

We live in a neighborhood northwest of Centennial Airport. Thirty-five years ago we purchased our property and do not have an avigation easement attached to our title. Our neighborhood has seen a significant increase in noise since DIA began operating in 1993. Flights from Centennial are now required to fly less than 2,000 feet above our homes in order to avoid DIA air space (many fly much lower). This low flight level combined with the increase in jet traffic at Centennial has created excessive noise at all hours.

I, Mary (Molly) Rosenkrans, sat on the "Community Advisory Committee, Legislative Task Force Subcommittee" for the "FAR Part 150 Noise Exposure and Land Use Compatibility Study". I, also represented my community, Sundance Hills, on the "Citizens Advisory Committee" in excess of 10 years and have been actively involved in airport issues for over thirty years. The Part 150 recommendations are the result of years of collaboration and involvement of airport representatives, elected officials, local businesses and civic leaders, as well as airport users and tenants.

We are sending this letter to convey our support for all 12 noise abatement recommendations from the Part 150 Study for Centennial Airport. I believe the 12 noise abatement recommendations represent the best solution for the entire region impacted by aircraft noise from Centennial Airport.

In particular, we wish to express our support for the two recommendations most important to us as they impact our neighborhood most directly:

Fly a 010-degree departure heading between the hours of 10 PM and 7AM.

- The 010 heading allows planes to take off over the Cherry Creek State Park at night when the park is least populated instead of over the homes directly north of the airport.
- The airport tested the proposed 010 heading and the results did not show any excessive noise resulted for any neighborhood.
- The 010 degree departure would allow planes to fly a straight departure path longer. This allows planes to gain more height so when they turn to the east or west, they are much higher, therefore impacting the neighborhoods less.
- This is an excellent solution to help relieve noise in highly impacted residential areas.

Flight test a 350-010 degrees "fan" departure heading on a 24-hour basis.

- Testing the concept of spreading the departures over the 350-010 degree heading may result in finding a departure pattern that reduces noise for communities north and northwest of the airport.
- I support any effort to find a northern departure pattern that reduces noise.

These recommendations are critical in protecting neighborhoods most impacted by aircraft noise and were well thought-out by the committees involved in the Part 150 study. We have had a noise monitor on our property and know how essential the "010-degree departure heading" and "350-010 degrees fan departure heading" are to our community.

The "Fly Quiet Program" is the third noise abatement recommendation that should definitely be adopted. It will reduce noise, as well as foster a more amicable relationship between the airport and the residential community which is everyone's goal.

Thank you for your time and consideration on this important matter.

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