

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

July 2026



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

- Over the entire month, a total of 7,532 aircraft operations occurred within 1.25 miles of the measurement location (the distance within which aircraft are audible).¹
- Of these, 2,103 were touch and go (T&G) operations (28%).
- Over the entire month, aircraft operations were clearly noticeable (aircraft noise measured at approximately 5 dBA above the ambient sound level) for 2,828 minutes (47 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 2,148 minutes (36 hours), which is a 24% reduction.
- The following summarizes the July 2026 noise survey results at the Water Bladder.

**Table 1 - Summary of Daytime Measured Noise Levels and Aircraft Operations, July 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	7,532	---	2,828	1,715	213
	Daily average	243	17	113	69	9
Touch and Go Removed	Total for month	5,979	---	2,148	1,295	152
	Daily average	193	15	86	52	6

- Figure 1 shows the flight paths on July 24, 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), 125 minutes.
 - 10 dBA (significant increase), 86 minutes.
 - 20 dBA (much louder), 17 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 July 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.

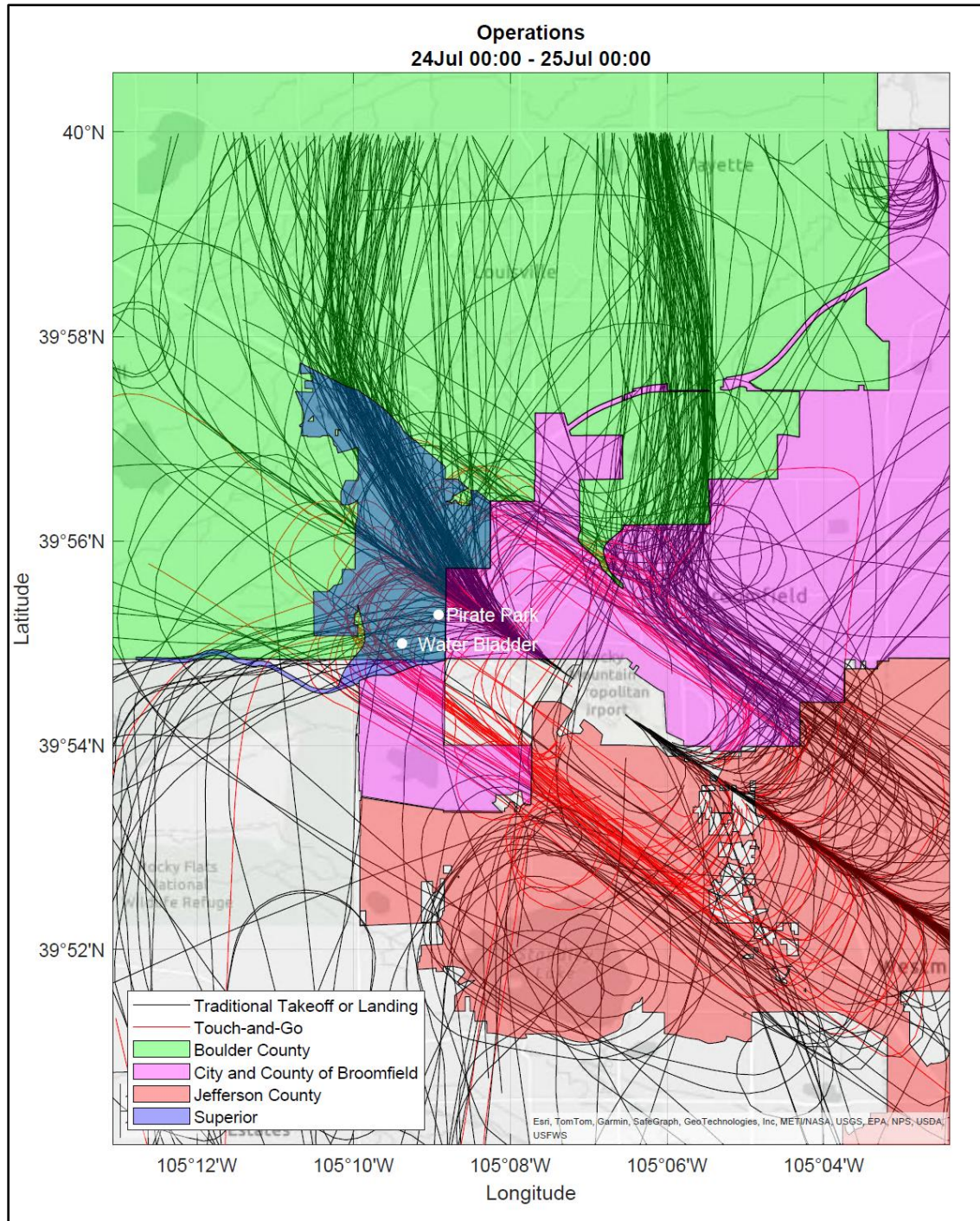


Figure 1 – Flight Paths on Median Day in July 2026 (454 Operations; 70 T&G)

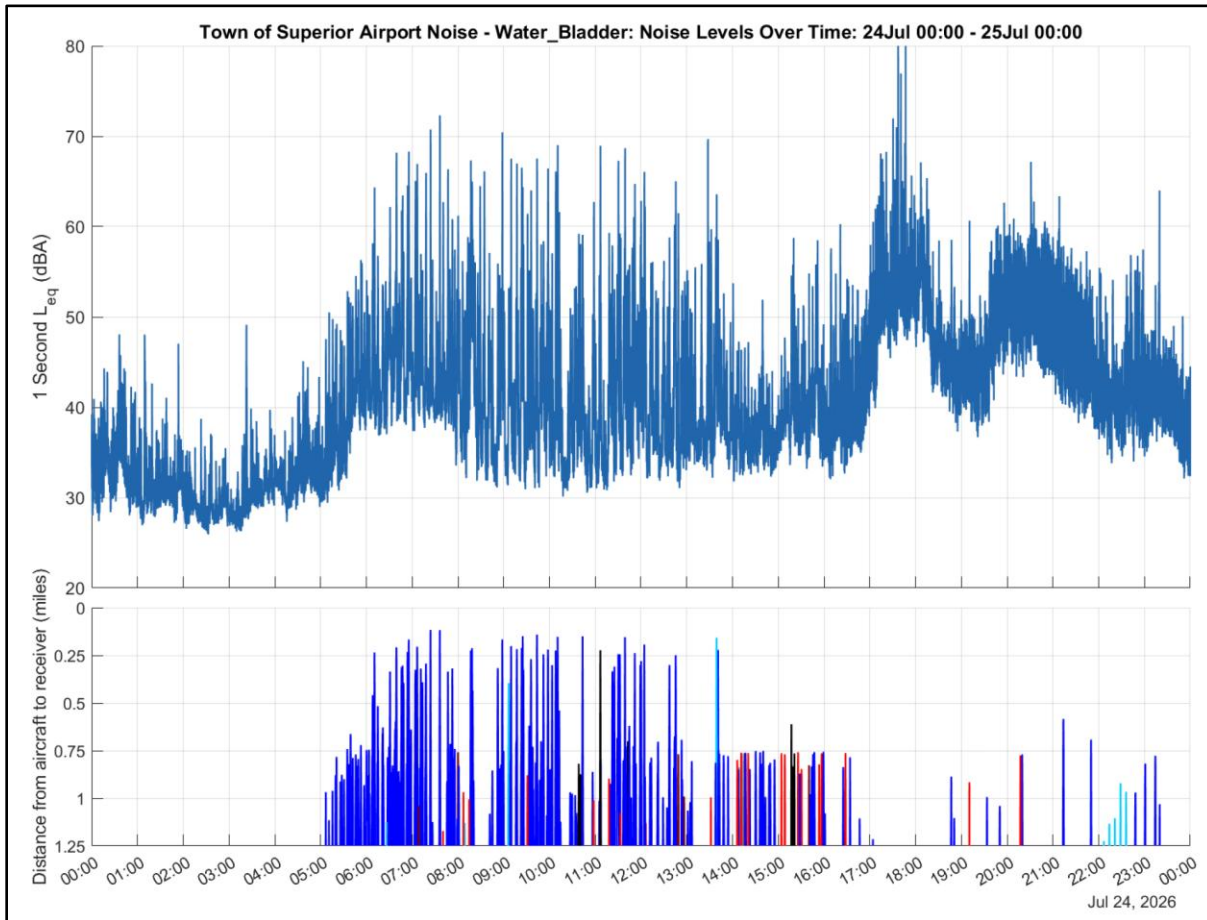


Figure 2 – Noise Levels and Aircraft Operations on Median Day (Water Bladder)

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	50	50	48	49	47	46	38	42	43	59	51	49	52	48
Number of Operations	43	38	47	49	49	35	27	31	19	13	11	3	11	4	5

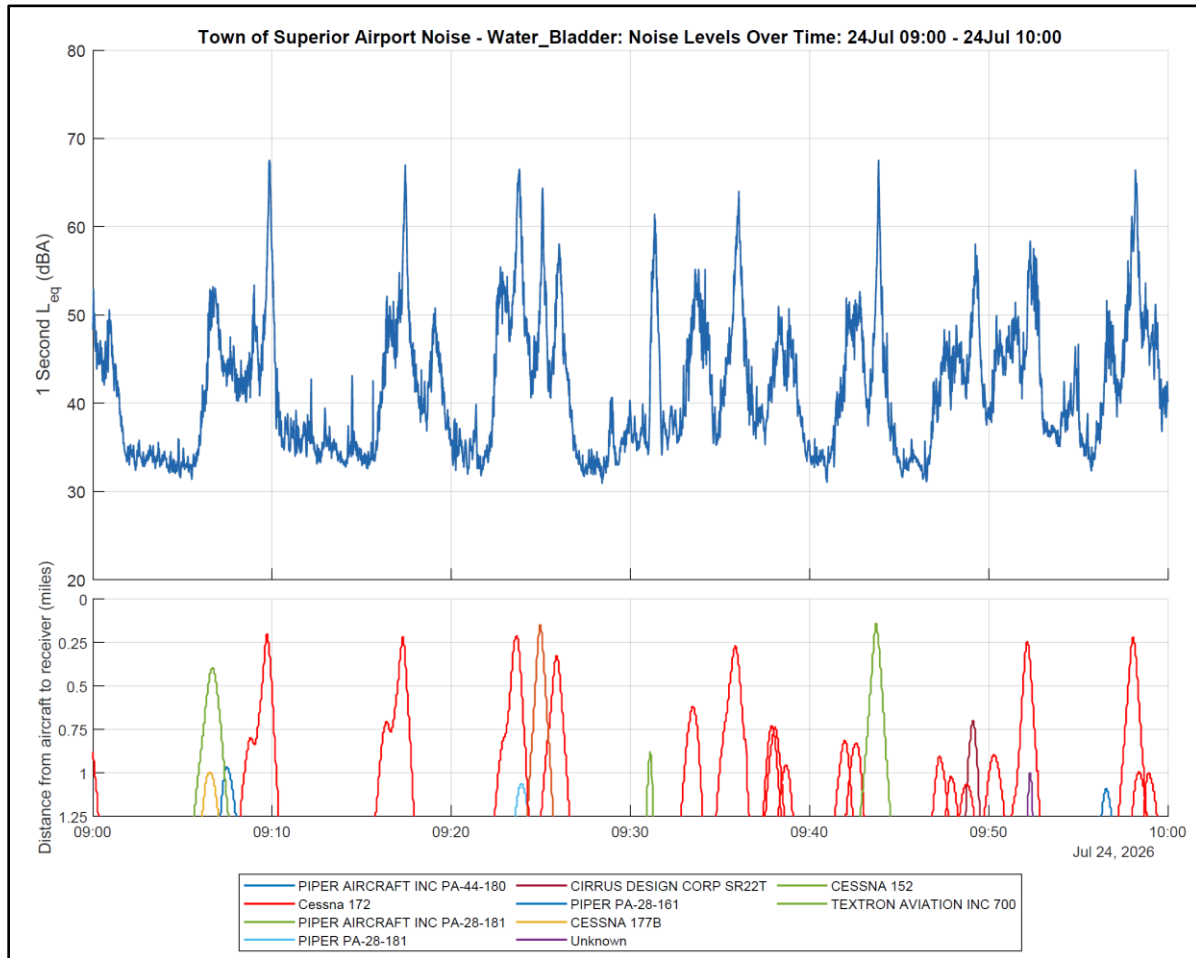


Figure 3 – Noise Levels and Aircraft Operations during an Example Hour on Median Day
(Water Bladder)

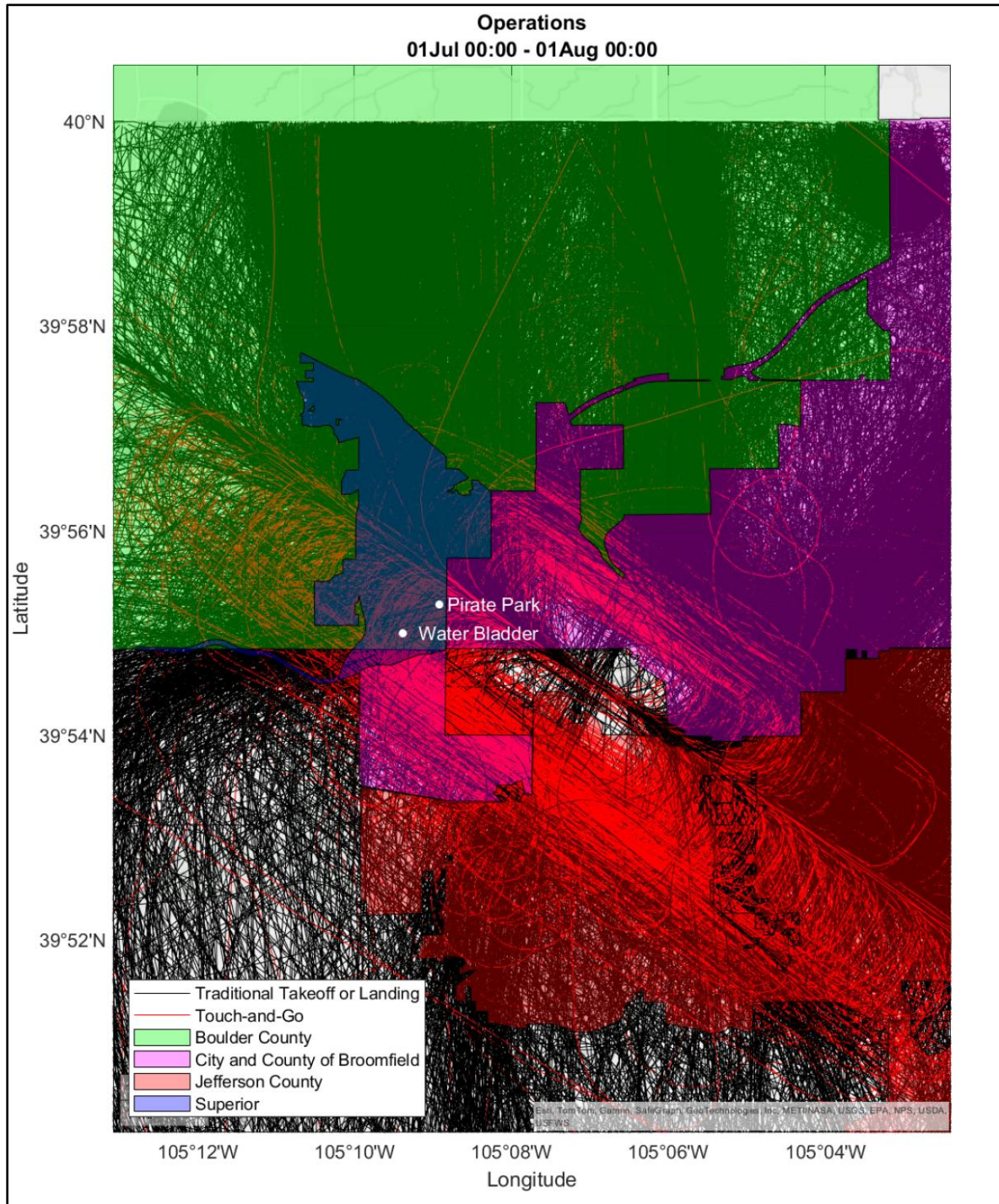


Figure 4 – All Flight Paths in July 2026 (13,083 Operations; 2,404 T&G)

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

- Over the entire month, a total of 7,860 aircraft operations occurred within 1.25 miles of the measurement location (the distance within which aircraft are audible).²
- Of these, 2,195 were touch and go (T&G) operations (28%).
- Over the entire month, aircraft operations were clearly noticeable (aircraft noise measured at approximately 5 dBA above the ambient sound level) for 4,513 minutes (75 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 3,676 minutes (61 hours), which is a 19% reduction.
- The following summarizes the July 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, July 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	7,860	---	4,513	2,922	637
	Daily average	254	18	146	94	21
Touch and Go Removed	Total for month	6,270	---	3,676	2,446	536
	Daily average	202	17	119	79	17

- Figure 5 shows the measured noise levels and concurrent aircraft activity for July 24, 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), 135 minutes.
 - 10 dBA (significant increase), 97 minutes.
 - 20 dBA (much louder), 26 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 (38 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.

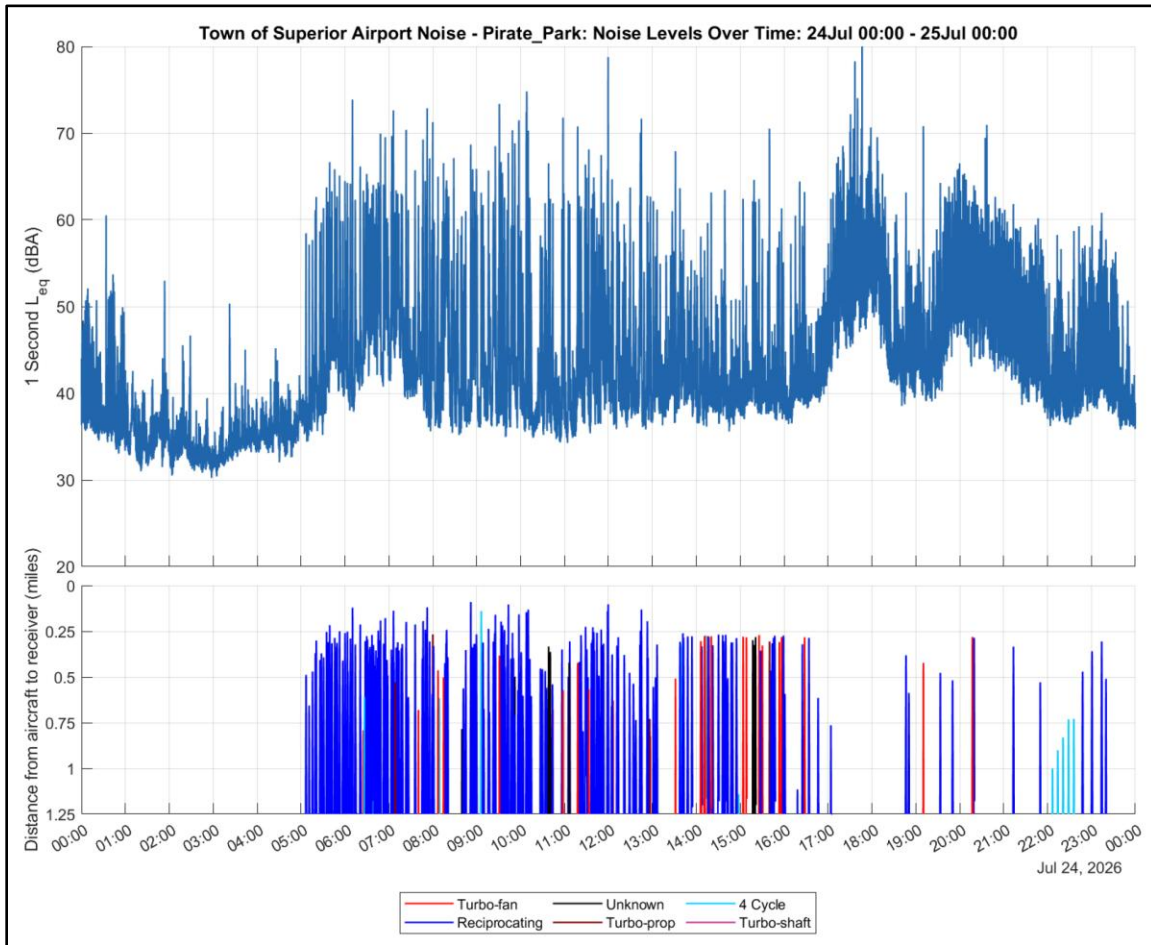


Figure 5 – Noise Levels and Aircraft Operations on Median Day (Pirate Park)

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)	55	53	54	53	55	51	47	45	47	45	59	53	54	55	50
Number of Operations	43	38	47	49	49	35	27	31	19	13	11	3	11	4	5

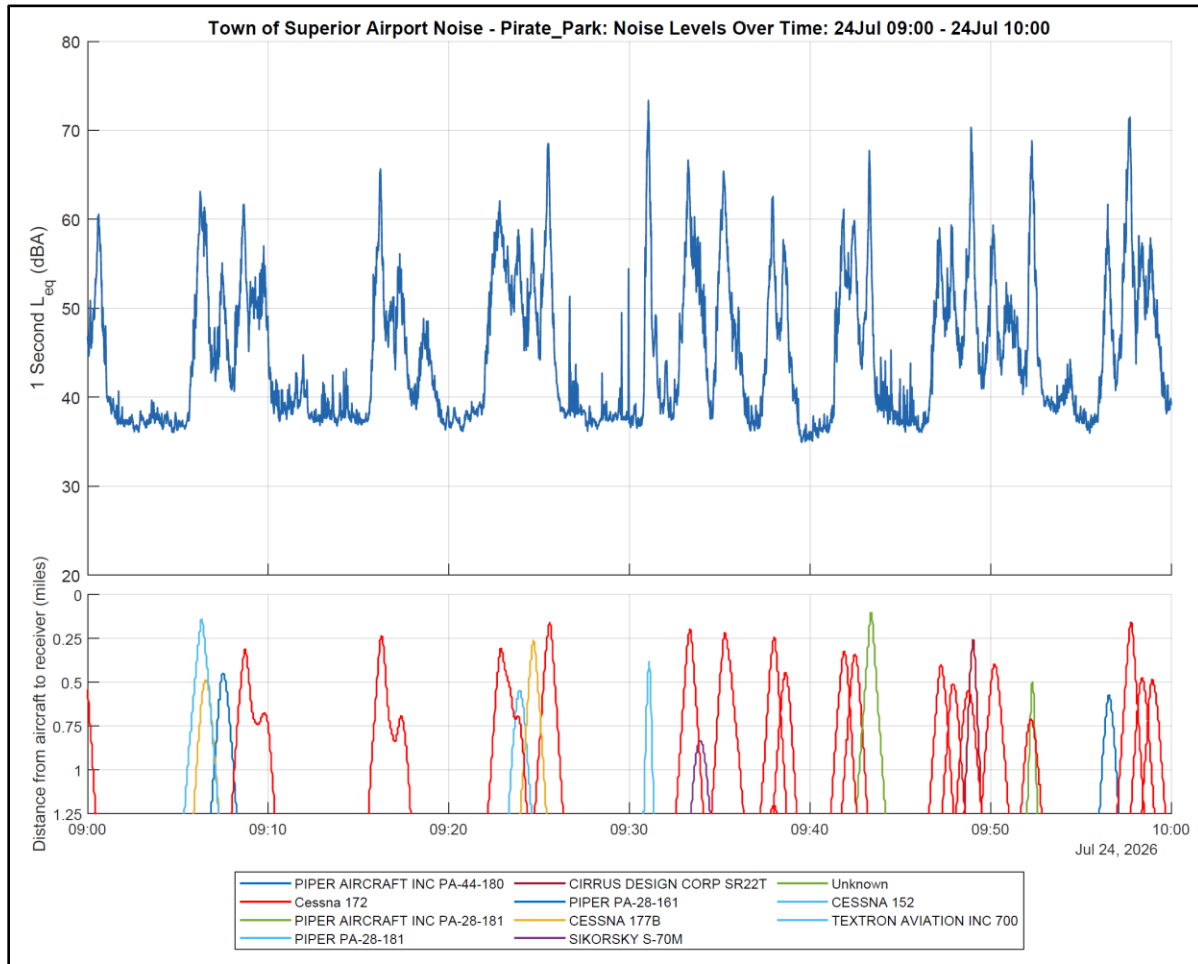


Figure 6 – Noise Levels and Aircraft Operations during an Example Hour on Median Day
(Pirate Park)

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 July 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).

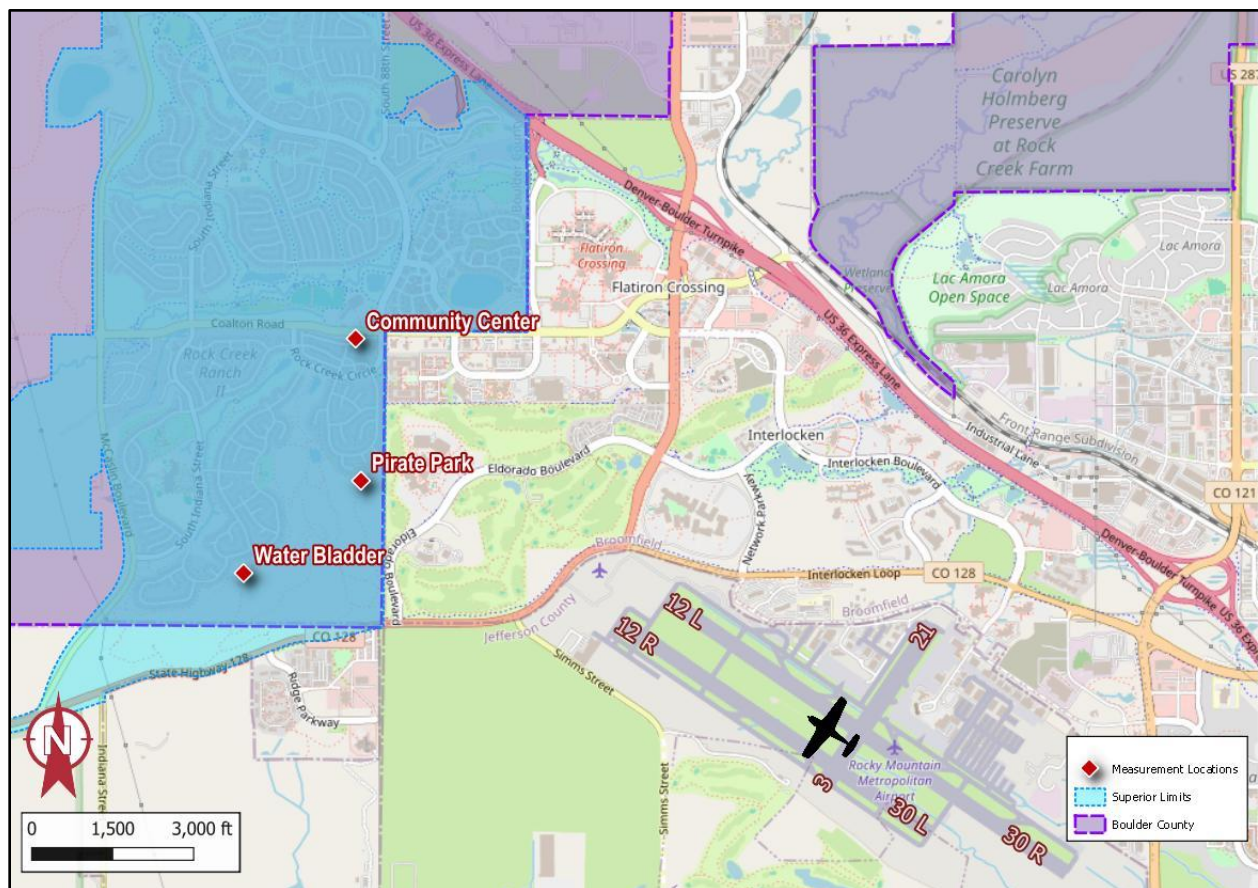


Figure 1-1. Measurement Locations and Airport

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 July 7, 2026 for all sites and the drift in the measured noise level was well within tolerance (Water Bladder +0.22 dB, Pirate Park +0.13 dB, and Community Center +0.27 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 July 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 two Cessna 172s (shown in blue and 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. 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 65 dBA, which is a 27 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.

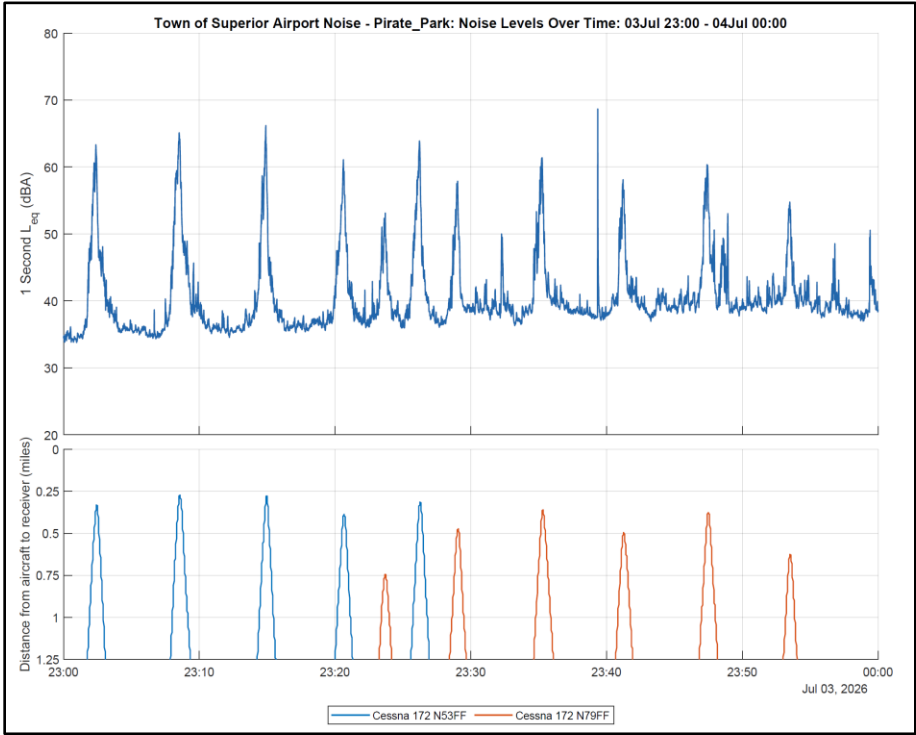


Figure 2-1. Example Time Plot of Measured Noise Levels - Touch and Go Operations

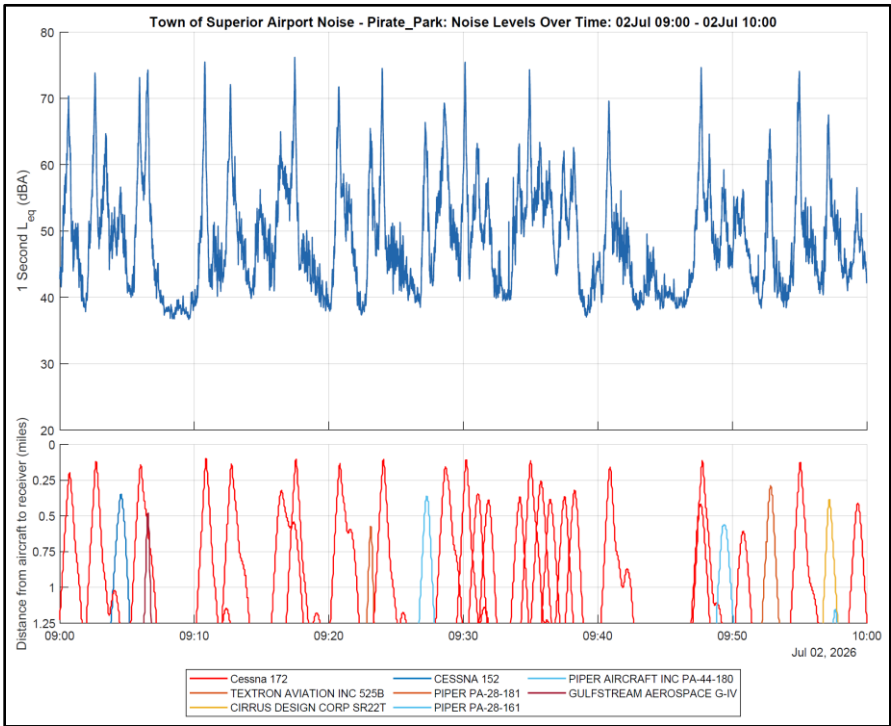


Figure 2-2. Example Time Plot During an Hour with Frequent Aircraft Operations

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-Jul-26	110	227	228	565	19%	146
2-Jul-26	155	218	216	589	26%	148
3-Jul-26	106	168	161	435	24%	117
4-Jul-26	94	73	72	239	39%	72
5-Jul-26	38	110	113	261	15%	108
6-Jul-26	48	201	204	453	11%	139
7-Jul-26	62	180	184	426	15%	152
8-Jul-26	92	168	172	432	21%	136
9-Jul-26	71	156	151	378	19%	126
10-Jul-26	92	197	200	489	19%	146
11-Jul-26	63	170	171	404	16%	130
12-Jul-26	36	156	156	348	10%	131
13-Jul-26	74	171	168	413	18%	122
14-Jul-26	75	207	203	485	15%	130
15-Jul-26	90	196	202	488	18%	145
16-Jul-26	67	194	183	444	15%	134
17-Jul-26	103	160	156	419	25%	133
18-Jul-26	96	151	146	393	24%	118
19-Jul-26	33	146	136	315	10%	121
20-Jul-26	50	184	184	418	12%	154
21-Jul-26	70	173	162	405	17%	126
22-Jul-26	52	161	170	383	14%	134
23-Jul-26	94	170	175	439	21%	136
24-Jul-26	70	185	199	454	15%	160
25-Jul-26	58	139	159	356	16%	133
26-Jul-26	65	148	158	371	18%	150
27-Jul-26	85	164	165	414	21%	121
28-Jul-26	95	157	156	408	23%	128
29-Jul-26	74	191	191	456	16%	157
30-Jul-26	89	212	211	512	17%	150
31-Jul-26	97	189	205	491	20%	172
Month Total	2,404	5,322	5,357	13,083	18%	-

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-Jul-26	485	22	10	0	33	15
2-Jul-26	495	22	11	0	50	11
3-Jul-26	383	5	4	0	35	8
4-Jul-26	220	1	3	0	14	1
5-Jul-26	205	16	0	0	37	3
6-Jul-26	369	23	9	0	50	2
7-Jul-26	323	16	8	0	67	12
8-Jul-26	361	14	8	0	39	10
9-Jul-26	304	16	7	0	43	8
10-Jul-26	411	22	2	0	42	12
11-Jul-26	336	13	7	0	36	12
12-Jul-26	288	6	8	0	41	5
13-Jul-26	345	19	12	0	32	5
14-Jul-26	391	15	18	0	54	7
15-Jul-26	406	15	7	0	47	13
16-Jul-26	356	18	2	0	61	7
17-Jul-26	365	6	4	0	37	7
18-Jul-26	334	13	1	0	39	6
19-Jul-26	230	10	10	0	56	9
20-Jul-26	329	18	3	0	62	6
21-Jul-26	336	8	8	0	41	12
22-Jul-26	311	13	2	0	52	5
23-Jul-26	361	15	4	0	51	8
24-Jul-26	364	8	17	0	54	11
25-Jul-26	284	13	4	0	52	3
26-Jul-26	276	17	2	0	73	3
27-Jul-26	336	15	7	1	50	5
28-Jul-26	324	18	8	0	49	9
29-Jul-26	359	13	12	0	63	9
30-Jul-26	408	19	9	0	60	16
31-Jul-26	386	22	19	4	44	16
Month Total	10,681	451	226	5	1,464	256

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 July 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-Jul-26	36	348	50	14	194	100	8	282	49	13	133	69	6
2-Jul-26	-	356	-	-	-	-	-	244	-	-	-	-	-
3-Jul-26	-	282	-	-	-	-	-	215	-	-	-	-	-
4-Jul-26	33	166	47	14	90	48	5	93	45	11	39	22	3
5-Jul-26	32	165	48	16	85	51	6	139	48	16	65	40	5
6-Jul-26	37	258	51	15	125	66	8	227	50	13	101	54	6
7-Jul-26	36	224	53	18	105	70	6	187	53	17	86	54	4
8-Jul-26	37	243	54	17	101	55	6	181	53	16	90	49	5
9-Jul-26	36	206	55	19	119	80	10	155	54	18	85	55	7
10-Jul-26	35	301	51	17	139	83	11	241	50	16	114	66	8
11-Jul-26	34	228	51	17	134	95	12	191	51	16	110	79	10
12-Jul-26	33	210	52	18	133	92	15	188	51	18	111	77	12
13-Jul-26	36	258	55	19	117	66	10	204	54	18	87	47	7
14-Jul-26	36	265	54	18	140	75	6	227	54	18	116	60	5
15-Jul-26	38	280	54	16	95	47	6	217	53	14	74	37	4
16-Jul-26	-	257	-	-	-	-	-	213	-	-	-	-	-
17-Jul-26	36	271	49	13	60	27	2	198	48	11	40	17	2
18-Jul-26	34	252	49	16	126	79	10	186	48	14	102	65	7
19-Jul-26	33	173	51	18	98	60	10	155	50	17	74	47	7
20-Jul-26	-	232	-	-	-	-	-	209	-	-	-	-	-
21-Jul-26	-	223	-	-	-	-	-	186	-	-	-	-	-
22-Jul-26	34	184	52	18	97	68	9	161	51	17	76	53	6
23-Jul-26	34	241	52	18	152	106	15	184	50	16	110	75	9
24-Jul-26	35	247	53	18	125	86	17	205	51	17	106	69	13
25-Jul-26	34	215	52	18	116	68	8	183	51	17	92	52	5
26-Jul-26	34	197	51	18	113	73	12	148	49	15	74	47	7
27-Jul-26	35	236	51	16	153	101	11	176	49	14	95	61	5
28-Jul-26	36	222	50	15	73	39	3	161	50	14	55	31	3
29-Jul-26	35	243	53	18	81	60	6	199	52	17	68	51	5
30-Jul-26	40	274	52	13	56	21	3	212	52	12	48	17	2
31-Jul-26	-	275	-	-	-	-	-	212	-	-	-	-	-
Monthly Average	35	243	52	17	113	69	9	193	51	15	86	52	6
Monthly Total	-	7,532	-	-	2,828	1,715	213	5,979	-	-	2,148	1,295	152

⁵ No noise data from July 2, 3, 16, 20, 21, or 31 due to equipment 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 Levels and Aircraft Operations⁷ – 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-Jul-26	46	352	58	12	170	61	9	285	57	12	144	56	8
2-Jul-26	45	361	59	13	185	83	14	247	58	13	149	72	13
3-Jul-26	45	285	58	13	152	73	10	217	58	12	126	62	9
4-Jul-26	43	168	55	12	62	21	3	92	54	11	43	15	3
5-Jul-26	43	169	56	13	96	32	7	143	56	13	85	31	7
6-Jul-26	46	266	57	11	124	48	6	235	57	11	113	44	6
7-Jul-26	44	240	59	15	127	69	13	203	59	15	119	65	13
8-Jul-26	46	253	58	12	106	49	5	192	58	12	100	47	5
9-Jul-26	45	213	60	15	114	62	9	161	59	14	96	53	9
10-Jul-26	44	311	58	13	142	63	10	249	57	13	128	56	9
11-Jul-26	44	234	58	14	119	62	10	197	58	14	109	57	9
12-Jul-26	44	218	59	14	117	56	11	193	58	14	105	52	10
13-Jul-26	45	270	58	13	109	48	7	216	58	13	95	41	6
14-Jul-26	46	276	58	12	128	56	7	238	58	12	117	53	7
15-Jul-26	46	292	60	14	122	53	8	227	60	14	107	48	8
16-Jul-26	48	261	59	11	101	46	6	216	58	11	88	40	5
17-Jul-26	46	277	58	12	111	49	7	204	57	12	89	41	6
18-Jul-26	45	258	58	13	104	46	7	192	58	12	91	43	7
19-Jul-26	44	180	57	13	85	36	6	161	57	13	77	34	6
20-Jul-26	45	241	57	12	110	48	7	217	57	12	100	44	6
21-Jul-26	46	226	58	12	115	47	5	189	58	12	104	44	5
22-Jul-26	45	193	60	15	119	63	11	170	59	14	110	59	10
23-Jul-26	46	251	60	14	137	69	10	194	59	14	118	61	8
24-Jul-26	45	254	59	14	122	64	9	213	59	13	113	59	9
25-Jul-26	45	218	57	12	99	40	6	186	57	12	91	37	6
26-Jul-26	44	208	59	15	107	55	11	159	59	15	89	47	9
27-Jul-26	44	254	58	14	172	82	12	193	57	13	130	65	10
28-Jul-26	44	233	58	14	106	51	8	170	58	13	95	48	8
29-Jul-26	45	252	59	14	132	68	11	208	59	14	117	63	10
30-Jul-26	46	294	58	13	158	71	8	230	58	12	130	58	6
31-Jul-26	45	284	59	14	136	62	12	221	59	14	119	59	11
Monthly Average	45	251	58	13	122	56	9	201	58	13	106	50	8
Monthly Total	-	7,792	-	-	3,787	1,733	265	6,218	-	-	3,293	1,557	244

⁷ 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 Levels 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-Jul-26	39	354	54	15	188	95	14	287	54	15	153	82	13
2-Jul-26	38	366	58	19	215	139	35	252	55	17	150	102	23
3-Jul-26	38	287	55	17	166	109	21	219	55	16	133	89	17
4-Jul-26	37	170	52	14	89	44	5	93	50	13	48	26	4
5-Jul-26	35	169	52	17	97	53	13	143	52	16	82	49	13
6-Jul-26	38	265	55	16	152	88	17	234	54	16	129	76	14
7-Jul-26	39	242	56	17	129	91	19	205	56	17	115	82	17
8-Jul-26	39	257	56	17	121	82	14	195	56	16	112	76	13
9-Jul-26	39	216	58	19	137	95	22	164	57	18	105	74	17
10-Jul-26	37	313	55	18	164	98	21	249	55	17	141	85	18
11-Jul-26	38	234	58	20	139	92	21	196	57	19	120	82	19
12-Jul-26	37	222	56	19	142	99	23	197	55	18	120	85	20
13-Jul-26	39	271	56	17	131	83	18	217	55	16	108	69	14
14-Jul-26	39	281	55	16	154	88	14	243	55	16	136	81	13
15-Jul-26	40	293	57	17	159	102	21	228	57	16	133	86	18
16-Jul-26	39	262	56	17	160	104	20	217	56	16	129	85	17
17-Jul-26	38	279	56	17	138	85	19	205	54	16	101	64	14
18-Jul-26	38	259	54	16	128	81	15	193	54	16	110	72	14
19-Jul-26	36	183	54	18	110	69	17	163	54	18	92	62	15
20-Jul-26	38	241	55	17	131	83	16	216	54	16	116	73	14
21-Jul-26	39	231	56	17	138	83	15	193	55	16	115	73	13
22-Jul-26	38	196	57	19	143	103	24	173	56	19	122	91	21
23-Jul-26	38	251	58	20	165	119	31	194	57	20	131	97	24
24-Jul-26	38	253	57	19	135	97	26	211	56	18	120	85	22
25-Jul-26	37	218	55	18	122	74	16	186	54	17	105	65	14
26-Jul-26	37	212	56	20	130	97	28	163	55	19	98	73	21
27-Jul-26	38	255	55	18	195	129	29	194	54	16	132	90	19
28-Jul-26	38	236	55	17	124	83	16	171	55	17	97	68	15
29-Jul-26	38	259	57	19	149	103	25	215	57	19	130	93	23
30-Jul-26	39	297	57	18	210	155	36	230	56	17	167	125	30
31-Jul-26	38	288	57	19	154	99	27	224	56	19	125	86	25
Monthly Average	38	254	56	18	146	94	21	202	55	17	119	79	17
Monthly Total	-	7,860	-	-	4,513	2,922	637	6,270	-	-	3,676	2,446	536

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.