



Centennial Airport

Denver, Colorado, United States

Noise Sensitivity Level: **HIGH**

Diagram #1:

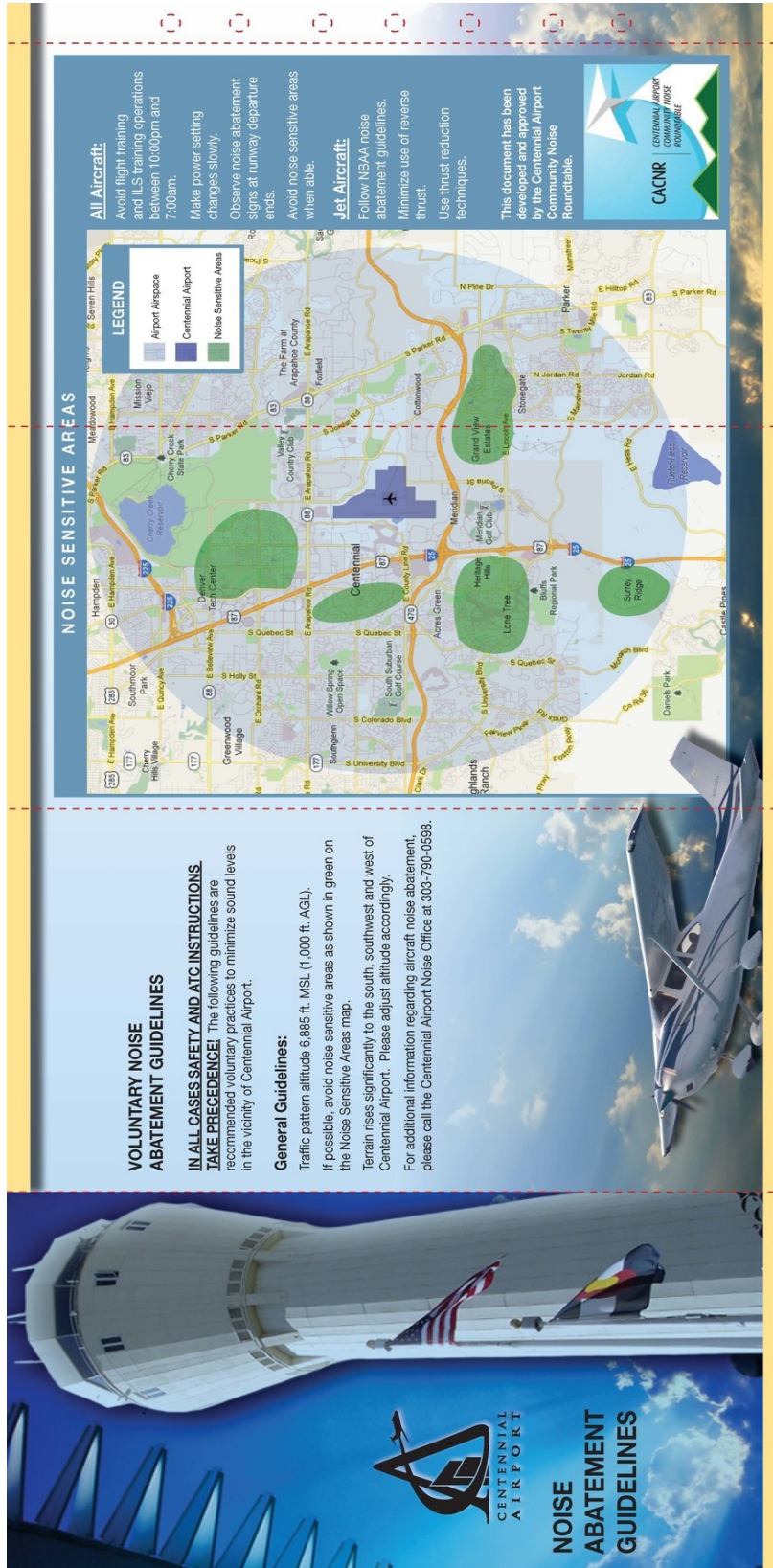


Diagram #2:

March 2017 edition

APA Pilot Information

Coordinates
N39°54.21' W104°50.96'

Field Elevation
130.3
132.2
132.2
131.9
118.9
124.6

Airport Frequencies
DEN App/Dep
CLIC DEL
FSS
UNICOM
Tower

302-798-0722
800-428-7652

302-798-4321
302-798-8388
302-798-8325
302-798-8377
877-848-9538

Denver Jet Center (FBO)
Signature (FBO)
The Hangar (FBO)
The Helicopter (Helicopter FBO)
X-Mat (FBO)

Instrument and Visual Approaches
RNP/RTN/ALS
PAPI/REIL
PAPI/REIL
R-ILS
R-ILS of LOC/DAE RNAV GPS/MALS/PAPI
RNAV GPS PAPI/REIL

Runway Dimensions
RY 17R
RY 35R
RY 28
RY 1028
RY 17925L
RY 17925R
RY 17925C
RY 17925D
RY 17925E
RY 17925F
RY 17925G
RY 17925H
RY 17925I
RY 17925J
RY 17925K
RY 17925L
RY 17925M
RY 17925N
RY 17925O
RY 17925P
RY 17925Q
RY 17925R
RY 17925S
RY 17925T
RY 17925U
RY 17925V
RY 17925W
RY 17925X
RY 17925Y
RY 17925Z

Runway Design Weight
7,001 x 77'
4,800 x 75'

FAA Departure Procedures
All departures advise Ground Control when run up is complete. Remain on Ground Control frequency until advised.

Website
www.centennialairport.com
www.centennialairport.com

IN ALL CASES, SAFETY AND ATC INSTRUCTIONS TAKE PRECEDENCE!

Propeller Aircraft:
Wind permitting, request runway 10-28 for arrival and departure. Take off and climb at best angle of climb (VA) to 500 ft, then best rate (VY). Reduce prop RPM as soon as possible and do not increase RPM until on short final for landing. Avoid intersection take offs. When cleared for landing or take off, remain South of Arapahoe Rd if possible. Avoid noise sensitive areas when able. If traffic pattern volume becomes excessive, the depicted pattern length beyond the suggested Arapahoe Road and Lincoln Avenue boundaries then consider returning at less busy times to remain within the depicted traffic pattern.

VOLUNTARY TOUCH & GO GUIDELINES

LEGEND
Normal Pattern Area
Extended Pattern Area

VOLUNTARY HELICOPTER ROUTES

Helicopters:
Helicopter operators please contact tower for preferred noise abatement routes. Avoid noise sensitive areas when able.

KAPA**Centennial Airport**
Denver, Colorado, United StatesNoise
Sensitivity
Level:**HIGH****OVERVIEW**

IN ALL CASES SAFETY AND ATC INSTRUCTIONS TAKE PRECEDENCE!

The following guidelines are recommended VOLUNTARY practices to minimize sound levels in the vicinity of Centennial Airport.

General Guidelines:

- Traffic pattern altitude 6,885ft MSL (1,000ft. AGL)
- If possible avoid noise sensitive areas as shown in green on the Noise Sensitive Areas Map.(See attached brochure)
- Terrain rises significantly to the south, southwest and west of Centennial Airport. Please adjust altitude accordingly.
- For additional information regarding aircraft noise abatement, please call the Centennial Airport Noise Office: 303-790-0598.

All Aircraft:

- Avoid unnecessary training and ILS training operations between 10:00pm and 7:00am.
- Adjust power settings slowly.
- Observe noise abatement signs at runway departure ends.
- Avoid noise sensitive areas when able.(See attached brochure)

Propeller Aircraft:

- Wind permitting, request runway 10/28.
- Take off and climb at best angle of climb(Vx) to 500ft. Then best rate(Vy).
- Reduce prop RPM as soon as possible and do not increase RPM until on short final for landing.
- Avoid intersection take offs.
- When cleared for landing or take off, remain South of Arapahoe Rd if possible.
- Avoid noise sensitive areas when able.(See attached brochure)
- If traffic pattern volume becomes saturated causing extended pattern length beyond the suggested Arapahoe Road and Lincoln Avenue boundaries then consider returning at less busy time to remain within the depicted traffic pattern.

Jet Aircraft:

- Follow NBAA noise abatement guidelines.
- Minimize use of reverse thrust.
- Use thrust reduction techniques.

Helicopters:

- Helicopter operators please contact Tower for preferred noise abatement routes.
- Avoid noise sensitive areas when able.(See attached brochure)

CURFEWS**All Aircraft Categories / All Runways**

VOLUNTARY Flight training operations curfew from 2200-0700L

PREFERENTIAL RUNWAYS

The nighttime preferential runway use program is designed to minimize overflights over the populated area just north of the airport. The procedure states: between 10:00 pm (2200L) and 6:00 am (0600L) aircraft are requested to use Runway 35 for arrivals and Runway 17 for departures, but only if there is a tailwind component less than 6 knots and a crosswind component less than 20 knots.

Propeller Aircraft: Wind permitting, voluntarily request runway 10-28 for arrival and departure

Helicopters: Please contact tower for preferred noise abatement routes

REVERSE THRUST

Voluntary Minimize use of reverse thrust.

PATTERN ALTITUDES**ALL VALUES ARE MSL (FEET)**

Traffic Pattern altitude 6,885 ft. MSL (1,000 ft. AGL)

INTERSECTION TAKEOFFS**All Aircraft Categories / All Runways**

Please use full length whenever possible

KAPA**Centennial Airport**
Denver, Colorado, United StatesNoise
Sensitivity
Level:**HIGH****ENGINE RUNUP**

VOLUNTARY- Avoid Engine Runups between 2200-0700L

FLIGHT TRAINING

Attempt to stay South of Arapahoe Road, North of Lincoln Ave, and East of I-25 when in the traffic pattern.

Please avoid flight training between the hours of 2200-0700L.

See fly quiet brochure for further information-

https://www.centennialairport.com/media/attachments/2021/01/19/voluntary_noise_abatement_guidelines.pdf.**COMMUNITY GROUPS/INFO**

Centennial Airport Community Noise Roundtable meets the 1st Wednesday of every month at 6:30PM in the Wright Brothers Board Room at 7565 S Peoria St Englewood, CO 80112 (currently in person meetings are unable to accommodate the public but we invite the public to continue joining us online for our Roundtable meetings-

<https://www.centennialairport.com/index.php/en/noise/noise-roundtable>)

STAGE II

As of December 31, 2015, operation of Stage I & II aircraft will not be permitted in the United States.

FLIGHT TRACK MONITORINGhttps://webtrak.emsbk.com/apa?fbclid=IwAR1xnXwQ2sVwisSZ_szUAIHFtyYBNIZTACO11PF7ZSH8PPbBxORnnaidUUE**NOISE ORDINANCE**

VOLUNTARY Avoid flight training and ILS training operations between 10:00pm and 7:00am

NOISE MONITORING<https://www.centennialairport.com/index.php/en/noise/track-and-report-noise>**PRIOR PERMISSION (PPR) OPERATIONS**

PPR required for all aircraft >75,000 lbs.

Please contact airport operations at (24/7 303-877-7307) for all PPRs.

NBAA PROCEDURES

Our airport recommends use of NBAA procedures, please see the appendix.

AOPA NOISE AWARENESS STEPS

Our airport recommends use of AOPA procedures, please see the appendix.

AIRPORT CONTACT INFORMATION

Name	Michael Fronapfel	Centennial Airport
Title	Executive Director	7565 South Peoria Street
Noise Hotline	303-790-4709	Englewood CO 80112
Phone	303-790-0598	
Web Address	https://www.centennialairport.com/index.php/en/	

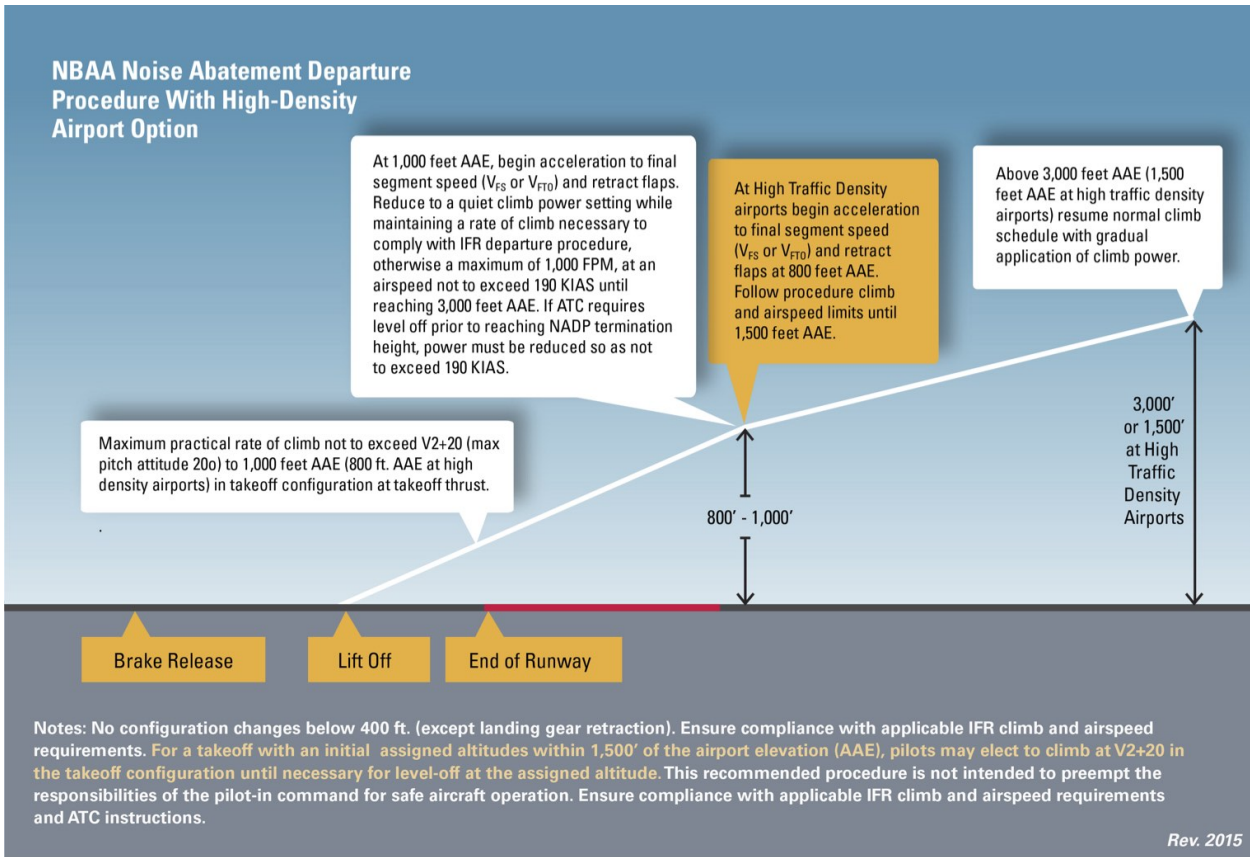
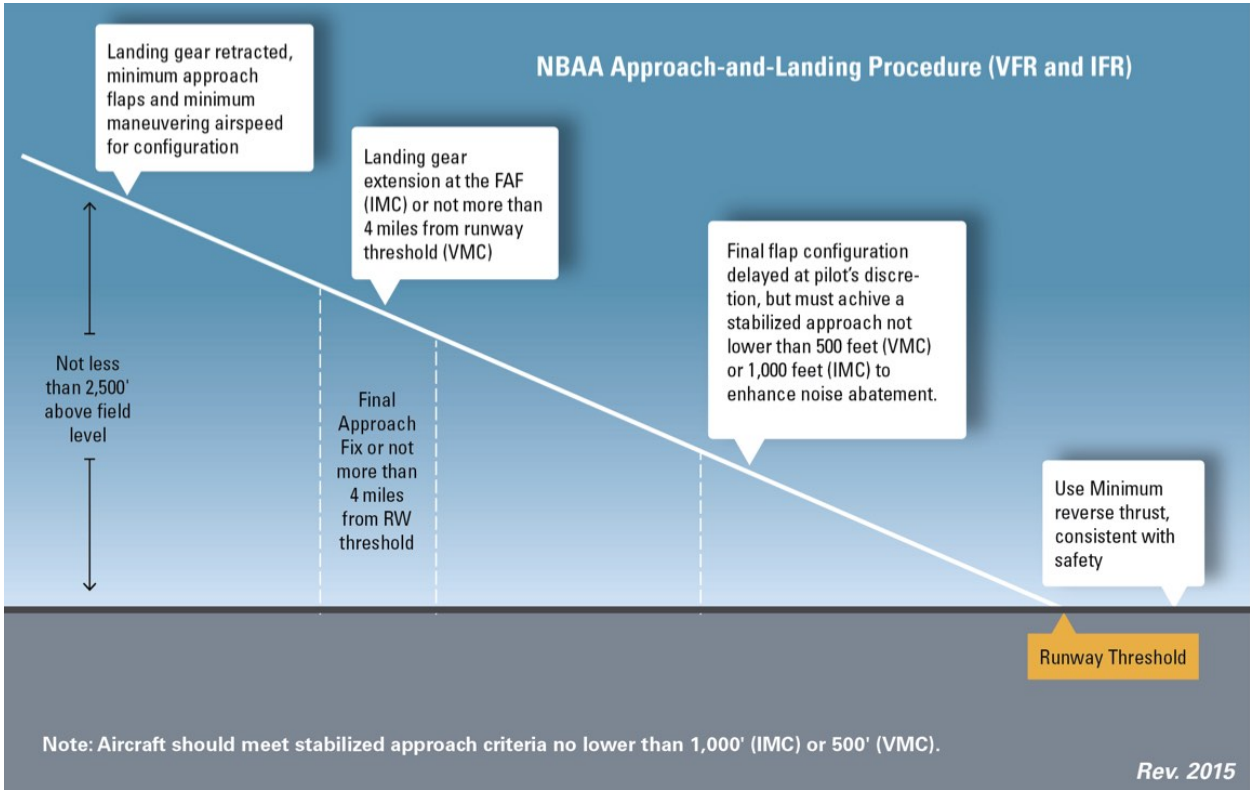
ABOUT AIRCRAFT CATEGORIES

A	B	C	D	E	HELI
< 91 kts	91-120 kts	121-140 kts	141-165 kts	>165 kts	Helicopters

Aircraft Approach Categories are based on FAA reference speeds.
See http://whispertrack.com/pdf/faa_handbook.pdf

$$V_{REF} = 1.3 \times V_{SO}$$

TEMPORARY INFORMATION (NONE)**MANDATORY RESTRICTIONS (NONE)****ARRIVALS (NOT SPECIFIED)****DEPARTURES (NOT SPECIFIED)****PREFERENTIAL INSTRUMENT PROCEDURES (NONE)****APU USE (NO RESTRICTIONS)****STAGE III (NO RESTRICTIONS)**





AOPA Noise Awareness Steps

Following are some general guidelines and techniques to minimize the noise impact produced by aircraft operating near the ground.

1. If practical, avoid noise-sensitive areas such as residential areas, open-air assemblies (e.g. sporting events and concerts), and national park areas. Make every effort to fly at or above 2,000 feet over the surface of such areas when overflight cannot be avoided.
2. Consider using a reduced power setting if flight must be low because of cloud cover or overlying controlled airspace or when approaching the airport of destination. Propellers generate more noise than engines; flying with the lowest practical rpm setting will reduce the aircraft's noise level substantially.
3. Perform stalls, spins, and other practice maneuvers over uninhabited terrain.
4. Many airports have established specific noise abatement procedures. Familiarize yourself and comply with these procedures.
5. To contain aircraft noise within airport boundaries, avoid performing engine runups at the ends of runways near housing developments. Instead, select a location for engine runup closer to the center of the field.
6. On takeoff, gain altitude as quickly as possible without compromising safety. Begin takeoffs at the start of a runway, not at an intersection.
7. Retract the landing gear either as soon as a landing straight ahead on the runway can no longer be accomplished or as soon as the aircraft achieves a positive rate of climb. If practical, maintain best-angle-of-climb airspeed until reaching 50 feet or an altitude that provides clearance from terrain or obstacles. Then accelerate to best-rate-of-climb airspeed. If consistent with safety, make the first power reduction at 500 feet.
8. Fly a tight landing pattern to keep noise as close to the airport as possible. Practice descent to the runway at low power settings and with as few power changes as possible.
9. If a VASI or other visual approach guidance system is available, use it. These devices will indicate a safe glidepath and allow a smooth, quiet descent to the runway.
10. If possible, do not adjust the propeller control for flat pitch on the downwind leg; instead, wait until short final. This practice not only provides a quieter approach, but also reduces stress on the engine and propeller governor.
11. Avoid low-level, high-power approaches, which not only create high noise impacts, but also limit options in the event of engine failure.
12. Flying between 11 p.m. and 7 a.m. should be avoided whenever possible. (Most aircraft noise complaints are registered by residents whose sleep has been disturbed by noisy, low-flying aircraft.)

Note: These recommendations are general in nature; some may not be advisable for every aircraft in every situation. No noise reduction procedure should be allowed to compromise safety.