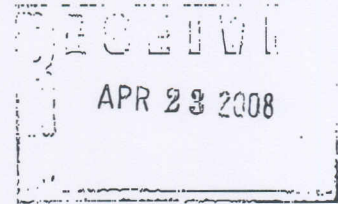


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April 21, 2008

Ms. Linda Bruce
FAA Denver Airports District Office
26805 E. 68th Avenue Suite 224
Denver, CO 80249-6361

Dear Ms. Bruce:

Please consider my comments in support of noise abatement at Centennial Airport.

I have lived North of the airport for nearly twenty-five years. After buying this house, we learned that certain air rights were granted automatically upon our closing. These rights were not made known to us and had we been aware of the airport administration's attitude toward its neighbors, we would not have moved anywhere near the airport.

Within a week the traffic from outbound jets and noisy single engine planes caused our nine year old son to declare that it must be "aviation day." After several years and attempts to expand the airport to include commercial passenger service, a noise "hot line" was established. While a welcomed gesture, reporting on the type of the aircraft, number of engines and flight direction was nearly impossible at 2:00 a.m. with the impaired capacity of someone who had been awakened from a deep sleep by engine noise.

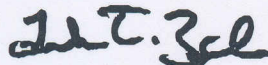
Today, the opening of DIA requires aircraft to fly at 2,000 feet or less by the time they reach our neighborhood. If I had a paint-ball gun that shot a ball exactly 1,000 feet, I could paint the largest air fleet in the world within a month. The noise levels have become considerably worse.

I have not been involved with airport negotiations for several years. However, it appears to me that the airport administration and the individual pilots do not readily respond to the concerns of the community. I believe that without the guidelines and enforcement of your agency there will be no improvement in the

situation. My understanding is that the "Part 150" study has resulted in a compromise solution that works for all parties. It includes a flight pattern that would take aircraft over Cherry Creek State Park. There has been a direct, sparsely populated corridor in this direction from the time that the airport opened. I am sure that using it would greatly reduce the impact of aircraft on the surrounding neighborhoods. However, I am also sure that unless this route is mandated by your agency, pilots will chose their traditional routes with no concern for the impact on those below.

Having been involved in this noise abatement problem in the past, I realize that any resolution of the matter is a difficult balance of quality of life and profit motive issues. Having at hand an agreed solution in the Part 150 study, I urge you to consider its adoption for the benefit of all parties.

Yours truly,



Frank T. Zayle