

CENTENNIAL AIRPORT

KAPA

Elevation 5,885'

Centennial, Colorado

[Airport Website](#)

Airport Overview

Centennial Airport is the business aviation gateway to Denver. There is no commercial passenger service from this airport; however, Denver International is a 30 min drive away. The airport consists of 6 paved runway surfaces with the longest being 10,001 ft. The adjacent parallel runway is 7001 ft, and the crossing runway is 4,800 ft. There are numerous FBO's on the field as well as a full suite of maintenance providers. Hotels and transportation are readily accessible. The airspace around Denver is incredibly congested and complex. There are 3 large airfields and numerous smaller private fields that all use the same arrivals and departures. This can cause minor delays on occasion but generally it is very efficient. De-Ice is available and recommended during the winter months with snow in the lowlands starting around mid October and continuing through mid May. Rest assured though, Denver enjoys almost 300 days of sunshine a year.



Longest Runway

RWY 17L/ 35R:

10,001 ft x 70 ft

Lowest Published Approach Minimums

RNAV (LPV) RWY 17L:

DA: 6023' Vis: 3/4 DA AGL: (200')



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Runway	Surface	Light System	Runway Length	Runway Width	LDA	GA/TCH	TDZE
17L	Asphalt, Grooved	MIRL, PAPI-L	10,001 ft	100 ft	10,000	3.00°/47'	5793 ft
35R	Asphalt, Grooved	MIRL, PAPI-L, MALSR	10,001 ft	100 ft	10,000 8926ft from G/S	3.00°/49'	5885 ft
17R	Asphalt, Grooved	MIRL, PAPI-L, REIL	7,001 ft	75 ft	7,001 ft	3.00°/42'	5804 ft
35L	Asphalt, Grooved	MIRL, PAPI-R, REIL	7,001 ft	75 ft	7,001 ft	3.00°/37'	5869 ft
10	Asphalt, Grooved	MIRL, PAPI-L	4,800 ft	75 ft	4400 ft	3.00°/44'	5824
28	Asphalt, Grooved	MIRL, PAPI-L, REIL	4,800 ft	75 ft	4800 ft	3.00°/41'	5793 ft
Helipad	Concrete	Perimeter	50	50	50x50	N/A	5820 ft

Approach Review

17L	35R	28
RNAV LPV 6023' (200') 3/4mi	ILS 6085' (200) 1/2 mi RNAV 6085' (200') 1/2 mi	RNAV LPV 6079' (266') 7/8 mi

ATC

TOWER: 118.9 Yes No

Notes: ARFF index N/A,
 10/28 Load Bearing: PCN 17 F/A/Y/T, S—12.5
 17L/35R Load Bearing: PCN 26 F/C/X/T, S—56 D—75 2S—95
 17R/35L Load Bearing: PCN 23 F/C/X/T, S— 30

AF/D Notes of Interest

- All ACFT BLO CERT 70000 LB MAX GROSS TKOF WT & STAGE III ACFT UP TO CERT 75000 LB MAX GROSS TKOF WT MAY OPR; ONE-TIME EXCEPTION AUZD BY EXEC DIR.
- HELI OPS CTC FBO FOR LNDG ZONE LCTN; HELI OPS ON FRONT RAMP NOT ADVISED.
- NOISE ABATEMENT PROC IN EFCT; NOISE OFFICE - 303-790-0598
- RWY 35R CROSSWIND/BASE LEG N OF LINCOLN AVE; RWY 17L CROSSWIND/BASE LEG S OF ARAPAHOE ROAD; RWY 17R/35L CLSD TFC REMAIN S OF ARAPAHOE ROAD & E OF INTERSTATE 25; RWY 10/28 AVOID NOISE SENSITIVE AREA 1 MI S & E OF RWY.
- H24 US CUSTOMS - 303-768-0309



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Terrain/Obstacles

- Mountains– West of airfield
- Multiple large power lines 3 nm s of 35R/ 35L
- 190 ft tower located 1800 ft NE of runway 17L Threshold
- Multiple lit towers within the class C, Highest 6155 MSL

Safety Factors

- Terrain-Mountainous
- Powerlines close to approach end of Runways
- Multiple Towers
- Congested airspace
- Parallel Runways in CLOSE Proximity
- Winter Weather & Summer Performance
- Multiple Hot Spots

Additional Airport Notes

- APA ATIS—(720) 873-2799
- Advise Ground control when ready for departure. Ground Control will advise when to monitor the tower frequency.
- FREQ 121.5 unavailable in tower
- Communications provided by Denver radio on FREQ 122.2 (Denver RCO)
- Heli Ops contact FBO for landing zone, HELI ops on front ramp not advised
- Arapahoe County Public Airport Authority Phone: (303) 790-0598; After Hours: (303)877-7307
- Numerous cranes in vicinity of airport.
- Waterfowl in Vicinity
- Numerous flood lights 1/2 SM N of thr; SS-0700Z

Accident/incident History

A search of the available databases between Jan 2020 and Jan 2023 revealed 21 pertinent reports. There were ten reports of wildlife strikes. Three of the reports were for overshooting base to final turns on the parallel runways. In recent history a Metroliner and a Cirrus SR-22 collided on approach to APA resulting in national media attention. Great care is required when turning final as aircraft routinely overshoot. The other reports were loss of directional control due to improper wind correction.

Reference Documents (Double-Click on icon to retrieve)

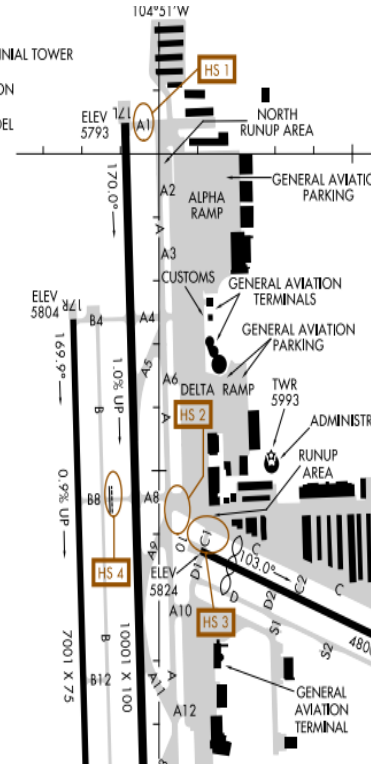
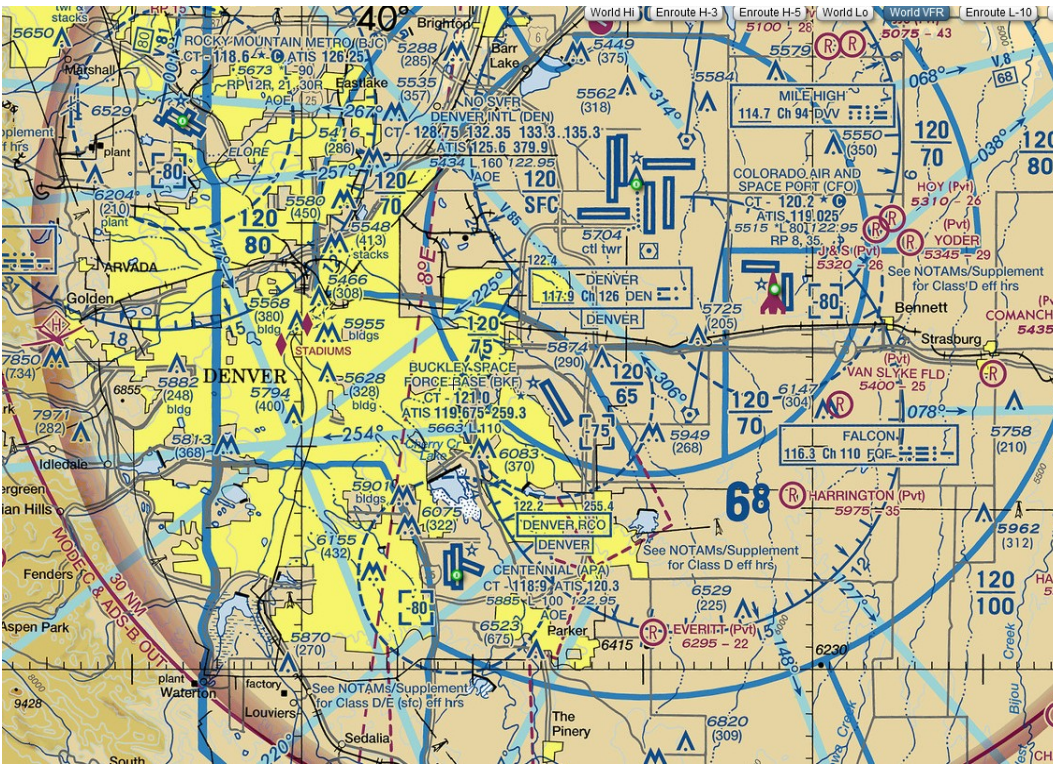
(AFD)	

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Risk Analysis

Hazard	(Optional) Mitigations—Please fill in your own company mitigations
Terrain– Mountainous	
Obstacle– Powerlines	
Obstacle– Towers in Vicinity	
Hot Spots	
Congested Airspace	
Parallel Runways in Close Proximity	
Weather– Winter Ops & Summer performance	