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Telephone (303) 696-6763

April 17, 2008

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

Dear Ms. Bruce:

I would like to offer some additional comments regarding the proposed flight track changes for Centennial Airport. Sometimes it is unfortunate that the squeaky wheel does get the grease. In this particular instance, a few households in the Greenwood Village and Centennial neighborhoods were able to complain loud enough and long enough that they are potentially affecting change in their neighborhood regarding flight tracks. These residents knew from the onset when they purchased their houses that they would be exposed to air traffic noise. That factored into the availability of the house they purchased and the price they paid for it. After they enjoyed these benefits, they have decided that they don't like the noise that they were forewarned about after all. As they say, if you don't like the weather, move. It is unjust for their ex post facto complaints to affect a change in the flight patterns and to foist their noise problems on to homeowners in other neighborhoods who did their homework and bought in areas unaffected by aircraft noise. To change these current flight patterns to the proposed ones would be a travesty of justice.

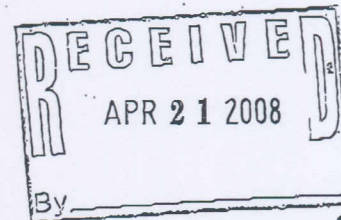
I hope you will consider my input when arriving at a decision on this matter.

Thank you very much.

Sincerely yours,



Neal H. Engel, D.D.S.

Date: 4/17/08

Ms. Linda Bruce, Colorado State Planner
Federal Aviation Administration
Denver Airports District Office
2680S East 68th Avenue, Suite 224
Denver, CO 80249

Dear Ms. Bruce:

I would like to provide comments on the Centennial Airport Part 150 Study, as requested in the February 22, 2008, Federal Register. I have reviewed the Noise Compatibility Program recommendations and have identified that the following flight track changes have the potential to increase aircraft noise over Aurora neighborhoods:

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

I oppose these recommendations and urge FAA not to approve these flight tracks. In addition, I request that the preferential runway be used more frequently to reduce the number of flights over my neighborhood.

Sincerely,

Signature: Print Name: Neil H. Engel, Ph.D.Address: 4845 S Joplin St.Aurora, CO 80015