Summary of Measured Noise Levels

in the

Town of Superior, Colorado

due to

Rocky Mountain Metropolitan Airport Operations

March 2026

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ACOUSTICS AND VIBRATION CONSULTING

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

- Over the entire month, a total of 7,558 aircraft operations[1] occurred within 1.25 miles of the measurement location (the distance within which aircraft are audible).
- Of these, 3,442 were touch and go (T&G) operations (46%).
- Over the entire month, aircraft operations were clearly noticeable (aircraft noise measured at approximately 5 dBA above the ambient sound level) for 3,902 minutes (65 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 1,766 minutes (29 hours), which is a 55% reduction.
- The following summarizes the March 2026 noise survey results at the Water Bladder.

Table 1 - Summary of Daytime Measured Noise Levels and Aircraft Operations, March 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	7,558	---	3,902	2,705	564
	Daily average	244	19	195	135	28
Touch and Go Removed	Total for month	4,823	---	1,766	1,125	165
	Daily average	156	15	88	56	8

- Figure 1 shows the flight paths on March 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), 220 minutes.
  - 10 dBA (significant increase), 148 minutes.
  - 20 dBA (much louder), 23 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 (30 dBA for this hour), meaning that aircraft noise was regularly present.
- Figure 4 shows the flight paths for the entire month of March 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.

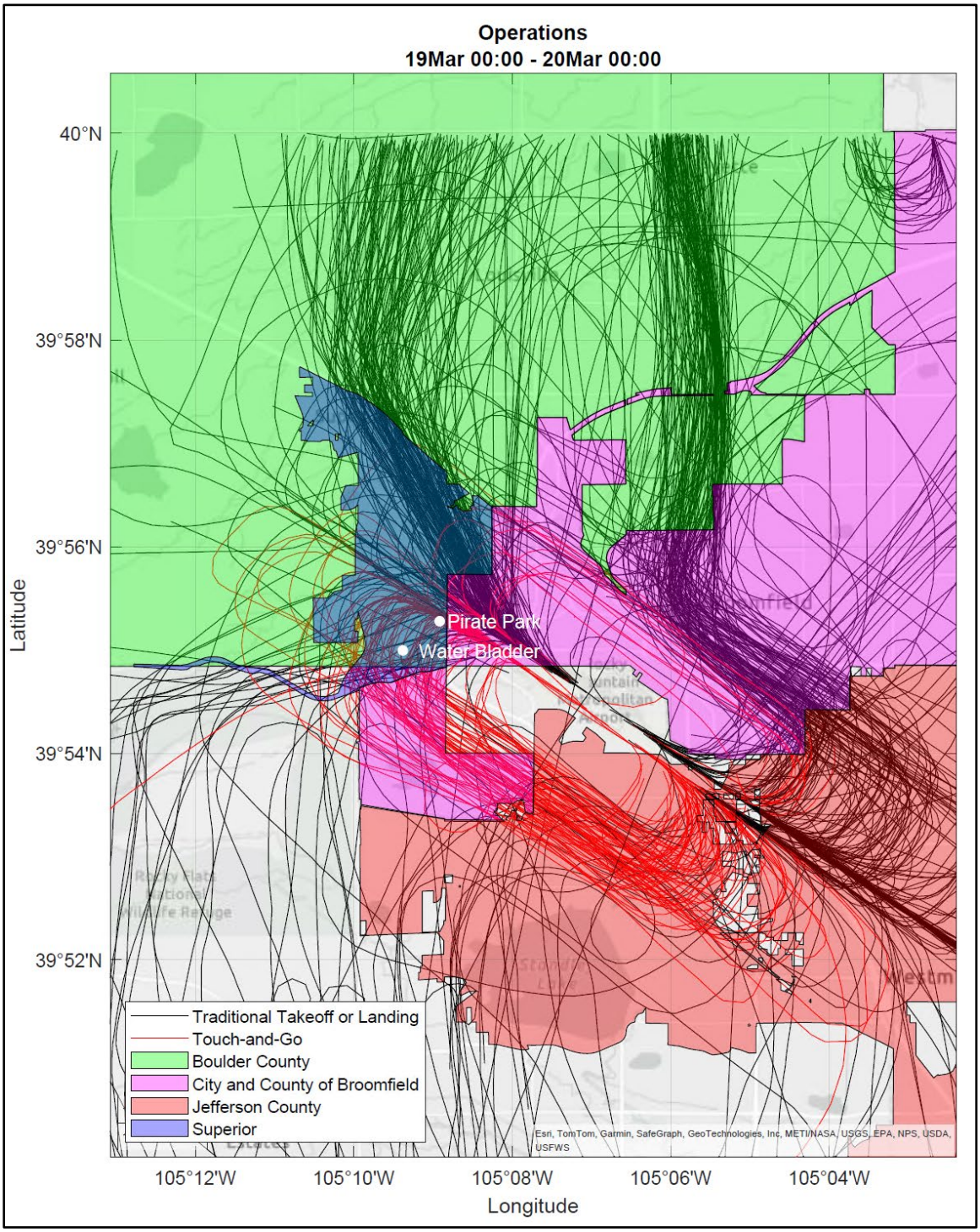

Figure 1 – Flight Paths on Median Day in March 2026 (561 Operations; 101 T&G)

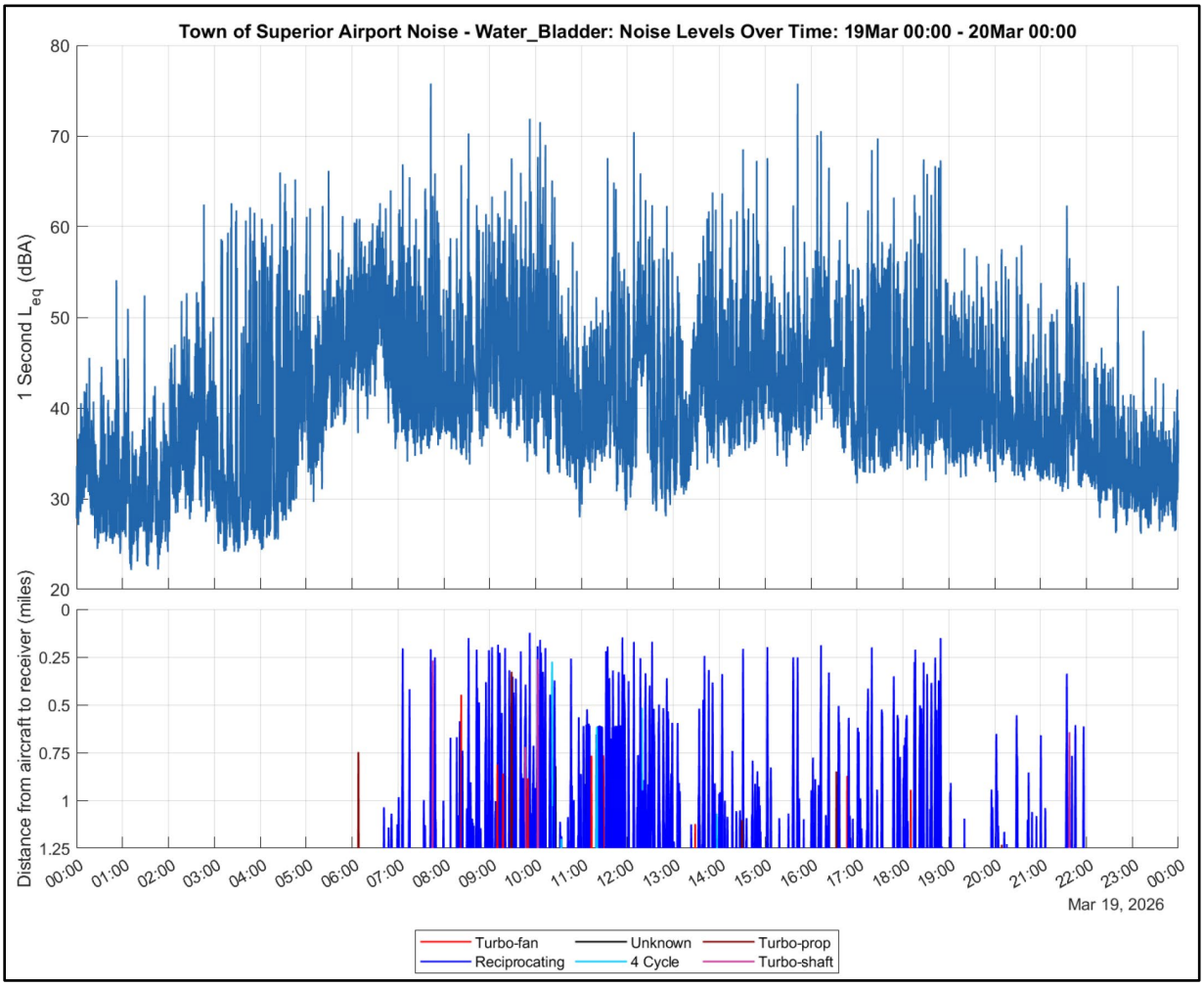

Figure 2 – Noise Levels and Aircraft Operations on Median Day (Water Bladder)

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)	51	49	51	51	45	49	46	48	51	50	49	50	43	43	43
Number of Operations	17	37	60	51	58	49	41	41	35	41	31	35	15	18	15

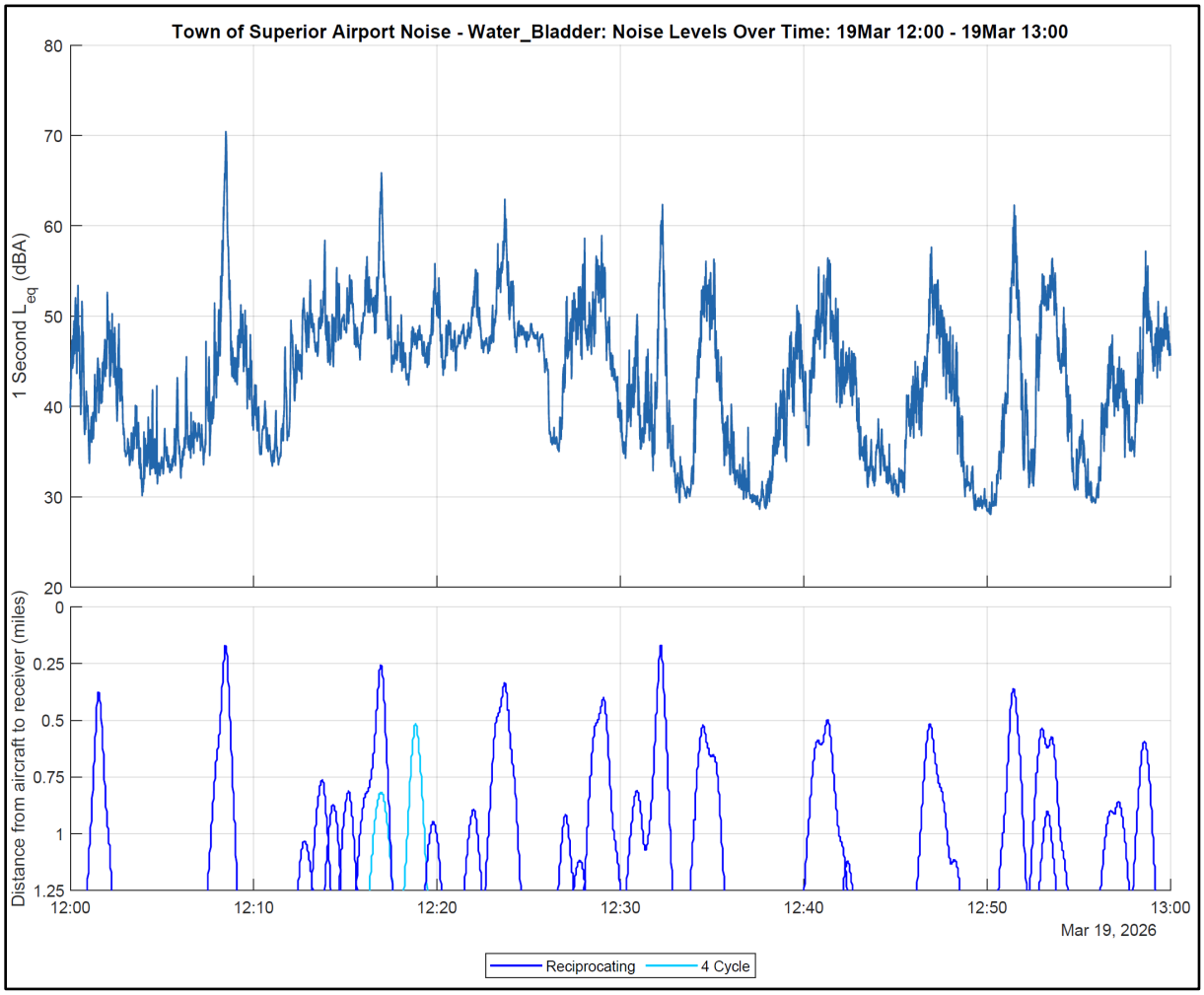

Figure 3 – Noise Levels and Aircraft Operations during an Example Hour on Median Day (Water Bladder)

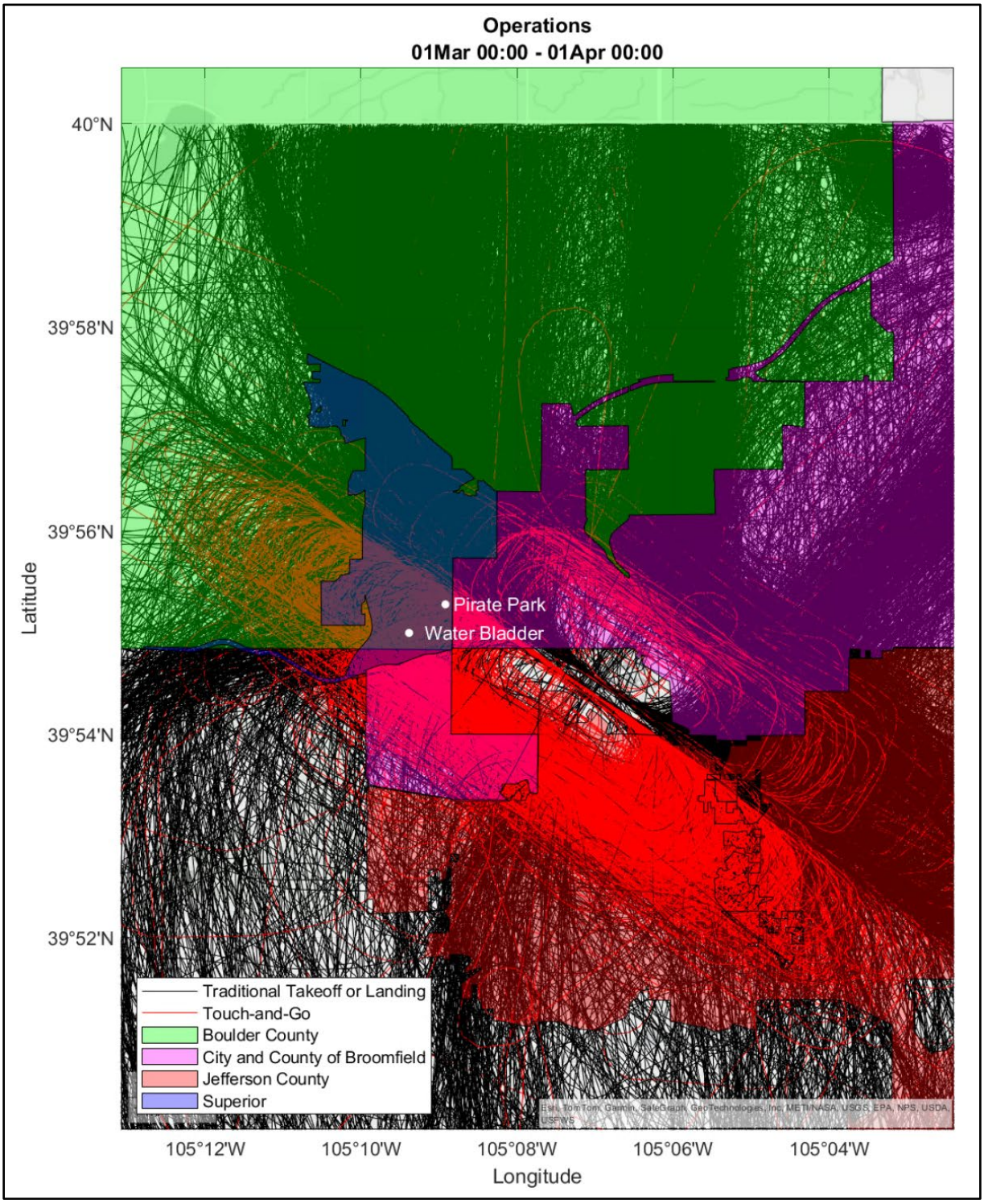

Figure 4 – All Flight Paths in March 2026 (12,939 Operations; 3,764 T&G)

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

- Over the entire month, a total of 8,143 aircraft operations[2] occurred within 1.25 miles of the measurement location (the distance within which aircraft are audible).
- Of these, 3,513 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 5,481 minutes (91 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 3,237 minutes (54 hours), which is a 41% reduction.
- The following summarizes the March 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, March 2026 (Pirate Park)

Operations	Quantity	Audible aircraft operations	Aircraft noise above ambient (dBA)	Aircraft 5 dBA Above Ambient (minutes)	Aircraft 10 dBA Above Ambient (minutes)	Aircraft 20 dBA Above Ambient (minutes)
All	Total for month	8,143	---	5,481	3,969	1,303
	Daily average	263	21	238	173	57
Touch and Go Removed	Total for month	5,371	---	3,237	2,345	695
	Daily average	173	18	141	102	30

- Figure 5 shows the measured noise levels and concurrent aircraft activity for March 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), 260 minutes.
  - 10 dBA (significant increase), 204 minutes.
  - 20 dBA (much louder), 73 minutes.
- Table 4 shows the hourly average noise levels and operation counts for this day.
- Figure 6 shows an hour on this day, during which time the measured noise level was often above ambient conditions (35 dBA for this hour), meaning that aircraft noise was regularly present.

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

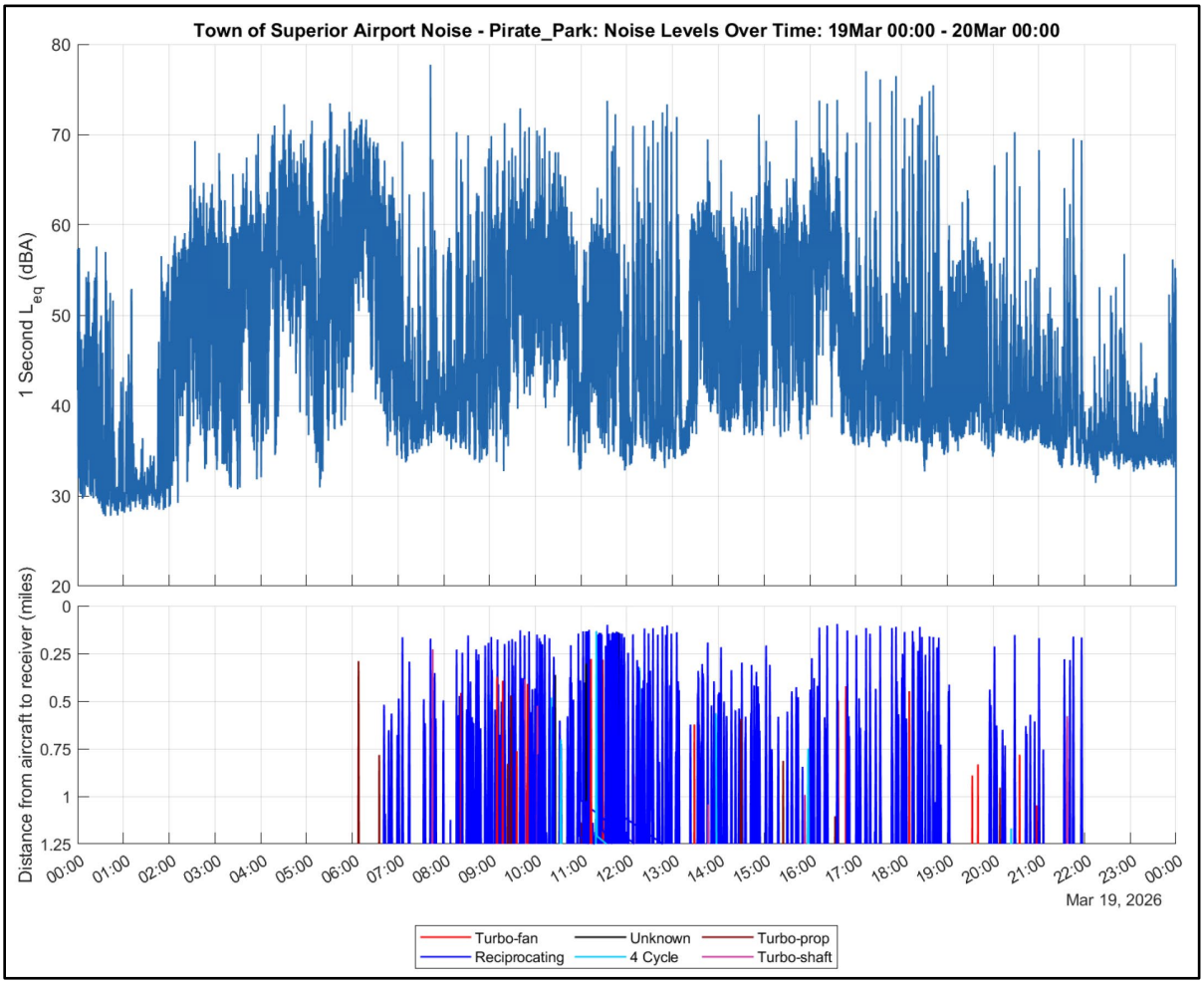

Figure 5 – Noise Levels and Aircraft Operations on Median Day (Pirate Park)

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

Time	7 am	8 am	9 am	10 am	11 am	12 pm	1 pm	2 pm	3 pm	4 pm	5 pm	6 pm	7 pm	8 pm	9 pm
Average Noise Level (dBA)	52	52	57	57	53	54	54	54	57	59	54	56	47	49	49
Number of Operations	17	37	60	51	58	49	41	41	35	41	31	35	15	18	15

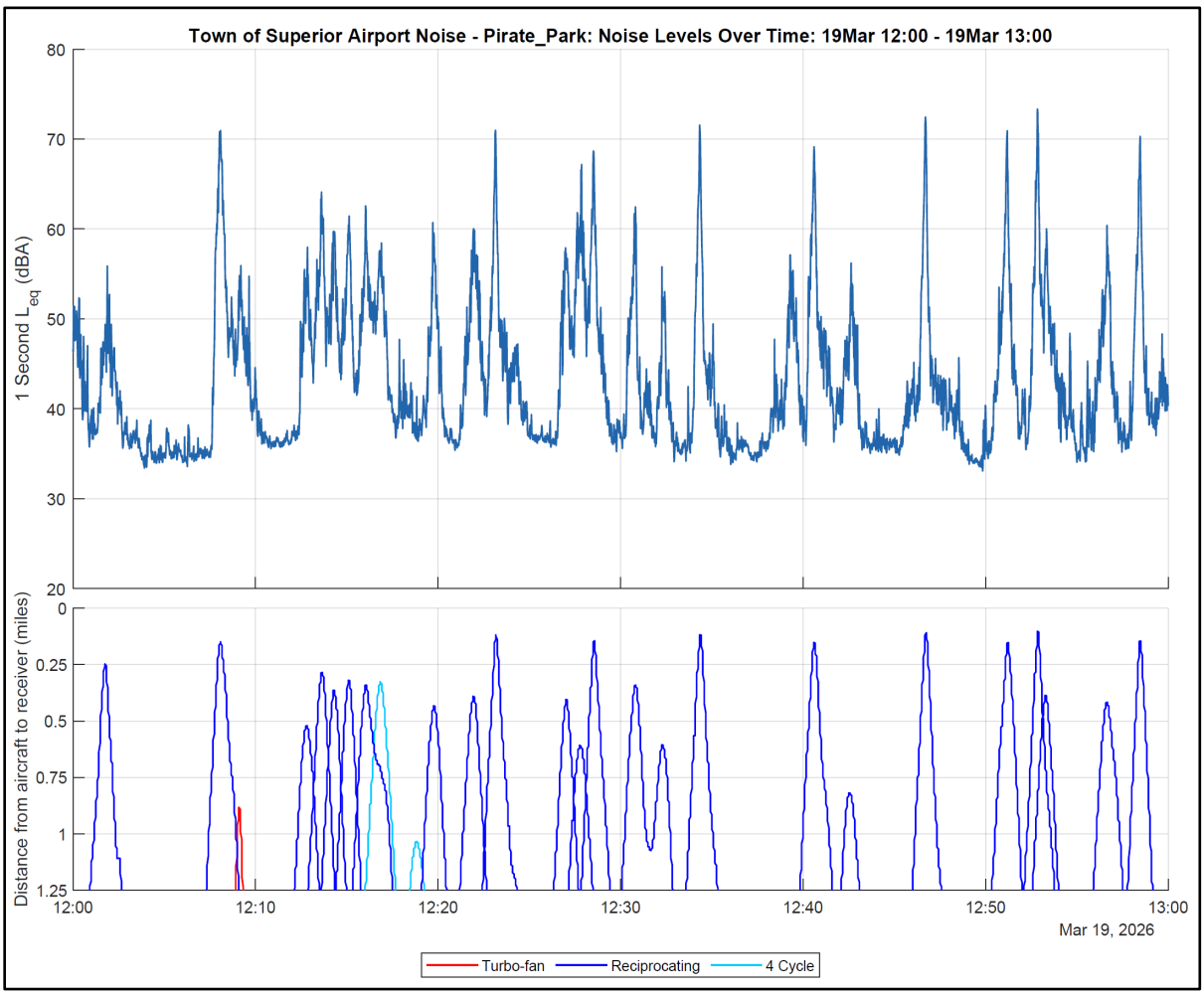

Figure 6 – Noise Levels and Aircraft Operations during an Example Hour on Median Day (Pirate Park)

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 March 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).

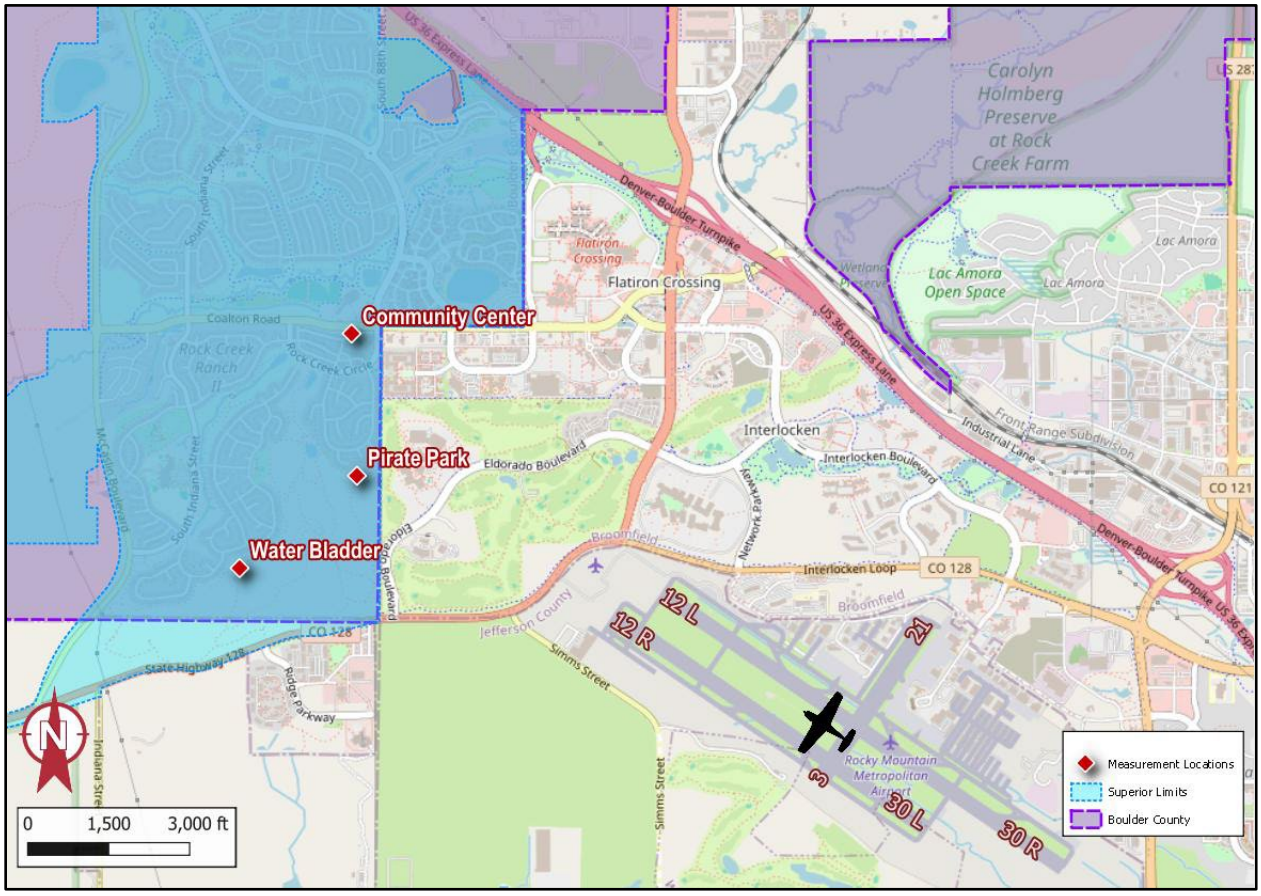

Figure 1-1. Measurement Locations and Airport

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 March 1, 2026 for all sites and the drift in the measured noise level was well within tolerance (Water Bladder +0.38 dB, Pirate Park +0.02 dB, and Community Center -0.26 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 March 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. Two other Cessna 172s (shown in red and yellow) perform traditional takeoffs or landings. Note the ambient sound level, the level occurring with no aircraft present, is approximately 40 dBA during this example hour. With aircraft present, levels are as high as 72 dBA, which is a 32 dBA increase over the ambient sound level.

Figure 2-2 shows the measured noise levels and aircraft operations for a representative hour with frequent aircraft operations. During this hour the ambient sound level for this day of 37 dBA is rarely reached because there was very little time when aircraft noise was not audible.

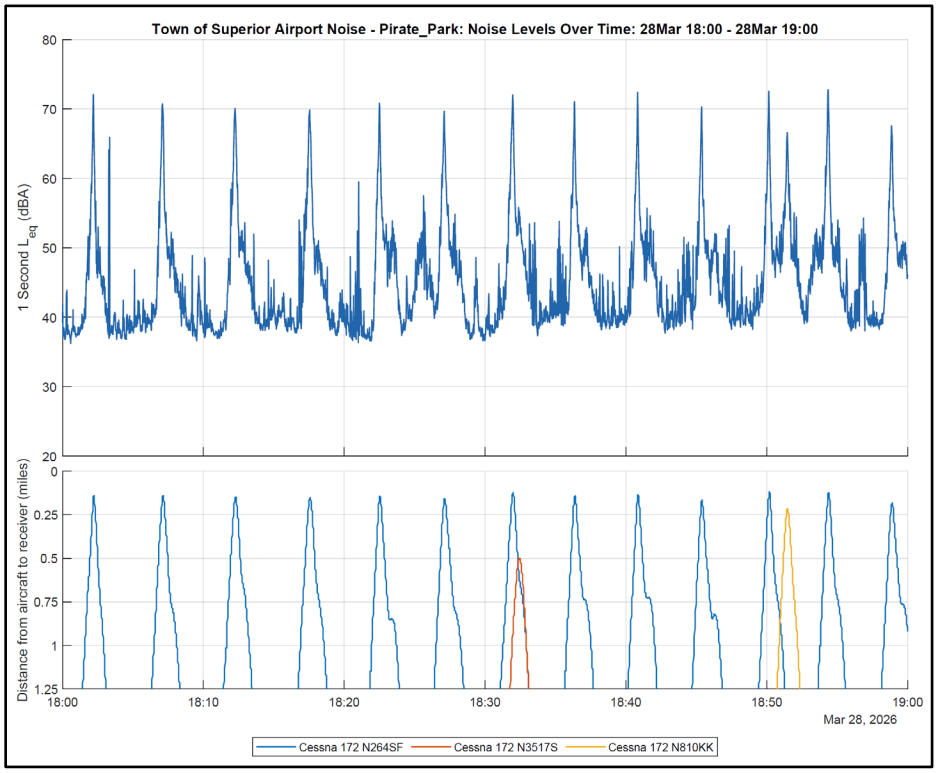

Figure 2-1. Example Time Plot of Measured Noise Levels - Touch and Go Operations

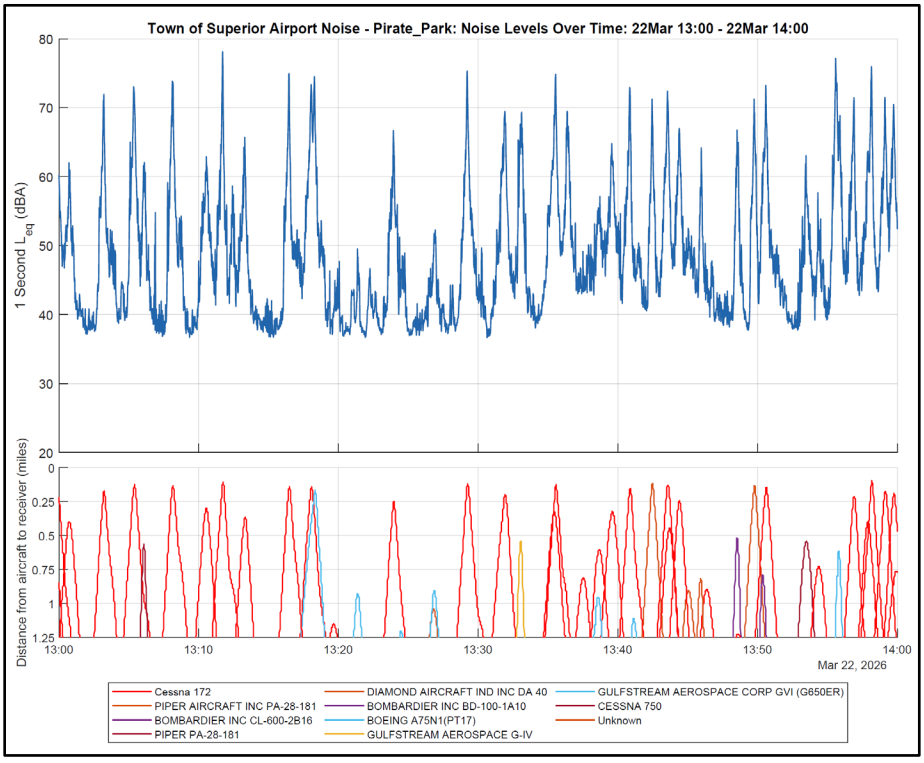

Figure 2-2. Example Time Plot During an Hour with Frequent Aircraft Operations

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 90^{th} 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 Type[3]

Day	Operation Type			Total Operations	Percentage T&G	Total Number of Unique Aircraft
	T&G	Takeoff	Landing			
1-Mar-26	172	180	184	536	32%	125
2-Mar-26	163	215	220	598	27%	125
3-Mar-26	60	69	69	198	30%	72
4-Mar-26	174	251	238	663	26%	144
5-Mar-26	174	204	208	586	30%	140
6-Mar-26	0	14	13	27	0%	24
7-Mar-26	71	153	160	384	18%	118
8-Mar-26	120	171	172	463	26%	116
9-Mar-26	100	171	170	441	23%	126
10-Mar-26	122	183	179	484	25%	120
11-Mar-26	179	168	169	516	35%	128
12-Mar-26	2	22	22	46	4%	36
13-Mar-26	1	29	25	55	2%	36
14-Mar-26	16	27	22	65	25%	40
15-Mar-26	0	18	19	37	0%	28
16-Mar-26	136	208	199	543	25%	135
17-Mar-26	46	75	78	199	23%	83
18-Mar-26	81	153	158	392	21%	111
19-Mar-26	101	225	235	561	18%	151
20-Mar-26	216	212	215	643	34%	138
21-Mar-26	170	167	158	495	34%	123
22-Mar-26	220	143	139	502	44%	125
23-Mar-26	114	190	189	493	23%	117
24-Mar-26	277	188	193	658	42%	120
25-Mar-26	98	165	166	429	23%	127
26-Mar-26	129	175	177	481	27%	143
27-Mar-26	168	134	141	443	38%	112
28-Mar-26	165	156	165	486	34%	114
29-Mar-26	93	154	146	393	24%	118
30-Mar-26	179	169	170	518	35%	130
31-Mar-26	217	190	197	604	36%	136
Month Total	3,764	4,579	4,596	12,939	29%	-

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

Table 3-2. Aircraft Operations by Aircraft Engine Type[4]

	Engine Type					
Day	Piston	Turboprop	Turboshaft	Turbojet	Turbofan	Unknown
1-Mar-26	494	8	1	0	28	5
2-Mar-26	524	20	8	0	35	11
3-Mar-26	130	20	5	0	35	8
4-Mar-26	588	20	16	0	35	4
5-Mar-26	503	20	14	2	43	4
6-Mar-26	0	2	0	0	24	1
7-Mar-26	316	24	6	6	28	4
8-Mar-26	420	7	2	0	33	1
9-Mar-26	343	25	11	0	56	6
10-Mar-26	418	16	15	0	31	4
11-Mar-26	440	19	12	0	37	8
12-Mar-26	0	9	0	0	32	5
13-Mar-26	10	10	6	0	24	5
14-Mar-26	26	2	2	0	31	4
15-Mar-26	7	4	0	0	25	1
16-Mar-26	472	19	6	0	38	8
17-Mar-26	152	13	7	0	22	5
18-Mar-26	326	18	12	3	25	8
19-Mar-26	487	16	11	0	36	11
20-Mar-26	593	8	7	0	31	4
21-Mar-26	439	18	3	0	29	6
22-Mar-26	442	7	1	0	47	5
23-Mar-26	439	11	8	0	33	2
24-Mar-26	605	16	1	0	28	8
25-Mar-26	357	25	8	0	30	9
26-Mar-26	404	22	2	0	43	10
27-Mar-26	378	21	15	0	20	9
28-Mar-26	428	10	6	0	39	3
29-Mar-26	346	9	4	0	28	6
30-Mar-26	455	11	5	0	40	7
31-Mar-26	533	14	8	0	47	2
Month Total	11,075	444	202	11	1,033	174

[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 March 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[5] and Aircraft Operations[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-Mar-26	36	341	55	19	261	185	43	199	50	14	105	68	10
2-Mar-26	37	343	55	18	272	184	31	236	51	14	149	93	13
3-Mar-26	-	102	-	-	-	-	-	62	-	-	-	-	-
4-Mar-26	-	393	-	-	-	-	-	269	-	-	-	-	-
5-Mar-26	-	375	-	-	-	-	-	251	-	-	-	-	-
6-Mar-26	39	9	70	32	2	2	0	9	70	32	2	2	0
7-Mar-26	37	182	54	17	108	59	8	131	53	16	77	43	7
8-Mar-26	36	245	56	21	201	155	43	149	49	13	77	54	9
9-Mar-26	-	230	-	-	-	-	-	166	-	-	-	-	-
10-Mar-26	-	275	-	-	-	-	-	187	-	-	-	-	-
11-Mar-26	-	323	-	-	-	-	-	184	-	-	-	-	-
12-Mar-26	-	13	-	-	-	-	-	12	-	-	-	-	-
13-Mar-26	-	12	-	-	-	-	-	12	-	-	-	-	-
14-Mar-26	33	26	57	24	7	5	2	22	57	24	5	4	1
15-Mar-26	-	15	-	-	-	-	-	15	-	-	-	-	-
16-Mar-26	-	286	-	-	-	-	-	198	-	-	-	-	-
17-Mar-26	39	86	55	16	46	28	4	63	54	14	29	19	3
18-Mar-26	37	171	54	18	144	96	16	122	52	16	90	61	10
19-Mar-26	35	277	53	18	220	148	23	215	51	15	145	90	12
20-Mar-26	34	401	53	19	320	227	47	233	47	13	110	68	10
21-Mar-26	33	328	53	20	262	183	46	194	46	13	105	62	9
22-Mar-26	34	346	56	22	294	232	67	183	49	15	104	78	16
23-Mar-26	38	251	56	17	176	114	21	170	50	12	87	46	5
24-Mar-26	-	436	-	-	-	-	-	225	-	-	-	-	-
25-Mar-26	36	233	51	15	109	64	8	170	48	12	60	37	4
26-Mar-26	37	289	53	16	244	161	19	204	50	12	124	75	7
27-Mar-26	36	285	59	24	222	151	37	150	58	22	79	51	9
28-Mar-26	35	324	56	21	274	220	58	201	49	14	115	87	14
29-Mar-26	36	227	54	19	177	122	25	162	50	15	98	64	9
30-Mar-26	36	313	54	18	234	167	28	184	48	12	88	58	7
31-Mar-26	36	421	53	17	330	202	38	245	47	12	118	64	10
Monthly Average	**36**	**244**	**55**	**19**	**195**	**135**	**28**	**156**	**51**	**15**	**88**	**56**	**8**
Monthly Total	**-**	**7,558**	**-**	**-**	**3,902**	**2,705**	**564**	**4,823**	**-**	**-**	**1,766**	**1,125**	**165**

[5] No usable noise data March 3, 4, 5, 9, 10, 11, 16, or 24 due to equipment malfunction and March 12, 13, and 15 due to high wind.

[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[7] and Aircraft Operations[8] – 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-Mar-26	42	355	57	15	206	116	20	212	56	14	148	86	17
2-Mar-26	44	369	58	13	244	118	13	256	57	12	191	99	12
3-Mar-26	43	117	59	16	90	53	7	77	58	15	62	40	7
4-Mar-26	44	408	60	16	299	184	31	283	59	15	224	139	27
5-Mar-26	44	378	56	13	206	85	12	253	56	12	158	66	10
6-Mar-26	46	14	64	18	7	5	1	14	64	18	7	5	1
7-Mar-26	42	218	61	19	147	78	11	165	61	18	128	71	10
8-Mar-26	41	281	57	16	227	147	26	185	56	15	162	108	21
9-Mar-26	42	258	56	14	158	80	13	195	56	14	134	72	12
10-Mar-26	46	287	59	14	201	103	12	200	59	13	153	83	11
11-Mar-26	43	328	56	13	160	57	8	190	56	12	107	44	7
12-Mar-26	43	23	61	18	9	7	2	22	61	18	9	7	2
13-Mar-26	42	23	60	18	9	6	1	23	60	18	9	6	1
14-Mar-26	41	32	58	16	16	9	2	28	58	16	15	9	2
15-Mar-26	42	18	63	21	11	9	3	18	63	21	11	9	3
16-Mar-26	44	317	59	15	231	137	19	228	58	14	183	111	16
17-Mar-26	42	99	58	15	77	43	6	77	57	15	65	37	5
18-Mar-26	43	214	60	17	168	71	8	164	60	17	139	63	7
19-Mar-26	44	304	56	13	206	99	9	242	56	12	176	85	8
20-Mar-26	44	414	56	13	246	110	12	245	55	11	159	77	11
21-Mar-26	43	340	55	12	197	75	10	208	54	11	128	51	9
22-Mar-26	42	358	59	17	240	134	26	196	58	16	156	94	23
23-Mar-26	44	287	57	13	201	93	9	206	56	12	154	71	8
24-Mar-26	44	453	58	14	295	172	20	242	56	13	160	97	16
25-Mar-26	44	258	56	12	161	63	7	195	56	12	130	55	6
26-Mar-26	-	298	-	-	-	-	-	213	-	-	-	-	-
27-Mar-26	43	295	58	15	162	82	13	157	57	14	106	58	12
28-Mar-26	43	329	58	15	215	124	20	205	57	14	147	90	18
29-Mar-26	41	241	58	17	182	106	19	176	58	16	146	90	18
30-Mar-26	42	332	56	14	208	99	11	202	55	13	140	73	10
31-Mar-26	44	429	56	12	211	82	11	253	56	11	137	58	10
Monthly Average	**43**	**261**	**58**	**15**	**166**	**85**	**12**	**172**	**58**	**15**	**121**	**65**	**11**
Monthly Total	**-**	**8,077**	**-**	**-**	**4,989**	**2,549**	**362**	**5,330**	**-**	**-**	**3,642**	**1,953**	**320**

[7] No usable noise data from March 26 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.

Table 4-3. Summary of Measured Noise Levels[9] and Aircraft Operations[10] – 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-Mar-26	37	356	64	27	274	196	63	213	60	23	146	102	27
2-Mar-26	39	373	66	27	300	211	68	257	64	25	200	139	41
3-Mar-26	37	119	59	21	111	83	24	79	56	18	64	47	13
4-Mar-26	39	408	66	27	296	238	95	281	64	26	179	139	49
5-Mar-26	40	382	60	20	141	91	24	257	58	18	92	60	14
6-Mar-26	-	14	-	-	-	-	-	14	-	-	-	-	-
7-Mar-26	-	219	-	-	-	-	-	166	-	-	-	-	-
8-Mar-26	37	284	60	23	268	225	93	186	56	18	150	125	47
9-Mar-26	36	261	55	19	195	136	37	197	53	17	144	105	28
10-Mar-26	41	289	59	18	264	167	39	201	55	15	161	98	16
11-Mar-26	40	330	53	14	192	101	10	191	51	12	103	57	7
12-Mar-26	-	23	-	-	-	-	-	22	-	-	-	-	-
13-Mar-26	-	27	-	-	-	-	-	27	-	-	-	-	-
14-Mar-26	-	32	-	-	-	-	-	28	-	-	-	-	-
15-Mar-26	-	18	-	-	-	-	-	18	-	-	-	-	-
16-Mar-26	41	320	61	20	264	192	55	230	58	17	180	128	32
17-Mar-26	-	106	-	-	-	-	-	80	-	-	-	-	-
18-Mar-26	37	218	61	24	229	203	115	168	59	23	171	152	86
19-Mar-26	37	306	58	21	260	204	73	244	55	18	199	157	51
20-Mar-26	37	417	57	21	327	233	75	248	52	16	157	112	29
21-Mar-26	36	341	57	22	272	201	78	207	51	15	133	90	25
22-Mar-26	36	363	60	23	284	211	77	197	55	19	136	101	33
23-Mar-26	44	288	59	15	152	94	15	207	55	11	88	54	4
24-Mar-26	-	457	-	-	-	-	-	246	-	-	-	-	-
25-Mar-26	38	262	58	20	157	125	54	199	57	19	112	91	44
26-Mar-26	40	297	59	19	244	169	37	212	56	16	159	112	20
27-Mar-26	37	295	61	24	215	146	49	157	58	22	99	67	21
28-Mar-26	37	330	58	22	275	212	62	205	54	17	144	111	27
29-Mar-26	37	244	59	22	215	175	63	177	56	20	144	118	40
30-Mar-26	38	334	58	20	255	184	57	203	54	16	135	98	25
31-Mar-26	38	430	56	18	291	177	40	254	53	15	141	82	17
Monthly Average	**38**	**263**	**59**	**21**	**238**	**173**	**57**	**173**	**56**	**18**	**141**	**102**	**30**
Monthly Total	**-**	**8,143**	**-**	**-**	**5,481**	**3,969**	**1,303**	**5,371**	**-**	**-**	**3,237**	**2,345**	**695**

[9] No usable noise data from March 6, 7, 12, 13, 14, 15, or 17 due to high wind and March 24 due to equipment malfunction.

[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.