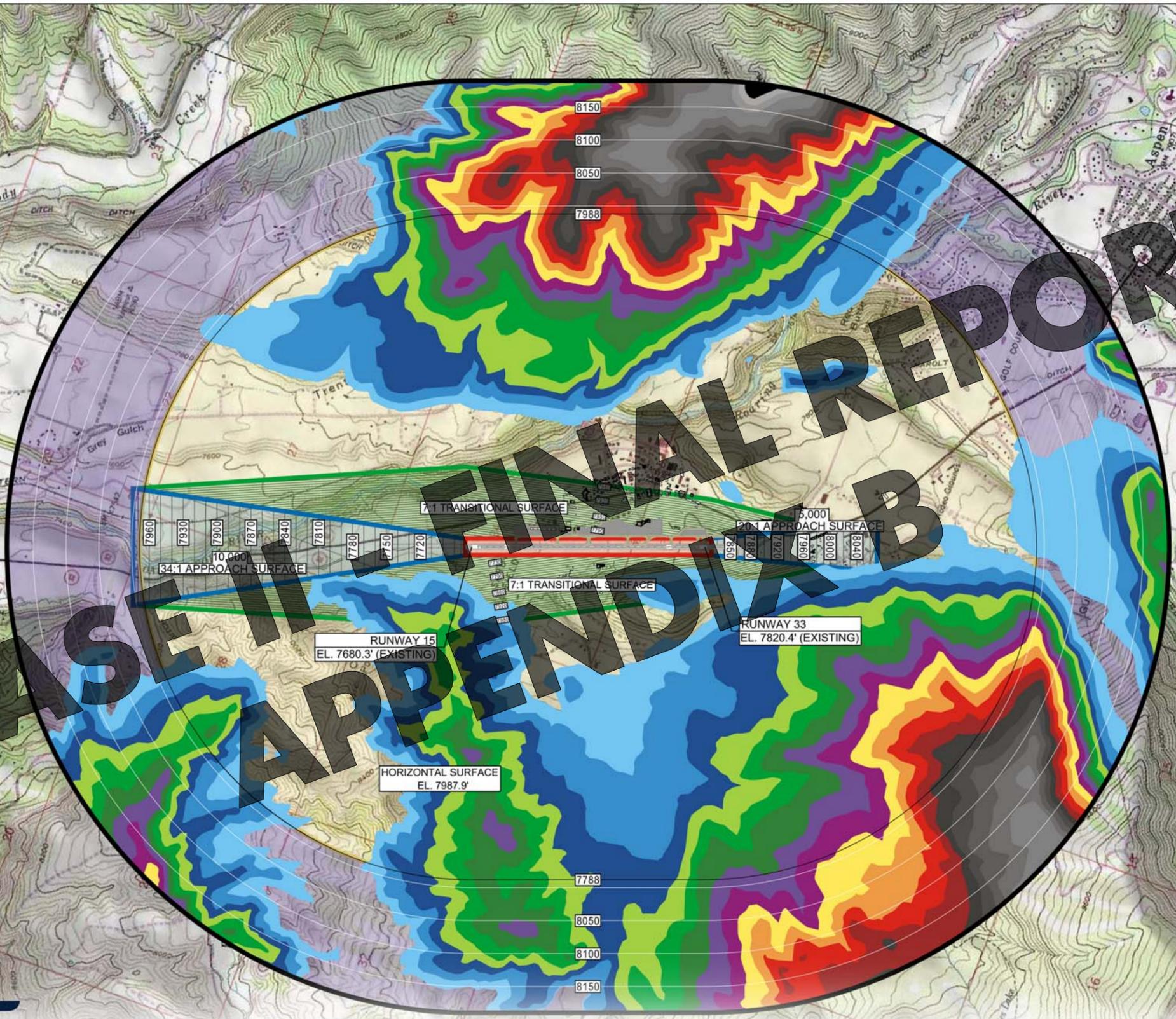


- LEGEND**
- APPROACH SURFACE
  - CONICAL SURFACE
  - HORIZONTAL SURFACE
  - PRIMARY SURFACE
  - TRANSITIONAL SURFACE

**TERRAIN PENETRATION LEGEND**

0' TO 100'	1,000' TO 1,100'
100' TO 200'	1,100' TO 1,200'
200' TO 300'	1,200' TO 1,300'
300' TO 400'	1,300' TO 1,400'
400' TO 500'	1,400' TO 1,500'
500' TO 600'	1,500' TO 1,600'
600' TO 700'	1,600' TO 1,700'
700' TO 800'	1,700' TO 1,900'
800' TO 900'	1,900' TO 2,000'
900' TO 1,000'	2,000' TO 2,500'



PHASE II FINAL REPORT

APPENDIX B



ASPEN/PITKIN COUNTY AIRPORT  
OWNED AND OPERATED BY PITKIN COUNTY

ASPEN/PITKIN COUNTY AIRPORT

FUTURE AIR SERVICE PLANNING STUDY - PHASE II - STEP A  
**AIRPORT AIRSPACE DRAWING**

FEBRUARY 18, 2014



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RW IN-PLACE, TW "A" 320', TW "B" 320'
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- **ALTERNATIVE 3**  
RW IN-PLACE, TW "A" 320', TW "B" 400'
- **ALTERNATIVE 4**  
RW IN-PLACE, TW "A" 400', TW "B" 400'
- **ALTERNATIVE 5**  
SHIFT RW 30' WEST, TW "A" 350', TW "B" 350'
- **ALTERNATIVE 6**  
SHIFT RW 80' WEST, TW "A" 400', NO TW "B"
- **ALTERNATIVE 7**  
SHIFT RW 80' WEST, TW "A" 400', PARTIAL TW "B" 400'
- **ALTERNATIVE 8**  
SHIFT RW 80' WEST, TW "A" 400', TW "B" 400'
- **ALTERNATIVE 9**  
RW ANGLED, TW "A" 330'-370', TW "B" 350'

## AIRCRAFT EVALUATION FOR ASPEN/PITKIN COUNTY AIRPORT

### AIRCRAFT TECHNICAL SPECIFICATIONS

AIRCRAFT TYPE	WINGSPAN		MAX LW (LBS)	ASE PERFORMANCE -CAPABLE	MEETS / DOES NOT MEET ASE OPERATIONAL RESTRICTIONS
	FEET/INCHES	METER			
CRJ-700	76' 3"	23.2	67,000	YES	Meets
Q-400	93' 3"	28.4	62,000	YES	Meets
CRJ-900	81' 7"	24.9	73,500	NO	Meets
CRJ-1000	85' 11"	26.2	81,500	NO	Meets
E-170	85' 4"	26	72,312	NO	Meets
E-175	85' 4"	26	74,957	NO	Meets
E-190	94' 3"	28.7	94,799	NO	Meets
E-195	94' 3"	28.7	99,208	NO	Meets
<b>Does not meet</b>					
E-175 E2	101' 7"	31.0	86,201	TBD	Does not meet
E-190 E2	110' 6"	33.7	109,018	TBD	Does not meet
E-195 E2	110' 6"	33.7	118,498	TBD	Does not meet
MRJ-70 Standard	95' 9"	29.2	79,807	TBD	Does not meet
MRJ-90 Standard	95' 9"	29.2	83,776	TBD	Does not meet
CS100 Base	115' 1"	35.1	110,000	YES	Does not meet
CS300 Base	115' 1"	35.1	121,500	YES	Does not meet
<b>Does not meet</b>					
Airbus A319	111' 11"	34.1	138,000	N/A	Does not meet
Boeing 737-700	117' 5"	35.7	128,928	N/A	Does not meet
Boeing 717	93' 5"	28.5	100,000	N/A	Does not meet

Source: Manufacturers

### FAA STANDARD SUMMARY

- ASPEN/PITKIN COUNTY AIRPORT - RDC D-III
- **FAA STANDARD CRITERIA**
  - RUNWAY WIDTH - 100'
  - RUNWAY SAFETY AREA (RSA) - 500'
  - RUNWAY OBJECT FREE AREA (ROFA) - 800'
  - TAXIWAY WIDTH - 50'
  - TAXIWAY SAFETY AREA (TSA) - 118'
  - TAXIWAY OBJECT FREE AREA (TOFA) - 186'
  - RUNWAY TO TAXIWAY CENTERLINE SEPARATION - 400'
  - TAXIWAY HOLDLINES FROM RUNWAY CENTERLINE - 277'

### ASPEN/PITKIN COUNTY AIRPORT - CURRENT FAA MODIFICATION TO STANDARD IN PLACE

- RUNWAY TO TAXIWAY CENTERLINE SEPARATION - 320'
- TAXIWAY OBJECT FREE AREA (TOFA) - TAXIWAY "A" ONLY - 169' (93' RUNWAY SIDE AND 76' APRON SIDE)
- TAXIWAY HOLDLINES FROM RUNWAY CENTERLINE - 272.5'

### PITKIN COUNTY ORDINANCE

- 95' WINGSPAN RESTRICTION
- 100,000 LB. MAX. LANDED WEIGHT



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ASPEN, COLORADO  
AIR SERVICE STUDY - PHASE II  
INDEX

DATE: FEBRUARY 18, 2014

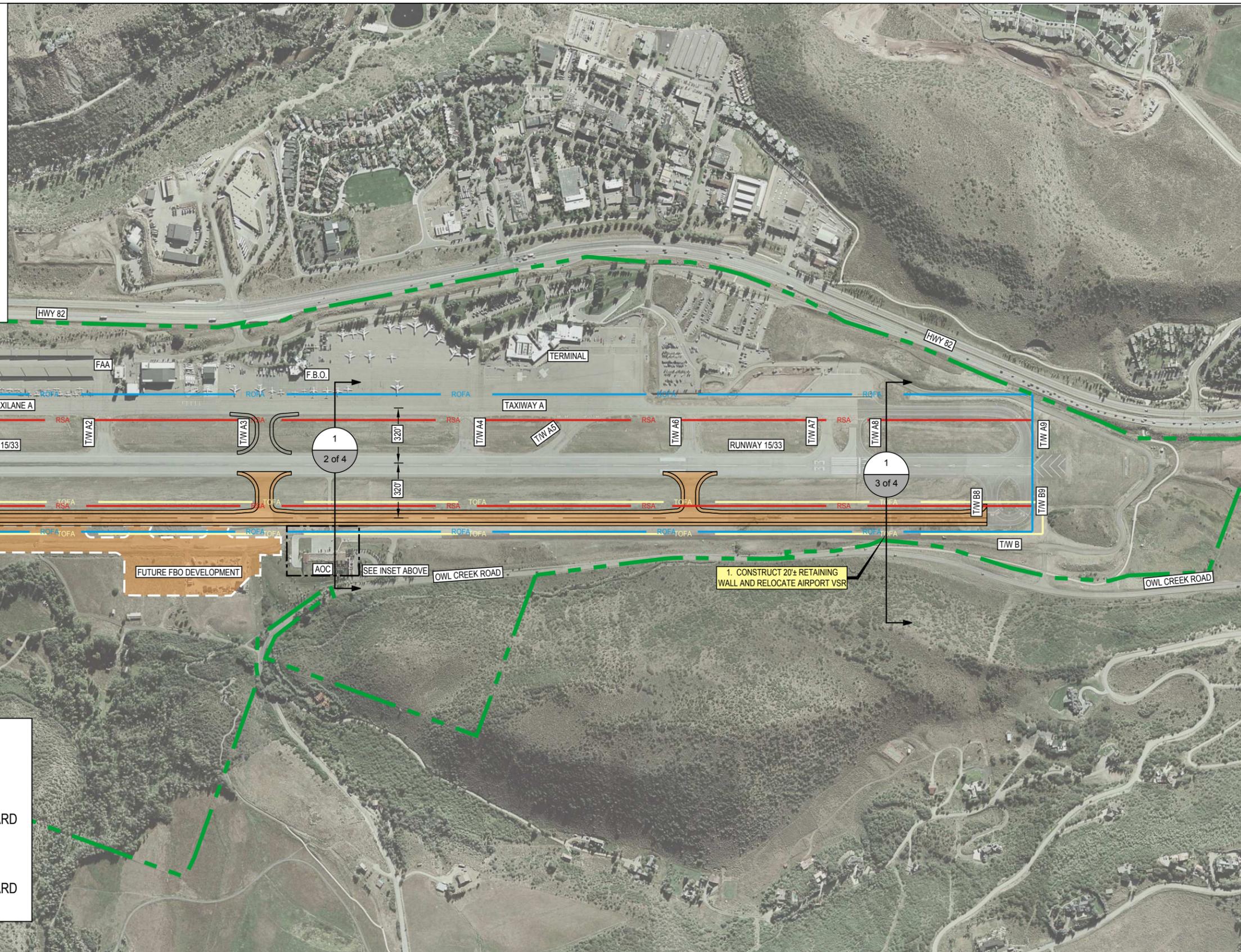
CONDITION ALTERNATIVE	RUNWAY TO REMAIN IN PLACE	RELOCATE RUNWAY	PARTIAL PARALLEL TAXIWAY	FULL PARALLEL TAXIWAY TO OWL CREEK	RUNWAY CROSSING TO WEST SIDE	REQUIRES NEW MODIFICATION TO STANDARD	PURCHASE LAND	CONSTRUCT RETAINING WALL ALONG VSR	CONSTRUCT RETAINING WALL ALONG OWL CREEK ROAD	RELOCATE VSR	RELOCATE OWL CREEK ROAD	RELOCATE BIKE PATH	USEABLE AOC RAMP SPACE REDUCED	RELOCATE AOC	RELOCATE LOCALIZER	RELOCATE APPROACH LIGHTING SYSTEM	RELOCATE CONTROL TOWER	PIPE OWL CREEK	MAJOR EAST SIDE INFRASTRUCTURE RECONFIGURATION	TERMINAL AREA RECONFIGURED	VSR TUNNEL	NO WEST SIDE FBO	INCREASES RUNWAY 15 APPROACH PENETRATION	PART 77 CONFLICT WITH AOC	
	ALTERNATIVE 1	✓			✓				✓		✓			✓											
ALTERNATIVE 2	✓			✓		✓	✓	✓		✓	✓	✓	✓												
ALTERNATIVE 3	✓			✓			✓	✓	✓	✓	✓	✓	✓					✓							
ALTERNATIVE 4	✓			✓			✓	✓	✓	✓	✓	✓	✓				✓	✓	✓	✓	✓				
ALTERNATIVE 5		✓		✓		✓	✓	✓	✓	✓	✓	✓	✓		✓	✓		✓					✓	✓	
ALTERNATIVE 6		✓						✓		✓		✓	✓		✓	✓						✓	✓	✓	
ALTERNATIVE 7		✓	✓		✓			✓		✓		✓	✓		✓	✓		✓					✓	✓	
ALTERNATIVE 8		✓		✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓					✓	✓	
ALTERNATIVE 9		✓		✓		✓	✓	✓	✓	✓	✓	✓	✓			✓	✓	✓						✓	



**ASPEN/PITKIN COUNTY AIRPORT**  
**ASPEN, COLORADO**  
**AIR SERVICE STUDY - PHASE II**  
**CONDITIONS MATRIX**

DATE: FEBRUARY 18, 2014

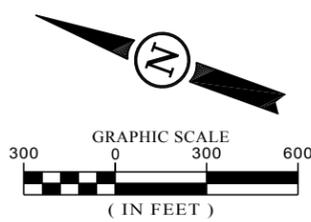




**CONDITIONS**

- EXISTING RUNWAY IN-PLACE
- 320' EAST SIDE PARALLEL TAXIWAY "A" MEETS CURRENT APPROVED FAA MODIFICATION TO STANDARD (320' RUNWAY/TAXIWAY SEPARATION)
- 320' WEST SIDE PARALLEL TAXIWAY "B" MEETS CURRENT APPROVED FAA MODIFICATION TO STANDARD (320' RUNWAY/TAXIWAY SEPARATION)

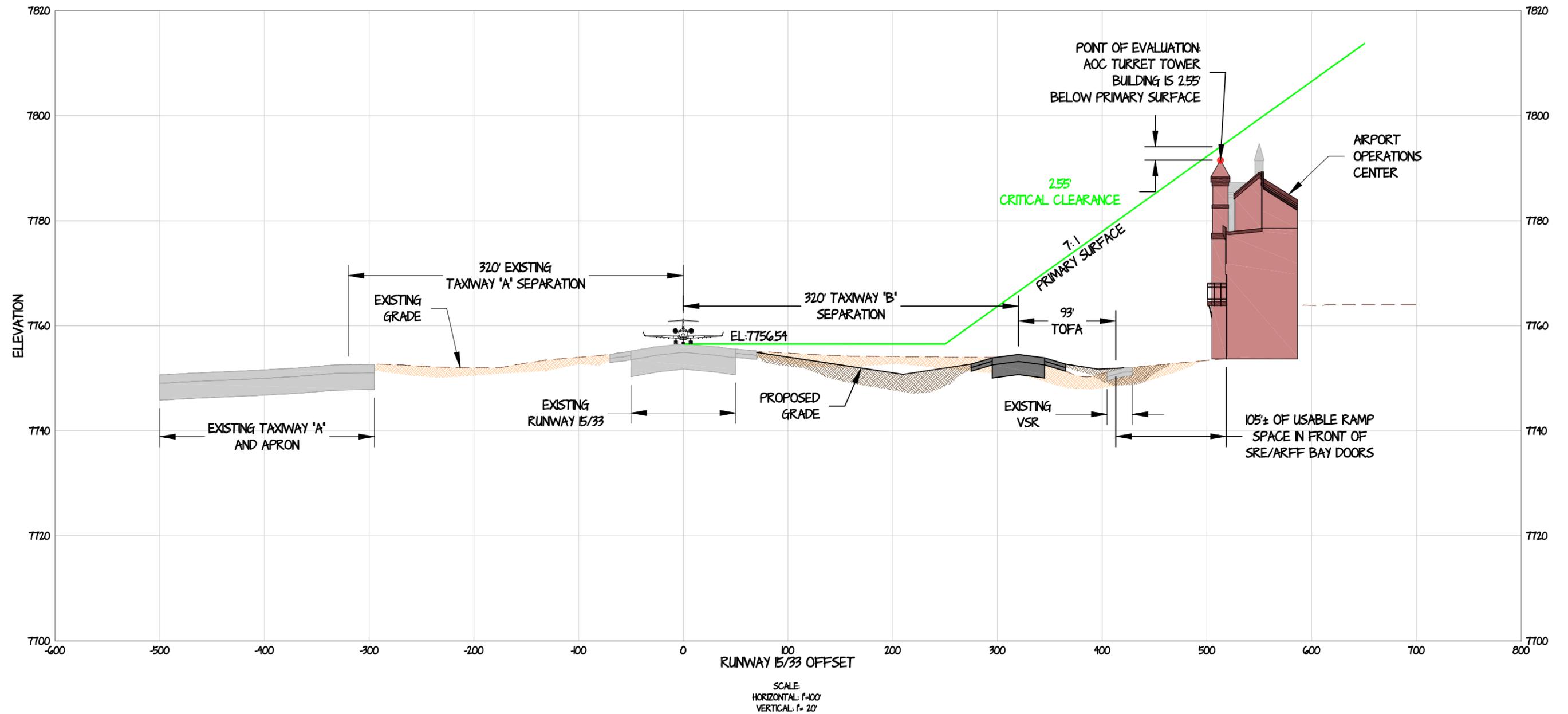
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 ALTERNATIVE 1  
 DATE: FEBRUARY 18, 2014  
 SHEET 1 OF 4

# ALTERNATIVE I - AIRPORT OPERATIONS CENTER - PART 77 AND RAMP SPACE EVALUATION



## CONDITIONS

- EXISTING RUNWAY IN-PLACE
- 320' EAST SIDE PARALLEL TAXIWAY "A"  
MEETS CURRENT APPROVED FAA MODIFICATION TO STANDARD  
(320' RUNWAY/TAXIWAY SEPARATION)
- 320' WEST SIDE PARALLEL TAXIWAY "B"  
MEETS CURRENT APPROVED FAA MODIFICATION TO STANDARD  
(320' RUNWAY/TAXIWAY SEPARATION)



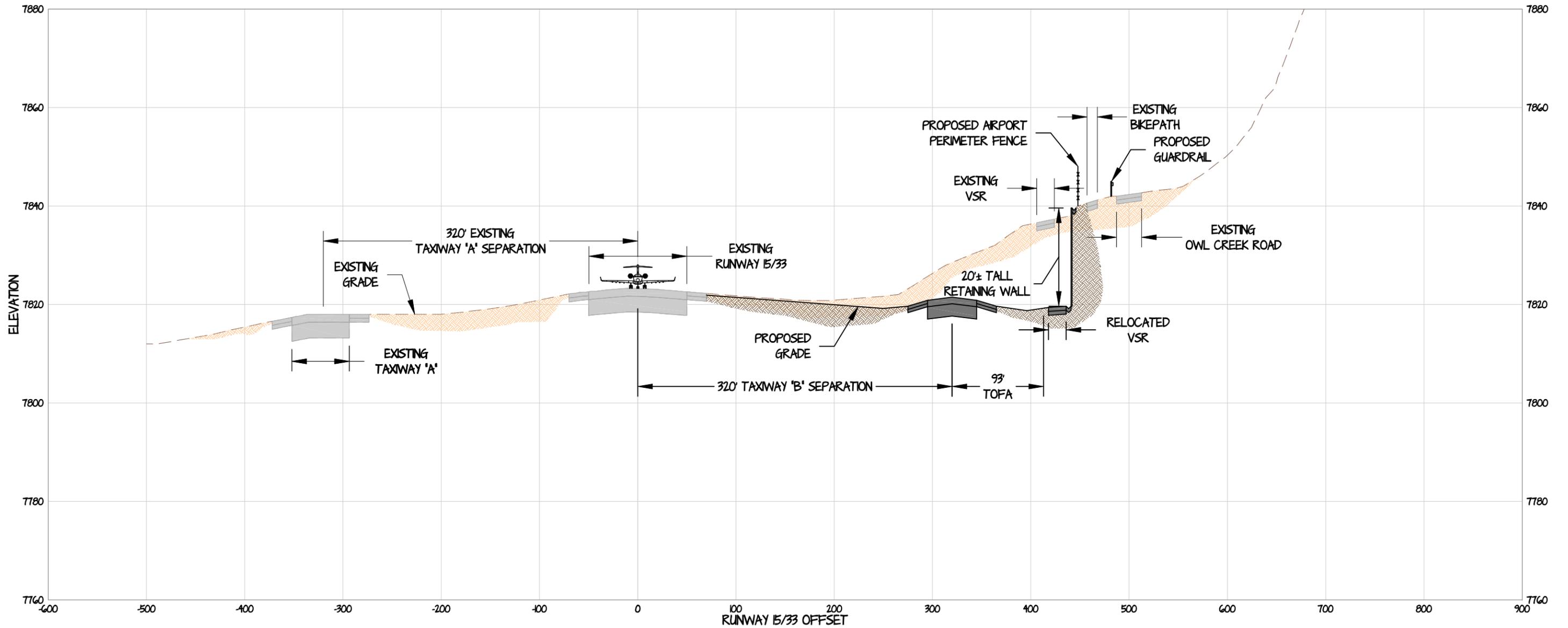
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 ALTERNATIVE 1

DATE: FEBRUARY 18, 2014

SHEET 2 OF 4

# ALTERNATIVE I - SOUTH END OF AIRFIELD APPROXIMATELY TAXIWAY "A8" - OWL CREEK ROAD PINCH POINT EVALUATION



## CONDITIONS

- EXISTING RUNWAY IN-PLACE
- 320' EAST SIDE PARALLEL TAXIWAY "A" MEETS CURRENT APPROVED FAA MODIFICATION TO STANDARD (320' RUNWAY/TAXIWAY SEPARATION)
- 320' WEST SIDE PARALLEL TAXIWAY "B" MEETS CURRENT APPROVED FAA MODIFICATION TO STANDARD (320' RUNWAY/TAXIWAY SEPARATION)

SCALE:  
HORIZONTAL: 1"=100'  
VERTICAL: 1"= 20'

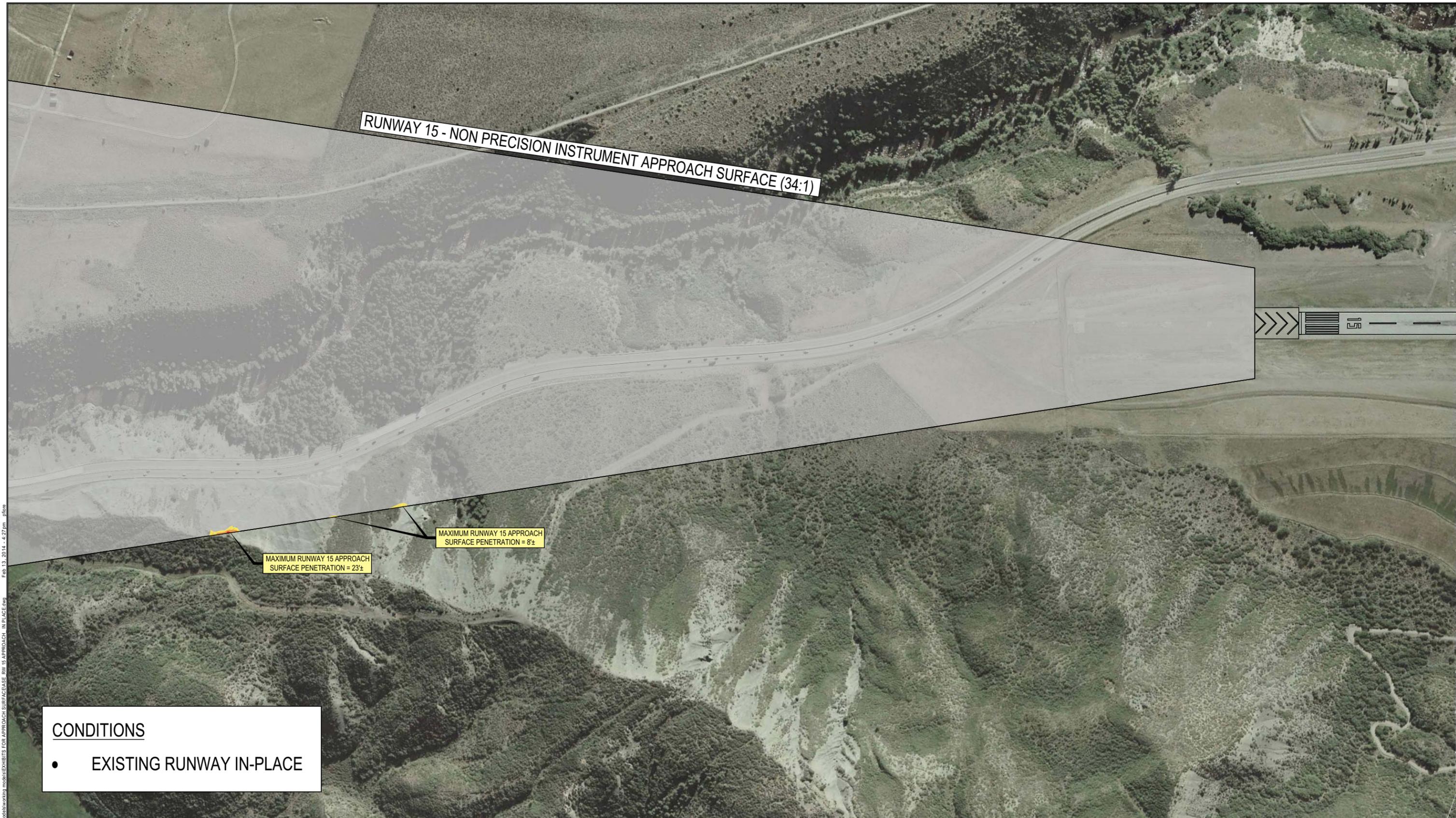


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**RUNWAY 15 - NON PRECISION INSTRUMENT APPROACH SURFACE (34:1)**

MAXIMUM RUNWAY 15 APPROACH SURFACE PENETRATION = 23±

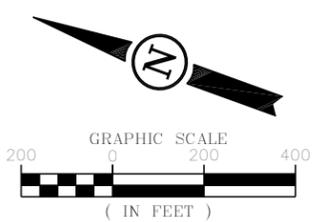
MAXIMUM RUNWAY 15 APPROACH SURFACE PENETRATION = 8±

**CONDITIONS**

- EXISTING RUNWAY IN-PLACE

**RUNWAY 15 APPROACH PENETRATIONS**

- 0' TO 10'
- 10' TO 20'
- 20' TO 30'



**ASPEN/PITKIN COUNTY AIRPORT**  
OWNED AND OPERATED BY PITKIN COUNTY

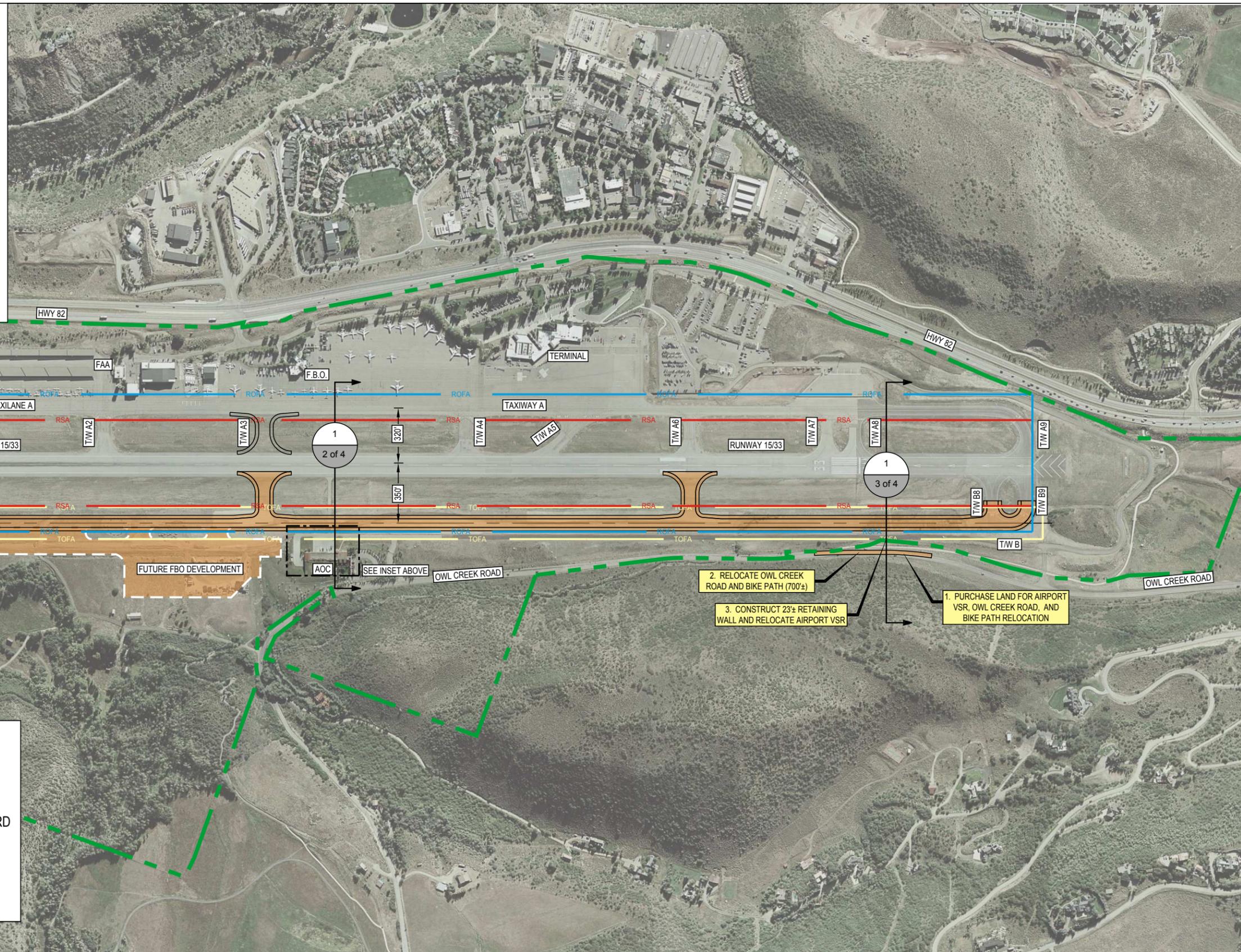
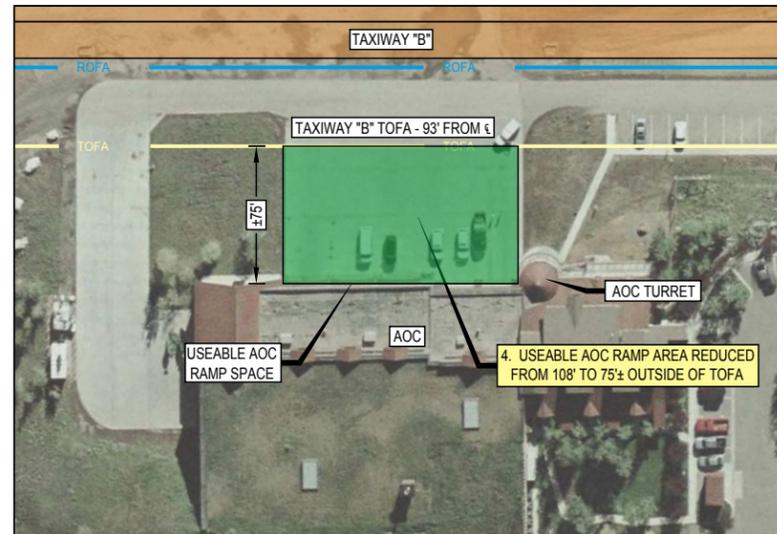
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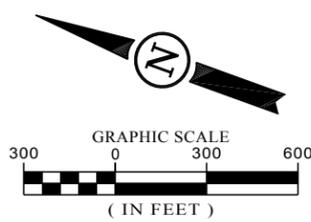
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- CONDITIONS**
- EXISTING RUNWAY IN-PLACE
  - 320' EAST SIDE PARALLEL TAXIWAY "A" MEETS CURRENT APPROVED FAA MODIFICATION TO STANDARD (320' RUNWAY/TAXIWAY SEPARATION)
  - 350' WEST SIDE PARALLEL TAXIWAY "B" WOULD REQUIRE NEW FAA MODIFICATION TO STANDARD (350' RUNWAY/TAXIWAY SEPARATION)



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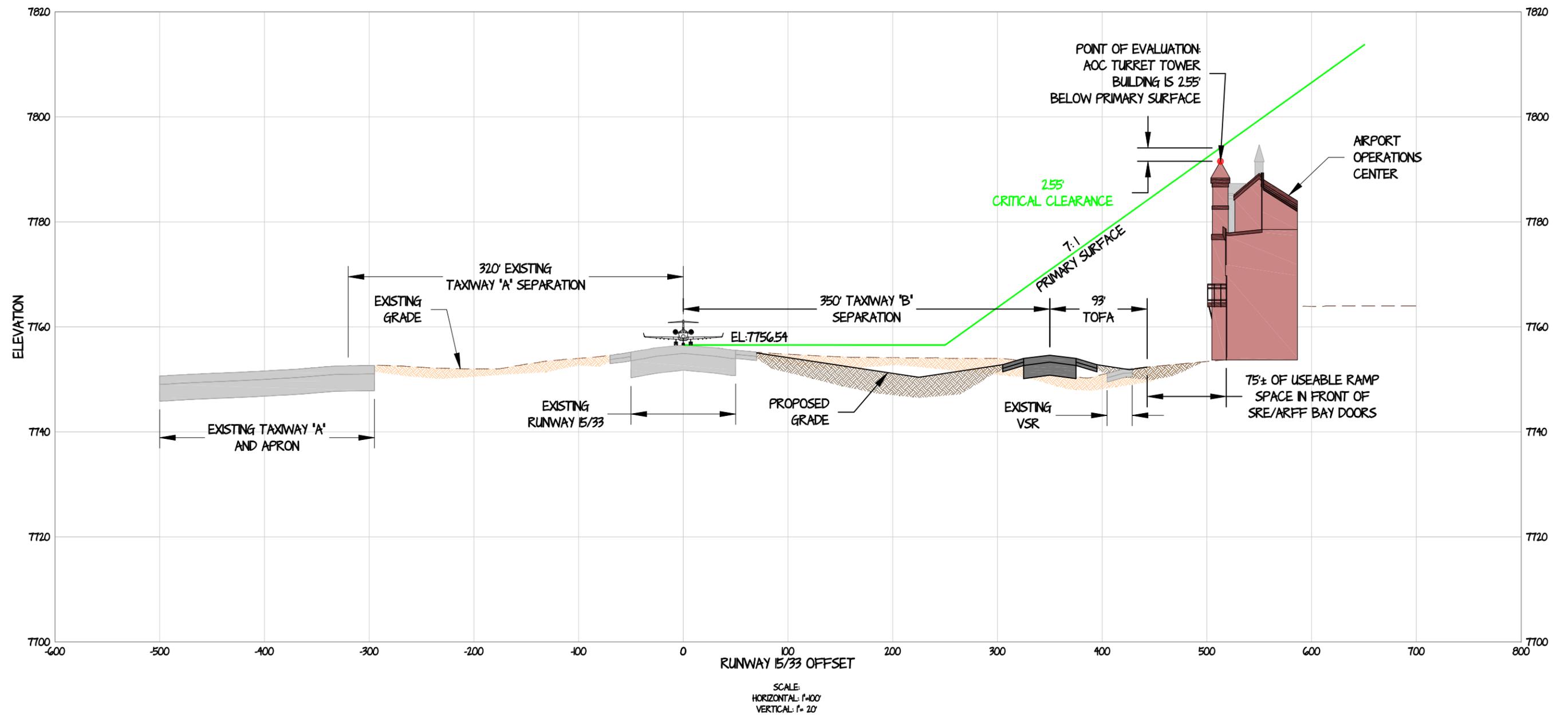
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 AIR SERVICE STUDY - PHASE II  
 ALTERNATIVE 2

DATE: FEBRUARY 18, 2014

SHEET 1 OF 4

# ALTERNATIVE 2 - AIRPORT OPERATIONS CENTER - PART 77 AND RAMP SPACE EVALUATION



## CONDITIONS

- EXISTING RUNWAY IN-PLACE
- 320' EAST SIDE PARALLEL TAXIWAY "A" MEETS CURRENT APPROVED FAA MODIFICATION TO STANDARD (320' RUNWAY/TAXIWAY SEPARATION)
- 350' WEST SIDE PARALLEL TAXIWAY "B" WOULD REQUIRE NEW FAA MODIFICATION TO STANDARD (350' RUNWAY/TAXIWAY SEPARATION)

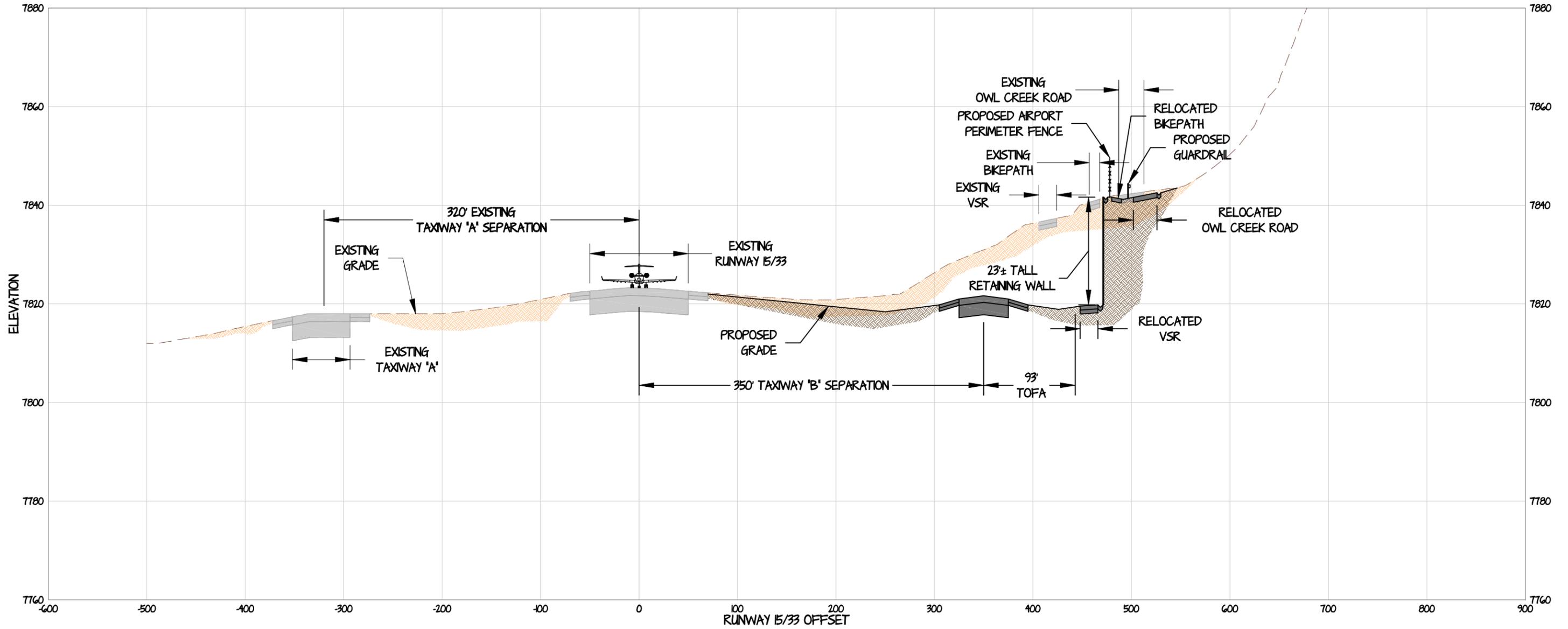


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AIR SERVICE STUDY - PHASE II  
ALTERNATIVE 2

DATE: FEBRUARY 18, 2014

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# ALTERNATIVE 2 - SOUTH END OF AIRFIELD APPROXIMATELY TAXIWAY "A8" - OWL CREEK ROAD PINCH POINT EVALUATION



SCALE:  
HORIZONTAL: 1"=100'  
VERTICAL: 1"= 20'

## CONDITIONS

- EXISTING RUNWAY IN-PLACE
- 320' EAST SIDE PARALLEL TAXIWAY "A" MEETS CURRENT APPROVED FAA MODIFICATION TO STANDARD (320' RUNWAY/TAXIWAY SEPARATION)
- 350' WEST SIDE PARALLEL TAXIWAY "B" WOULD REQUIRE NEW FAA MODIFICATION TO STANDARD (350' RUNWAY/TAXIWAY SEPARATION)

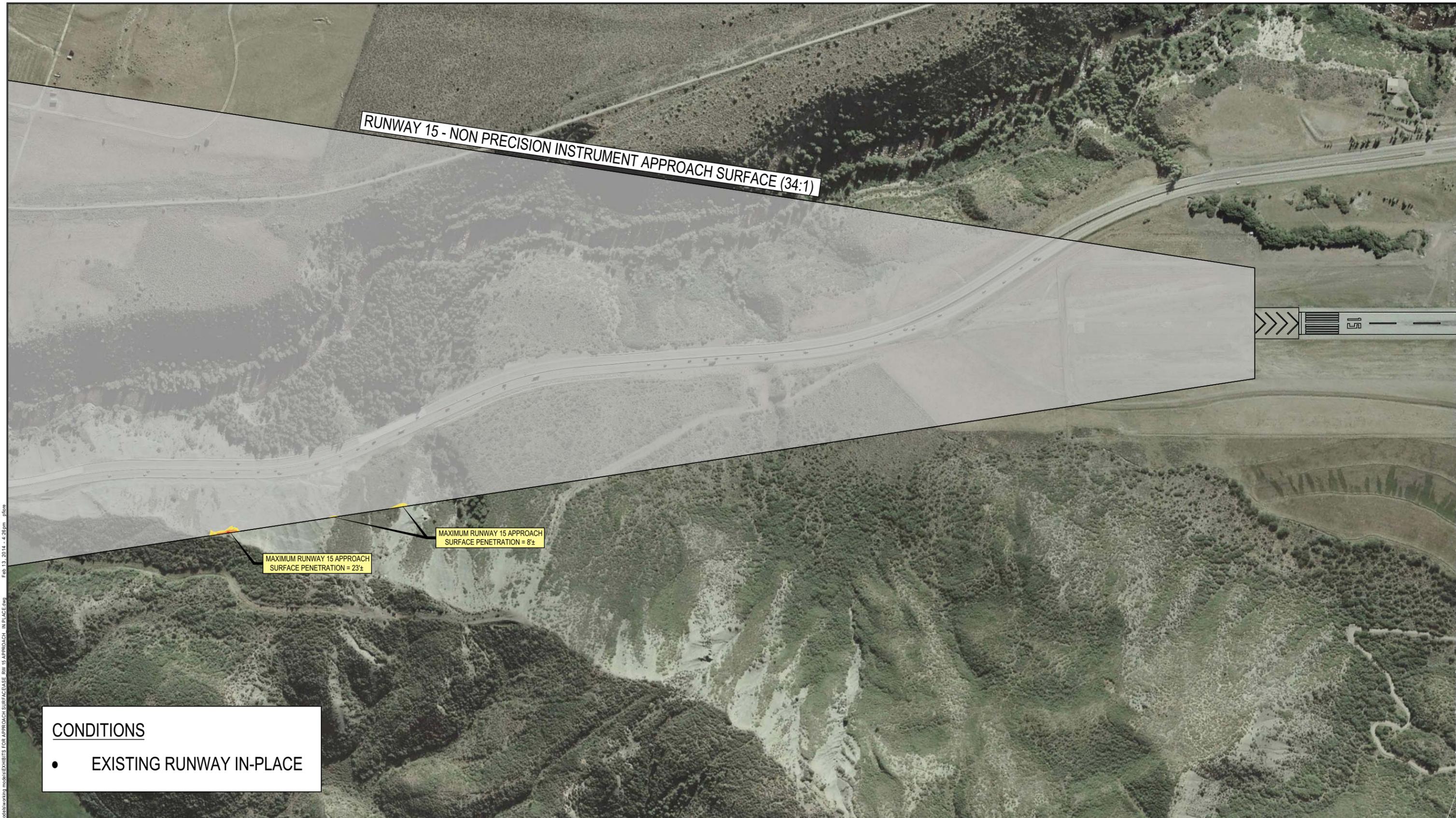


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ALTERNATIVE 2

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**RUNWAY 15 - NON PRECISION INSTRUMENT APPROACH SURFACE (34:1)**

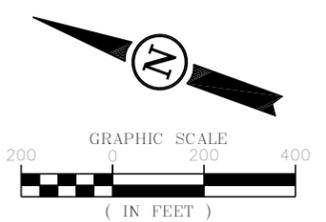
MAXIMUM RUNWAY 15 APPROACH SURFACE PENETRATION = 23±

MAXIMUM RUNWAY 15 APPROACH SURFACE PENETRATION = 8±

- CONDITIONS**
- EXISTING RUNWAY IN-PLACE

**RUNWAY 15 APPROACH PENETRATIONS**

- |   |            |   |            |
|---|------------|---|------------|
|  | 0' TO 10'  |  | 20' TO 30' |
|  | 10' TO 20' |   |            |



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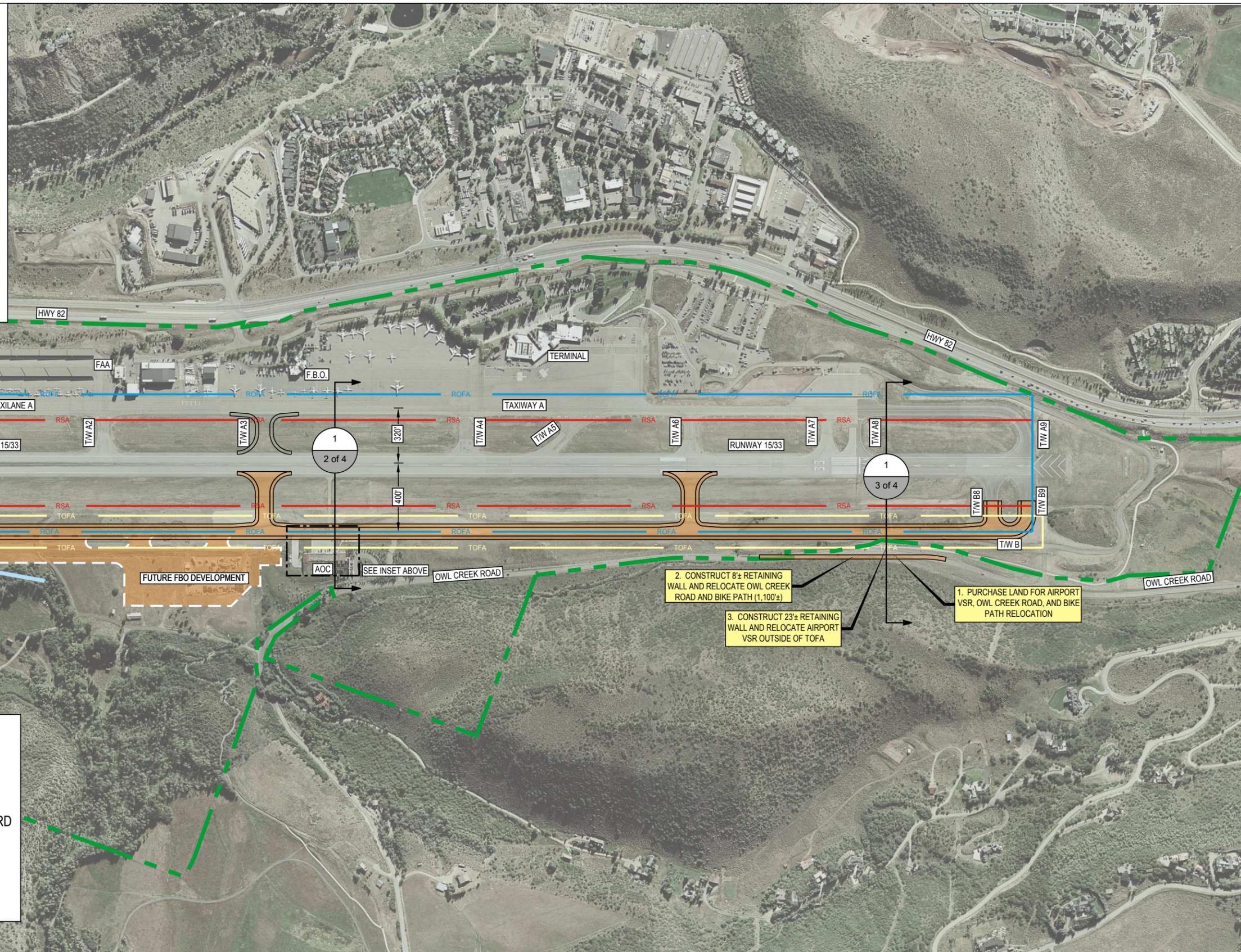
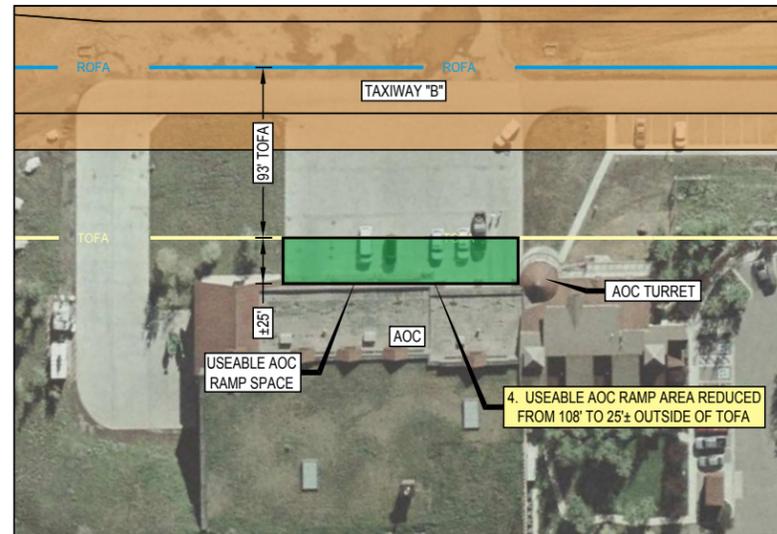
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 ALTERNATIVE 2

DATE: FEBRUARY 18, 2014

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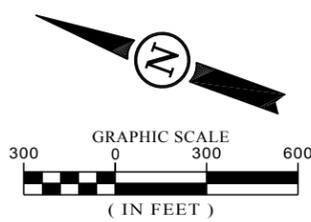
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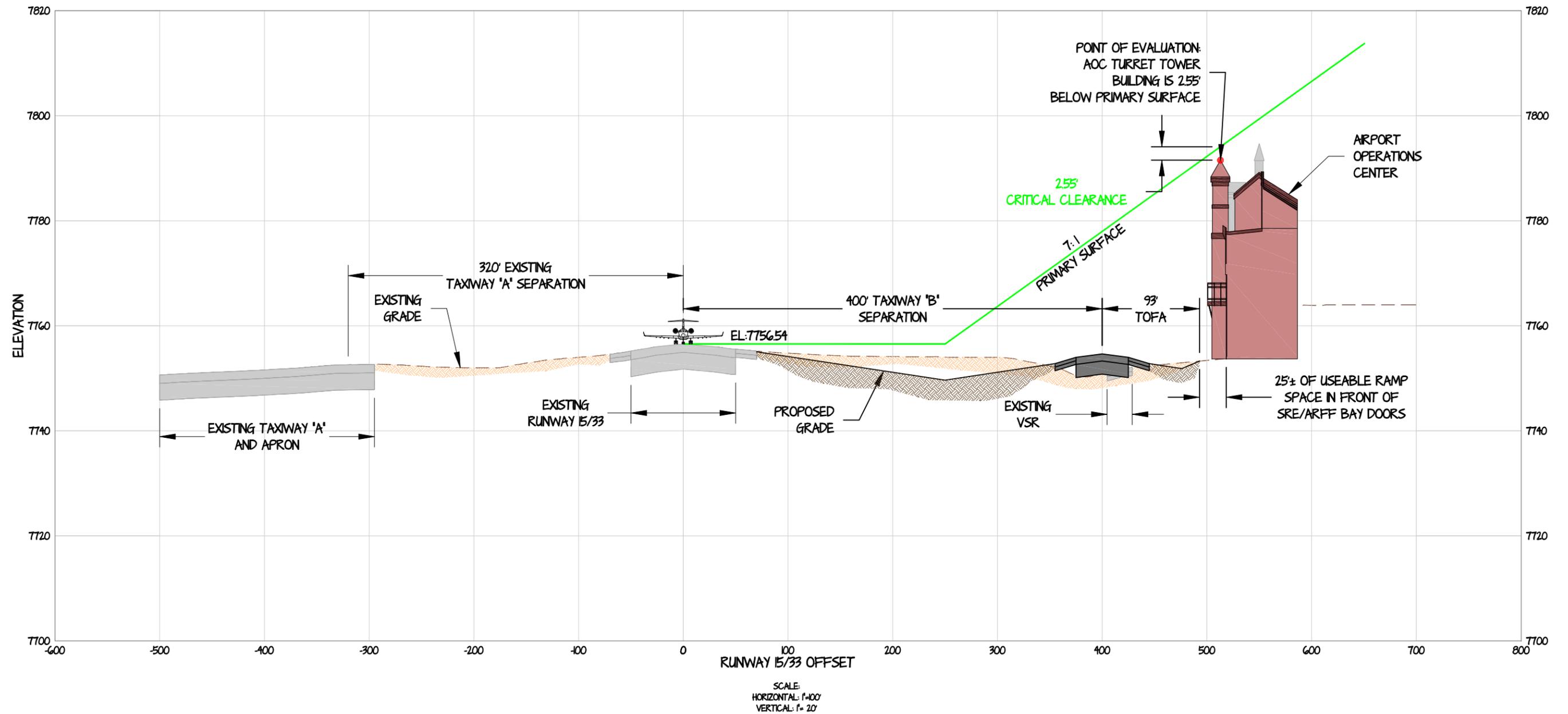
- CONDITIONS**
- EXISTING RUNWAY IN-PLACE
  - 320' EAST SIDE PARALLEL TAXIWAY "A" MEETS CURRENT APPROVED FAA MODIFICATION TO STANDARD (320' RUNWAY/TAXIWAY SEPARATION)
  - 400' WEST SIDE PARALLEL TAXIWAY "B" MEETS CURRENT FAA STANDARD (400' RUNWAY/TAXIWAY SEPARATION)



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 ALTERNATIVE 3  
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 SHEET 1 OF 4

# ALTERNATIVE 3 - AIRPORT OPERATIONS CENTER - PART 77 AND RAMP SPACE EVALUATION



## CONDITIONS

- EXISTING RUNWAY IN-PLACE
- 320' EAST SIDE PARALLEL TAXIWAY "A"  
MEETS CURRENT APPROVED FAA MODIFICATION TO STANDARD  
(320' RUNWAY/TAXIWAY SEPARATION)
- 400' WEST SIDE PARALLEL TAXIWAY "B"  
MEETS CURRENT FAA STANDARD  
(400' RUNWAY/TAXIWAY SEPARATION)

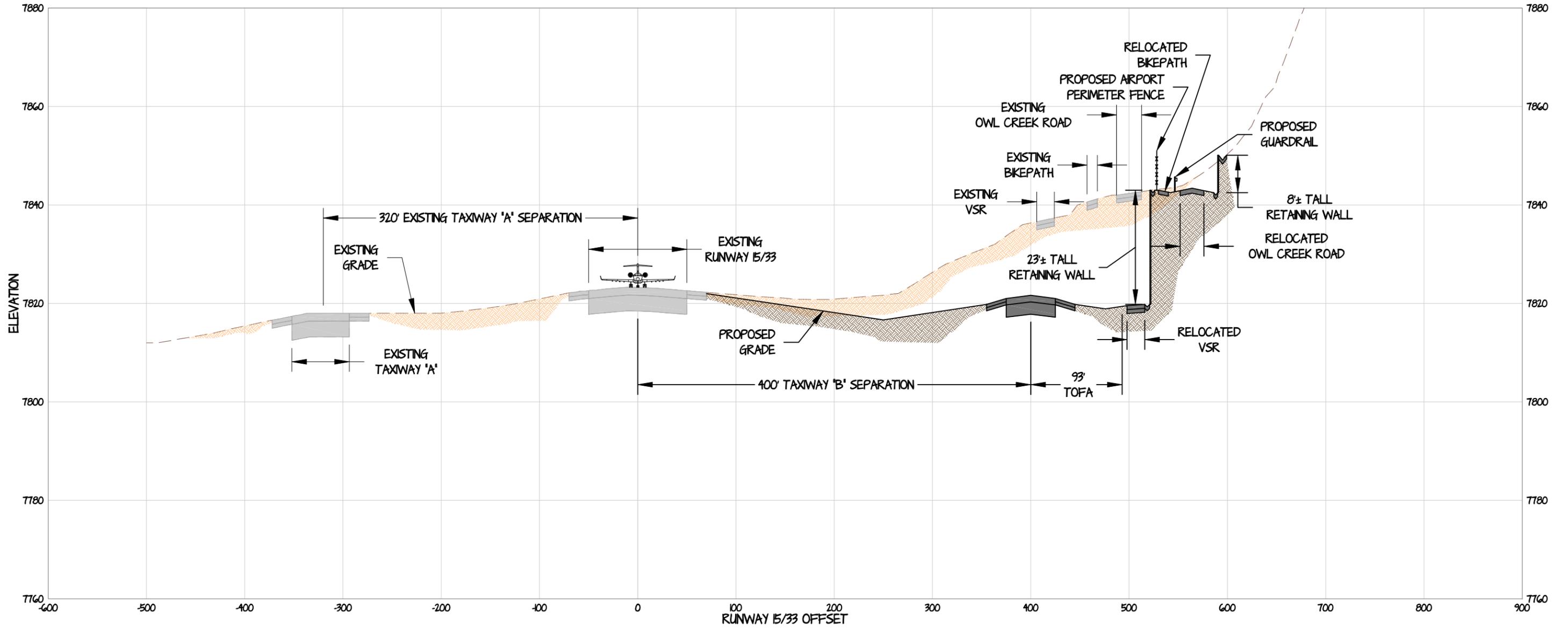


ASPEN-PITKIN COUNTY AIRPORT  
ASPEN, COLORADO  
AIR SERVICE STUDY - PHASE II  
ALTERNATIVE 3

DATE: FEBRUARY 18, 2014

SHEET 2 OF 4

# ALTERNATIVE 3- SOUTH END OF AIRFIELD APPROXIMATELY TAXIWAY "A8" - OWL CREEK ROAD PINCH POINT EVALUATION



SCALE:  
HORIZONTAL: 1"=100'  
VERTICAL: 1"=20'

## CONDITIONS

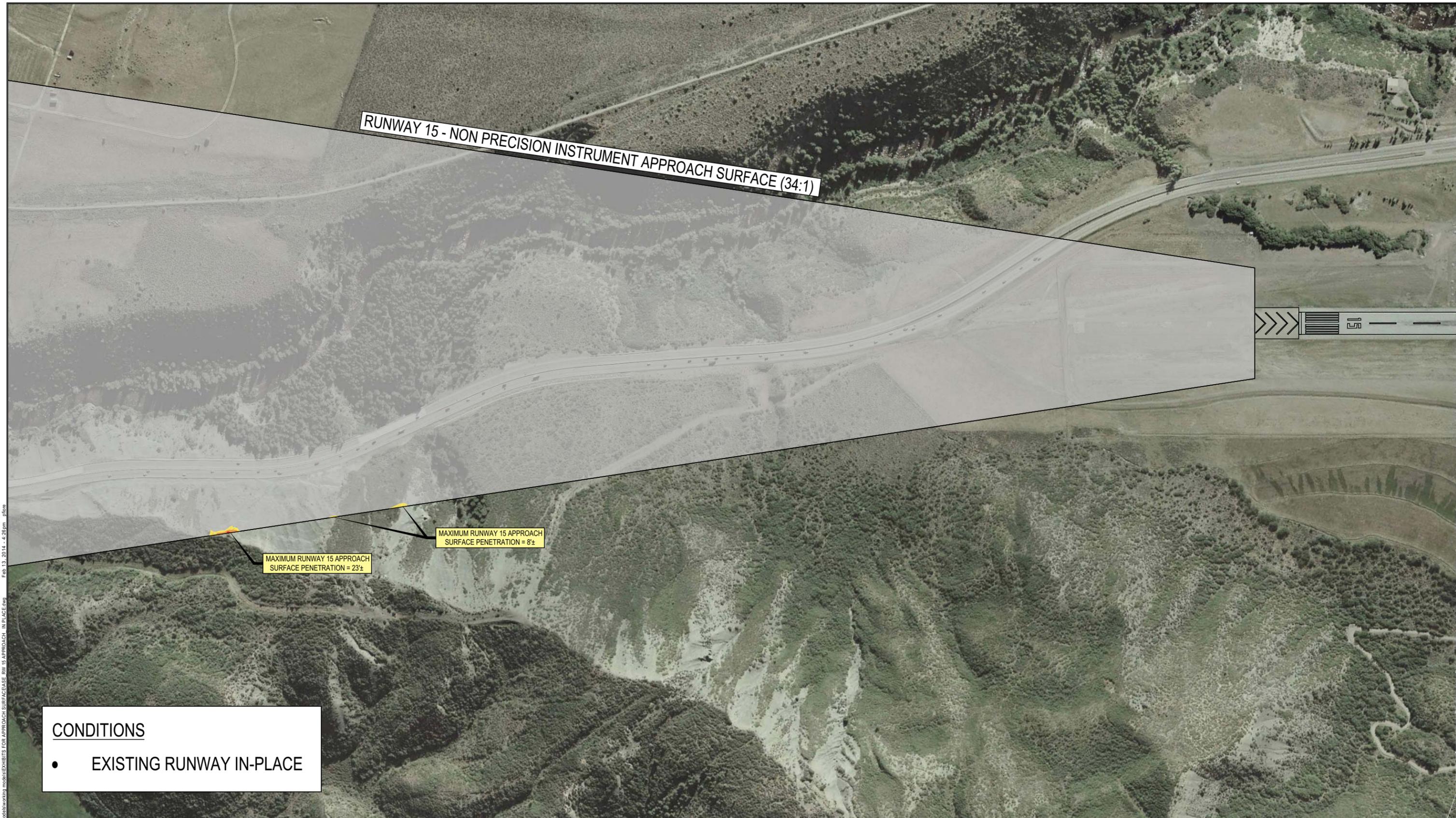
- EXISTING RUNWAY IN-PLACE
- 320' EAST SIDE PARALLEL TAXIWAY "A"  
MEETS CURRENT APPROVED FAA MODIFICATION TO STANDARD  
(320' RUNWAY/TAXIWAY SEPARATION)
- 400' WEST SIDE PARALLEL TAXIWAY "B"  
MEETS CURRENT FAA STANDARD  
(400' RUNWAY/TAXIWAY SEPARATION)



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**RUNWAY 15 - NON PRECISION INSTRUMENT APPROACH SURFACE (34:1)**

MAXIMUM RUNWAY 15 APPROACH SURFACE PENETRATION = 23±

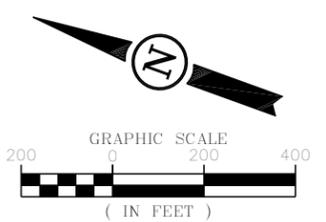
MAXIMUM RUNWAY 15 APPROACH SURFACE PENETRATION = 8±

**CONDITIONS**

- EXISTING RUNWAY IN-PLACE

**RUNWAY 15 APPROACH PENETRATIONS**

- 0' TO 10'
- 10' TO 20'
- 20' TO 30'



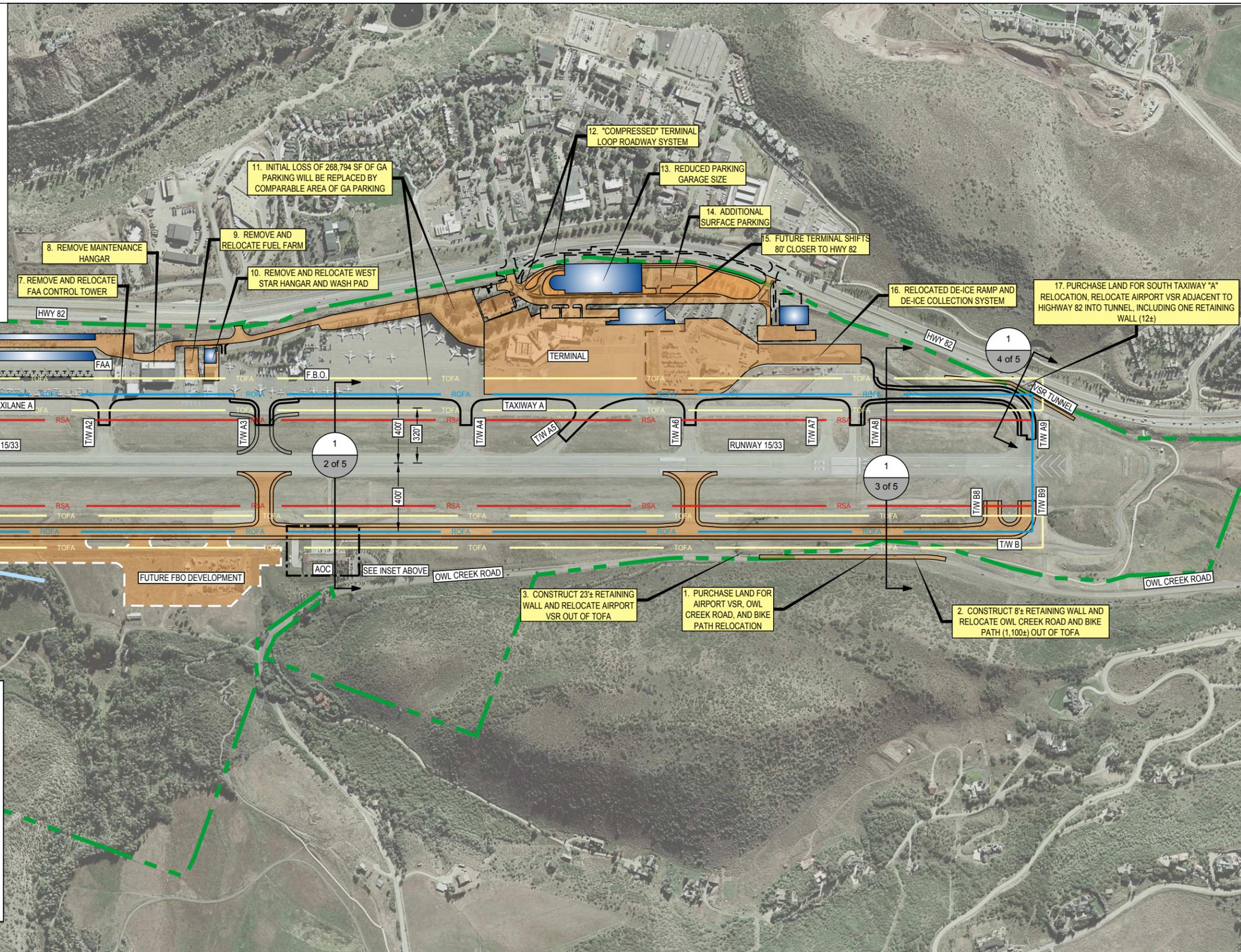
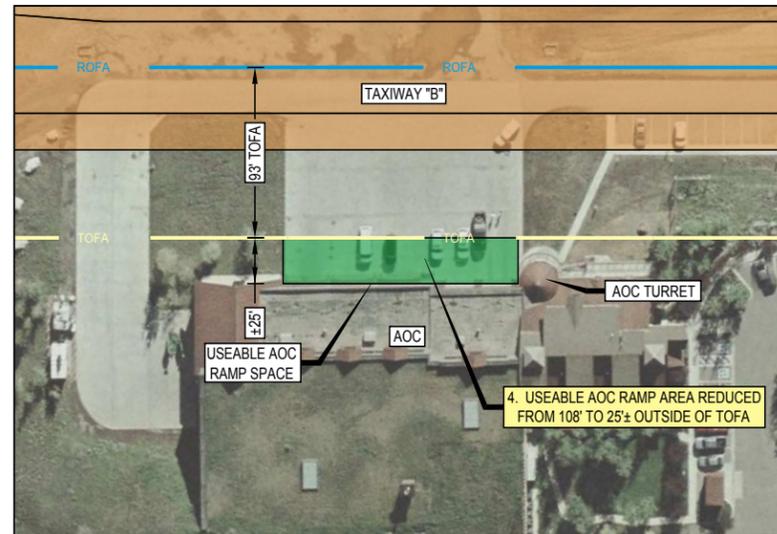
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ALTERNATIVE 3**

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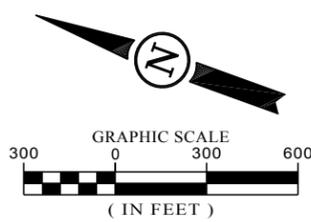




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**CONDITIONS**

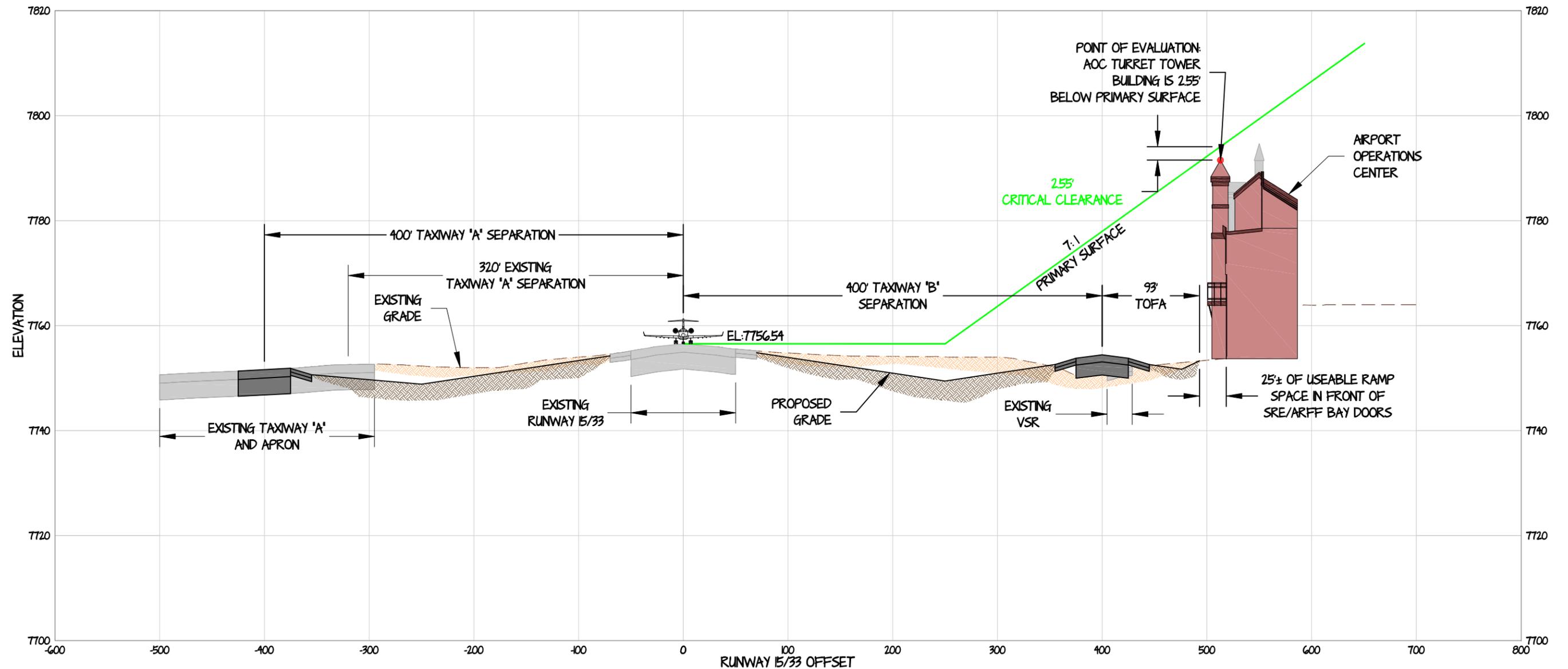
- EXISTING RUNWAY IN-PLACE
- SHIFT TAXIWAY "A" 80' EAST
- 400' EAST SIDE PARALLEL TAXIWAY "A" MEETS CURRENT FAA STANDARD (400' RUNWAY/TAXIWAY SEPARATION)
- 400' WEST SIDE PARALLEL TAXIWAY "B" MEETS CURRENT FAA STANDARD (400' RUNWAY/TAXIWAY SEPARATION)



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 ALTERNATIVE 4  
 DATE: FEBRUARY 18, 2014  
 SHEET 1 OF 5

# ALTERNATIVE 4 - AIRPORT OPERATIONS CENTER - PART 77 AND RAMP SPACE EVALUATION



SCALE:  
HORIZONTAL: 1"=100'  
VERTICAL: 1"= 20'

## CONDITIONS

- EXISTING RUNWAY IN-PLACE
- SHIFT TAXIWAY 'A' 80' EAST
- 400' EAST SIDE PARALLEL TAXIWAY 'A'  
MEETS CURRENT FAA STANDARD  
(400' RUNWAY/TAXIWAY SEPARATION)
- 400' WEST SIDE PARALLEL TAXIWAY 'B'  
MEETS CURRENT FAA STANDARD  
(400' RUNWAY/TAXIWAY SEPARATION)

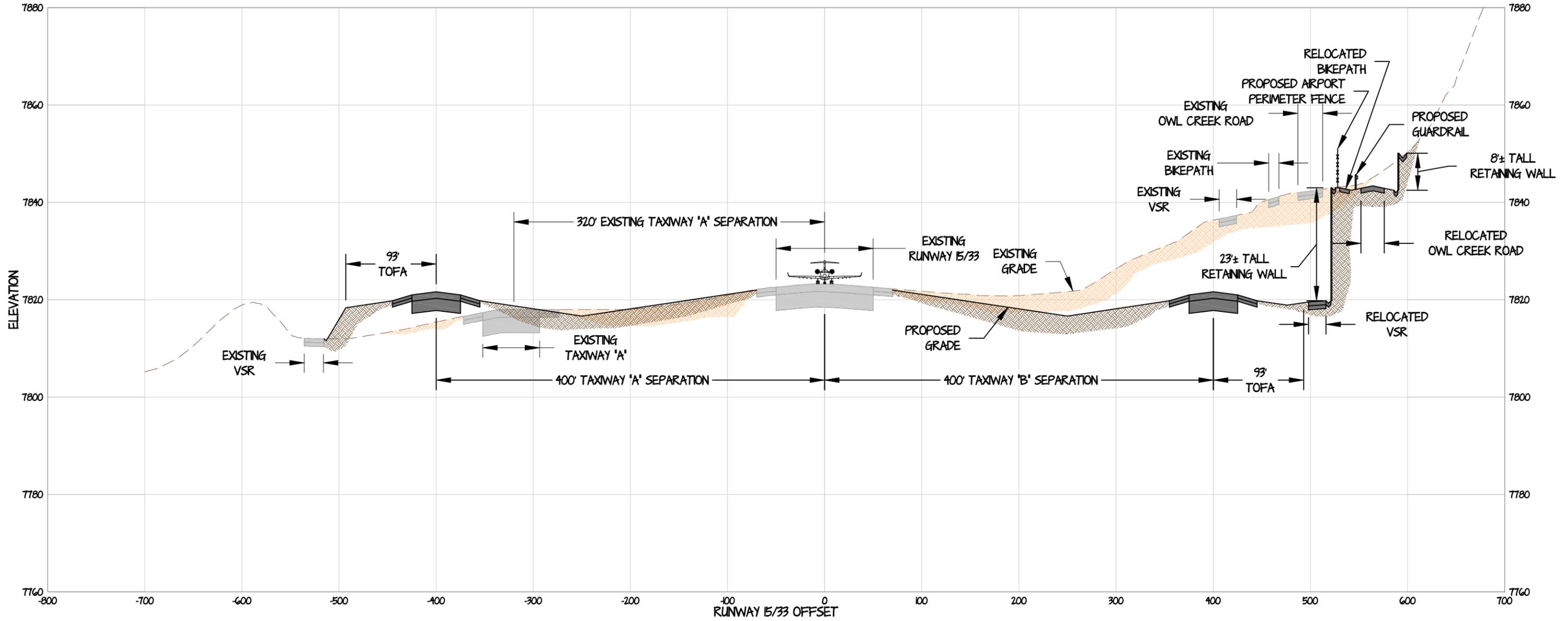


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AIR SERVICE STUDY - PHASE II  
ALTERNATIVE 4

DATE: FEBRUARY 18, 2014

SHEET 2 OF 5

# ALTERNATIVE 4 - SOUTH END OF AIRFIELD APPROXIMATELY TAXIWAY "A8" - OWL CREEK ROAD PINCH POINT EVALUATION



SCALE:  
HORIZONTAL: 1"=100'  
VERTICAL: 1"= 20'

### CONDITIONS

- EXISTING RUNWAY IN-PLACE
- SHIFT TAXIWAY "A" 80' EAST
- 400' EAST SIDE PARALLEL TAXIWAY "A"  
MEETS CURRENT FAA STANDARD  
(400' RUNWAY/TAXIWAY SEPARATION)
- 400' WEST SIDE PARALLEL TAXIWAY "B"  
MEETS CURRENT FAA STANDARD  
(400' RUNWAY/TAXIWAY SEPARATION)

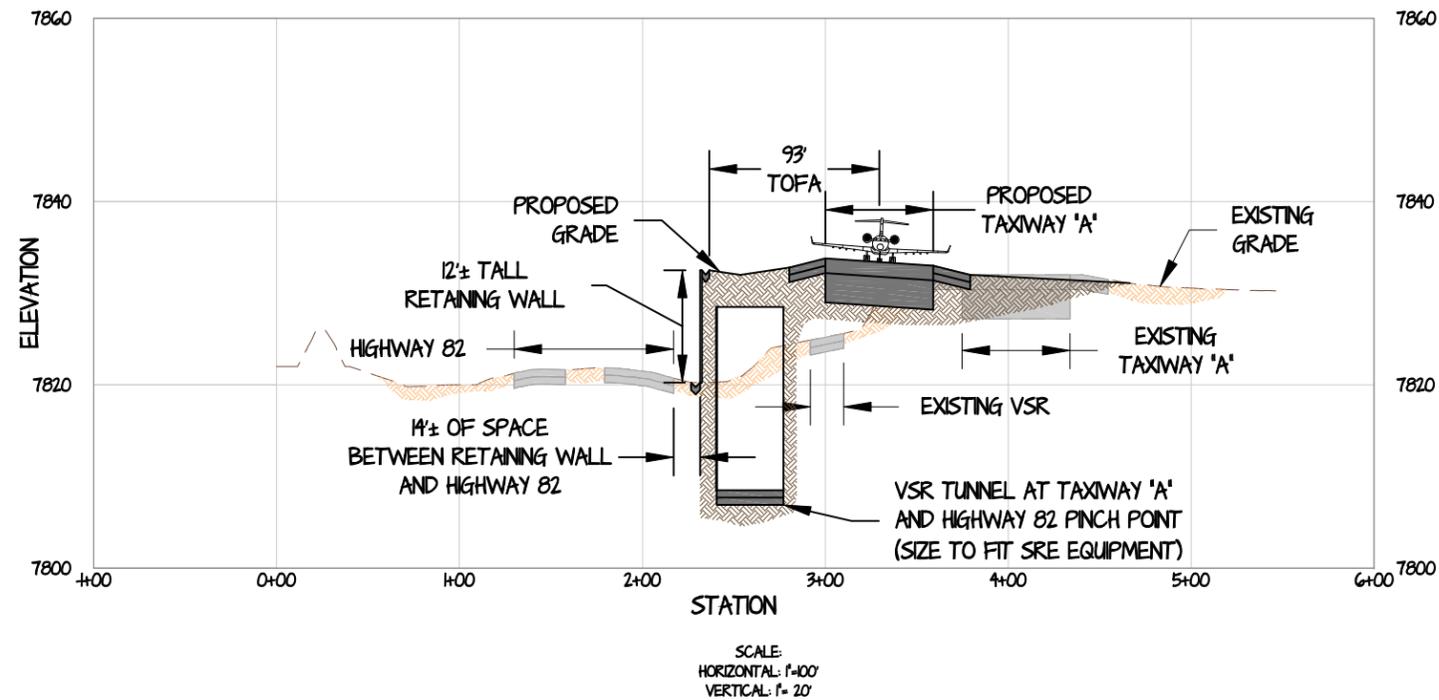


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# ALTERNATIVE 4 - TAXIWAY "A9" RADIUS - HIGHWAY 82 PINCH POINT WITH VSR TUNNEL EVALUATION



## CONDITIONS

- EXISTING RUNWAY IN-PLACE
- SHIFT TAXIWAY "A" 80' EAST
- 400' EAST SIDE PARALLEL TAXIWAY "A"  
MEETS CURRENT FAA STANDARD  
(400' RUNWAY/TAXIWAY SEPARATION)
- 400' WEST SIDE PARALLEL TAXIWAY "B"  
MEETS CURRENT FAA STANDARD  
(400' RUNWAY/TAXIWAY SEPARATION)

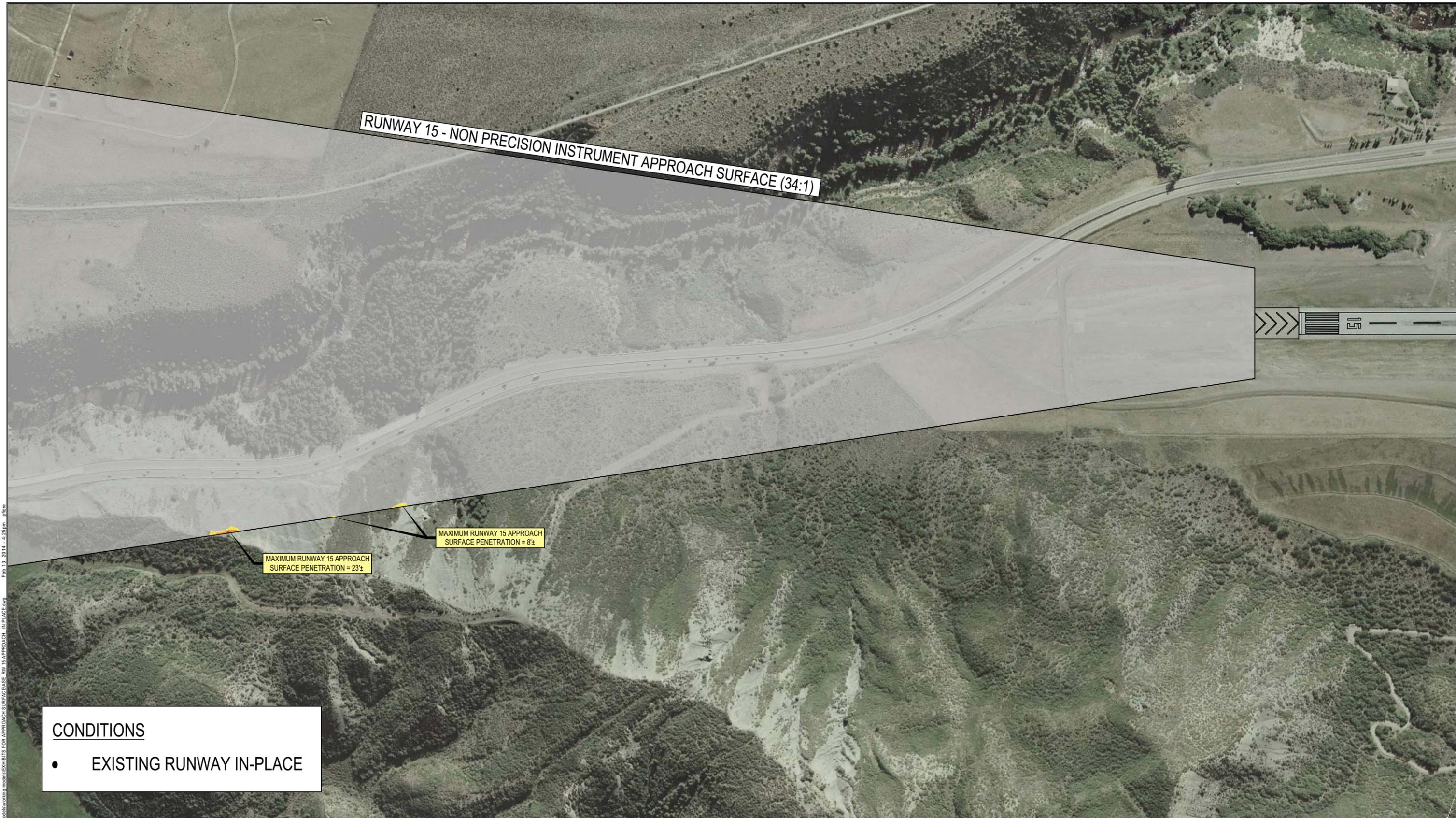


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**RUNWAY 15 - NON PRECISION INSTRUMENT APPROACH SURFACE (34:1)**

MAXIMUM RUNWAY 15 APPROACH SURFACE PENETRATION = 23±

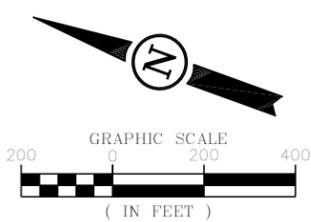
MAXIMUM RUNWAY 15 APPROACH SURFACE PENETRATION = 8±

**CONDITIONS**

- EXISTING RUNWAY IN-PLACE

**RUNWAY 15 APPROACH PENETRATIONS**

- 0' TO 10'
- 10' TO 20'
- 20' TO 30'



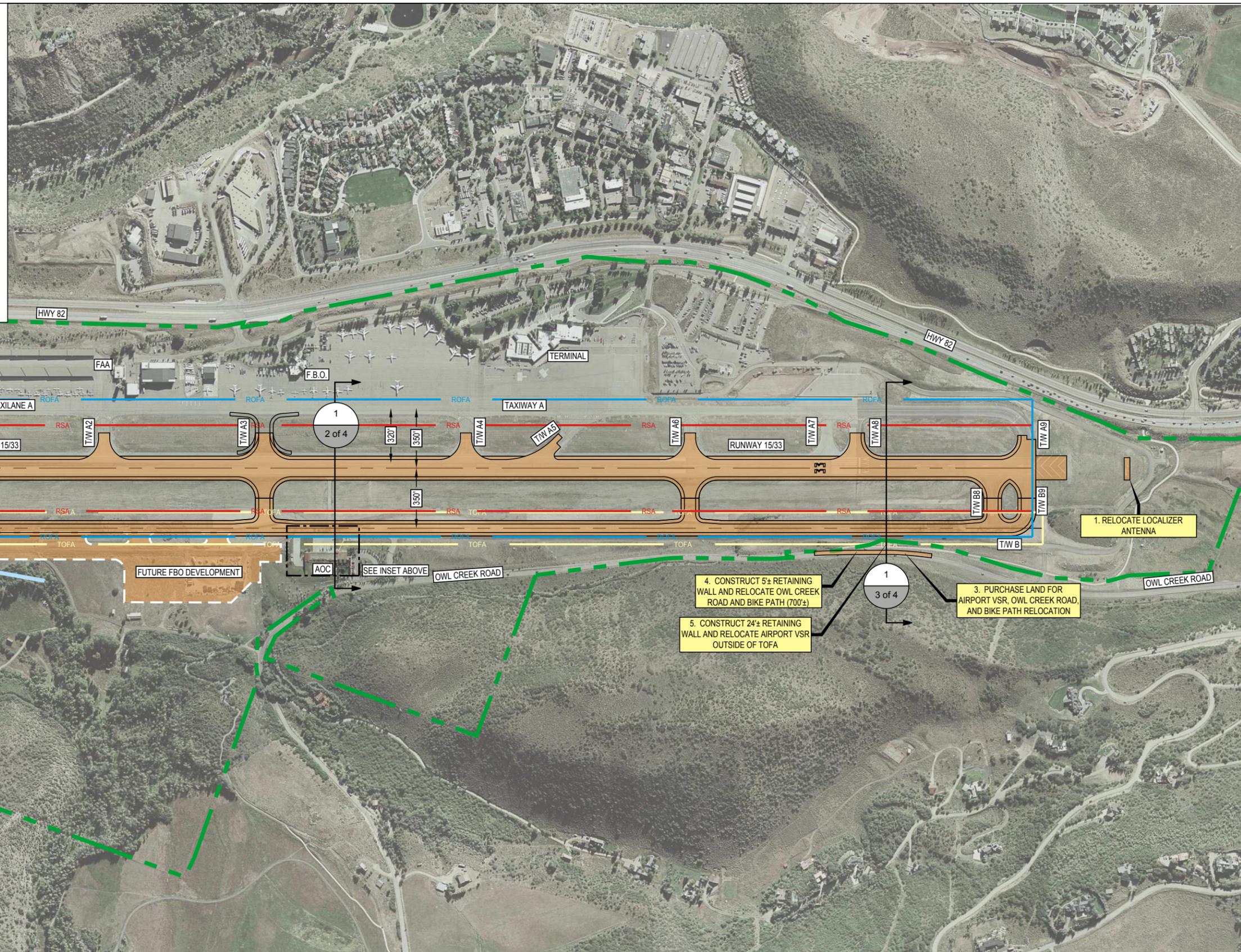
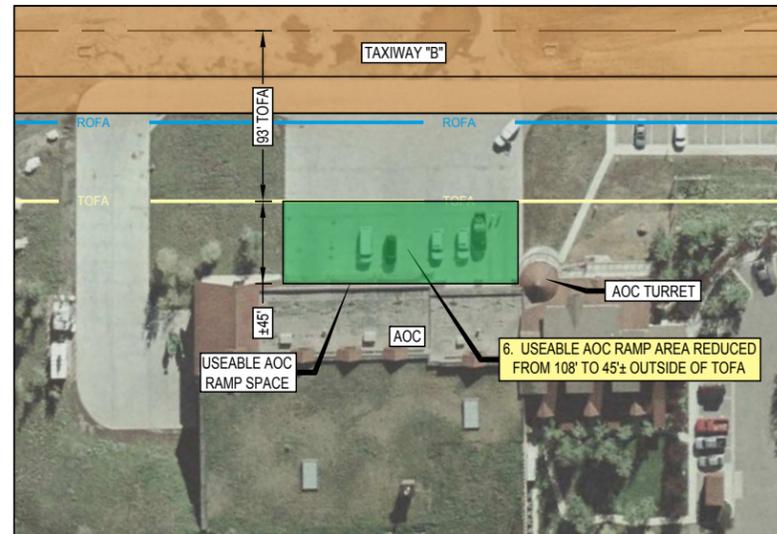
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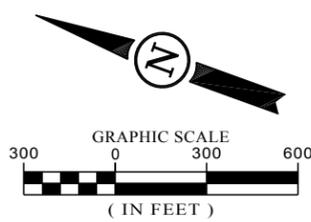
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- CONDITIONS**
- SHIFT RUNWAY 30' WEST
  - 350' EAST SIDE PARALLEL TAXIWAY "A" WOULD REQUIRE NEW FAA MODIFICATION TO STANDARD (350' RUNWAY/TAXIWAY SEPARATION)
  - 350' WEST SIDE PARALLEL TAXIWAY "B" WOULD REQUIRE NEW FAA MODIFICATION TO STANDARD (350' RUNWAY/TAXIWAY SEPARATION)

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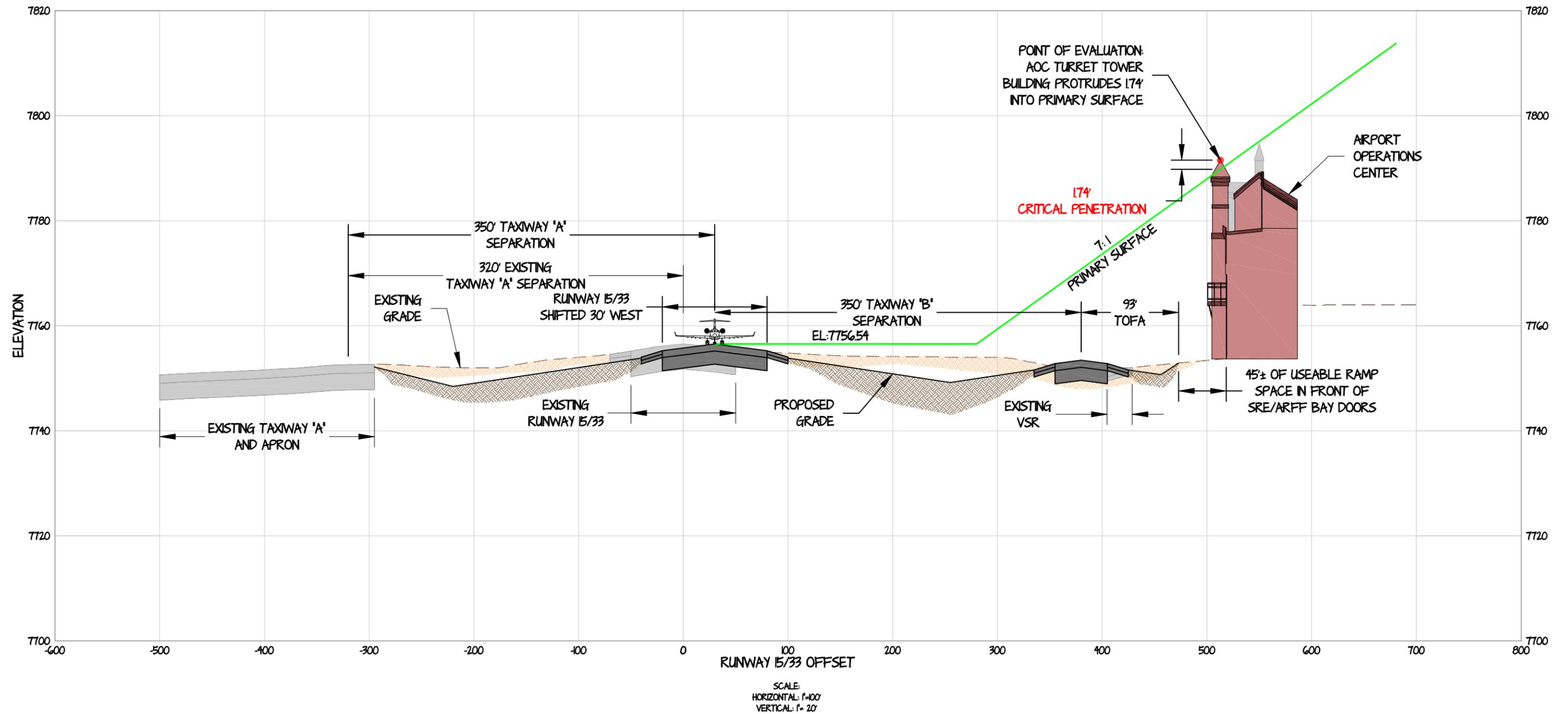
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SHEET 1 OF 4

# ALTERNATIVE 5 - AIRPORT OPERATIONS CENTER - PART 77 AND RAMP SPACE EVALUATION



## CONDITIONS

- SHIFT RUNWAY 30' WEST
- 350' EAST SIDE PARALLEL TAXIWAY "A" WOULD REQUIRE NEW FAA MODIFICATION TO STANDARD (350' RUNWAY/TAXIWAY SEPARATION)
- 350' WEST SIDE PARALLEL TAXIWAY "B" WOULD REQUIRE NEW FAA MODIFICATION TO STANDARD (350' RUNWAY/TAXIWAY SEPARATION)



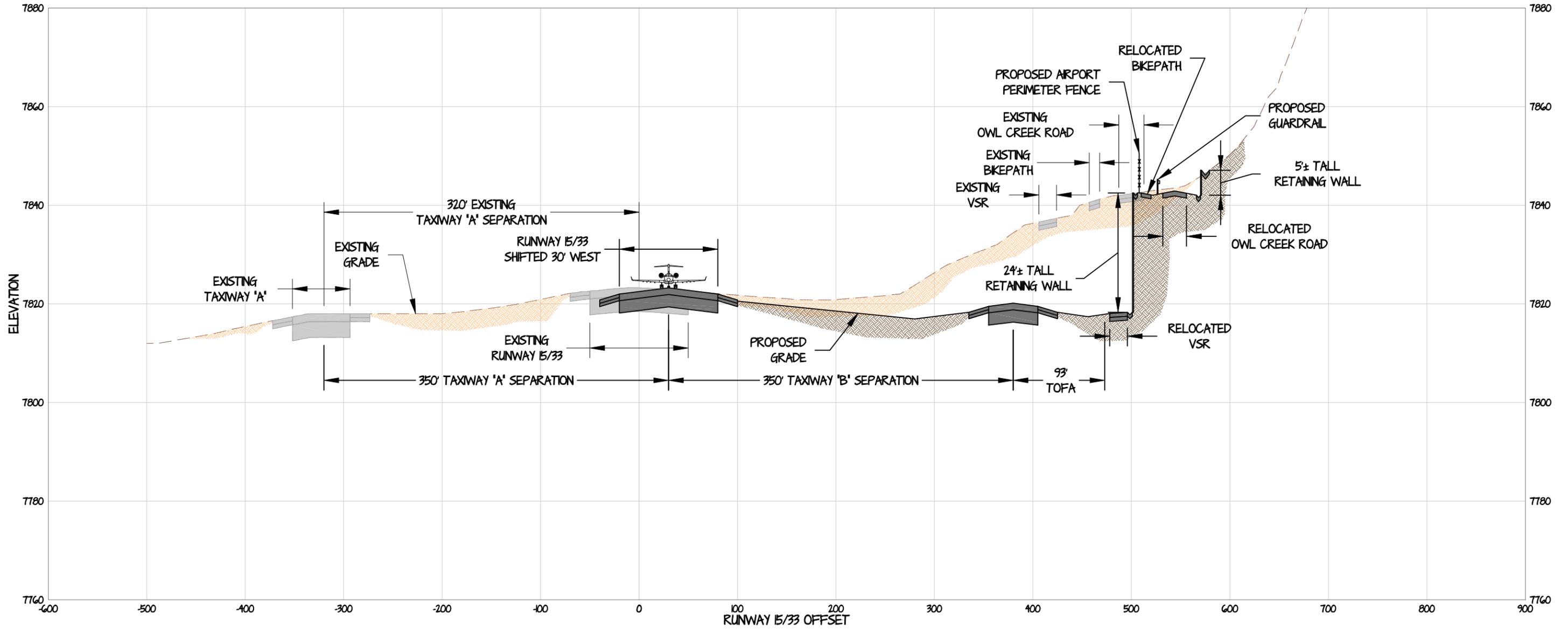
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# ALTERNATIVE 5 - SOUTH END OF AIRFIELD APPROXIMATELY TAXIWAY "A8" - OWL CREEK ROAD PINCH POINT EVALUATION



SCALE:  
HORIZONTAL: 1"=100'  
VERTICAL: 1"=20'

## CONDITIONS

- SHIFT RUNWAY 30' WEST
- 350' EAST SIDE PARALLEL TAXIWAY "A" WOULD REQUIRE NEW FAA MODIFICATION TO STANDARD (350' RUNWAY/TAXIWAY SEPARATION)
- 350' WEST SIDE PARALLEL TAXIWAY "B" WOULD REQUIRE NEW FAA MODIFICATION TO STANDARD (350' RUNWAY/TAXIWAY SEPARATION)



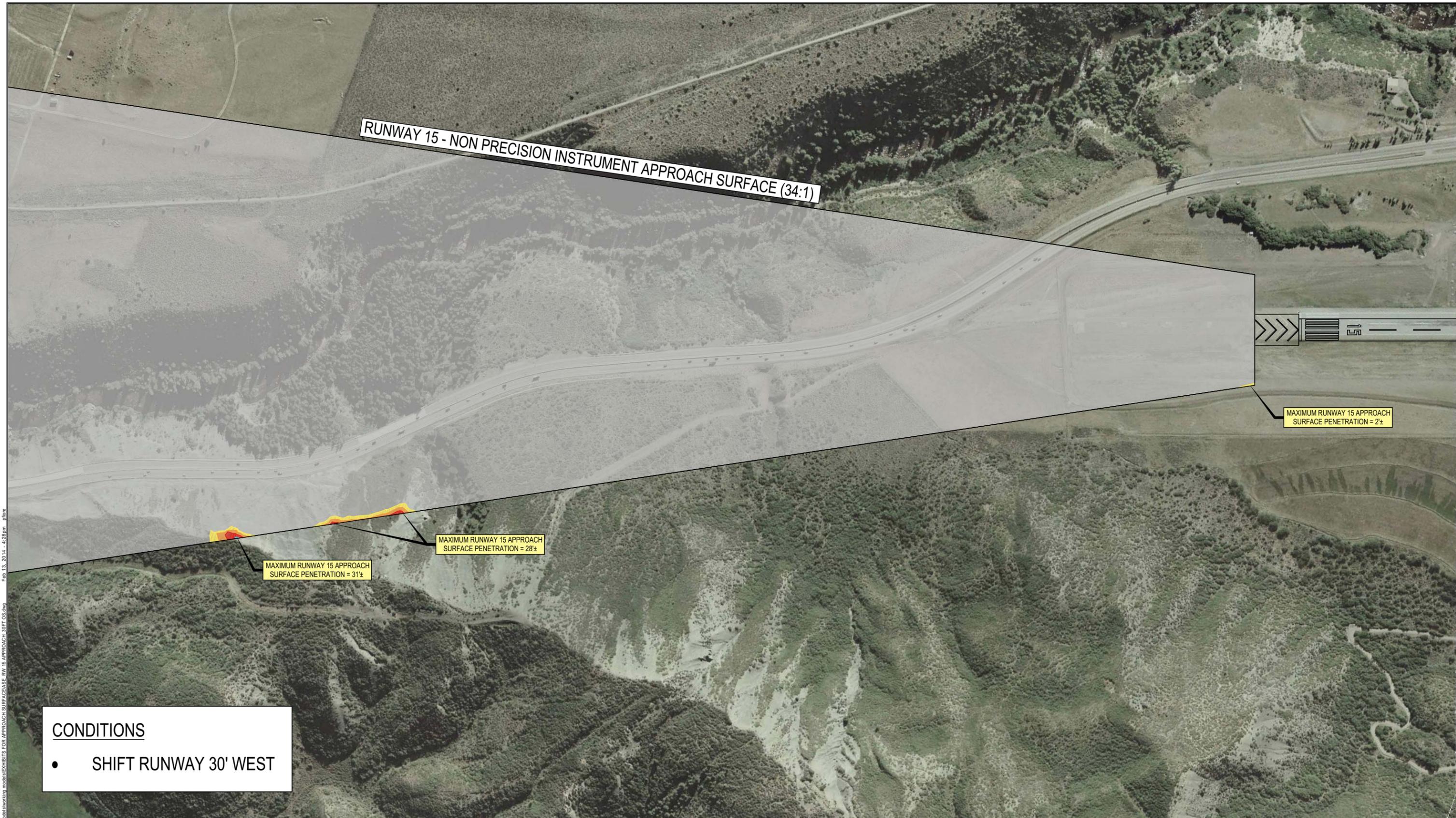
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DATE: FEBRUARY 18, 2014

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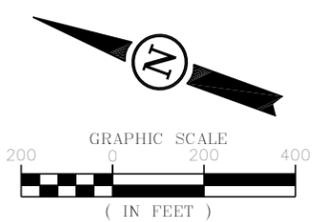
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**CONDITIONS**

- SHIFT RUNWAY 30' WEST

**RUNWAY 15 APPROACH PENETRATIONS**

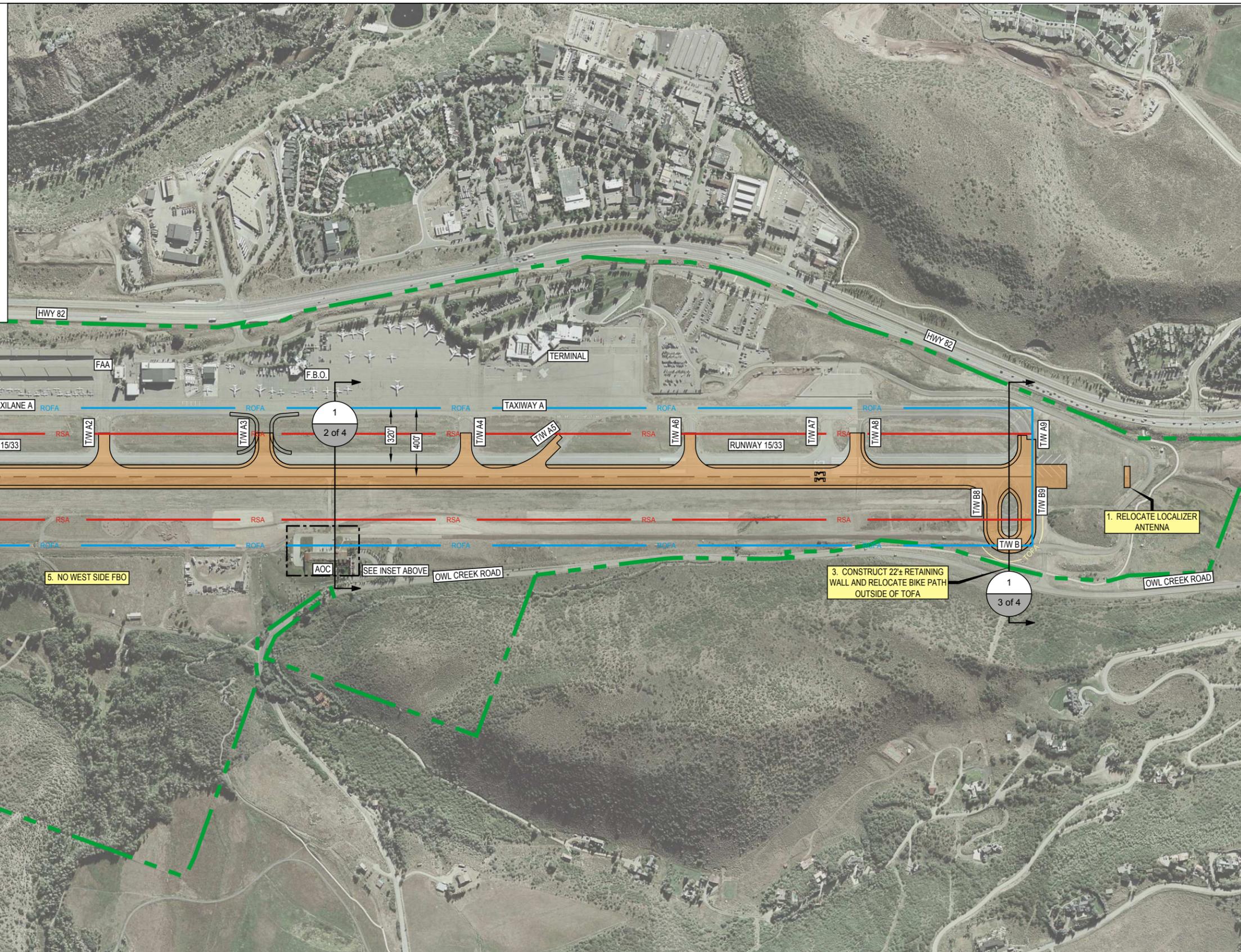
	0' TO 10'		20' TO 30'
	10' TO 20'		30' TO 40'



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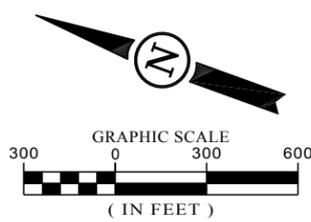




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**CONDITIONS**

- SHIFT RUNWAY 80' WEST
- 400' EAST SIDE PARALLEL TAXIWAY "A" MEETS CURRENT FAA STANDARD (400' RUNWAY/TAXIWAY SEPARATION)
- NO WEST SIDE PARALLEL TAXIWAY "B"



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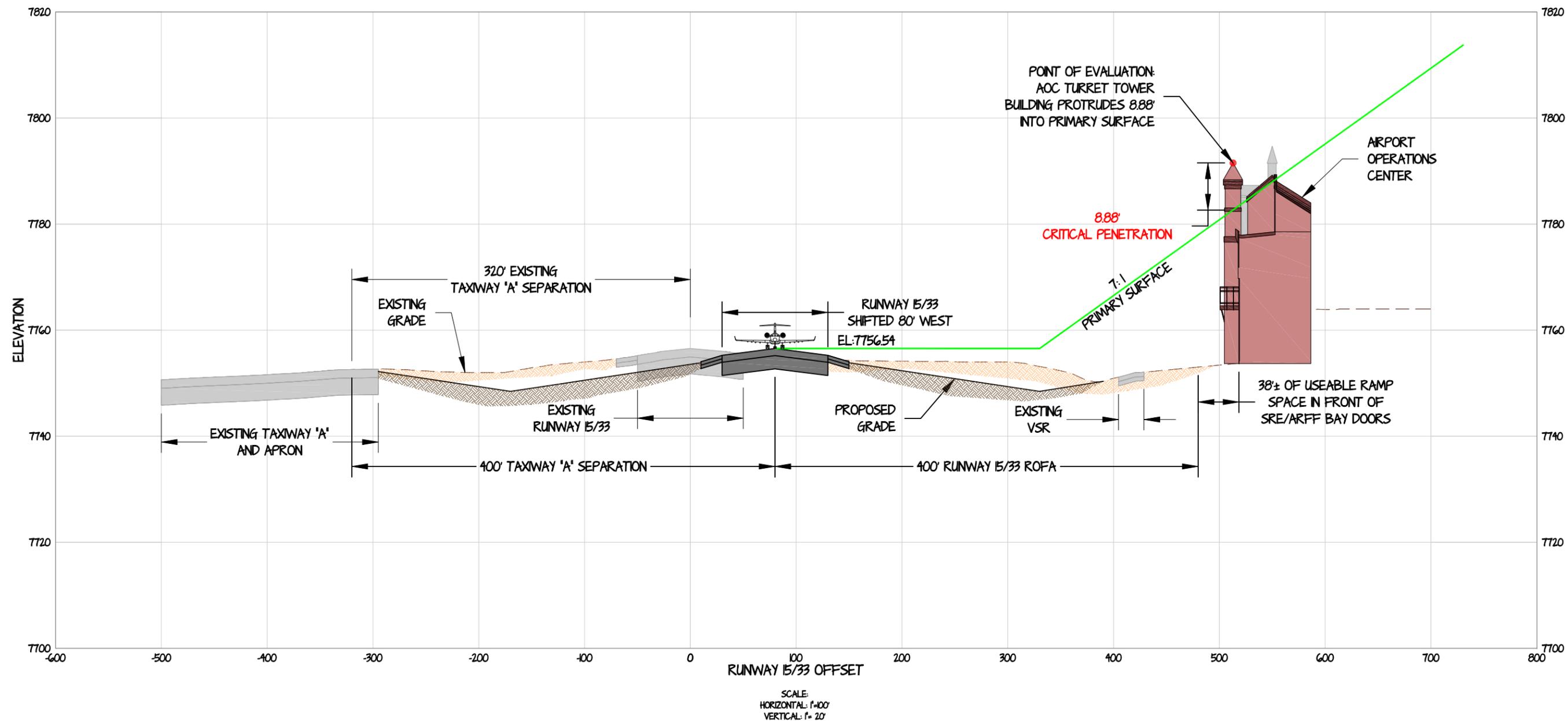
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 ALTERNATIVE 6

DATE: FEBRUARY 18, 2014

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# ALTERNATIVE 6 - AIRPORT OPERATIONS CENTER - PART 77 AND RAMP SPACE EVALUATION



## CONDITIONS

- SHIFT RUNWAY 80' WEST
- 400' EAST SIDE PARALLEL TAXIWAY "A"  
MEETS CURRENT FAA STANDARD  
(400' RUNWAY/TAXIWAY SEPARATION)
- NO WEST SIDE PARALLEL TAXIWAY "B"



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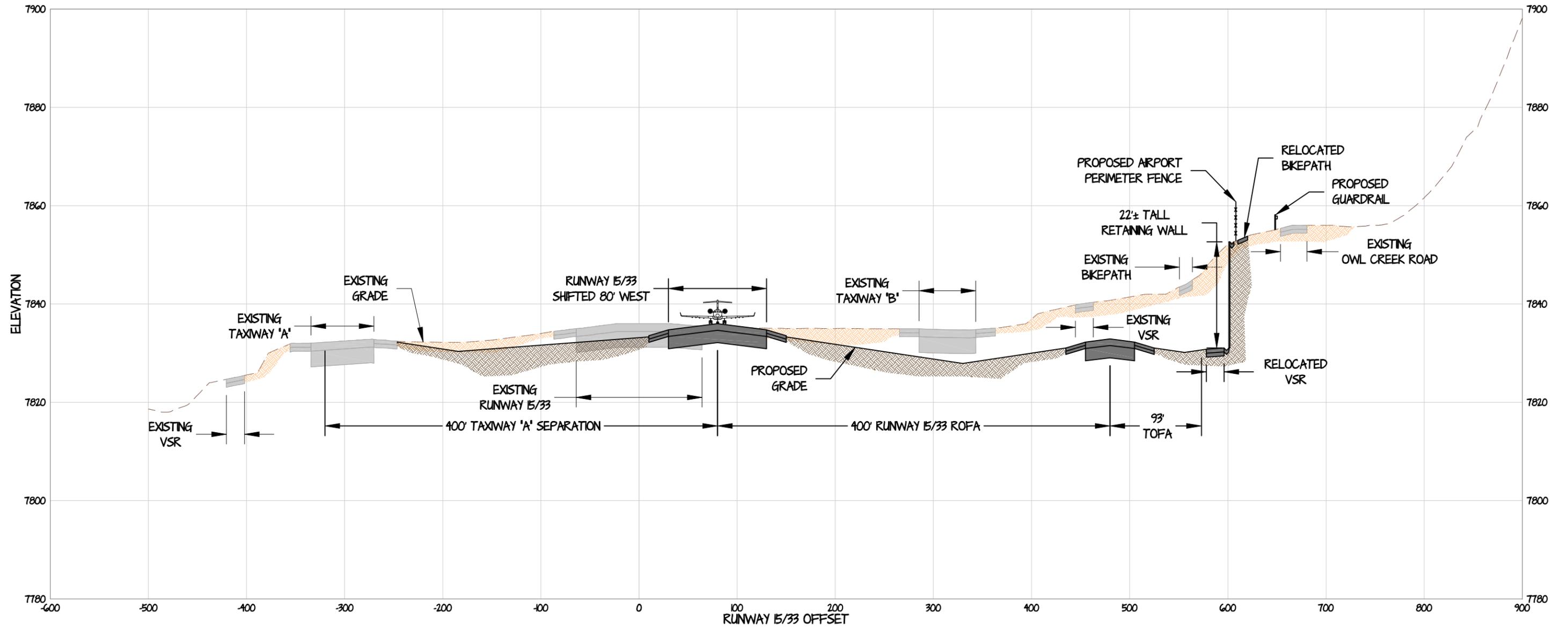
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ALTERNATIVE 6

DATE: FEBRUARY 18, 2014

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# ALTERNATIVE 6 - SOUTH END OF AIRFIELD - TAXIWAY "B" TEARDROP AREA EVALUATION



SCALE:  
HORIZONTAL: 1"=100'  
VERTICAL: 1"=20'

### CONDITIONS

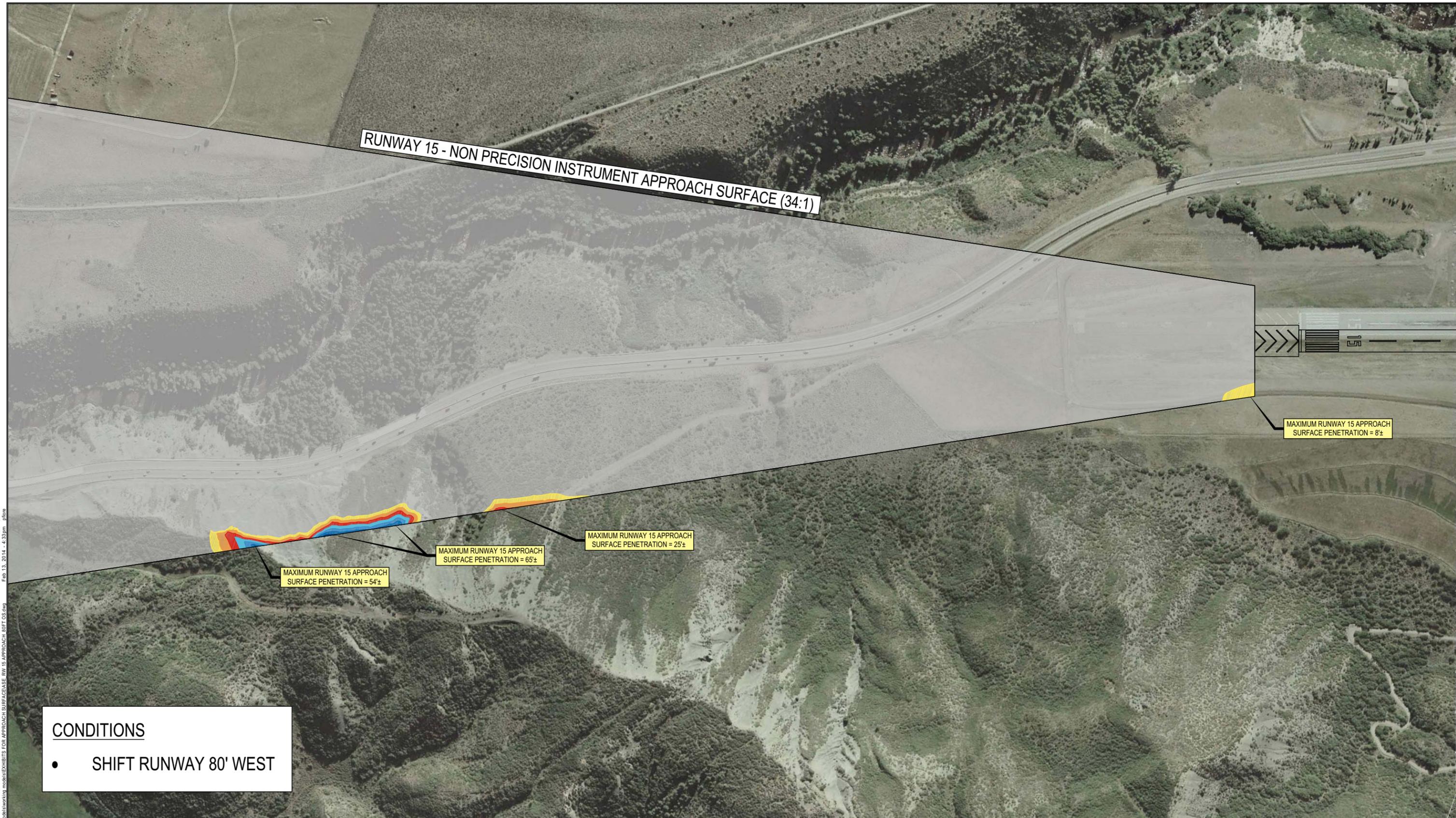
- SHIFT RUNWAY 80' WEST
- 400' EAST SIDE PARALLEL TAXIWAY "A"  
MEETS CURRENT FAA STANDARD  
(400' RUNWAY/TAXIWAY SEPARATION)
- NO WEST SIDE PARALLEL TAXIWAY "B"



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DATE: FEBRUARY 18, 2014  
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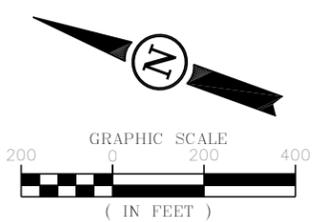
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**CONDITIONS**

- SHIFT RUNWAY 80' WEST

**RUNWAY 15 APPROACH PENETRATIONS**

 0' TO 10'	 30' TO 40'	 60' TO 70'
 10' TO 20'	 40' TO 50'	
 20' TO 30'	 50' TO 60'	



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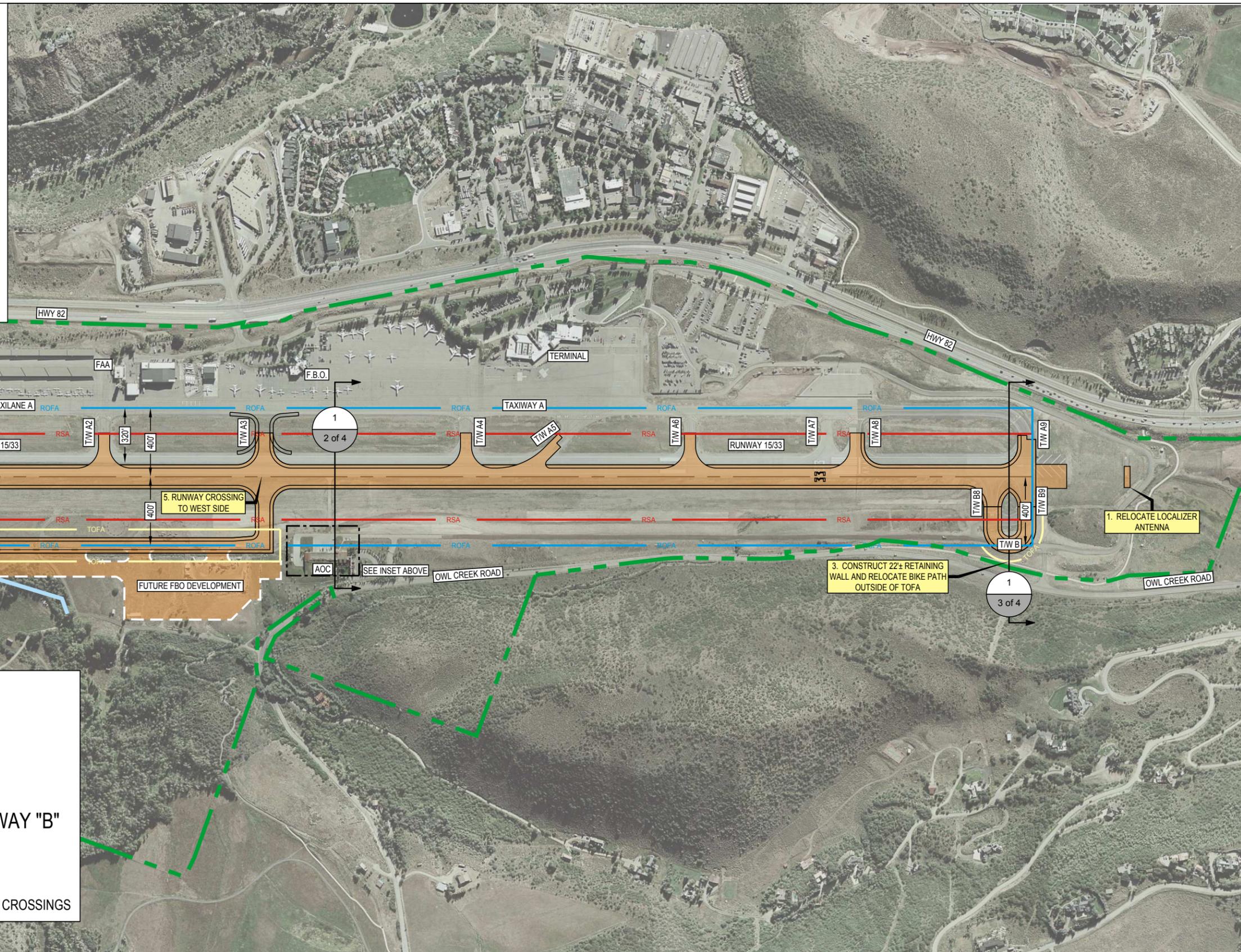
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 ALTERNATIVE 6

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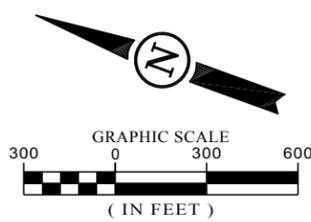
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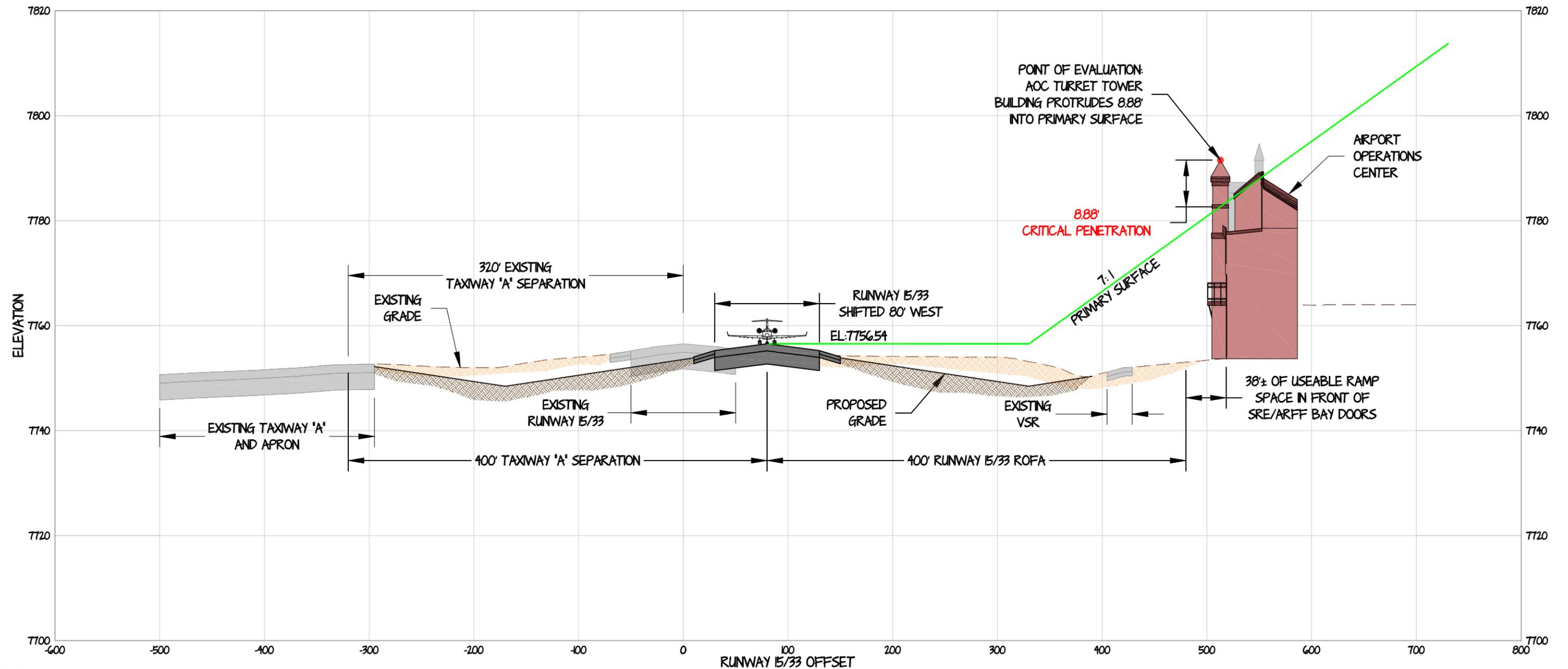
- CONDITIONS**
- SHIFT RUNWAY 80' WEST
  - 400' EAST SIDE PARALLEL TAXIWAY "A"  
MEETS CURRENT FAA STANDARD  
(400' RUNWAY/TAXIWAY SEPARATION)
  - 400' PARTIAL WEST SIDE PARALLEL TAXIWAY "B"  
WITH RUNWAY CROSSING  
MEETS CURRENT FAA STANDARD  
(400' RUNWAY/TAXIWAY SEPARATION)  
CONFLICTS WITH FAA RECOMMENDATION TO AVOID RUNWAY CROSSINGS



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 ALTERNATIVE 7  
 DATE: FEBRUARY 18, 2014  
 SHEET 1 OF 4

# ALTERNATIVE 7 - AIRPORT OPERATIONS CENTER - PART 77 AND RAMP SPACE EVALUATION



## CONDITIONS

- **SHIFT RUNWAY 80' WEST**
- **400' EAST SIDE PARALLEL TAXIWAY "A"**  
MEETS CURRENT FAA STANDARD  
(400' RUNWAY/TAXIWAY SEPARATION)
- **400' PARTIAL WEST SIDE PARALLEL TAXIWAY "B" WITH RUNWAY CROSSING**  
MEETS CURRENT FAA STANDARD  
(400' RUNWAY/TAXIWAY SEPARATION)  
CONFLICTS WITH FAA RECOMMENDATION TO AVOID RUNWAY CROSSINGS



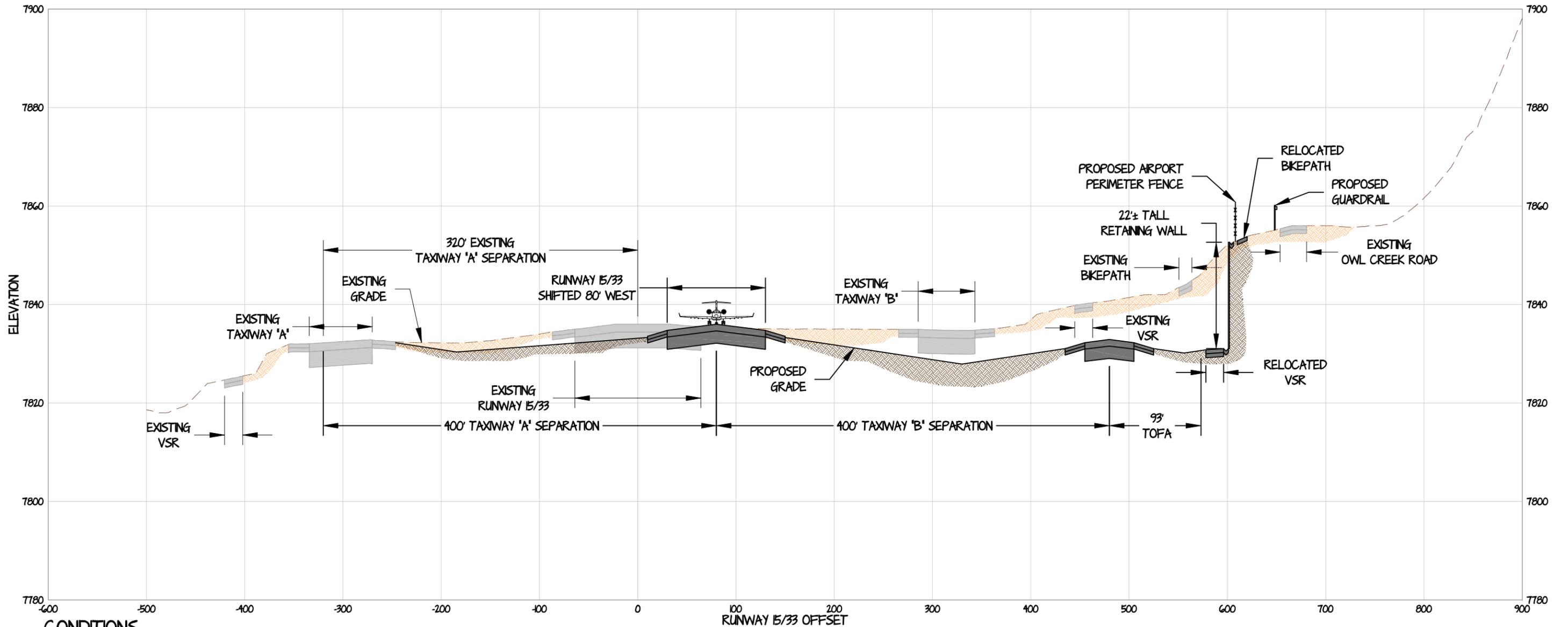
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ALTERNATIVE 7

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# ALTERNATIVE 7 - SOUTH END OF AIRFIELD - TAXIWAY "B" TEARDROP AREA EVALUATION



### CONDITIONS

- SHIFT RUNWAY 80' WEST
- 400' EAST SIDE PARALLEL TAXIWAY "A"  
MEETS CURRENT FAA STANDARD  
(400' RUNWAY/TAXIWAY SEPARATION)
- 400' PARTIAL WEST SIDE PARALLEL TAXIWAY "B" WITH RUNWAY CROSSING  
MEETS CURRENT FAA STANDARD  
(400' RUNWAY/TAXIWAY SEPARATION)  
CONFLICTS WITH FAA RECOMMENDATION TO AVOID RUNWAY CROSSINGS

SCALE:  
HORIZONTAL: 1"=100'  
VERTICAL: 1"=20'

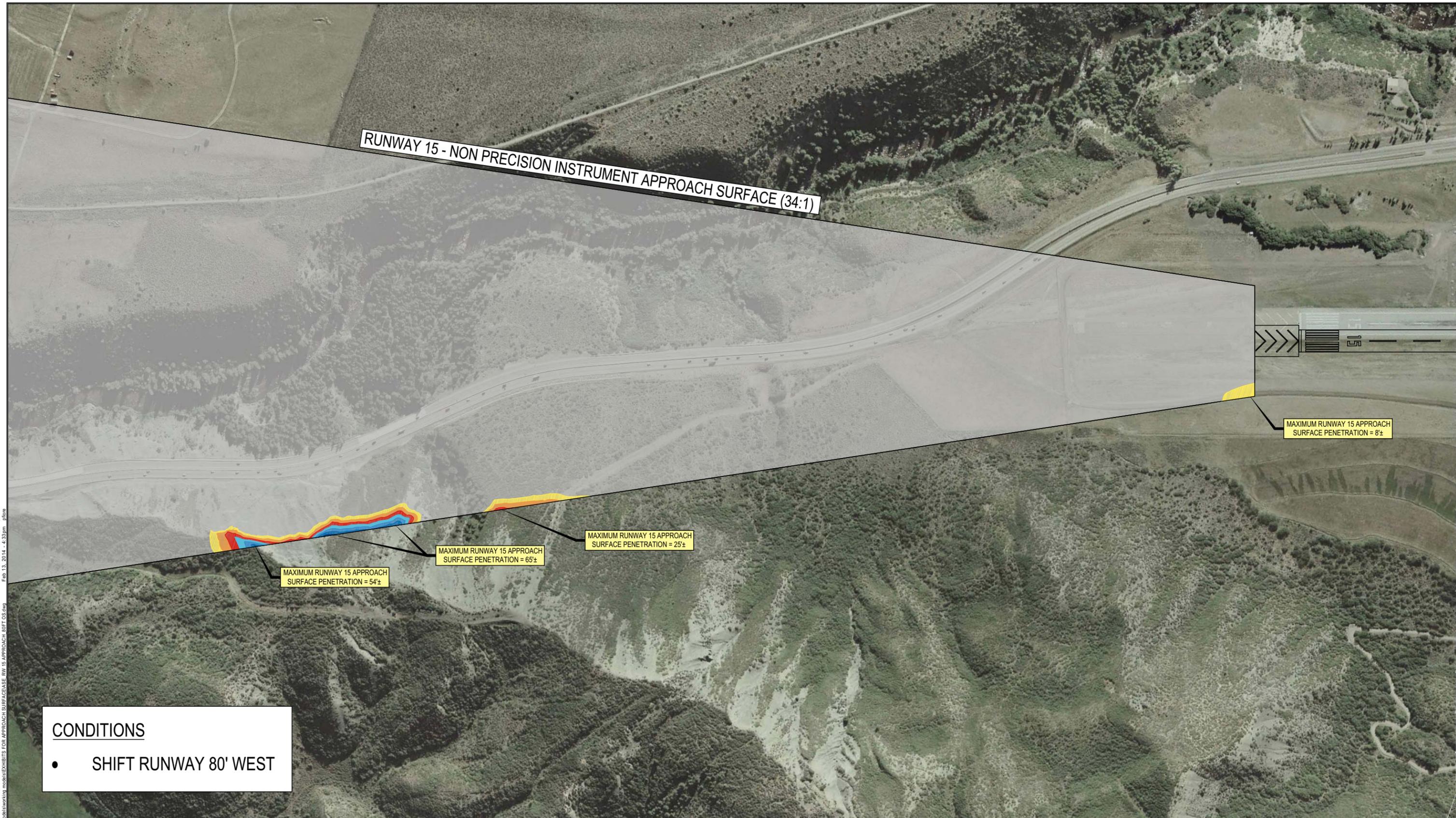


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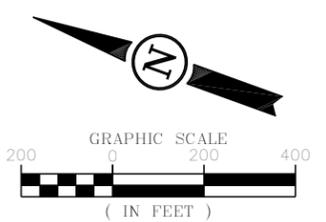
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**CONDITIONS**

- SHIFT RUNWAY 80' WEST

**RUNWAY 15 APPROACH PENETRATIONS**

 0' TO 10'	 30' TO 40'	 60' TO 70'
 10' TO 20'	 40' TO 50'	
 20' TO 30'	 50' TO 60'	



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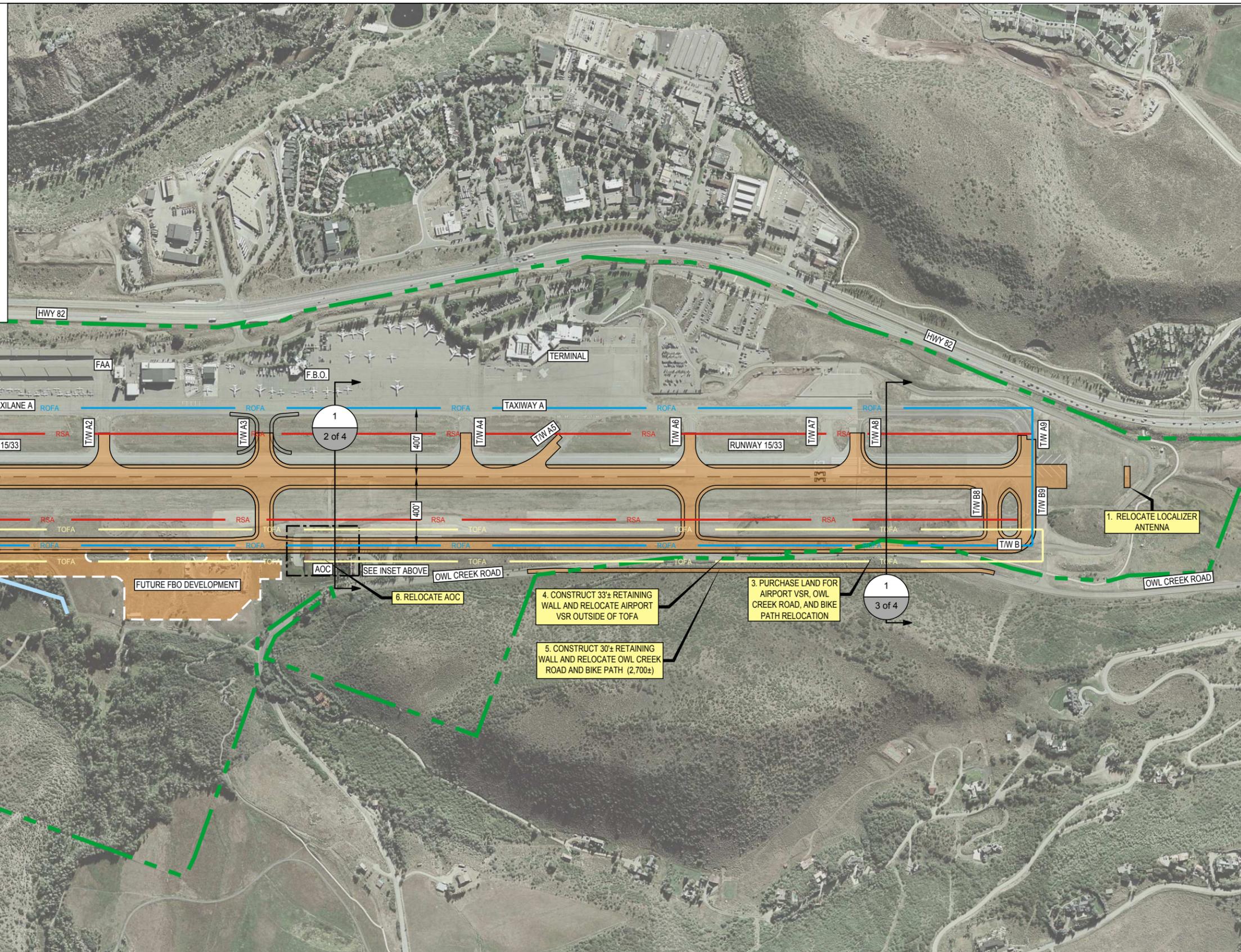
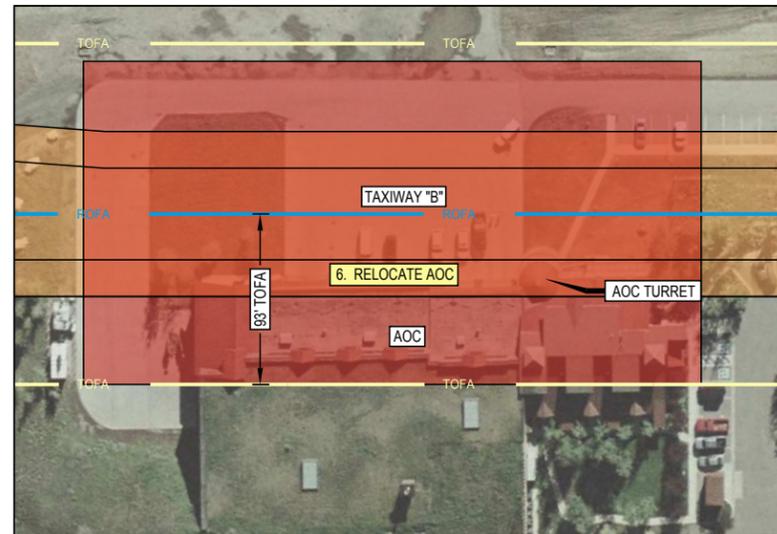
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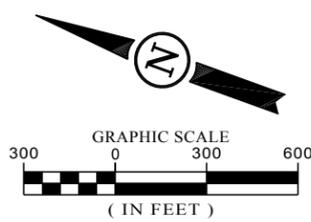
SHEET 4 OF 4





- CONDITIONS**
- SHIFT RUNWAY 80' WEST
  - 400' EAST SIDE PARALLEL TAXIWAY "A" MEETS CURRENT FAA STANDARD (400' RUNWAY/TAXIWAY SEPARATION)
  - 400' WEST SIDE PARALLEL TAXIWAY "B" MEETS CURRENT FAA STANDARD (400' RUNWAY/TAXIWAY SEPARATION)

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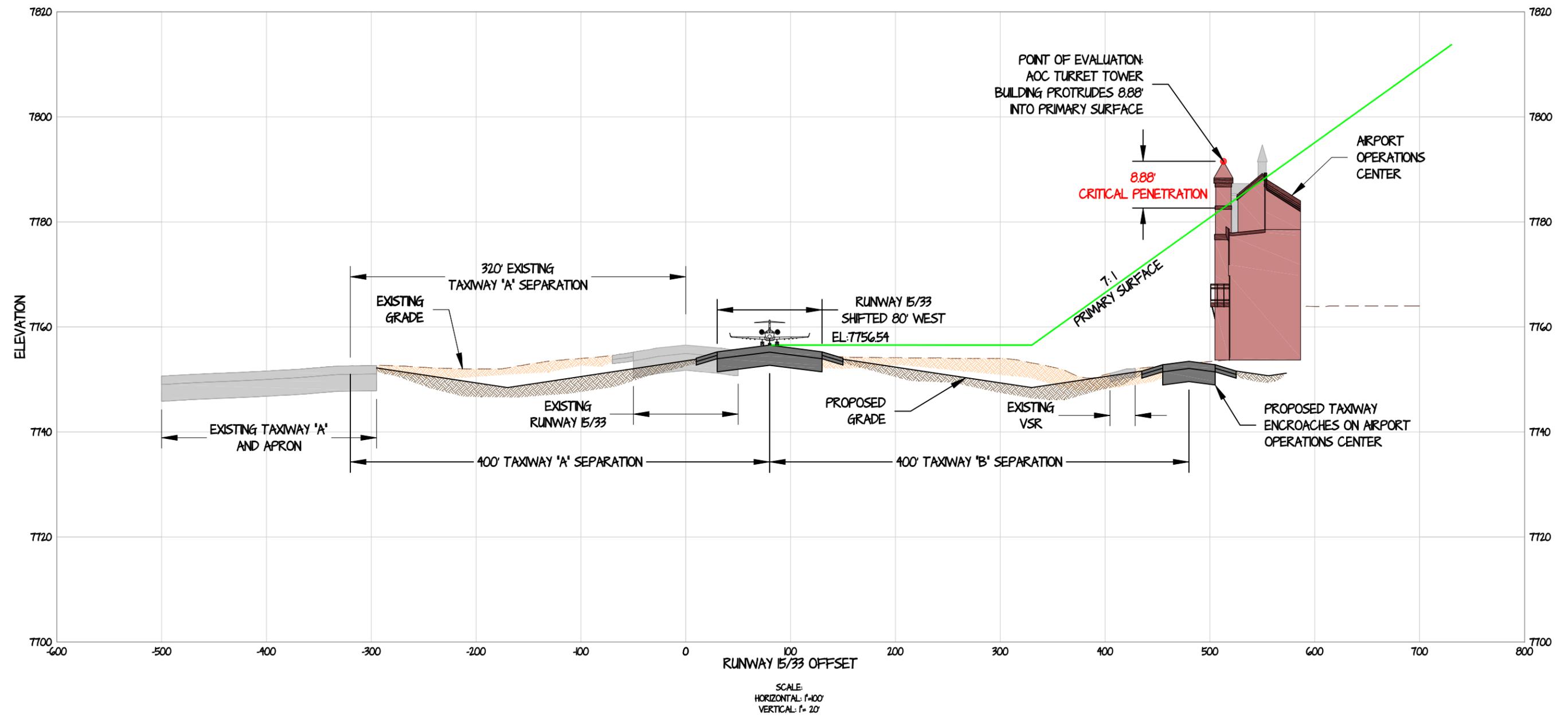
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DATE: FEBRUARY 18, 2014

SHEET 1 OF 4

# ALTERNATIVE 8 - AIRPORT OPERATIONS CENTER - PART 77 AND RAMP SPACE EVALUATION



## CONDITIONS

- SHIFT RUNWAY 80' WEST
- 400' EAST SIDE PARALLEL TAXIWAY "A"  
MEETS CURRENT FAA STANDARD  
(400' RUNWAY/TAXIWAY SEPARATION)
- 400' WEST SIDE PARALLEL TAXIWAY "B"  
MEETS CURRENT FAA STANDARD  
(400' RUNWAY/TAXIWAY SEPARATION)



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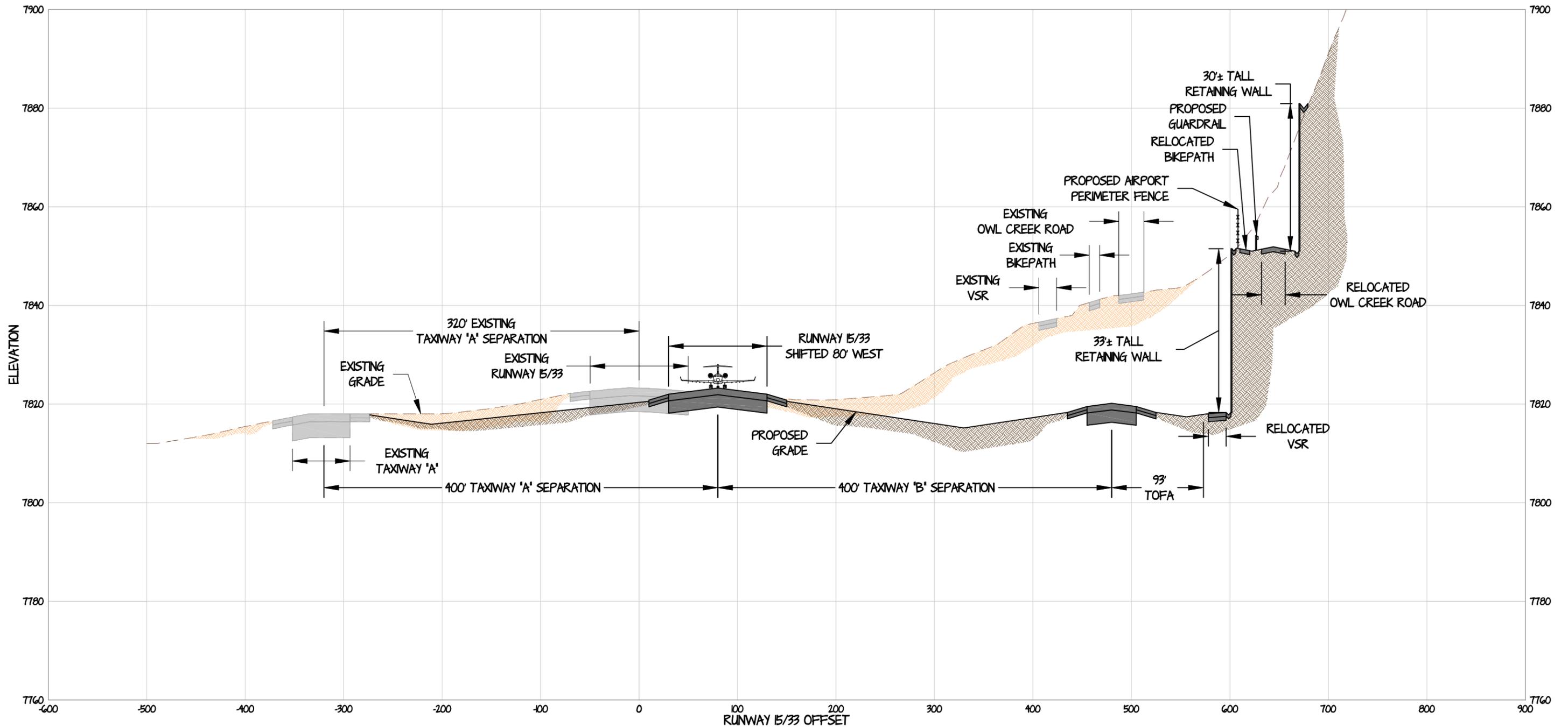
ASPEN/PITKIN COUNTY AIRPORT  
ASPEN, COLORADO  
AIR SERVICE STUDY - PHASE II  
ALTERNATIVE 8

DATE: FEBRUARY 18, 2014

SHEET 2 OF 4

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# ALTERNATIVE 8 - SOUTH END OF AIRFIELD APPROXIMATELY TAXIWAY "A8" - OWL CREEK ROAD PINCH POINT EVALUATION



SCALE:  
HORIZONTAL: 1"=100'  
VERTICAL: 1"= 20'

### CONDITIONS

- SHIFT RUNWAY 80' WEST
- 400' EAST SIDE PARALLEL TAXIWAY "A"  
MEETS CURRENT FAA STANDARD  
(400' RUNWAY/TAXIWAY SEPARATION)
- 400' WEST SIDE PARALLEL TAXIWAY "B"  
MEETS CURRENT FAA STANDARD  
(400' RUNWAY/TAXIWAY SEPARATION)



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 ALTERNATIVE 8  
 DATE: FEBRUARY 18, 2014  
 SHEET 3 OF 4

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RUNWAY 15 - NON PRECISION INSTRUMENT APPROACH SURFACE (34:1)

MAXIMUM RUNWAY 15 APPROACH SURFACE PENETRATION = 8'±

MAXIMUM RUNWAY 15 APPROACH SURFACE PENETRATION = 54'±

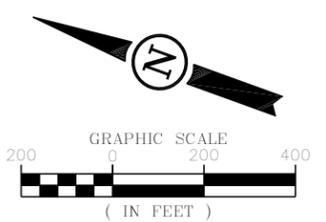
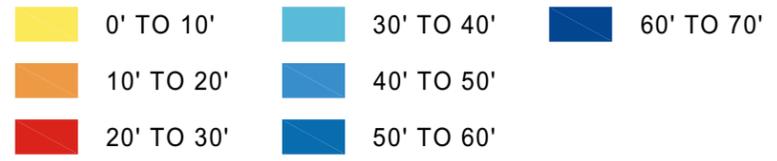
MAXIMUM RUNWAY 15 APPROACH SURFACE PENETRATION = 65'±

MAXIMUM RUNWAY 15 APPROACH SURFACE PENETRATION = 25'±

**CONDITIONS**

- SHIFT RUNWAY 80' WEST

**RUNWAY 15 APPROACH PENETRATIONS**



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ALTERNATIVE 8

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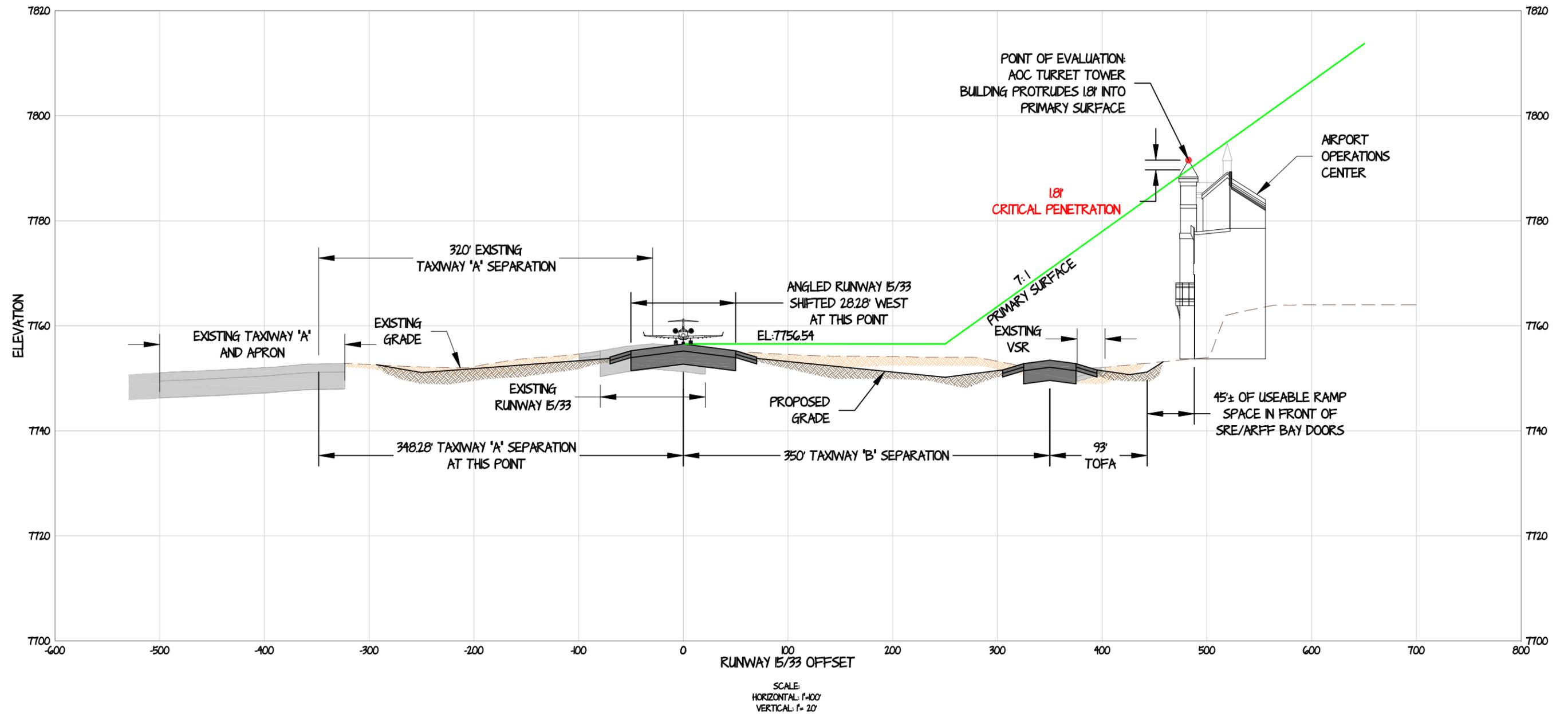
SHEET 4 OF 4

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# ALTERNATIVE 9 - AIRPORT OPERATIONS CENTER - PART 77 AND RAMP SPACE EVALUATION



## CONDITIONS

- ANGLE RUNWAY, HOLD RUNWAY 15 THRESHOLD AND MOVE RUNWAY 33 THRESHOLD 50' WEST
- 330' TO 370' EAST SIDE PARALLEL TAXIWAY "A"  
WOULD REQUIRE NEW FAA MODIFICATION TO STANDARD  
(330' TO 370' RUNWAY/TAXIWAY SEPARATION)
- 350' WEST SIDE PARALLEL TAXIWAY "B"  
WOULD REQUIRE NEW FAA MODIFICATION TO STANDARD  
(350' RUNWAY/TAXIWAY SEPARATION)



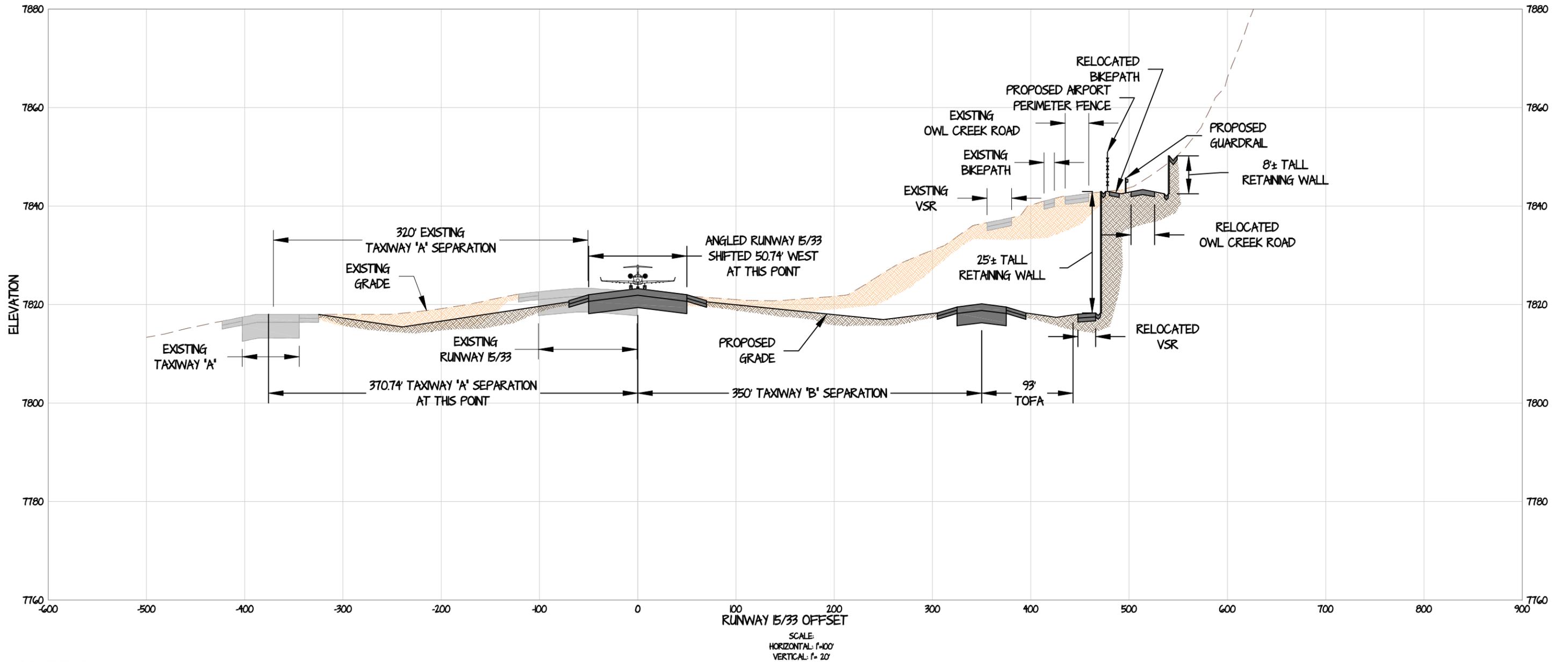
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 ALTERNATIVE 9

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SHEET 2 OF 4

# ALTERNATIVE 9 - SOUTH END OF AIRFIELD APPROXIMATELY TAXIWAY "A8" - OWL CREEK ROAD PINCH POINT EVALUATION



## CONDITIONS

- ANGLE RUNWAY, HOLD RUNWAY 15 THRESHOLD AND MOVE RUNWAY 33 THRESHOLD 50' WEST
- 330' TO 370' EAST SIDE PARALLEL TAXIWAY "A"  
WOULD REQUIRE NEW FAA MODIFICATION TO STANDARD (330' TO 370' RUNWAY/TAXIWAY SEPARATION)
- 350' WEST SIDE PARALLEL TAXIWAY "B"  
WOULD REQUIRE NEW FAA MODIFICATION TO STANDARD (350' RUNWAY/TAXIWAY SEPARATION)



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ALTERNATIVE 9

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SHEET 3 OF 4

RUNWAY 15 - NON PRECISION INSTRUMENT APPROACH SURFACE (34:1)

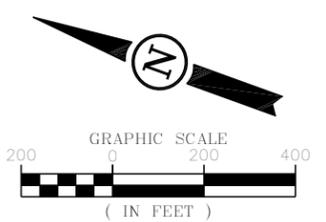


**CONDITIONS**

- ANGLED RUNWAY, HOLD RUNWAY 15 THRESHOLD AND MOVE RUNWAY 33 THRESHOLD 50' WEST

**RUNWAY 15 APPROACH PENETRATIONS**

NO PENETRATIONS



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SHEET 4 OF 4

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