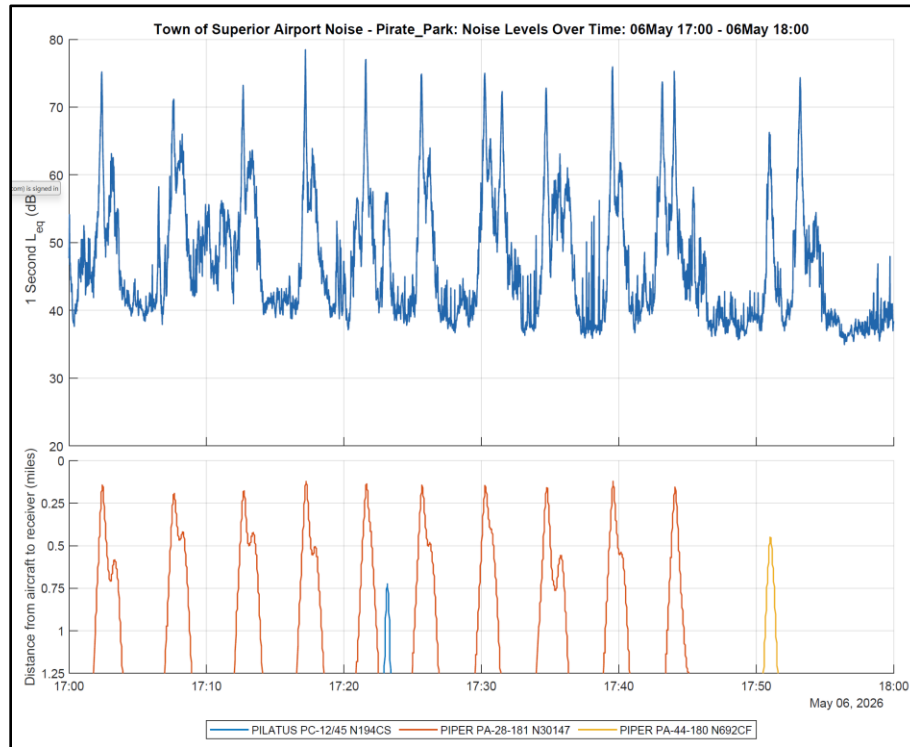


Figure 2-1. Example Time Plot of Measured Noise Levels - Touch and Go Operations

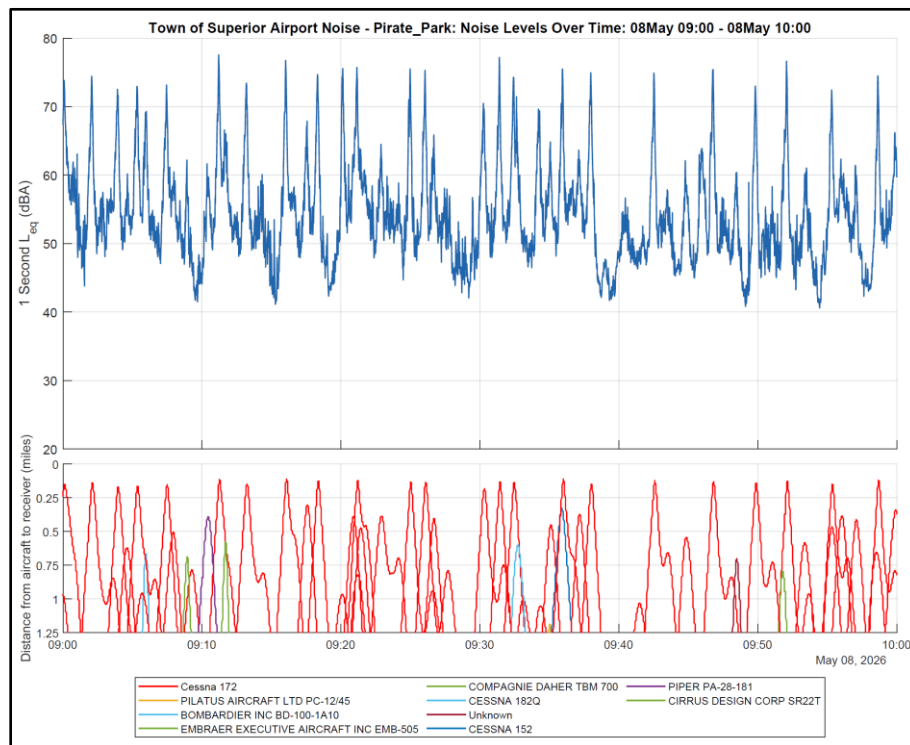


Figure 2-2. Example Time Plot During an Hour with Frequent Aircraft Operations

3. Data Analysis Procedures

The measured noise level and aircraft operations data were analyzed as follows.

3.1 Duration of Analysis Intervals

The measured data was recorded and analyzed in 1-second intervals. This interval was chosen because it provides sufficient resolution to capture changes in noise levels against aircraft proximity over time and follows the FAA's procedures. Results are summarized and presented herein in terms of daily averages of noise levels when aircraft are present versus ambient noise levels in the area (noise generated by non-aircraft sources, such as distant roadway traffic).

3.2 Aircraft Types and Operations

Each 1-second ADS-B sample was classified into one of five operational types: (1) on-the-ground, (2) flyover, (3) touch and go (T&G), (4) takeoff, and (5) landing. The number of operations per day for each operational type is shown in Table 3-1. Samples classified as on-the-ground were excluded from further analysis as planes would not be audible during these times, and samples for aircraft above 11,000 feet or classified as flyovers were excluded from further analysis as these operations were not generated by this airport.

Each aircraft detected in the month is analyzed separately. Each 1-second sample in which the individual aircraft's signal was detected is arranged into a table in chronological order. Each sample is labeled as on the ground (known from the positional information) or airborne. Airborne samples are then grouped into events, which include takeoff, landing, touch and go operation, and flyover. Starting with the first 1-second sample in time where the aircraft was detected as being airborne, the following logic is applied. This is also shown in the table below.

- If the previous sample was on the ground, and a sample within the next 20 minutes is on the ground, the entire window of samples when the aircraft was airborne is classified as touch and go.
- If the previous sample was on the ground, and no samples within the next 20 minutes are on the ground, the entire 20-minute window of samples is classified as takeoff.
- If the previous sample was not on the ground, and a sample within the next 20 minutes is on the ground, the entire window of samples when the aircraft was airborne is classified as landing.
- If the previous sample was not on the ground, and no samples within the next 20 minutes are on the ground, the entire 20-minute window of samples is classified as a flyover and is disregarded from further analysis.

	Is on the ground within the next 20 minutes	Is not on the ground within the next 20 minutes
Previous sample was on the ground	Touch and Go	Takeoff
Previous sample was not on the ground	Landing	Flyover

Additionally, T&G operations were further classified as initial (the initial takeoff) or subsequent (subsequent touch and go landings and takeoffs) depending on whether the previous operation of the aircraft was classified as a T&G operation. As described in more detail below, this was done to allow for the estimation of noise levels for a scenario where T&G operations occurred at another distant airfield.

Each ADS-B sample was also classified by aircraft engine type, as shown in Table 3-2. Aircraft engine type is identified from the aircraft registration “N Number” broadcast by the aircraft, and the FAA aircraft registration database, which provides details about each registered aircraft. Flight schools are identified based on the aircraft registered owner, a list of planes and N Numbers on each flight school’s website, and observations of aircraft at the airport. Most aircraft are identified as piston engine (reciprocating or 4-cycle) and a majority of them are registered to flight schools.

3.3 Ambient Sound Levels

For the purposes of this analysis, the ambient daytime noise levels for each day are defined as the L_{90} dBA noise level measured during daytime hours. This is calculated by ordering all 1-second L_{eq} dBA noise level samples measured between 7:00 AM and 10:00 PM and determining the 90th percentile, which is the noise level exceeded 90 percent of the time. Noise level contributions from aircraft operations are effectively removed with the L_{90} metric.

3.4 Aircraft Noise Levels

Aircraft noise levels represent the 1-second measurement samples when any aircraft operations were audible. Noise levels are plotted against the concurrently measured distance from each aircraft to quantify the relationship between these two variables. The data indicates that at distances of 1 to 1.25 miles, aircraft begin to have an effect on noise levels and, at distances of 1 mile or less from the measurement location, aircraft have a significant influence on measured noise levels. For the purposes of this analysis operations were considered audible if the aircraft came within 1.25 miles of a measurement site at any time during the operation.

3.5 Aircraft Noise Levels without T&G Operations

Aircraft noise levels without T&G operations represent the average of all 1-second samples taken when aircraft operations were audible, but with noise levels during all times when an aircraft operation was classified as a subsequent T&G set to the ambient sound level for that day. This simulates what the average noise level would have been if T&G operations took place elsewhere, i.e., a distant airfield. Initial T&G operations were not removed from the analysis because an aircraft would need to take off and land at the airport even if T&G operations were located elsewhere. This initial T&G operation represents the takeoff and landing.

Table 3-1. Aircraft Operations by Type³

Day	Operation Type			Total Operations	Percentage T&G	Total Number of Unique Aircraft
	T&G	Takeoff	Landing			
1-May-26	180	231	237	648	28%	162
2-May-26	156	172	170	498	31%	129
3-May-26	107	179	163	449	24%	160
4-May-26	30	150	146	326	9%	134
5-May-26	0	22	20	42	0%	31
6-May-26	47	48	52	147	32%	60
7-May-26	179	244	247	670	27%	151
8-May-26	241	249	249	739	33%	152
9-May-26	145	127	132	404	36%	98
10-May-26	111	144	144	399	28%	122
11-May-26	99	247	240	586	17%	160
12-May-26	155	238	241	634	24%	146
13-May-26	166	221	244	631	26%	177
14-May-26	100	178	166	444	23%	141
15-May-26	114	218	214	546	21%	144
16-May-26	102	109	103	314	32%	96
17-May-26	91	72	80	243	37%	93
18-May-26	0	16	17	33	0%	25
19-May-26	130	48	56	234	56%	71
20-May-26	229	122	116	467	49%	109
21-May-26	193	204	200	597	32%	149
22-May-26	123	230	231	584	21%	159
23-May-26	159	180	177	516	31%	134
24-May-26	109	121	123	353	31%	117
25-May-26	81	155	158	394	21%	129
26-May-26	162	182	174	518	31%	128
27-May-26	129	166	179	474	27%	134
28-May-26	166	179	170	515	32%	143
29-May-26	95	127	119	341	28%	117
30-May-26	108	121	128	357	30%	107
31-May-26	65	124	129	318	20%	116
Month Total	3,772	4,824	4,825	13,421	28%	-

³ This report counts each touch and go operation as a single operation. The Federal Aviation Administration counts each touch and go operation as two operations.

Table 3-2. Aircraft Operations by Aircraft Engine Type⁴

Day	Engine Type					
	Piston	Turboprop	Turboshaft	Turbojet	Turbofan	Unknown
1-May-26	542	23	10	0	71	2
2-May-26	445	7	3	0	40	3
3-May-26	346	20	0	0	79	4
4-May-26	244	17	3	0	55	7
5-May-26	0	6	0	0	34	2
6-May-26	73	11	9	0	51	3
7-May-26	587	21	2	0	55	5
8-May-26	670	19	5	0	36	9
9-May-26	367	6	5	0	23	3
10-May-26	351	11	1	0	34	2
11-May-26	499	27	8	0	44	8
12-May-26	561	19	6	0	41	7
13-May-26	547	23	12	0	45	4
14-May-26	355	23	13	0	48	5
15-May-26	476	17	6	0	39	8
16-May-26	275	11	9	0	19	0
17-May-26	181	9	7	0	41	5
18-May-26	4	3	1	0	22	3
19-May-26	178	11	0	0	40	5
20-May-26	402	17	5	0	37	6
21-May-26	529	12	0	0	46	10
22-May-26	507	14	6	0	50	7
23-May-26	457	12	5	0	39	3
24-May-26	314	6	3	0	27	3
25-May-26	345	7	4	0	35	3
26-May-26	448	17	12	0	32	9
27-May-26	396	11	6	0	50	11
28-May-26	428	15	10	0	54	8
29-May-26	286	10	1	0	39	5
30-May-26	320	6	5	0	19	7
31-May-26	271	4	7	0	34	2
Month Total	11,404	415	164	0	1,279	159

⁴ This report counts each touch and go operation as a single operation. The Federal Aviation Administration counts each touch and go operation as two operations.

4. Noise Measurement and Analysis Results

Tables 4-1 through 4-3 provide a summary of the noise levels and aircraft operations measured during each day of May 2026 at each of the three measurement locations. The tables provide the following information:

- The daily measured ambient (background) sound level (L_{90}).
- The number of audible aircraft operations each day. For the purposes of this analysis operations were considered audible if aircraft came within 1.25 miles of a measurement site, based on an analysis of measured noise level and aircraft distance data. This will exclude any takeoffs and landings from and to runways 30 L and 30 R.
- The average measured noise level with aircraft from the airport present (within 1.25 miles).
- The number of decibels that aircraft noise is above the daily ambient sound level.
- The number of minutes each day that aircraft were present, and the noise level they generated that exceeded the ambient sound level by at least 5, 10, and 20 dBA, respectively.
- This information is then repeated with T&G operations excluded from the analysis.

Table 4-1. Summary of Measured Noise Levels and Aircraft Operations⁵ – Water Bladder

Date	Ambient Noise Level (dBA)	Daytime - All Operations						Daytime - T&G Operation Removed					
		Number of Audible Operations	Average Noise Level with Aircraft (dBA)	Aircraft Noise Level Increase Above Ambient (dBA)	Duration of Aircraft Noise Levels			Number of Audible Operations	Average Noise Level with Aircraft (dBA)	Aircraft Noise Level Increase Above Ambient (dBA)	Duration of Aircraft Noise Levels		
					> 5 dBA	> 10 dBA	> 20 dBA				> 5dBA	> 10 dBA	> 20 dBA
1-May-26	37	365	56	19	306	224	40	250	50	14	153	103	13
2-May-26	34	330	53	20	229	159	39	219	51	17	128	90	19
3-May-26	37	239	54	18	173	114	19	172	51	15	100	64	9
4-May-26	39	143	53	14	72	40	3	137	53	14	71	39	3
5-May-26	35	16	56	21	4	3	1	16	56	21	4	3	1
6-May-26	34	80	60	26	78	72	34	43	49	16	20	17	5
7-May-26	38	369	56	17	311	214	33	238	52	13	145	93	11
8-May-26	39	499	54	15	304	169	21	312	48	9	133	63	5
9-May-26	37	247	55	18	192	131	25	141	49	12	79	49	7
10-May-26	36	237	50	15	155	77	9	154	48	12	78	41	5
11-May-26	35	327	53	17	190	120	18	265	51	15	143	83	10
12-May-26	37	404	51	14	244	130	16	287	46	9	117	52	3
13-May-26	37	364	55	18	274	190	30	250	50	13	143	87	9
14-May-26	37	233	56	18	151	100	18	171	53	16	92	58	8
15-May-26	35	326	51	16	191	112	14	251	49	14	136	75	7
16-May-26	37	184	56	19	153	114	21	115	51	14	72	50	8
17-May-26	37	171	54	17	137	86	12	101	50	13	56	33	4
18-May-26	37	11	55	17	2	2	0	11	55	17	2	2	0
19-May-26	36	171	54	18	156	111	21	57	45	9	31	22	3
20-May-26	38	322	58	20	312	225	54	125	49	11	74	48	7
21-May-26	38	374	57	19	261	171	30	223	51	13	102	55	5
22-May-26	37	360	52	15	211	99	12	266	48	11	115	48	4
23-May-26	36	302	56	20	235	169	37	186	51	15	101	65	8
24-May-26	37	205	56	19	156	113	25	122	51	14	72	46	6
25-May-26	36	231	51	15	126	63	7	180	50	15	88	44	5
26-May-26	39	340	53	14	192	90	10	219	48	9	89	37	2
27-May-26	37	298	49	11	189	83	4	204	46	8	97	40	1
28-May-26	38	311	56	18	251	182	28	189	51	13	97	60	8
29-May-26	38	193	56	18	155	106	18	137	51	13	77	46	6
30-May-26	37	185	54	17	148	105	15	124	49	12	73	46	5
31-May-26	35	181	55	20	131	91	20	143	52	17	85	60	12
Monthly Average	37	259	54	18	183	118	20	171	50	13	89	52	6
Monthly Total	-	8,018	-	-	5,687	3,666	634	5,308	-	-	2,773	1,618	200

⁵ This report counts each touch and go operation as a single operation. The Federal Aviation Administration counts each touch and go operation as two operations.

Table 4-2. Summary of Measured Noise Levels and Aircraft Operations⁶ – Community Center

Date	Ambient Noise Level (dBA)	Daytime - All Operations						Daytime - T&G Operation Removed					
		Number of Audible Operations	Average Noise Level with Aircraft (dBA)	Aircraft Noise Level Increase Above Ambient (dBA)	Duration of Aircraft Noise Levels			Number of Audible Operations	Average Noise Level with Aircraft (dBA)	Aircraft Noise Level Increase Above Ambient (dBA)	Duration of Aircraft Noise Levels		
					> 5 dBA	> 10 dBA	> 20 dBA				> 5dBA	> 10 dBA	> 20 dBA
1-May-26	44	382	58	14	258	150	19	267	57	14	193	115	17
2-May-26	41	337	56	15	179	90	19	226	56	15	140	75	17
3-May-26	39	267	57	18	211	139	29	199	57	18	169	118	27
4-May-26	44	183	65	21	127	64	6	170	65	21	124	62	6
5-May-26	44	22	66	22	9	7	2	22	66	22	9	7	2
6-May-26	41	87	58	18	64	41	9	49	57	17	32	23	7
7-May-26	43	409	59	16	299	183	24	277	58	15	225	144	21
8-May-26	45	502	57	11	220	88	10	315	56	10	157	64	9
9-May-26	45	261	58	13	148	69	8	149	57	13	109	55	8
10-May-26	42	240	55	13	141	47	7	157	55	13	103	39	6
11-May-26	45	345	61	17	206	120	23	283	61	16	189	112	22
12-May-26	44	406	56	12	178	64	10	289	56	11	142	54	10
13-May-26	45	370	59	15	222	126	21	254	59	14	172	101	20
14-May-26	44	262	58	13	139	70	9	199	57	13	118	63	8
15-May-26	45	338	57	12	173	69	7	260	57	11	152	64	7
16-May-26	43	192	59	16	136	75	12	120	58	15	97	58	10
17-May-26	43	172	59	16	92	42	9	102	58	15	62	31	9
18-May-26	47	13	65	17	6	4	1	13	65	17	6	4	1
19-May-26	43	175	59	16	113	52	9	62	58	15	44	27	7
20-May-26	43	343	59	16	254	144	21	147	57	14	126	84	17
21-May-26	45	386	59	14	212	109	16	233	59	14	155	84	14
22-May-26	44	364	56	12	178	61	10	270	56	12	145	53	10
23-May-26	43	322	58	15	208	119	20	203	57	14	148	88	17
24-May-26	42	222	60	18	142	89	15	139	60	17	106	68	13
25-May-26	42	235	55	13	117	45	7	184	55	13	99	40	7
26-May-26	43	348	57	14	206	89	13	226	57	14	153	72	13
27-May-26	43	300	56	13	153	54	9	206	56	13	116	47	9
28-May-26	44	329	62	17	200	124	22	207	61	16	134	87	19
29-May-26	44	200	59	15	132	71	12	144	59	14	101	57	11
30-May-26	44	195	59	15	118	68	11	134	58	14	92	57	10
31-May-26	43	198	57	14	127	62	9	160	57	14	109	55	8
Monthly Average	44	271	59	15	160	82	13	183	58	15	120	65	12
Monthly Total	-	8,405	-	-	4,967	2,535	397	5,666	-	-	3,728	2,008	362

⁶ This report counts each touch and go operation as a single operation. The Federal Aviation Administration counts each touch and go operation as two operations.

Table 4-3. Summary of Measured Noise Levels⁷ and Aircraft Operations⁸ – Pirate Park

Date	Ambient Noise Level (dBA)	Daytime - All Operations						Daytime - T&G Operation Removed					
		Number of Audible Operations	Average Noise Level with Aircraft (dBA)	Aircraft Noise Level Increase Above Ambient (dBA)	Duration of Aircraft Noise Levels			Number of Audible Operations	Average Noise Level with Aircraft (dBA)	Aircraft Noise Level Increase Above Ambient (dBA)	Duration of Aircraft Noise Levels		
					> 5 dBA	> 10 dBA	> 20 dBA				> 5dBA	> 10 dBA	> 20 dBA
1-May-26	38	383	59	21	331	244	70	267	55	17	209	150	35
2-May-26	36	338	57	20	230	159	41	225	54	18	151	108	28
3-May-26	39	270	59	20	230	180	52	202	56	17	161	125	31
4-May-26	40	185	58	18	151	126	22	171	58	18	148	123	21
5-May-26	38	22	65	27	9	8	5	22	65	27	9	8	5
6-May-26	35	87	62	27	87	81	40	49	56	21	32	29	15
7-May-26	39	412	60	21	370	287	82	280	56	17	227	177	40
8-May-26	42	503	58	16	304	145	24	316	53	11	171	80	9
9-May-26	42	262	59	16	186	106	21	150	55	13	97	55	8
10-May-26	40	240	54	14	169	90	7	157	52	13	99	56	5
11-May-26	38	348	57	18	230	174	29	286	55	17	190	141	22
12-May-26	40	407	56	16	222	111	18	290	52	12	139	69	10
13-May-26	39	373	59	20	275	195	53	257	55	17	175	125	28
14-May-26	40	262	59	19	187	144	39	199	57	17	136	106	26
15-May-26	38	339	57	19	167	121	24	260	55	17	137	100	18
16-May-26	-	193	-	-	-	-	-	121	-	-	-	-	-
17-May-26	-	174	-	-	-	-	-	104	-	-	-	-	-
18-May-26	39	13	65	26	3	3	2	13	65	26	3	3	2
19-May-26	-	177	-	-	-	-	-	63	-	-	-	-	-
20-May-26	38	345	61	23	332	245	91	148	54	16	116	86	25
21-May-26	40	390	60	20	265	186	53	236	55	16	145	99	22
22-May-26	39	363	55	16	227	120	18	269	53	14	153	82	12
23-May-26	38	325	59	21	265	191	57	205	55	17	148	104	27
24-May-26	39	222	60	22	171	125	42	139	57	19	101	75	21
25-May-26	38	234	53	15	137	70	9	183	52	14	103	54	8
26-May-26	41	349	57	16	203	113	19	227	54	13	124	68	10
27-May-26	39	299	53	14	174	84	10	205	51	12	110	55	9
28-May-26	40	332	60	20	246	167	50	210	56	16	132	90	20
29-May-26	41	205	60	19	175	113	28	148	57	16	111	73	15
30-May-26	40	200	59	19	150	99	25	138	56	16	96	63	13
31-May-26	38	199	58	21	163	123	43	161	57	19	124	99	33
Monthly Average	39	273	58	19	202	136	35	184	56	17	127	86	19
Monthly Total	-	8,451	-	-	5,660	3,811	974	5,701	-	-	3,549	2,404	519

⁷ No usable noise data from May 16, 17, and 19 due to equipment malfunction.

⁸ This report counts each touch and go operation as a single operation. The Federal Aviation Administration counts each touch and go operation as two operations.