



Denver International Airport

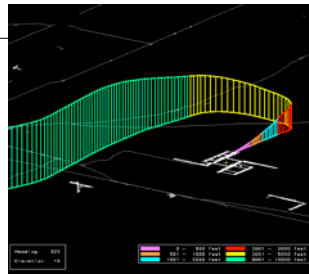
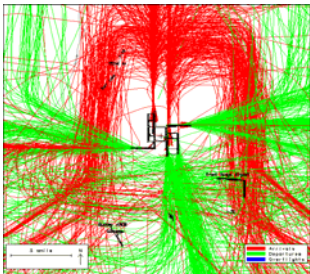
Noise Abatement Office Annual Report – 1999
Includes 1999 Quarterly Breakdown & Results of the 1999 Weather Impact Study

Introduction

This report is published by the DIA Noise Abatement Office as part of DIA's commitment to minimize noise impacts in the airport environs. Although the Federal Aviation Administration (FAA) is the sole authority for the control of aircraft, the City and County of Denver, as airport proprietor, has taken the lead responsibility for monitoring and addressing DIA aircraft noise issues in the vicinity of the airport.

The focus of this report is on the data collected by DIA's Airport Noise and Operations Monitoring System (ANOMS) throughout 1999. In addition to annual data, a breakdown by quarter is also provided. Information contained in this publication includes Noise Exposure Performance Standards (NEPS) values, maps depicting DIA's 65 Ldn noise contour, as well as aircraft operations statistics, and runway use percentages. For a complete description of DIA's ANOMS system see page 3.

This report also includes the results of the 1999 Weather Study undertaken by the DIA Noise Abatement Office to determine the impacts of extraordinary weather to the NEPS points. Using numerous sources of both text and radar images, the flights which deviated due to weather were able to be positively identified. These flights were then reassigned electronically to the flight tracks they would have flown had they not been impacted by weather.



Examples of ANOMS System Output



Aircraft flying over an RMT



FAA Airport Surveillance Radar

- **The Noise Contours and NEPS values were established pursuant to DIA operating with 6 runways. Currently DIA has only 5 operating runways, therefore the reported data may be inconsistent with established numeric sound levels for the Noise Contour and NEPS locations.**

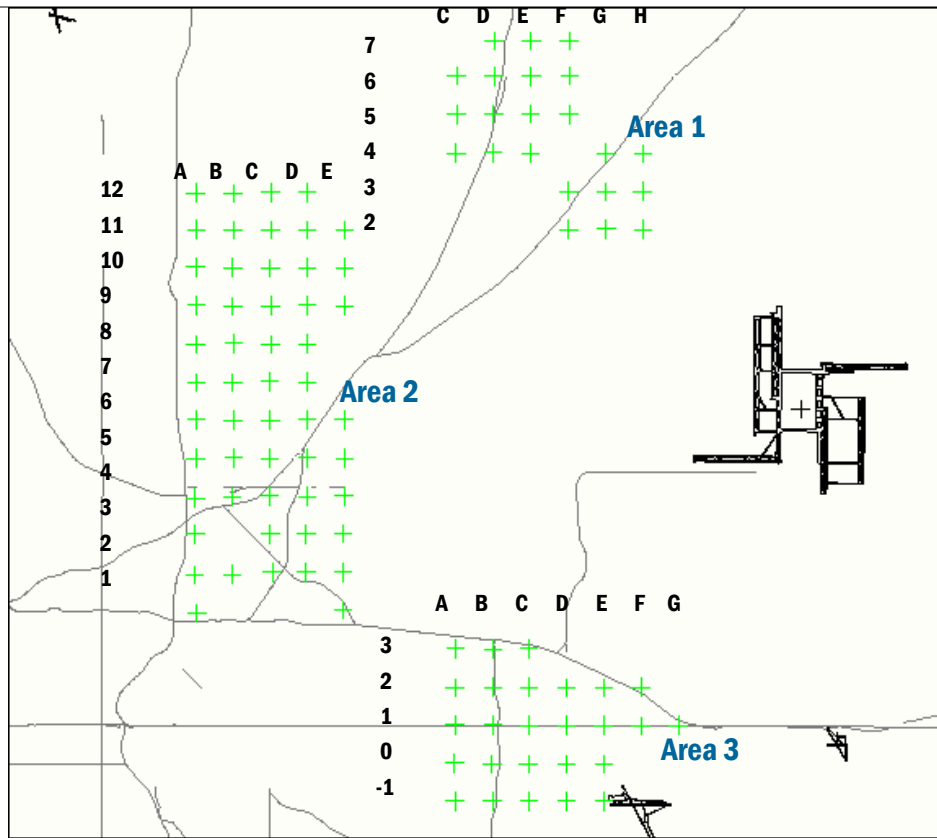
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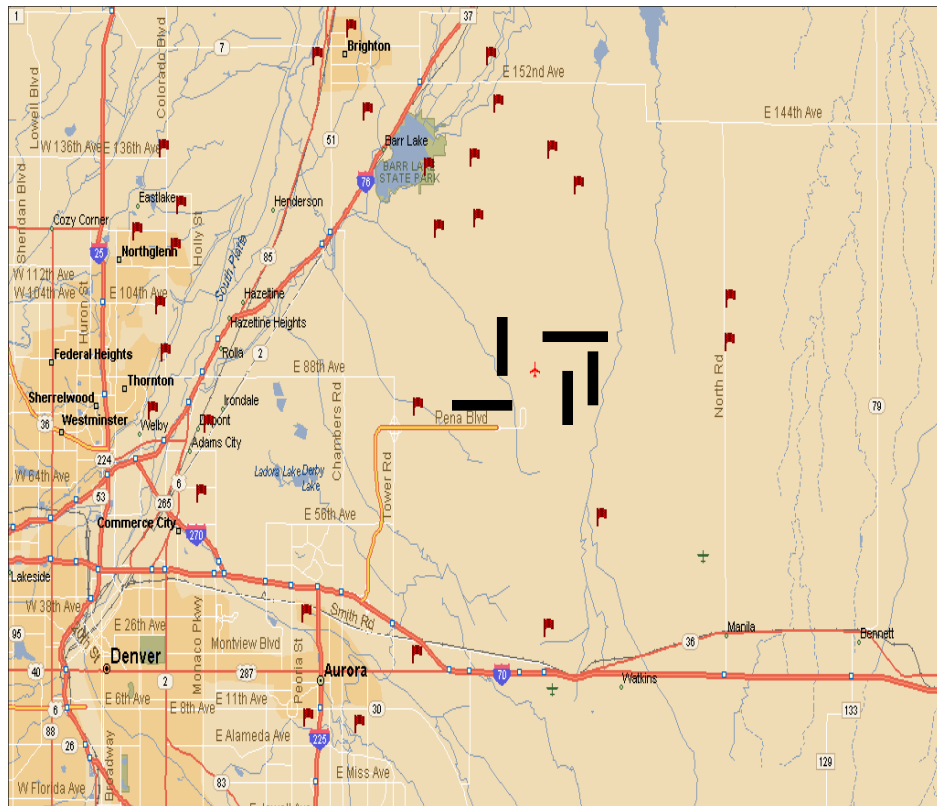
Definitions

- **Contour** – A line enclosing a certain area in which the annual Ldn is at or above a certain level.
- **dB** – Decibel. A Linear scale used to define a logarithmic scale of sound amplification.
- **Ldn** – A 24 hour Leq with a 10 dB penalty added to all levels measured between 10pm and 7am.
- **Leq** – Equivalent continuous sound level (average level over a given time span)
- **NEPS** – Noise Exposure Performance Standards. A group of geographic points surrounding DIA, for which corresponding annual aircraft Leq limits have been set in the IGA. There are 101 grid points in Adams County defined in the IGA. (See map page 2)
- **Area 1:** Brighton and Barr Lake
Area 2: Thornton, Northglenn and Commerce City
Area 3: Aurora

Noise Exposure Performance Standards (NEPS) Grid Coordinates



Remote Monitoring Terminal (RMT) Locations



DIA – Airport Noise and Operations Monitoring System

The Denver International Airport – Airport Noise and Operations Monitoring System (AMOMS) 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 page 2).

The DIA ANOMS system monitors noise levels at 26 permanent and 5 portable noise monitoring terminals. These terminals are located throughout the metro Denver area.

The system also records the

movement of all aircraft in the vicinity of DIA 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 info from three remote stations and includes a RACAL recording device to record pilot/controller radio transmissions.



DIA Noise Hotline Policy

The purpose of the DIA noise hotline is to provide an opportunity for individuals to express their concerns regarding noise generated by aircraft operating at DIA. The noise complaint system has been designed to ask questions relative to citizens' concerns. Once this information has been correctly entered, it is then transcribed into the Airport Noise and Operations Monitoring System (ANOMS), 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 can be considered harassment and may result in police action. Phone harassment is a state offense and can carry a jail sentence and/or fines. ***Threats involving aircraft and/or the airport are a very serious matter and are a federal***

offense. All threats will result in Denver Police Department notification and may involve an FBI investigation.

Please note that the noise hotline is an automated system, and that weak or noisy telephone lines in a caller's local area may in some rare cases cause the system to disconnect or malfunction. We have therefore created two alternate methods which may be used to register a complaint. Complaints may

DIA Noise Abatement Office
Airport Office Building
8500 Pena Blvd.
Denver, Colorado 80249

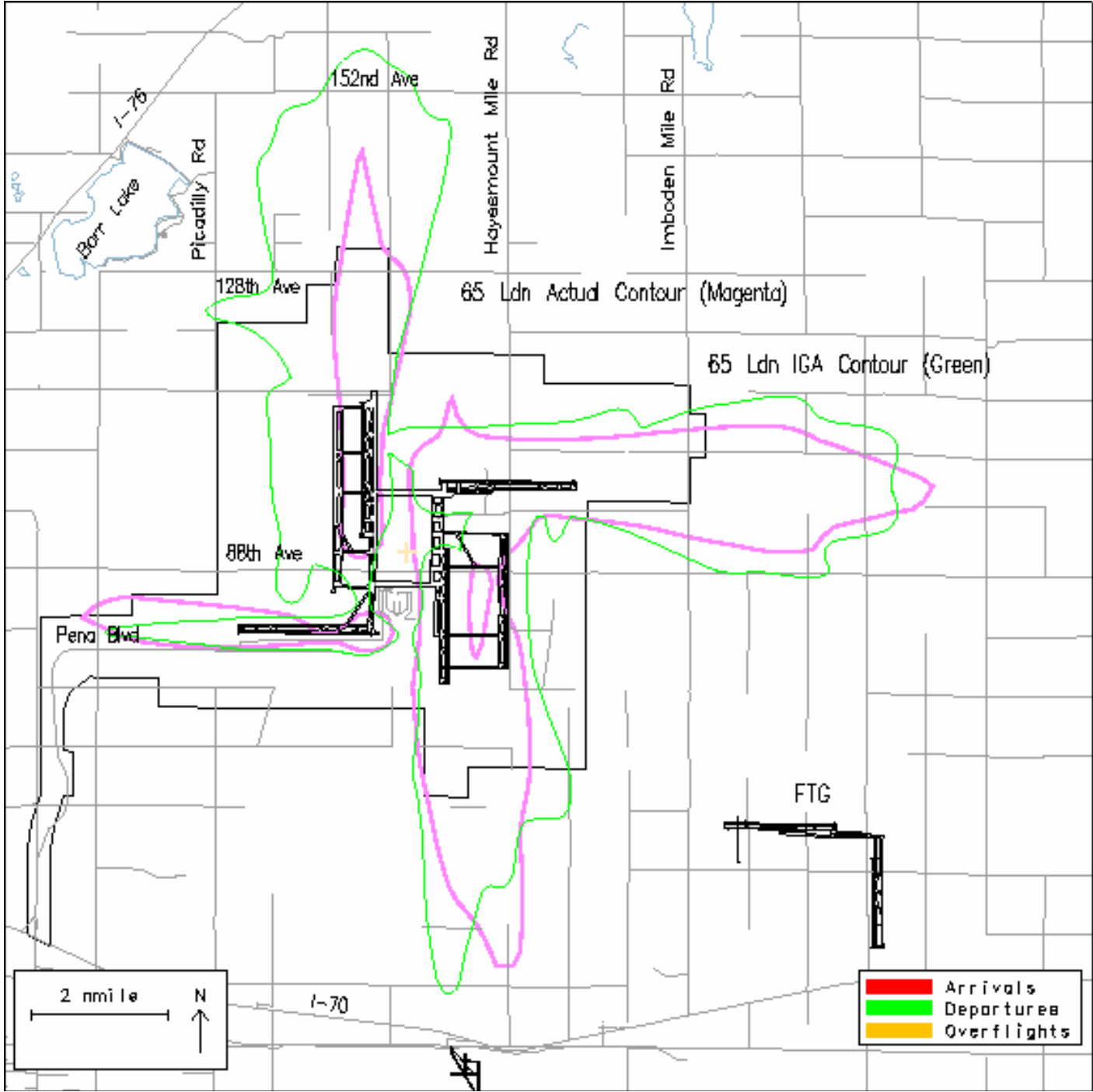
Noise Complaint Hotline: (303) 342-2380
Toll Free (Outside of local calling area):
1-800-417-2988
Fax: (303) 342-2366
E-mail: noiseoffice@dia.denver.co.us



Annual 1999

March 1, 1999– February 29, 2000

1999 Annual 65Ldn Contour

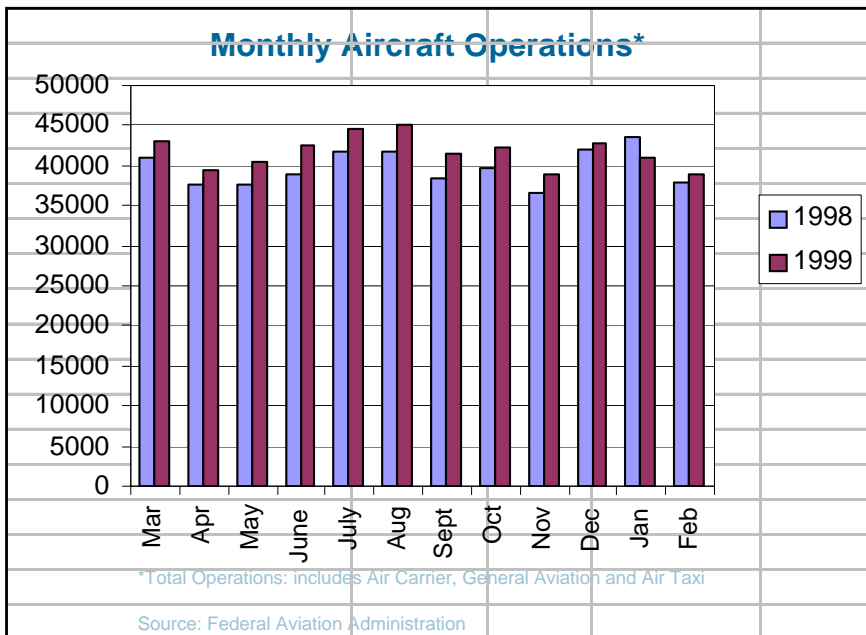
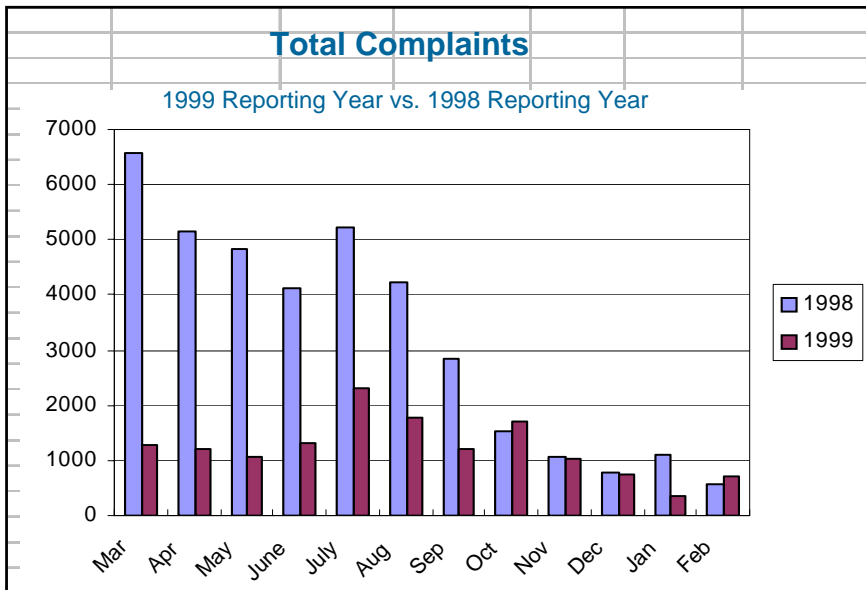


1999 Annual Complaint Statistics

Number of complaints	1999	1998
Total number of noise complaints	14,668	37,999
Total number of hotline callers/households	585/559	813/712
Max # of complaints by an individual/household	2007/2007	6942/6942

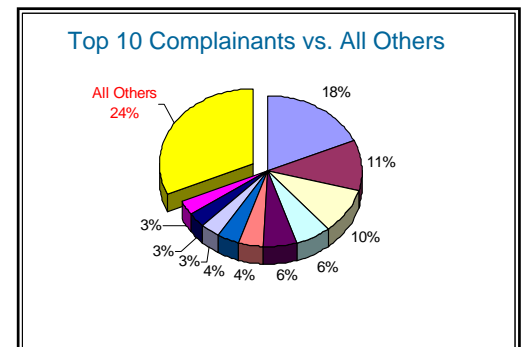
Breakdown by time of day	This Year	%	Last Year	%
Day hours (7 a.m. - 9:59p.m.)	12,883	87.8%	33,659	88.6%
Night Hours (10 p.m. - 6:59 a.m.)	1,785	12.2%	4,340	11.4%
All Hours	14,668	100.0%	37,999	100.0%

Breakdown by Month					
1st Quarter	2nd Quarter	3rd Quarter	4th Quarter		
March	1279	June	1302	September	1193
April	1209	July	2316	October	1709
May	1058	August	1759	November	1024
	3,546		5,377		3,926
					1,820

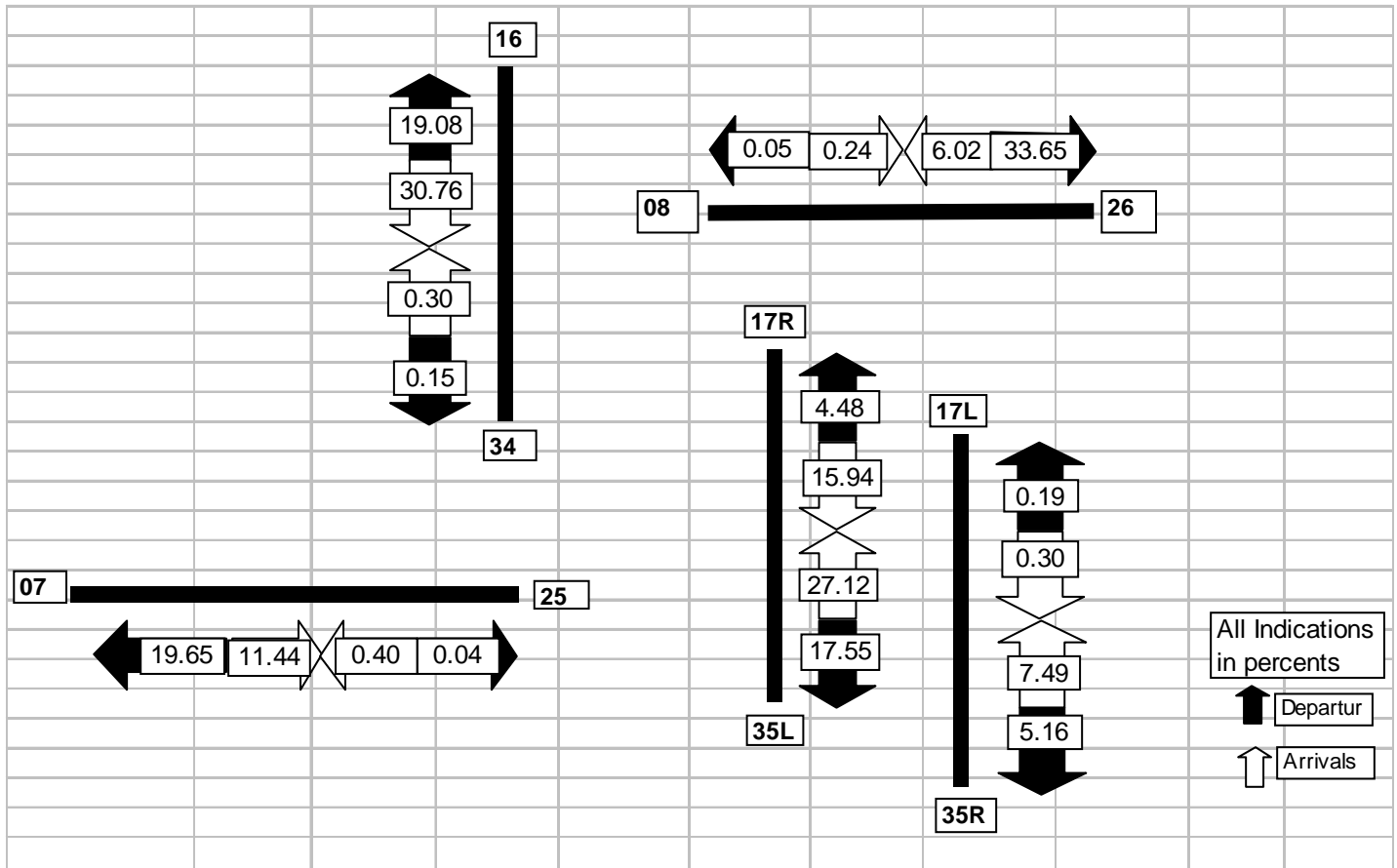


Breakdown by:	City	Households	* Max #
(blank)		8	5
Arvada	58	4	54
Aurora	457	63	97
Bennett	46	10	31
Black Hawk	7	2	6
Boulder	504	53	147
Brighton	665	39	446
Broomfield	5	3	2
Byers	2	1	2
Commerce City	502	26	351
Conifer	1	1	1
Denver	130	53	23
Eldorado Springs	1	1	1
Elizabeth	2454	32	1228
Englewood	7	4	4
Estes Park	5	4	2
Evergreen	287	3	283
Fort Collins	34	1	34
Fort Lupton	4	2	3
Franktown	27	8	8
Golden	40	6	21
Greeley	1	1	1
Henderson	2	1	2
Highlands Ranch	7	2	4
Hudson	54	6	28
Jamestown	8	1	8
Kiowa	3	3	1
Lakewood	1604	5	1466
Larkspur	2	1	2
Littleton	3	3	1
Longmont	8	1	8
Louisville	453	5	320
Louviers	19	1	19
Lyons	13	2	8
Morrison	15	2	9
Nederland	4128	21	2007
Northglenn	39	12	9
Parker	1546	54	799
Sedalia	206	2	204
Strasburg	1	1	1
Superior	36	1	36
Thornton	364	86	95
Watkins	38	9	14
Westminster	852	14	423
Wheatridge	22	4	19

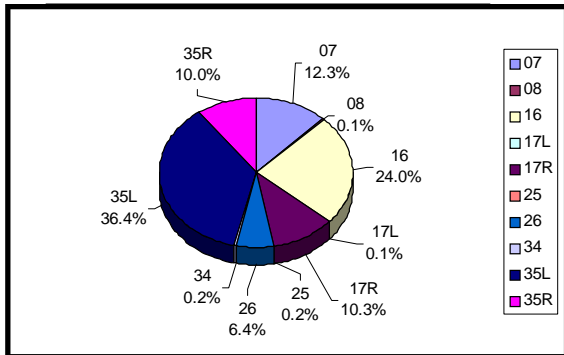
*The column further breaks down the household category by depicting the highest number of complaints received from an individual household.



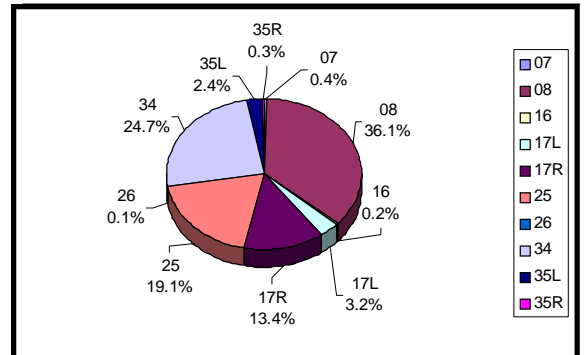
Runway Utilization – 1999 Annual



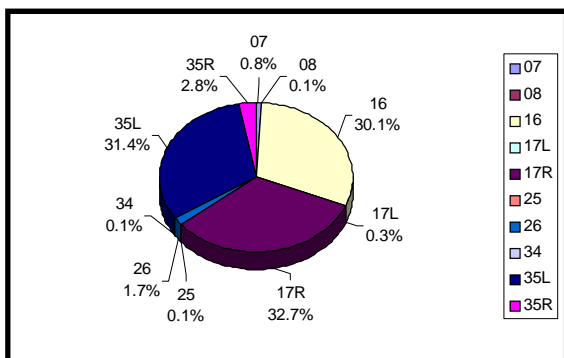
Day Arrivals (700am-959pm)



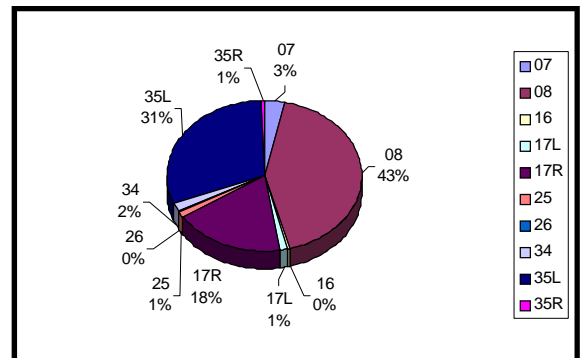
Day Departures (700am-959pm)



Night Arrivals (1000pm-659am)



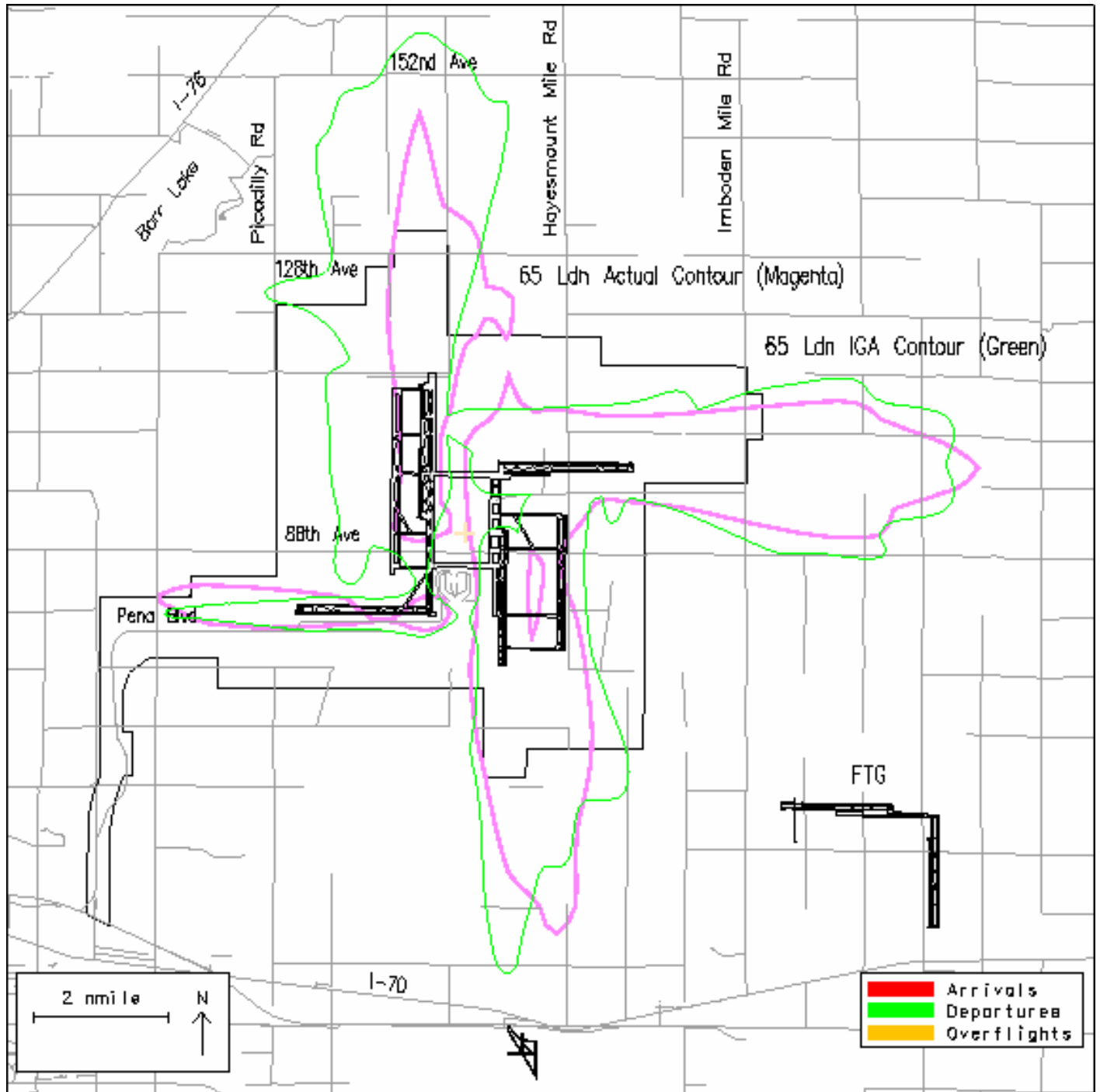
Night Departures (1000pm-659am)



First Quarter, 1999

March 1 – May 31

First Quarter 1999 65 Ldn Contour



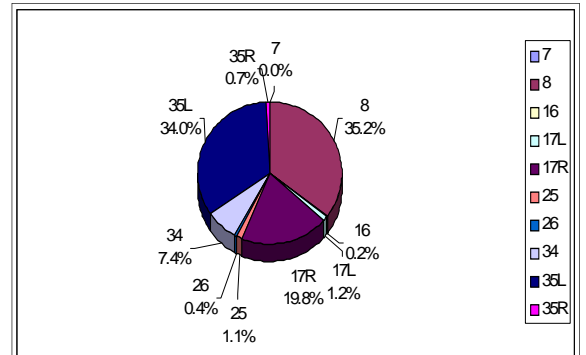
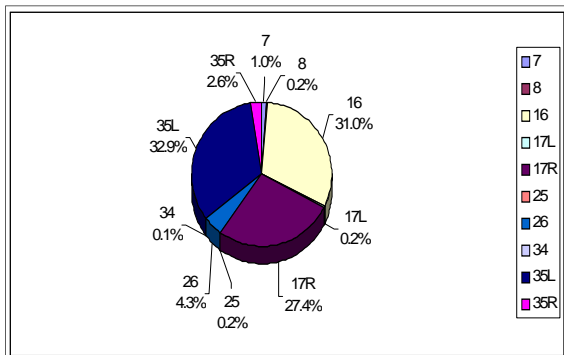
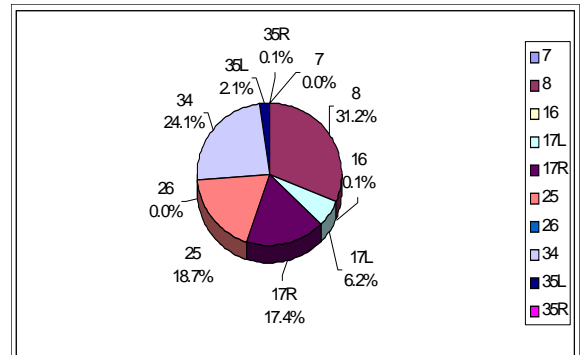
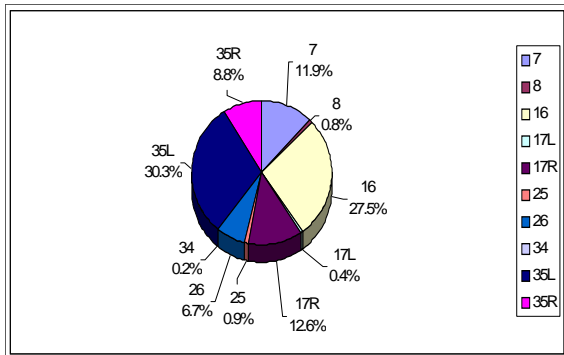
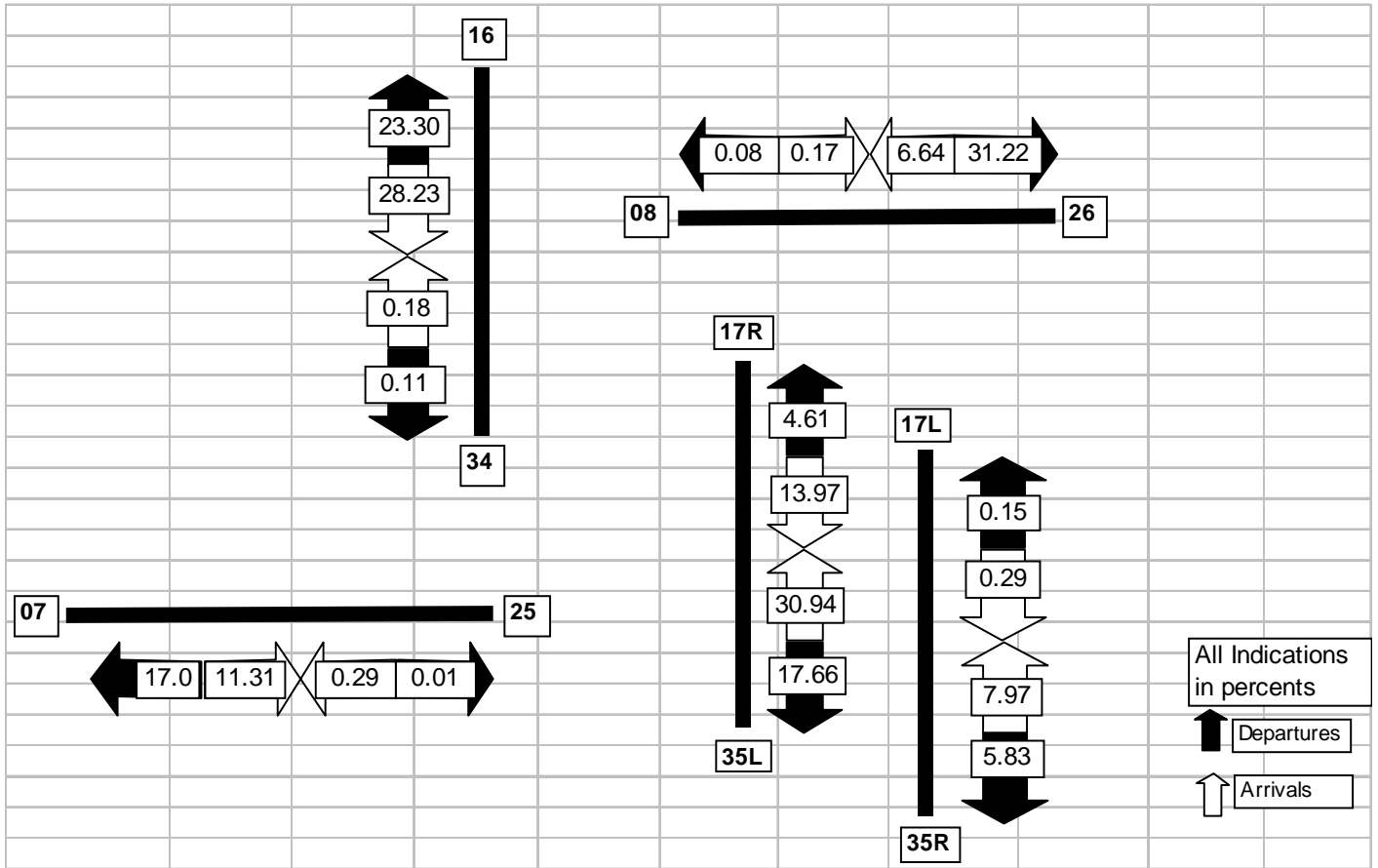
Denver/Adams County IGA NEPS Values – First Quarter 1999

		Area 2		
		1st Quarter		
Grid	IGA Annual	Calculated	Difference	
Points	Leq (24)	Leq (24)	Leq	
A,1	38.6	38.0	-0.6	
A,2	37.6	38.9	1.3	
A,3	42.3	40.3	-2.0	
A,4	45.3	41.6	-3.8	
A,5	43.9	43.2	-0.8	
A,6	37.5	43.8	6.3	
A,7	37.7	43.6	5.9	
A,8	36.5	42.0	5.5	
A,9	36.3	39.6	3.3	
A,10	37.6	38.2	0.6	
A,11	39.2	37.4	-1.8	
A,12	41.2	38.9	-2.3	
B,2	39.5	39.6	0.1	
B,4	42.5	42.2	-0.3	
B,5	43.1	44.0	0.9	
B,6	39.0	44.8	5.8	
B,7	39.0	44.4	5.4	
B,8	38.0	42.0	4.0	
B,9	38.3	39.9	1.6	
B,10	39.0	39.1	0.1	
B,11	40.4	38.3	-2.1	
B,12	42.6	40.5	-2.1	
C,2	41.0	40.7	-0.3	
C,3	43.3	41.5	-1.8	
C,4	43.5	42.9	-0.6	
C,5	43.4	44.9	1.5	
C,6	43.3	45.8	2.5	
C,7	43.3	45.0	1.7	
C,8	42.6	42.1	-0.5	
C,9	42.2	40.5	-1.7	
C,10	41.6	40.3	-1.3	
C,11	42.5	39.5	-3.0	
C,12	44.3	39.6	-4.8	
D,2	41.7	41.7	0.0	
D,3	46.2	42.7	-3.5	
D,4	48.4	43.8	-4.6	
D,5	48.2	46.1	-2.1	
D,6	46.2	47.1	0.8	
D,7	44.2	45.6	1.4	
D,8	43.7	42.4	-1.3	
D,9	43.1	41.9	-1.2	
D,10	44.9	41.8	-3.1	
D,11	44.5	40.8	-3.7	
D,12	45.1	39.9	-5.2	
E,1	42.4	41.6	-0.8	
E,2	42.2	42.8	0.6	
E,3	46.7	44.0	-2.7	
E,4	51.2	44.8	-6.4	
E,5	51.0	47.4	-3.6	
E,6	44.6	48.4	3.8	
E,9	43.1	43.7	0.6	
E,10	43.1	42.6	-0.5	
E,11	46.1	41.4	-4.7	

		Area 1		
		1st Quarter		
Grid	IGA Annual	Calculated	Difference	
Points	Leq (24)	Leq (24)	Leq	
C,4	44.2	41.7	-2.5	
C,5	36.7	38.6	1.9	
C,6	36.0	37.2	1.2	
D,4	41.1	38.6	-2.5	
D,5	34.2	37.0	2.8	
D,6	36.0	36.8	0.8	
D,7	41.4	38.9	-2.5	
E,4	38.3	38.8	0.5	
E,5	34.8	40.8	6.0	
E,6	36.7	37.8	1.1	
E,7	41.4	38.1	-3.3	
F,2	51.7	44.5	-7.2	
F,3	43.7	41.5	-2.2	
F,5	37.3	39.4	2.1	
F,6	38.5	39.0	0.5	
F,7	42.1	39.5	-2.6	
G,2	51.2	46.2	-5.0	
G,3	42.1	42.8	0.7	
G,4	40.2	41.0	0.8	
H,2	50.1	47.8	-2.3	
H,3	46.0	43.9	-2.1	
H,4	46.1	41.9	-4.2	

		Area 3		
		1st Quarter		
Grid	IGA Annual	Calculated	Difference	
Points	Leq (24)	Leq (24)	Leq	
A,-1	38.9	36.7	-2.2	
A,0	39.6	37.0	-2.7	
A,1	43.2	37.0	-6.2	
A,2	45.7	37.6	-8.1	
A,3	45.6	38.4	-7.2	
B,-1	37.9	36.4	-1.5	
B,0	39.2	36.8	-2.4	
B,1	42.6	36.5	-6.1	
B,2	45.8	36.9	-9.0	
B,3	45.7	37.6	-8.1	
C,-1	36.7	37.1	0.3	
C,0	37.1	37.2	0.0	
C,1	39.5	36.6	-2.9	
C,2	44.8	36.9	-7.9	
C,3	46.5	37.7	-8.8	
D,-1	32.6	41.3	8.7	
D,0	33.3	37.8	4.5	
D,1	37.3	36.7	-0.6	
D,2	43.0	36.8	-6.2	
E,-1	31.4	37.7	6.3	
E,0	33.1	40.2	7.1	
E,1	36.2	37.9	1.7	
E,2	40.6	36.9	-3.7	
F,1	36.5	38.1	1.6	
F,2	39.4	39.9	0.5	
G,1	42.5	37.5	-5.0	

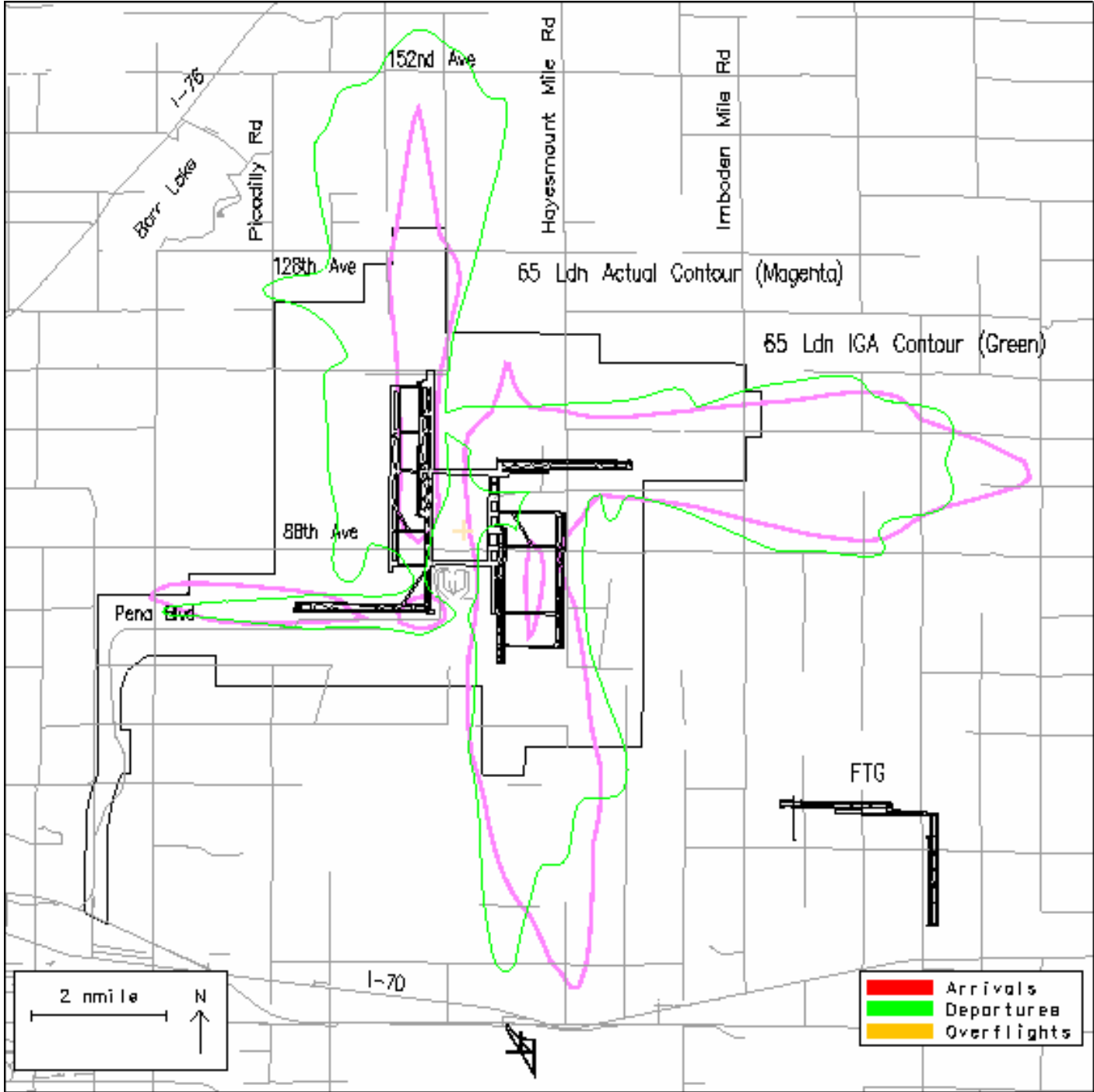
Runway Utilization – 1st Quarter 1999



Second Quarter, 1999

June 1 – August 31

Second Quarter 1999 65 Ldn Contour



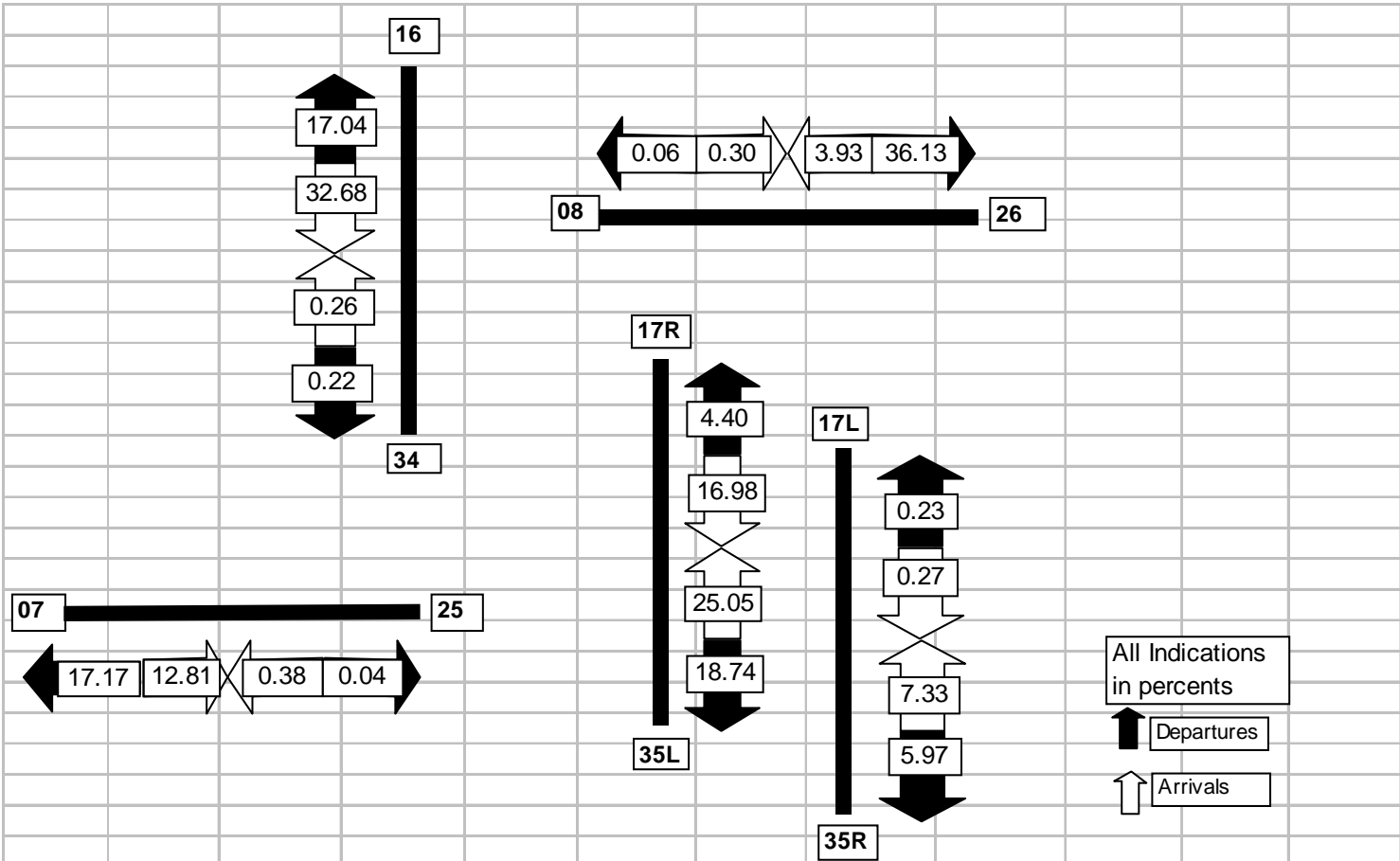
Denver/Adams County IGA NEPS Values – Second Quarter 1999

Grid Points	Area 2		
	2nd Quarter		Difference Leq
	IGA Annual Leq (24)	Calculated Leq (24)	
A,1	38.6	38.6	0.0
A,2	37.6	39.2	1.6
A,3	42.3	40.9	-1.5
A,4	45.3	42.1	-3.2
A,5	43.9	43.5	-0.4
A,6	37.5	44.5	7.0
A,7	37.7	44.9	7.2
A,8	36.5	42.7	6.2
A,9	36.3	40.2	3.9
A,10	37.6	39.4	1.8
A,11	39.2	39.2	0.0
A,12	41.2	38.5	-2.7
B,2	39.5	39.8	0.3
B,4	42.5	42.7	0.2
B,5	43.1	44.4	1.3
B,6	39.0	45.6	6.6
B,7	39.0	45.5	6.5
B,8	38.0	42.9	4.9
B,9	38.3	40.6	2.3
B,10	39.0	40.1	1.1
B,11	40.4	40.0	-0.4
B,12	42.6	39.6	-3.0
C,2	41.0	40.5	-0.5
C,3	43.3	41.8	-1.5
C,4	43.5	43.5	0.0
C,5	43.4	45.5	2.1
C,6	43.3	46.8	3.5
C,7	43.3	46.1	2.8
C,8	42.6	43.2	0.6
C,9	42.2	41.5	-0.7
C,10	41.6	41.7	0.1
C,11	42.5	41.5	-1.0
C,12	44.3	41.0	-3.3
D,2	41.7	41.5	-0.2
D,3	46.2	42.6	-3.6
D,4	48.4	44.2	-4.2
D,5	48.2	46.8	-1.5
D,6	46.2	48.0	1.8
D,7	44.2	46.8	2.6
D,8	43.7	43.5	-0.2
D,9	43.1	43.4	0.3
D,10	44.9	43.0	-2.0
D,11	44.5	42.1	-2.4
D,12	45.1	41.6	-3.5
E,1	42.4	41.8	-0.6
E,2	42.2	42.8	0.5
E,3	46.7	43.8	-2.9
E,4	51.2	45.0	-6.2
E,5	51.0	48.0	-3.0
E,6	44.6	49.4	4.8
E,9	43.1	44.9	1.8
E,10	43.1	43.3	0.2
E,11	46.1	42.5	-3.6

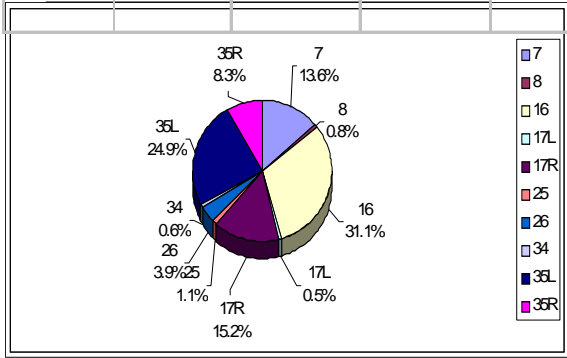
Grid Points	Area 1		
	2nd Quarter		Difference Leq
	IGA Annual Leq (24)	Calculated Leq (24)	
C,4	44.2	42.0	-2.2
C,5	36.7	39.5	2.8
C,6	36.0	38.7	2.7
D,4	41.1	39.7	-1.4
D,5	34.2	38.8	4.6
D,6	36.0	39.4	3.4
D,7	41.4	39.4	-2.0
E,4	38.3	39.9	1.6
E,5	34.8	41.2	6.4
E,6	36.7	39.7	3.0
E,7	41.4	38.9	-2.5
F,2	51.7	46.1	-5.6
F,3	43.7	43.5	-0.2
F,5	37.3	41.3	4.0
F,6	38.5	40.4	1.9
F,7	42.1	40.3	-1.8
G,2	51.2	48.4	-2.8
G,3	42.1	44.7	2.6
G,4	40.2	42.4	2.2
H,2	50.1	50.4	0.3
H,3	46.0	47.5	1.5
H,4	46.1	42.7	-3.4

Grid Points	Area 3		
	2nd Quarter		Difference Leq
	IGA Annual Leq (24)	Calculated Leq (24)	
A,-1	38.9	36.0	-2.9
A,0	39.6	35.8	-3.9
A,1	43.2	36.6	-6.7
A,2	45.7	37.9	-7.8
A,3	45.6	38.5	-7.1
B,-1	37.9	36.1	-1.8
B,0	39.2	36.0	-3.2
B,1	42.6	36.7	-6.0
B,2	45.8	37.5	-8.3
B,3	45.7	39.4	-6.3
C,-1	36.7	36.4	-0.4
C,0	37.1	36.3	-0.8
C,1	39.5	36.9	-2.6
C,2	44.8	37.9	-7.0
C,3	46.5	38.6	-7.9
D,-1	32.6	37.0	4.4
D,0	33.3	37.0	3.7
D,1	37.3	37.3	0.0
D,2	43.0	38.2	-4.8
E,-1	31.4	38.0	6.6
E,0	33.1	37.4	4.3
E,1	36.2	37.5	1.3
E,2	40.6	38.2	-2.4
F,1	36.5	37.8	1.3
F,2	39.4	39.6	0.2
G,1	42.5	38.8	-3.7

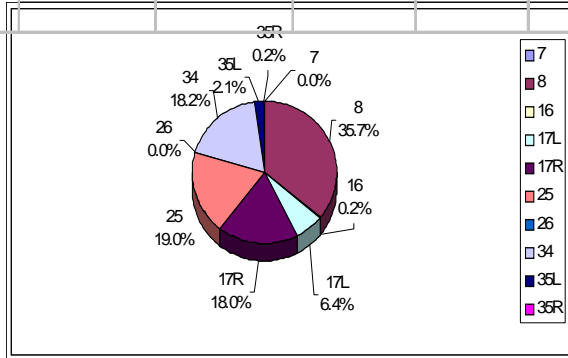
Runway Utilization – 2nd Quarter 1999



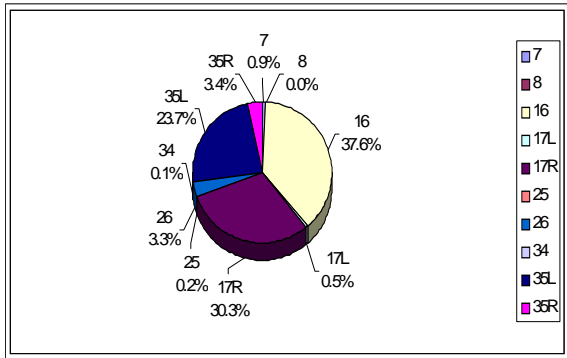
Day Arrivals (700am-959pm)



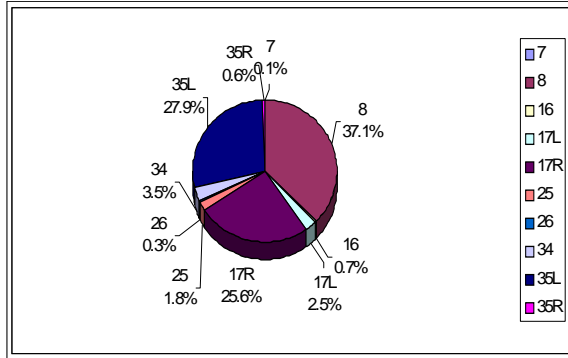
Day Departures (700am-959pm)



Night Arrivals (1000pm-659am)

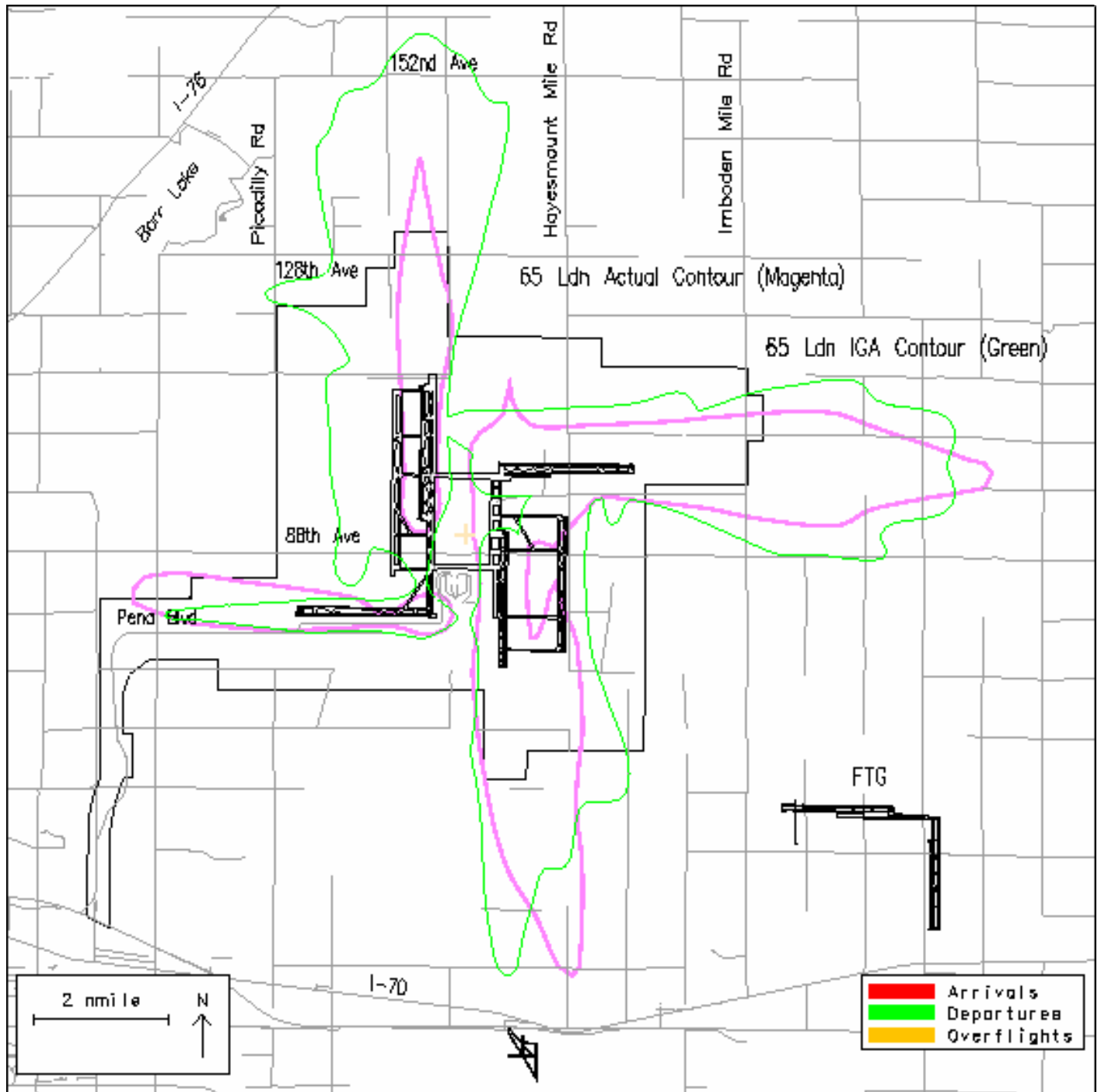


Night Departures (1000pm-659am)



Third Quarter, 1999
September 1 – November 30

Third Quarter 1999 65 Ldn Contour



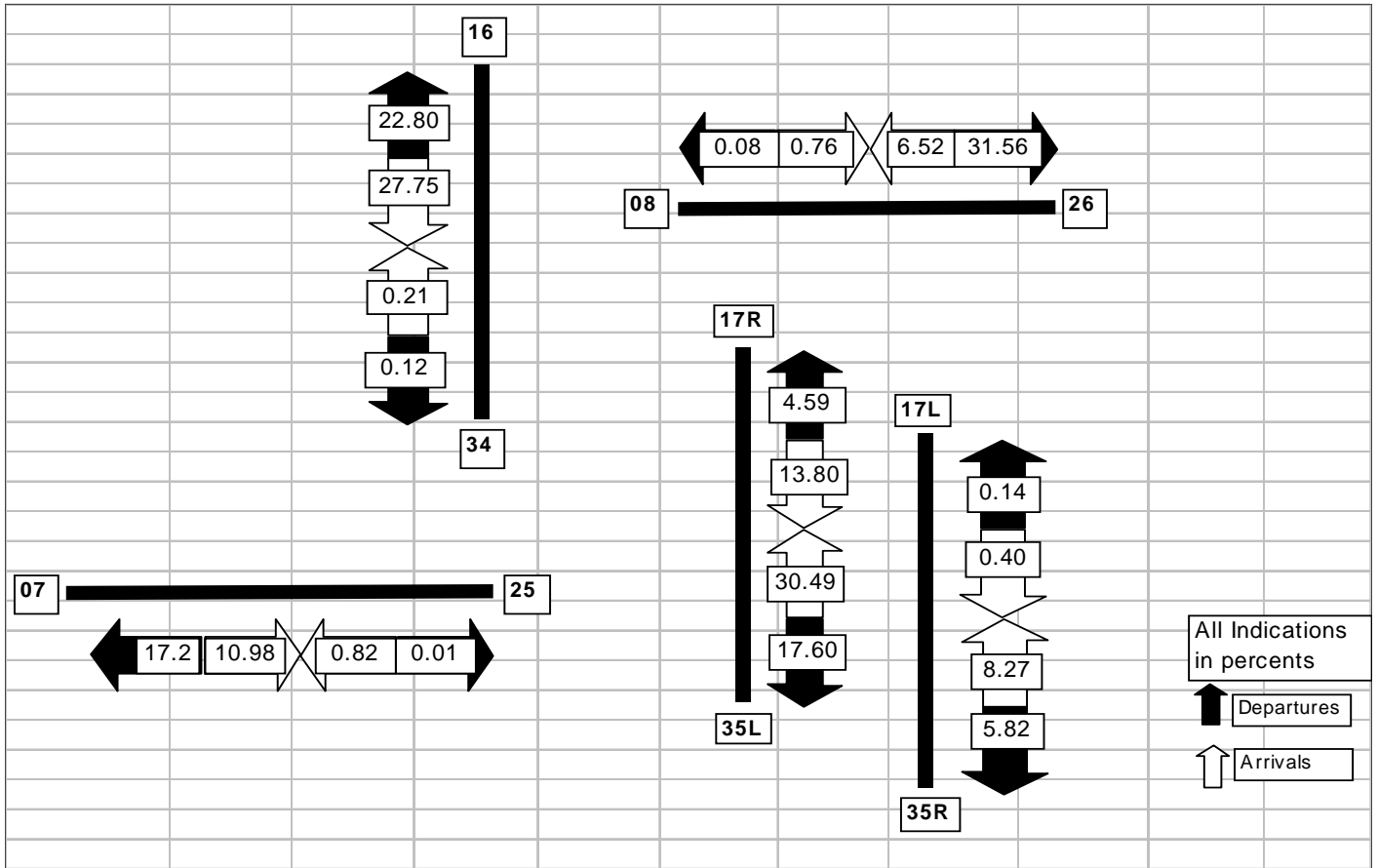
Denver/Adams County IGA NEPS Values – Third Quarter 1999

		Area 2		
		3rd Quarter		
Grid	IGA Annual	Calculated	Difference	
Points	Leq (24)	Leq (24)	Leq	
A,1	38.6	38.9	0.3	
A,2	37.6	40.2	2.6	
A,3	42.3	41.3	-1.0	
A,4	45.3	42.6	-2.7	
A,5	43.9	44.2	0.3	
A,6	37.5	45.2	7.7	
A,7	37.7	45.2	7.5	
A,8	36.5	43.0	6.5	
A,9	36.3	40.0	3.7	
A,10	37.6	39.0	1.4	
A,11	39.2	38.7	-0.5	
A,12	41.2	38.2	-3.0	
B,2	39.5	40.5	1.0	
B,4	42.5	43.2	0.7	
B,5	43.1	45.0	1.9	
B,6	39.0	46.3	7.3	
B,7	39.0	45.9	6.9	
B,8	38.0	43.0	5.0	
B,9	38.3	40.7	2.4	
B,10	39.0	40.6	1.6	
B,11	40.4	40.3	-0.1	
B,12	42.6	39.5	-3.1	
C,2	41.0	41.0	0.0	
C,3	43.3	42.3	-1.0	
C,4	43.5	44.0	0.5	
C,5	43.4	46.0	2.6	
C,6	43.3	47.6	4.3	
C,7	43.3	46.5	3.2	
C,8	42.6	43.3	0.7	
C,9	42.2	42.1	-0.1	
C,10	41.6	42.3	0.7	
C,11	42.5	41.5	-1.0	
C,12	44.3	40.8	-3.6	
D,2	41.7	41.7	0.0	
D,3	46.2	43.1	-3.1	
D,4	48.4	45.0	-3.5	
D,5	48.2	47.1	-1.1	
D,6	46.2	48.9	2.7	
D,7	44.2	47.0	2.8	
D,8	43.7	44.0	0.3	
D,9	43.1	44.1	1.0	
D,10	44.9	43.7	-1.2	
D,11	44.5	42.7	-1.8	
D,12	45.1	41.9	-3.2	
E,1	42.4	41.5	-0.9	
E,2	42.2	42.1	-0.1	
E,3	46.7	43.8	-2.9	
E,4	51.2	46.0	-5.2	
E,5	51.0	48.4	-2.6	
E,6	44.6	50.3	5.7	
E,9	43.1	46.2	3.1	
E,10	43.1	44.5	1.4	
E,11	46.1	43.0	-3.2	

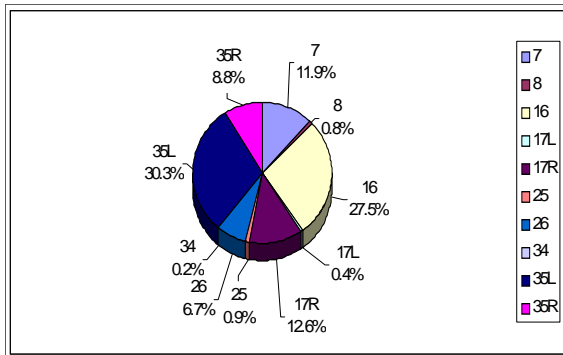
		Area 1		
		3rd Quarter		
Grid	IGA Annual	Calculated	Difference	
Points	Leq (24)	Leq (24)	Leq	
C,4	44.2	41.1	-3.1	
C,5	36.7	38.7	2.0	
C,6	36.0	37.3	1.3	
D,4	41.1	38.4	-2.7	
D,5	34.2	36.8	2.6	
D,6	36.0	36.4	0.4	
D,7	41.4	37.5	-3.9	
E,4	38.3	38.7	0.4	
E,5	34.8	39.3	4.5	
E,6	36.7	37.4	0.7	
E,7	41.4	36.9	-4.6	
F,2	51.7	43.9	-7.8	
F,3	43.7	41.0	-2.7	
F,5	37.3	39.6	2.3	
F,6	38.5	38.6	0.1	
F,7	42.1	38.9	-3.2	
G,2	51.2	45.7	-5.6	
G,3	42.1	41.5	-0.6	
G,4	40.2	39.6	-0.6	
H,2	50.1	47.2	-3.0	
H,3	46.0	41.8	-4.3	
H,4	46.1	40.0	-6.2	

		Area 3		
		3rd Quarter		
Grid	IGA Annual	Calculated	Difference	
Points	Leq (24)	Leq (24)	Leq	
A,-1	38.9	36.5	-2.4	
A,0	39.6	36.4	-3.2	
A,1	43.2	36.6	-6.7	
A,2	45.7	37.9	-7.8	
A,3	45.6	39.7	-5.9	
B,-1	37.9	36.6	-1.3	
B,0	39.2	36.0	-3.2	
B,1	42.6	36.4	-6.2	
B,2	45.8	37.6	-8.2	
B,3	45.7	40.0	-5.8	
C,-1	36.7	36.7	0.0	
C,0	37.1	36.1	-1.1	
C,1	39.5	36.4	-3.1	
C,2	44.8	37.5	-7.3	
C,3	46.5	40.2	-6.3	
D,-1	32.6	37.1	4.5	
D,0	33.3	36.6	3.3	
D,1	37.3	36.6	-0.7	
D,2	43.0	37.8	-5.2	
E,-1	31.4	37.5	6.1	
E,0	33.1	37.1	4.0	
E,1	36.2	37.3	1.1	
E,2	40.6	38.4	-2.2	
F,1	36.5	37.3	0.8	
F,2	39.4	38.4	-1.0	
G,1	42.5	38.2	-4.3	

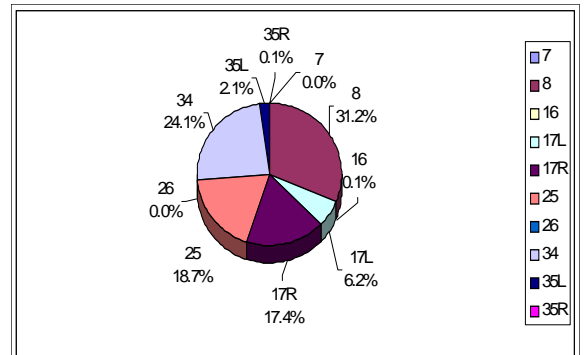
Runway Utilization – 3rd Quarter 1999



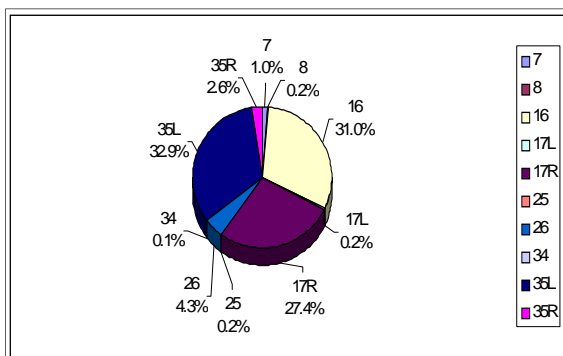
Day Arrivals (700am-959pm)



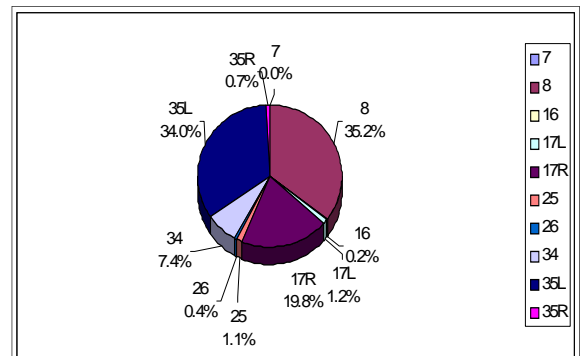
Day Departures (700am-959pm)



Night Arrivals (1000pm-659am)

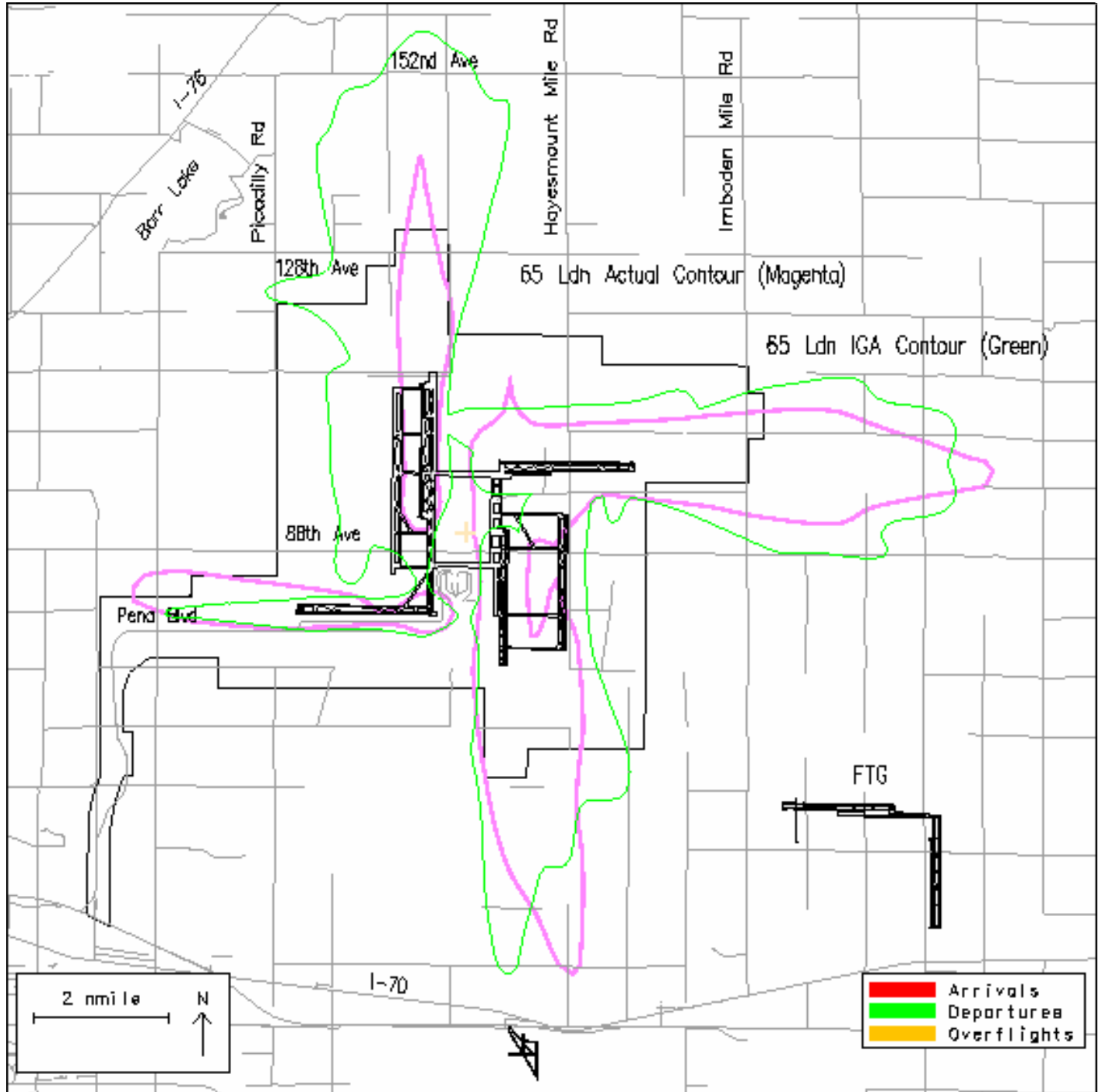


Night Departures (1000pm-659am)



Fourth Quarter, 1999
December 1 – February 29

Fourth Quarter 1999 65 Ldn Contour



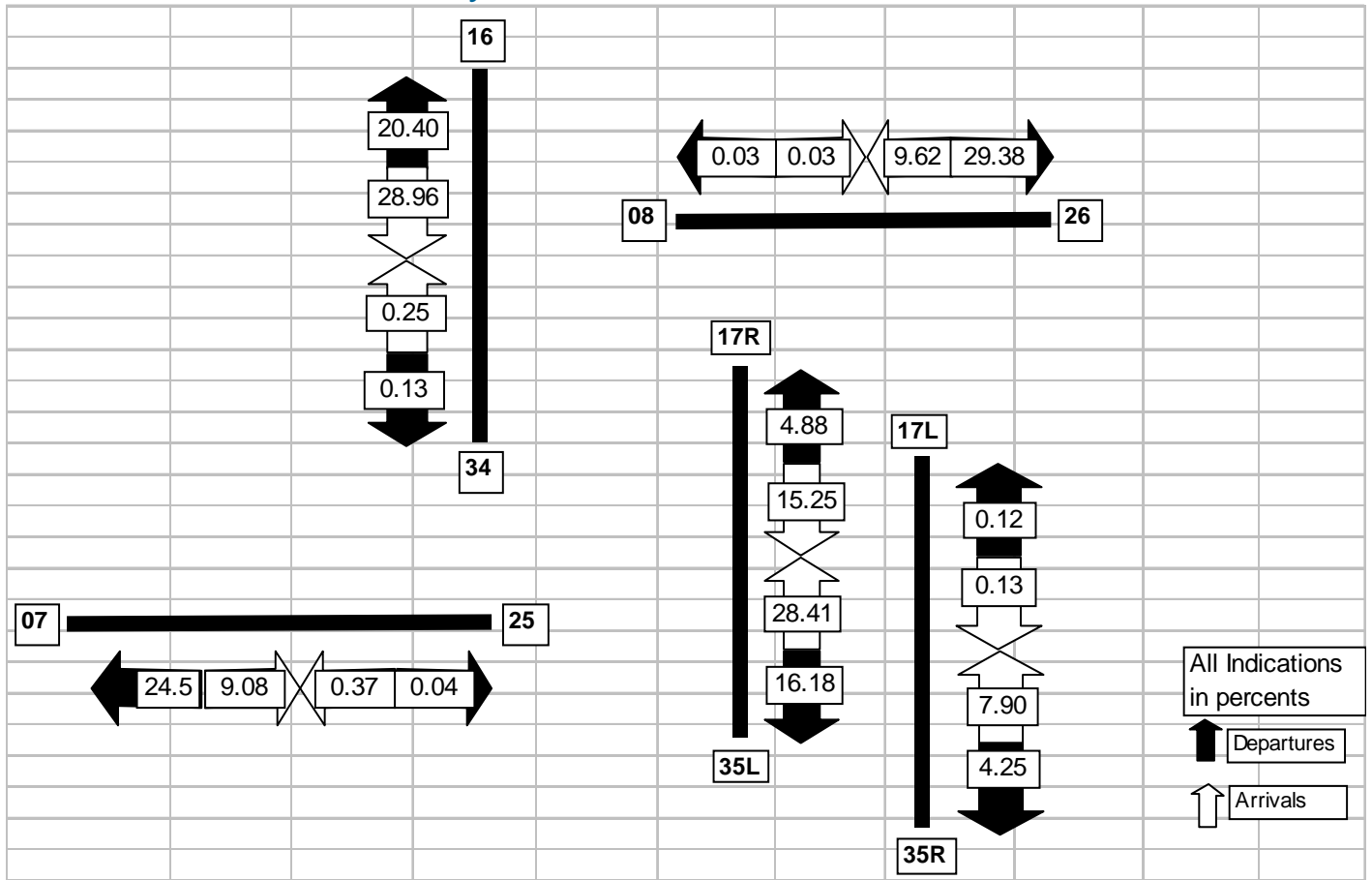
Denver/Adams County IGA NEPS Values – Fourth Quarter 1999

Grid Points	Area 2		
	4th Quarter		
	IGA Annual Leq (24)	Calculated Leq (24)	Difference Leq
A,1	38.6	39.6	1.0
A,2	37.6	40.3	2.7
A,3	42.3	41.3	-1.0
A,4	45.3	42.7	-2.6
A,5	43.9	44.0	0.1
A,6	37.5	45.0	7.5
A,7	37.7	44.8	7.1
A,8	36.5	42.9	6.4
A,9	36.3	40.4	4.1
A,10	37.6	38.8	1.2
A,11	39.2	37.7	-1.5
A,12	41.2	36.5	-4.7
B,2	39.5	41.1	1.6
B,4	42.5	43.4	0.9
B,5	43.1	44.9	1.8
B,6	39.0	46.0	7.0
B,7	39.0	45.5	6.5
B,8	38.0	42.9	4.9
B,9	38.3	40.8	2.5
B,10	39.0	40.0	1.0
B,11	40.4	39.2	-1.2
B,12	42.6	38.2	-4.4
C,2	41.0	42.4	1.4
C,3	43.3	42.9	-0.4
C,4	43.5	44.2	0.7
C,5	43.4	45.9	2.5
C,6	43.3	47.1	3.8
C,7	43.3	46.1	2.8
C,8	42.6	43.2	0.6
C,9	42.2	41.8	-0.4
C,10	41.6	41.6	0.0
C,11	42.5	40.8	-1.7
C,12	44.3	39.8	-4.5
D,2	41.7	43.2	1.5
D,3	46.2	44.1	-2.2
D,4	48.4	45.1	-3.3
D,5	48.2	47.1	-1.1
D,6	46.2	48.3	2.1
D,7	44.2	46.7	2.5
D,8	43.7	43.6	-0.1
D,9	43.1	43.4	0.3
D,10	44.9	42.9	-2.0
D,11	44.5	42.0	-2.5
D,12	45.1	41.0	-4.1
E,1	42.4	42.8	0.4
E,2	42.2	43.8	1.6
E,3	46.7	45.1	-1.6
E,4	51.2	46.5	-4.7
E,5	51.0	48.4	-2.6
E,6	44.6	49.7	5.1
E,9	43.1	45.0	1.9
E,10	43.1	43.8	0.7
E,11	46.1	42.5	-3.6

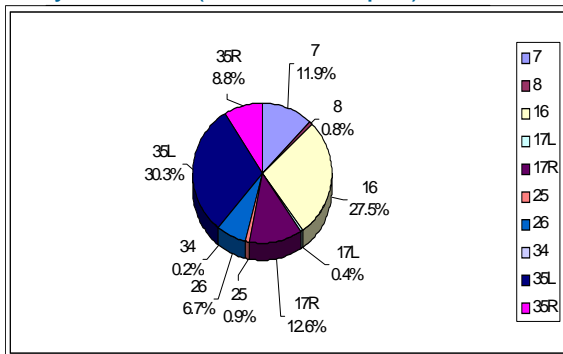
Grid Points	Area 1		
	4th Quarter		
	IGA Annual Leq (24)	Calculated Leq (24)	Difference Leq
C,4	44.2	40.4	-3.9
C,5	36.7	38.1	1.4
C,6	36.0	36.8	0.8
D,4	41.1	38.7	-2.4
D,5	34.2	37.1	2.9
D,6	36.0	36.3	0.3
D,7	41.4	38.3	-3.1
E,4	38.3	39.0	0.7
E,5	34.8	39.3	4.5
E,6	36.7	37.1	0.4
E,7	41.4	37.1	-4.3
F,2	51.7	44.3	-7.4
F,3	43.7	41.4	-2.3
F,5	37.3	38.7	1.4
F,6	38.5	38.2	-0.4
F,7	42.1	38.6	-3.5
G,2	51.2	45.9	-5.3
G,3	42.1	42.4	0.3
G,4	40.2	39.8	-0.4
H,2	50.1	47.8	-2.3
H,3	46.0	44.0	-2.0
H,4	46.1	40.4	-5.7

Grid Points	Area 3		
	4th Quarter		
	IGA Annual Leq (24)	Calculated Leq (24)	Difference Leq
A,-1	38.9	36.6	-2.3
A,0	39.6	36.8	-2.8
A,1	43.2	37.4	-5.8
A,2	45.7	38.8	-6.9
A,3	45.6	40.1	-5.5
B,-1	37.9	36.0	-1.9
B,0	39.2	36.0	-3.2
B,1	42.6	36.8	-5.8
B,2	45.8	38.4	-7.4
B,3	45.7	39.9	-5.8
C,-1	36.7	35.9	-0.8
C,0	37.1	35.9	-1.2
C,1	39.5	36.5	-3.0
C,2	44.8	38.4	-6.4
C,3	46.5	40.2	-6.3
D,-1	32.6	36.4	3.8
D,0	33.3	36.4	3.1
D,1	37.3	36.6	-0.7
D,2	43.0	38.3	-4.7
E,-1	31.4	37.1	5.7
E,0	33.1	36.6	3.5
E,1	36.2	36.8	0.6
E,2	40.6	38.2	-2.4
F,1	36.5	37.4	0.9
F,2	39.4	39.2	-0.2
G,1	42.5	38.3	-4.2

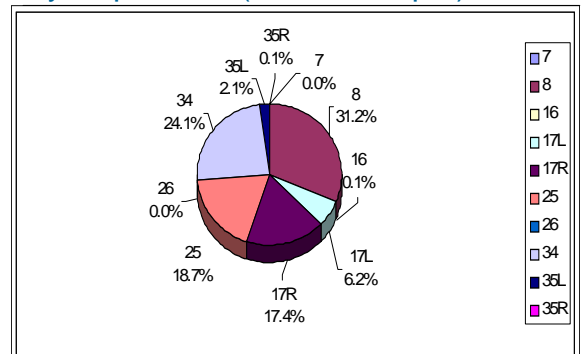
Runway Utilization – 4th Quarter 1999



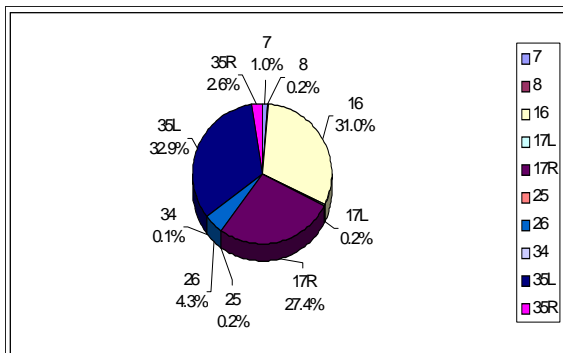
Day Arrivals (700am-959pm)



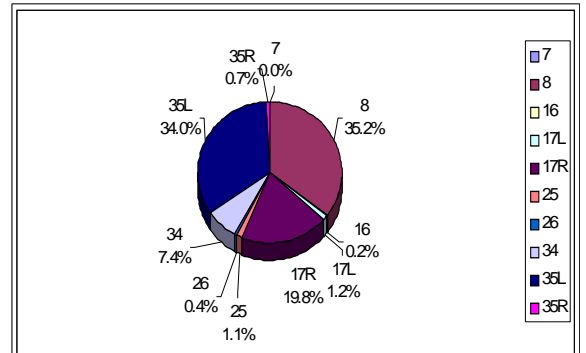
Day Departures (700am-959pm)



Night Arrivals (1000pm-659am)



Night Departures (1000pm-659am)



Results of 1999 Weather Study*

** - Examines the impact of extraordinary weather to the NEPS Values.*

Denver/Adams County IGA NEPS Values – Weather Results 1999

Area 2			
Weather Corrections			
Grid	IGA Annual	Calculated	Difference
Points	Leq (24)	Leq (24)	Leq
A,1	38.6	38.6	0.0
A,2	37.6	39.6	2.0
A,3	42.3	40.9	-1.4
A,4	45.3	42.2	-3.1
A,5	43.9	43.7	-0.2
A,6	37.5	44.6	7.1
A,7	37.7	44.6	6.9
A,8	36.5	42.6	6.1
A,9	36.3	40.0	3.7
A,10	37.6	38.7	1.1
A,11	39.2	38.1	-1.1
A,12	41.2	38.2	-3.0
B,2	39.5	40.1	0.6
B,4	42.5	42.9	0.4
B,5	43.1	44.5	1.4
B,6	39.0	45.6	6.6
B,7	39.0	45.2	6.2
B,8	38.0	42.6	4.6
B,9	38.3	40.5	2.2
B,10	39.0	39.9	0.9
B,11	40.4	39.4	-1.1
B,12	42.6	39.6	-3.0
C,2	41.0	41.0	0.0
C,3	43.3	42.1	-1.3
C,4	43.5	43.6	0.1
C,5	43.4	45.5	2.1
C,6	43.3	46.7	3.4
C,7	43.3	45.9	2.6
C,8	42.6	42.9	0.3
C,9	42.2	41.4	-0.8
C,10	41.6	41.4	-0.2
C,11	42.5	40.9	-1.7
C,12	44.3	40.3	-4.0
D,2	41.7	42.0	0.3
D,3	46.2	43.0	-3.2
D,4	48.4	44.4	-4.0
D,5	48.2	46.7	-1.5
D,6	46.2	48.0	1.8
D,7	44.2	46.5	2.3
D,8	43.7	43.3	-0.4
D,9	43.1	43.2	0.1
D,10	44.9	42.8	-2.1
D,11	44.5	41.9	-2.6
D,12	45.1	41.1	-4.0
E,1	42.4	41.8	-0.6
E,2	42.2	42.8	0.6
E,3	46.7	44.1	-2.6
E,4	51.2	45.5	-5.7
E,5	51.0	48.0	-3.0
E,6	44.6	49.4	4.8
E,9	43.1	44.9	1.8
E,10	43.1	43.5	0.4

Area 1			
Weather Corrections			
Grid	IGA Annual	Calculated	Difference
Points	Leq (24)	Leq (24)	Leq
C,4	44.2	41.2	-3.0
C,5	36.7	38.6	1.9
C,6	36.0	37.3	1.3
D,4	41.1	38.7	-2.4
D,5	34.2	37.3	3.1
D,6	36.0	36.8	0.8
D,7	41.4	38.5	-2.9
E,4	38.3	38.9	0.6
E,5	34.8	40.0	5.2
E,6	36.7	37.5	0.8
E,7	41.4	37.6	-3.8
F,2	51.7	44.4	-7.3
F,3	43.7	41.5	-2.2
F,5	37.3	39.0	1.7
F,6	38.5	38.8	0.3
F,7	42.1	38.9	-3.2
G,2	51.2	46.1	-5.1
G,3	42.1	42.3	0.2
G,4	40.2	40.1	-0.1
H,2	50.1	47.8	-2.3
H,3	46.0	43.6	-2.4
H,4	46.1	40.6	-5.5

Area 3			
Weather Corrections			
Grid	IGA Annual	Calculated	Difference
Points	Leq (24)	Leq (24)	Leq
A,-1	38.9	36.3	-2.6
A,0	39.6	36.5	-3.1
A,1	43.2	36.9	-6.4
A,2	45.7	37.9	-7.8
A,3	45.6	39.0	-6.6
B,-1	37.9	36.2	-1.7
B,0	39.2	36.1	-3.1
B,1	42.6	36.4	-6.2
B,2	45.8	37.4	-8.4
B,3	45.7	39.1	-6.7
C,-1	36.7	36.4	-0.3
C,0	37.1	36.4	-0.7
C,1	39.5	36.5	-3.0
C,2	44.8	37.5	-7.3
C,3	46.5	39.0	-7.5
D,-1	32.6	38.8	6.2
D,0	33.3	37.0	3.7
D,1	37.3	36.7	-0.6
D,2	43.0	37.6	-5.4
E,-1	31.4	37.5	6.1
E,0	33.1	38.3	5.2
E,1	36.2	37.3	1.1
E,2	40.6	37.7	-2.9
F,1	36.5	37.7	1.2
F,2	39.4	39.3	-0.1
G,1	42.5	38.2	-4.3