

This email serves as my list of comments relative to the Part 150 study being conducted. As a geographical reference, I live within the city limits of Lone Tree in Douglas County and within the 5 mile radius of Centennial Airport. I have lived at this location since 1990 and have lived near the airport a total of 26 years. In that time, I have personally witnessed the dramatic changes in operations at the airport – most of which occurred after the closure of Stapleton and the opening of DIA. Centennial Airport is not neighborhood friendly despite their claims to be so. It is uniquely surrounded by residential dwellings which increase in number every year. This Part 150 study is our best opportunity for mitigating the noise that our neighborhoods deal with every day and every night.

Specific comments on each of the twelve recommendations are listed next and I am placing them in priority sequence of importance to me (ranked most important to least important). Following each recommendation listed I am including my pertinent comments. I am in favor of all twelve recommendations but aim to emphasize certain items over others.

TOP PRIORITY to LOWEST PRIORITY

Recommendation 6 – Implement 170 Degree Departure to 4 DME

This will minimize traffic turning over my residence by forcing them to hold runway heading for a longer distance. As of now, westbound departures turn immediately upon departure such that they are lower in altitude when crossing thru Lone Tree airspace. Nighttime cargo departures wake up residents at all hours.

Recommendation 4 – Test 24 Hour Flight Tracks Between 350 and 010 Degrees

Living southwest of the airport we experience the majority of departures and need this to be better distributed to more northbound departures.

Recommendation 3 – Implement 010 Degree Departure Heading

Unfortunately, this would take up to a year to implement because of environmental study but I strongly vote in favor of it to balance the departure load between north and south.

Recommendation 2 – Ban Stage 2 Jet Aircraft

Unfortunately, this would take nearly 3 years to implement and require a Part 161 study but is necessary to reduce noise for all affected neighborhoods.

Recommendation 10 – Development/Implementation of Fly Quiet Program

This should not have to wait for the noise monitoring system and is poorly implemented by the airport at this time. I am tired of the “kid glove” approach of talking to FBO’s and flight schools about being neighborly. It is time to stringently enforce communications with potential penalties.

Recommendation 5 – Eliminate Preferential Runway Use Procedure

Centennial Airport tells us this has been eliminated already. Statistics prove otherwise and there is no replacement program in place to ensure an even mix of runway use.

Recommendation 1 – Ban Stage 1 Aircraft

While important to me it is obvious the frequency of these aircraft operations has diminished significantly over the past few years.

Recommendation 9 – Install Noise Monitoring System and Develop Program

I have had noise monitoring installed in my backyard that proved the type of noise Lone Tree has to deal with. Not enough information is gleaned from the existing system to identify violators and leaves much to interpretation. A better system will help but needs a robust program to make it effective.

Recommendations 7, 8, 11 and 12 – These do nothing for me directly but I have no reason to be unsupportive of them.

SUMMARY and CLOSING COMMENTS

I participated on Centennial Airport’s Citizen Advisory Group for nearly two years

and am telling you from personal experience that it is ineffective. Neighborhoods are pitted against each other rather than focused on the core operational aspects of the airport, the various causes of noise and methods to effectively mitigate noisy offenders. I believe implementation of all twelve recommendations is a positive step toward noise mitigation for all neighborhoods, not just mine. You will receive comments from various neighborhoods that conflict with each other and I urge you to accept all twelve recommendations as part of this study.

The noise complaint data contained in the study is outdated (1998) and therefore skewed toward neighborhoods north and northwest of the airport. Newer development has occurred south and southwest of the airport so complaint data now currently reflects growing occurrences from these areas and needs to be recognized.

The Noise Contour Data report reflects that 36.3% of nighttime departures are from turboprop and business jet operations and that 59.7% of departures is southbound (runway 17L and 17R). These numbers represent the unfair nature of routing noisy, nighttime traffic into Douglas County and Lone Tree and conflicts with the airports statement that there is no longer a nighttime preferential runway. It is now time to change this disparity.

I am in support of complete curfews at this airport, not partial curfews. Nighttime curfews will negatively affect cargo flights which belong at DIA or Front Range anyway. Nighttime curfews would not materially affect corporate users.

I am in support of barriers and acoustical shielding at this airport. These could have been installed years ago but the airport is unwilling to execute.

I am in support of departure thrust cutback. If the FAA can make this happen at busy large commercial airports like DIA and Reagan National it can make it happen at Centennial.

I am in support of the Citizen Liaison Program but only with board representation from both counties and members from surrounding neighborhoods. Currently board membership is limited to Arapahoe County and airport employees and I want to see Douglas County representation and public representation on the board.

I appreciate your efforts and acceptance of my comments and am available for any clarification or further comments if you deem necessary. My contact information is listed below.

Best Regards,

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