

I will open my letter by stating that I am a supporter of the Centennial Airport and recognize it as an asset to the community and that it will continue to grow. We moved to the Sundance Hills subdivision, northwest of the airport, in the late 1970's when it was the Arapahoe Airport. We specifically selected the location to be outside the aircraft traffic patterns. Our family enjoyed the neighborhood airport, where both of my children became pilots and my wife a flight instructor. We are an airplane and airport friendly family.

However, in the early 1990's the few jets at that time started to be directed to the northwest, directly over the established neighborhoods and schools. Previously these areas had been off limits as heavily populated areas and schools were to be avoided. The published Centennial Traffic Pattern Map of 2000 continued to prescribe northern approach and departure over the Cherry Creek Reservoir Lake with an 8000 ft MSL minimum altitude unless redirected by ATC. I had called the Tower a couple of times after I heard them authorize jets to turn northwest upon takeoff. Their response was it was necessary at times because of traffic; however, there was no other traffic. Later I asked the same question at a local airport meeting and it was explained that it was necessary to fan the Jet traffic out over the northwest housing areas because of increased Jet traffic. I am sorry, but the airport board did not seem concerned about the impact on the community.

Relative to Part 150 I followed the FAR Part 150 Study and attended all their public meetings. They worked long and hard to arrive at the 12 recommendations and I salute their efforts. The most significant achievement is that it represents an attempt to arrive at a mutual agreement between the community, airport and FAA. Acceptance of the Part 150 recommendations will demonstrate the airport and FAA's willingness to support community input.

Part 150 Recommendations Based upon my family and our neighbors' noise and safety concerns, I consider the following two recommendations as the most important:

Fly a 10 deg. Departure heading between the hours of 10 PM and 7 AM

- This represents a return to a pre-noise traffic pattern that was successful.
- It contains all the positive solutions to current night time jet noise problems.

Flight test a 350 - 010 deg "fan" departure heading on a 24 hr. basis

- Possibly the most important of the recommendations.
- This test will provide strong evidence as to noise reductions.
- This will demonstrate that the pre-noise traffic pattern still works. So why did we change?
- Climb out is an aircraft's loudest phase and this will now occur over open areas that descend from airport elevation. This will permit the aircraft to reach altitude with the least community impact.

Questions:

1. The success of the two northern departure recommendations is dependent upon on where the planes turn to the East or West. Any turns sooner than the Cherry Creek Dam would defeat the purpose of using the departure over reservoir open area to gain altitude prior to over flying residential areas and schools. What is the minimum turn point on northern departures?
2. There appears to be apprehension from communities to the East relative to the Part 150 recommendations, particularly to departures north over the reservoir. What are their objections? There will be no more flights to East than now, except, they will be less noisy.
3. What was the reason the airport start fanning jets over the northwest residential and schools? The previous departure flight patterns in the early 1990s were north over the reservoir and avoided noise over the communities.

Comments:

1. I appreciate the airports noise sensitivity and noise measurement activities. I do believe there have been some improvements in jet noise in spite of the increase

in jet traffic. I think this is the result of professional / qualified pilots and newer aircraft that climb to higher altitudes more quickly.

2. There are pilots that don't and will not follow recommended low noise profiles and hot rods the jets at Take-Off Power maintaining low altitudes to gain speed to get out of here. These are the worst noise offenders. John Wayne airport in Calif. maintains noise monitoring sites and can identify these offenders. They claim multiple offenders will be denied airport landings or even impound their planes. Centennial might consider such noise tracking devices and enforcement.
3. Some pilots with poor landing skills fly their approaches with minimum descent angles, which necessitates more flaps and higher thrust levels. Anything the FAA can do require proper landing procedures will help all.

Thank You
David Giem