

I wanted to relay my comments to you for consideration as the FAA makes decisions on Centennial's Part 150 issues.

I live south of the airport in Castle Rock at 6,460' and we are not the highest point in the immediate area.

Due to the terrain, radar from DIA and Centennial often CANNOT "see" or track aircraft in this area. This presents a severe safety and security concern, not to mention noise issues. There has already been a fatality because the incoming aircraft to Centennial was too low, Centennial could not track and DIA could not get to them in time to tell them to fly higher. Castle Rock and this area are in a cross pattern for DIA, which has been verified below 8,000 ft here, and Centennial, which VERY often can't be tracked at all! This is not only a security risk, but a safety hazard for those flying and those on the ground. In addition, because of the terrain, this noise from low flying traffic is an incredible nuisance!

There have been numerous requests for relief for the concerns. Due to the location of the airport and the prevailing winds, we have aircraft both landing and taking off at the same time. With these issues, there will never be a total resolution. However, several of these recommendations and an additional ILS would improve safety and security concerns and any relief would be welcome.

I would like to specifically address the individual recommendations of the Part 150 plan:

Recommendation 1-Ban Stage 1 Aircraft. This should be adopted IMMEDIATELY! This will reduce the operation of very noisy jets and is one of the few recommendations in this plan that will benefit all communities.

Recommendation 2-Ban Stage 2 Jets At Night. This should be adopted IMMEDIATELY and funding approved IMMEDIATELY. Stage 2 jets have the greatest impact of any aircraft on the airport noise contours. When they are roaring over your home at 2:30 am, you would want them banned. Most jets are Stage 3, with the newest at Stage 4 coming. Again, this is one of the recommendations that should gain unanimous approval from all surrounding communities.

Recommendation 3-Implement a 010 degree departure, etc. Adopt IMMEDIATELY for safety and traffic control. Prevailing winds will demand that appx. 60% of aircraft will take off south over the highest and most difficult terrain. Considering that the ILS approach is from the south, allowing safe use of a north departure when ever possible should be approved IMMEDIATELY.

Recommendation 4- Test recommendation 3. Adopt Immediately for safety.

Recommendation 5- Eliminate Preferential Runway. Adopt IMMEDIATELY. This "use" was never employed and the elimination presents no change. Prevailing winds will guide safe use and Recommendation 3 will improve options as winds and safety permit.

Recommendation 6- Implement 170 degree departure, etc. This makes no sense to me. Why would you direct more traffic over higher terrain just after take off? As aircraft is forced to gain altitude quicker, doesn't this create more noise?

Recommendation 7-Amend Community Plans, etc. This should be done only if ALL communities adopt the SAME ordinances. Otherwise, areas will be singled out and black listed. As airport operations are improved, such as by Recommendations 1, 2, 3 & 5, there is a real opportunity to improve the noise and safety concerns of the airport. The FAA has an opportunity to make a difference in problems and areas that might have been concerns in the past may not be in the future. Adopting ordinances that might be outdated by improvements does not improve problems and safety. This is not a solution.

Recommendation 8- Environmental /Noise Liaison, etc. Already accomplished.

Recommendation 9-Install Noise Monitoring, etc. What is needed is a better ability to track aircraft for safety purposes. Numerous areas to the south are invisible to

Centennial and DIA. An additional ILS or similar system is an ABSOLUTE NECESSITY! Isn't Centennial the largest general aviation airport without more than one ILS?

Recommendation 10- Develop, etc. Fly Quiet. Adopt IMMEDIATELY. The reasons are obvious! Please work with Centennial flight schools. A single aircraft making training approaches the ILS every 4 to 6 minutes. When pilots rev up the engines to come in line with the single ILS, the noise is incredible. Remember, these pilots must complete night time training. In the summer, this means after 10 pm at night!

Recommendation 11- Operations Review & Part 150 Updates. Begin the next update IMMEDIATELY! The current Part 150 is now so far out of date that it does not reflect current operations or changes in local communities. UPDATE NOW!

Recommendation 12- Establish Follow-Up, etc. There are bi-monthly meetings now, but they could be more productive. Most consist of the airport staff relaying statistics. Individual topics of interest could be on the agenda and those specifically interested could be sure to attend. Attendees are afraid to talk for fear of being targeted.

I appreciate the opportunity to add my comments and hope you will closely consider my responses. Centennial is important to the entire Metro area. However, it is a safety and security concern for the residents.

Sincerely,

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