

PART 210 – NOISE ABATEMENT AND RUNWAY PROCEDURES

210.01 NOISE ABATEMENT AND PREFERENTIAL RUNWAY USE PROCEDURES

210.01-1 Establishment Of Procedures; FAA Guidelines

This Rule establishes preferential runway use procedures for all turbojet aircraft operations at Denver International Airport. This procedure follows guidelines specified under FAA Order 8400.9, Section 5.a. Runway Use Programs, and Section 5.c. Informal Runway Use Program, to minimize aircraft noise over populated areas in vicinity of the Airport.

210.01-2 Minimizing Aviation Noise

This Rule defines a set of operating procedures that will enable the City and County of Denver to minimize to the greatest practical extent aviation noise in surrounding communities. This Rule replaces and supersedes Airport Manager's Bulletin No. 10-33.

210.01-3 Deviations Or Exceptions To Procedures

Pilots requesting to use a runway or deviate from flight tracks other than in conformance with this Informal Runway Use Program for reasons of operational necessity are expected to advise DIA Ramp Control prior to pushback or upon initial contact. When able, DIA Ramp Control shall advise that the requested runway or flight track is a deviation from this Informal Runway Use Program.

210.01-4 Aircraft Daytime (0700L - 2200L) Preferential Runway Use

(a) Departures:

Runway 08: Maximize use of Runway 08 for all south and east gate departures when operating in both a north and south flow. Aircraft shall be assigned a heading of 065, 080, or 095 degrees depending on enroute segment and/or traffic conflicts.

Runways 17L and 17R: Aircraft shall be assigned a heading of 155 or 170 degrees depending on enroute segment and/or traffic conflicts.

Runway 25: Only aircraft certificated as Stage 3 aircraft under FAR Part 36 and not "Noise-Critical Aircraft" (see Section 210.01-6 below) may depart on Runway 25.

Runways 35L & 35R: Aircraft will be assigned headings of 345 to 010 degrees.

Runways 34L and 34R: Aircraft will be assigned headings of 355 to 010 degrees. Intersection departures on Runway 34L permitted if user has signed an agreement with the City and County of Denver regarding terms of use. The City may request that FAA stop allowing intersection departures if the City determines that use of the procedure is resulting in detrimental noise impacts

- (b) Arrivals: Daytime arrivals may use any runway without restriction.

210.01-5. Aircraft Nighttime (2200L - 0700L) Preferential Runway Use

- (a) Departures:

Any of the following runways may be used:

Runway 08: Aircraft shall be assigned Runway heading until reaching 7,500' MSL for Stage 3 aircraft and 9,500' MSL for Stage 2 and Noise- Critical Aircraft.

Runways 35L & 35R: Aircraft shall be assigned a 080 degree heading and remain on that heading until reaching 7,500' MSL for Stage 3 aircraft and 9,500' MSL for Stage 2 aircraft and Noise-Critical Aircraft.

Runway 34L & 34R: Aircraft shall be assigned a heading of 355 degrees until reaching 13 DME off the DEN VOR (or equivalent radar distance). Intersection departures on Runway 34L permitted if user has signed an agreement with the City and County of Denver regarding terms of use. The City may request that FAA stop allowing intersection departures if the City determines that use of the procedure is resulting in detrimental noise impacts

Note: Operational safety criteria, which consider wind shear, thunderstorms, visibility, runway braking effectiveness, crosswind and tailwind components, and other safety factors, shall apply when assigning runways under this program, pursuant to FAA Order 8400.9. If these factors apply, use the following runway:

Runway 17R: Aircraft shall be assigned a heading of 155 degrees until reaching 7 DME off the DEN VOR (or equivalent radar distance).

- (b) Arrivals:

Any of the following runways may be used:

Runway 26

Runways 35L & 35R: Aircraft shall turn on the final approach course outside the outer marker at or above 7,000' MSL.

Runways 16L & 16R: Aircraft shall turn on the final approach course at least 13

DME from the Denver VOR (or equivalent radar distance)

Runway 17L & 17R: Aircraft shall turn on the final approach course outside the outer marker at or above 7,100' MSL.

210.01-6 Procedures For Noise-Critical Aircraft

(a) Definitions:

“Noise-Critical Aircraft” are Stage 3 aircraft for which the estimated maximum A-weighted sound level for takeoffs as published in Appendix A of FAA AC 36-3G exceeds 77.1 dBA and which cannot consistently achieve an altitude of 9,500 ft. Mean Sea Level (MSL) within 10 nautical miles from the start of takeoff roll at Denver's elevation (5431 ft. MSL) and annual mean maximum temperature (64 degrees F). The Denver International Airport Noise Abatement Office will maintain and provide a list of aircraft identified as Noise-Critical Aircraft, which will be periodically updated and attached to this Rule as Attachment A. Aircraft operators may submit documentation demonstrating that their aircraft, as operated by them consistent with efficient ATC operations, should be exempted from the list of Noise-Critical Aircraft.

“Westbound Departures” are departures to initial destinations west of an imaginary line running south from Denver through Colorado Springs, Colorado and north from Denver through Laramie, Wyoming.

- (b) Departures on Runway 25 and 26: Except during weather/operational conditions defined below or emergency conditions, Noise-Critical Aircraft will not use Runways 25 or 26 for takeoff.
- (c) Westbound Departures from Runways 16L, 16R, 17L, 17R, 35L, 35R, 34L and 34R: During daytime hours (0700L - 2200L) operators of westbound Noise-Critical Aircraft shall file departure routings via Deci-belle Two Departure, Pikes Two Departure (Alamosa), or the Yellowstone One Departure (Laramie).

210.01-7 Weather/Operational Criteria

The FAA ATCT will assign runways deemed to have the least noise impact. If, in the interest of safety, a runway different from that specified is preferred, the pilot is expected to advise ATC accordingly. ATC will honor requests and advise pilots when the requested runway is noise sensitive.

Operational safety criteria, which consider wind shear, thunderstorms, visibility, runway breaking effectiveness, crosswind and tailwind components for clear and dry and not clear and dry runways, and other safety factors, shall apply when assigning runways under this program, pursuant to FAA Order 8400.9.

It is recognized that under certain conditions other runways/procedures may be necessary due to aircraft emergencies, air traffic volume demands, field construction, maintenance work, snow removal or due to adverse/unusual weather conditions.

NOTICE

The Rules and Regulations of the Denver Municipal Airport System are provided on the website of Denver International Airport, www.flydenver.com, as a convenience to the public. Copies may also be obtained from the Department of Aviation's Technical Services Office. The City Clerk is the official custodian of all City rules and regulations under the Revised Municipal Code of the City and County of Denver, sections 2-91 to 2-100. Official, current versions of these rules and regulations may be obtained at the City Clerk's office. For the Clerk's office location and hours, visit the City's website, www.denvergov.org.

Attachment A to Rule 210
Noise-Critical Aircraft

747 (all models)

DC-10 (all models)

L-1011 (all models)

DC-8 (all models)

707s (all models)

BAe/BAC 1-11 (all models)

727-200 (all models)

727-100 (all models)

DC-9 (all models)

MD-80/88 (all models)

737-100/200 (all models)

Grumman Gulfstream II and Gulfstream III

Fokker F28