

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

June 2026



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

- Over the entire month, a total of 6,042 aircraft operations occurred within 1.25 miles of the measurement location (the distance within which aircraft are audible).¹
- Of these, 1,490 were touch and go (T&G) operations (25%).
- Over the entire month, aircraft operations were clearly noticeable (aircraft noise measured at approximately 5 dBA above the ambient sound level) for 3,659 minutes (61 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 2,757 minutes (46 hours), which is a 25% reduction.
- The following summarizes the June 2026 noise survey results at the Water Bladder.

**Table 1 - Summary of Daytime Measured Noise Levels and Aircraft Operations, June 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	6,042	---	3,659	2,337	332
	Daily average	216	17	131	83	12
Touch and Go Removed	Total for month	4,979	---	2,757	1,732	215
	Daily average	178	15	98	62	8

- Figure 1 shows the flight paths on June 19, 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), 136 minutes.
 - 10 dBA (significant increase), 106 minutes.
 - 20 dBA (much louder), 15 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 (40 dBA for this hour), meaning that aircraft noise was regularly present.
- Figure 4 shows the flight paths for the entire month of June 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.

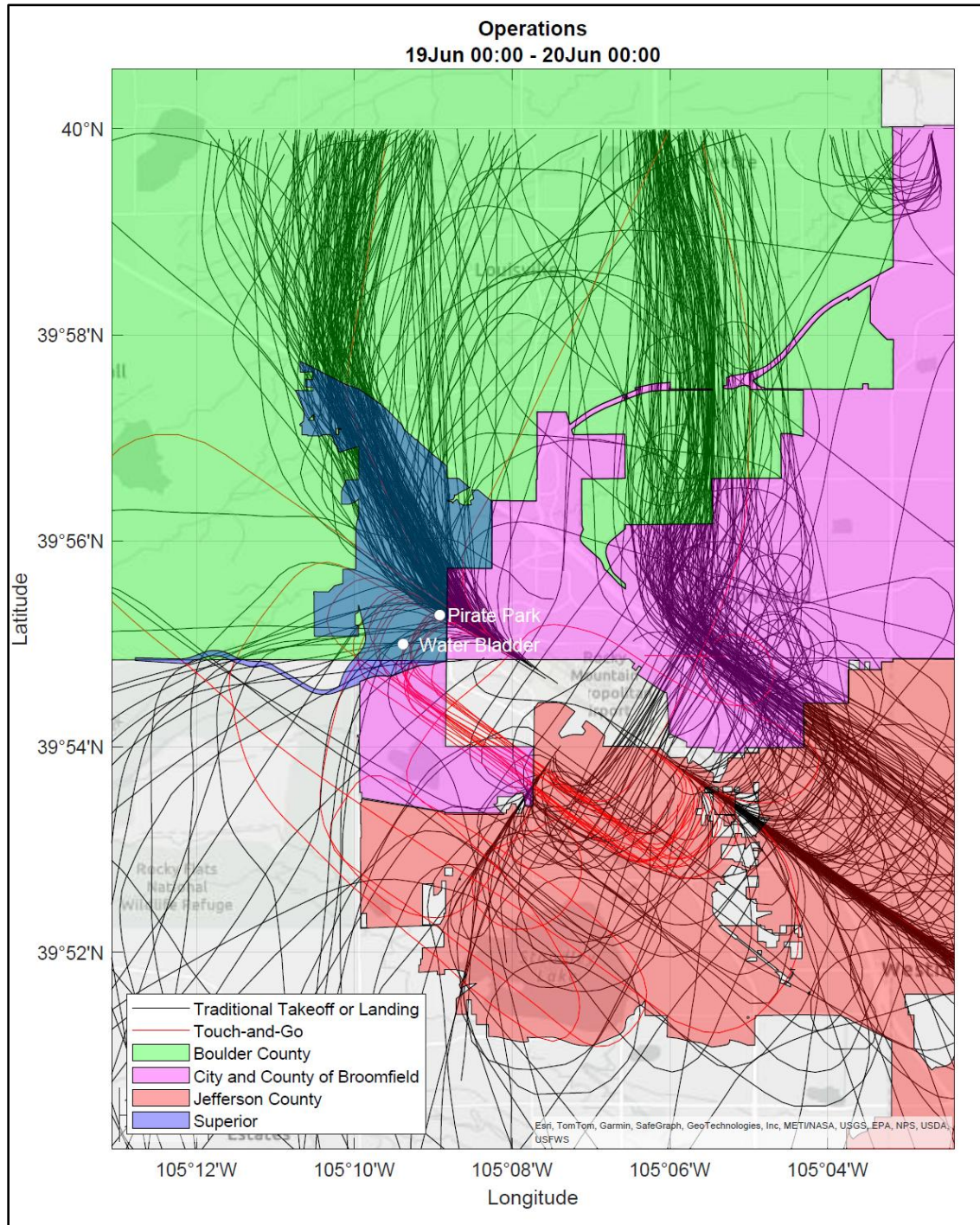


Figure 1 – Flight Paths on Median Day in June 2026 (404 Operations; 145 T&G)

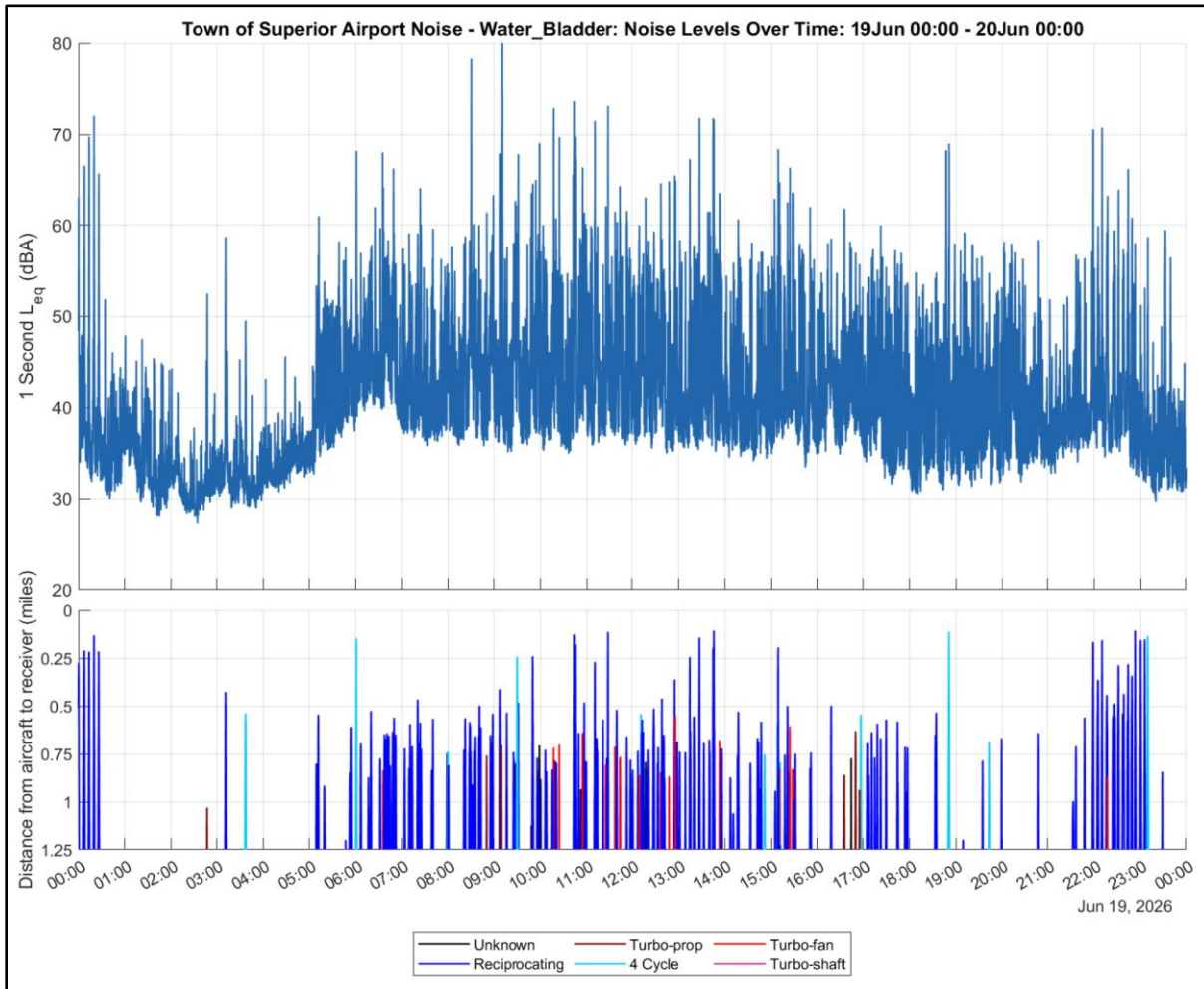


Figure 2 – Noise Levels and Aircraft Operations on Median Day (Water Bladder)

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

Time	7 am	8 am	9 am	10 am	11 am	12 pm	1 pm	2 pm	3 pm	4 pm	5 pm	6 pm	7 pm	8 pm	9 pm
Average Noise Level (dBA)	39	46	51	53	52	51	48	51	44	48	44	44	47	43	44
Number of Operations	30	34	44	38	37	34	41	26	24	18	18	14	8	4	6

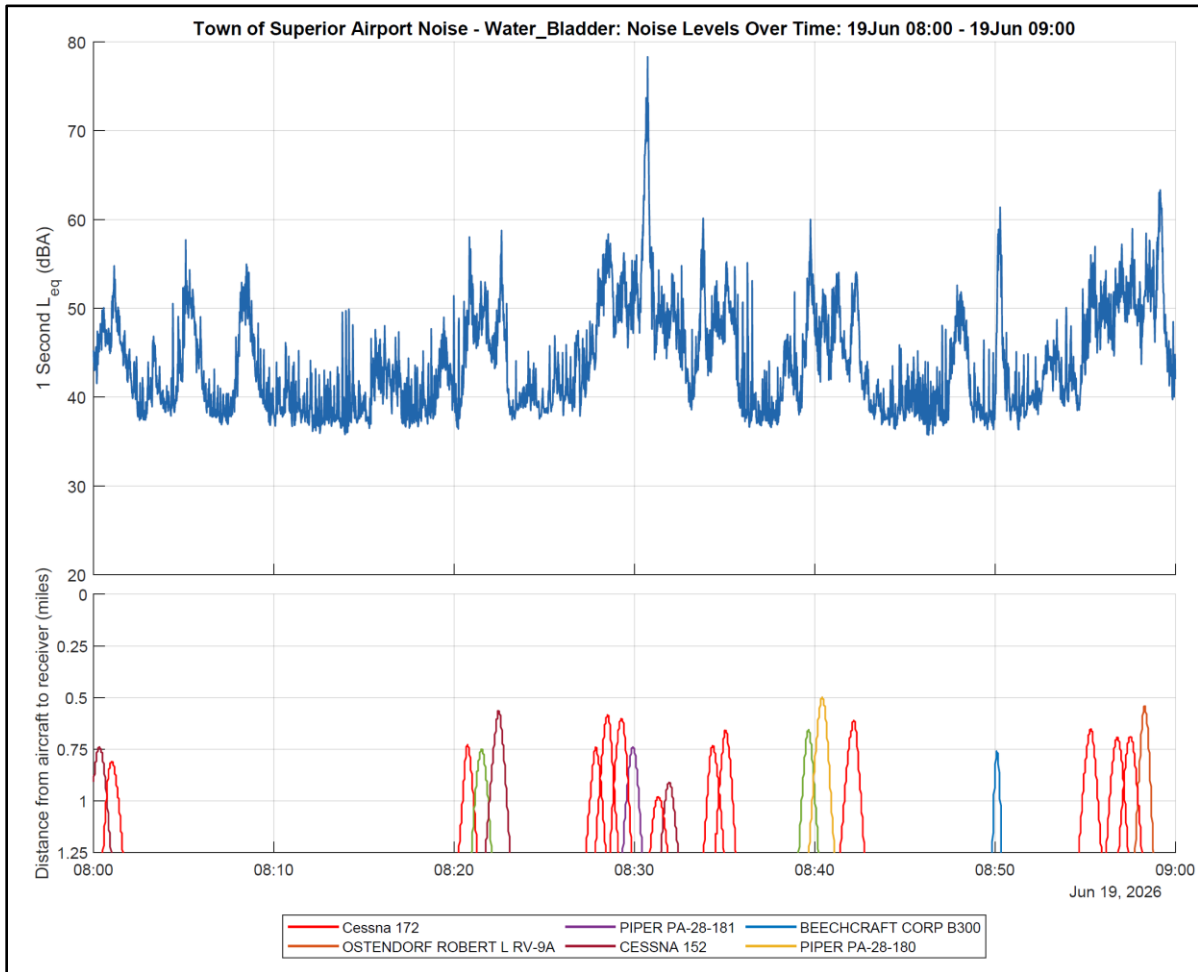


Figure 3 – Noise Levels and Aircraft Operations during an Example Hour on Median Day (Water Bladder)

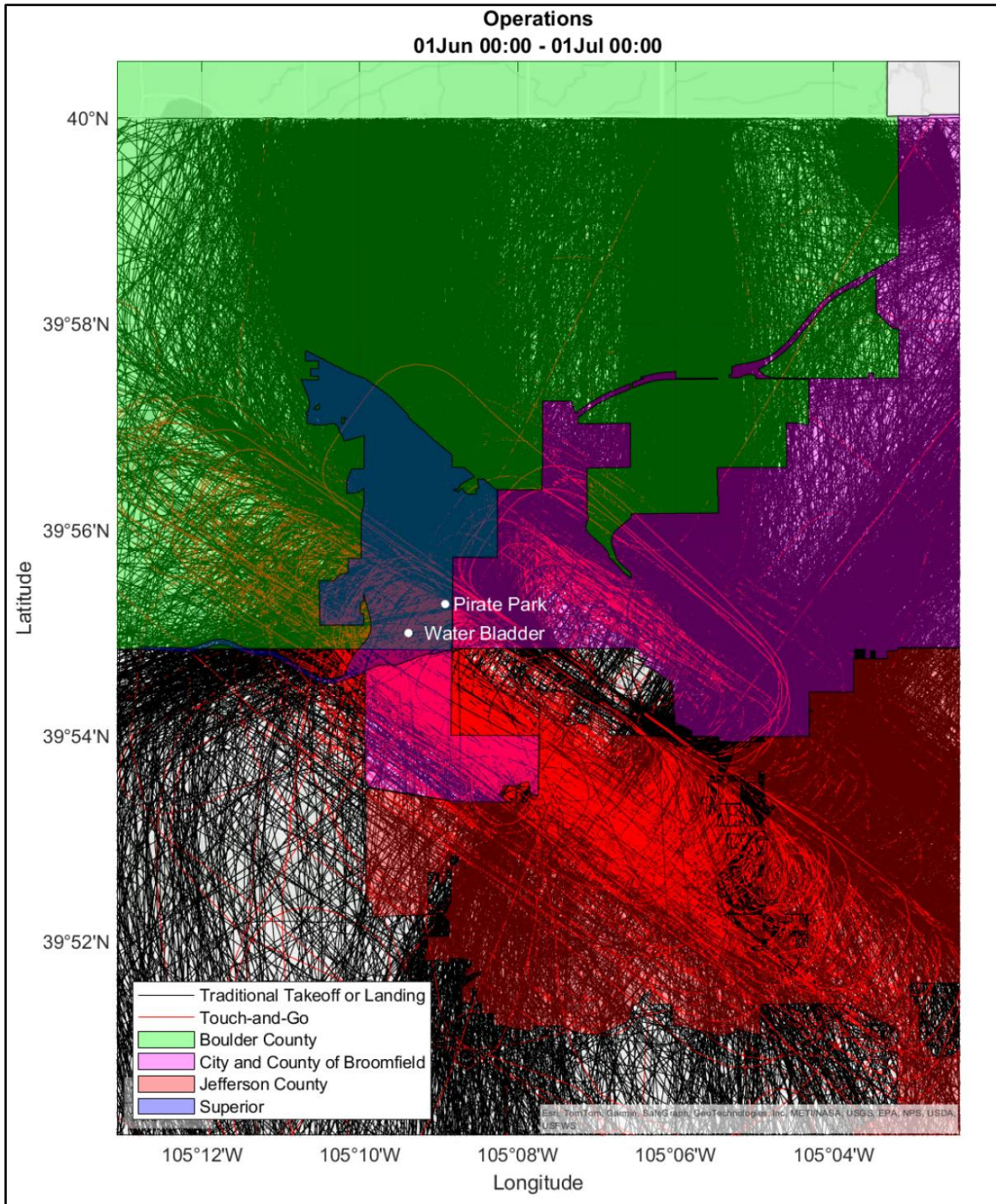


Figure 4 – All Flight Paths in June 2026 (10,835 Operations; 1,727 T&G)

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

- Over the entire month, a total of 6,244 aircraft operations occurred within 1.25 miles of the measurement location (the distance within which aircraft are audible).²
- Of these, 1,550 were touch and go (T&G) operations (25%).
- Over the entire month, aircraft operations were clearly noticeable (aircraft noise measured at approximately 5 dBA above the ambient sound level) for 3,956 minutes (66 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 3,213 minutes (54 hours), which is a 19% reduction.
- The following summarizes the June 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, June 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	6,244	---	3,956	2,618	695
	Daily average	223	20	141	93	25
Touch and Go Removed	Total for month	5,141	---	3,213	2,158	572
	Daily average	184	18	115	77	20

- Figure 5 shows the measured noise levels and concurrent aircraft activity for June 19, 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), 139 minutes.
 - 10 dBA (significant increase), 107 minutes.
 - 20 dBA (much louder), 43 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.

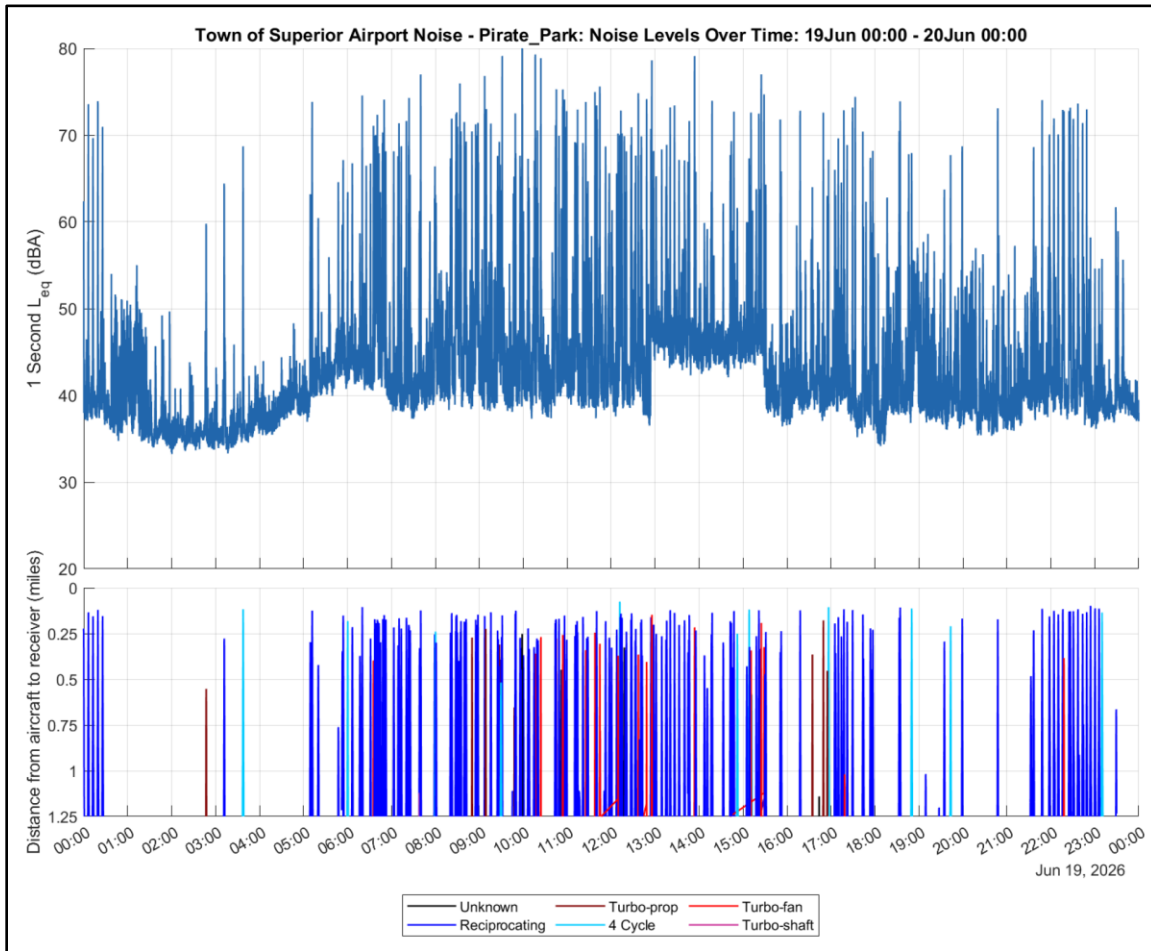


Figure 5 – Noise Levels and Aircraft Operations on Median Day (Pirate Park)

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)	39	54	57	58	58	56	57	55	52	55	49	53	51	47	47
Number of Operations	30	34	44	38	37	34	41	26	24	18	18	14	8	4	6

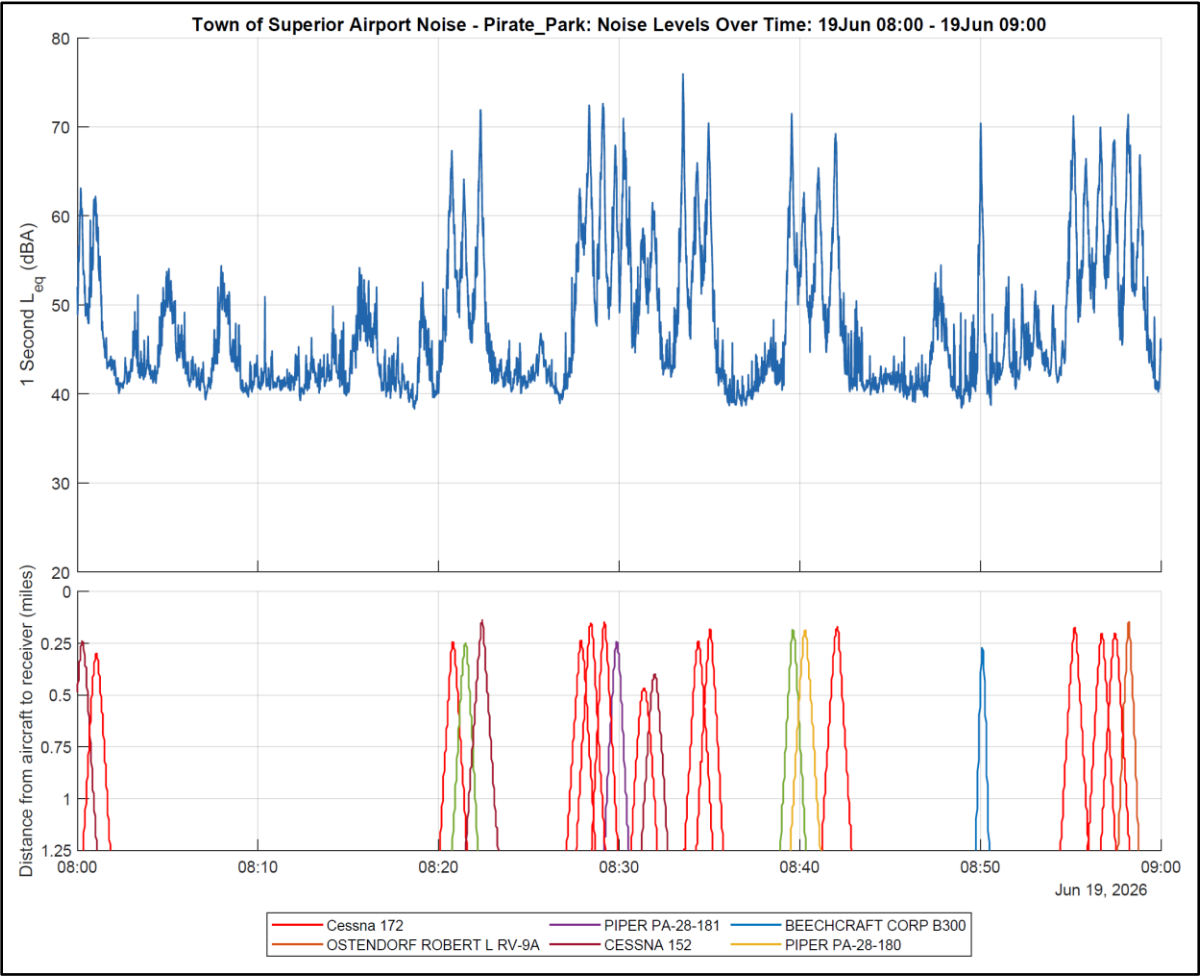


Figure 6 – Noise Levels and Aircraft Operations during an Example Hour on Median Day
(Pirate Park)

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 June 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).

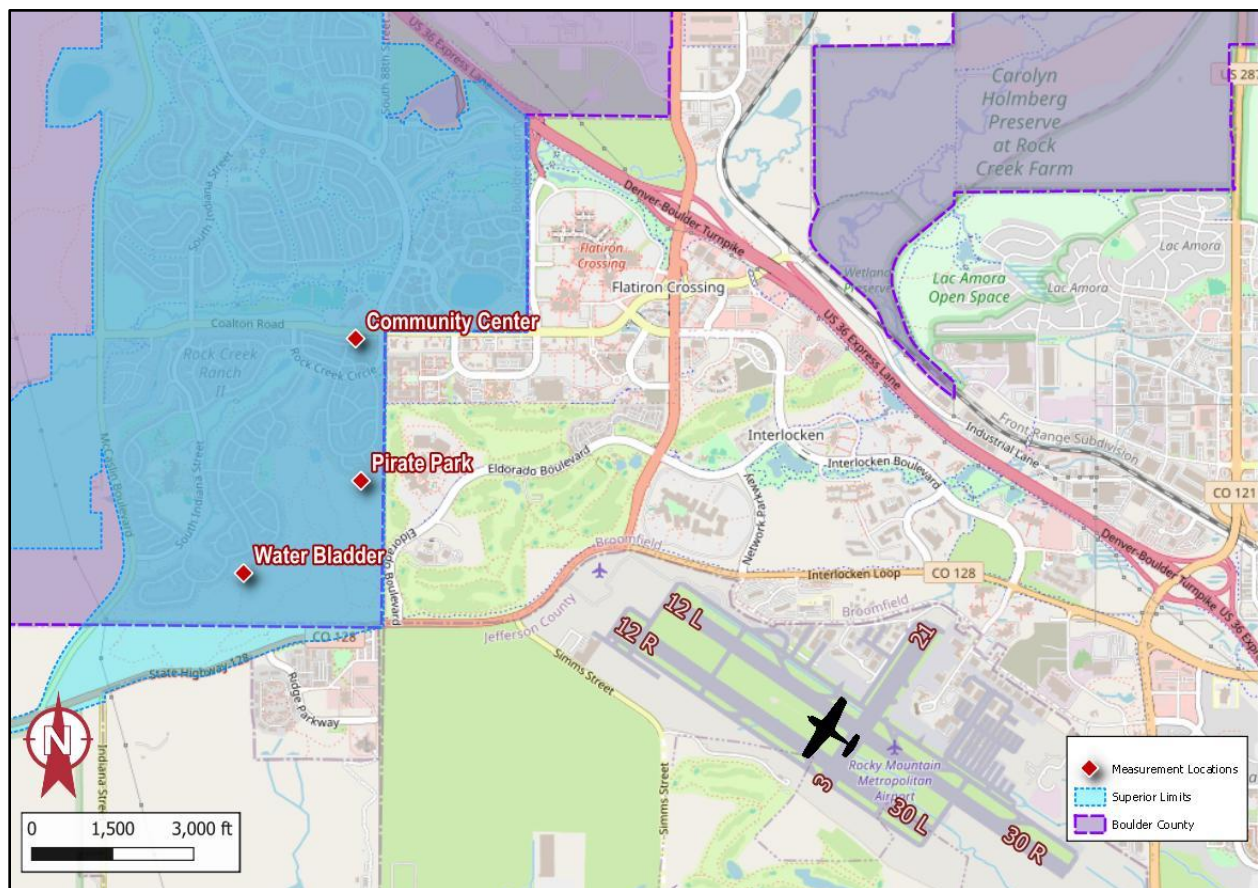


Figure 1-1. Measurement Locations and Airport

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 June 9, 2026 for all sites and the drift in the measured noise level was well within tolerance (Water Bladder -0.08 dB, Pirate Park -0.02 dB, and Community Center -0.20 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 June 2026. A total of 720 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 orange) performing touch and go operations, which involves landing and immediately taking off again, and results in the airplane passing over the microphone every few minutes. Two other aircraft (shown in yellow and blue) perform traditional takeoffs or landings. Note the ambient sound level, the level occurring with no aircraft present, is approximately 38 dBA during this example hour. With aircraft present, levels are as high as 72 dBA, which is a 34 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.

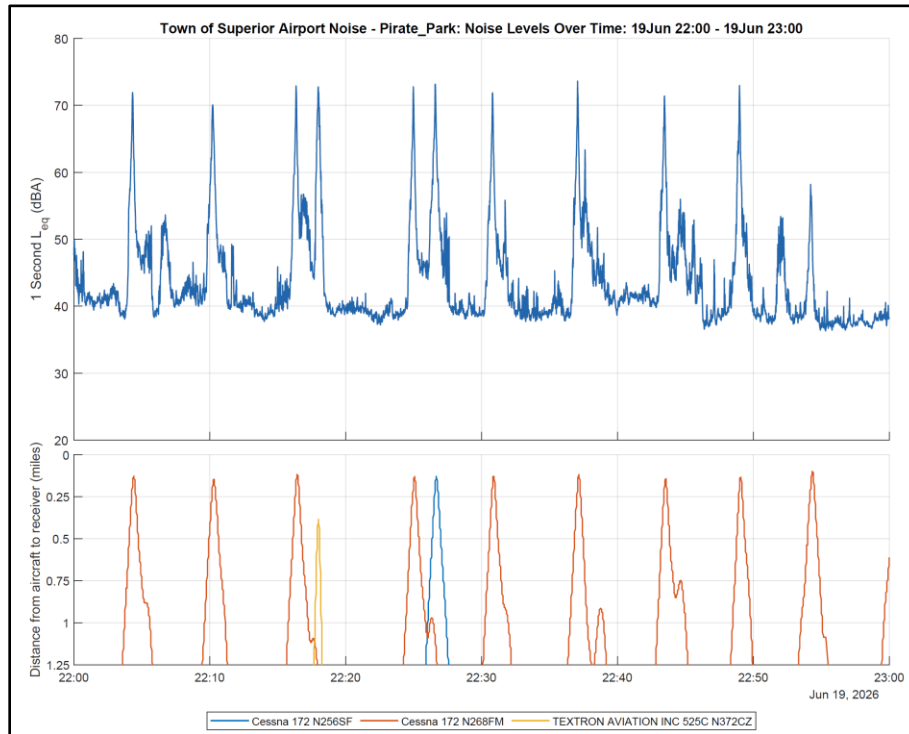


Figure 2-1. Example Time Plot of Measured Noise Levels - Touch and Go Operations

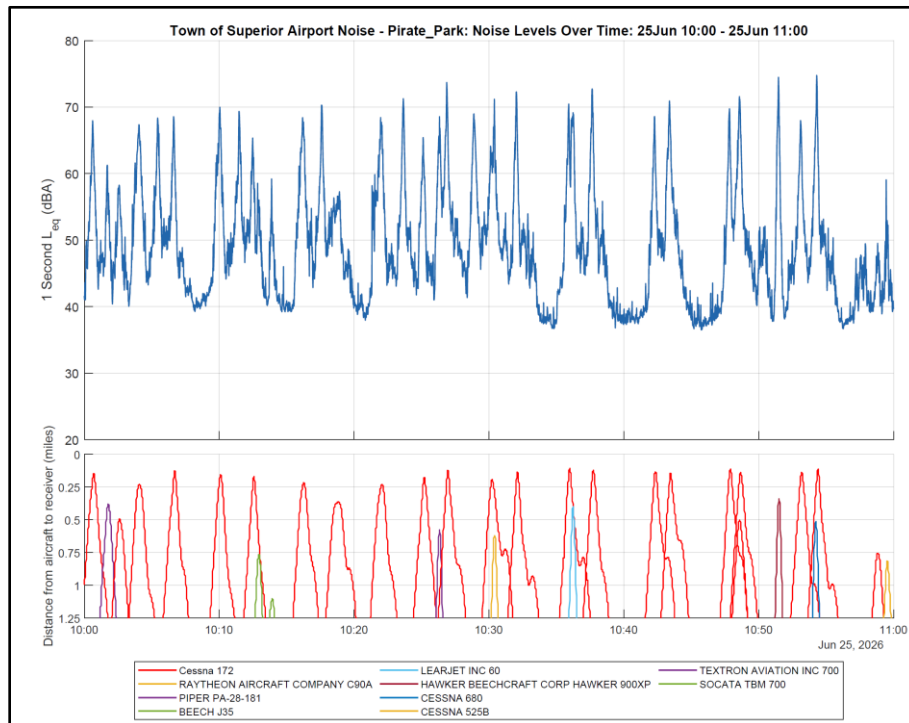


Figure 2-2. Example Time Plot During an Hour with Frequent Aircraft Operations

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-Jun-26	188	168	166	522	36%	132
2-Jun-26	133	148	154	435	31%	124
3-Jun-26	183	194	191	568	32%	145
4-Jun-26	86	227	221	534	16%	145
5-Jun-26	94	216	217	527	18%	159
6-Jun-26	54	137	126	317	17%	112
7-Jun-26	47	142	119	308	15%	106
8-Jun-26	98	188	165	451	22%	140
9-Jun-26	37	152	106	295	13%	103
10-Jun-26	-	-	-	-	-	-
11-Jun-26	-	-	-	-	-	-
12-Jun-26	37	115	147	299	12%	117
13-Jun-26	31	124	121	276	11%	107
14-Jun-26	97	93	98	288	34%	99
15-Jun-26	64	227	235	526	12%	150
16-Jun-26	35	203	202	440	8%	150
17-Jun-26	10	74	73	157	6%	93
18-Jun-26	33	239	242	514	6%	156
19-Jun-26	32	201	200	433	7%	140
20-Jun-26	21	109	119	249	8%	94
21-Jun-26	10	116	115	241	4%	118
22-Jun-26	15	234	224	473	3%	147
23-Jun-26	35	202	207	444	8%	129
24-Jun-26	10	150	151	311	3%	137
25-Jun-26	74	74	69	217	34%	88
26-Jun-26	62	194	198	454	14%	132
27-Jun-26	29	116	117	262	11%	107
28-Jun-26	56	165	161	382	15%	136
29-Jun-26	102	210	207	519	20%	148
30-Jun-26	54	173	166	393	14%	125
Month Total	1,727	4,591	4,517	10,835	16%	-

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-Jun-26	462	9	9	0	38	4
2-Jun-26	370	15	16	2	29	3
3-Jun-26	495	8	12	2	45	6
4-Jun-26	453	27	6	0	43	5
5-Jun-26	437	26	2	0	59	3
6-Jun-26	285	7	5	0	16	4
7-Jun-26	266	11	0	0	29	2
8-Jun-26	363	20	7	0	53	8
9-Jun-26	258	7	3	0	16	11
10-Jun-26	-	-	-	-	-	-
11-Jun-26	-	-	-	-	-	-
12-Jun-26	253	17	0	0	25	4
13-Jun-26	231	13	0	0	25	7
14-Jun-26	218	8	3	5	52	2
15-Jun-26	453	18	4	0	41	10
16-Jun-26	357	28	9	0	45	1
17-Jun-26	81	13	6	0	49	8
18-Jun-26	425	25	6	0	49	9
19-Jun-26	371	16	7	0	35	4
20-Jun-26	214	6	4	0	22	3
21-Jun-26	168	11	3	0	56	3
22-Jun-26	405	15	3	0	41	9
23-Jun-26	381	17	13	0	26	7
24-Jun-26	217	16	5	0	64	9
25-Jun-26	143	17	6	0	48	3
26-Jun-26	379	23	0	0	46	6
27-Jun-26	210	9	5	0	31	7
28-Jun-26	295	18	5	0	59	5
29-Jun-26	435	15	15	0	49	5
30-Jun-26	314	15	6	0	54	4
Month Total	8,939	430	160	9	1,145	152

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 June 2026 at each of the three measurement locations. The tables provide the following information:

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

Table 4-1. Summary of Measured Noise Levels and Aircraft Operations^{5,6} – 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-Jun-26	37	374	53	16	258	147	21	229	50	13	130	74	10
2-Jun-26	37	260	55	18	165	99	19	169	48	11	64	28	4
3-Jun-26	38	360	55	18	249	166	26	230	49	12	110	60	5
4-Jun-26	37	303	53	17	199	126	15	251	53	16	144	90	12
5-Jun-26	36	320	51	16	181	114	17	255	48	12	109	59	6
6-Jun-26	35	184	53	18	149	105	16	150	50	15	92	63	7
7-Jun-26	34	205	49	14	89	50	5	175	49	14	87	48	5
8-Jun-26	36	280	52	16	151	93	11	215	50	13	112	67	7
9-Jun-26	37	174	53	15	122	72	7	150	52	14	102	60	5
10-Jun-26	37	-	-	-	-	-	-	-	-	-	-	-	-
11-Jun-26	37	-	-	-	-	-	-	-	-	-	-	-	-
12-Jun-26	37	156	51	14	83	44	5	136	51	14	78	40	4
13-Jun-26	37	131	54	17	87	49	8	116	54	16	74	42	6
14-Jun-26	35	160	55	20	103	67	14	92	51	16	50	34	7
15-Jun-26	36	251	54	18	145	105	14	214	53	17	132	100	13
16-Jun-26	37	231	54	17	136	97	12	218	54	17	129	92	11
17-Jun-26	36	74	53	18	36	21	3	71	53	18	34	20	3
18-Jun-26	36	263	52	16	138	92	12	255	52	16	134	90	12
19-Jun-26	36	225	54	19	136	106	15	210	54	19	136	105	15
20-Jun-26	35	121	53	18	80	65	8	114	53	18	79	64	8
21-Jun-26	37	113	55	18	73	50	9	113	55	18	73	50	9
22-Jun-26	35	249	53	18	155	122	20	248	53	18	155	122	20
23-Jun-26	36	229	54	18	129	94	12	212	54	18	129	94	12
24-Jun-26	37	149	52	15	87	54	5	149	52	15	87	54	5
25-Jun-26	36	124	57	21	90	63	18	71	50	14	32	21	4
26-Jun-26	38	239	52	14	124	66	5	201	51	12	102	52	3
27-Jun-26	35	140	51	16	80	46	4	130	51	15	77	45	3
28-Jun-26	36	202	50	14	103	53	6	173	49	14	83	44	6
29-Jun-26	37	300	55	18	208	125	21	237	52	16	139	77	10
30-Jun-26	38	225	52	14	104	47	6	195	51	13	86	38	4
Monthly Average	36	216	53	17	131	83	12	178	51	15	98	62	8
Monthly Total	-	6,042	-	-	3,659	2,337	332	4,979	-	-	2,757	1,732	215

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

⁶ No aircraft data from June 10 and 11 due to equipment malfunction

Table 4-2. Summary of Measured Noise Levels⁷ and Aircraft Operations^{8,9} – 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-Jun-26	-	379	-	-	-	-	-	234	-	-	-	-	-
2-Jun-26	45	275	57	13	135	54	7	182	56	12	95	38	6
3-Jun-26	45	369	61	16	223	112	14	233	59	14	162	89	12
4-Jun-26	44	315	59	15	195	102	16	261	59	14	171	91	15
5-Jun-26	46	325	57	12	125	54	9	259	57	11	103	43	8
6-Jun-26	45	193	58	14	124	65	11	159	57	13	101	51	8
7-Jun-26	44	209	57	13	106	42	7	179	57	13	105	42	7
8-Jun-26	45	293	59	14	146	69	12	226	59	13	129	64	11
9-Jun-26	45	187	60	15	129	72	10	163	59	15	117	66	9
10-Jun-26	46	-	-	-	-	-	-	-	-	-	-	-	-
11-Jun-26	45	-	-	-	-	-	-	-	-	-	-	-	-
12-Jun-26	47	159	58	11	60	22	3	139	58	11	58	22	3
13-Jun-26	46	143	59	13	93	47	6	128	59	13	87	44	6
14-Jun-26	43	165	62	20	96	51	11	97	58	16	64	36	8
15-Jun-26	45	252	61	16	135	73	14	215	61	16	133	73	14
16-Jun-26	45	229	60	15	116	65	12	216	60	15	114	64	12
17-Jun-26	48	75	58	10	20	7	1	72	58	10	20	7	1
18-Jun-26	45	260	58	13	127	61	9	252	58	13	126	61	9
19-Jun-26	46	224	61	15	128	73	13	209	61	15	128	73	13
20-Jun-26	44	120	60	16	77	46	10	113	60	16	77	46	10
21-Jun-26	44	111	60	16	69	35	8	111	60	16	69	35	8
22-Jun-26	45	244	60	15	152	81	16	243	60	15	152	81	16
23-Jun-26	46	224	61	14	111	58	10	207	61	14	111	58	10
24-Jun-26	46	153	61	15	103	55	11	153	61	15	103	55	11
25-Jun-26	46	132	62	16	77	35	6	78	61	15	44	23	5
26-Jun-26	45	251	60	15	136	75	13	211	60	14	125	71	13
27-Jun-26	45	141	58	12	70	27	5	131	58	12	67	27	5
28-Jun-26	44	215	57	13	114	42	8	182	56	12	106	39	8
29-Jun-26	47	299	59	13	164	75	11	237	59	12	131	61	10
30-Jun-26	46	233	58	12	92	35	6	203	58	12	82	31	5
Monthly Average	45	221	59	14	116	57	10	182	59	14	103	51	9
Monthly Total	-	6,175	-	-	3,124	1,532	260	5,093	-	-	2,779	1,388	243

⁷ No noise data from June 1 due to equipment malfunction

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

⁹ No aircraft data from June 10 and 11 due to equipment malfunction

Table 4-3. Summary of Measured Noise Levels and Aircraft Operations^{10,11} – 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-Jun-26	39	378	56	17	247	140	28	233	54	15	154	91	17
2-Jun-26	39	280	58	19	183	103	22	180	52	13	98	53	7
3-Jun-26	40	373	59	20	272	183	43	237	55	16	156	106	18
4-Jun-26	39	317	57	18	215	145	28	263	56	17	179	125	23
5-Jun-26	38	328	55	17	186	115	24	261	53	15	131	79	15
6-Jun-26	38	193	56	18	159	108	21	159	54	15	116	80	14
7-Jun-26	38	210	53	15	117	71	10	180	53	15	115	70	10
8-Jun-26	39	294	57	18	173	122	23	226	56	17	139	100	19
9-Jun-26	39	188	57	17	155	98	16	164	56	17	137	87	13
10-Jun-26	39	-	-	-	-	-	-	-	-	-	-	-	-
11-Jun-26	39	-	-	-	-	-	-	-	-	-	-	-	-
12-Jun-26	38	159	56	18	92	58	13	139	55	18	86	56	12
13-Jun-26	40	143	56	17	112	72	12	126	56	17	100	65	12
14-Jun-26	37	166	62	25	120	81	23	97	58	21	68	47	14
15-Jun-26	38	253	61	23	133	95	40	216	61	23	125	90	39
16-Jun-26	38	231	62	24	136	105	49	218	62	-	130	101	46
17-Jun-26	38	76	60	22	39	26	10	73	60	-	38	25	10
18-Jun-26	38	267	59	21	146	101	35	258	58	21	143	99	34
19-Jun-26	38	226	61	23	139	107	43	211	61	-	139	106	42
20-Jun-26	37	121	61	24	79	59	25	114	61	24	78	59	25
21-Jun-26	39	113	61	22	71	52	19	113	61	22	71	52	19
22-Jun-26	38	250	61	24	156	115	47	249	61	24	156	115	47
23-Jun-26	39	231	61	22	121	85	31	214	61	22	121	85	31
24-Jun-26	39	155	59	20	105	73	19	155	59	20	105	73	19
25-Jun-26	38	134	60	22	108	75	26	78	58	19	47	34	12
26-Jun-26	40	253	57	18	152	101	21	213	57	17	135	92	19
27-Jun-26	38	143	55	17	92	65	15	132	55	17	88	62	15
28-Jun-26	39	219	54	15	116	62	11	184	53	15	100	56	11
29-Jun-26	40	308	57	18	215	134	29	244	56	16	154	93	19
30-Jun-26	40	235	55	16	118	67	11	204	55	15	103	59	10
Monthly Average	39	223	58	20	141	93	25	184	57	18	115	77	20
Monthly Total	-	6,244	-	-	3,956	2,618	695	5,141	-	-	3,213	2,158	572

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.

¹¹ No aircraft data from June 10 and 11 due to equipment malfunction