

I received the noise compatibility program brochure last week. I live in the Heritage Hills neighborhood southwest of the airport and live in one of the households impacted by the airport noise.

First, I would like to thank you for addressing the noise problem. I must say that the noise problem is substantial. In my household, we are awakened by airplanes two to three times per week. And we keep our double-pane windows closed, live over three miles from the airport, and set our alarms for 6am!

Sometimes it is the jets, sometimes the propeller planes. For example, this morning (Monday 3/24), at 5:55am, a propeller plane banked hard over our neighborhood. The planes frequently zoom overhead even earlier... 5:30, sometimes 5am. Do they really need to be flying airplanes at this hour? It happens in the middle of the winter too, so it can't be crop dusters. I am also at a complete loss as to why they can't continue their flight southbound over non-residential areas before banking hard over residential areas.

Your brochure stated 270 household complaints last year. I am sure this is way, way understated. This is a typical problem of people not knowing who to call or where to start to attack the problem. There are almost 600 households in our neighborhood, and I would guess that all but a handful of the heaviest sleepers are impacted. With the surrounding areas, including the neighborhoods north of Park Meadows, there are at least several thousand households impacted.

Your proposal looks like it will help substantially. I am particularly interested in banning flights late at night or early in the morning. I don't know what a "stage II" aircraft is, but I can tell you that the little prop planes are just as bad as the jets. I am also interested in any plan that requires the planes to follow the runway direction before banking. I think most of our noise comes from southern take-offs banking hard to go west. If these planes would continue southbound before banking, they would go over non-residential areas. Also, it might be my imagination, but it seems that banking planes produce more noise than straight-flying planes.

One other option that interests me: At the San Diego airport, the planes take off at a steeper incline to get high enough overhead before they cross residential neighborhoods. Is it possible to implement something like this at Centennial?

Please add me to your distribution list and keep me posted with any progress. Again, thank you for taking the time to address this issue.

Regards,

Baron and Shannon Fendler