

Meeting Minutes
DIA Noise Working Group
July 16, 2003

DIA Noise Rule Implementation and Compliance Status:

Copies of the Noise Rule compliance report were distributed. The report contained data for each Thursday from January 2, 2003 to July 3, 2003. The data showed the total number of departures each day by westbound Noise-Critical Aircraft which overflowed the NEPS areas, as well as the number of those aircraft which departed on Runway 25. The results indicated that on average, there are approximately two departures per day on Runway 25 by Noise-Critical Aircraft, and there are about five westbound Noise-Critical Aircraft overflights per day of the NEPS areas. It was noted that this represents continued improvement in both numbers.

Quarterly/Annual Report Status:

Copies of the 2002 Annual Noise Report were distributed. There were five Class II NEPS violations for the year, with none occurring in Area 1, four in Area 2, and one in Area 3. There was no 65 Ldn contour violation for 2002. There was a small area to the west of Runway 25 which extended slightly beyond the baseline contour, but this bulge was located entirely on airport property. These results made 2002 the best year since DIA opened for IGA compliance (there were five Class II violations in 1997, but there was also a contour violation).

Complaints for 2002 totaled 8,082 from 215 different households. The top 10 households accounted for 78% of all complaints received. Over one-fourth of all complaints came from one individual in Watkins, who registered 2,200.

The percentage of all departures using Runway 25 increased to 23.3% in 2002. This is the highest percentage yet recorded, and continues an upward trend which has occurred since DIA opened. This is many times higher than the 2.5% anticipated in the EIS, which makes it difficult to comply with the IGA noise limits.

It was explained that first and second quarter reports for 2003 were not yet available, due to technical problems with the acquisition and processing of FAA radar data. These problems are currently being worked on.

Adams County/Denver IGA Amendment Status:

Rick Busch provided an update on the efforts to amend the noise section of the IGA. It was explained that a meeting between DIA officials and representatives of Adams County and the various cities within it was held in May. The purpose of the meeting was to discuss Denver's proposals for amending the IGA by modifying the NEPS limits, either by raising any NEPS limits below 45 dB to a minimum of 45 dB, or by setting all NEPS points (whether by raising or lowering them) to a consistent 45 dB limit. Rick stated that the use of 45 dB would be consistent with established scientific criteria recognized by a variety of governmental organizations, and supported by various noise studies.

The group was informed that despite efforts on both sides to find some common ground to work with, ultimately no resolution was reached. The meeting was cordial, and representatives for Adams County and the cities expressed their understanding of the asset that DIA is to the region, and the need to foster the success of the airport. Adams County also stated that they would remain open to any proposal that would be acceptable to their constituents, and to subsequent further discussion.

6th Runway Operational Procedures and Evaluations

Rick Busch stated that the 6th runway, Runway 16R/34L, will open on September 4, 2003. He explained that once the runway opens, the City would like to see initial operations follow the projection contained in the Final Environmental Impact Statement (FEIS) as closely as possible. Rick also showed an exhibit from the FEIS which depicts the corridor that westbound departures off Runway 34L were expected to follow. This corridor would keep westbound departures well south of Barr Lake, as required elsewhere in the FEIS. Rick explained that since the IGA NEPS limits were based upon the assumption that aircraft using the new runway would follow this corridor, the City would like to see aircraft depart from the south end of the runway initially to determine whether it is possible to keep them in the FEIS corridor. Rick stated that the City would like to take about three to six months to thoroughly evaluate this operation before considering other options.

Keith Rimer with United Airlines stated that United is concerned about this approach since they estimate that additional fuel burn due to taxiing to the end of the runway, rather than departing from the W-B intersection, would cost them \$2.5 million per year. Rick replied that the City would be open to studying intersection departures on the runway, but needed to get a good data sample using the FEIS procedure first. Keith stated that United is supportive of testing the different options, but was concerned about the time frame involved. Rick responded that the group could meet again after about four to six weeks of data had been collected to get an early look at the results.

Part 150 Study Status:

An update was provided on the status of the DIA FAR Part 150 noise study. It was explained that the study has been slowed somewhat to provide the new city administration with the opportunity to establish working relationships with area leaders prior to beginning the more public phase of the project. However, work is still continuing on refining air traffic assumptions for the extended future case.

Next Meeting:

The next meeting date will be set once adequate data have been acquired and analyzed to provide an initial look at the impact of Runway 34L departures.