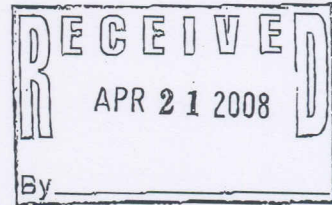


Bradley W & Katherine P Dodds  
2179 S Kenton Ct \* Aurora CO 80014



16APR08

Ms. Linda Bruce, Colorado State Planner  
Federal Aviation Administration  
Denver Airports District Office  
26805 E 68th Av STE 224  
Denver CO 80249

Re: FAA's Centennial Airport's Part 150 Noise Exposure Study

Dear Ms. Bruce:

My wife and I built our house 20 years ago in the Havana Heights neighborhood. Our neighborhood is bounded on the east by S Lima, the south by Iliff, the west by S Havana and the north by Jewell. We would like to provide comments on the Centennial Airport Part 150 Study, as requested in the February 22, 2008 Federal Register. We have reviewed the Noise Compatibility Program recommendations and feel the following flight track changes will most likely have an increase in aircraft noise over our neighborhood.

Recommendation 3 - Implement 010 degree departure heading for jet aircraft at night. The Airport's recommendation is that some aircraft departures, which are noisier than arrivals, would be routed over our neighborhood while people are trying to sleep. We have a lot of older residents in our neighborhood and not all have air conditioning. Currently, arriving flights wake us up at night. Departures would only make things worse. This will also disrupt our quiet time during the warmer months that we like to enjoy on our back porch between 10PM and midnight. Having a plane take off and fly north, directly over our home, would be most disruptive.

Recommendation 4 - Test 24-hour flight tracks between 350 and 010 degree headings. This would negatively impact our neighborhood for the same reasons mentioned above. Our neighborhood is bounded by S Lima St on the east and S Havana St on the west, putting us in the flight path.

Recommendation 5 - Elimination of preferential runway use. Directly in opposition to this recommendation, we request that the preferential runway be used more frequently to reduce the number of flights over our neighborhood.

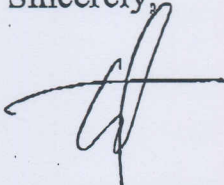
We strongly oppose these recommendations and urge the FAA not to approve these flight tracks. Our neighborhood was here before the airport and we should not have to suffer the consequences of changed flight paths because others weren't wise enough to avoid moving into an already existing flight path after the airport was constructed. Many of the newer homes built in the existing flight tracks after the airport was operational were built with sound attenuation materials. None of the homes built in the existing flight tracks prior to the construction of the airport were built with sound attenuation materials. It would be prohibitively expensive for the owners of the older homes to retrofit their homes with sound attenuation materials. The study indicates that this Action will help reduce the number of residents south of the Airport exposed to aircraft noise impacts during critical nighttime hours. It goes on to say that when the preferential runway program was implemented, there was little residential development that was affected by the program. It says that over the years substantial residential development has occurred that is affected by the nighttime preferential runway program. We can see from Greenwood Village's web site that they have *'worked diligently with our residents and other stakeholders over the years to ensure the airport's impact on our neighborhoods is minimized. This has included opposing scheduled passenger service and actively working to reduce/minimize noise from the airport. Between 1994 and 2000 to assist in this effort, the Village secured services from outside legal counsel, a lobbyist, and a public relations firm. Over \$750,000 was paid out for these services.'* We realize Greenwood Village residents have a lot of money. But, please don't solve their problem by creating one for us.

Theoretically the current departures and arrival paths were designed to provide a safe route for air traffic. We assume they are being asked to change because of the noise over the neighborhoods to the south. Does that jeopardize the safety of the aircraft, which in turn jeopardizes our neighborhood?

Another objection to the recommendations has to do with the amount of time that has elapsed between when the study began and the period for public comment. Several of us from our neighborhood and the surrounding area met with then Arapahoe County Commissioner Lynn Myers and Centennial Airport Executive Director Robert Olislagers on two different occasions regarding the Part 150 Study. We were told the study would be released for public comment at least 3 years ago. The study results and recommendations are outdated and a new study is probably warranted. We have no verification that the flight-track headings proposed in this Part 150 Study still represent a fair and well-planned noise mitigation air-space design.

We are absolutely opposed the recommendations to change the flight tracks as discussed above and urge FAA not to approve them. In addition, we request that the preferential runway be used more frequently to reduce the number of flights over our home. We urge you to please take a second look at this study and do not make changes that will negatively affect our neighborhood and our home.

Sincerely,



Bradley W Dodds

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cc: Karen Hancock, Airport Noise Coordinator, Aurora CO

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