

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

February 2026



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Monthly Summary – February 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 February 2026. Additional information regarding the measurements follows.

- Over the entire month, a total of 6,392 aircraft operations¹ occurred within 1.25 miles of the measurement location (the distance within which aircraft are audible).
- Of these, 2,979 were touch and go (T&G) operations (47%).
- Over the entire month, aircraft operations were clearly noticeable (aircraft noise measured at approximately 5 dBA above the ambient sound level) for 3,516 minutes (59 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 1,688 minutes (28 hours), which is a 52% reduction.
- The following summarizes the February 2026 noise survey results at the Water Bladder.

**Table 1 - Summary of Daytime Measured Noise Levels and Aircraft Operations, February 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	6,392	---	3,516	2,063	404
	Daily average	228	17	167	98	19
Touch and Go Removed	Total for month	4,012	---	1,688	967	157
	Daily average	143	14	80	46	7

- Figure 1 shows the flight paths on February 21, 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), 204 minutes.
 - 10 dBA (significant increase), 154 minutes.
 - 20 dBA (much louder), 38 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 (33 dBA for this hour), meaning that aircraft noise was regularly present.
- Figure 4 shows the flight paths for the entire month of February 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.

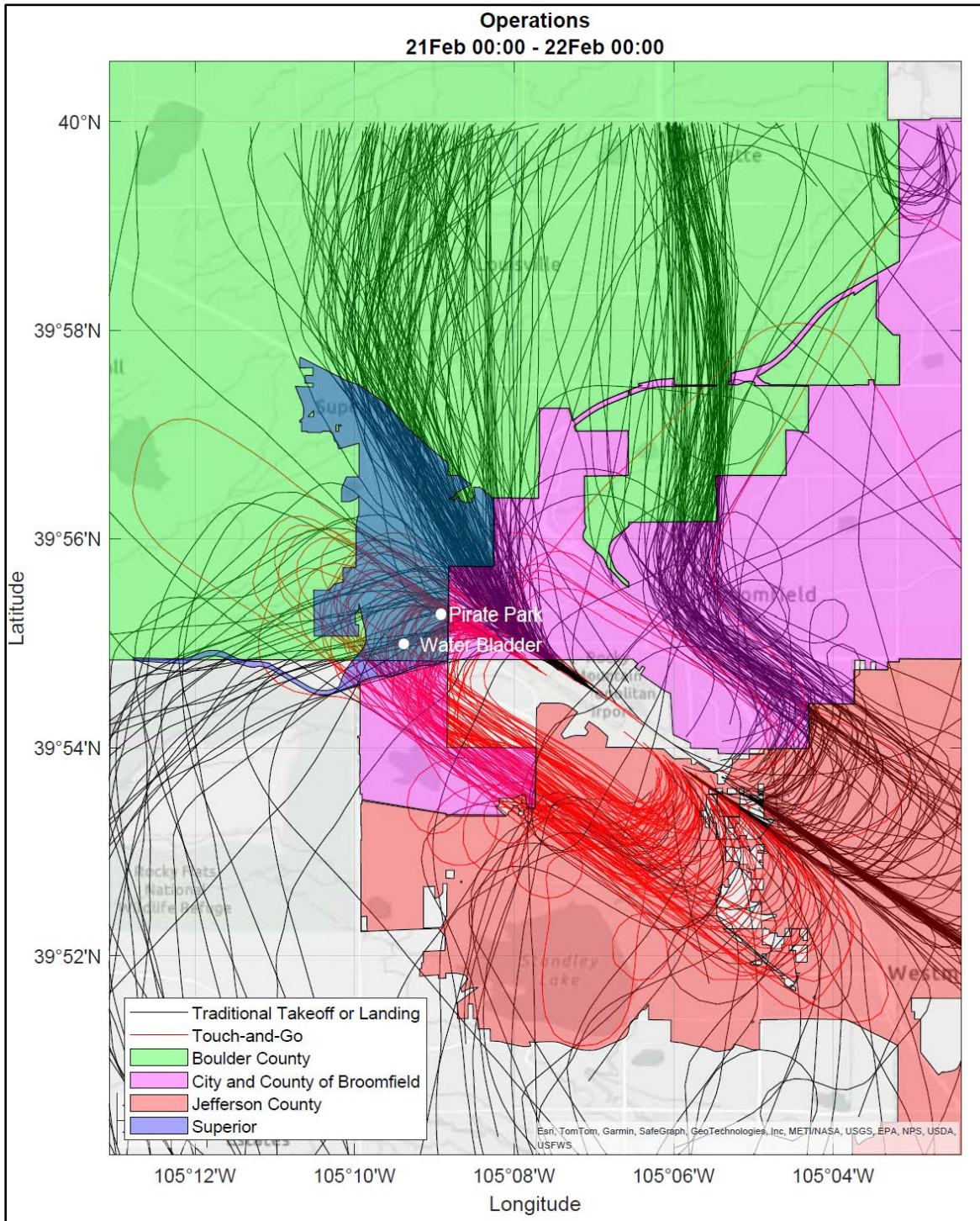


Figure 1 – Flight Paths on Median Day in February 2026 (465 Operations; 114 T&G)

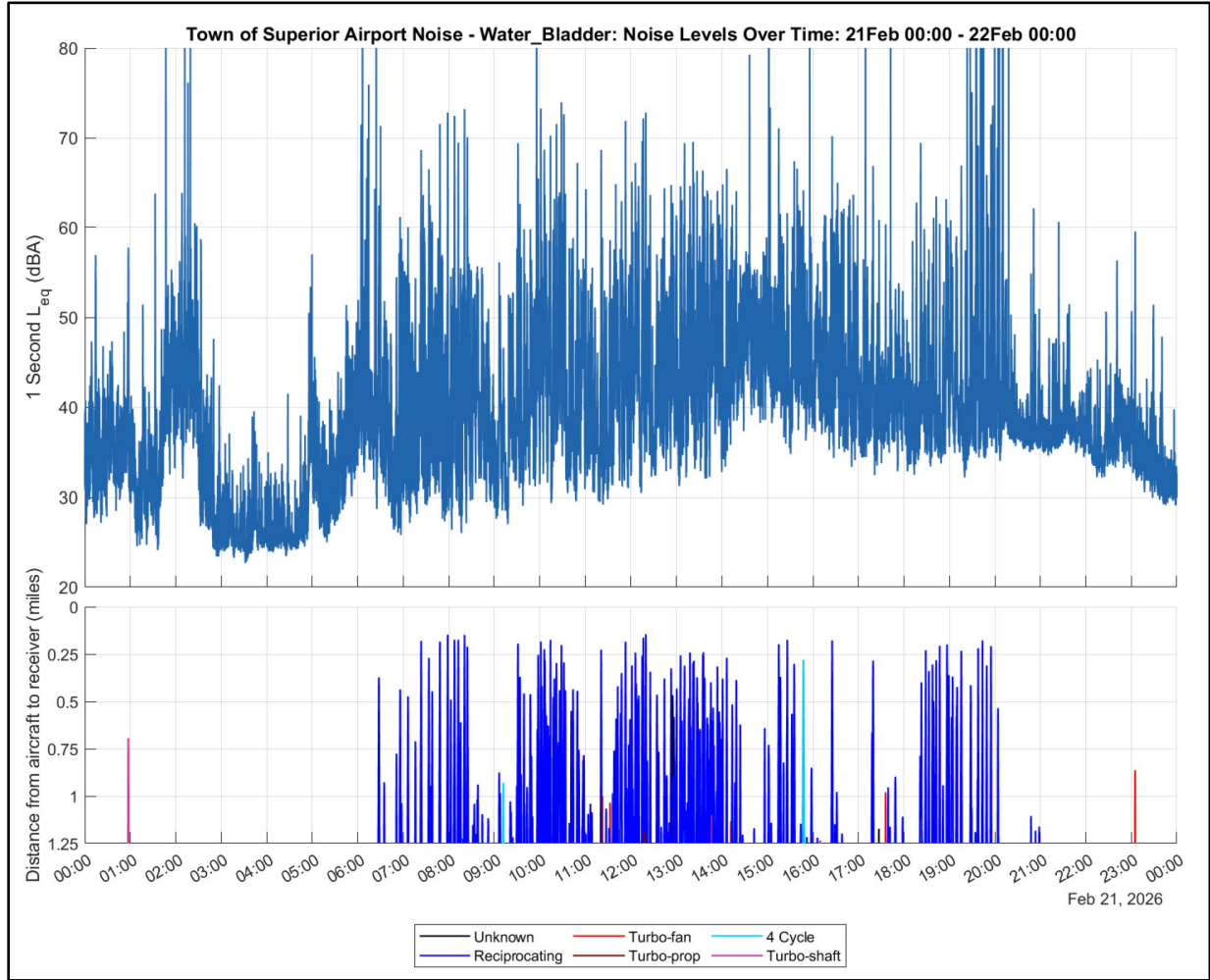


Figure 2 – Noise Levels and Aircraft Operations on Median Day (Water Bladder)

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	51	52	54	49	52	52	51	58	48	54	48	66	64	39
Number of Operations	16	20	35	56	46	55	54	42	45	20	25	17	13	7	1

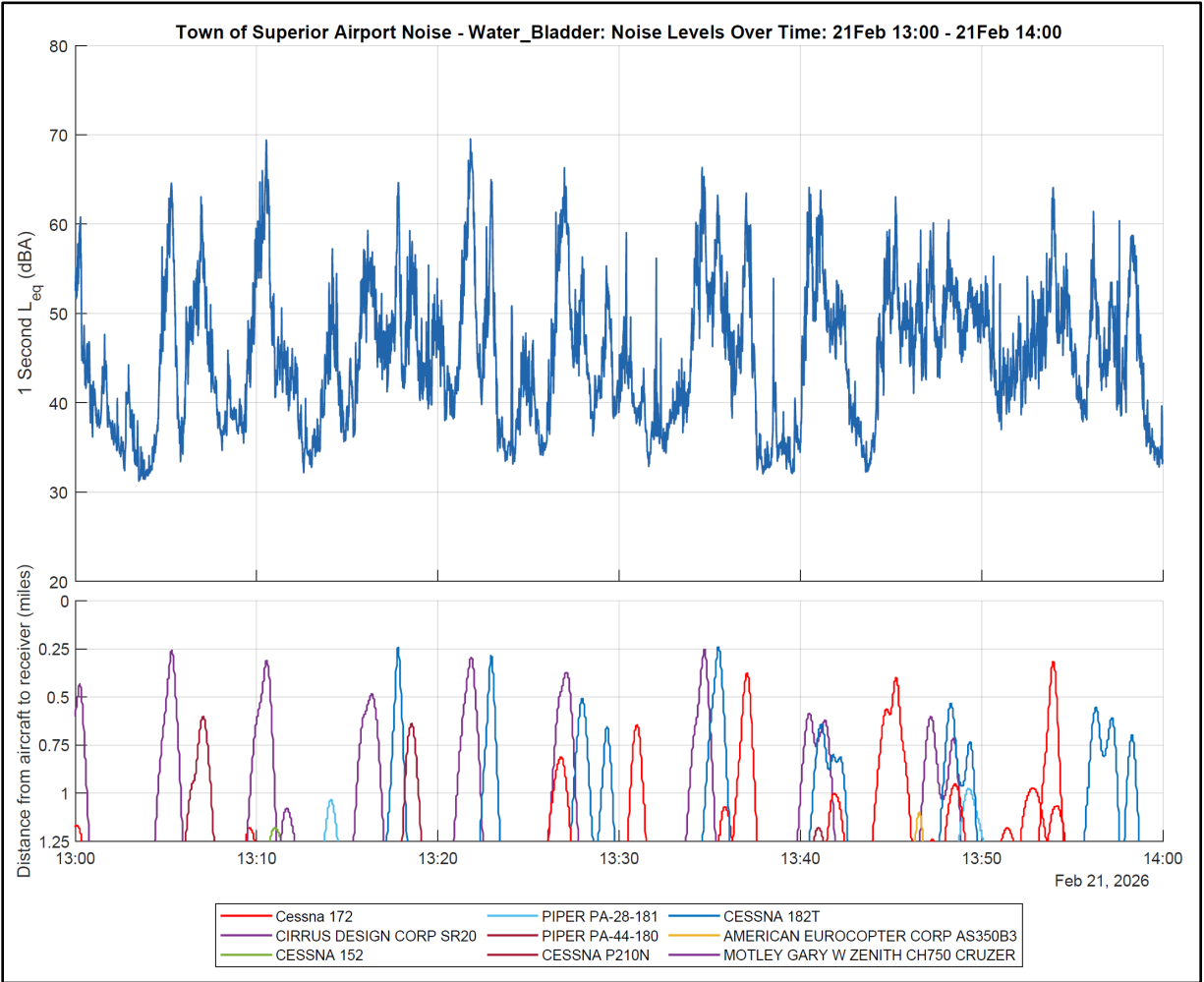


Figure 3 – Noise Levels and Aircraft Operations during an Example Hour on Median Day (Water Bladder)

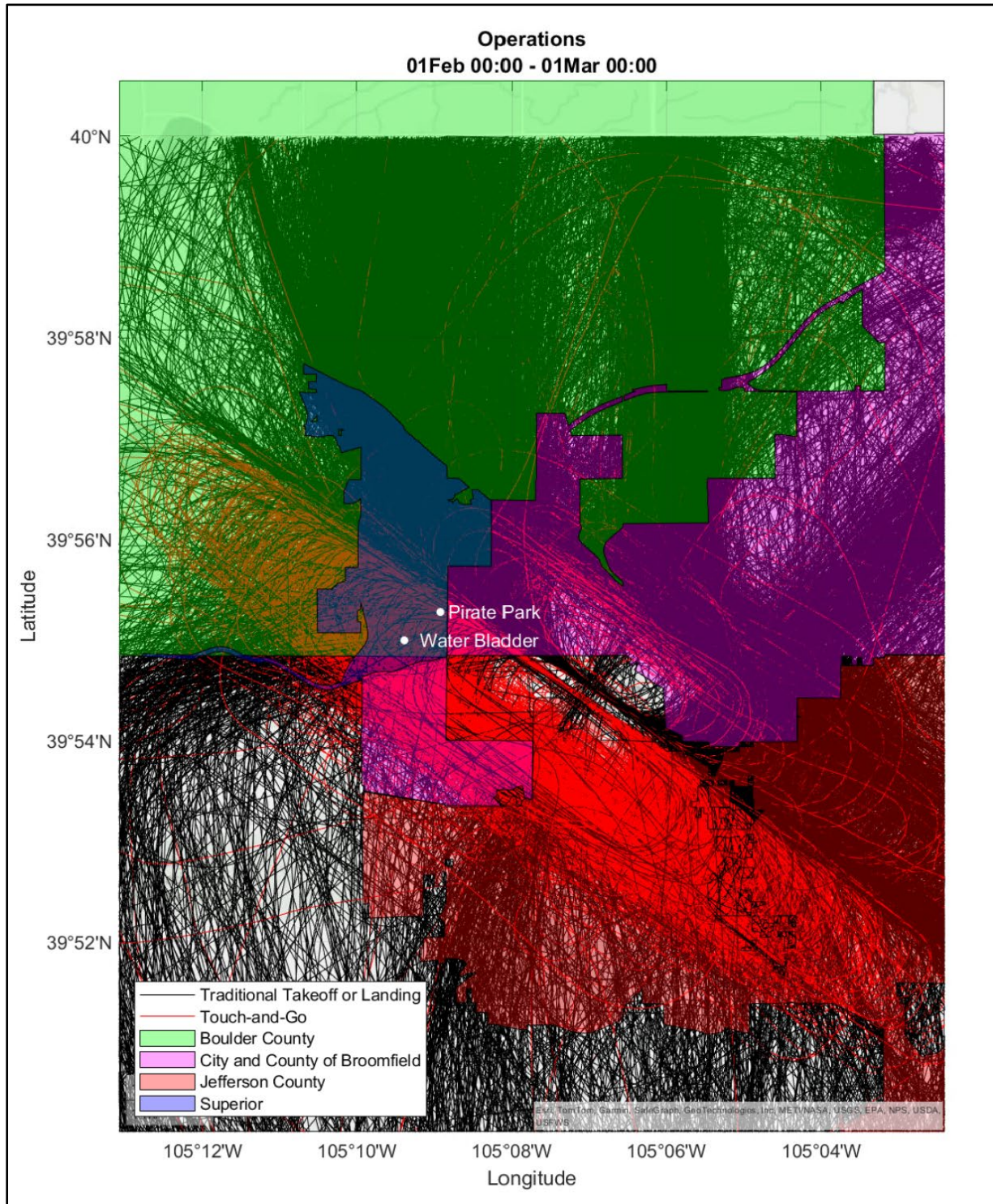


Figure 4 – All Flight Paths in February 2026 (11,210 Operations; 3,293 T&G)

Monthly Summary – February 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 February 2026. Additional information regarding the measurements follows.

- Over the entire month, a total of 6,959 aircraft operations² occurred within 1.25 miles of the measurement location (the distance within which aircraft are audible).
- Of these, 3,052 were touch and go (T&G) operations (44%).
- Over the entire month, aircraft operations were clearly noticeable (aircraft noise measured at approximately 5 dBA above the ambient sound level) for 5,378 minutes (90 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 3,071 minutes (51 hours), which is a 43% reduction.
- The following summarizes the February 2026 noise survey at Pirate Park. Note the number of 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, February 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	6,959	---	5,378	4,003	1,382
	Daily average	249	21	244	182	63
Touch and Go Removed	Total for month	4,551	---	3,071	2,286	704
	Daily average	163	17	140	104	32

- Figure 5 shows the measured noise levels and concurrent aircraft activity for February 21, 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), 255 minutes.
 - 10 dBA (significant increase), 212 minutes.
 - 20 dBA (much louder), 97 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 (35 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.

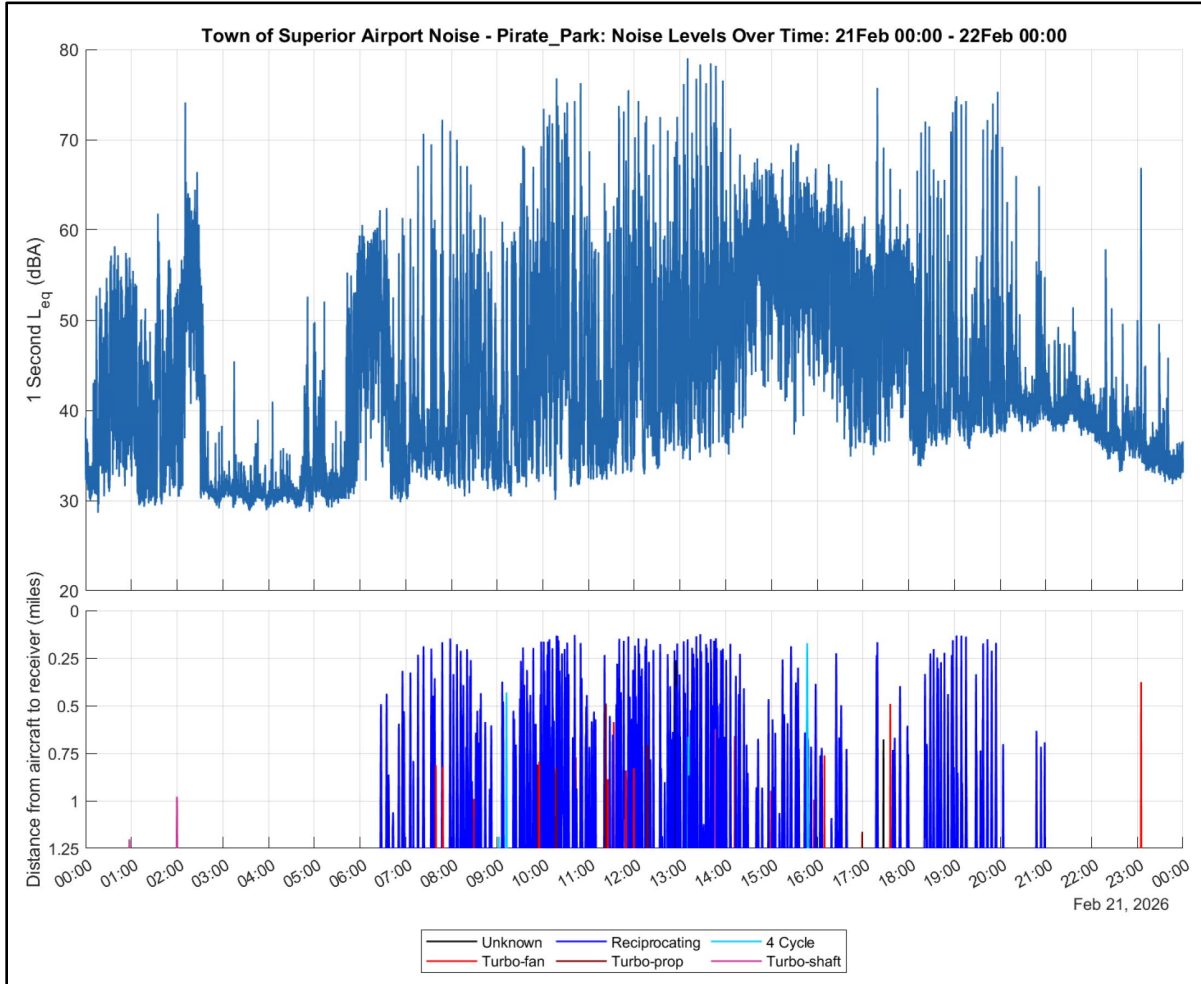


Figure 5 – Noise Levels and Aircraft Operations on Median Day (Pirate Park)

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)	52	51	51	58	54	56	59	58	58	56	55	54	55	47	41
Number of Operations	16	20	35	56	46	55	54	42	45	20	25	17	13	7	1

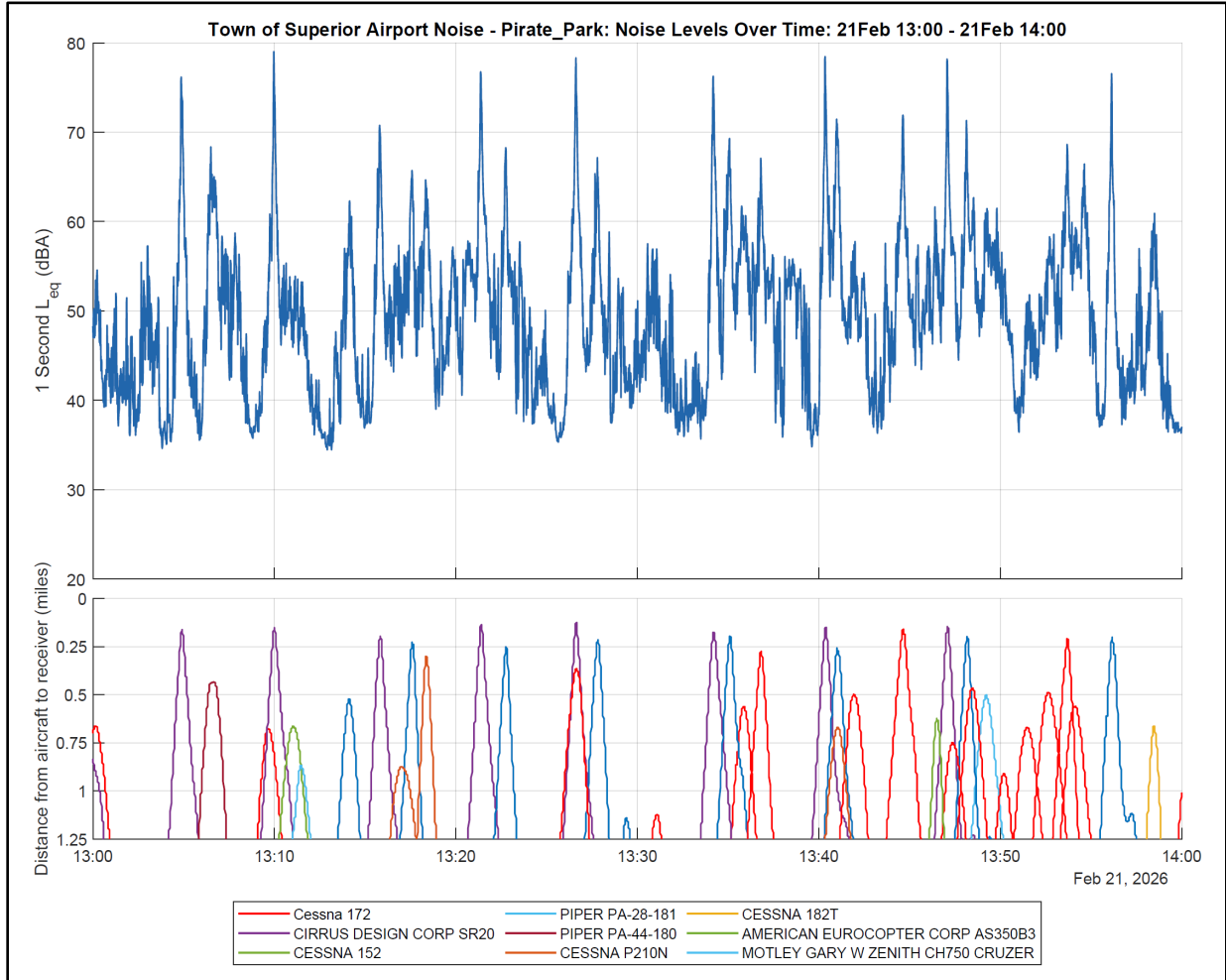


Figure 6 – Noise Levels and Aircraft Operations during an Example Hour on Median Day (Pirate Park)

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 February 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).

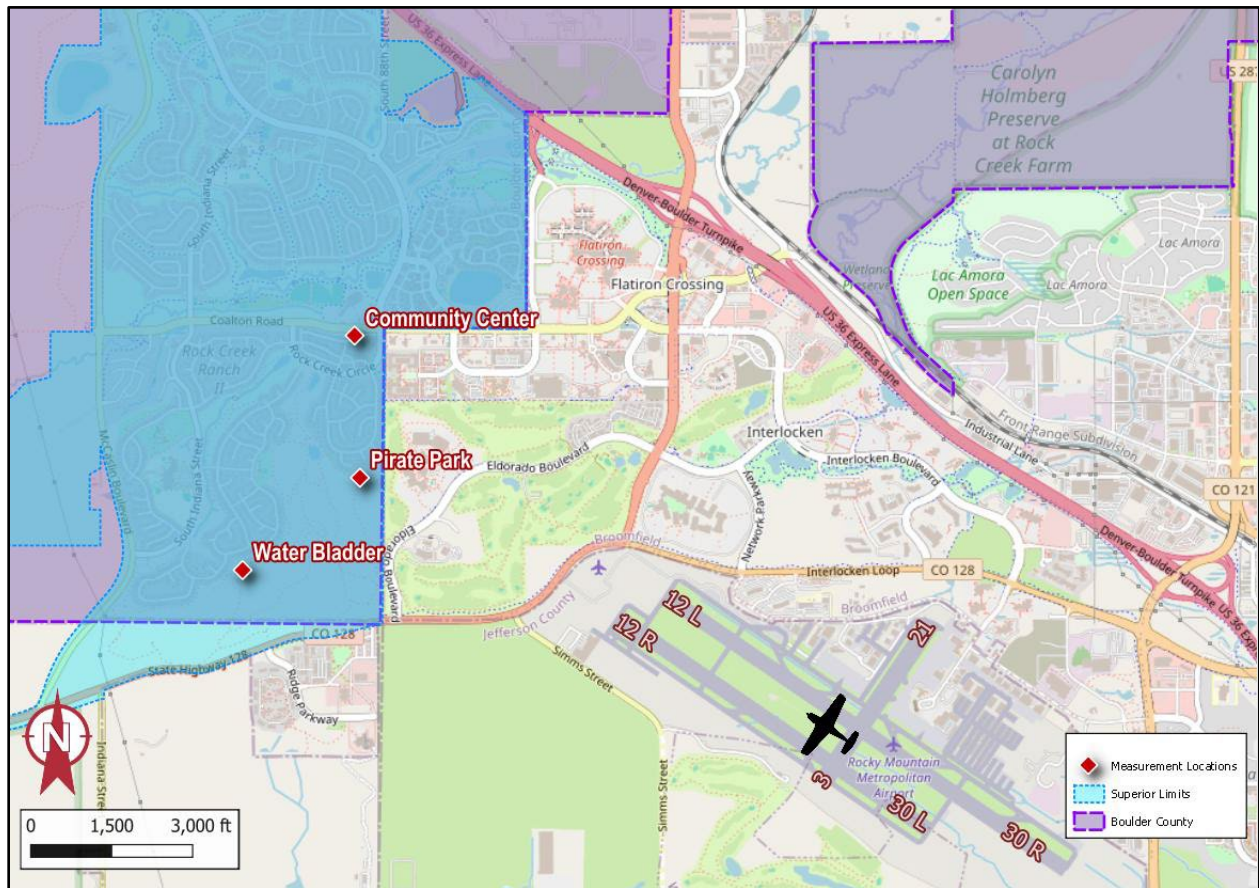


Figure 1-1. Measurement Locations and Airport

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 February 10, 2026 and the drift in the measured noise level was well within tolerance (Water Bladder +0.27 dB, Pirate Park -0.09 dB, and Community Center +0.28 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 February 2026. A total of 672 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 blue) 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. A few other aircraft (shown in red, purple, green, and yellow) perform traditional take offs or landings. Note the ambient sound level, the level occurring with no aircraft present, is approximately 35 dBA during this example hour. With aircraft present, levels are as high as 75 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 37 dBA is never reached because there was very little time when aircraft noise was not audible.

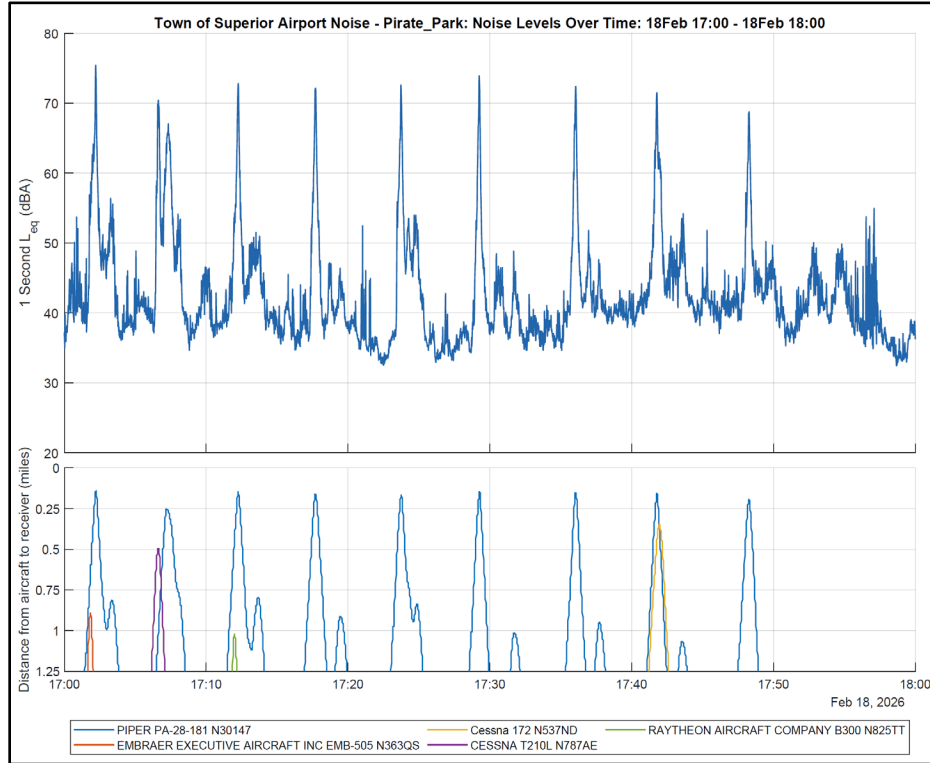


Figure 2-1. Example Time Plot of Measured Noise Levels - Touch and Go Operations

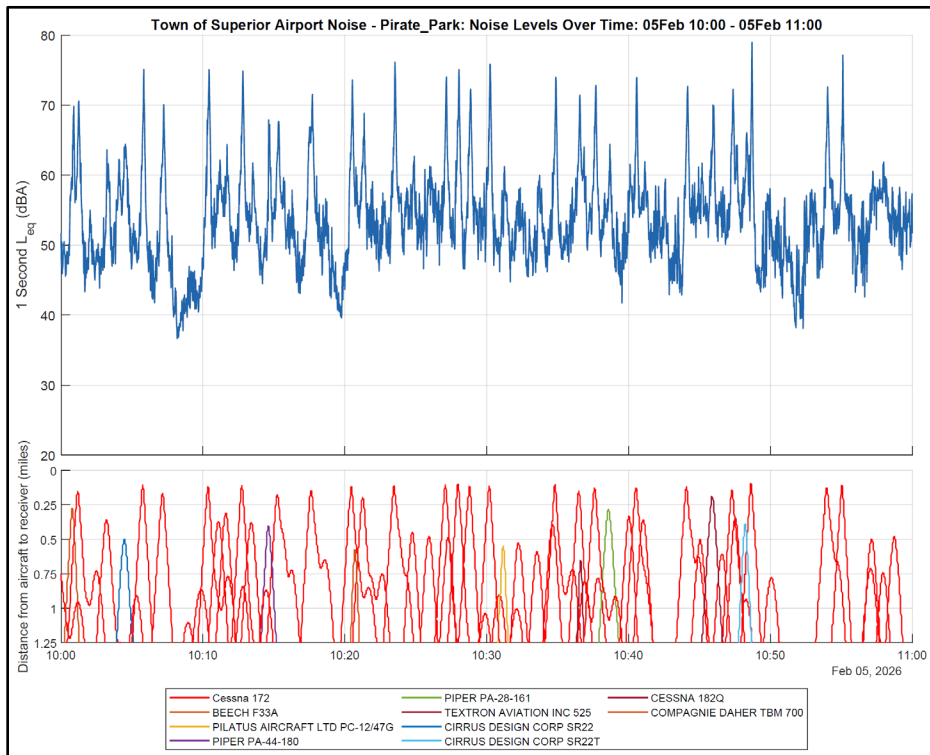


Figure 2-2. Example Time Plot During an Hour with Frequent Aircraft Operations

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-Feb-26	133	180	179	492	27%	128
2-Feb-26	113	197	198	508	22%	127
3-Feb-26	136	123	123	382	36%	100
4-Feb-26	123	215	221	559	22%	145
5-Feb-26	212	234	237	683	31%	163
6-Feb-26	135	200	200	535	25%	150
7-Feb-26	52	81	78	211	25%	83
8-Feb-26	173	126	130	429	40%	112
9-Feb-26	19	82	72	173	11%	88
10-Feb-26	252	211	214	677	37%	124
11-Feb-26	207	178	188	573	36%	124
12-Feb-26	146	223	214	583	25%	150
13-Feb-26	203	179	180	562	36%	143
14-Feb-26	161	173	178	512	31%	118
15-Feb-26	111	124	120	355	31%	103
16-Feb-26	159	234	234	627	25%	153
17-Feb-26	7	27	31	65	11%	41
18-Feb-26	99	87	91	277	36%	93
19-Feb-26	99	95	102	296	33%	99
20-Feb-26	118	68	66	252	47%	80
21-Feb-26	114	178	173	465	25%	123
22-Feb-26	169	174	181	524	32%	131
23-Feb-26	183	198	204	585	31%	139
24-Feb-26	26	43	39	108	24%	58
25-Feb-26	24	36	32	92	26%	46
26-Feb-26	24	80	76	180	13%	90
27-Feb-26	21	69	65	155	14%	76
28-Feb-26	74	141	135	350	21%	119
Month Total	3,293	3,956	3,961	11,210	29%	-

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-Feb-26	446	11	7	0	26	2
2-Feb-26	446	22	8	0	28	4
3-Feb-26	317	17	10	2	36	0
4-Feb-26	479	17	17	2	33	11
5-Feb-26	594	21	14	0	48	6
6-Feb-26	472	20	7	0	29	7
7-Feb-26	177	7	5	0	20	2
8-Feb-26	379	8	6	0	31	5
9-Feb-26	102	26	6	0	37	2
10-Feb-26	593	28	11	0	38	7
11-Feb-26	509	22	8	0	31	3
12-Feb-26	487	26	17	0	49	4
13-Feb-26	481	14	7	0	54	6
14-Feb-26	472	14	2	0	24	0
15-Feb-26	321	9	1	0	22	2
16-Feb-26	540	22	10	0	49	6
17-Feb-26	7	11	0	0	45	2
18-Feb-26	215	18	5	0	32	7
19-Feb-26	235	11	4	0	44	2
20-Feb-26	185	19	2	0	42	4
21-Feb-26	418	9	4	0	29	5
22-Feb-26	467	10	3	0	39	5
23-Feb-26	499	16	20	1	39	10
24-Feb-26	33	14	11	1	41	8
25-Feb-26	44	16	4	0	23	5
26-Feb-26	100	16	10	0	44	10
27-Feb-26	87	20	4	6	28	10
28-Feb-26	287	16	22	0	22	3
Month Total	9,392	460	225	12	983	138

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 February 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 Levels⁵ and Aircraft Operations⁶ – 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-Feb-26	41	272	57	16	207	120	20	170	55	14	103	64	13
2-Feb-26	44	283	57	13	176	81	10	206	55	11	101	46	6
3-Feb-26	45	222	56	11	148	63	5	120	53	8	61	27	2
4-Feb-26	43	348	56	13	164	68	10	264	55	12	115	50	8
5-Feb-26	44	448	56	12	230	85	11	292	54	10	115	46	7
6-Feb-26	45	328	55	10	161	53	4	235	54	9	100	36	4
7-Feb-26	42	106	54	13	62	26	3	72	53	11	35	16	3
8-Feb-26	41	265	55	14	205	100	11	125	52	11	74	42	7
9-Feb-26	43	56	55	12	26	9	1	51	55	12	23	8	1
10-Feb-26	44	456	55	11	122	36	4	254	53	9	54	19	3
11-Feb-26	-	341	-	-	-	-	-	188	-	-	-	-	-
12-Feb-26	-	325	-	-	-	-	-	225	-	-	-	-	-
13-Feb-26	37	340	58	20	96	70	18	181	48	11	28	18	3
14-Feb-26	35	327	55	20	248	171	37	204	49	14	109	72	12
15-Feb-26	35	188	51	16	139	69	11	106	47	12	59	29	3
16-Feb-26	36	349	55	19	292	208	40	240	50	14	154	101	13
17-Feb-26	-	10	-	-	-	-	-	7	-	-	-	-	-
18-Feb-26	36	149	53	17	153	92	13	86	47	11	59	31	3
19-Feb-26	-	156	-	-	-	-	-	87	-	-	-	-	-
20-Feb-26	35	158	67	32	147	120	38	75	60	25	45	37	8
21-Feb-26	34	231	57	23	204	154	38	158	54	20	110	80	15
22-Feb-26	33	318	56	23	301	254	76	185	50	17	128	104	22
23-Feb-26	35	302	54	18	240	169	31	162	49	13	101	69	9
24-Feb-26	37	42	56	19	21	14	3	33	53	16	12	9	2
25-Feb-26	-	38	-	-	-	-	-	21	-	-	-	-	-
26-Feb-26	-	78	-	-	-	-	-	66	-	-	-	-	-
27-Feb-26	-	60	-	-	-	-	-	51	-	-	-	-	-
28-Feb-26	32	196	58	26	173	100	21	148	58	25	102	63	15
Monthly Average	39	228	56	17	167	98	19	143	53	14	80	46	7
Monthly Total	-	6,392	-	-	3,516	2,063	404	4,012	-	-	1,688	967	157

⁵ No usable noise data February 17, 19, or 25-27 due to high wind and February 11 or 12 due to meter malfunction.

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 4-2. Summary of Measured Noise Levels⁷ and Aircraft Operations⁸ – 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-Feb-26	35	301	58	22	256	178	43	199	57	21	181	123	24
2-Feb-26	35	311	54	19	269	180	32	234	52	17	203	127	17
3-Feb-26	37	245	57	20	218	154	30	143	52	15	130	84	12
4-Feb-26	37	355	52	15	224	114	13	271	51	14	183	96	11
5-Feb-26	38	457	54	16	252	139	21	300	52	15	164	87	11
6-Feb-26	36	332	51	15	226	125	16	240	50	13	170	92	10
7-Feb-26	36	124	53	17	106	67	10	90	51	15	83	53	7
8-Feb-26	35	290	55	20	249	193	42	150	52	17	141	106	21
9-Feb-26	-	89	-	-	-	-	-	83	-	-	-	-	-
10-Feb-26	40	456	52	12	200	72	6	254	51	10	111	44	4
11-Feb-26	43	358	59	16	270	171	27	207	57	15	169	111	21
12-Feb-26	45	344	59	14	234	119	13	240	59	13	179	97	12
13-Feb-26	45	360	59	15	239	145	20	203	58	14	148	96	16
14-Feb-26	42	334	57	15	210	108	18	211	56	14	153	84	15
15-Feb-26	39	198	53	14	124	57	6	117	52	13	87	45	5
16-Feb-26	43	369	58	15	264	158	24	261	57	15	209	130	22
17-Feb-26	42	24	62	20	9	5	1	23	62	20	8	5	1
18-Feb-26	41	152	56	16	101	44	7	88	56	15	60	28	6
19-Feb-26	42	166	55	13	107	40	4	94	53	11	63	26	4
20-Feb-26	44	173	59	14	95	51	7	90	57	13	50	31	6
21-Feb-26	42	271	56	14	194	102	14	198	55	13	153	82	12
22-Feb-26	42	339	57	15	222	128	20	206	57	14	157	96	17
23-Feb-26	41	348	57	16	250	145	22	212	56	15	182	115	19
24-Feb-26	43	54	60	17	26	16	3	45	60	17	23	15	3
25-Feb-26	-	54	-	-	-	-	-	38	-	-	-	-	-
26-Feb-26	42	94	58	16	67	40	6	82	58	16	59	37	5
27-Feb-26	41	82	61	20	62	33	5	73	61	20	56	31	5
28-Feb-26	41	209	56	15	152	69	10	161	56	15	123	59	10
Monthly Average	40	246	56	16	178	102	16	161	55	15	125	73	11
Monthly Total	-	6,889	-	-	4,626	2,653	419	4,513	-	-	3,247	1,896	297

⁷ No usable noise data from February 9 or 25 due to high wind.

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.

Table 4-3. Summary of Measured Noise Levels⁹ and Aircraft Operations¹⁰ – 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-Feb-26	36	302	59	23	291	243	92	200	56	20	172	142	46
2-Feb-26	36	311	58	21	271	206	54	234	54	18	183	136	30
3-Feb-26	39	247	59	20	230	170	51	144	54	16	115	84	19
4-Feb-26	38	355	55	18	215	133	23	271	54	16	168	105	17
5-Feb-26	37	457	57	20	297	198	45	300	54	17	169	115	24
6-Feb-26	37	336	55	18	233	140	26	244	53	16	159	99	18
7-Feb-26	35	127	57	22	122	106	51	92	55	20	83	72	33
8-Feb-26	35	292	60	25	294	269	178	150	55	21	131	118	69
9-Feb-26	-	91	-	-	-	-	-	85	-	-	-	-	-
10-Feb-26	39	457	54	15	235	116	13	255	52	13	113	58	9
11-Feb-26	40	365	61	21	311	235	72	207	55	15	150	112	27
12-Feb-26	39	348	59	20	308	222	60	242	56	17	199	140	30
13-Feb-26	39	362	61	22	307	238	86	203	54	15	130	100	24
14-Feb-26	35	336	58	23	267	199	65	213	53	18	150	112	33
15-Feb-26	34	198	54	20	165	121	36	117	51	17	90	67	20
16-Feb-26	37	378	58	21	321	243	75	267	55	18	207	157	39
17-Feb-26	-	26	-	-	-	-	-	23	-	-	-	-	-
18-Feb-26	36	153	56	20	146	94	25	89	52	15	69	46	11
19-Feb-26	37	169	57	20	155	111	26	97	53	16	76	53	13
20-Feb-26	37	173	61	24	153	115	44	90	55	18	63	48	17
21-Feb-26	35	271	59	24	255	212	97	198	55	20	170	143	61
22-Feb-26	36	339	59	23	313	240	89	206	54	19	167	127	40
23-Feb-26	36	362	59	23	320	277	129	217	56	19	185	165	83
24-Feb-26	-	58	-	-	-	-	-	47	-	-	-	-	-
25-Feb-26	-	56	-	-	-	-	-	39	-	-	-	-	-
26-Feb-26	-	97	-	-	-	-	-	85	-	-	-	-	-
27-Feb-26	-	83	-	-	-	-	-	74	-	-	-	-	-
28-Feb-26	35	210	57	22	170	115	47	162	56	21	125	88	39
Monthly Average	37	249	58	21	244	182	63	163	54	17	140	104	32
Monthly Total	-	6,959	-	-	5,378	4,003	1,382	4,551	-	-	3,071	2,286	704

⁹ No usable noise data from February 9, 17, or 24-27 due to high wind.

¹⁰ 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.