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F-16 Jet Visits DIA for Joint Training Exercise

On October 29, 2010 Denver International Airport's division of the Denver Fire Department – also known as the Aircraft Rescue and Firefighting (ARFF) team – held a joint training exercise with Buckley Air Force Base.



An F-16 fighter jet from Buckley Air Force Base visits DIA in October to support firefighting crews who train with a military aircraft.

An F-16 military jet, provided by the 140th Wing of the Colorado Air National Guard, landed at DIA shortly after 10:00 a.m. and taxied to a training site. Airport fire crews were joined by Buckley Air Force Base personnel for hands-on instruction intended to familiarize DIA's firefighters with the aircraft.

As the primary divert airport for Buckley, DIA serves as a backup for the nearby Air Force base and periodically sees military aircraft stopping to refuel on site. Military jets can carry armament and use a different type of fuel than that of commercial planes, and ARFF teams are specifically trained to mitigate emergencies and significant hazards that could occur with military aircraft.

January 1st to December 31st, 2010 Cumulative Results

Only one potential Class II NEPS violation was registered between January 1st through December 31st, 2010, at NEPS point A,9 in Area 2. This NEPS point is located within the city boundary of Northglenn. We believe that this NEPS point was elevated due to the temporary closure of runway 7/25 during the second and third quarters of 2010, which placed more departure traffic over Area 2 and NEPS point A, 9. There were no Class II NEPS violations during the previous year. Please see pages 4 and 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.

The number of households registering at least one complaint decreased by 34% (51 households in 2010 vs. 77 in 2009). Five households registered a combined 77% of total complaints. However, the number of complaints increased during 2010 as compared to the same period in 2009 (2320 vs. 1753 in 2009). The percentage of complaints increased slightly in 2010 for Nighttime Aircraft Operations (10:00pm to 7:00am) to 12.3% of total complaints received compared to 10.8% in 2009. 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 get their questions answered about overflights and other issues related to living near an airport. This can help potential homebuyers to make informed decisions about their future home. To make an appointment or just to ask questions, please call (303) 342-2000 and ask for the DEN Noise Office.



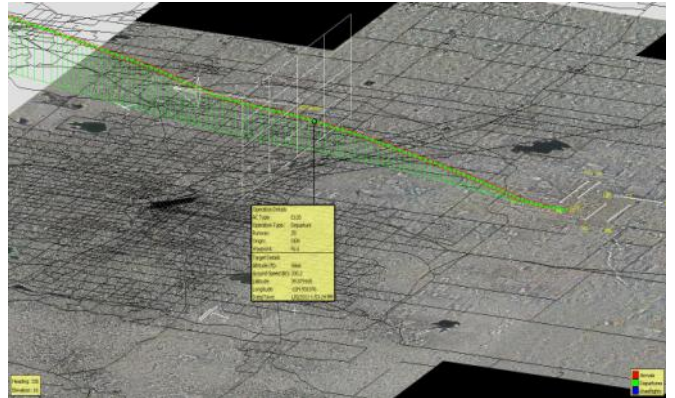
DEN Airport Noise and Operations System



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

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).

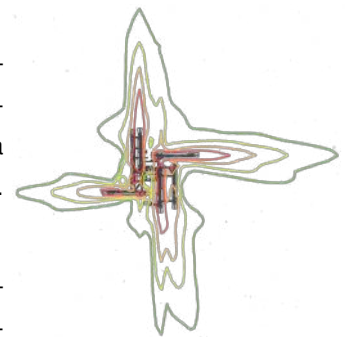
The DEN ANOMS system monitors noise levels at 27 permanent and 4 portable noise monitoring terminals. These terminals are located throughout the Denver metro area (see map on page 4 for RMT locations).



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.

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.

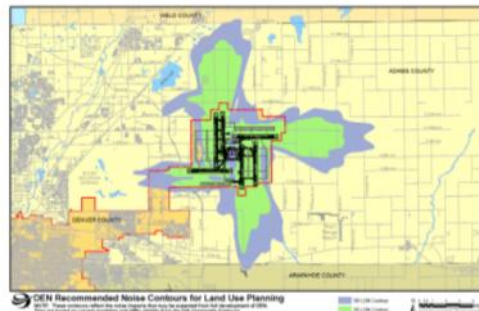


ARTSMAP Output

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.

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).

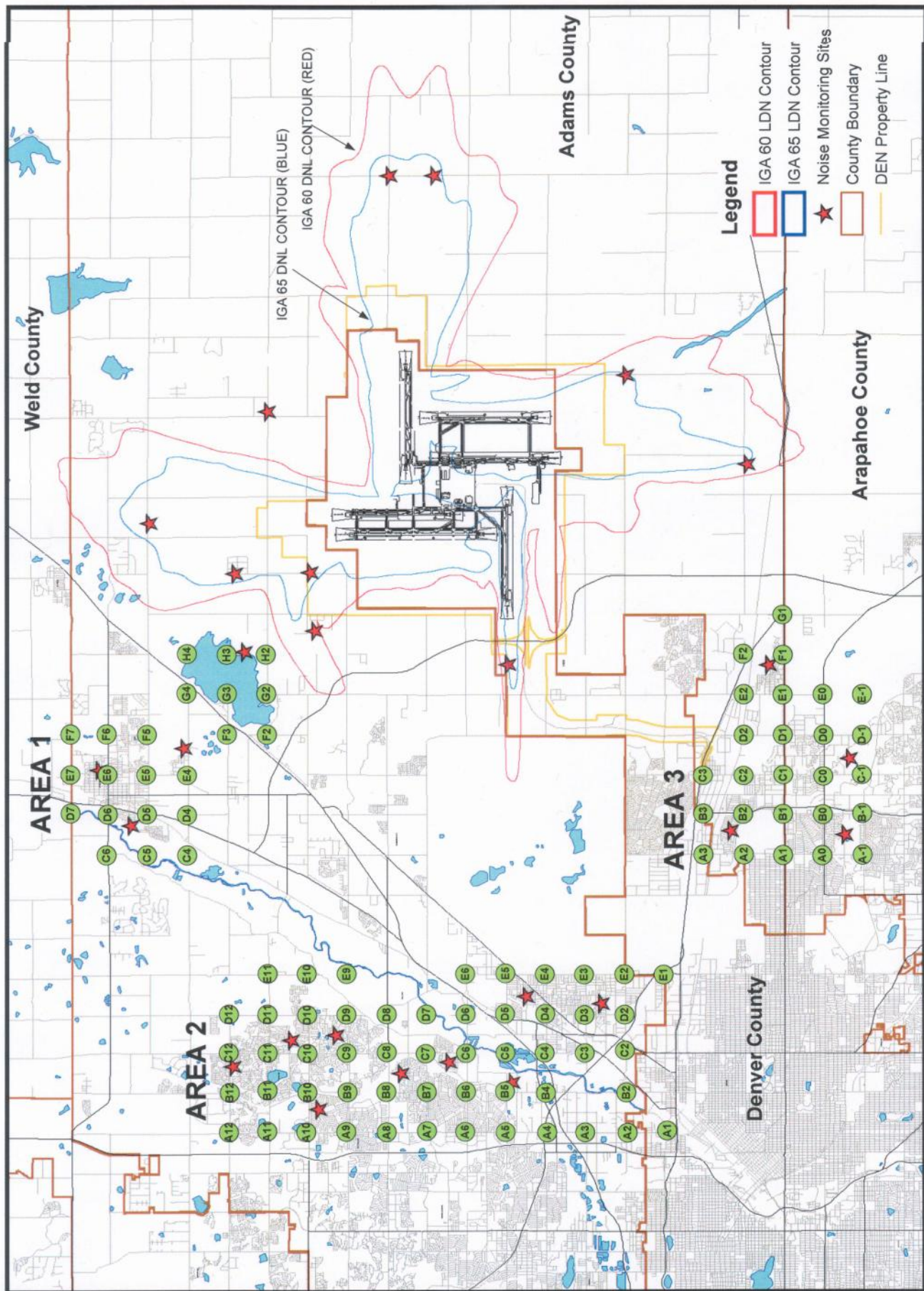
Day Night Level (Ldn): Also referred to as DNL. Similar to a Leq measurement, but is conducted over at least a 24-hour time span and includes a 10dB nighttime penalty. For an Ldn calculation, all noise that occurs at night (defined as 10:00 pm to 7:00 am) is artificially increased for the public's increased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

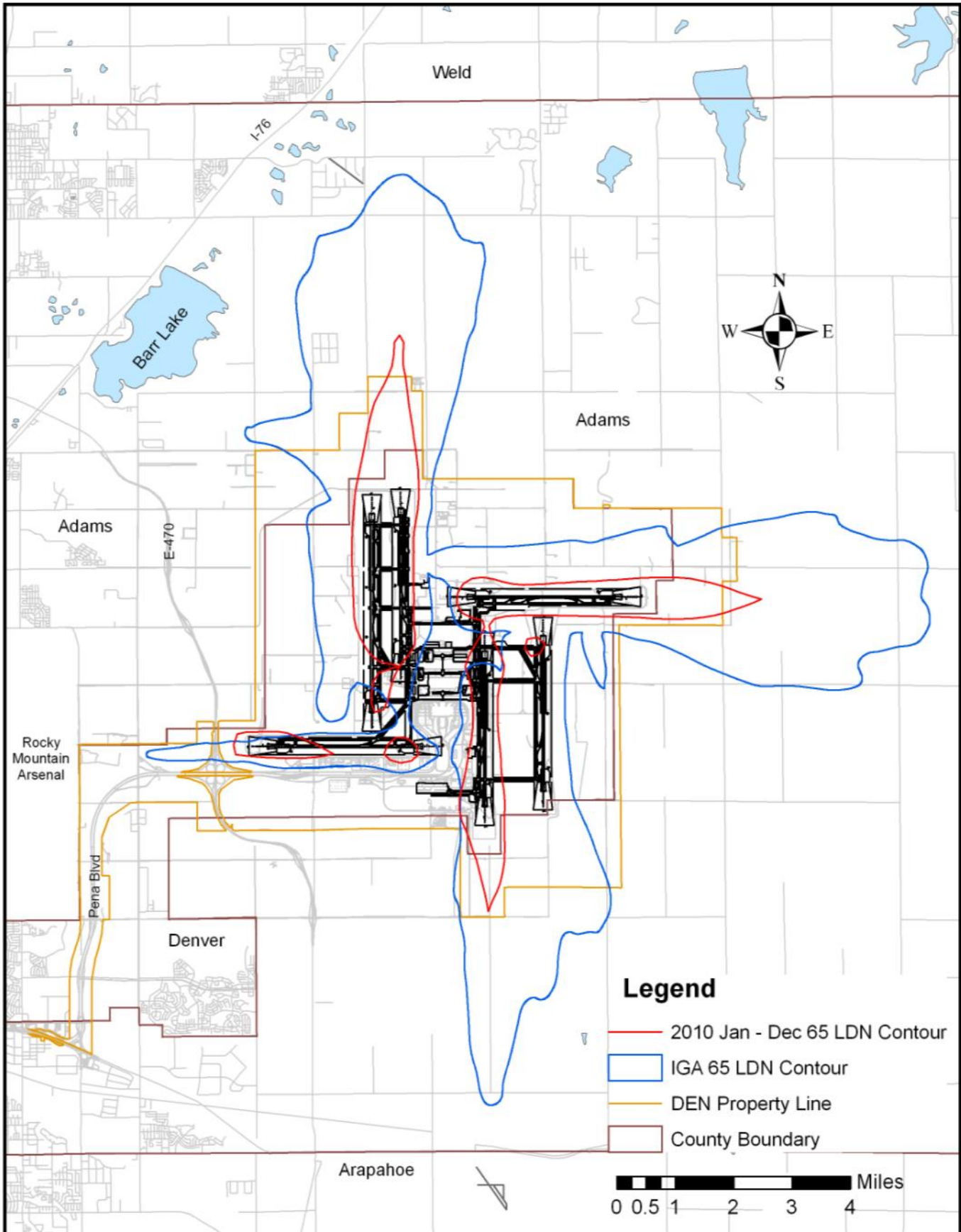
Remote Monitoring Terminal (RMT): Consists of a noise level analyzer, a weatherproof microphone, a system controller, a power supply, and a dedicated telephone line to download noise data to the ANOMS system, all mounted in a weatherproof cabinet.



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



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



DEN January 1 - December 31, 2010 Contour

January 1 - December 31, 2010 DEN / Adams County IGA NEPS Values



Area 2 January 1 through December 31, 2010			
Grid Points	IGA Annual Leq (24)	Calculated Leq (24)	Difference Leq
A,1	38.6	37.0	-1.6
A,2	37.6	37.9	0.3
A,3	42.3	38.8	-3.5
A,4	45.3	39.2	-6.1
A,5	43.9	39.0	-4.9
A,6	37.5	36.8	-0.7
A,7	37.7	36.8	-0.9
A,8	36.5	37.8	1.3
A,9	36.3	38.9	2.6
A,10	37.6	38.1	0.5
A,11	39.2	36.3	-2.9
A,12	41.2	35.3	-5.9
B,2	39.5	38.4	-1.1
B,4	42.5	40.0	-2.5
B,5	43.1	40.0	-3.1
B,6	39.0	37.5	-1.5
B,7	39.0	37.6	-1.4
B,8	38.0	39.1	1.1
B,9	38.3	39.9	1.6
B,10	39.0	38.6	-0.4
B,11	40.4	36.8	-3.6
B,12	42.6	36.0	-6.6
C,2	41.0	38.9	-2.1
C,3	43.3	39.8	-3.5
C,4	43.5	40.8	-2.7
C,5	43.4	41.2	-2.2
C,6	43.3	38.4	-5.0
C,7	43.3	38.5	-4.8
C,8	42.6	40.4	-2.2
C,9	42.2	40.9	-1.3
C,10	41.6	38.8	-2.8
C,11	42.5	37.0	-5.5
C,12	44.3	36.2	-8.1
D,2	41.7	39.5	-2.2
D,3	46.2	40.2	-6.0
D,4	48.4	41.6	-6.8
D,5	48.2	42.6	-5.7
D,6	46.2	39.1	-7.1
D,7	44.2	39.5	-4.7
D,8	43.7	41.9	-1.9
D,9	43.1	41.4	-1.7
D,10	44.9	38.5	-6.4
D,11	44.5	36.7	-7.9
D,12	45.1	36.1	-9.1
E,1	42.4	38.9	-3.5
E,2	42.2	40.5	-1.7
E,3	46.7	40.7	-6.0
E,4	51.2	42.3	-8.9
E,5	51.0	44.0	-7.0
E,6	44.6	39.9	-4.7
E,9	43.1	41.2	-1.9
E,10	43.1	38.0	-5.1
E,11	46.1	36.4	-9.7

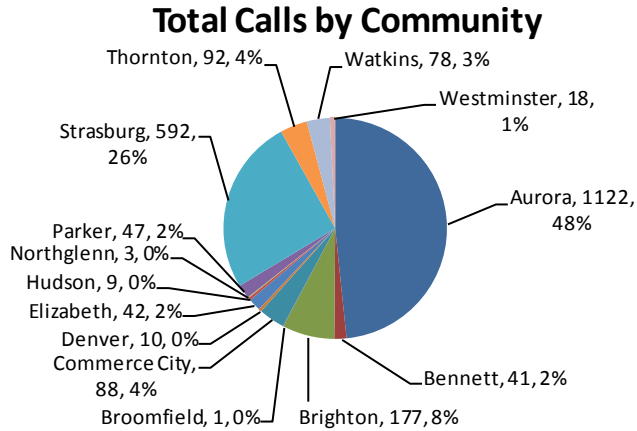
Area 1 January 1 through December 31, 2010			
Grid Points	IGA Annual Leq (24)	Calculated Leq (24)	Difference Leq
C,4	44.2	37.0	-7.2
C,5	36.7	35.0	-1.7
C,6	36.0	34.0	-2.0
D,4	41.1	36.2	-4.9
D,5	34.2	34.9	0.7
D,6	36.0	34.6	-1.4
D,7	41.4	35.1	-6.4
E,4	38.3	35.5	-2.8
E,5	34.8	35.1	0.3
E,6	36.7	33.9	-2.8
E,7	41.4	33.9	-7.5
F,2	51.7	41.1	-10.6
F,3	43.7	37.6	-6.1
F,5	37.3	33.6	-3.7
F,6	38.5	33.3	-5.2
F,7	42.1	33.5	-8.6
G,2	51.2	42.3	-8.9
G,3	42.1	37.1	-5.0
G,4	40.2	34.3	-5.9
H,2	50.1	42.9	-7.2
H,3	46.0	37.0	-9.0
H,4	46.1	34.5	-11.6

Area 3 January 1 through December 31, 2010			
Grid Points	IGA Annual Leq (24)	Calculated Leq (24)	Difference Leq
A,-1	38.9	32.3	-6.6
A,0	39.6	32.5	-7.1
A,1	43.2	33.3	-9.9
A,2	45.7	34.3	-11.4
A,3	45.6	35.7	-9.9
B,-1	37.9	32.2	-5.7
B,0	39.2	32.5	-6.7
B,1	42.6	33.2	-9.4
B,2	45.8	34.1	-11.7
B,3	45.7	35.3	-10.4
C,-1	36.7	32.9	-3.8
C,0	37.1	33.0	-4.1
C,1	39.5	33.3	-6.2
C,2	44.8	34.0	-10.8
C,3	46.5	35.1	-11.4
D,-1	32.6	33.2	0.6
D,0	33.3	32.8	-0.5
D,1	37.3	33.0	-4.3
D,2	43.0	33.4	-9.6
E,-1	31.4	32.8	1.4
E,0	33.1	31.9	-1.2
E,1	36.2	32.0	-4.2
E,2	40.6	32.9	-7.7
F,1	36.5	32.8	-3.7
F,2	39.4	33.5	-5.9
G,1	42.5	33.4	-9.1

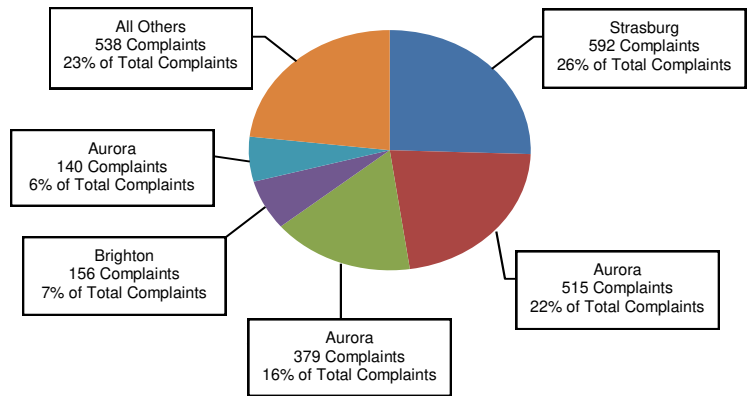


January 1 - December 31, 2010 Noise Complaint Calls by Community*

Community*	No. of Calls 2010	No. of Callers 2010	No. of Calls 2009	No. of Calls 2008
Aurora	1122	8	625	181
Bennett	41	1	22	45
Boulder	0	0	0	8
Brighton	177	11	262	51
Broomfield	1	1	0	0
Commerce City	88	6	139	267
Denver	10	4	32	119
Elizabeth	42	3	126	35
Hudson	9	1	9	6
Northglenn	3	1	4	4
Parker	47	9	28	24
Strasburg	592	1	369	94
Thornton	92	1	89	44
Watkins	78	3	40	57
Westminster	18	1	7	7
Overall Total	2320	51	1753	942



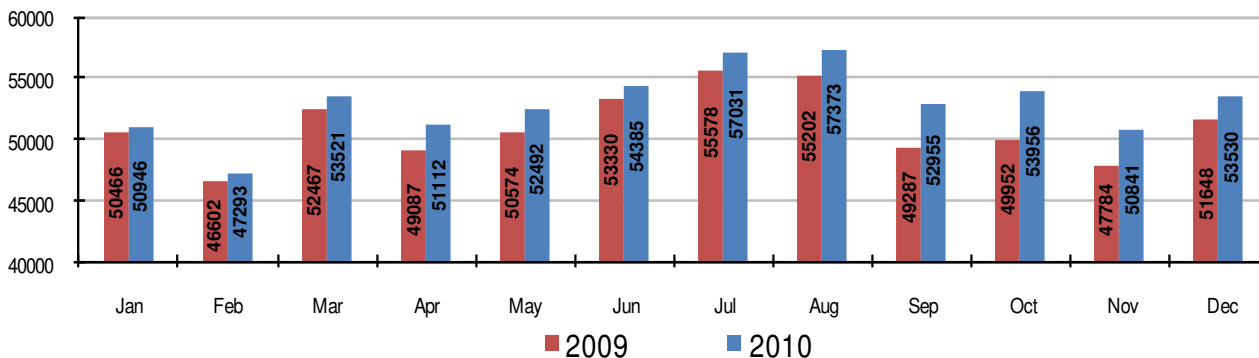
Top Five Complainants Vs. All Others

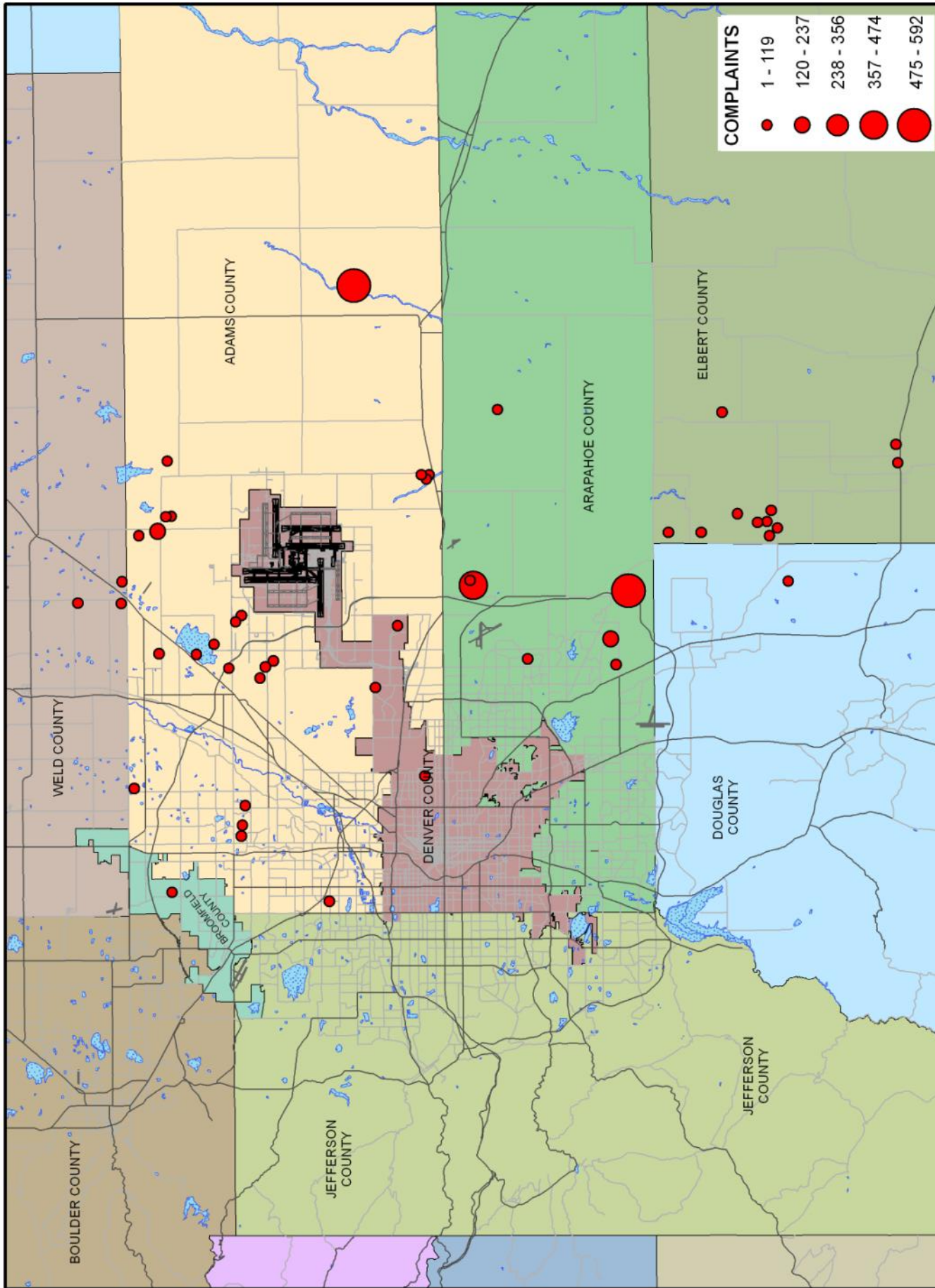


Monthly Comparison: 2010 Noise Complaint Calls - Daytime vs. Nighttime

Time Complaint Received	January	February	March	April	May	June	July	August	September	October	November	December	2010 Total
Day Hours (7:00 am to 9:59 pm)	94	92	212	105	132	196	253	218	248	200	155	129	2034
Night Hours (10:00 pm to 6:59 am)	7	10	15	10	17	11	55	48	28	36	19	30	286
Total	101	102	227	115	149	206	308	266	276	236	174	159	2320

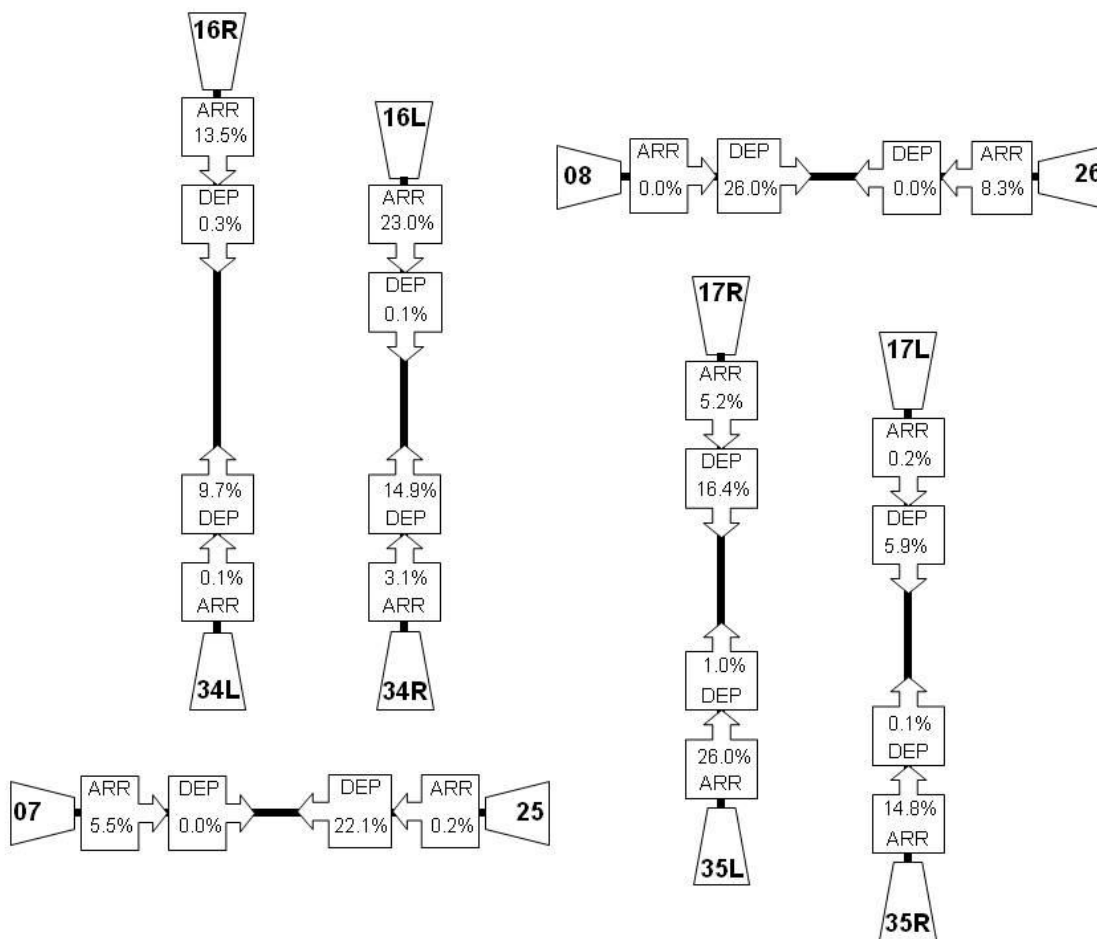
Monthly Comparison: 2009 Total Operations vs. 2010 Total Operations



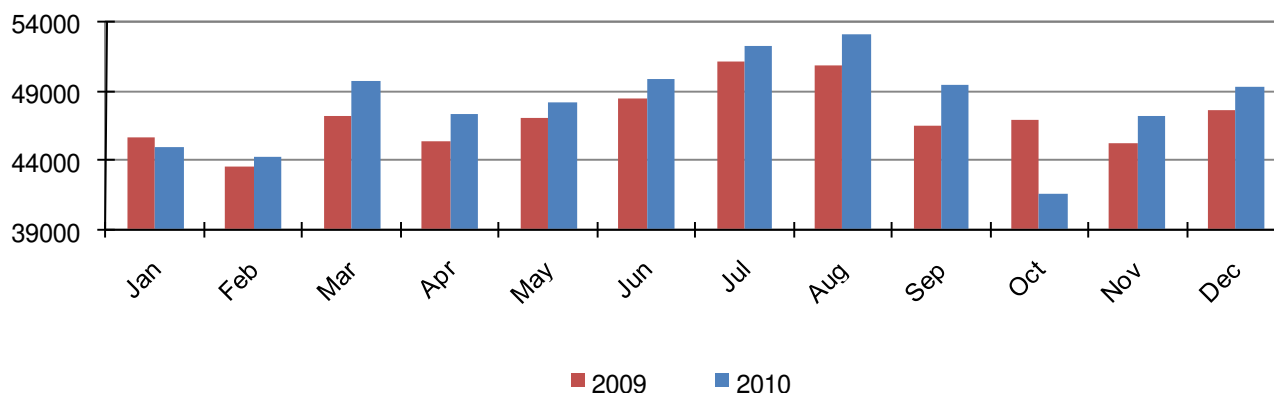


JANUARY 1 - DECEMBER 31, 2010 DEN NOISE COMPLAINTS

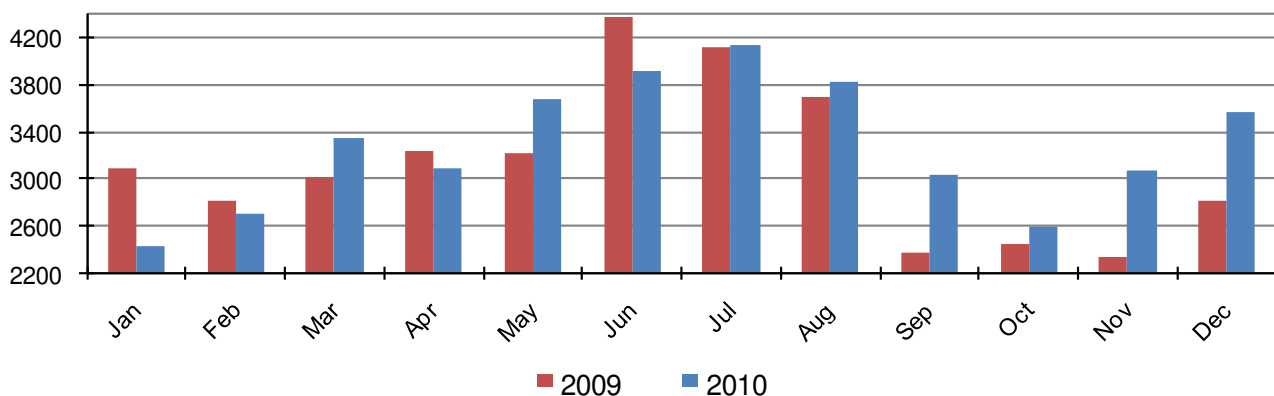




2009 vs. 2010 DEN Daytime Arrivals & Departures



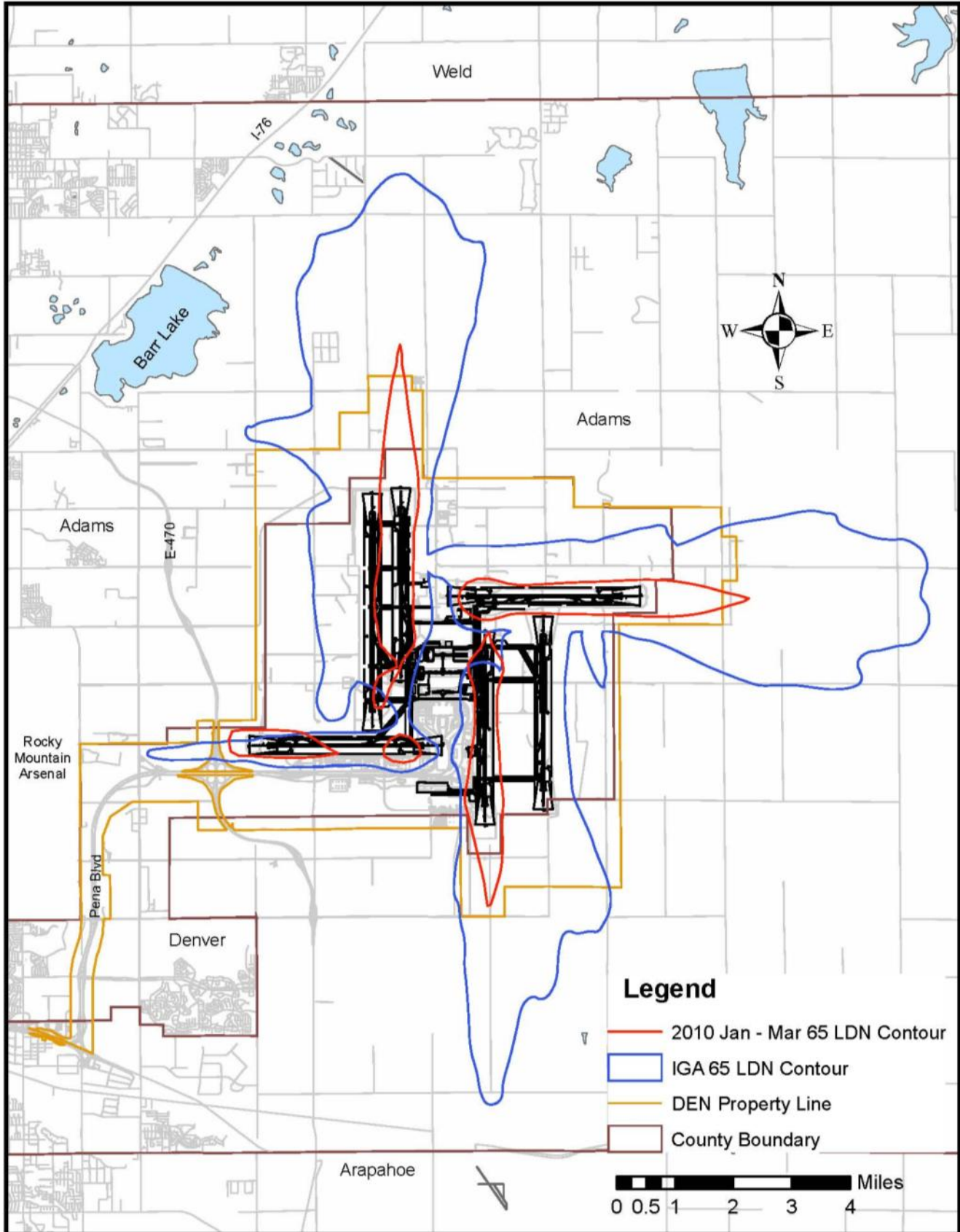
2009 vs 2010 DEN Nighttime Arrivals & Departures





Quarterly Cumulative Contour Maps and NEPS Tables

- 1Q10 January 1, 2010 through March 31, 2010 (pages 11-12)
- 2Q10 January 1, 2010 through June 30, 2010 (pages 13-14)
- 3Q10 January 1, 2010 through September 30, 2010 (pages 15-16)



DEN January 1 - March 31, 2010 Contour

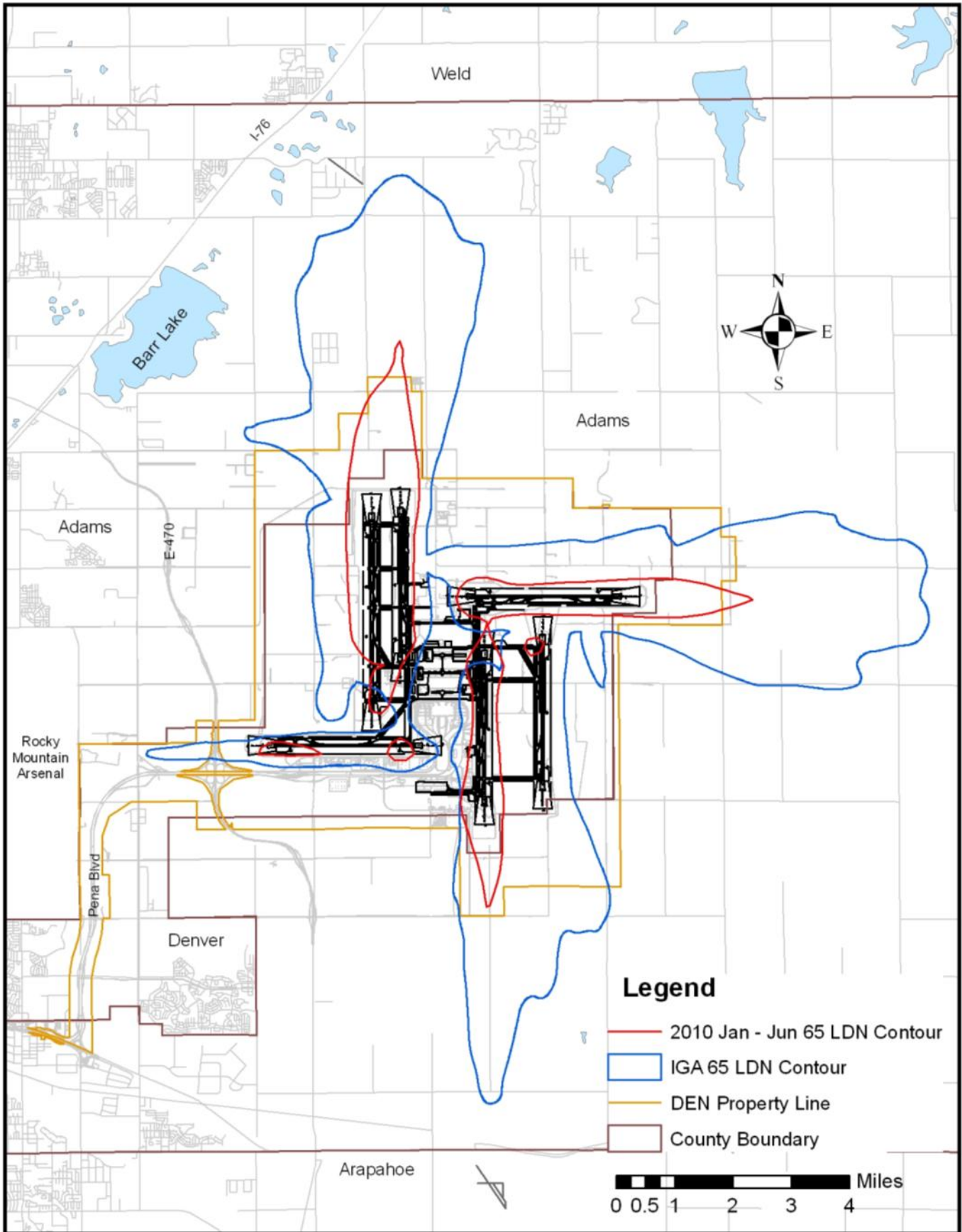
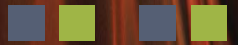
January 1 - March 31, 2010 DEN / Adams County IGA NEPS Values



Area 2 January 1 through March 31, 2010			
Grid Points	IGA Annual Leq (24)	Calculated Leq (24)	Difference Leq
A,1	38.6	36.6	-2.0
A,2	37.6	37.4	-0.2
A,3	42.3	38.4	-3.9
A,4	45.3	39.0	-6.3
A,5	43.9	38.8	-5.2
A,6	37.5	36.4	-1.2
A,7	37.7	36.3	-1.4
A,8	36.5	37.4	0.9
A,9	36.3	38.3	2.0
A,10	37.6	37.2	-0.4
A,11	39.2	35.3	-3.9
A,12	41.2	34.2	-7.0
B,2	39.5	37.8	-1.7
B,4	42.5	39.9	-2.7
B,5	43.1	39.8	-3.3
B,6	39.0	37.0	-2.0
B,7	39.0	37.0	-2.0
B,8	38.0	38.7	0.6
B,9	38.3	39.3	1.0
B,10	39.0	37.6	-1.4
B,11	40.4	35.7	-4.7
B,12	42.6	34.8	-7.8
C,2	41.0	38.5	-2.6
C,3	43.3	39.3	-4.0
C,4	43.5	40.6	-2.9
C,5	43.4	41.0	-2.5
C,6	43.3	37.7	-5.6
C,7	43.3	37.9	-5.4
C,8	42.6	39.9	-2.7
C,9	42.2	40.2	-2.1
C,10	41.6	37.8	-3.8
C,11	42.5	35.8	-6.7
C,12	44.3	35.0	-9.3
D,2	41.7	39.1	-2.6
D,3	46.2	39.7	-6.5
D,4	48.4	41.3	-7.1
D,5	48.2	42.2	-6.0
D,6	46.2	38.5	-7.7
D,7	44.2	38.9	-5.3
D,8	43.7	41.2	-2.5
D,9	43.1	40.5	-2.6
D,10	44.9	37.3	-7.6
D,11	44.5	35.6	-8.9
D,12	45.1	34.9	-10.2
E,1	42.4	38.8	-3.6
E,2	42.2	40.2	-2.0
E,3	46.7	40.2	-6.5
E,4	51.2	42.0	-9.2
E,5	51.0	43.6	-7.4
E,6	44.6	39.3	-5.4
E,9	43.1	40.2	-2.9
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E,5	34.8	34.4	-0.4
E,6	36.7	33.1	-3.6
E,7	41.4	33.3	-8.1
F,2	51.7	39.2	-12.5
F,3	43.7	35.5	-8.2
F,5	37.3	32.9	-4.4
F,6	38.5	32.7	-5.8
F,7	42.1	33.2	-9.0
G,2	51.2	39.7	-11.5
G,3	42.1	34.8	-7.4
G,4	40.2	33.2	-7.0
H,2	50.1	40.1	-10.0
H,3	46.0	34.6	-11.4
H,4	46.1	33.5	-12.6

Area 3 January 1 through March 31, 2010			
Grid Points	IGA Annual Leq (24)	Calculated Leq (24)	Difference Leq
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A,1	43.2	33.0	-10.2
A,2	45.7	34.0	-11.7
A,3	45.6	35.3	-10.4
B,-1	37.9	32.1	-5.8
B,0	39.2	32.2	-7.0
B,1	42.6	32.7	-9.9
B,2	45.8	33.5	-12.3
B,3	45.7	34.7	-11.0
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D,0	33.3	32.2	-1.1
D,1	37.3	32.4	-4.9
D,2	43.0	32.5	-10.5
E,-1	31.4	32.0	0.6
E,0	33.1	31.1	-2.0
E,1	36.2	31.3	-4.9
E,2	40.6	32.1	-8.5
F,1	36.5	31.3	-5.2
F,2	39.4	32.0	-7.4
G,1	42.5	32.5	-10.0



DEN January 1 - June 30, 2010 Contour

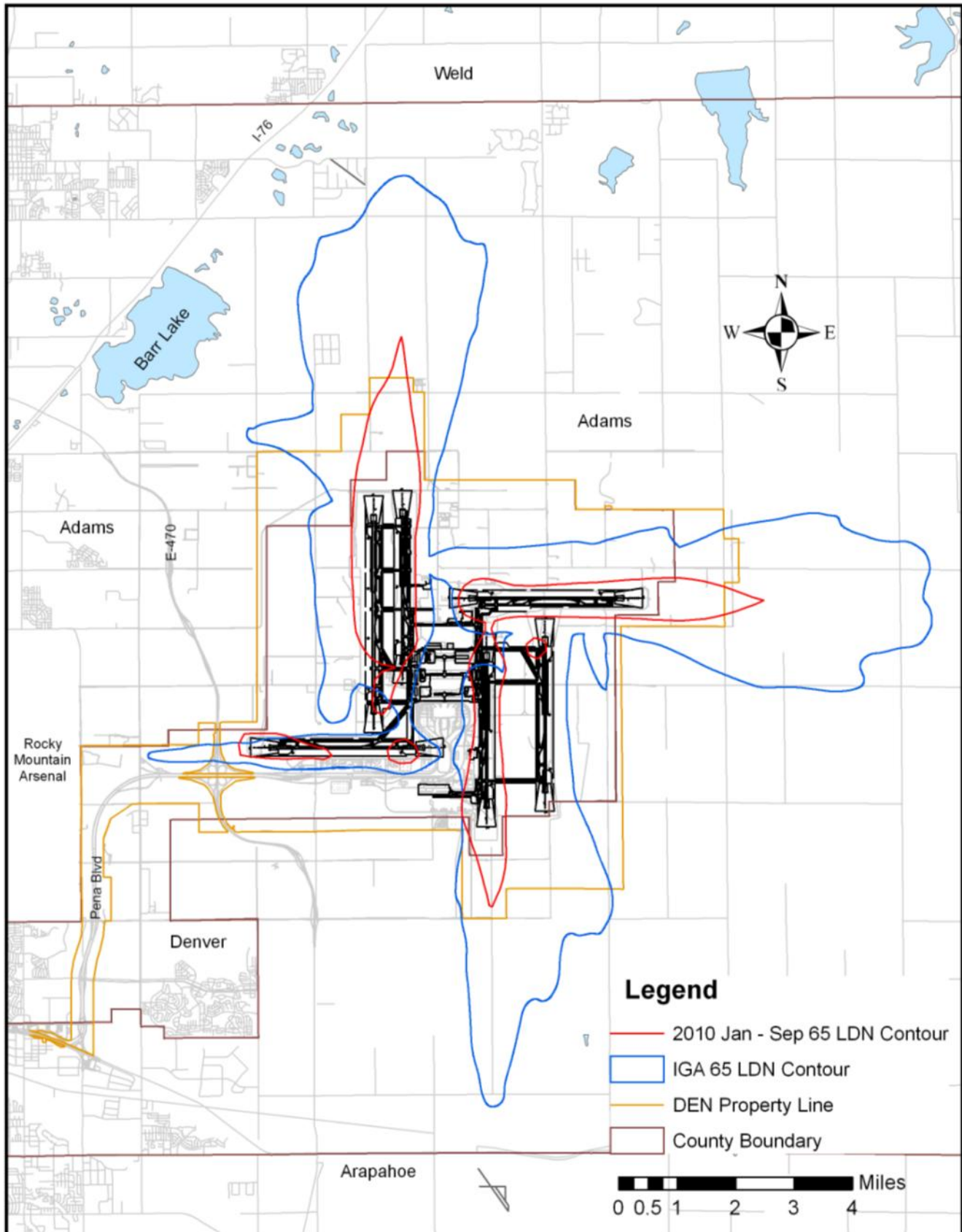
January 1 - June 30, 2010 DEN / Adams County IGA NEPS Values



Area 2 January 1 through June 30, 2010			
Grid Points	IGA Annual Leq (24)	Calculated Leq (24)	Difference Leq
A,1	38.6	36.5	-2.2
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B,2	39.5	37.7	-1.8
B,4	42.5	39.3	-3.2
B,5	43.1	39.3	-3.8
B,6	39.0	37.4	-1.6
B,7	39.0	37.5	-1.5
B,8	38.0	38.9	0.9
B,9	38.3	39.3	1.0
B,10	39.0	37.9	-1.1
B,11	40.4	36.3	-4.1
B,12	42.6	35.6	-7.0
C,2	41.0	38.4	-2.6
C,3	43.3	39.2	-4.1
C,4	43.5	40.0	-3.5
C,5	43.4	40.3	-3.1
C,6	43.3	38.1	-5.2
C,7	43.3	38.5	-4.8
C,8	42.6	40.0	-2.6
C,9	42.2	40.1	-2.1
C,10	41.6	38.2	-3.4
C,11	42.5	36.5	-6.0
C,12	44.3	35.9	-8.4
D,2	41.7	39.0	-2.7
D,3	46.2	39.6	-6.6
D,4	48.4	40.7	-7.7
D,5	48.2	41.5	-6.7
D,6	46.2	38.8	-7.4
D,7	44.2	39.4	-4.8
D,8	43.7	41.1	-2.6
D,9	43.1	40.5	-2.6
D,10	44.9	38.0	-6.9
D,11	44.5	36.4	-8.1
D,12	45.1	35.8	-9.3
E,1	42.4	38.4	-4.0
E,2	42.2	39.9	-2.3
E,3	46.7	40.2	-6.5
E,4	51.2	41.4	-9.8
E,5	51.0	42.9	-8.1
E,6	44.6	39.5	-5.1
E,9	43.1	40.5	-2.6
E,10	43.1	37.8	-5.3
E,11	46.1	36.3	-9.8

Area 1 January 1 through June 30, 2010			
Grid Points	IGA Annual Leq (24)	Calculated Leq (24)	Difference Leq
C,4	44.2	37.0	-7.2
C,5	36.7	34.9	-1.8
C,6	36.0	33.8	-2.2
D,4	41.1	36.2	-4.9
D,5	34.2	34.9	0.7
D,6	36.0	34.5	-1.5
D,7	41.4	34.9	-6.5
E,4	38.3	35.5	-2.8
E,5	34.8	35.2	0.4
E,6	36.7	33.8	-3.0
E,7	41.4	33.7	-7.7
F,2	51.7	41.8	-9.9
F,3	43.7	37.9	-5.8
F,5	37.3	33.5	-3.8
F,6	38.5	33.2	-5.3
F,7	42.1	33.4	-8.7
G,2	51.2	42.9	-8.3
G,3	42.1	37.3	-4.8
G,4	40.2	34.5	-5.8
H,2	50.1	43.5	-6.6
H,3	46.0	37.4	-8.6
H,4	46.1	34.7	-11.4

Area 3 January 1 through June 30, 2010			
Grid Points	IGA Annual Leq (24)	Calculated Leq (24)	Difference Leq
A,-1	38.9	31.9	-7.0
A,0	39.6	32.3	-7.3
A,1	43.2	33.0	-10.2
A,2	45.7	34.0	-11.7
A,3	45.6	35.4	-10.3
B,-1	37.9	32.1	-5.8
B,0	39.2	32.4	-6.9
B,1	42.6	32.9	-9.7
B,2	45.8	33.8	-12.0
B,3	45.7	35.1	-10.6
C,-1	36.7	32.7	-4.0
C,0	37.1	32.8	-4.3
C,1	39.5	33.1	-6.4
C,2	44.8	33.8	-11.1
C,3	46.5	34.8	-11.7
D,-1	32.6	32.7	0.1
D,0	33.3	32.6	-0.7
D,1	37.3	32.7	-4.6
D,2	43.0	33.1	-9.9
E,-1	31.4	32.2	0.8
E,0	33.1	31.5	-1.6
E,1	36.2	31.6	-4.6
E,2	40.6	32.6	-8.0
F,1	36.5	31.6	-4.9
F,2	39.4	32.6	-6.8
G,1	42.5	33.2	-9.3



DEN January 1 - September 30, 2010 Contour



Area 2 January 1 through September 30, 2010			
Grid Points	IGA Annual Leq (24)	Calculated Leq (24)	Difference Leq
A,1	38.6	37.0	-1.6
A,2	37.6	37.9	0.3
A,3	42.3	38.7	-3.6
A,4	45.3	39.2	-6.1
A,5	43.9	39.1	-4.8
A,6	37.5	37.0	-0.5
A,7	37.7	36.9	-0.8
A,8	36.5	38.0	1.5
A,9	36.3	39.0	2.7
A,10	37.6	38.2	0.6
A,11	39.2	36.4	-2.8
A,12	41.2	35.4	-5.8
B,2	39.5	38.3	-1.2
B,4	42.5	40.0	-2.5
B,5	43.1	40.1	-3.0
B,6	39.0	37.7	-1.3
B,7	39.0	37.7	-1.3
B,8	38.0	39.2	1.2
B,9	38.3	40.1	1.8
B,10	39.0	38.7	-0.3
B,11	40.4	36.9	-3.5
B,12	42.6	36.1	-6.5
C,2	41.0	38.9	-2.1
C,3	43.3	39.8	-3.5
C,4	43.5	40.8	-2.7
C,5	43.4	41.3	-2.1
C,6	43.3	38.4	-4.9
C,7	43.3	38.6	-4.7
C,8	42.6	40.5	-2.1
C,9	42.2	41.0	-1.2
C,10	41.6	38.9	-2.7
C,11	42.5	37.0	-5.5
C,12	44.3	36.3	-8.0
D,2	41.7	39.6	-2.1
D,3	46.2	40.1	-6.1
D,4	48.4	41.6	-6.8
D,5	48.2	42.6	-5.6
D,6	46.2	39.2	-7.0
D,7	44.2	39.6	-4.6
D,8	43.7	41.9	-1.8
D,9	43.1	41.4	-1.7
D,10	44.9	38.6	-6.3
D,11	44.5	36.7	-7.8
D,12	45.1	36.1	-9.0
E,1	42.4	38.8	-3.6
E,2	42.2	40.5	-1.7
E,3	46.7	40.7	-6.0
E,4	51.2	42.3	-8.9
E,5	51.0	44.1	-6.9
E,6	44.6	40.0	-4.6
E,9	43.1	41.3	-1.9
E,10	43.1	38.1	-5.0
E,11	46.1	36.5	-9.6

Area 1 January 1 through September 30, 2010			
Grid Points	IGA Annual Leq (24)	Calculated Leq (24)	Difference Leq
C,4	44.2	37.1	-7.1
C,5	36.7	35.0	-1.7
C,6	36.0	34.0	-2.0
D,4	41.1	36.3	-4.8
D,5	34.2	35.0	0.8
D,6	36.0	34.6	-1.4
D,7	41.4	35.0	-6.4
E,4	38.3	35.6	-2.7
E,5	34.8	35.2	0.4
E,6	36.7	33.9	-2.9
E,7	41.4	33.9	-7.5
F,2	51.7	41.5	-10.2
F,3	43.7	38.0	-5.7
F,5	37.3	33.7	-3.6
F,6	38.5	33.4	-5.1
F,7	42.1	33.5	-8.6
G,2	51.2	42.7	-8.5
G,3	42.1	37.5	-4.6
G,4	40.2	34.6	-5.7
H,2	50.1	43.5	-6.7
H,3	46.0	37.4	-8.6
H,4	46.1	34.7	-11.4

Area 3 January 1 through September 30, 2010			
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	33.2	-10.0
A,2	45.7	34.1	-11.6
A,3	45.6	35.5	-10.1
B,-1	37.9	32.2	-5.7
B,0	39.2	32.4	-6.8
B,1	42.6	33.1	-9.5
B,2	45.8	33.9	-11.9
B,3	45.7	35.2	-10.5
C,-1	36.7	32.9	-3.8
C,0	37.1	33.0	-4.1
C,1	39.5	33.3	-6.2
C,2	44.8	34.0	-10.8
C,3	46.5	35.0	-11.5
D,-1	32.6	33.3	0.7
D,0	33.3	32.8	-0.5
D,1	37.3	33.0	-4.3
D,2	43.0	33.5	-9.5
E,-1	31.4	32.8	1.4
E,0	33.1	32.0	-1.1
E,1	36.2	32.1	-4.1
E,2	40.6	33.0	-7.6
F,1	36.5	32.8	-3.7
F,2	39.4	33.4	-6.0
G,1	42.5	33.6	-8.9

DIA NAMED BEST AIRPORT IN NORTH AMERICA

Denver International Airport (DIA) was recently named the “Best Airport in North America” for the sixth consecutive year by *Business Traveler* magazine. The announcement was made at the 2010 “Best in Business Travel” awards ceremony on Thursday, Dec. 9, 2010 in Los Angeles.

“DIA is honored to be the only airport ever to receive this award six consecutive years,” said Aviation Manager Kim Day. “The 30,000 people who work at the airport are to be congratulated for balancing safety and security with providing an enjoyable experience for travelers.”

More information about the 2010 “Best in Business Travel” awards can be found on: <http://www.prnewswire.com/news-releases/business-traveler-reveals-winners-of-2010-best-in-business-travel-awards-111662379.html>.

Denver International Airport is the 10th-busiest airport in the world, and the fifth-busiest airport in the United States. With 50 million passengers traveling through the airport each year, DIA is one of the busiest airline hubs in the world’s largest aviation market. DIA is the primary economic engine of the state of Colorado, generating more than \$22 billion for the region annually. For more information, visit www.flydenver.com.

- December 15, 2010 11:15 AM - DIA Press Release

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.

Annual Noise Report Issue 08 January- December, 2010



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