

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

January 2026



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

- Over the entire month, a total of 5,654 aircraft operations¹ occurred within 1.25 miles of the measurement location (the distance within which aircraft are audible).
- Of these, 2,448 were touch and go (T&G) operations (43%).
- Over the entire month, aircraft operations were clearly noticeable (aircraft noise measured at approximately 5 dBA above the ambient sound level) for 3,449 minutes (57 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 1,821 minutes (30 hours), which is a 47% reduction.
- The following summarizes the January 2026 noise survey results at the Water Bladder.

**Table 1 - Summary of Daytime Measured Noise Levels and Aircraft Operations, January 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	5,654	---	3,449	1,701	232
	Daily average	182	14	138	68	9
Touch and Go Removed	Total for month	3,744	---	1,821	941	145
	Daily average	121	12	73	38	6

- Figure 1 shows the flight paths on January 2, 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. Note there were higher than usual ambient noise levels on many days this month (including January 2) due to water bladder pumping operations. 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), 147 minutes.
 - 10 dBA (significant increase), 74 minutes.
 - 20 dBA (much louder), 11 minutes.
- Table 2 shows the hourly average noise levels and operation counts for this day.
- Figure 3 shows an example hour for this day.
- Figure 4 shows the flight paths for the entire month of January 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.

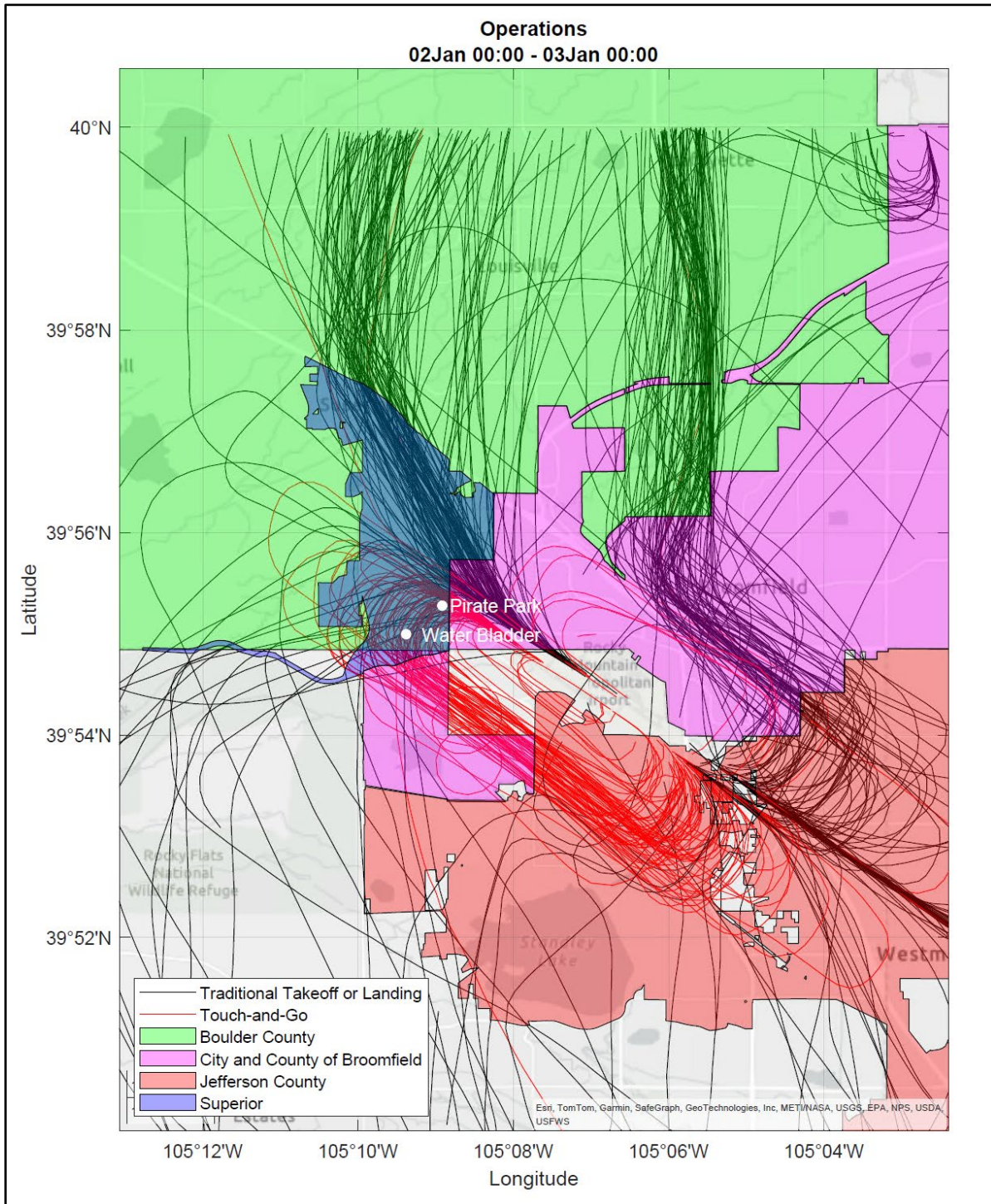


Figure 1 – Flight Paths on Median Day in January 2026 (410 Operations; 101 T&G)

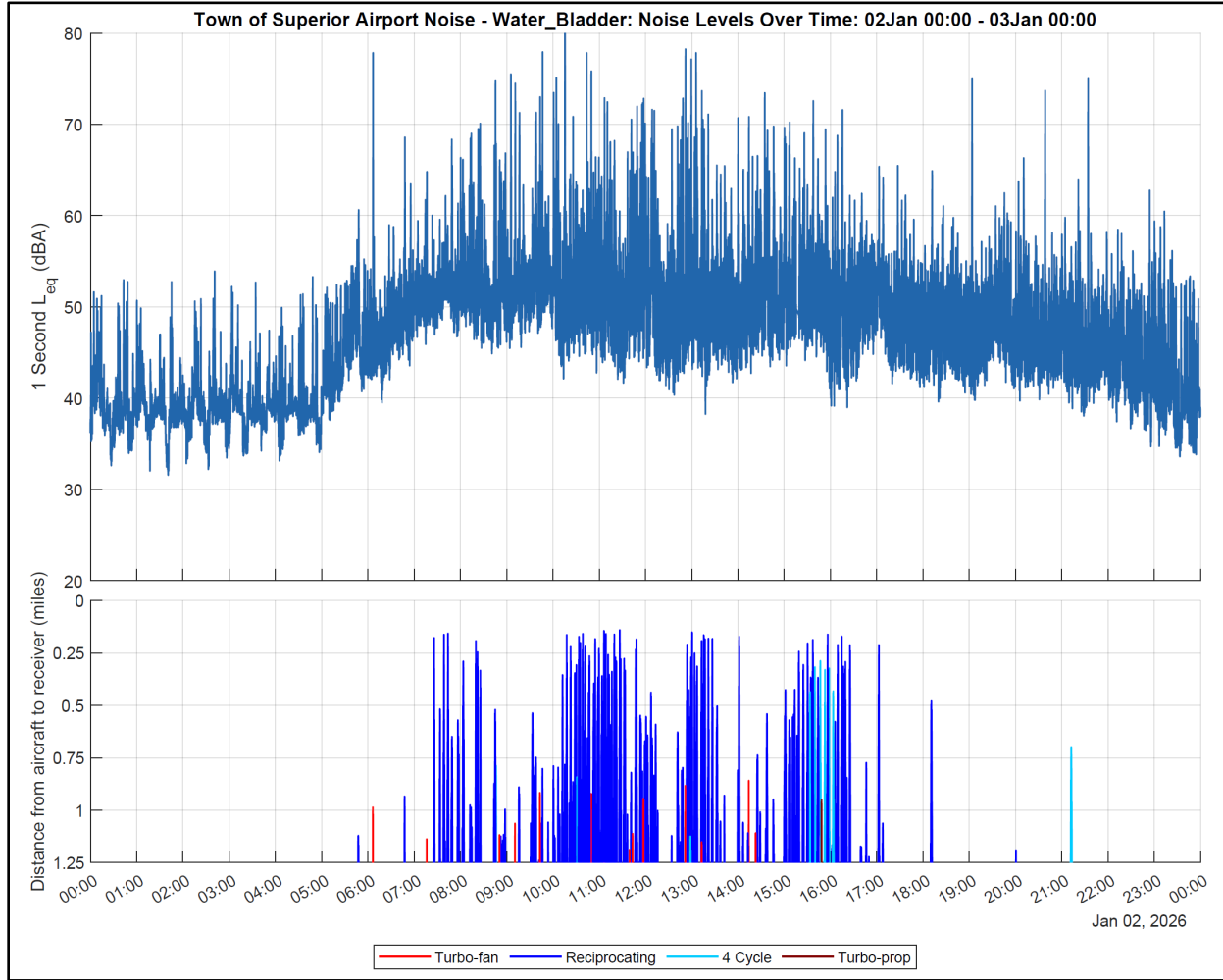


Figure 2 – Noise Levels and Aircraft Operations on Median Day (Water Bladder)

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)	52	56	56	58	57	58	56	55	56	53	51	50	52	52	50
Number of Operations	13	20	28	53	56	50	35	35	40	37	12	9	9	3	1

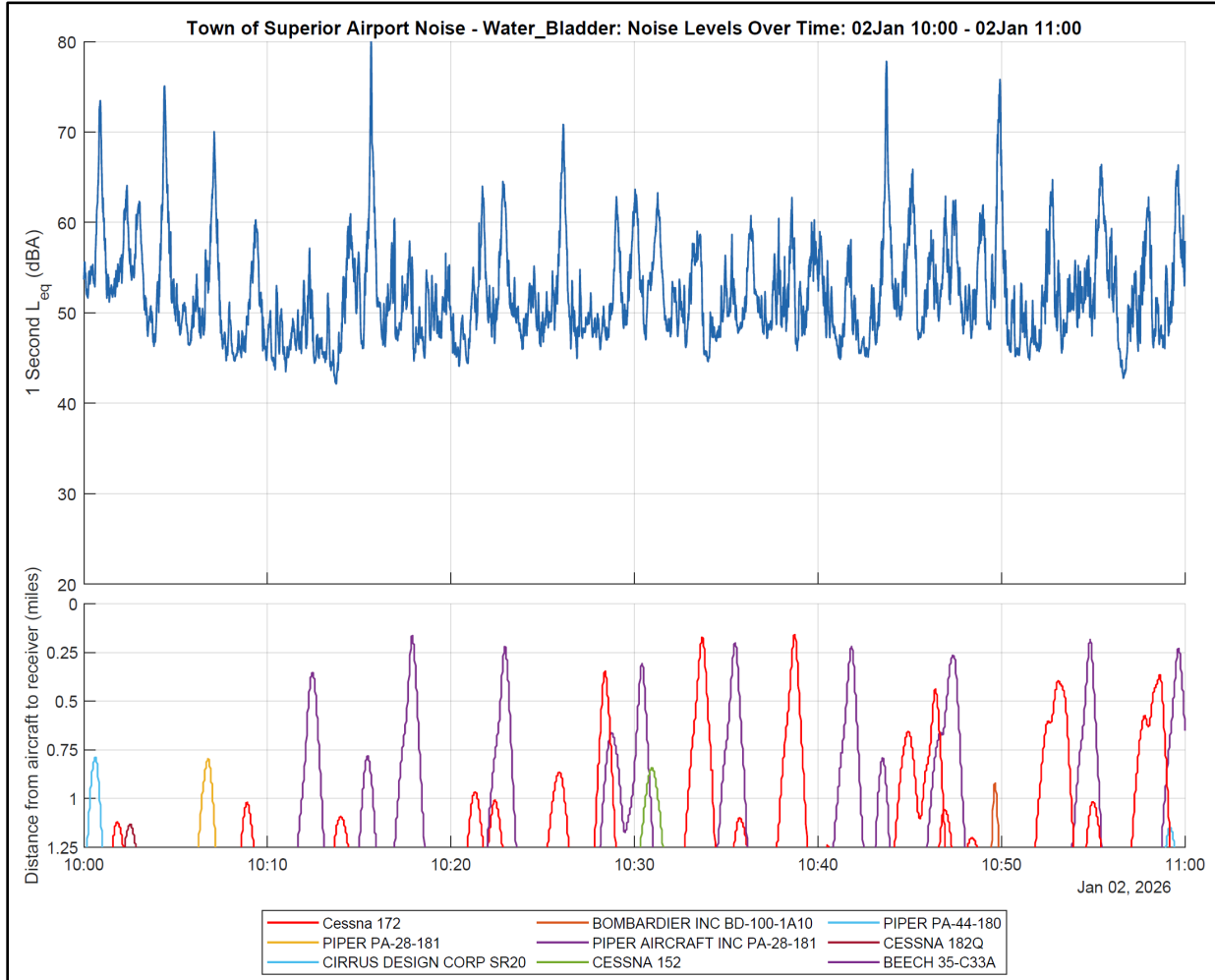


Figure 3 – Noise Levels and Aircraft Operations during an Example Hour on Median Day
(Water Bladder)

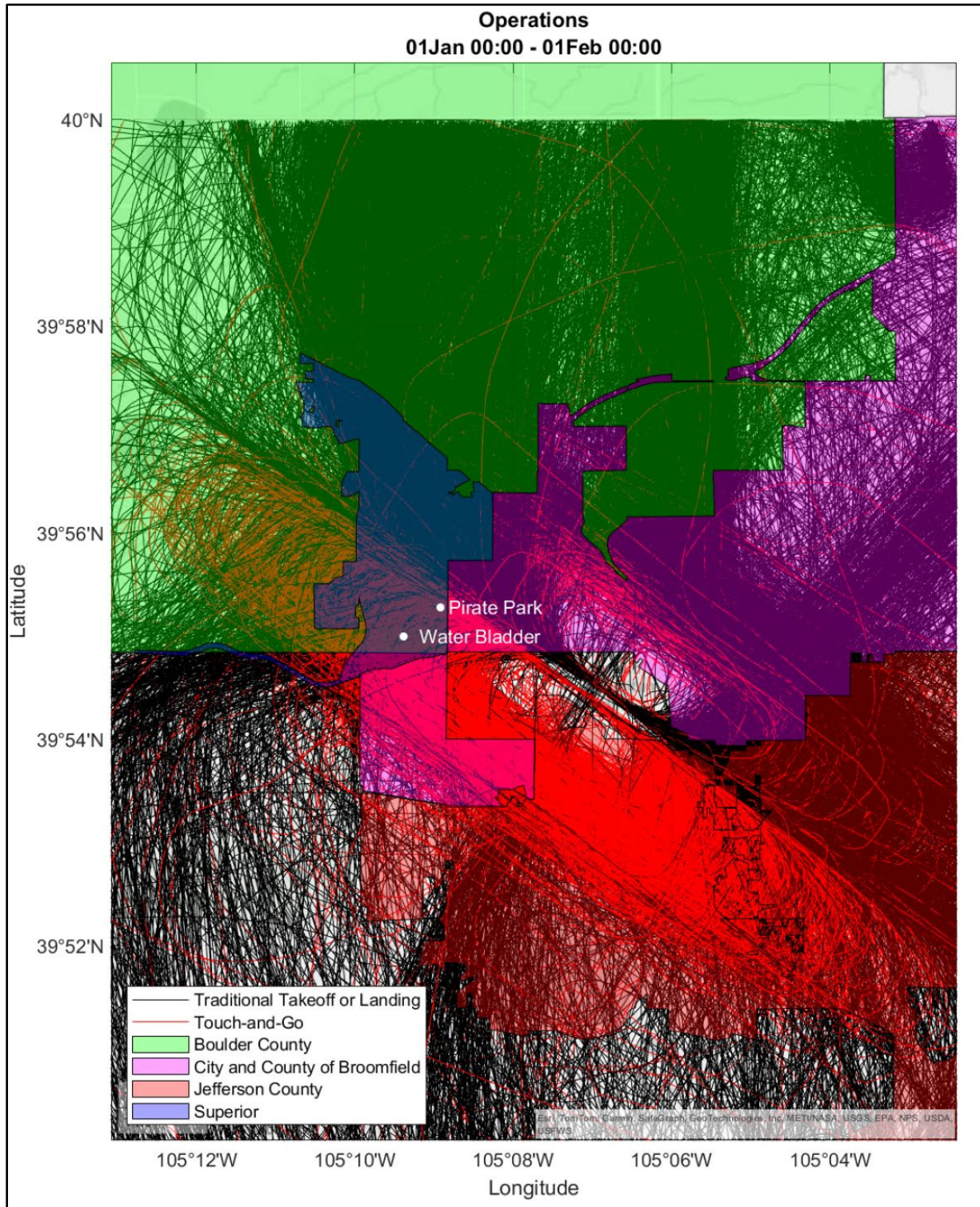


Figure 4 – All Flight Paths in January 2026 (10,464 Operations; 2,725 T&G)

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

- Over the entire month, a total of 6,332 aircraft operations² occurred within 1.25 miles of the measurement location (the distance within which aircraft are audible).
- Of these, 2,522 were touch and go (T&G) operations (40%).
- Over the entire month, aircraft operations were clearly noticeable (aircraft noise measured at approximately 5 dBA above the ambient sound level) for 5,202 minutes (87 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 3,264 minutes (54 hours), which is a 37% reduction.
- The following summarizes the January 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, January 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	6,332	---	5,202	3,953	1,242
	Daily average	204	22	193	146	46
Touch and Go Removed	Total for month	4,383	---	3,264	2,478	696
	Daily average	141	19	121	92	26

- Figure 5 shows the measured noise levels and concurrent aircraft activity for January 2, 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), 197 minutes.
 - 10 dBA (significant increase), 136 minutes.
 - 20 dBA (much louder), 40 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 (40 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.

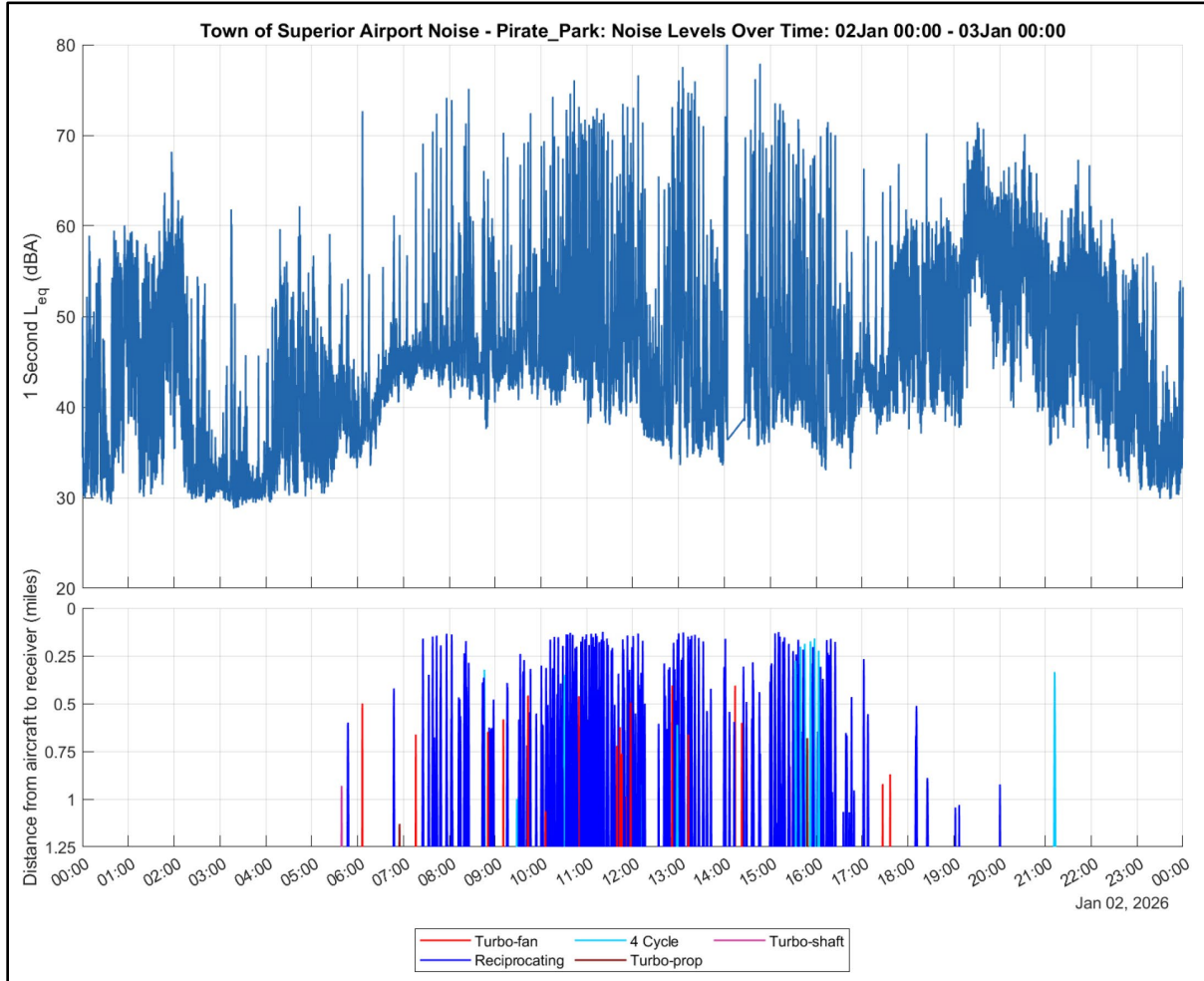


Figure 5 – Noise Levels and Aircraft Operations on Median Day (Pirate Park)

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)	53	54	52	58	57	56	58	62	56	53	51	53	60	58	54
Number of Operations	13	20	28	53	56	50	35	35	40	37	12	9	9	3	1

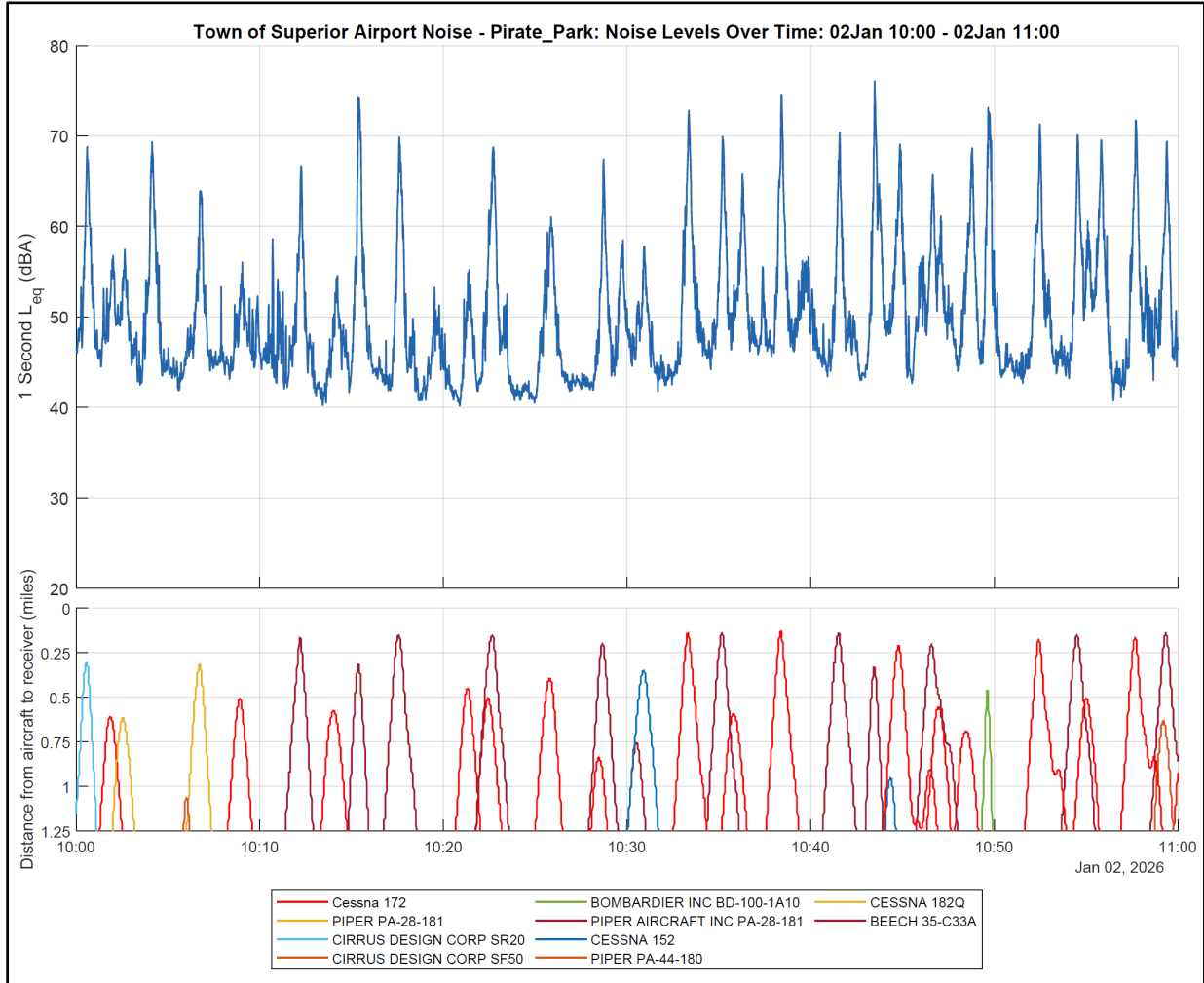


Figure 6 – Noise Levels and Aircraft Operations during an Example Hour on Median Day (Pirate Park)

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 January 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).

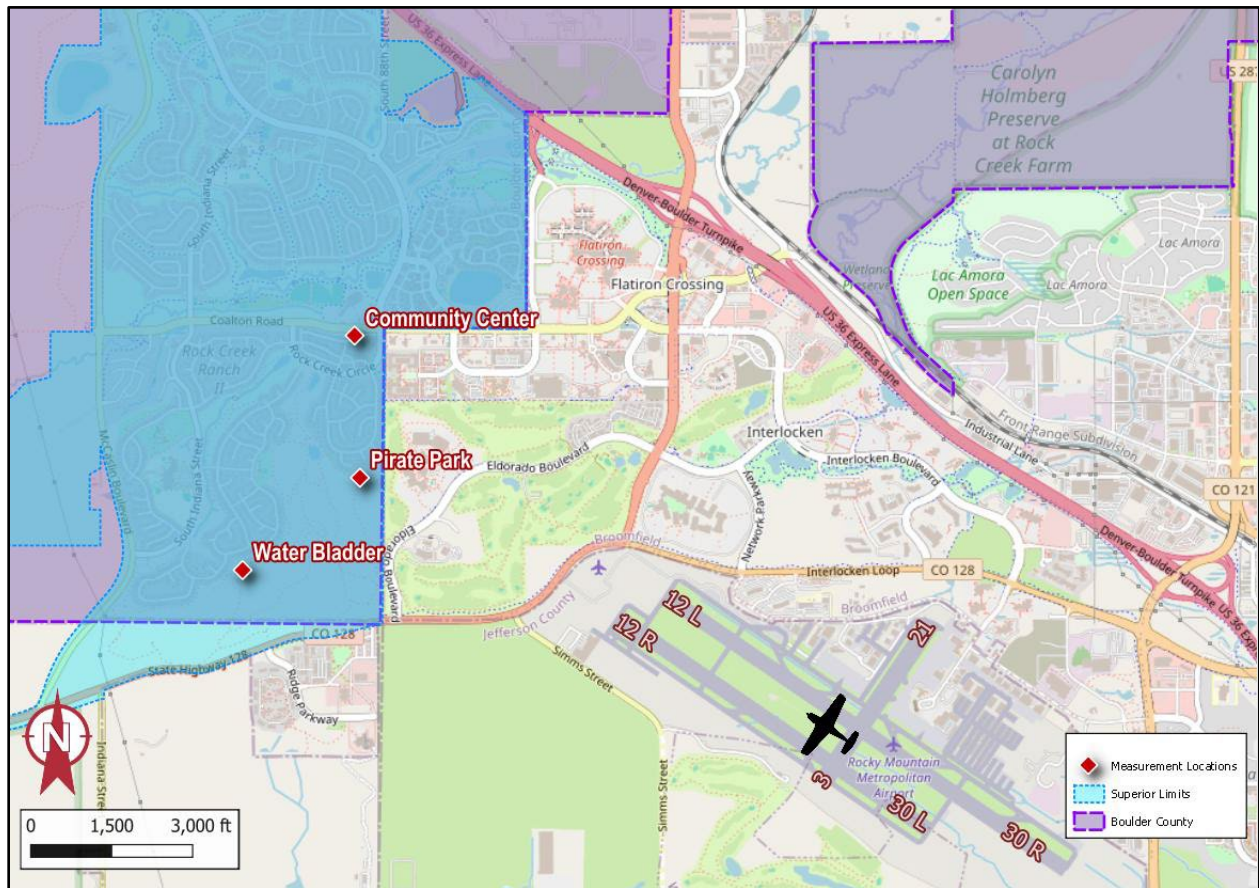


Figure 1-1. Measurement Locations and Airport

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 January 2, 2026 and the drift in the measured noise level was well within tolerance (Water Bladder -0.26 dB, Pirate Park +0.16 dB, and Community Center -0.02 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 January 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 Cessna 172 (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. 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 72 dBA, which is a 37 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 38 dBA is rarely reached because there was very little time when aircraft noise was not audible.

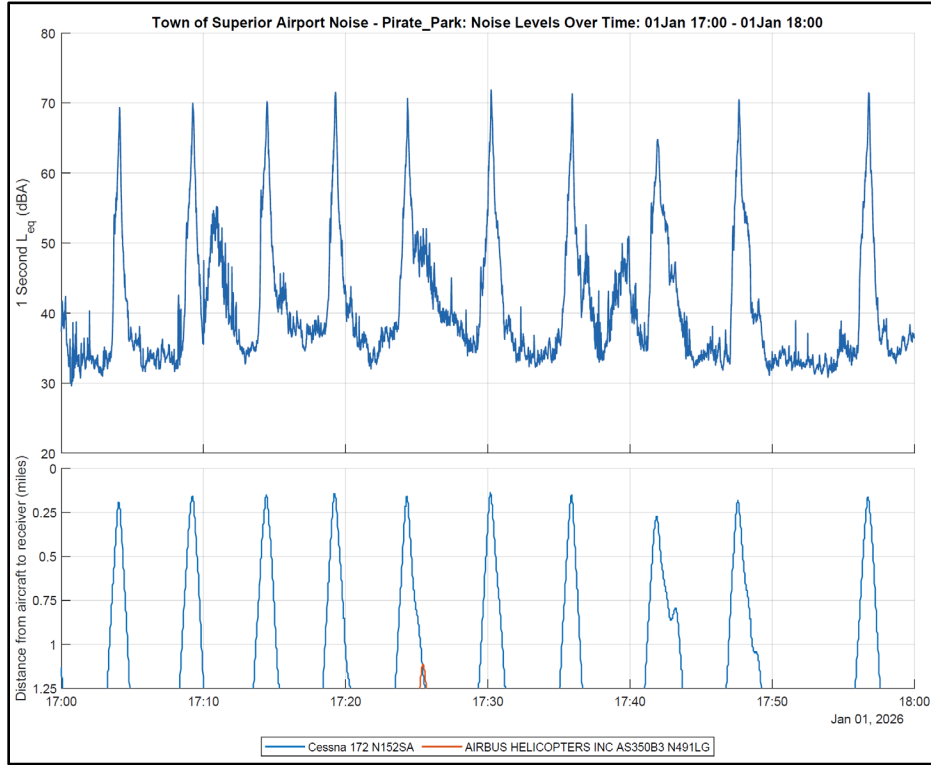


Figure 2-1. Example Time Plot of Measured Noise Levels - Touch and Go Operations

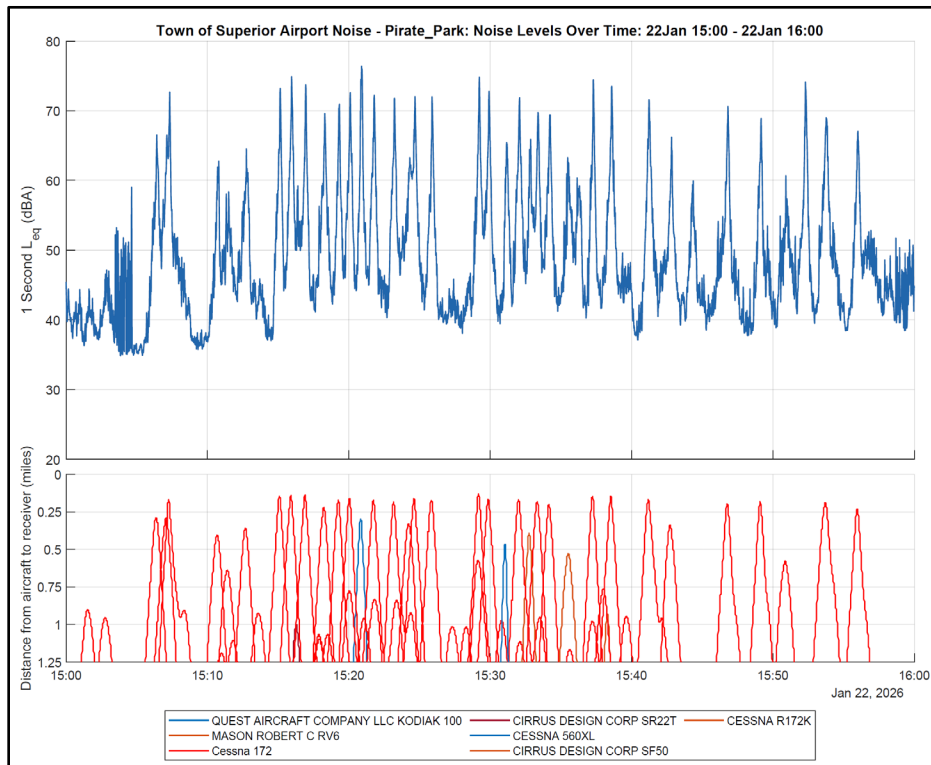


Figure 2-2. Example Time Plot During an Hour with Frequent Aircraft Operations

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-Jan-26	95	48	46	189	50%	53
2-Jan-26	101	151	158	410	25%	117
3-Jan-26	132	170	162	464	28%	144
4-Jan-26	69	50	54	173	40%	70
5-Jan-26	40	71	73	184	22%	88
6-Jan-26	6	34	27	67	9%	39
7-Jan-26	184	225	226	635	29%	157
8-Jan-26	1	21	18	40	3%	28
9-Jan-26	79	92	96	267	30%	74
10-Jan-26	118	179	185	482	24%	121
11-Jan-26	132	177	170	479	28%	125
12-Jan-26	39	232	233	504	8%	128
13-Jan-26	114	160	159	433	26%	125
14-Jan-26	96	223	220	539	18%	139
15-Jan-26	15	49	55	119	13%	72
16-Jan-26	103	81	80	264	39%	90
17-Jan-26	149	116	119	384	39%	103
18-Jan-26	75	109	106	290	26%	101
19-Jan-26	111	158	158	427	26%	139
20-Jan-26	77	87	86	250	31%	107
21-Jan-26	131	180	184	495	26%	132
22-Jan-26	230	229	228	687	33%	154
23-Jan-26	0	29	28	57	0%	42
24-Jan-26	12	17	21	50	24%	29
25-Jan-26	13	53	54	120	11%	62
26-Jan-26	36	85	69	190	19%	89
27-Jan-26	126	188	192	506	25%	125
28-Jan-26	68	170	165	403	17%	132
29-Jan-26	133	182	198	513	26%	134
30-Jan-26	195	223	220	638	31%	148
31-Jan-26	45	82	78	205	22%	79
Month Total	2,725	3,871	3,868	10,464	26%	-

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-Jan-26	170	3	0	0	16	0
2-Jan-26	351	5	12	0	40	2
3-Jan-26	382	17	8	0	54	3
4-Jan-26	123	9	1	0	39	1
5-Jan-26	114	21	6	0	41	2
6-Jan-26	12	18	6	0	31	0
7-Jan-26	551	19	11	0	50	4
8-Jan-26	0	13	2	0	25	0
9-Jan-26	233	7	6	0	19	2
10-Jan-26	437	18	6	0	19	2
11-Jan-26	439	9	2	0	29	0
12-Jan-26	449	22	8	0	23	2
13-Jan-26	353	25	23	0	30	2
14-Jan-26	476	11	7	2	38	5
15-Jan-26	56	25	1	0	37	0
16-Jan-26	189	14	13	0	42	6
17-Jan-26	339	14	2	0	27	2
18-Jan-26	245	6	7	0	32	0
19-Jan-26	357	17	7	0	41	5
20-Jan-26	164	20	19	0	45	2
21-Jan-26	437	8	6	6	37	1
22-Jan-26	614	19	8	0	46	0
23-Jan-26	0	11	0	1	44	1
24-Jan-26	28	3	0	1	17	1
25-Jan-26	70	9	0	0	40	1
26-Jan-26	129	18	6	0	35	2
27-Jan-26	446	20	10	0	27	3
28-Jan-26	321	20	9	0	41	12
29-Jan-26	437	16	6	0	44	10
30-Jan-26	574	25	0	0	38	1
31-Jan-26	171	5	9	0	20	0
Month Total	8,667	447	201	10	1,067	72

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 January 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-Jan-26	42	128	54	12	107	47	4	49	50	8	31	14	2
2-Jan-26	44	208	59	15	147	74	11	149	57	13	81	43	7
3-Jan-26	43	294	58	16	175	89	16	196	56	13	87	48	10
4-Jan-26	41	106	55	14	72	33	5	61	53	12	31	15	4
5-Jan-26	44	81	55	10	38	14	1	59	53	9	21	8	1
6-Jan-26	-	22	-	-	-	-	-	20	-	-	-	-	-
7-Jan-26	43	386	58	15	262	143	23	248	54	11	114	61	11
8-Jan-26	-	14	-	-	-	-	-	14	-	-	-	-	-
9-Jan-26	42	144	57	15	101	58	8	90	55	13	55	33	5
10-Jan-26	42	266	57	15	193	116	16	185	55	14	118	75	12
11-Jan-26	41	275	57	16	204	126	21	173	55	14	95	62	12
12-Jan-26	42	216	57	15	132	74	10	195	57	14	119	68	10
13-Jan-26	43	190	55	12	124	55	4	122	54	10	79	39	4
14-Jan-26	44	301	55	11	134	42	4	226	54	10	100	36	4
15-Jan-26	-	34	-	-	-	-	-	28	-	-	-	-	-
16-Jan-26	43	162	55	12	89	27	4	83	52	9	33	11	2
17-Jan-26	41	254	55	14	134	53	10	143	53	12	59	26	6
18-Jan-26	43	177	55	12	112	42	4	122	54	11	67	30	3
19-Jan-26	42	229	59	17	197	104	19	153	56	14	101	53	9
20-Jan-26	43	113	57	14	96	49	4	68	52	9	38	18	1
21-Jan-26	43	284	57	13	191	97	12	187	54	11	91	51	7
22-Jan-26	45	425	59	14	296	159	20	249	55	11	118	67	10
23-Jan-26	-	19	-	-	-	-	-	19	-	-	-	-	-
24-Jan-26	-	29	-	-	-	-	-	20	-	-	-	-	-
25-Jan-26	41	71	59	18	39	23	5	64	59	18	36	21	5
26-Jan-26	41	76	53	12	33	13	2	52	51	11	23	10	1
27-Jan-26	43	264	56	13	179	88	10	172	54	11	93	48	6
28-Jan-26	42	159	55	12	101	44	4	116	54	11	64	30	3
29-Jan-26	-	242	-	-	-	-	-	153	-	-	-	-	-
30-Jan-26	45	400	58	13	231	108	14	261	56	11	120	55	8
31-Jan-26	44	85	56	12	60	24	2	67	55	11	46	20	2
Monthly Average	43	182	56	14	138	68	9	121	54	12	73	38	6
Monthly Total	-	5,654	-	-	3,449	1,701	232	3,744	-	-	1,821	941	145

⁵ No usable noise data from January 6, 8, 16 23, or 24 due to high wind and January 29 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-Jan-26	33	136	57	23	126	98	34	58	50	16	53	35	8
2-Jan-26	36	217	56	20	154	106	23	158	54	17	119	78	14
3-Jan-26	-	305	-	-	-	-	-	206	-	-	-	-	-
4-Jan-26	-	112	-	-	-	-	-	65	-	-	-	-	-
5-Jan-26	42	102	53	10	54	22	0	79	52	9	44	18	0
6-Jan-26	-	33	-	-	-	-	-	31	-	-	-	-	-
7-Jan-26	34	397	55	21	343	277	68	259	51	17	226	175	34
8-Jan-26	31	20	56	25	12	11	6	20	56	25	12	11	6
9-Jan-26	35	153	56	21	153	115	28	99	52	18	107	76	12
10-Jan-26	37	286	54	18	241	164	27	206	53	16	194	129	19
11-Jan-26	36	295	57	20	255	183	45	193	54	17	177	116	24
12-Jan-26	38	261	54	16	228	108	10	240	54	16	216	102	10
13-Jan-26	40	244	54	14	182	86	10	167	53	13	144	68	7
14-Jan-26	38	306	49	11	178	83	4	231	48	11	152	75	3
15-Jan-26	-	56	-	-	-	-	-	50	-	-	-	-	-
16-Jan-26	33	173	53	20	138	96	26	94	50	17	76	51	11
17-Jan-26	35	267	54	19	182	119	28	154	50	15	107	68	13
18-Jan-26	35	192	52	17	156	83	13	137	50	15	118	64	9
19-Jan-26	37	244	55	19	205	140	28	168	53	17	145	95	16
20-Jan-26	37	137	55	19	107	70	14	93	52	16	69	45	8
21-Jan-26	34	299	55	20	266	198	40	201	52	17	191	138	19
22-Jan-26	37	443	56	19	370	276	52	266	53	16	224	159	24
23-Jan-26	34	29	53	19	12	10	2	29	53	19	12	10	2
24-Jan-26	33	29	50	17	24	17	3	20	48	15	17	12	2
25-Jan-26	29	79	53	23	73	61	20	71	52	23	65	54	19
26-Jan-26	-	107	-	-	-	-	-	83	-	-	-	-	-
27-Jan-26	34	297	54	20	272	193	38	205	52	18	203	140	24
28-Jan-26	37	215	51	15	165	87	8	171	51	14	143	75	7
29-Jan-26	37	293	53	16	227	135	16	201	51	14	182	107	11
30-Jan-26	-	414	-	-	-	-	-	276	-	-	-	-	-
31-Jan-26	38	112	56	17	103	64	10	94	55	17	93	57	9
Monthly Average	36	202	54	18	169	112	22	140	52	16	124	78	12
Monthly Total	-	6,253	-	-	4,226	2,801	554	4,325	-	-	3,091	1,959	312

⁷ No usable noise data from January 6, 15, or 26 due to high wind and January 3, 4, and 30 due to meter 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.

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-Jan-26	35	138	59	24	145	118	49	59	51	16	53	41	13
2-Jan-26	39	224	59	20	197	136	40	161	57	17	126	88	21
3-Jan-26	36	304	58	22	245	180	55	205	55	19	139	102	32
4-Jan-26	35	114	58	23	100	77	29	67	53	19	47	34	12
5-Jan-26	-	105	-	-	-	-	-	82	-	-	-	-	-
6-Jan-26	-	34	-	-	-	-	-	32	-	-	-	-	-
7-Jan-26	36	401	59	23	365	285	96	263	54	18	201	156	44
8-Jan-26	33	20	62	29	11	9	6	20	62	29	11	9	6
9-Jan-26	35	153	60	25	160	128	48	99	55	20	98	78	24
10-Jan-26	37	288	58	21	260	210	63	206	55	19	182	146	39
11-Jan-26	36	298	59	23	275	221	77	196	55	19	158	123	35
12-Jan-26	38	266	56	18	240	182	37	245	55	18	220	167	34
13-Jan-26	41	250	59	18	232	189	46	172	58	17	160	133	35
14-Jan-26	38	308	52	13	176	88	8	232	51	13	136	68	7
15-Jan-26	-	56	-	-	-	-	-	50	-	-	-	-	-
16-Jan-26	35	174	56	21	146	103	24	95	51	16	68	46	12
17-Jan-26	36	268	57	22	206	154	49	154	53	17	107	80	24
18-Jan-26	37	193	57	20	163	113	38	138	56	19	111	81	31
19-Jan-26	37	245	59	22	230	170	54	169	55	18	139	101	29
20-Jan-26	37	142	60	23	123	92	41	95	58	21	69	56	26
21-Jan-26	36	302	59	23	276	213	71	204	55	19	169	131	35
22-Jan-26	38	445	60	22	393	300	100	267	56	17	198	150	39
23-Jan-26	36	29	59	24	10	9	4	29	59	24	10	9	4
24-Jan-26	34	29	55	21	25	19	7	20	54	20	16	12	5
25-Jan-26	32	79	57	25	66	58	23	71	57	25	58	50	21
26-Jan-26	-	109	-	-	-	-	-	85	-	-	-	-	-
27-Jan-26	35	302	57	22	284	232	85	210	54	19	179	147	45
28-Jan-26	37	220	57	20	190	153	49	176	56	19	151	124	41
29-Jan-26	39	301	58	19	263	217	54	206	55	17	184	151	32
30-Jan-26	38	418	59	20	302	211	60	279	55	16	178	123	27
31-Jan-26	40	117	61	21	115	88	30	96	60	20	97	72	24
Monthly Average	36	204	58	22	193	146	46	141	55	19	121	92	26
Monthly Total	-	6,332	-	-	5,202	3,953	1,242	4,383	-	-	3,264	2,478	696

⁹ No usable noise data from January 5, 6, 15, or 26 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.