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MS. Linda Bruce
Federal Aviation Administration
Denver Airports District Office
26805 E. 68th Avenue Suite 224
Denver, CO 80249

Dear Linda,

The FAA has begun their 180 day review of Centennial Airport's FAR Part 150 Noise Exposure & Land Use Compatibility Program.

The FAA is soliciting comments from interested parties until April 22, 2008.

Please consider the following comments.

My family are residents of Heritage Hills Subdivision of Lone Tree, Colorado, zip code 80124, with the above home address as noted on this letterhead. We reside in the South West Zone One sector just south and west of Centennial Airport. This area is bounded to the north by C-470, to the east by Interstate Highway (I-25), and to the south by Lincoln Boulevard.

This area is among the highest in noise complaints filed in reference to the above referenced Centennial Airport's FAR Part 150 Noise Exposure & Land Use Compatibility Program. Aircraft with southern departures from Centennial Airport, (approximately 60% of departures throughout the year), with current or recent flight departure patterns or rules, create both a significant safety and noise pollution problem that must be addressed and corrected.

First, the safety issue:

- Over the past several years, there have been at least three aircraft crashes with fatalities involving aircraft approaches to the southern end of Centennial Airport. The safety concern for our immediate neighborhood is heightened by additional considerations that may be new since the inception of this Centennial Airport's FAR Part 150 Noise Exposure & Land Use Compatibility Program:
 - Our immediate community is a very dense and heavily populated residential area that has built out hundreds of homes over the past decade.
 - Lone Tree Elementary is a newly constructed public elementary school (approximately one year old), situated directly under the path of aircraft departing to the south and turning west from Centennial Airport. This new Douglas County grade school (now full of hundreds of students) is in the confines of Heritage Hills subdivision of Lone Tree, and is one block north of Lincoln Boulevard.
 - Within the last ten years, there have been completed a high rise regional trauma-designated hospital, Sky Ridge Hospital, that has several hundred beds. Adjacent to this hospital are newly constructed and now occupied multiple high rise medical

office buildings. This hospital and medical complex is located just south of Lincoln Boulevard and just west of I-25 highway. i.e., adjacent to and just south of Heritage Hills subdivision

Second, the noise pollution issue:

As referenced above, the Lone Tree, Heritage Hills subdivision area of the Lone Tree community is among the highest in noise complaints filed with the above referenced Centennial Airport's FAR Part 150 Noise Exposure & Land Use Compatibility Program. Aircraft **with southern departures** from Centennial Airport, (approximately 60% of departures throughout the year), with current or recent flight departure patterns or rules, **create a significant noise pollution problem.**

There is a frequent and disturbingly loud noise level from these departing planes that are flying at low altitudes (sometimes under-500 feet), **simultaneously** banking west toward the mountains, and using great engine thrust to climb to reach altitude in the thin mountain air. This loud noise is at low altitudes over the houses in Heritage Hills in Lone Tree. This is most noticeable in the summertime when people and children are out of doors. The great majority of this noise pollution is caused by propeller aircraft, because more often the jet aircraft have achieved a greater altitude which diminishes their noise impact to some degree.

The noise is excessive to the point that we have had to **silicone seal all of our double paned windows in our home.** This is remarkable in that my 11 year old son, whose hearing is diminished and must wear hearing aids, often is disturbed by this noise and commonly asks, "Is that thunder?" I reassure him that "no, it is "just" the airplane noise overhead from the planes departing from Centennial". This is also a safety concern in that my son would not be able to open his second story bedroom window (now sealed shut by silicone) to escape in the event of a fire. **So, it is both a personal safety issue and a noise pollution issue for our family.**

The recommendations.

Implementation of ALL of the recommendations per the FAR part 150 Noise Reduction Report is a needed first step. Especially critical is the requirement that the aircraft departing to the south **continue south FLY A 170-DEGREE DEPARTURE HEADING FOR APPROXIMATELY 4 MILES until a greater minimum altitude is achieved BEFORE EXECUTING A 20 DEGREE TURN** would diminish the harsh noise related to banking and turning at lower altitudes directly over the densely populated areas of Heritage Hills in Lone Tree. Requiring that turning be delayed until the aircraft are further south of both the new grade school in Heritage Hills and beyond the large hospital and medical facilities south of Lincoln Avenue would help ameliorate both the safety and noise concerns.

Another recommendation per the FAR part 150 Noise Report recommendation that might have a significantly positive impact in moderating the concentration of noise is the recommendation **to FLIGHT TEST A 350-010 DEGREE "FAN" DEPARTURE HEADING ON A 24-HOUR BASIS.**

Thank you for your attention and consideration.

Sincerely yours,

Steven W. Newell, M.D.