

Thank you for the opportunity to comment on the Centennial Airport Part 150 Noise Compatibility Program. Our family has lived in the Hills of Cherry Creek subdivision, located approximately two miles north of the airport in unincorporated Arapahoe County, since 1993. While we have always been aware of Centennial Airport operations, the noise levels have been significantly higher in the years since DIA became operational.

The high noise levels from jet departures at night (particularly the ones between midnight and 3AM) often wake us. We also notice higher noise levels during times with lower cloud cover and/or very cold weather. There are also times where conversation must stop because of the loud noise made by a departing jet, particularly jets turning west over our community. These noise impacts are particularly disturbing to us.

In general, we support all of the Part 150 recommendations as presented by the FAA. In particular, we find the following items to be most important to us and our immediate community.

1. Recommendation 1 - Ban Stage 1 aircraft. Not only do Stage 1 aircraft exhibit the noisiest profile during their operation, but these are also the older, less efficient jet aircraft in operation. We support efforts to promote upgrading the aircraft fleet to more environmentally sound operation, including lower noise impact offered by more current aircraft.
2. Recommendation 2 - Ban Stage 2 aircraft at night. Clearly for us as residents, the most disturbing impact from Centennial Airport operations occurs at night. Aircraft noise is frequently loud enough to wake us up throughout the year, and is particularly problematic in the summer months when the windows are open for fresh nighttime air.
3. Recommendation 3 - Fly 010 degree heading for departures between 10PM and 7AM. During these hours, aircraft departures are resulting in the greatest noise disturbance in our area. By shifting the departure path to 010, these departures are shifted over Cherry Creek State Park, lessening the impact of peak noise in the population north of the airport.
4. Recommendation 9 - Establish a radar-linked noise monitoring system. Although there is a noise compliant hotline, we have never called it. It is extremely difficult to properly identify offending aircraft. In particular, since the greatest disturbance happens at night, it is impossible to identify a noisy aircraft, much less be able to even see the aircraft before it has left the area. Establishing the noise monitoring system will enable proper identification of noisy aircraft regardless of time of day.
5. Recommendation 10 - Fly Quiet education program. In any industry, it is important for the source to be aware of the impact on the community at-large, and take steps to minimize negative impact. Ultimately, this is referred to as a "license" to operate as severely negative impacts to a community can result in complaints, hearings, and ultimately imposed changes. This is precisely the impact that resulted in the mandate to close Stapleton Airport. Centennial Airport is a valuable asset to the local community as well as the State of Colorado, and it is important for users of the airport to appropriately use the resource without undue impact on the surrounding community.

Thank you for your consideration.

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