

DEN Noise Report

January 1, 2015 — December 31, 2015



Results

January 1, 2015 — December 31, 2015

The number of potential Class II NEPS violations registered between January 1 through December 31, 2015 was zero. There were zero potential Class II NEPS violations during the same period the previous year. Please see pages 3 and 5 for Denver International Airport (DEN) NEPS information. There was no potential 65 DNL noise contour violation for either time period, as the 65 DNL contour continued to be completely contained within the boundaries of the City and County of Denver (CCD). Please see page 4 for DEN contour map.

The number of households registering at least one complaint decreased significantly from the year before from 66 in 2014 to 42 in 2015. This was due to many one-time complainants due to a runway closure during the summer months in 2014. Three households registered a combined 91 percent of total complaints for 2015. The number of complaints increased slightly for 2015 as compared to the same period in 2014 (4870 vs. 4522 in 2014). Please see page 6 for complete complaint and runway utilization data, and page 7 for a household location map.

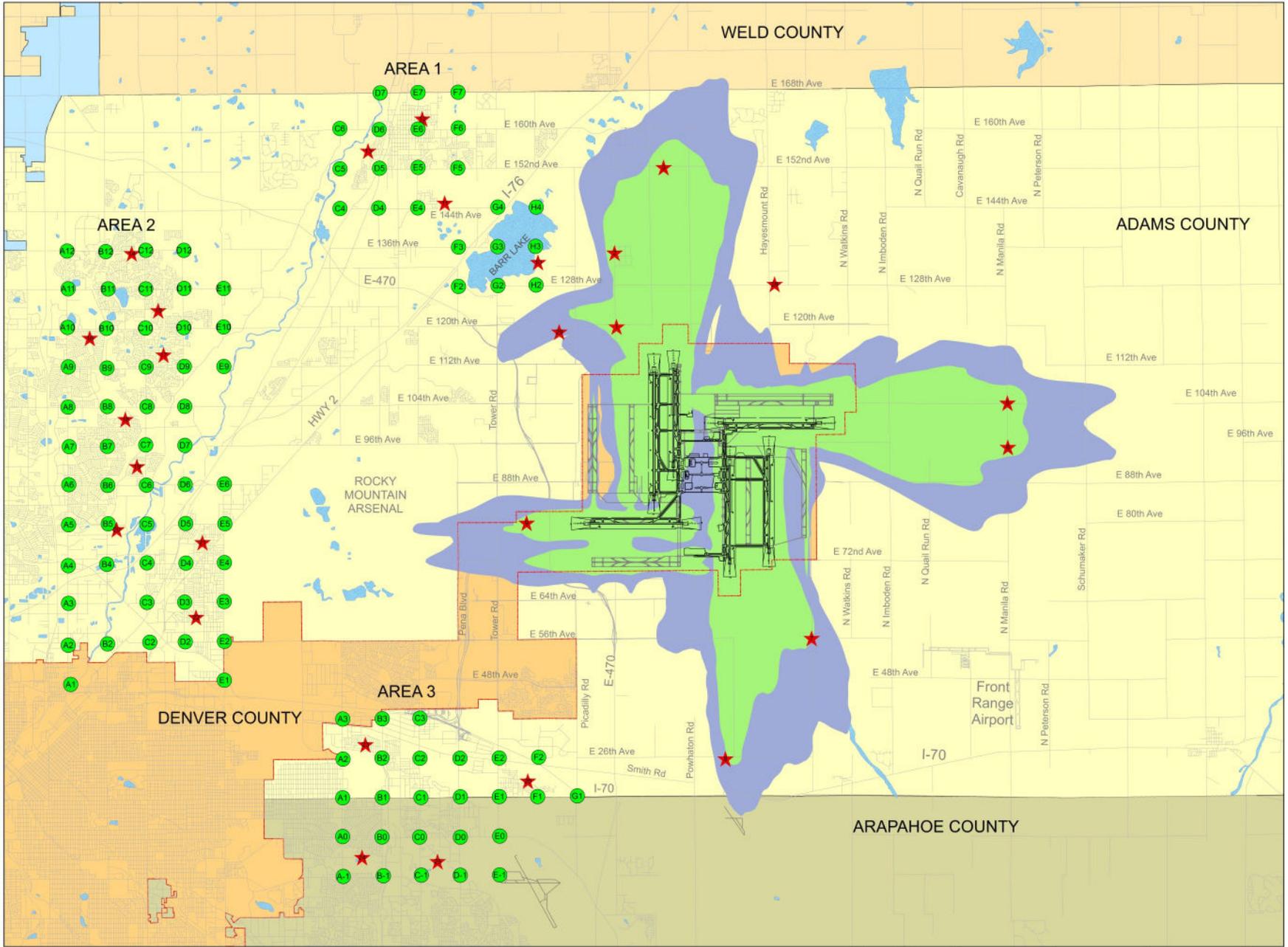
To access the DEN 2015 Annual Noise Report, as well as other reports and information please go to: http://www.flydenver.com/about/administration/noise_management.

ANOMS

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 3 for NEPS locations).

The DEN ANOMS system monitors noise levels at 27 permanent and one portable noise monitoring terminals. These terminals are located throughout the Denver metro area (see map on page 3 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.



Denver International Airport Recommended Noise Contours for Land Use Planning

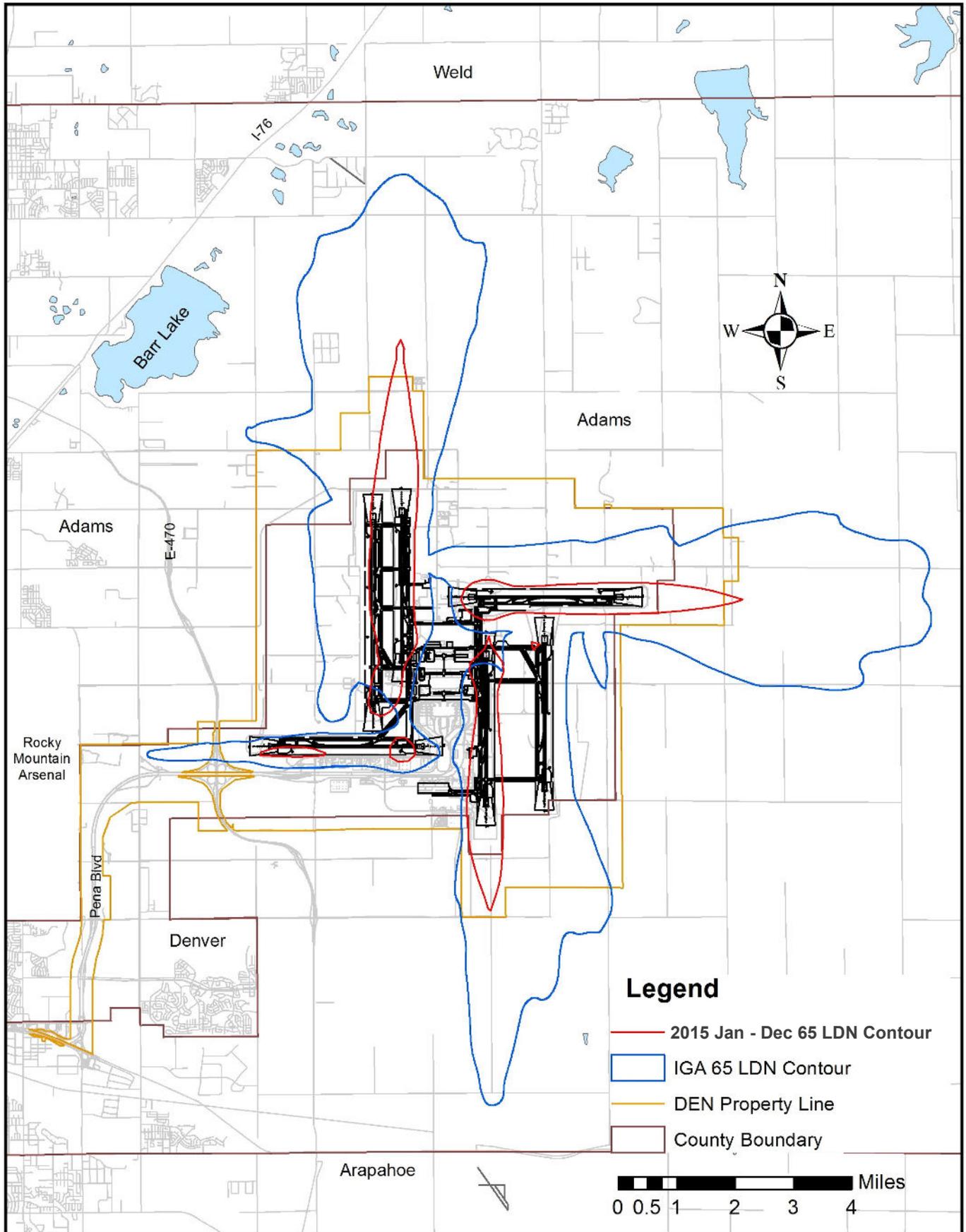
NOTE: These contours reflect the noise impacts that may be expected from full development of Denver International Airport. They are based on current modeling and differ slightly from the IGA Composite Contours.



Prepared by Annie Christensen, DEN Noise Officer 06/2015

- 60 LDN Contour
- 65 LDN Contour
- NEPS Locations
- NMT Locations

January 1, 2015 - December 31, 2015
DEN 65 LDN Contour



DEN January 1 - December 31, 2015 Contour

**January 1, 2015 - December 31, 2015
DEN / Adams County IGA NEPS Values**

| Area 2 | | | |
|--|---------------------|---------------------|----------------|
| January 1 through December 31, 2015 | | | |
| Grid Points | IGA Annual Leq (24) | Calculated Leq (24) | Difference Leq |
| A,1 | 38.6 | 39.1 | 0.5 |
| A,2 | 37.6 | 36.5 | -1.1 |
| A,3 | 42.3 | 35.8 | -6.6 |
| A,4 | 45.3 | 36.7 | -8.6 |
| A,5 | 43.9 | 36.9 | -7.0 |
| A,6 | 37.5 | 34.3 | -3.2 |
| A,7 | 37.7 | 34.3 | -3.4 |
| A,8 | 36.5 | 36.0 | -0.5 |
| A,9 | 36.3 | 37.1 | 0.8 |
| A,10 | 37.6 | 37.1 | -0.5 |
| A,11 | 39.2 | 37.2 | -2.0 |
| A,12 | 41.2 | 37.2 | -4.1 |
| B,2 | 39.5 | 37.9 | -1.6 |
| B,4 | 42.5 | 37.5 | -5.0 |
| B,5 | 43.1 | 37.6 | -5.5 |
| B,6 | 39.0 | 35.0 | -4.1 |
| B,7 | 39.0 | 34.9 | -4.1 |
| B,8 | 38.0 | 36.6 | -1.4 |
| B,9 | 38.3 | 37.7 | -0.6 |
| B,10 | 39.0 | 37.9 | -1.1 |
| B,11 | 40.4 | 38.3 | -2.1 |
| B,12 | 42.6 | 37.3 | -5.3 |
| C,2 | 41.0 | 39.7 | -1.3 |
| C,3 | 43.3 | 37.6 | -5.7 |
| C,4 | 43.5 | 38.3 | -5.2 |
| C,5 | 43.4 | 38.4 | -5.0 |
| C,6 | 43.3 | 35.7 | -7.6 |
| C,7 | 43.3 | 35.6 | -7.7 |
| C,8 | 42.6 | 37.4 | -5.2 |
| C,9 | 42.2 | 38.5 | -3.7 |
| C,10 | 41.6 | 39.1 | -2.5 |
| C,11 | 42.5 | 39.4 | -3.2 |
| C,12 | 44.3 | 37.9 | -6.4 |
| D,2 | 41.7 | 41.3 | -0.4 |
| D,3 | 46.2 | 38.6 | -7.6 |
| D,4 | 48.4 | 39.0 | -9.4 |
| D,5 | 48.2 | 39.3 | -8.9 |
| D,6 | 46.2 | 36.3 | -9.9 |
| D,7 | 44.2 | 36.3 | -7.9 |
| D,8 | 43.7 | 38.3 | -5.5 |
| D,9 | 43.1 | 39.7 | -3.4 |
| D,10 | 44.9 | 41.0 | -3.9 |
| D,11 | 44.5 | 40.1 | -4.4 |
| D,12 | 45.1 | 38.1 | -7.0 |
| E,1 | 42.4 | 40.5 | -1.9 |
| E,2 | 42.2 | 42.9 | 0.7 |
| E,3 | 46.7 | 40.3 | -6.5 |
| E,4 | 51.2 | 39.7 | -11.5 |
| E,5 | 51.0 | 40.7 | -10.4 |
| E,6 | 44.6 | 37.1 | -7.5 |
| E,9 | 43.1 | 41.9 | -1.2 |
| E,10 | 43.1 | 42.2 | -0.9 |
| E,11 | 46.1 | 38.8 | -7.3 |

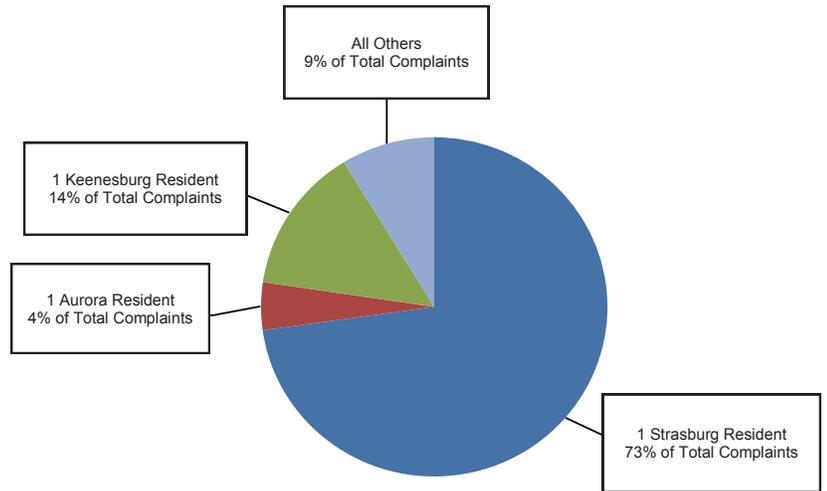
| Area 1 | | | |
|--|---------------------|---------------------|----------------|
| January 1 through December 31, 2015 | | | |
| Grid Points | IGA Annual Leq (24) | Calculated Leq (24) | Difference Leq |
| C,4 | 44.2 | 35.6 | -8.6 |
| C,5 | 36.7 | 34.7 | -2.0 |
| C,6 | 36.0 | 34.5 | -1.5 |
| D,4 | 41.1 | 34.6 | -6.5 |
| D,5 | 34.2 | 33.8 | -0.4 |
| D,6 | 36.0 | 33.6 | -2.4 |
| D,7 | 41.4 | 34.4 | -7.0 |
| E,4 | 38.3 | 32.9 | -5.4 |
| E,5 | 34.8 | 32.9 | -1.9 |
| E,6 | 36.7 | 31.4 | -5.3 |
| E,7 | 41.4 | 31.5 | -9.9 |
| F,2 | 51.7 | 39.5 | -12.2 |
| F,3 | 43.7 | 34.2 | -9.5 |
| F,5 | 37.3 | 30.7 | -6.6 |
| F,6 | 38.5 | 30.5 | -8.0 |
| F,7 | 42.1 | 30.9 | -11.2 |
| G,2 | 51.2 | 40.0 | -11.2 |
| G,3 | 42.1 | 34.0 | -8.1 |
| G,4 | 40.2 | 30.9 | -9.4 |
| H,2 | 50.1 | 41.3 | -8.8 |
| H,3 | 46.0 | 34.8 | -11.2 |
| H,4 | 46.1 | 32.5 | -13.6 |

| Area 3 | | | |
|--|---------------------|---------------------|----------------|
| January 1 through December 31, 2015 | | | |
| Grid Points | IGA Annual Leq (24) | Calculated Leq (24) | Difference Leq |
| A,-1 | 38.9 | 32.2 | -6.7 |
| A,0 | 39.6 | 33.2 | -6.5 |
| A,1 | 43.2 | 34.6 | -8.6 |
| A,2 | 45.7 | 36.4 | -9.3 |
| A,3 | 45.6 | 35.8 | -9.8 |
| B,-1 | 37.9 | 32.2 | -5.7 |
| B,0 | 39.2 | 33.1 | -6.1 |
| B,1 | 42.6 | 34.9 | -7.7 |
| B,2 | 45.8 | 37.0 | -8.8 |
| B,3 | 45.7 | 36.1 | -9.7 |
| C,-1 | 36.7 | 33.9 | -2.8 |
| C,0 | 37.1 | 34.3 | -2.8 |
| C,1 | 39.5 | 35.6 | -3.9 |
| C,2 | 44.8 | 37.8 | -7.0 |
| C,3 | 46.5 | 36.4 | -10.1 |
| D,-1 | 32.6 | 32.6 | 0.0 |
| D,0 | 33.3 | 32.6 | -0.7 |
| D,1 | 37.3 | 34.6 | -2.7 |
| D,2 | 43.0 | 37.8 | -5.2 |
| E,-1 | 31.4 | 31.6 | 0.2 |
| E,0 | 33.1 | 31.8 | -1.4 |
| E,1 | 36.2 | 34.4 | -1.9 |
| E,2 | 40.6 | 38.5 | -2.2 |
| F,1 | 36.5 | 34.3 | -2.2 |
| F,2 | 39.4 | 39.4 | 0.0 |
| G,1 | 42.5 | 33.9 | -8.6 |

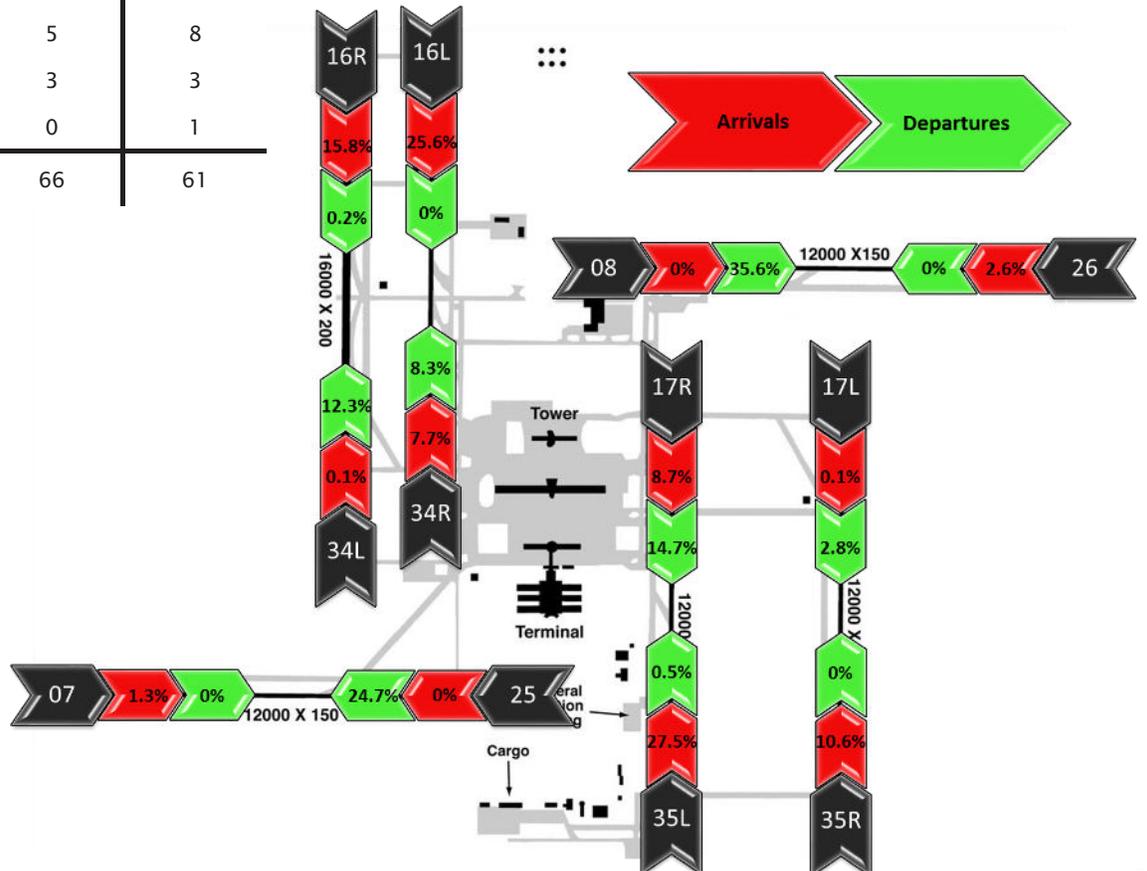
2015 Noise Complaint Calls by Community

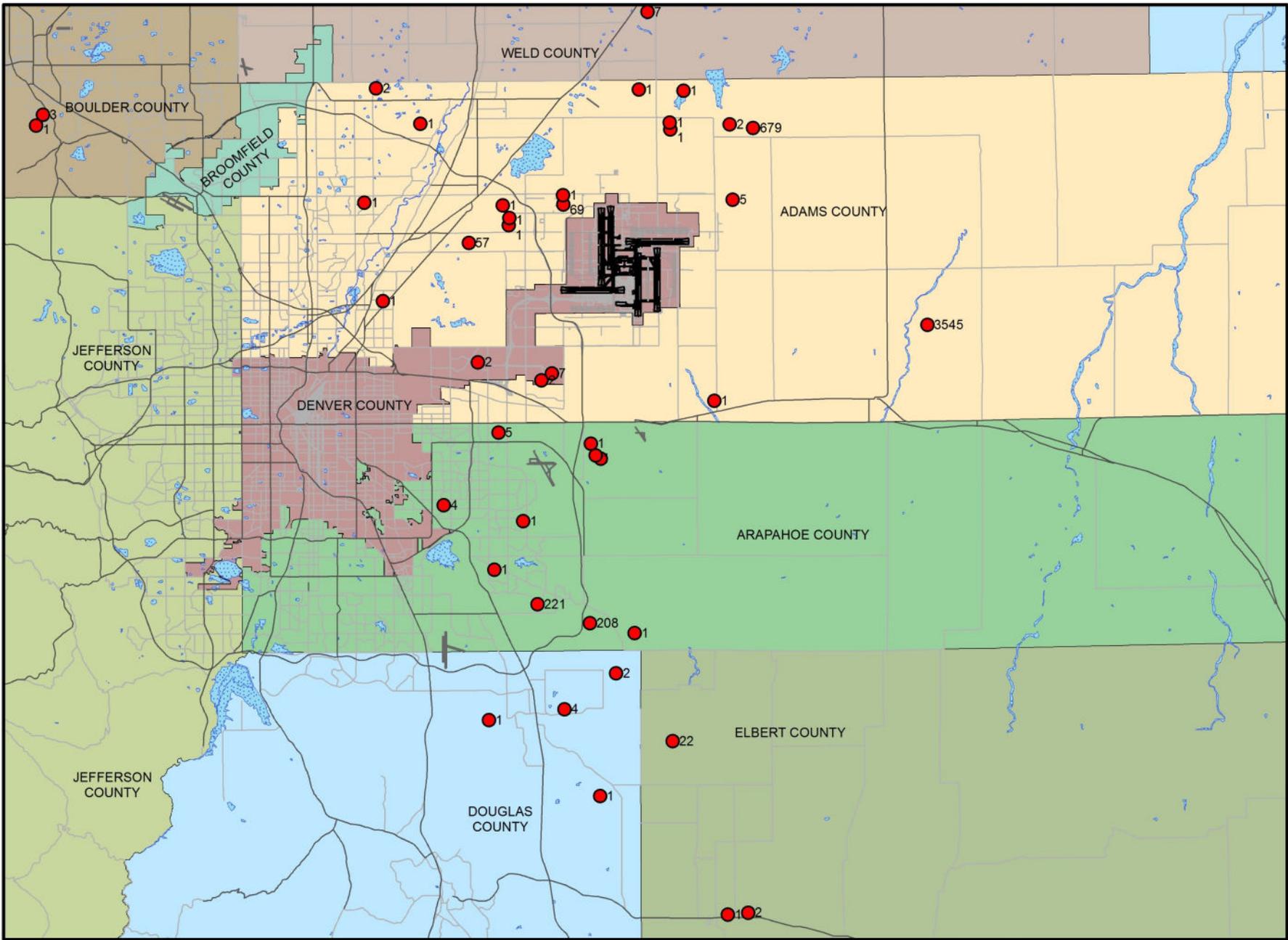
| Community | No. of Households 2015 | No. of Households 2014 | No. of Households 2013 |
|----------------------|------------------------|------------------------|------------------------|
| Arvada | 0 | 1 | 0 |
| Aurora | 10 | 8 | 9 |
| Bennett | 0 | 1 | 3 |
| Boulder | 2 | 1 | 2 |
| Brighton | 5 | 9 | 5 |
| Commerce City | 7 | 14 | 13 |
| Denver | 3 | 6 | 7 |
| Elizabeth | 2 | 3 | 1 |
| Englewood | 0 | 0 | 1 |
| Hudson | 4 | 3 | 2 |
| Keenesburg | 1 | 4 | 1 |
| Northglenn | 0 | 1 | 1 |
| Parker | 5 | 6 | 2 |
| Strasburg | 1 | 1 | 2 |
| Thornton | 1 | 5 | 8 |
| Watkins | 1 | 3 | 3 |
| Westminster | 0 | 0 | 1 |
| Overall Total | 42 | 66 | 61 |

Top 3 Complainants vs. All Others



Runway Utilization (% of Total Flight Operations)





January 1, 2015 - December 31, 2015
 Noise Complaint Household Locations

JANUARY - DECEMBER 2015 DEN NOISE COMPLAINT HOUSEHOLD LOCATIONS



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.

http://www.flydenver.com/about/administration/noise_management

DEN NOISE OFFICE — AOB, 6TH FLOOR, NW CORNER — 8500 PEÑA BOULEVARD
DENVER, CO — 80249-6340 — 303.342.2000 t — 303.342.2366 f
303.342.2380 noise hotline — 800.417.2988 toll free noise hotline

