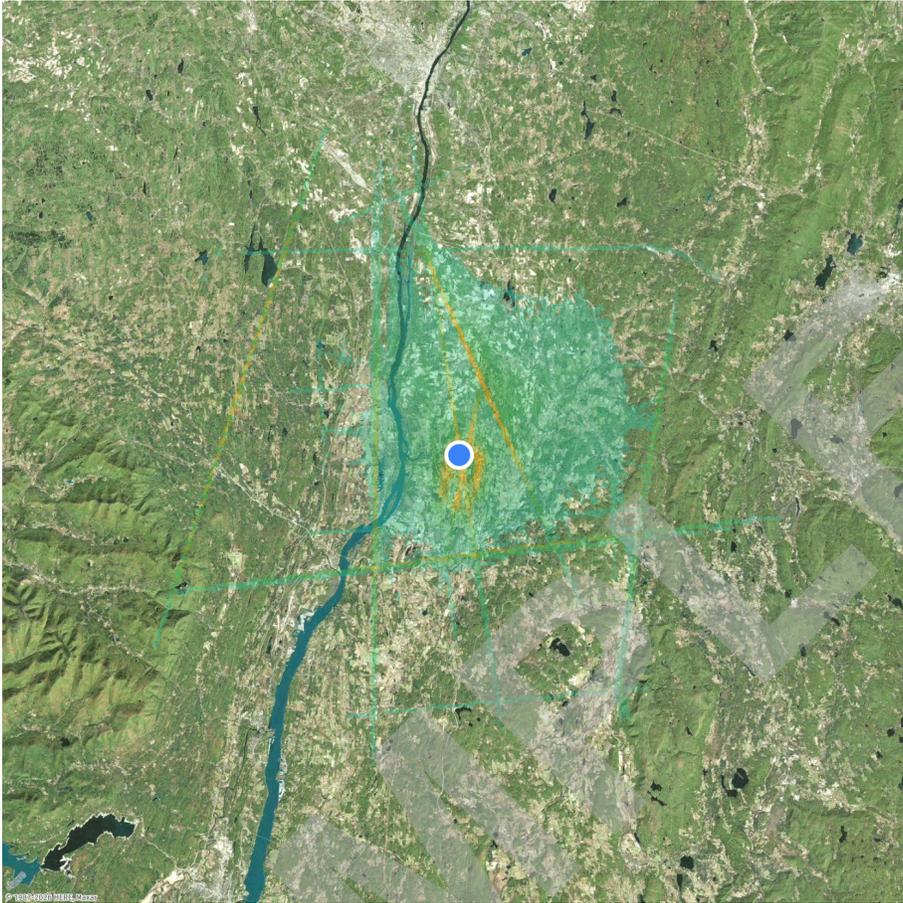


Certified Aircraft Noise Report



ADDRESS REDACTED

Analysis Period: 2023-03-11 to 2025-12-30
Generated 2026-01-16 | Expires: 2026-04-16



How This Report Works

Understanding the Heatmap

The heatmap in this report shows where dominant aircraft noise originates based on your specific location. Colors indicate total noise exposure at your location. Rather than measuring the loudness of a single aircraft, the score reflects how often you will experience aircraft noise—from green (infrequent) to red (consistent throughout the day).

Areas without shading do not mean there are no aircraft flying through them. Rather, they indicate aircraft in those areas are too far away or at too high an altitude to be heard from your location. A jet at 35,000 feet passing 30 miles away, for example, produces no meaningful noise at ground level and will not appear on your heatmap.

3D Sound Analysis with Slant Range

Unlike simple flight path maps that only show where aircraft travel, this report calculates the actual three-dimensional distance between your location and each aircraft. This measurement is called "slant range" and combines both horizontal distance and altitude.

Consider this example: A commercial jet cruising at 30,000 feet and 15 miles away can still be audible at your location because large jets are powerful and the slant range is about 16 miles. Meanwhile, a small Cessna at 2,000 feet but only 5 miles away may not appear on your heatmap at all—small propeller planes are much quieter and become inaudible beyond a few miles.

This physics-based approach ensures the report reflects what you will actually hear, not just where aircraft happen to fly.

More Than Flight Tracks

Traditional flight path analysis tells you "aircraft fly over this area." This report answers a more useful question: "What will I actually hear at this location?"

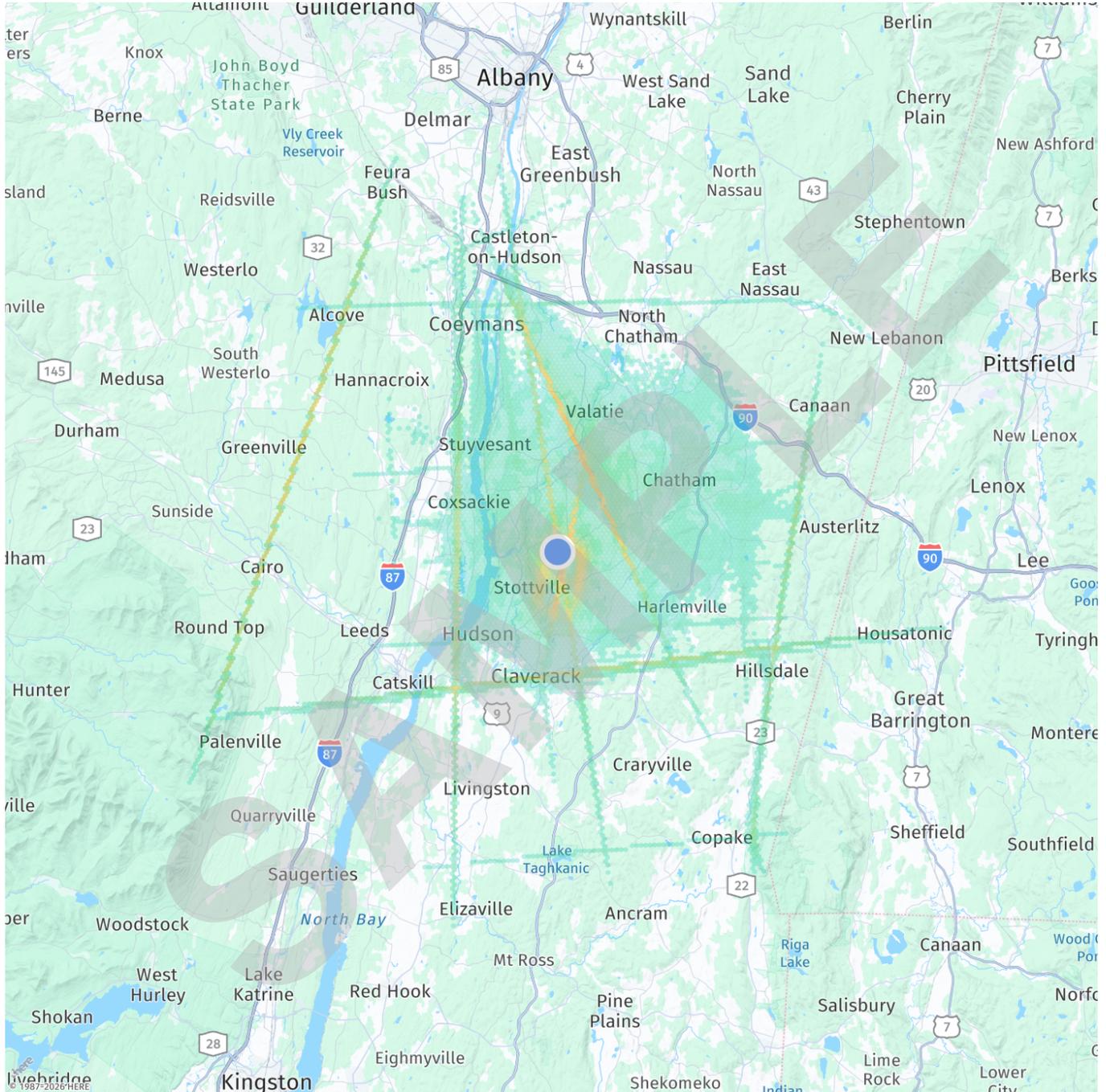
Our model accounts for:

- Aircraft type — Military jets and helicopters are significantly louder than small propeller planes
- Distance in 3D space — Both altitude and ground distance determine how much sound reaches you
- Flight frequency — Daily patterns matter; one loud aircraft is different from hundreds

The result is a true sound exposure analysis calibrated to your specific location—not just a map of where aircraft go.

Typical Aircraft Noise Origin

Daily average for 2023 – 2025. Some high-altitude commercial overflights, with some light propeller aircraft and rare twin-engine propeller aircraft.



All-Time Summary

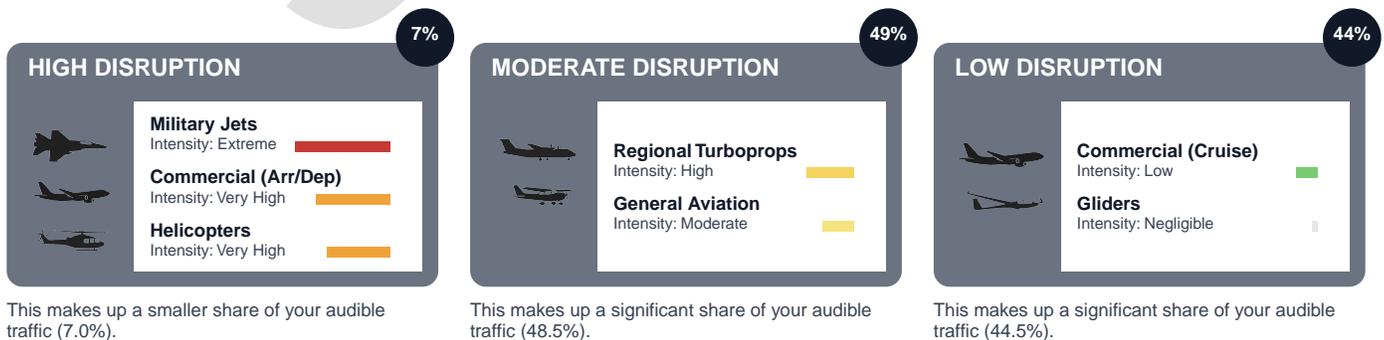
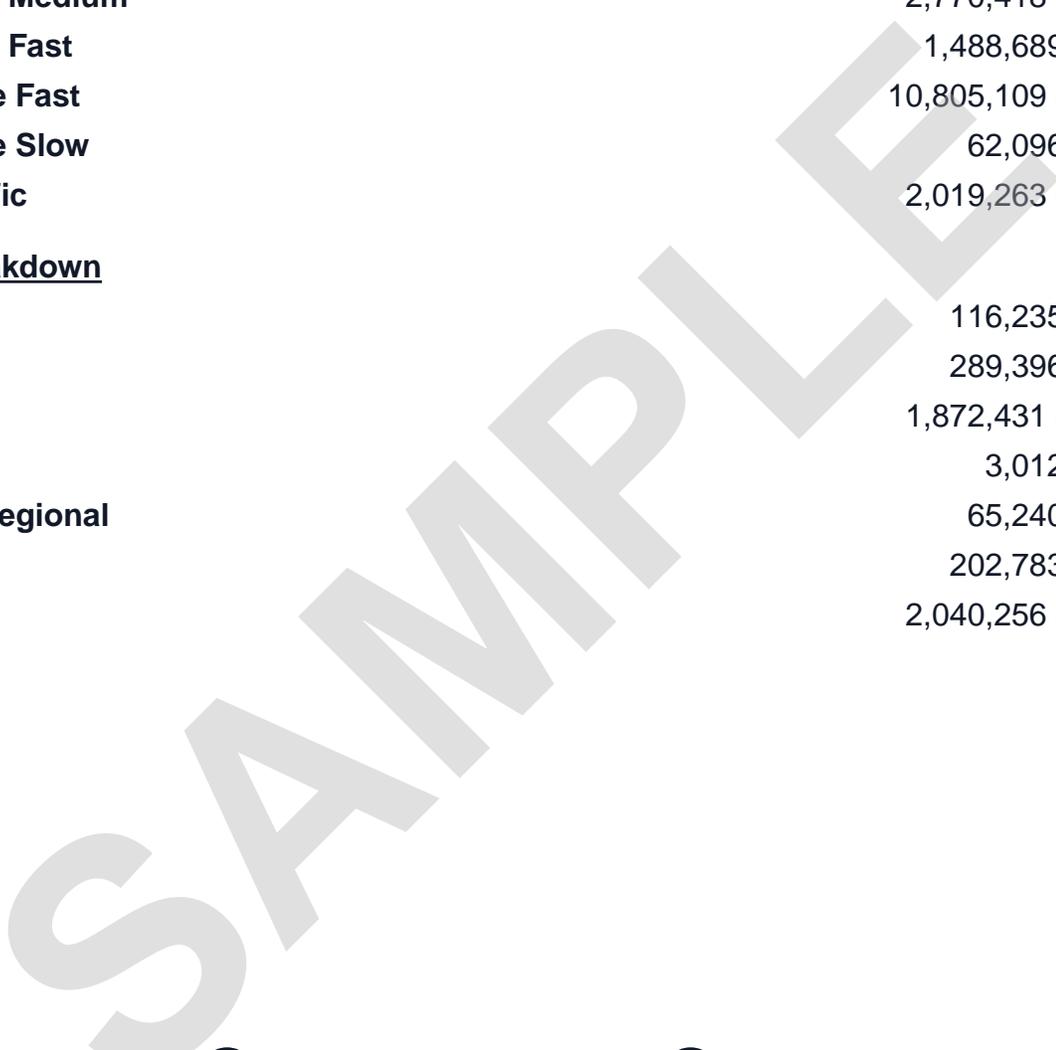
Total Observations	17,750,498
Estimated Flight Minutes	2,958,416
Radius (nm)	20

Noise Profile

Low Altitude Slow	604,923 (3.4%)
Low Altitude Medium	2,770,418 (15.6%)
Low Altitude Fast	1,488,689 (8.4%)
High Altitude Fast	10,805,109 (60.9%)
High Altitude Slow	62,096 (0.3%)
General Traffic	2,019,263 (11.4%)

Identity Breakdown

Helicopter	116,235 (0.7%)
Piston Twin	289,396 (1.6%)
Piston Light	1,872,431 (10.5%)
Military Jet	3,012 (0.0%)
Turboprop Regional	65,240 (0.4%)
Heavy Low	202,783 (1.1%)
Heavy High	2,040,256 (11.5%)



How Your Location Compares

Comparison Framework

Area-weighted comparisons show all land areas. Population-weighted comparisons show where people actually live.

Area Weighted

National

More aircraft noise than 90.3% of US land

Northeast

More aircraft noise than 84.6% of the region

NY

More aircraft noise than 90.1% of the state

Population Weighted

National

Less aircraft noise than 61.2% of people

Northeast

Less aircraft noise than 55.9% of the region

NY

Less aircraft noise than 70.1% of the state

Understanding These Numbers

A higher percentile means your location experiences more aircraft noise than most places in that category. Compare across categories: if you rank high geographically but low when accounting for where people live, it means your location is in a sparsely populated area with significant flight activity.

Disturbance Rate

How often is aircraft noise audible?

Overall

9.8 min/day

B

Daytime (7am-10pm)

9.5 min/day

B

Nighttime (10pm-7am)

0.3 min/day

A+

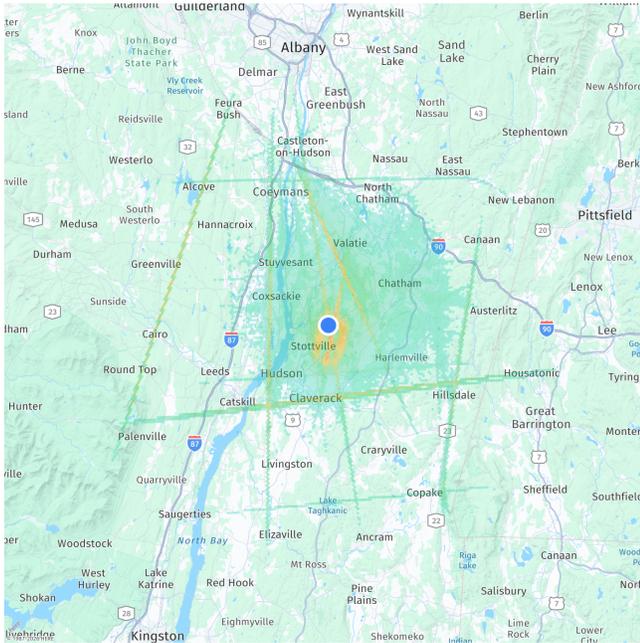
Peak hour: 34 min/hour (F) - Worst single hour observed

Understanding Disturbance Rate

Disturbance rate measures how many minutes per day aircraft noise is audible directly overhead at your location. This is calculated from aircraft passing through your immediate area (approximately 0.75 km²). The peak hour shows the worst single hour observed during the analysis period. Daytime is 7am-10pm local time.

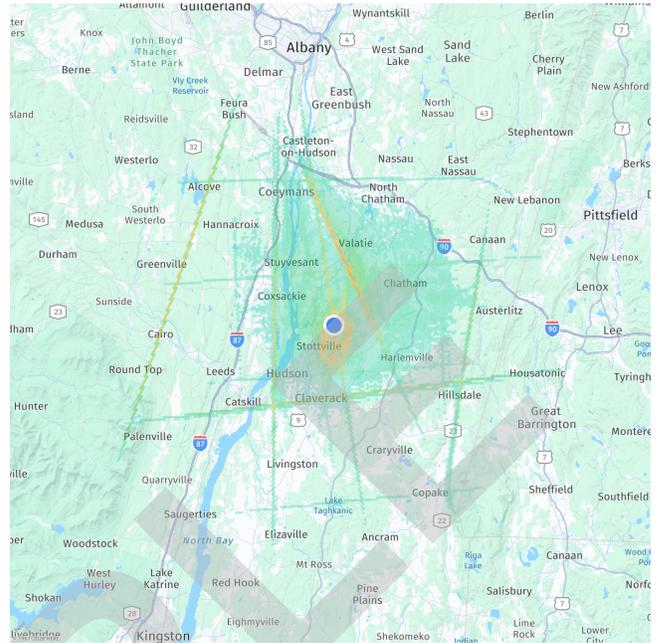
Seasonal Comparison

Summer (June - Aug)



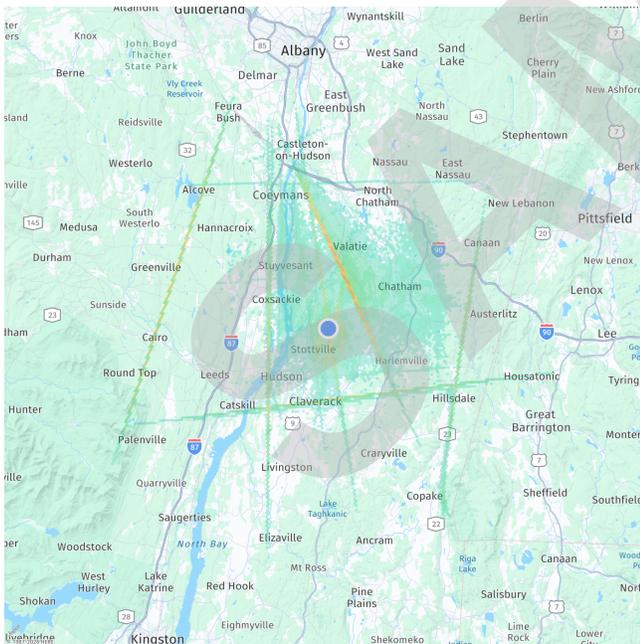
Noise Index: 64.3 (0% quieter than Fall)

Fall (Sept - Nov)



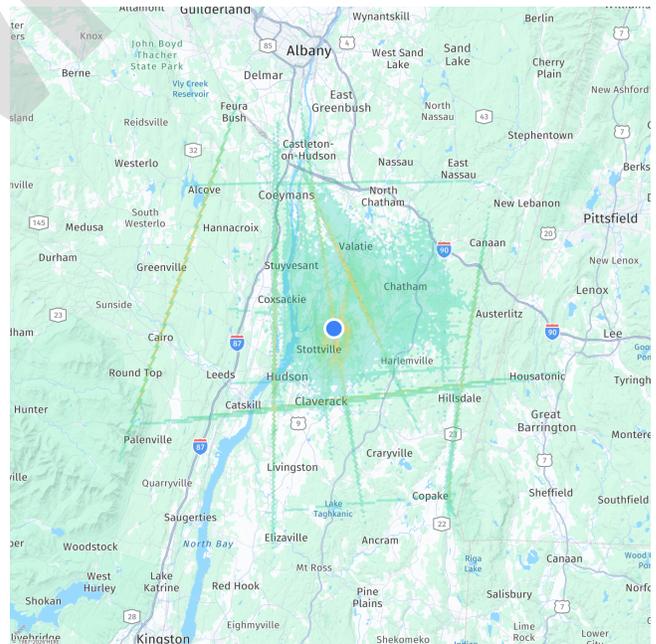
Noise Index: 64.5 (Peak)

Winter (Dec - Feb)



Noise Index: 63.0 (2% quieter than Fall)

Spring (Mar - May)



Noise Index: 62.5 (3% quieter than Fall)

Seasonal Summary

Summer

(June - Aug) 2023-2025

Total Observations 5,468,117
Est. Flight Minutes 911,353

Noise Profile

Low Altitude Slow 206,365 (3.8%)
Low Altitude Medium 913,329 (16.7%)
Low Altitude Fast 418,737 (7.7%)
High Altitude Fast 3,227,834 (59.0%)
High Altitude Slow 20,510 (0.4%)
General Traffic 681,342 (12.5%)

Fall

(Sept - Nov) 2023-2025

Total Observations 5,222,597
Est. Flight Minutes 870,433

Noise Profile

Low Altitude Slow 195,805 (3.7%)
Low Altitude Medium 918,839 (17.6%)
Low Altitude Fast 472,944 (9.1%)
High Altitude Fast 3,010,360 (57.6%)
High Altitude Slow 19,775 (0.4%)
General Traffic 604,874 (11.6%)

Winter

(Dec - Feb) 2023-2025

Total Observations 3,074,907
Est. Flight Minutes 512,485

Noise Profile

Low Altitude Slow 86,396 (2.8%)
Low Altitude Medium 381,869 (12.4%)
Low Altitude Fast 307,861 (10.0%)
High Altitude Fast 1,990,700 (64.7%)
High Altitude Slow 9,346 (0.3%)
General Traffic 298,735 (9.7%)

Spring

(Mar - May) 2023-2025

Total Observations 3,984,877
Est. Flight Minutes 664,146

Noise Profile

Low Altitude Slow 116,357 (2.9%)
Low Altitude Medium 556,381 (14.0%)
Low Altitude Fast 289,147 (7.3%)
High Altitude Fast 2,576,215 (64.6%)
High Altitude Slow 12,465 (0.3%)
General Traffic 434,312 (10.9%)

Limitations & Disclosure Notice

This Complete Aircraft Noise Report provides a location-based summary of aircraft activity patterns based on historical flight telemetry data. The analysis reflects aggregated trends and algorithmic noise modeling rather than individual flight events or physical acoustic monitoring.

Data Limitations: This report relies on ADS-B and radar data availability. While comprehensive, data may be incomplete due to terrain obstruction, receiver coverage gaps, or aircraft operating without transponders (e.g., certain military or older general aviation aircraft).

Noise Estimation: This report estimates exposure levels using behavioral heuristics (altitude, speed, and aircraft type). It does not measure actual sound pressure levels (decibels). Actual audibility will vary significantly based on weather, wind direction, topography, engine settings, and background ambient noise.

Seasonal Variation: The seasonal comparison shows how aircraft noise patterns vary throughout the year. Factors affecting seasonal variation include weather patterns, tourism, training schedules, and agricultural activities.

No Future Guarantee: Flight paths and frequencies are subject to change due to FAA regulations, weather patterns, and airport operational adjustments. Historical activity during the analyzed period is not a guarantee of future conditions.

Advisory Use Only: This report is for informational purposes only and is not a substitute for personal observation or professional environmental assessment. Buyers are encouraged to visit the property at various times of day and throughout the year to personally evaluate noise sensitivity.

This report contains aggregated information derived from aircraft position data made available under the Open Database License (ODbL). The report is an independently produced analysis and does not include or redistribute the underlying databases.

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End of Report

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