

**ASPEN/PITKIN COUNTY AIRPORT
WINGSPAN RESTRICTION
RELEVANT AIRFIELD SAFETY AND SEPARATION STANDARDS**

Runway Safety Area (RSA). The RSA is a defined surface surrounding the runway prepared or suitable for reducing risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from the runway. Objects that are required to be in the RSA because of their function (e.g. Runway and taxiway edge lights and signs, PAPI's, Approach Lighting Systems) are allowed in the RSA as long as they are attached to a frangible coupling no higher than 3-inches above grade. At no point may any permanent object within the RSA exceed 3-inches above grade. FAA's standard for Runway Safety Area at D-III Airports is 500 feet in width, centered on the runway centerline, and extending 1,000 feet beyond the runway departure end. RSA standards cannot be modified.¹

Runway Object Free Area (ROFA). The ROFA is an area centered on the runway centerline to enhance the safety of aircraft operations by remaining clear of objects, except objects that need to be located in the ROFA for air navigation or aircraft ground maneuvering purposes (e.g. Taxiways, wind cones, Runway and taxiway edge lights and signs, PAPI's, Glide Slope Antennas). The ROFA requires the clearing of all above ground objects protruding above the nearest point of the RSA, however, aircraft are allowed to taxi and temporarily hold in the ROFA. Parking of aircraft is not allowed in the ROFA.² FAA's standard for the Runway OFA at D-III Airports is 800 feet in width, centered on the runway centerline, and extending 1,000 feet beyond each runway end.

Runway centerline to parallel taxiway centerline separation. The FAA separation standards for Runway centerline to parallel taxiway centerline are based on landing and takeoff flight path profiles and physical characteristics of aircraft.³ FAA's standard for the full Runway centerline to parallel taxiway centerline separation for D-III Airports is 400 feet. ASE currently has an FAA approved modification to standards for a separation of 320 feet with an allowable wingspan limit for aircraft of 95 feet or less.

Runway centerline to aircraft holding position. Runway holding positions (holdlines) identify the location on a taxiway where a pilot must stop when s/he does not have tower clearance to proceed onto the runway. The holdline standards assume a perpendicular distance from a runway centerline to an intersecting taxiway centerline, but are increased if the taxiway intersects the runway at an acute angle.⁴ The standard separation for D-III

¹ FAA Advisory Circular 150/5300-13A at ¶ 307 (d).

² FAA Advisory Circular 150/5300-13A at ¶ 309.

³ FAA Advisory Circular 150/5300-13A at ¶ 320 (a)(2).

⁴ FAA Advisory Circular 150/5300-13A at ¶ 315(a).

airports is 250 feet, however this distance is increased 1 foot for each 100 feet above 5,100 feet above sea level. The elevation of ASE is 7820 feet (*i.e.*, 2720 feet more than 5,100 feet above sea level). Therefore, the standard separation at ASE would be 277 feet (250 plus 27). ASE currently has an FAA approved modification to standards for a separation of 272.5 feet.

Taxiway Object Free Area (TOFA). The TOFA is an area centered on the taxiway centerline to enhance the safety of aircraft operations by remaining clear of objects, except objects that need to be located in the TOFA for air navigation or aircraft ground maneuvering purposes (e.g. Taxiway edge lights and signs). Vehicle Service Roads, Parked Aircraft and other non-essential objects are prohibit from being in the TOFA. Vehicles may operate within the TOFA provided they give right of way to oncoming aircraft.⁵ For RDC D-III airports, the TOFA is 186 feet. The TOFA width is calculated using the following formula:

$$(0.7 \times (\text{maximum wingspan in the design group})) + 10 = \text{taxiway centerline to object separation}$$

For Airplane Design Group III airports, like ASE, the required separation for taxiway centerline to any fixed or movable object is 93 feet,⁶ which is derived by applying the formula and using the maximum wingspan for D-III facilities, *i.e.*, 118 feet.

$$(0.7 \times 118) + 10 = 93 \text{ feet}$$

Applying this separation to both sides of the Taxiway centerline defines the TOFA.⁷

$$93 \text{ feet} \times 2 = 186 \text{ feet}$$

These separations are based on the need to ensure sufficient wingtip clearance. As FAA explains: “[t]he need for ample wingtip clearance is driven by the fact that the pilots of most modern jets cannot see their aircraft’s wingtips.”⁸

ASE currently has an FAA approved modification to standards for the TOFA on the east (apron) side of Taxiway “A” of 76.5 feet based upon the 95-foot maximum allowable wingspan.

⁵ FAA Advisory Circular 150/5300-13A at ¶ 404(b)(1).

⁶ FAA Advisory Circular 150/5300-13A at Table 4-1.

⁷ FAA Advisory Circular 150/5300-13A at ¶ 404(a)(2)

⁸ FAA Advisory Circular 150/5300-13A at ¶ 404(a).