# PART 210 – NOISE ABATEMENT AND RUNWAY PROCEDURES

## 210.01 Noice 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 ("DEN"). 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.

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 DEN Ramp Control prior to pushback or upon initial contact. When able, DEN 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:

Regardless of Runway, FAA published RNAV SIDs should be utilized to the extent practical.

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

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

(a) Departures:

Regardless of Runway, FAA published RNAV SIDs should be utilized to the extent practical.

When FAA published RNAV SIDs cannot be used, aircraft should be assigned one of the following headings immediately after takeoff regardless of departure runway:

• East Gate – 080

• North Gate – 355
• South Gate – 155
• West Gate – 245

When the appropriate Gate heading is unavailable due to arrival airspace, use the next closest Gate heading that aligns with the route of flight.

Runways 35L, 35R, and 08: Stage 3 aircraft shall be assigned runway heading until reaching 7,500' MSL, then an appropriate heading identified above. Noise Critical Aircraft shall be assigned runway heading until 9,500' MSL, then an appropriate heading identified above.

Runway 34L & 34R: Intersection departures on Runway 34L are permitted if a user has signed an agreement with the City and County of Denver (CCD) regarding terms of use. The CCD may request that FAA stop allowing intersection departures if the CCD determines that use of the procedure is resulting in detrimental noise impacts.

Runway 25 and 26: Runway 25 and Runway 26 are designated noise sensitive runways and should not be used unless weather, operational needs, or emergency conditions necessitate their use. Noise-Critical Aircraft will not utilize Runways 25 or 26 for takeoff during nighttime hours (2200–0700 local time).

*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.*

(b) Arrivals:

Any of the following runways may be used:

Runway 26

Runway 34R

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 - G 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.

(b) Noise Critical Westbound Departures from Runways 16L, 16R, 17L, 17R, 35L, 35R, 34L and 34R: For Noise-Critical Aircraft - During daytime hours (0700L - 2200L) operators of westbound Noise-Critical Aircraft shall use FAA published RNAV SIDs or file North or South Gate departure procedure routings "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.

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.

**Attachment A to Airport Rules and Regulations Part 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