

Bette E. Todd
9698 E. Maplewood Circle
Greenwood Village, CO 80111

April 20, 2008

Ms. Linda Bruce
FAA, Denver Airports District Office
26805 East 68th Avenue, Suite 224
Denver, Colorado 80249-6361

Re: Federal Register Notice #73 FR 9847

Dear Ms. Bruce:

Thank you for this opportunity to provide input on the Centennial Airport Part 150 noise compatibility program. As long time resident and city council representative of Greenwood Village District 3, I am acutely familiar with the noise impacts of Centennial Airport on the neighborhoods located to its northwest, as well as the residents desire to work with the airport toward noise mitigation. To that end, I encourage the FAA to approve the twelve recommendations proposed by the stakeholders who participated in the Part 150 study.

The vast majority of homes in Greenwood Village District 3 (located approximately 2 to 3.5 miles northwest of Centennial Airport) were constructed between the mid 1960's and 1990 when Centennial Airport was very different than it is today. With the closing of Stapleton Airport and the opening of DIA in the early 1990's, Centennial Airport mushroomed. Its proximity to downtown Denver, the rapidly expanding Denver Technological Center and Southeast I 25 Corridor resulted in an increase in business, corporate, and commercial jet operations at Centennial. The end result is an airport that is the third busiest general aviation airport in the country and among the top 25 busiest airports in the nation, yet operates without noise standards and has no FAA approved noise mitigation measures in place.

To compound matters, the need to hold planes to a very low altitude to avoid the new DIA airspace has created excessive noise from low flying aircraft for thousands of homes in long established, densely populated neighborhoods located northwest of the airport in Unincorporated Arapahoe County and Greenwood Village. Residents of these communities area keenly aware of the Part 150 Study, and are looking to the FAA for help and direction to safely mitigate the noise from Centennial Airport.

After review of the study, I believe the following five recommendations provide the greatest potential for noise reduction in the neighborhoods to the northwest of Centennial Airport.:

- **Ban Stage I and Stage II Aircraft**

The Part 150 data appears to indicate that this one action would provide more noise reduction than any other single action. Given this action can be accomplished without safety concerns it should be implemented as soon as possible.

- **Fly a 010-degree departure heading during night time hours.**
The data appears to indicate this, too, would result in significant noise reduction for hundreds of homes. I would support the hours being extended to as early as 8:00 pm. and to as late as 7:00 am. This recommendation will require an environmental impact study, however it's benefits to residents during sensitive hours makes it worthy of support. The reservoir is already a busy and noisy place that permits jet skis, and motor boats. Furthermore, the park contains a rifle range and model airplane field. Possibly airplane noise will have little or no impact on the existing state park environment.
- **Flight test a 350-010 degrees "fan" departure heading on a 24-hour basis.**
Fanning of flights within a safe channel may result in less impact to any one area.
- **Acquire radar-linked noise monitoring equipment.**
- **Establish a "Fly Quiet Program" for pilots.**
While the airport claims to have implemented a voluntary program, many pilots appear to disregard it. Perhaps an FAA approved "Fly Quiet Program" in conjunction with radar linked noise monitoring equipment will result in better compliance.

Some of the recommendations in the Part 150 will not benefit residents northwest of the airport. However, in respect for the process, our neighbors to the south, and the stakeholders' attempt to provide a regional solution to Centennial Airport noise, I urge the FAA to approve all twelve recommendations. I believe the current recommendations provide a beginning point from the community, the airport, and the FAA can work together to resolve this critical matter.

Sincerely,

Bette E. Todd
Greenwood Village City Council Representative
District 3