

FAA, Denver Airports District Office
 26805 East 68th Avenue, Suite 224
 Denver, Colorado 80249-6361
 Re: Federal Register Notice #73 FR 9847

April 7, 2008



Dear FAA:

I am writing to request your support for all 12 noise abatement recommendations from the Part 150 Study for Centennial Airport.

When I moved into my home in the neighborhood of Orchard Hills in 1966, Centennial Airport did not exist. Orchard Hills is approximately 2 miles northwest of Centennial Airport. During the early years of the airport, small planes were based at Centennial and would occasionally fly over our house on their way to and from the airport. Over the years, the nature of the airport has changed dramatically. Not only has air traffic increased, but the amount of jet traffic and helicopter traffic has increased resulting in excessive noise that has become a regular part of everyday life both day and night. This has been especially true since the opening of DIA in the early 1990's. The jets are so loud that they can be heard very clearly inside my home with all the windows and doors closed. There is not an aviation easement over my property or over the homes of some of my neighbors as we predate the airport.

Given that Centennial has become the 3rd busiest general aviation airport in the country and among the top 25 busiest airports of all types nationwide, we really need your help. I believe the recommendations generated by the community and airport interests who participated in the Part 150 Study represent the best solution to noise abatement for the airport influence area. Your support will allow the airport and the community to further explore ways to mitigate noise and cooperate in regional success.

I wish to convey my support most strongly for the following recommendations that I believe will be the most helpful in mitigating noise in my community.

Acquire and install a radar-linked noise monitoring system

- Since the airport has only minimal, portable noise monitoring equipment, assessment of noise is very difficult and inefficient.
- Monitoring equipment will allow the airport to more accurately identify the areas most impacted by noise and also help identify aircraft that fly over residential areas at excessively low altitude.

Fly a 010-degree departure heading between the hours of 10 PM and 7AM.

- ~~Allowing planes to take off over the Cherry Creek State Park at night when the park is least used instead of over the homes northwest of the airport is an excellent way to help reduce noise over the most impacted residential areas.~~
- ~~The noise contours of the Part 150 study do not appear to show any excessive noise will result for any additional neighborhoods or municipalities with the 010 heading.~~
- Allowing planes to fly a straight departure path longer allows them to get higher so they will impact neighborhood less when they turn west.

Establish a "Fly Quiet Program" for pilots

- Officially establishing a Fly Quiet Program approved by the FAA should help in obtaining compliance from pilots.

Flight test a 350-010 degrees "fan" departure heading on a 24-hour basis.

- Spreading the departures over the 350-010 degree heading may lessen the impact on any one area. Perhaps the airport will discover a departure pattern that reduces noise with the test.

Thank you for your consideration.

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