

April 17, 2008

Ms. Linda Bruce
Colorado State Planner
Federal Aviation Administration
Denver Airports District Office
26805 East 68th Ave, Suite 224
Denver, CO. 80249

Dear Ms. Bruce:

I would like to take this opportunity to provide comments on the Centennial Airport part 150 study. Comments on this draft study were requested in the February 22, 2008 Federal Register. I have reviewed the draft study and offer the following comments, which are recommendation specific.

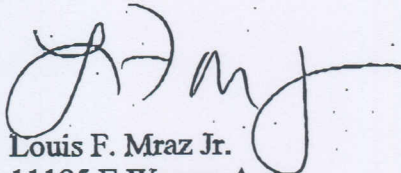
Recommendation 3 -- Implement 010 degree departure heading for jet aircraft at night
Recommendation 4 -- Test 24-hour flight track fan between 350 and 010 degree heading
Recommendation 5 -- Elimination of preferential runway use

Taken individually or collectively, these recommendations have the potential to substantially increase the aircraft noise to which Aurora neighborhoods (especially in the Havana - Peoria corridor) would be subjected. Takeoffs to the north and fanning are unacceptable as standard practices. The impact of the increased noise generated by following these recommendations would be particularly dramatic in the evening hours when noise sensitivities are greatly heightened and permissible noise levels reduced. The population and density of these urban Aurora neighborhoods is far greater than areas south of Centennial Airport, which are now subjected to noise from aircraft following the current south preferential takeoff practice. Overall, far more people would be subjected to unacceptable takeoff noise if these three recommendations were implemented. Additionally, densely populated southeast Denver neighborhoods would also be subjected to more takeoff noise than they now receive. Finally, there is the potential for takeoff accidents. This portion of Denver and Aurora is home to a very large number of residents, consequently the sheer number of people exposed to a takeoff accident by an aircraft using these recommendations would be far more catastrophic than might be true for a south takeoff operation. For these reasons, I do not support recommendations 3, 4, or 5.

Recommendation 8 -- Update and establish environmental/noise abatement liaison office
Recommendation 9 -- Install noise-monitoring system and develop a program

Both recommendations 8 and 9 are sound and worthy of implementation. The problem, however, is the lack of identified funding sources (Federal and local) for both initial implementation and ongoing support. Without committed and continuing funding to support these recommendations, they are essentially meaningless. Without funding, these two recommendations sound good but will have no practical or usable impact. I would support both recommendations, but only if funding to make them operational on an ongoing basis is identified and committed.

Sincerely,



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