

CENTENNIAL

Centennial Airport (APA) is a publicly owned general aviation (GA) airport in the Denver metropolitan area, located 15 miles southeast of downtown Denver. APA is the second busiest airport in Colorado in terms of annual operations and is one of the busiest GA airports in the U.S. The airport is owned and operated by the Arapahoe County Public Airport Authority. APA has three runways, the longest (17L/35R) measuring 10,001 feet in length by 100 feet in width. APA receives frequent usage from private and corporate aircraft visiting numerous businesses and attractions surrounding the airport. APA is a hub for flight training, aerospace manufacturing, technological research, and aviation education. The airport is also home to the Colorado State Patrol Aircraft Section and a U.S. Customs and Border Control office.



Airport Classification

The 2020 Colorado Aviation System Plan (CASP) has identified six functional classifications for Colorado's 65 publicly-owned, public-use airports and one privately-owned, public-use airport. The six classifications were newly developed for the 2020 CASP and replace the roles previously developed in the 2011 study. These classifications follow the Federal Aviation Administration's (FAA) role categories as defined by the National Plan of Integrated Airport Systems (NPIAS) and the ASSET study. However, the CASP expands upon these roles to create more specific classifications for airports that are not included in the NPIAS. Airports that are included in the NPIAS are eligible for federal funding. As of the 2019 NPIAS publication, 48 publicly-owned airports and one privately-owned airport in the Colorado airport system are included in the NPIAS, while 17 publicly-owned airports are not.

Centennial Airport is one of two airports in Colorado classified as a GA-National airport. GA-National airports support hundreds of annual IFR operations, dozens of annual international or interstate departures, or significant air cargo activities. These airports are located near large metropolitan areas or business centers and receive frequent usage from corporate jet and multiengine propeller aircraft. GA-National airports provide direct access to the national and international airport system.



Commercial Service



GA-National



GA-Regional



GA-Local



GA-Community



GA-Rural

Frequent Airport Activities



Recreational Visitors

Corporate/Business
Activities

Flight Training

Aerospace
Manufacturing

Law Enforcement

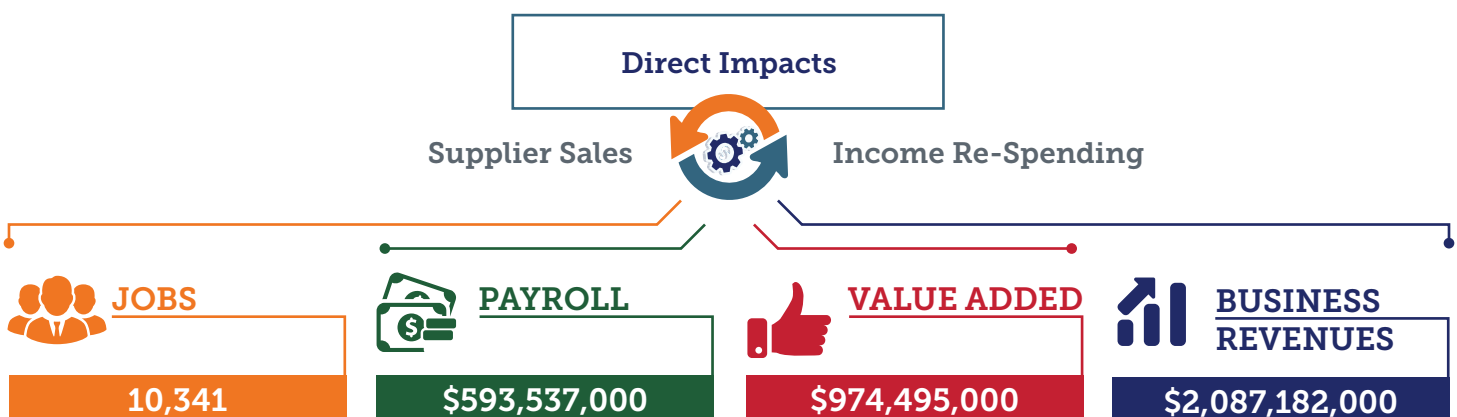
Centennial Features

	Associated City/County	Denver/Arapahoe/ Douglas
	Associated OEDIT Region	3 - Denver Region
	FAA GA ASSET Classification	National
	Annual Operations (2018)	340,721
	Number of Based Aircraft (2018)	878
	Runway(s)	3
	Air Traffic Control Tower	Yes

APA

Economic Impacts of APA

The 2020 Colorado Aviation Economic Impact Study (CEIS) measured the economic impacts of all airports in the state. Centennial is one of 56 general aviation airports contributing to the state's aviation economic impacts. The components that comprise the total economic impacts for APA are summarized below. Visit the project website to learn more about the methodology used to determine the economic impacts of APA and all other Colorado airports.



Airport Needs and Recommendations

The 2020 CASP identified several performance measures (PMs) and facility and service objectives (FSOs) to provide a baseline for the infrastructure, facilities, and service capabilities required to best support the type and volume of aviation activity typified by each classification. The CASP identified gaps between the airport's existing condition and the needs to satisfy PMs, FSOs, and/or future facility needs driven by aviation demand forecasts. It is important to note that the PMs and FSOs are not requirements or mandates for airports to meet, rather, they serve as guidelines for airports and CDOT Division of Aeronautics to use during the airport planning process. Airports considered to be deficient in meeting the PMs and/or FSOs were reviewed to determine the recommended projects needed to satisfy those components.

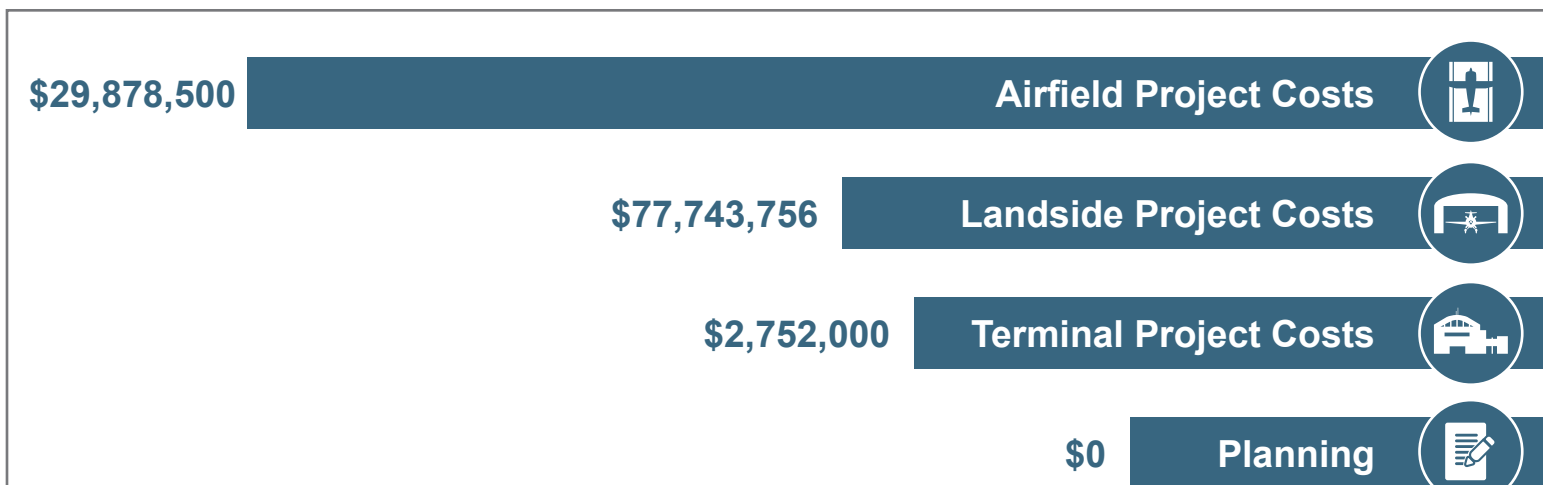
Planning level costs were developed for recommended projects and were associated with the appropriate goal category, PM, or FSO. These costs were developed based on 2019 Colorado material costs and industry knowledge and were adjusted to reflect cost differentials between types, sizes, and locations of airports. Projects and associated costs from available airport master plans and the CDOT 20-year Capital Improvement Program (CIP) were also incorporated into the CASP to provide an estimate of the airport's needs based on meeting PMs and FSOs as well as forecasted future demand. The project cost estimates for Centennial to meet appropriate goals, PMs, and FSOs, and projects identified by the airport from other planning efforts, are categorized by project type in the following chart.



Did You Know?

APA is located in one of the largest business districts in Colorado. The airport was originally built in conjunction with Inverness, a master-planned industrial park designed to attract technology companies and advanced industry to the Denver area. Today, Inverness and the area surrounding APA offer more office space than Downtown Denver. APA is home to several aerospace manufacturing companies including Bye Aerospace and Boom Supersonic.

Airport Project Costs by Type



Airport Report Card

Facility and service objectives (FSOs) were developed for each of the six airport classifications in the 2020 CASP. The following table details the FSOs and corresponding performance of Centennial. These objectives were analyzed in conjunction with the other performance measures (PMs) to determine the airport's project needs and associated costs.

Objective Category	GA-National Objective	Current Condition				Meets 2020 Objective?
Airfield						
ARC	C-II	D-III				Yes
Runway Length	Align with Master Plan	10,001 feet (10,001 feet)				Yes
Runway Width*	100 feet	100 feet				Yes
Runway Strength	60,000 pounds	56,000 lbs SW; 75,000 lbs DW				Yes
Taxiway	Full parallel	Full parallel				Yes
Runway Markings	Precision	Precision				Yes
Lighting/NAVAIDS						
Approach	Precision	Precision				Yes
Visual Aids	ALS, rotating beacon, lighted wind cone, REILs, VGSIs	MALSR, rotating beacon, lighted wind cone, REILs, VGSIs				Yes
Runway Lighting	HIRL or MIRL	MIRL				Yes
Weather Reporting	On-site ASOS or AWOS	ASOS				Yes
Airport Facilities						
Terminal (CS and/or GA)	Acceptable ratio of terminal square footage to passenger enplanements and itinerant operations	Minimum required terminal square footage	40,721 sq ft	Terminal building square footage:	60,100 sq ft	Yes
Apron Tie-Downs	Tie-downs for 40% of based aircraft fleet plus 50% of weekly average overnight transient storage during peak season	40% of based aircraft fleet plus 50% transient aircraft fleet:	440	Total tie-down spaces:	263	No
Hangars	Hangars for 60% of based aircraft fleet and 50% of weekly average overnight transient storage	60% of based aircraft fleet:	528	Number of based aircraft hangar spaces:	559	No
		50% of transient aircraft fleet:	88	Number of transient aircraft hangar spaces:	33	
Dedicated Maintenance/SRE Storage Building	Yes	Yes				Yes
Electric Vehicle Charging Stations	Yes	No				No
Perimeter Security	Full perimeter fencing with security gates and appropriate signage	Full perimeter fencing with security gates and appropriate signage				Yes
Services/Other						
Jet A Fuel	Full service	Full service				Yes
AvGas Fuel	Full service	Full service				Yes
Aircraft De-icing	De-icing facilities including fluid collection	De-icing facilities without fluid collection				No
Courtesy Car	Yes	Yes				Yes
Sustainability Plan	Yes	Yes				Yes
Minimums for All Airports						
Restroom (24-hr accessible)✓	Cell Phone Service ✓	Airport Layout Plan (ALP) ✓				Wi-Fi Service ✓

Note: Runway meets widths for facility and service objective but does not meet widths per FAA guidance in FAA AC 150/5300-13A Airport Design.

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