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Dear Honorable Members:

FAA 00-7479-34

The purpose of this letter is to **support the rules that will allow the operation of passenger service** at Centennial Airport in Arapahoe county, Colorado. I am a layman, and have no vested interest in any enterprise associated with the airport or the issues. My opinions are only my own and I will be pleased if you consider them. I have been a resident of the area for over 40 years and am a resident of Greenwood Village. The primary concern seems to be **public safety**. There are others such as **public welfare** and the **environment**.

**PUBLIC SAFETY - No Change in Aircraft Operation**. I think the basic issue is the **type** of aircraft equipment permitted to operate safely and not the **content** that the aircraft carries. Aircraft of the sizes and types considered that can carry at least 30 passengers already operate from the airport safely at all hours. **Restrictions, if any, should apply to all operators of the type of aircraft approved for safe operation from the airport.**

**PUBLIC WELFARE - Public Will Be Better Served**. The area is not adequately served by any airline company. The much touted Denver International Airport, is a monument to inconvenience. For local convenience, it takes at least 2 hours time commitment to board a passenger aircraft and at least 1 hour for the egress processes for residents in the south area of Denver surrounding the Centennial Airport. For the local passengers boarding aircraft at Centennial Airport it would be considerable less than an hour and even less for egress. Dropping off passengers and pickup passengers would be greatly enhanced.

Denver International Airport is an isolated hub type operation and is inefficient in serving the passengers in the greater south Denver area. Such new provisions to mitigate these problems, such as a rapid transit, are years away. Commuting to a airport, say within 1000 miles, with good hub international service would be of great convenience to many.

Convenient commuter service certainly would provide faster emergency travel. Many of the residents, myself included, is subject to a emergency needs. These can be very personal or of a business nature. Convenient travel to areas, say less than 1000 miles that a commuter would service will be of great service to such as me.

Economics of using a commuter air service is obvious. For many, time is money and to eliminate a overnight stay in a different city would be possible.

**ENVIRONMENT - No Significant Change in Noise- Less Polution.** I understand much of the opposition is based upon a fear that the noise in the residential areas will increase. **This seems to me to entirely false.** Centennial Airport is situated with industrial zoning surrounding it providing a buffer that is rarely exceeded by other airports with commuter service. Indeed, some the best residential area of Dallas is much closed to Love Field than the Centennial situation. The Arapahoe county zoning provisions has done an excellent job in buffering the airport from noise. Even now, it is my observation that low flying aircraft produces much more noise than would involved to residents at the distances involved in Centennial.

The Centennial Airport is located close to the I-25 highway corridor. This highway produces much noise by itself. In fact the predominate noise in most of the Greenwood Village area is **road noise, not aircraft noise.** Aircraft noise is more noticeable because it is not continuous as the highway noise. I think the facts would support the increased noise from passenger service would have no affect on the overall noise conditions of the surrounding areas when all noise sources are considered.

There are other environment considerations such as polution affecting health. Highway travel to Denver International Airport involves a distance of 20 to more miles and therefore automobile pollution is much more than local travel to Centennial Airport. With increasing passenger travel, forcing more people on already congested highways will produce further pollution problems.

Opposition to commuter air service seems to centered upon noise and more congested airways. These concerns are centered upon imagined situations, conjecture, and fear with little or no basis in fact. Centennial Airport is already busy and Centennial Airport is very well isolated from residential areas by miles of industrial and commerical zoning. I think the arguments against commuter air service is **false and misleading.**

All things considered, **I endorse the adoption of rules that permit passenger service** to Centennial Airport in the Denver area.

Yours truly,

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