NOISE MONITOR UPDATE

October 2026

HVN TWEED NEW HAVEN AIRPORT

NOISE MONITORS

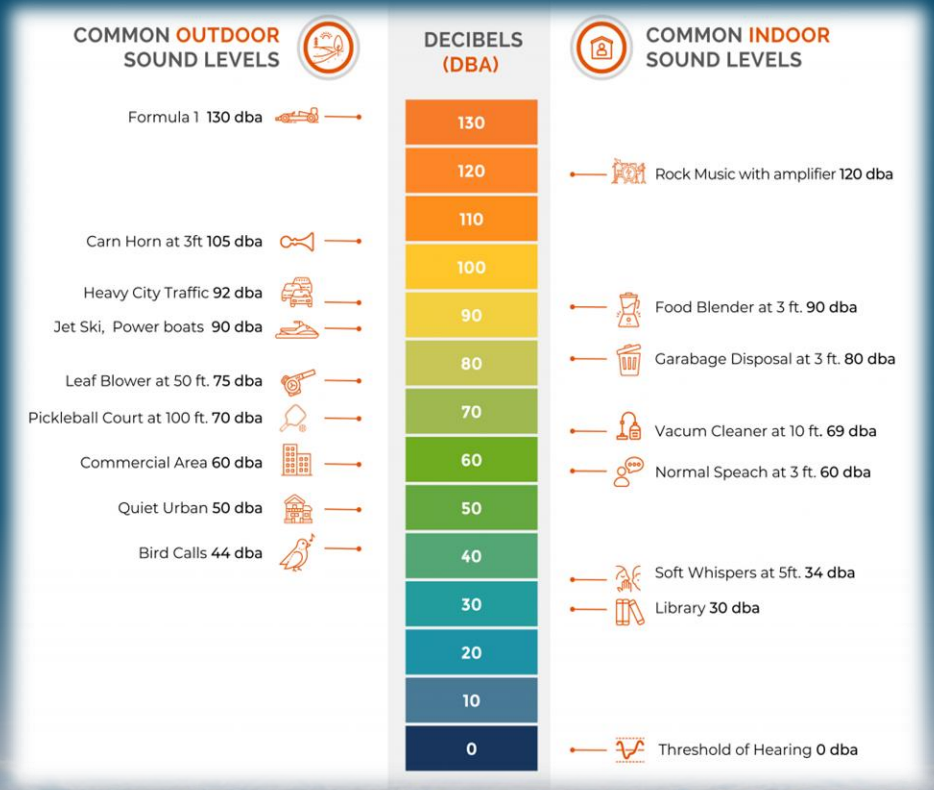
- HVN purchased 2 portable noise monitors.
- Monitors are currently deployed on airport property to collect baseline data.
- The objective is to deploy portable monitors to nearby public or private properties (with property owner's consent) to collect further data.
- Data is helpful in determining actual community impacts and is intended to be used for the eventual formation of an FAA Community Roundtable.
- FAA Community Roundtables facilitate understanding of noise-related issues and can potentially be used to update flight paths.



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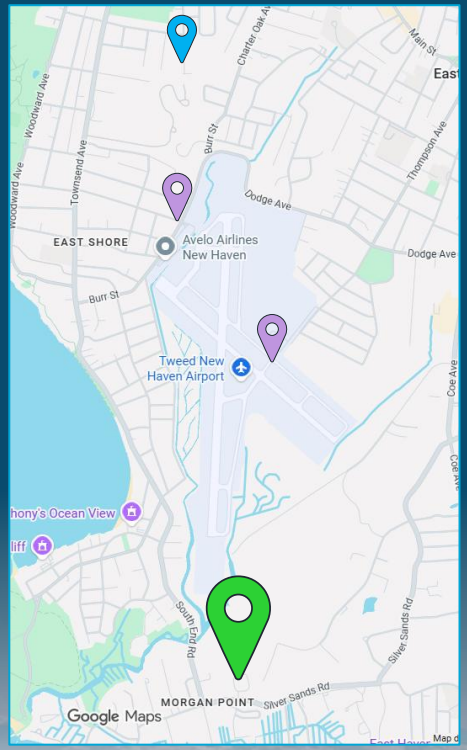
COMMON SOUND LEVELS

- Noise events are recorded when the industry standard of 65 dB for greater than 3 seconds is met or exceeded
- Monitors differentiate between aircraft noise (both APF and non-APF) and community noise
- Community noise may include, but is not limited to, the types described in the chart



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NOISE MONITOR DEPLOYMENT



Location	Location Name	Date Range
South	Roses Farm Road	4/25/26-9/14/26
Northwest	Upson Terrace	12/22/25-3/30/26
Airport	Main Entrance and/or Robinson Aviation	5/1/25-8/20/25

These results provide a snapshot of noise conditions at each location during its respective monitoring period.

- While the Roses Farm and Upson Terrace results provide useful points of comparison, the monitors were deployed at different locations and during different seasons.
- Several factors influence recorded noise levels and event frequency, including proximity to the airport, aircraft type, flight schedules, runway usage, flight paths, weather conditions, and surrounding community activity.
- Differences in deployment length (143 versus 99 days) are accounted for through daily averages, but seasonal and location-specific differences remain important considerations.

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RESULTS

All data captured from 4/25/26-9/14/26

Location	Location Name		Aircraft Noise Events				Community Noise Events
		Time on Site	Average # of Daily Events	Average Event Duration	Cum. Avg. Daily Duration	Peak (LMax)	Peak (LMax)
South	**Roses Farm Road**	143 days	39	14 seconds	9 minutes	94.5 dB	95dB
Compare to April Report – Monitor at Upson Terrace		99 days	20	13 seconds	4.3 minutes	92 dB	90 dB



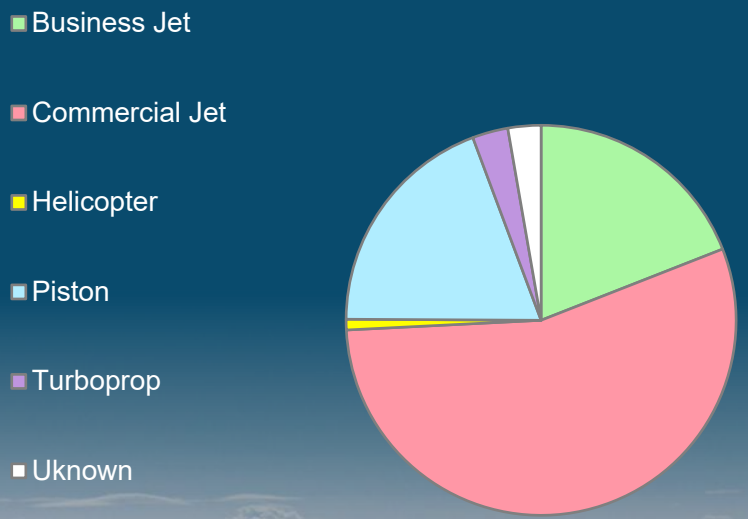
- Compared with the previous 99-day monitoring period, the 143-day deployment recorded a higher frequency of noise events exceeding 65 dB.
- Aircraft-related events increased from an average of 20 to 39 per day, while community-related events increased modestly from approximately 13 to 15 per day.
- Aircraft accounted for 72.5% of all recorded noise events during the more recent deployment, compared with 60.1% previously.
- Differences in recorded noise events may be attributed to seasonal variations in flight activity (winter versus summer) and each monitor's proximity to the airport.

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TOTAL RESULTS

All data captured from 4/25/26-9/14/26

Aircraft noise events by aircraft category



Commercial jets accounted for the largest share of recorded aircraft noise events (40.3%), followed by piston aircraft (29.1%). Together, these two categories represented approximately 69% of all aircraft noise events.

Aircraft noise events at this location are primarily driven by departure activity, which is typically associated with higher thrust and more noticeable noise signatures.

Operation type	Noise events	Percentage
Departures	3,470	61.9%
Arrivals	1,249	22.3%
Touch-and-go	632	11.3%
Overflights	251	4.5%
Unclassified	1	<0.1%
Total	5,603	100%

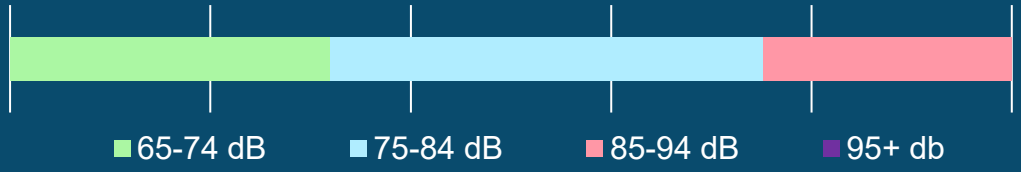
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TOTAL RESULTS

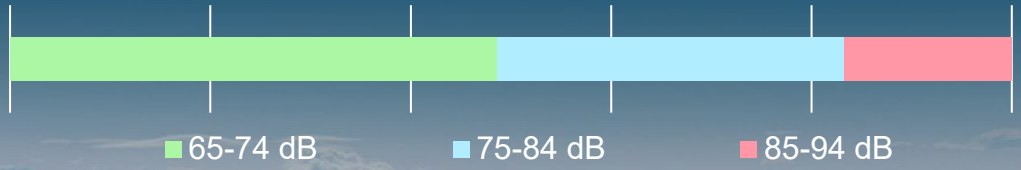
All data captured from 4/25/26-9/14/26

Aircraft noise events by decibel range

Roses Farm Road



Compare to April Report – Monitor at Upson Terrace

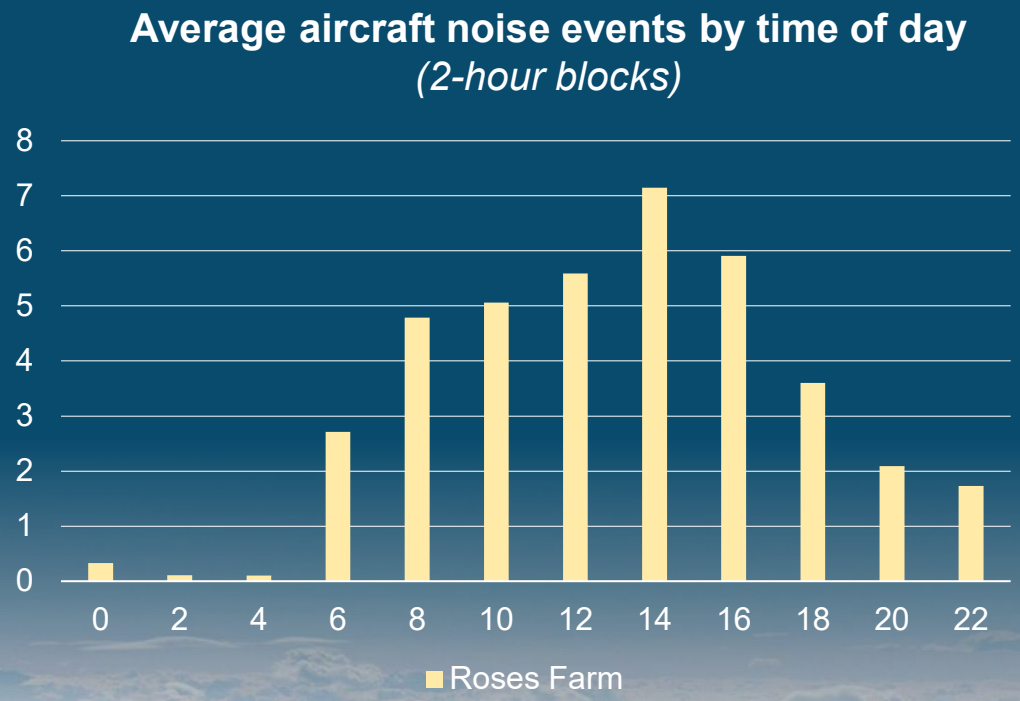


- Roses Farm recorded a greater proportion of aircraft noise events above 75 dB (64.7%) compared with Upson Terrace at 51.4%. Events reaching 85 dB or higher accounted for 23.2% of recordings at Roses Farm, compared with 16.7% at Upson Terrace.
- Neither location recorded aircraft noise events above 95 dB.
- Differences reflect each monitor's proximity to the airport, aircraft types, and seasonal flight activity. Because the monitoring locations and periods differ, these results should not be interpreted in the context of each location.

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TOTAL RESULTS

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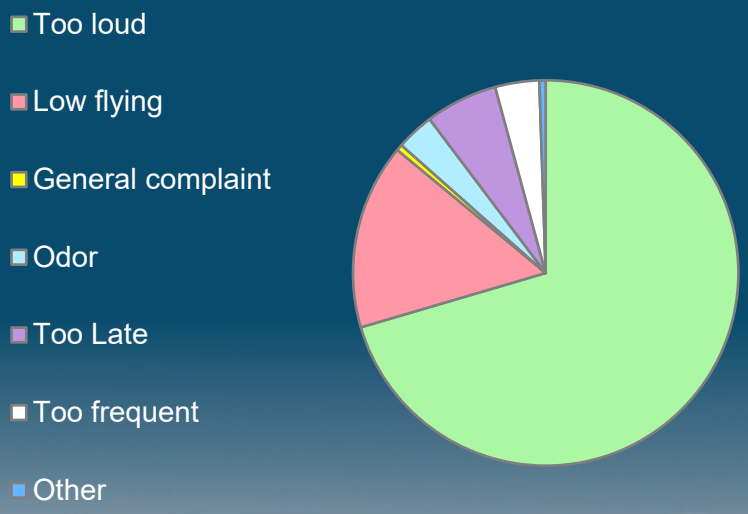
- Aircraft noise events were most frequent during daytime hours, particularly between 10 AM and 6 PM.
- The highest frequency occurred between 2 PM and 4 PM.
- Aircraft noise events were considerably less frequent overnight. Between midnight and 2 AM.
- These figures represent the average number of recorded aircraft noise events within each two-hour period, rather than the number of individual aircraft operations.

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NOISE INQUIRIES

All data captured from 4/25/26-9/14/26

Noise inquiries by reason (unique users)



- There were 26 unique inquirers which generated 379 total inquiries.
- One individual (1x) submitted 315 inquiries, accounting for 83% of all submissions. The remaining 25 individuals submitted a combined 64 inquiries, representing 17% of the total.
- The most common reason was aircraft being too loud (70%), followed by low-flying aircraft (16%).

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FAQ

- **What is the limit on aircraft noise?**
  - There is no specific limit on aircraft noise. Aircraft noise is federally regulated by the Federal Aviation Administration (FAA) under Federal Aviation Regulation (FAR) Part 36.

- **Does HVN have a curfew?**
  - HVN is a public-use airport and signatory of Grant Assurance 22, which means that we cannot legally prohibit aircraft from operating during specific hours.
  - As part of HVN's commitment to the community and partnership with our commercial air carriers, both Avelo Airlines and Breeze Airways have voluntarily agreed to restrict their hours of operations to 6:30 AM and 11:00 PM, except for delayed and repositioned flights.

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FAQ

How is aircraft noise measured?

According to the Federal Aviation Administration (FAA), aircraft noise is measured in A-weighted decibels (dBA). This scale most closely approximates the way humans hear sound.

Here are three noise measurements to understand:

- **Lmax**: For noise sources in motion, like aircraft, noise levels can change over time. For example, the sound level of a plane increases as it approaches, and then as it flies away the sound level decreases. Measuring the maximum sound level, abbreviated as Lmax, can be useful for measuring a particular noise 'event'. While Lmax notes the moment of maximum sound level, it does not account for the duration of a sound event. To account for the differences in duration and loudness of sounds, different metrics are used, including SEL.

- **Sound Exposure Level (SEL)**: SEL represents all the acoustic energy (a.k.a. sound pressure) of an individual noise event as if that event had occurred within a one-second time period. SEL captures both the level (magnitude) and the duration of a sound event in a single numerical quantity, by "squeezing" all the noise energy from an event into one second. This provides a uniform way to compare noise events of various durations.

- **Day-Night Average Sound Level (DNL)**: The DNL noise metric measures a person's cumulative exposure to sound over a 24-hour period, expressed as the noise level for the average day of the year based on annual aircraft operations. The DNL noise metric provides a mechanism to describe the effects of environmental noise in a simple and uniform way. DNL is the standard noise metric used for all FAA studies of aviation noise exposure in airport communities.

Maximum sound level, but does not adjust for duration

Compressed to 1-second, adjusts for duration – better for comparing noise events.

Cumulative noise exposure over 24-hours, expressed as noise level for average day of the year based on annual aircraft operations.

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WHAT'S NEXT

- ✓ **HVN will continue to collect and analyze noise data.**
- ✓ HVN's next report will include new data from residential home deployments.
- ✓ HVN will continue to update the TNHAA and TNHAA Board on results and community interest.

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