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Runway 17L/35R Reopens

On September 12, 2009 runway 17L/35R was reopened to air traffic after a 90-day closure for repair and widening.

This was the first federally-funded stimulus project completed at DEN.

Denver Mayor John Hickenlooper, DEN Manager of Aviation Kim Day, U.S. Rep. Diana DeGette and other officials marked the completion of the project with a runway-reopening ceremony at DEN Monday, September 21, 2009.

DEN had been awarded \$7 million dollars under the federal American Recovery and Reinvestment Act for runway rehabilitation and \$5 million dollars for apron improvements.

The funds are allocated through the Federal Aviation Administration's Airport Improvement program, which received \$1.1 billion dollars from the federal stimulus bill.

January 1st to December 31st, 2009 Cumulative Results

The number of potential Class II NEPS violations registered during January 1st through December 31st, 2009 is zero. During January 1st through December 31st, 2008 there were also zero potential Class II NEPS violations. Please see page 6 for Denver International Airport (DEN) NEPS information.

There was no potential 65 DNL noise contour violation for the time period. The 65 DNL contour continued to be completely contained within the boundaries of the City and County of Denver (CCD). Please see page 5 for DEN contour map.

There was a 46.2% increase in noise complaints received in during 2009 as compared to the same period in 2008 (1753 vs. 942 in 2008). This sharp rise in complaints was due to a 90-day closure of runway 17L/35R (see sidebar on this page). The number of households registering at least one complaint decreased by 33% (77 vs. 115 in 2008). Ten households registered a combined 87.8% of total complaints. The percentage of complaints received during Nighttime Aircraft Operations (10:00pm to 7:00am) for 2009 was 10.8% of total complaints received. Please see pages 7 and 8 for complete complaint and operational data.

Community Education and Outreach

The DEN Noise Office endeavors to educate citizens about aircraft noise in their communities. We also encourage those looking to purchase property near DEN to come to our office and meet with us to discuss their concerns and answer their questions about overflights. This can help potential homebuyers to make informative decisions about their future home. To make an appointment or just to ask questions, please call (303) 342-2000 and ask for the Noise Office.



DEN Airport Noise and Operations System

The DEN Airport Noise and Operations Monitoring System (ANOMS) is a state-of-the-art computer system designed to enable the City and County of Denver to monitor aircraft noise in the vicinity of the airport. In addition to monitoring noise levels, the system calculates Noise Exposure Performance Standards. (NEPS) at 101 grid points in Adams County (see map on page 4 for NEPS locations).



Remote Monitoring Terminal (RMT) with a weather collecting station.

The DEN ANOMS system monitors noise levels at 27 permanent and 4 portable noise monitoring terminals. These terminals are located throughout the Denver metro area (see map on page 4 for RMT locations).

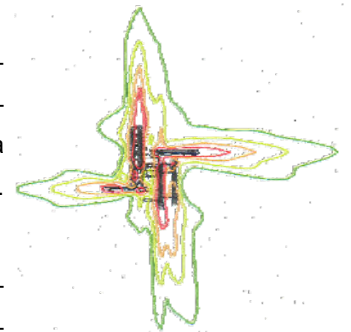
The system also records the movement of all aircraft in the vicinity of DEN by utilizing FAA air traffic control radar data. This makes it possible to match actual flights with noise events.

In addition, the ANOMS system records weather information from three remote stations, which include a RACAL recording device to record pilot/controller radio transmissions.

ARTSMAP

ARTSMAP is a specially designed noise modeling program that automatically creates noise contours. ARTSMAP is designed to create contours from actual radar flight tracks that our office receives from the FAA ARTS system which is sent via modem, eliminating the need for manual data manipulation. The ARTSMAP software is installed on a computer in the Noise Abatement Office. The program analyzes, views, reports, and stores the data.

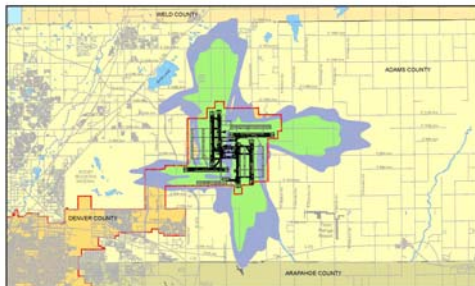
Currently, ARTSMAP is used at several major airports nationally. It allows the DEN Noise Abatement Office to perform noise data analysis, generate daily automated noise contours, receive detailed runway utilization, and airline fleet mix identification.



ARTSMAP Output

Land Use and Zoning

Urban growth and development in the areas surrounding DEN, particularly non-compatible residential and other noise-sensitive land uses, is of utmost concern to the City and County of Denver.



The Noise Office has developed noise contours surrounding the airport, inside which certain types of land uses are not recommended. The 65 Ldn noise contour (average decibel level with a 10 decibel penalty applied to nighttime operations) is a line inside which, under Federal guidelines, no residential development should occur.

The operational 65 Ldn noise contour for the airport, as created by ARTSMAP, is included in this report. However, for DEN, the 60 Ldn noise contour is used for compatible land use planning by the surrounding jurisdictions, in accordance with guidelines promulgated by the Denver Regional Council of Governments and the Denver/Adams County Intergovernmental Agreement. Additional mapping for DEN that includes the applicable noise contours is available upon request.

DEN Noise Hotline Policy

The purpose of the DEN Noise Complaint Hotline is to provide an opportunity for individuals to express their concerns regarding noise generated by aircraft operating at DEN. Citizens are asked to leave their name, address and the date and time of their complaint on the hotline. Complaints are downloaded daily by our Noise Officers and then transcribed into the ANOMS system, where specific complaints can be matched to individual flight tracks. It is essential for all information to be entered correctly in order for the system to be effective.

Profanity will not be tolerated, and will result in the complaint not being registered. Any attempt to deliberately tie-up or abuse the Hotline may result in police action. Phone harassment is a state criminal offense and can carry a jail sentence and/or fine. Threats involving aircraft and/or the airport are a very serious matter and are a federal criminal offense. To make a threat, even jokingly, will result in a notification to the Denver Police Department and may involve an FBI investigation.



Glossary of Terms

Sound: A rapid variation in air pressure, which is perceived by the ear and brain as sound.

Noise: Generally considered to be any sound, which is deemed undesirable by an individual.

Decibel: Sound is measured by its pressure or energy in terms of decibels. The decibel scale is logarithmic; when the decibel level increases by 6 dB, the measured sound is twice as loud.

Noise Abatement: A measure or action that minimizes the amount or impact of noise on the environs of an airport. Noise abatement measures include aircraft operating procedures and use or disuse of certain runways or flight tracks. These operating procedures are controlled by the FAA.

A-Weighted Sound Level (dBA): A type of sound level measurement which reduces the effect of very high and very low frequencies in order to mimic the response of the human ear. Nearly all aircraft sound level measurement is conducted using A-weighting.

Equivalent Continuous Sound Level (Leq): A measurement of the average sound energy experienced over a period of time. This average sound level is expressed in decibels, and includes a notation of the period of time, which it covers (such as Leq (24) for an average of the sound level over a 24-hour period).

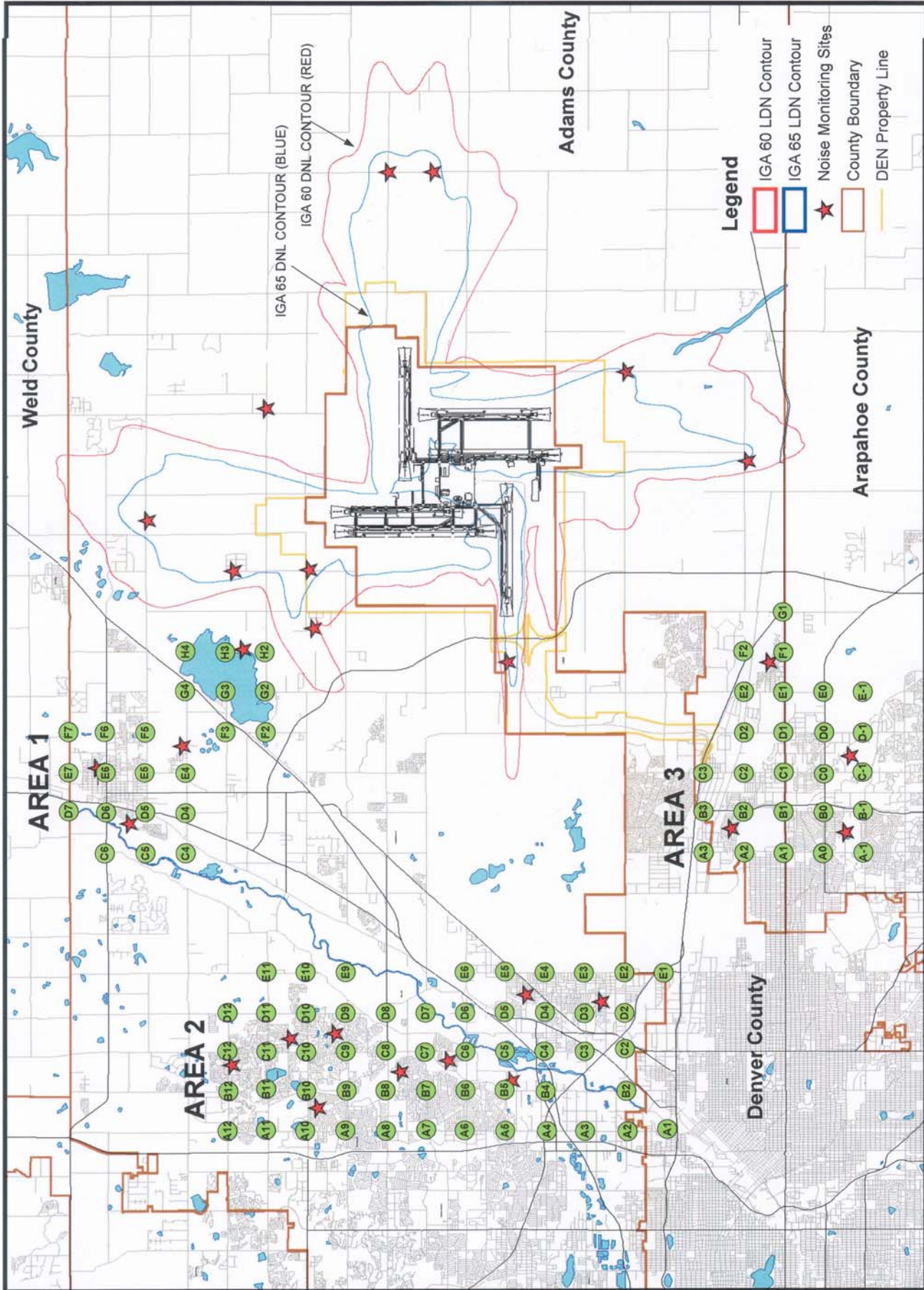
Day Night Level (Ldn): Also referred to as DNL. Similar to a Leq measurement, but is conducted over at least a 24-hour time span and includes a 10dB nighttime penalty. For an Ldn calculation, all noise that occurs at night (defined as 10:00 pm to 7:00 am) is artificially increased for the public's increased sensitivity to noise during these hours.

Noise Contour: A line surrounding an airport that encloses a geographic region, which is exposed to a particular Ldn level. These contour lines are nested in such a way that contours closer to the airport generally surround areas that experience higher noise levels than contours farther out. Annual Ldn contours are used to determine whether certain types of zoning or land uses are compatible with particular annual Ldn noise levels. 65 Ldn is considered by many federal agencies to be the level at which residential land use becomes incompatible.

Remote Monitoring Terminal (RMT): Consists of a noise level analyzer, a weatherproof microphone, a system controller, a power supply, and a dedicated telephone line to download noise data to the ANOMS system, all mounted in a weatherproof cabinet.



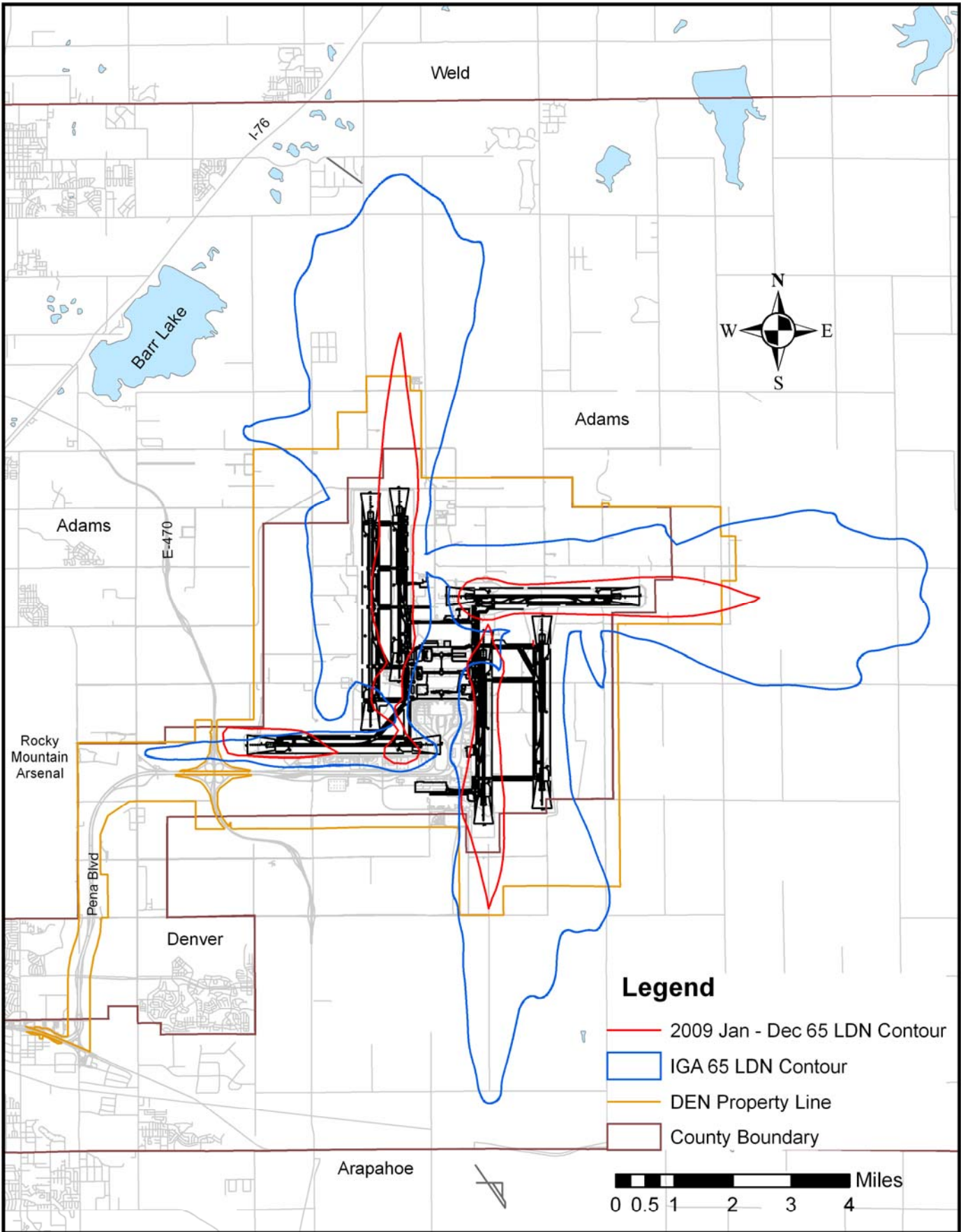
Noise Exposure Performance Standards (NEPS) Grid Coordinates, IGA Contour, and Remote Monitoring Terminal (RMT) Locations



1 0.5 0 1 2 3 Miles
 Prepared by Annie Christensen, DEN Noise Analyst 04/2008
 C:\nsr\Noise Base Map-2006-8.dxf1.mxd

DEN Noise Exposure Points, IGA 60 and 65 LDN Contours, and Noise Monitoring Sites.





January 1 - December 31, 2009 DEN / Adams County IGA NEPS Values



Area 2 January 1 through December 31, 2009			
Grid Points	IGA Annual Leq (24)	Calculated Leq (24)	Difference Leq
A,1	38.6	36.6	-2.0
A,2	37.6	37.3	-0.3
A,3	42.3	38.4	-3.9
A,4	45.3	39.2	-6.1
A,5	43.9	39.3	-4.6
A,6	37.5	36.7	-0.8
A,7	37.7	36.1	-1.6
A,8	36.5	37.0	0.5
A,9	36.3	38.3	2.0
A,10	37.6	37.5	-0.1
A,11	39.2	35.9	-3.3
A,12	41.2	34.9	-6.3
B,2	39.5	37.8	-1.8
B,4	42.5	39.9	-2.6
B,5	43.1	40.4	-2.7
B,6	39.0	37.4	-1.6
B,7	39.0	36.9	-2.1
B,8	38.0	38.3	0.3
B,9	38.3	39.4	1.1
B,10	39.0	38.1	-0.9
B,11	40.4	36.4	-4.0
B,12	42.6	35.5	-7.1
C,2	41.0	38.6	-2.4
C,3	43.3	39.2	-4.1
C,4	43.5	40.7	-2.8
C,5	43.4	41.6	-1.8
C,6	43.3	38.1	-5.2
C,7	43.3	37.7	-5.6
C,8	42.6	39.7	-3.0
C,9	42.2	40.5	-1.8
C,10	41.6	38.4	-3.2
C,11	42.5	36.4	-6.1
C,12	44.3	35.6	-8.8
D,2	41.7	39.5	-2.2
D,3	46.2	39.6	-6.6
D,4	48.4	41.4	-7.0
D,5	48.2	42.9	-5.3
D,6	46.2	38.8	-7.4
D,7	44.2	38.8	-5.5
D,8	43.7	41.3	-2.4
D,9	43.1	40.9	-2.2
D,10	44.9	37.8	-7.1
D,11	44.5	36.0	-8.5
D,12	45.1	35.4	-9.7
E,1	42.4	39.1	-3.3
E,2	42.2	40.6	-1.6
E,3	46.7	40.3	-6.4
E,4	51.2	42.0	-9.2
E,5	51.0	44.3	-6.7
E,6	44.6	39.7	-4.9
E,9	43.1	40.8	-2.3
E,10	43.1	37.3	-5.8
E,11	46.1	35.8	-10.3

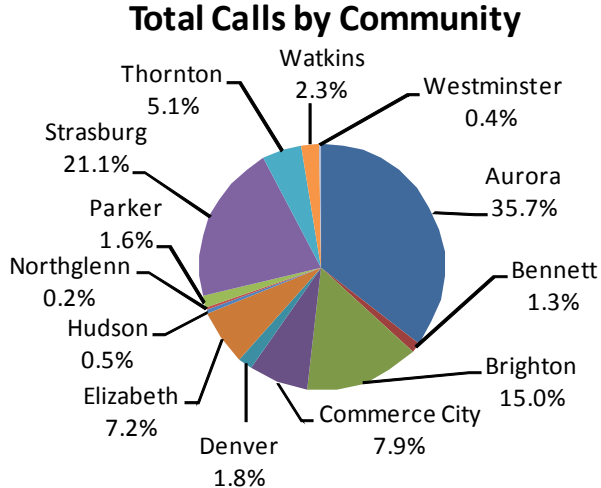
Area 1 January 1 through December 31, 2009			
Grid Points	IGA Annual Leq (24)	Calculated Leq (24)	Difference Leq
C,4	44.2	35.7	-8.5
C,5	36.7	33.9	-2.8
C,6	36.0	33.1	-2.9
D,4	41.1	35.0	-6.1
D,5	34.2	33.9	-0.3
D,6	36.0	33.6	-2.4
D,7	41.4	34.4	-7.0
E,4	38.3	34.4	-3.9
E,5	34.8	34.2	-0.6
E,6	36.7	33.1	-3.6
E,7	41.4	33.1	-8.3
F,2	51.7	40.6	-11.1
F,3	43.7	36.4	-7.4
F,5	37.3	32.7	-4.6
F,6	38.5	32.5	-6.0
F,7	42.1	32.8	-9.3
G,2	51.2	41.2	-10.1
G,3	42.1	35.8	-6.3
G,4	40.2	33.4	-6.9
H,2	50.1	41.2	-8.9
H,3	46.0	35.8	-10.2
H,4	46.1	33.8	-12.3

Area 3 January 1 through December 31, 2009			
Grid Points	IGA Annual Leq (24)	Calculated Leq (24)	Difference Leq
A,-1	38.9	32.1	-6.8
A,0	39.6	32.5	-7.1
A,1	43.2	33.2	-10.1
A,2	45.7	34.1	-11.6
A,3	45.6	35.3	-10.3
B,-1	37.9	32.2	-5.7
B,0	39.2	32.5	-6.8
B,1	42.6	33.1	-9.6
B,2	45.8	33.8	-12.0
B,3	45.7	34.9	-10.8
C,-1	36.7	32.7	-4.0
C,0	37.1	32.7	-4.4
C,1	39.5	33.1	-6.4
C,2	44.8	33.6	-11.2
C,3	46.5	34.5	-12.0
D,-1	32.6	32.6	0.0
D,0	33.3	32.3	-1.0
D,1	37.3	32.4	-4.9
D,2	43.0	32.8	-10.2
E,-1	31.4	32.4	1.0
E,0	33.1	31.8	-1.3
E,1	36.2	31.8	-4.4
E,2	40.6	32.2	-8.4
F,1	36.5	32.2	-4.3
F,2	39.4	32.9	-6.5
G,1	42.5	33.3	-9.2

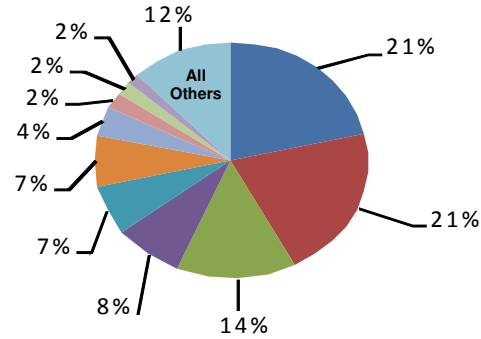


January 1 - December 31, 2009 Noise Complaint Calls by Community*

Community*	No. of Calls 2009	No. of Callers 2009	No. of Calls 2008	No. of Calls 2007
Aurora	625	19	181	267
Bennett	22	2	45	82
Boulder	0	0	8	19
Brighton	262	7	51	93
Castle Rock	0	0	0	23
Commerce City	139	10	267	80
Denver	32	6	119	88
Elizabeth	126	3	35	216
Hudson	9	5	6	3
Lochbuie	0	0	0	21
Northglenn	4	1	4	0
Parker	28	11	24	27
Strasburg	369	1	94	0
Thornton	89	5	44	44
Watkins	40	5	57	9
Westminster	7	1	7	100
Overall Total	1753	77	942	1072



Top Ten Complainants Vs. All Others

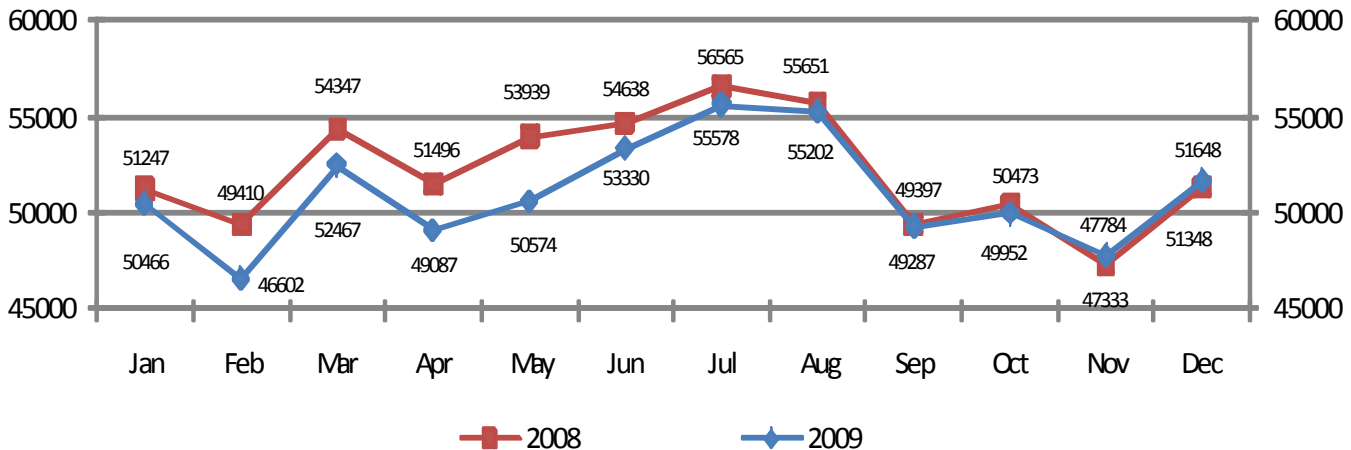


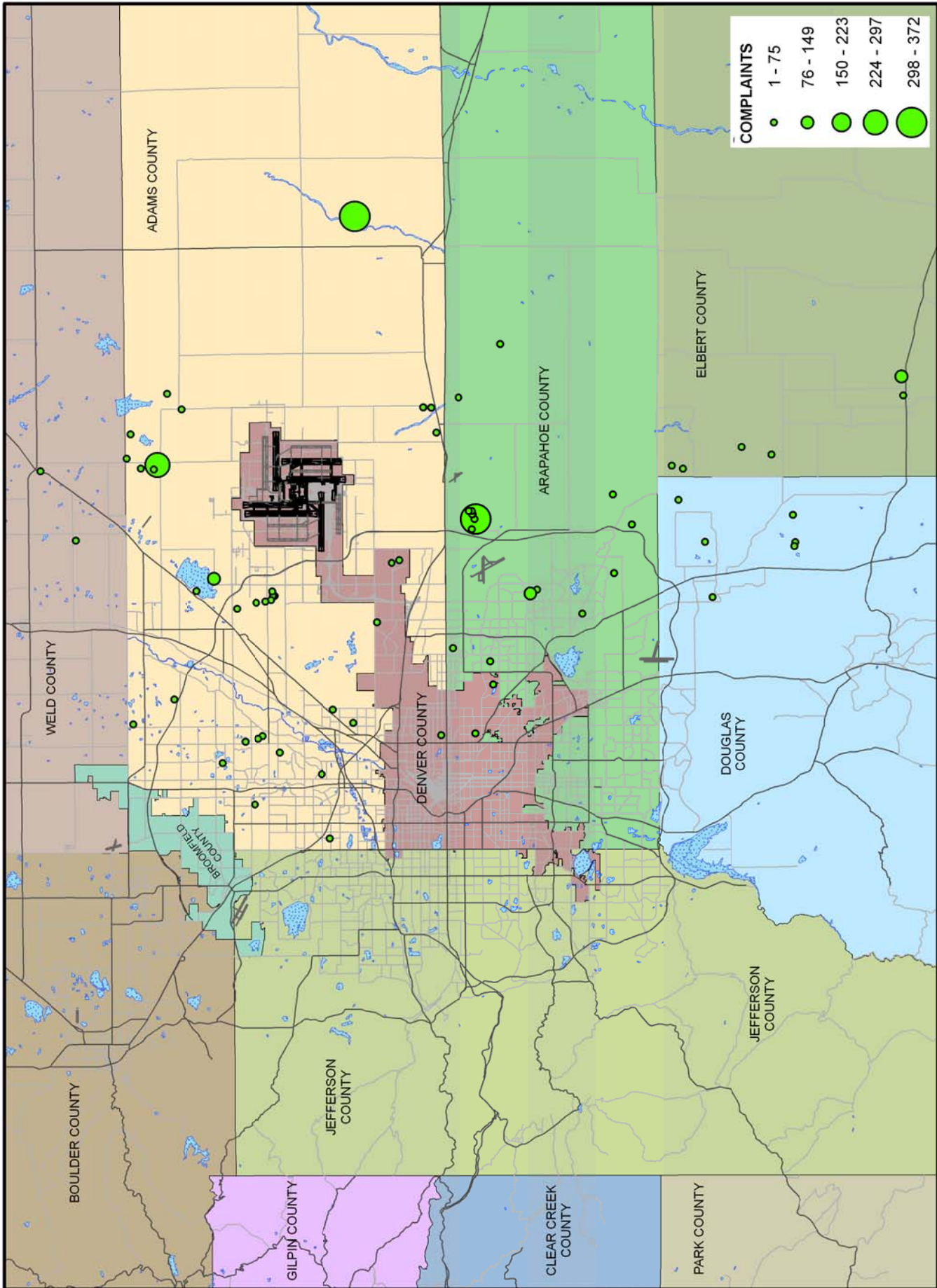
* See map on next page for location of known noise complaints.

Monthly Comparison: 2009 Noise Complaint Calls - Daytime vs. Nighttime

Time Complaint Received	January	February	March	April	May	June	July	August	September	October	November	December	2009 Total
Day Hours (7:00 am to 9:59 pm)	28	30	23	98	267	165	182	283	256	114	54	63	1563
Night Hours (10:00 pm to 6:59 am)	4	12	7	27	17	38	12	20	13	17	2	21	190
Total	32	42	30	125	284	203	194	303	269	131	56	84	1753

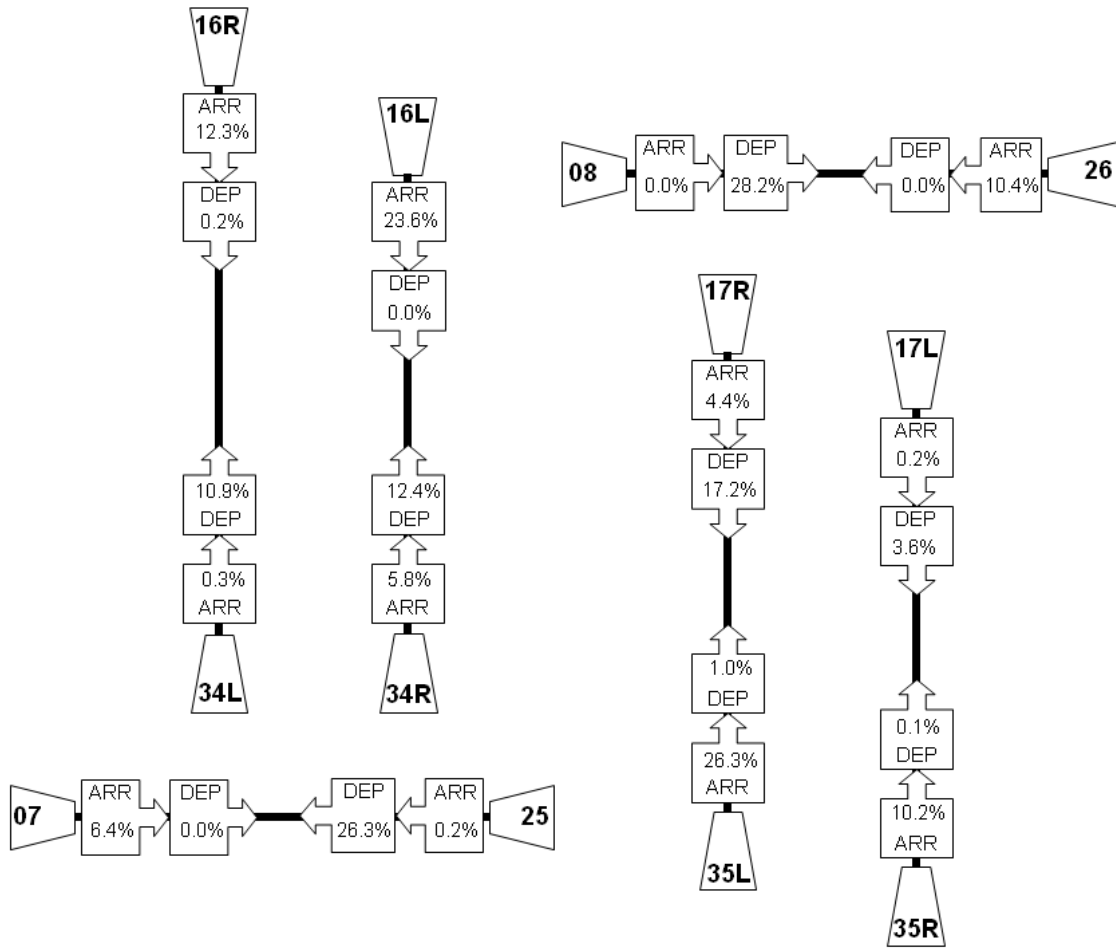
Monthly Comparison: 2008 Total Operations vs. 2009 Total Operations



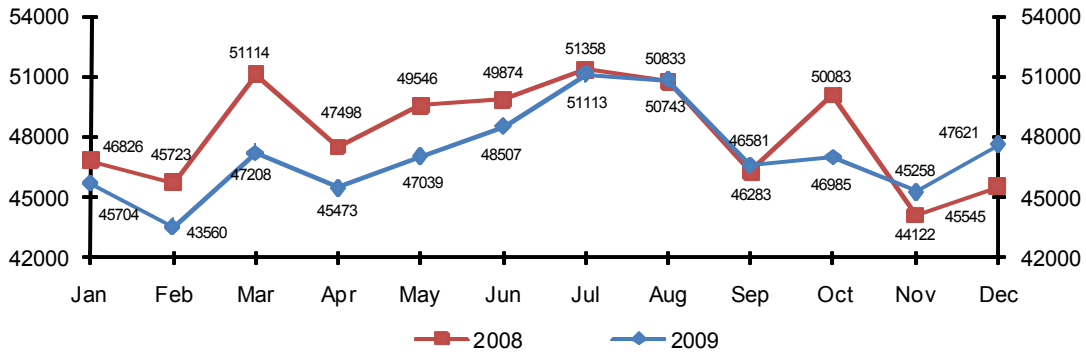


JANUARY 1 - DECEMBER 31, 2009 DEN NOISE COMPLAINTS

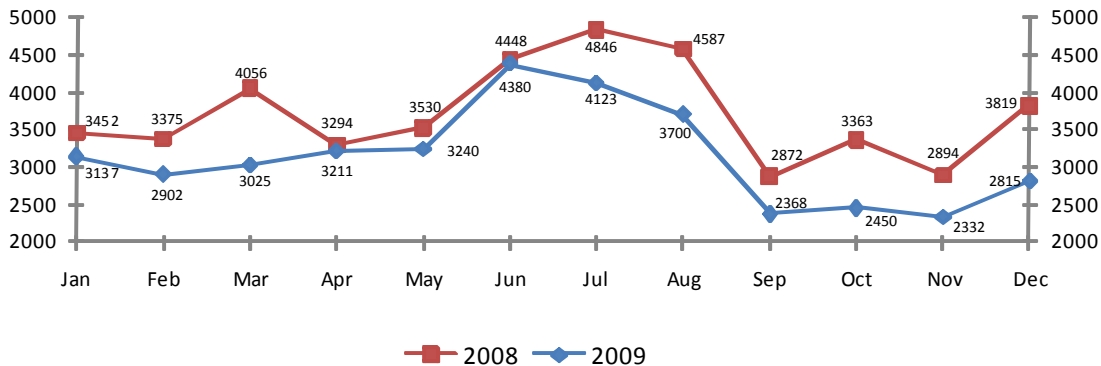


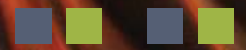


2008 vs. 2009 DEN Daytime Arrivals & Departures



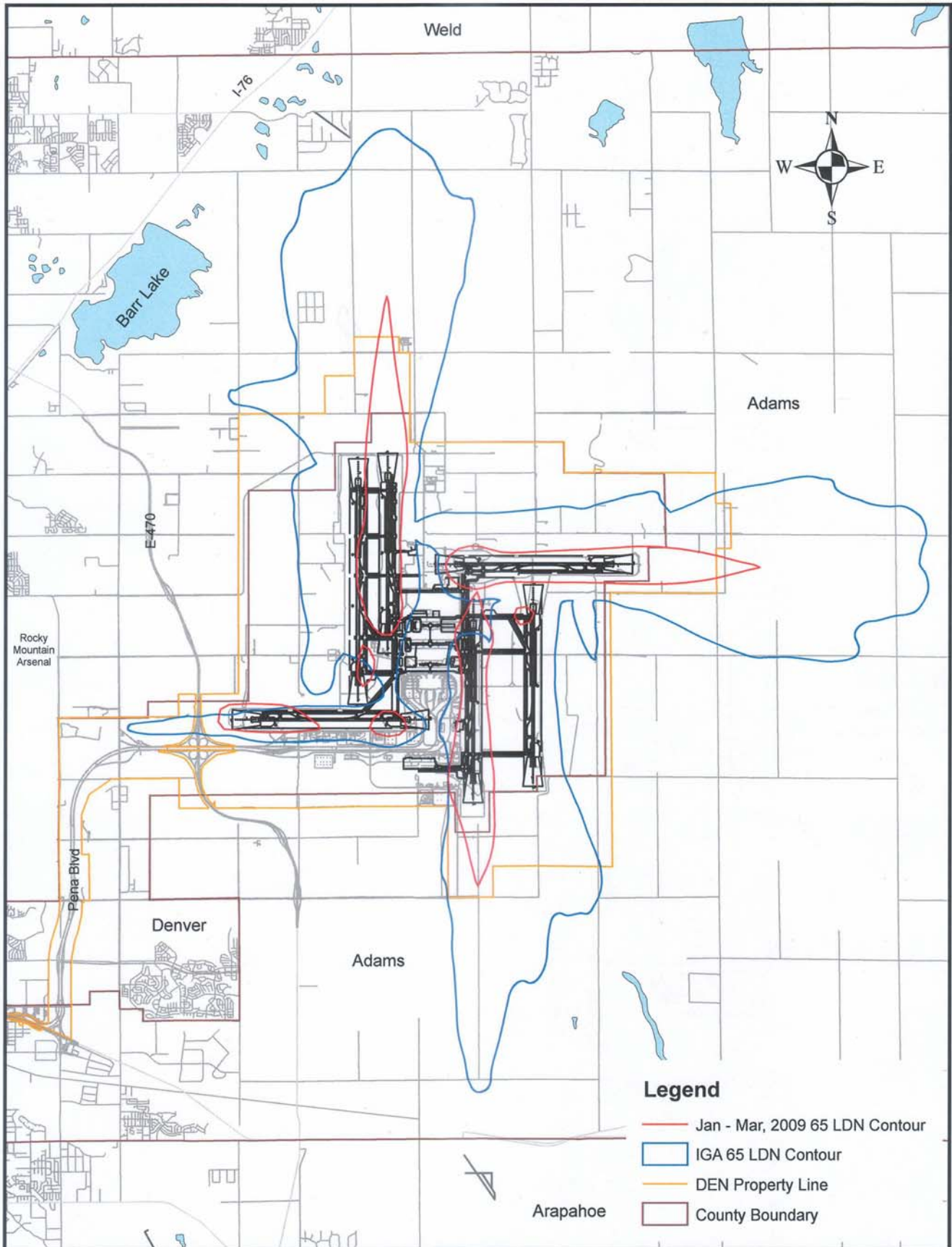
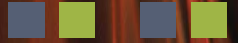
2008 vs. 2009 DEN Nighttime Arrivals & Departures





Quarterly Cumulative Contour Maps and NEPS Tables

- 1Q09 January 1, 2009 through March 31, 2009 (pages 11-12)
- 2Q09 January 1, 2009 through June 30, 2009 (pages 13-14)
- 3Q09 January 1, 2009 through September 30, 2009 (pages 15-16)



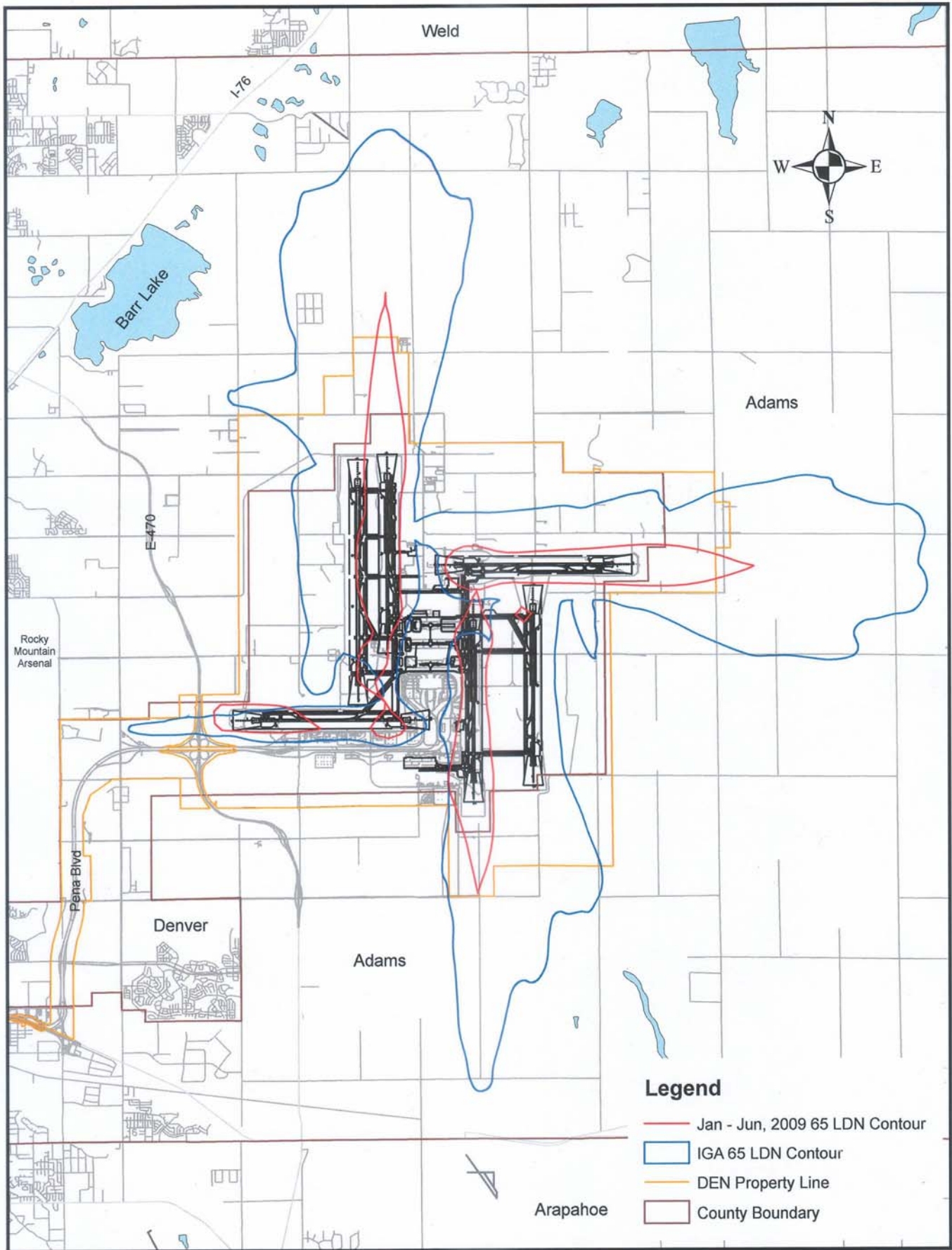
January 1 - March 31, 2009 DEN / Adams County IGA NEPS Values

Area 2 January 1 through March 31, 2009			
Grid Points	IGA Annual Leq (24)	Calculated Leq (24)	Difference Leq
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A,2	37.6	37.4	-0.2
A,3	42.3	38.3	-4.0
A,4	45.3	38.7	-6.6
A,5	43.9	38.4	-5.5
A,6	37.5	36.3	-1.2
A,7	37.7	35.9	-1.9
A,8	36.5	36.7	0.2
A,9	36.3	37.7	1.4
A,10	37.6	37.3	-0.3
A,11	39.2	35.8	-3.4
A,12	41.2	34.9	-6.3
B,2	39.5	37.8	-1.7
B,4	42.5	39.5	-3.0
B,5	43.1	39.5	-3.7
B,6	39.0	36.9	-2.1
B,7	39.0	36.6	-2.4
B,8	38.0	37.9	-0.1
B,9	38.3	38.8	0.5
B,10	39.0	37.9	-1.1
B,11	40.4	36.3	-4.1
B,12	42.6	35.5	-7.1
C,2	41.0	38.6	-2.4
C,3	43.3	39.2	-4.1
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C,8	42.6	39.1	-3.5
C,9	42.2	39.9	-2.4
C,10	41.6	38.2	-3.4
C,11	42.5	36.5	-6.1
C,12	44.3	35.8	-8.6
D,2	41.7	39.3	-2.4
D,3	46.2	39.6	-6.7
D,4	48.4	40.8	-7.6
D,5	48.2	41.8	-6.4
D,6	46.2	38.3	-7.9
D,7	44.2	38.3	-5.9
D,8	43.7	40.5	-3.2
D,9	43.1	40.4	-2.7
D,10	44.9	37.9	-7.0
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E,4	51.2	41.5	-9.7
E,5	51.0	43.1	-7.9
E,6	44.6	39.2	-5.5
E,9	43.1	40.6	-2.5
E,10	43.1	37.4	-5.7
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Area 1 January 1 through March 31, 2009			
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D,4	41.1	35.3	-5.8
D,5	34.2	34.2	0.0
D,6	36.0	34.0	-2.1
D,7	41.4	34.5	-6.9
E,4	38.3	34.6	-3.7
E,5	34.8	34.5	-0.3
E,6	36.7	33.4	-3.3
E,7	41.4	33.5	-7.9
F,2	51.7	41.0	-10.7
F,3	43.7	36.7	-7.0
F,5	37.3	32.6	-4.8
F,6	38.5	32.5	-6.0
F,7	42.1	32.8	-9.3
G,2	51.2	41.2	-10.1
G,3	42.1	36.0	-6.1
G,4	40.2	33.1	-7.1
H,2	50.1	41.2	-8.9
H,3	46.0	35.6	-10.4
H,4	46.1	33.7	-12.4

Area 3 January 1 through March 31, 2009			
Grid Points	IGA Annual Leq (24)	Calculated Leq (24)	Difference Leq
A,-1	38.9	32.4	-6.5
A,0	39.6	32.8	-6.8
A,1	43.2	33.4	-9.8
A,2	45.7	34.4	-11.3
A,3	45.6	35.7	-9.9
B,-1	37.9	32.2	-5.7
B,0	39.2	32.4	-6.8
B,1	42.6	33.0	-9.6
B,2	45.8	33.9	-11.9
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C,1	39.5	33.0	-6.5
C,2	44.8	33.7	-11.1
C,3	46.5	34.8	-11.7
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D,0	33.3	32.5	-0.8
D,1	37.3	32.6	-4.7
D,2	43.0	33.1	-9.9
E,-1	31.4	32.4	1.0
E,0	33.1	31.8	-1.3
E,1	36.2	31.6	-4.6
E,2	40.6	32.1	-8.5
F,1	36.5	31.6	-4.9
F,2	39.4	32.3	-7.2
G,1	42.5	32.6	-9.9





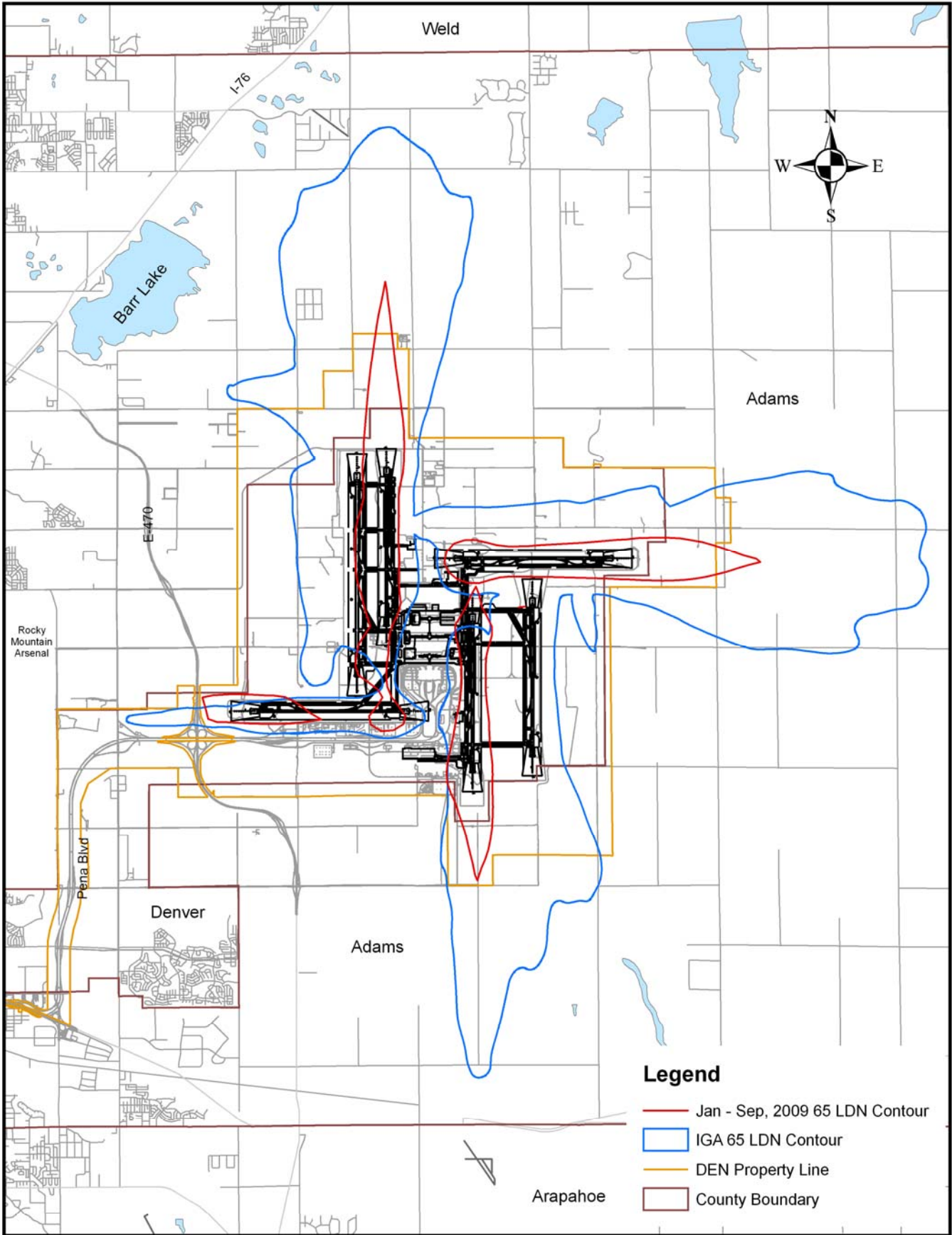
January 1 - June 30, 2009 DEN / Adams County IGA NEPS Values



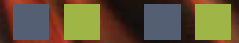
Area 2 January 1 through June 30, 2009			
Grid Points	IGA Annual Leq (24)	Calculated Leq (24)	Difference Leq
A,1	38.6	36.5	-2.1
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A,10	37.6	37.6	0.0
A,11	39.2	36.1	-3.1
A,12	41.2	35.1	-6.1
B,2	39.5	37.7	-1.8
B,4	42.5	39.5	-3.0
B,5	43.1	40.0	-3.1
B,6	39.0	37.3	-1.7
B,7	39.0	36.8	-2.2
B,8	38.0	38.0	0.0
B,9	38.3	39.2	0.9
B,10	39.0	38.2	-0.8
B,11	40.4	36.6	-3.8
B,12	42.6	35.7	-6.9
C,2	41.0	38.6	-2.4
C,3	43.3	39.1	-4.2
C,4	43.5	40.2	-3.3
C,5	43.4	41.2	-2.2
C,6	43.3	38.0	-5.3
C,7	43.3	37.6	-5.7
C,8	42.6	39.4	-3.2
C,9	42.2	40.2	-2.0
C,10	41.6	38.4	-3.2
C,11	42.5	36.6	-5.9
C,12	44.3	35.8	-8.5
D,2	41.7	39.4	-2.3
D,3	46.2	39.5	-6.7
D,4	48.4	40.9	-7.5
D,5	48.2	42.4	-5.8
D,6	46.2	38.7	-7.5
D,7	44.2	38.6	-5.6
D,8	43.7	40.9	-2.8
D,9	43.1	40.7	-2.4
D,10	44.9	38.0	-6.9
D,11	44.5	36.3	-8.2
D,12	45.1	35.8	-9.3
E,1	42.4	39.0	-3.4
E,2	42.2	40.4	-1.8
E,3	46.7	40.2	-6.5
E,4	51.2	41.6	-9.6
E,5	51.0	43.8	-7.2
E,6	44.6	39.5	-5.1
E,9	43.1	40.8	-2.3
E,10	43.1	37.5	-5.6
E,11	46.1	36.1	-10.0

Area 1 January 1 through June 30, 2009			
Grid Points	IGA Annual Leq (24)	Calculated Leq (24)	Difference Leq
C,4	44.2	36.0	-8.2
C,5	36.7	34.0	-2.7
C,6	36.0	33.1	-2.9
D,4	41.1	35.4	-5.7
D,5	34.2	34.2	-0.1
D,6	36.0	33.8	-2.2
D,7	41.4	34.5	-6.9
E,4	38.3	34.7	-3.6
E,5	34.8	34.4	-0.4
E,6	36.7	33.3	-3.5
E,7	41.4	33.3	-8.1
F,2	51.7	41.2	-10.5
F,3	43.7	37.0	-6.7
F,5	37.3	32.7	-4.6
F,6	38.5	32.5	-6.0
F,7	42.1	32.7	-9.4
G,2	51.2	41.6	-9.6
G,3	42.1	36.5	-5.7
G,4	40.2	33.5	-6.7
H,2	50.1	41.6	-8.5
H,3	46.0	36.6	-9.5
H,4	46.1	34.2	-11.9

Area 3 January 1 through June 30, 2009			
Grid Points	IGA Annual Leq (24)	Calculated Leq (24)	Difference Leq
A,-1	38.9	32.0	-6.9
A,0	39.6	32.4	-7.2
A,1	43.2	33.1	-10.1
A,2	45.7	34.2	-11.5
A,3	45.6	35.5	-10.1
B,-1	37.9	32.2	-5.7
B,0	39.2	32.5	-6.7
B,1	42.6	33.0	-9.6
B,2	45.8	33.9	-11.9
B,3	45.7	35.3	-10.4
C,-1	36.7	32.7	-4.0
C,0	37.1	32.7	-4.4
C,1	39.5	33.1	-6.4
C,2	44.8	33.8	-11.0
C,3	46.5	35.0	-11.5
D,-1	32.6	32.7	0.1
D,0	33.3	32.4	-0.9
D,1	37.3	32.6	-4.7
D,2	43.0	33.2	-9.8
E,-1	31.4	32.4	1.0
E,0	33.1	31.9	-1.3
E,1	36.2	31.9	-4.3
E,2	40.6	32.4	-8.2
F,1	36.5	32.1	-4.4
F,2	39.4	32.8	-6.6
G,1	42.5	32.9	-9.6



January 1 - September 30, 2009 DEN / Adams County IGA NEPS Values



Area 2 January 1 through September 30, 2009			
Grid Points	IGA Annual Leq (24)	Calculated Leq (24)	Difference Leq
A,1	38.6	36.7	-1.9
A,2	37.6	37.4	-0.2
A,3	42.3	38.4	-3.9
A,4	45.3	39.2	-6.1
A,5	43.9	39.5	-4.4
A,6	37.5	36.9	-0.6
A,7	37.7	36.2	-1.5
A,8	36.5	37.1	0.6
A,9	36.3	38.4	2.1
A,10	37.6	37.7	0.1
A,11	39.2	36.1	-3.1
A,12	41.2	35.1	-6.1
B,2	39.5	37.9	-1.6
B,4	42.5	39.9	-2.6
B,5	43.1	40.6	-2.5
B,6	39.0	37.6	-1.4
B,7	39.0	36.9	-2.1
B,8	38.0	38.4	0.4
B,9	38.3	39.5	1.2
B,10	39.0	38.4	-0.6
B,11	40.4	36.5	-3.9
B,12	42.6	35.7	-6.9
C,2	41.0	38.8	-2.2
C,3	43.3	39.3	-4.0
C,4	43.5	40.7	-2.8
C,5	43.4	41.7	-1.7
C,6	43.3	38.3	-5.0
C,7	43.3	37.8	-5.5
C,8	42.6	39.7	-2.9
C,9	42.2	40.5	-1.7
C,10	41.6	38.5	-3.1
C,11	42.5	36.5	-6.0
C,12	44.3	35.7	-8.6
D,2	41.7	39.6	-2.1
D,3	46.2	39.7	-6.5
D,4	48.4	41.3	-7.1
D,5	48.2	43.0	-5.2
D,6	46.2	39.0	-7.2
D,7	44.2	38.8	-5.4
D,8	43.7	41.4	-2.3
D,9	43.1	41.0	-2.1
D,10	44.9	38.0	-6.9
D,11	44.5	36.2	-8.4
D,12	45.1	35.6	-9.5
E,1	42.4	39.2	-3.2
E,2	42.2	40.8	-1.5
E,3	46.7	40.4	-6.3
E,4	51.2	42.0	-9.2
E,5	51.0	44.5	-6.5
E,6	44.6	39.8	-4.8
E,9	43.1	40.9	-2.2
E,10	43.1	37.4	-5.7
E,11	46.1	35.9	-10.2

Area 1 January 1 through September 30, 2009			
Grid Points	IGA Annual Leq (24)	Calculated Leq (24)	Difference Leq
C,4	44.2	35.9	-8.3
C,5	36.7	34.0	-2.7
C,6	36.0	33.2	-2.8
D,4	41.1	35.2	-5.9
D,5	34.2	34.1	-0.2
D,6	36.0	33.8	-2.2
D,7	41.4	34.4	-7.0
E,4	38.3	34.6	-3.7
E,5	34.8	34.3	-0.5
E,6	36.7	33.2	-3.5
E,7	41.4	33.2	-8.2
F,2	51.7	41.0	-10.7
F,3	43.7	36.8	-7.0
F,5	37.3	32.9	-4.5
F,6	38.5	32.6	-5.9
F,7	42.1	32.9	-9.2
G,2	51.2	41.6	-9.6
G,3	42.1	36.3	-5.9
G,4	40.2	33.7	-6.5
H,2	50.1	41.6	-8.5
H,3	46.0	36.3	-9.7
H,4	46.1	34.2	-11.9

Area 3 January 1 through September 30, 2009			
Grid Points	IGA Annual Leq (24)	Calculated Leq (24)	Difference Leq
A,-1	38.9	32.1	-6.8
A,0	39.6	32.4	-7.2
A,1	43.2	33.1	-10.1
A,2	45.7	34.2	-11.5
A,3	45.6	35.4	-10.2
B,-1	37.9	32.3	-5.6
B,0	39.2	32.5	-6.7
B,1	42.6	33.1	-9.5
B,2	45.8	33.9	-11.9
B,3	45.7	35.1	-10.6
C,-1	36.7	32.8	-3.9
C,0	37.1	32.9	-4.2
C,1	39.5	33.2	-6.3
C,2	44.8	33.8	-11.0
C,3	46.5	34.8	-11.8
D,-1	32.6	32.8	0.2
D,0	33.3	32.5	-0.8
D,1	37.3	32.6	-4.7
D,2	43.0	33.1	-9.9
E,-1	31.4	32.6	1.2
E,0	33.1	32.0	-1.1
E,1	36.2	32.0	-4.2
E,2	40.6	32.5	-8.1
F,1	36.5	32.5	-4.0
F,2	39.4	33.2	-6.2
G,1	42.5	33.6	-8.9



Need more info?

Visit business.flydenver.com for more information regarding DIA's Noise Abatement Program. There you will find very helpful information including; FAQs, Annual Reports, land use maps and much more.

MORE THAN 1 MILLION TRAVELERS EXPECTED TO PASS THROUGH DIA DURING CHRISTMAS WEEK

More than 1 million passengers will pass through Denver International Airport during Christmas week, according to numbers provided by DIA's airlines. The figures cover the period from Tuesday, December 22, through Monday, December 28.

The weekly total of 1,046,063 is about 3,200 more than during the same week of 2008.

Wednesday, December 23, will be the busiest day of the week with 158,276 travelers expected. An average day at DIA is about 140,000 passengers. Monday, December 28, will be the second busiest day of the week with 156,475 passengers.

Other daily totals during the week are: Tuesday, December 22, 154,075; Thursday, December 24, 135,561; Friday, December 25, 136,994; Saturday, December 26, 150,785; and Sunday, December 27, 153,899.

- December 22, 2009 11:00 AM - DIA Press Release

Annual Noise Report Issue 04 January- December, 2009



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