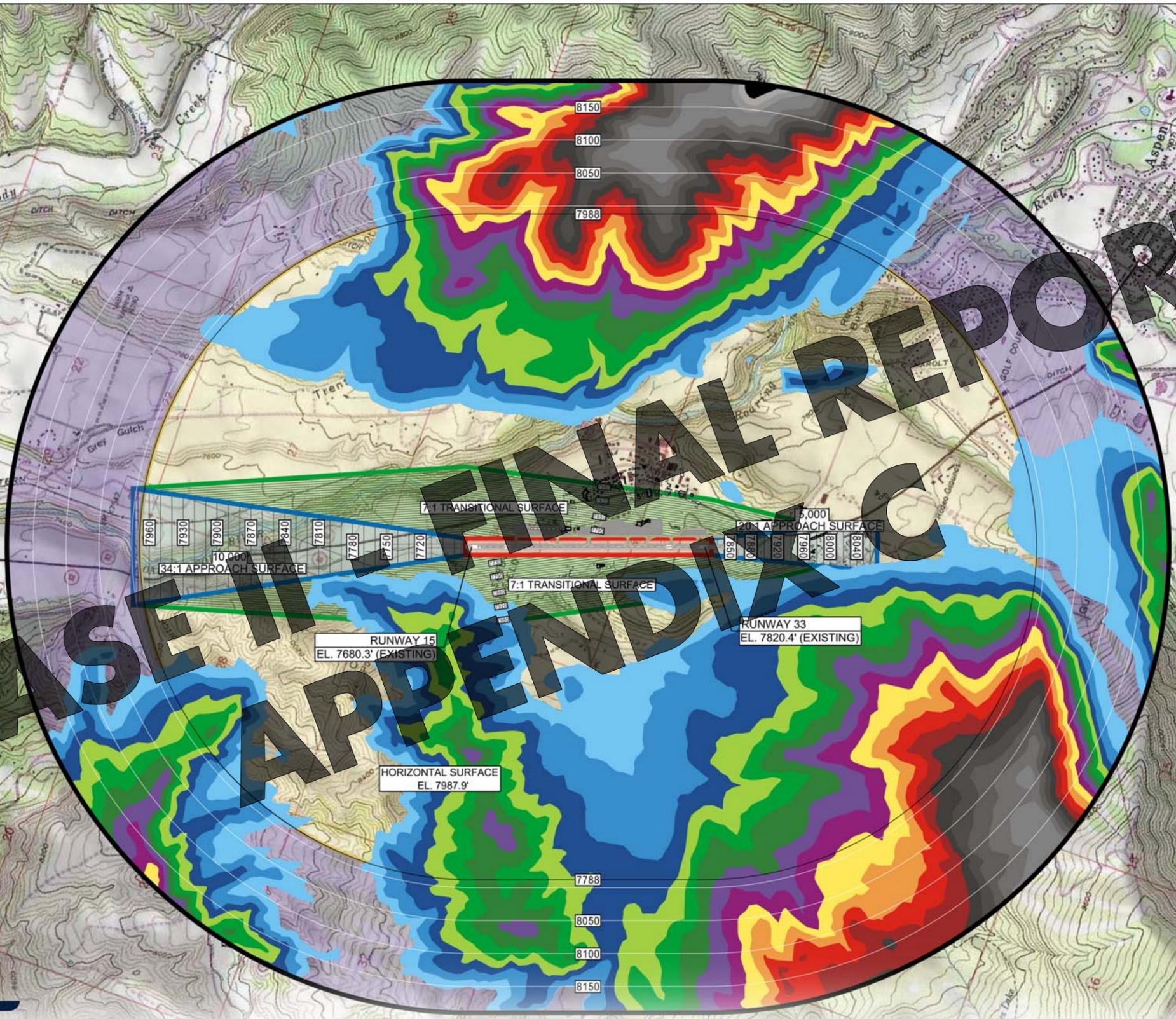


- LEGEND**
- APPROACH SURFACE
 - CONICAL SURFACE
 - HORIZONTAL SURFACE
 - PRIMARY SURFACE
 - TRANSITIONAL SURFACE

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 C



ASPEN/PITKIN COUNTY AIRPORT
OWNED AND OPERATED BY PITKIN COUNTY

ASPEN/PITKIN COUNTY AIRPORT
FUTURE AIR SERVICE PLANNING STUDY - PHASE II - STEP B
AIRPORT AIRSPACE DRAWING

APRIL 3, 2014

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- ALTERNATIVE 5a
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- ALTERNATIVE 6
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ALTERNATIVE 7b - PARTIAL TW "A" AND "B" ON RW 15 END
- ALTERNATIVE 8
SHIFT RW 80' WEST, TW "A" 400', TW "B" 400'
- ALTERNATIVE 10
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TW "A" 360' (15' SHIFT EAST), TW "B" 360'

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			
Current Regional Aircraft					
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
Future Regional Aircraft					
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
Comparison Non-Regional Aircraft					
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	Unknown	Meets

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'
 - TAXILANE OBJECT FREE AREA (TOFA) - 162'
 - 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

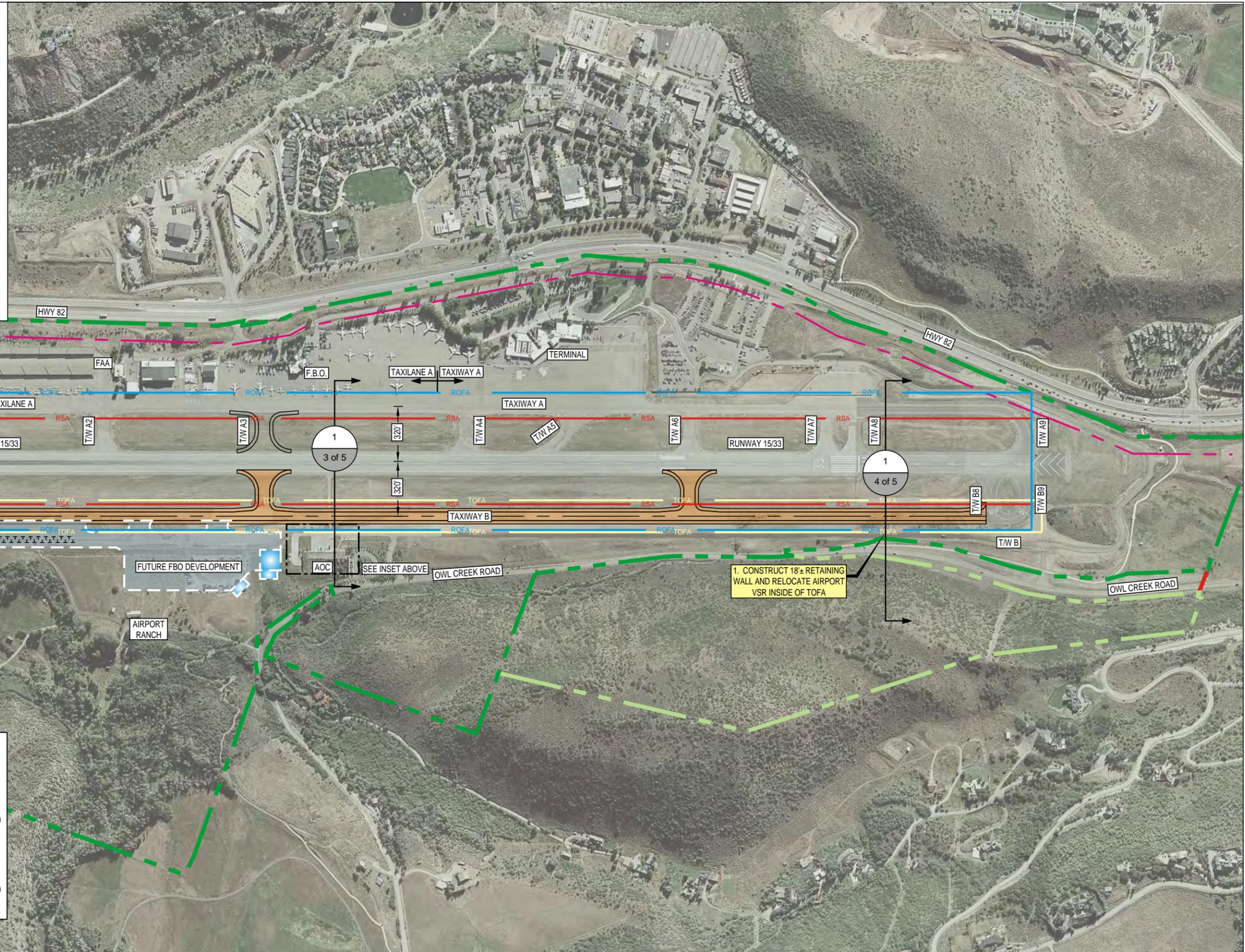


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INDEX

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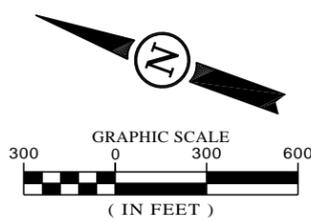
CONDITIONS

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

ALL RSA'S, ROFA'S, AND TOFA'S SHOWN ARE FOR PROPOSED AIRCRAFT PAVEMENT

LEGEND

- PROPOSED AIRFIELD AND ROAD LAYOUT FROM AIR SERVICE STUDY
- MASTER PLAN LAYOUT AIRCRAFT PAVEMENT
- MASTER PLAN LAYOUT BUILDINGS
- CDOT PROPERTY LINE
- HIGHWAY 82 100' RIGHT-OF-WAY SETBACK



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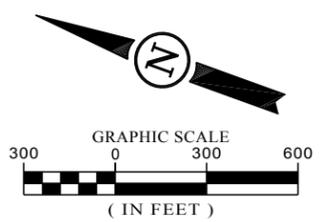
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- MASTER PLAN COMPARISON TO PROPOSED LAYOUT FROM STUDY**
- MASTER PLAN IMPACTS
NO IMPACT
 - COMMERCIAL APRON AIRCRAFT
95' MAXIMUM WINGSPAN
 - WEST SIDE FBO RAMP PARKING
95' MAXIMUM WINGSPAN

- ALL RSA'S, ROFA'S, AND TOFA'S SHOWN ARE FOR PROPOSED AIRCRAFT PAVEMENT
 - PROPOSED AIRFIELD AND ROAD LAYOUT FROM AIR SERVICE STUDY
 - ASE PROPERTY LINE
 - BURLINGAME RANCH PROPERTY LINE
 - CDOT PROPERTY LINE
 - HIGHWAY 82 100' RIGHT-OF-WAY SETBACK

LEGEND

	MASTER PLAN LAYOUT AIRCRAFT PAVEMENT
	MASTER PLAN LAYOUT BUILDINGS
	MASTER PLAN LAYOUT ROADWAYS AND PARKING LOTS



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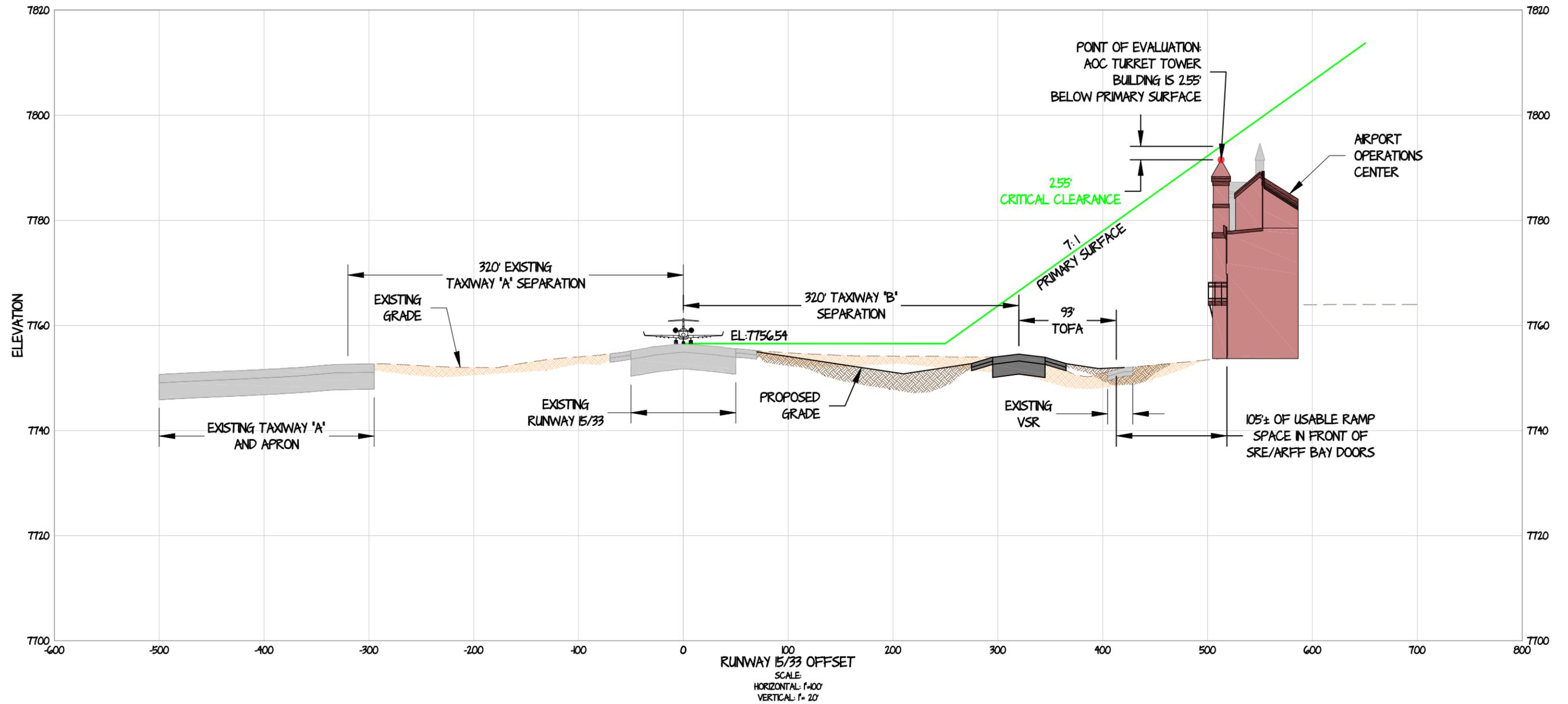
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 ALTERNATIVE 1**

DATE: APRIL 3, 2014

SHEET 2 OF 5

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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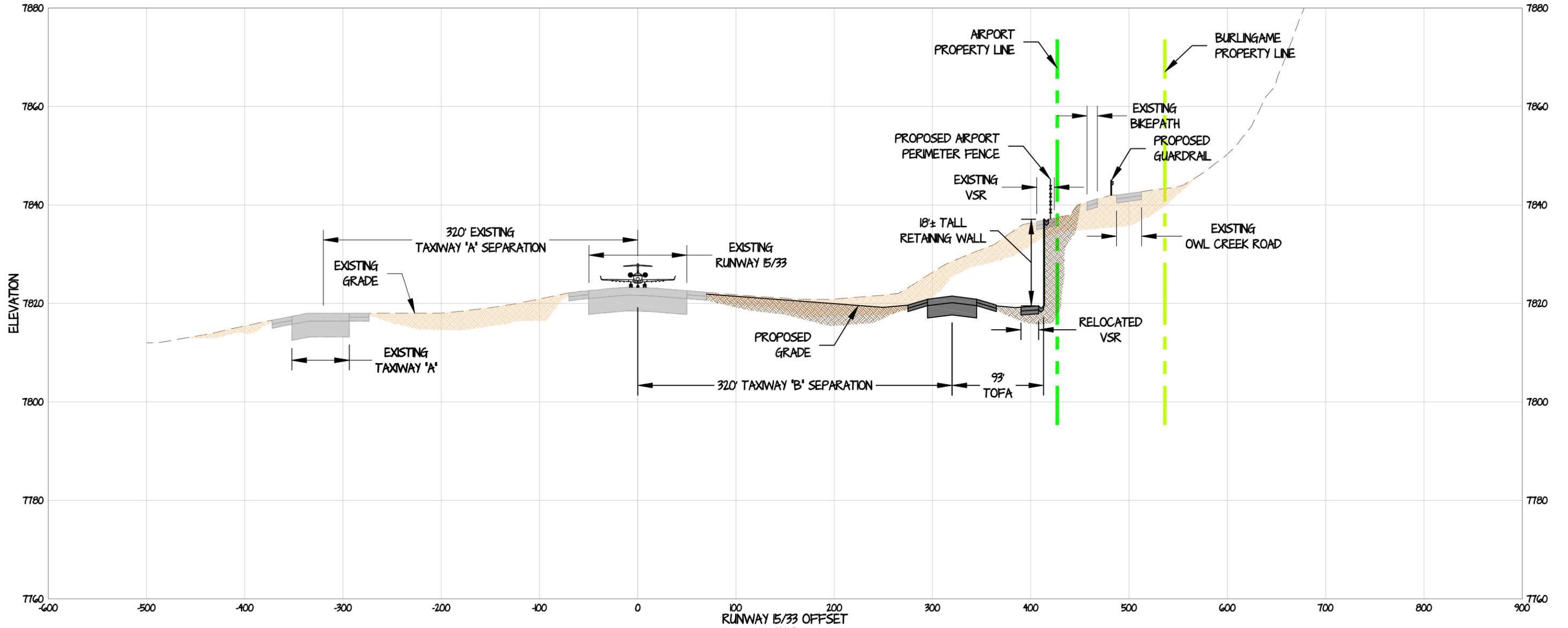
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ALTERNATIVE 1

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ALTERNATIVE 1 - 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)

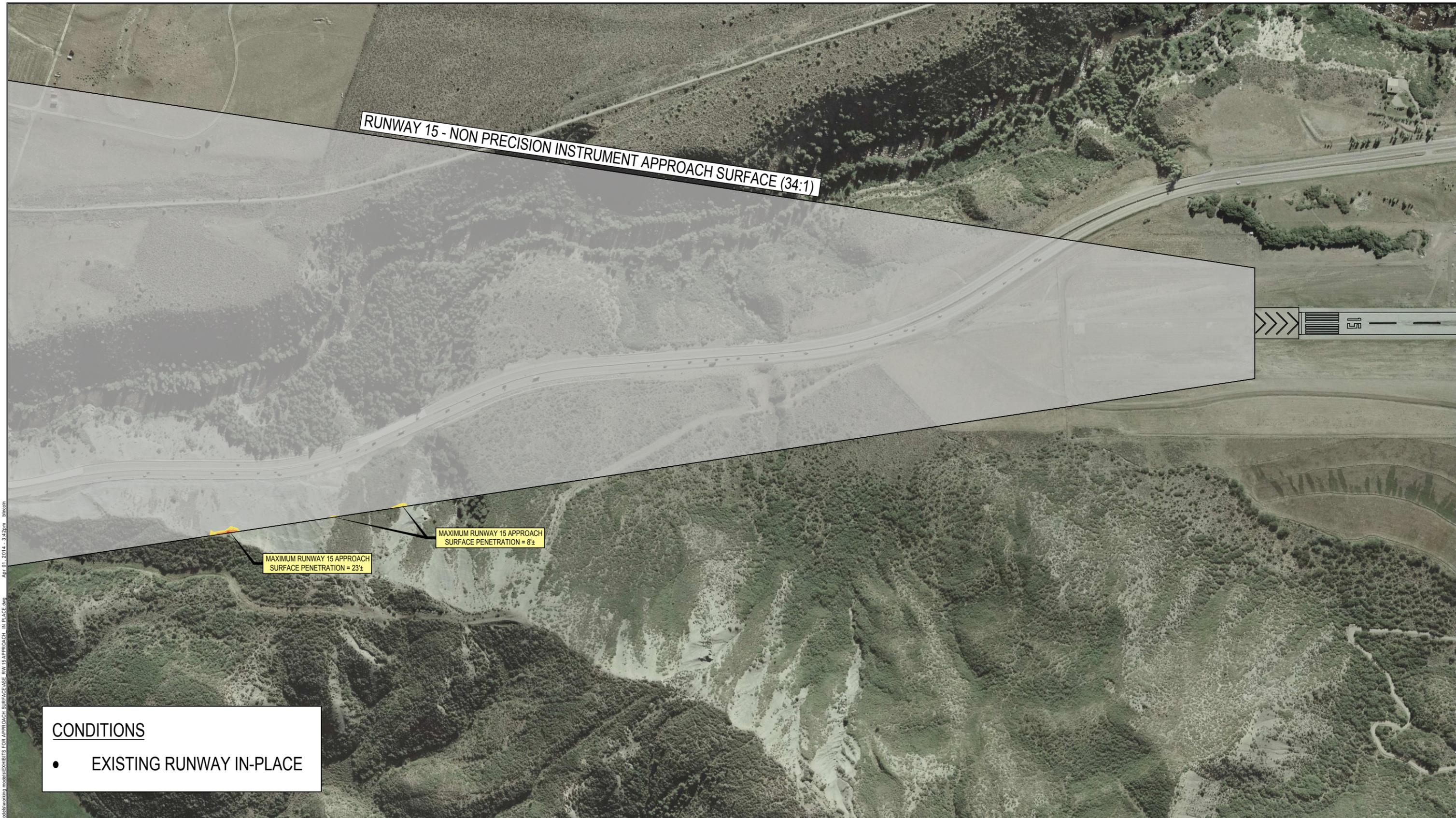


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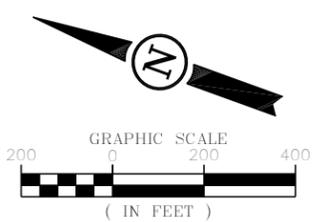


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CONDITIONS

- EXISTING RUNWAY IN-PLACE

RUNWAY 15 APPROACH PENETRATIONS

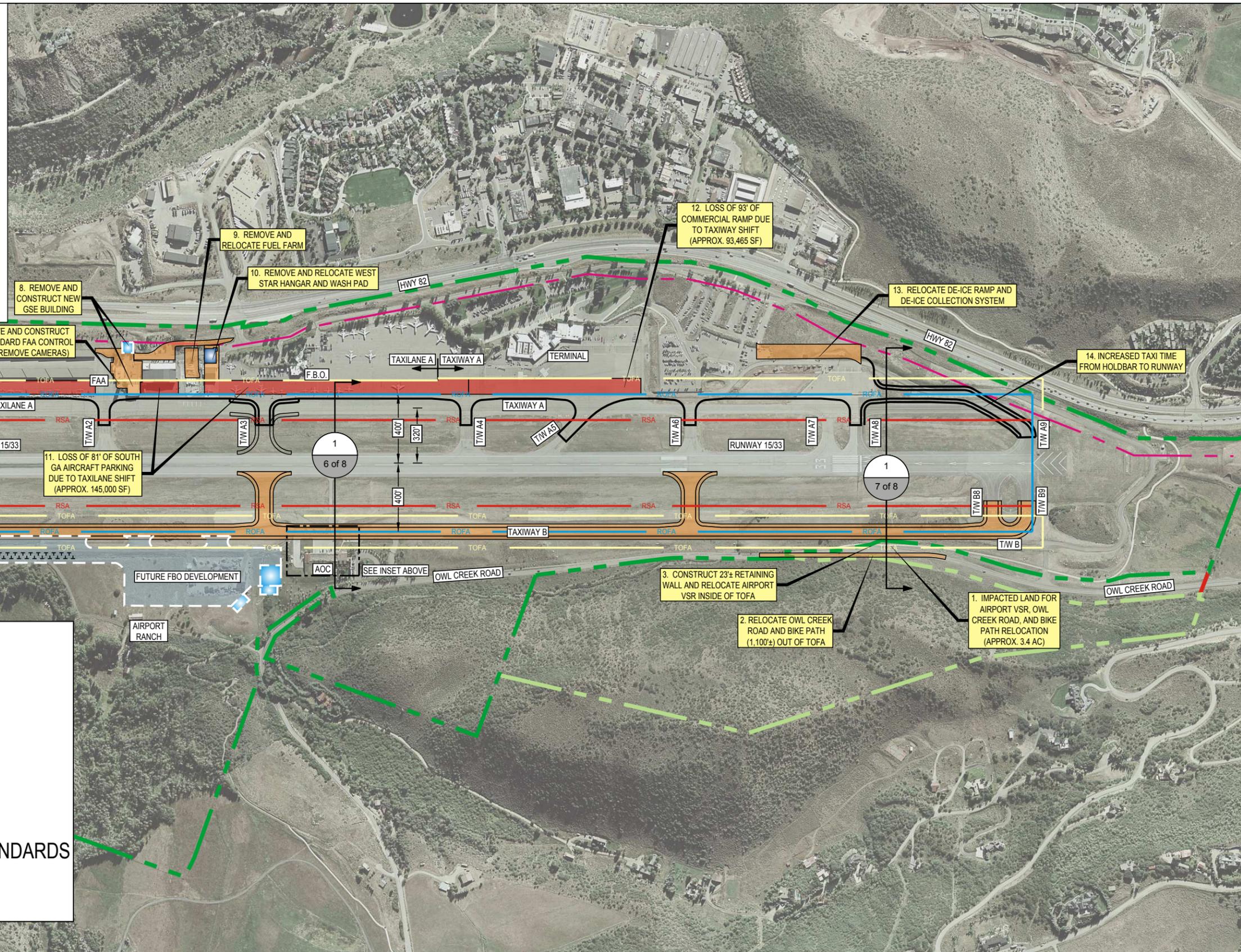
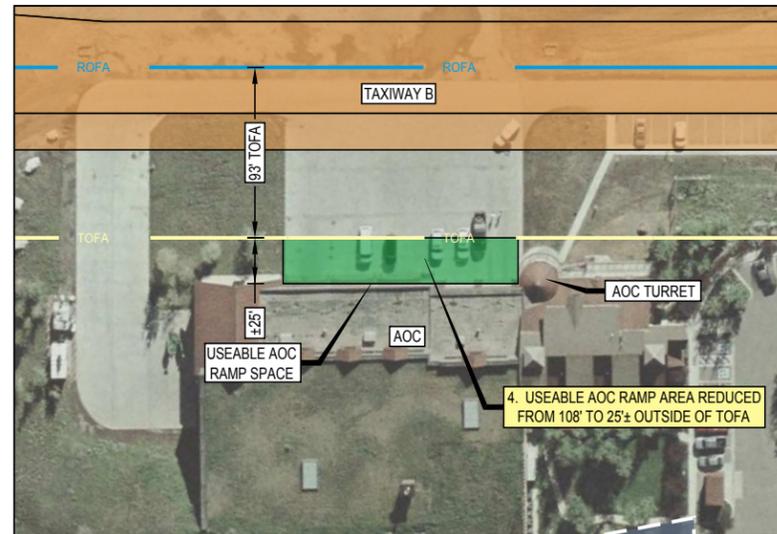


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ALTERNATIVE 1**

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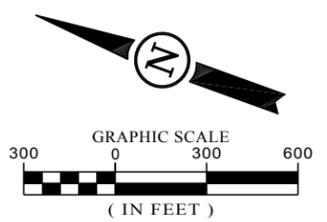
CONDITIONS

- 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)
- RESCINDS THREE MODIFICATIONS TO STANDARDS
 RUNWAY/TAXIWAY SEPARATION
 RUNWAY/HOLDBAR SEPARATION
 EAST SIDE TAXIWAY "A" TOFA

ALL RSA'S, ROFA'S, AND TOFA'S SHOWN ARE FOR PROPOSED AIRCRAFT PAVEMENT

LEGEND

PROPOSED AIRFIELD AND ROAD LAYOUT FROM AIR SERVICE STUDY	MASTER PLAN LAYOUT AIRCRAFT PAVEMENT
IMPACT ON EXISTING AIRCRAFT PARKING	RECONFIGURED BUILDINGS FROM AIR SERVICE STUDY
ASE PROPERTY LINE	CDOT PROPERTY LINE
BURLINGAME RANCH PROPERTY LINE	HIGHWAY 82 100' RIGHT-OF-WAY SETBACK



ASPEN/PITKIN COUNTY AIRPORT
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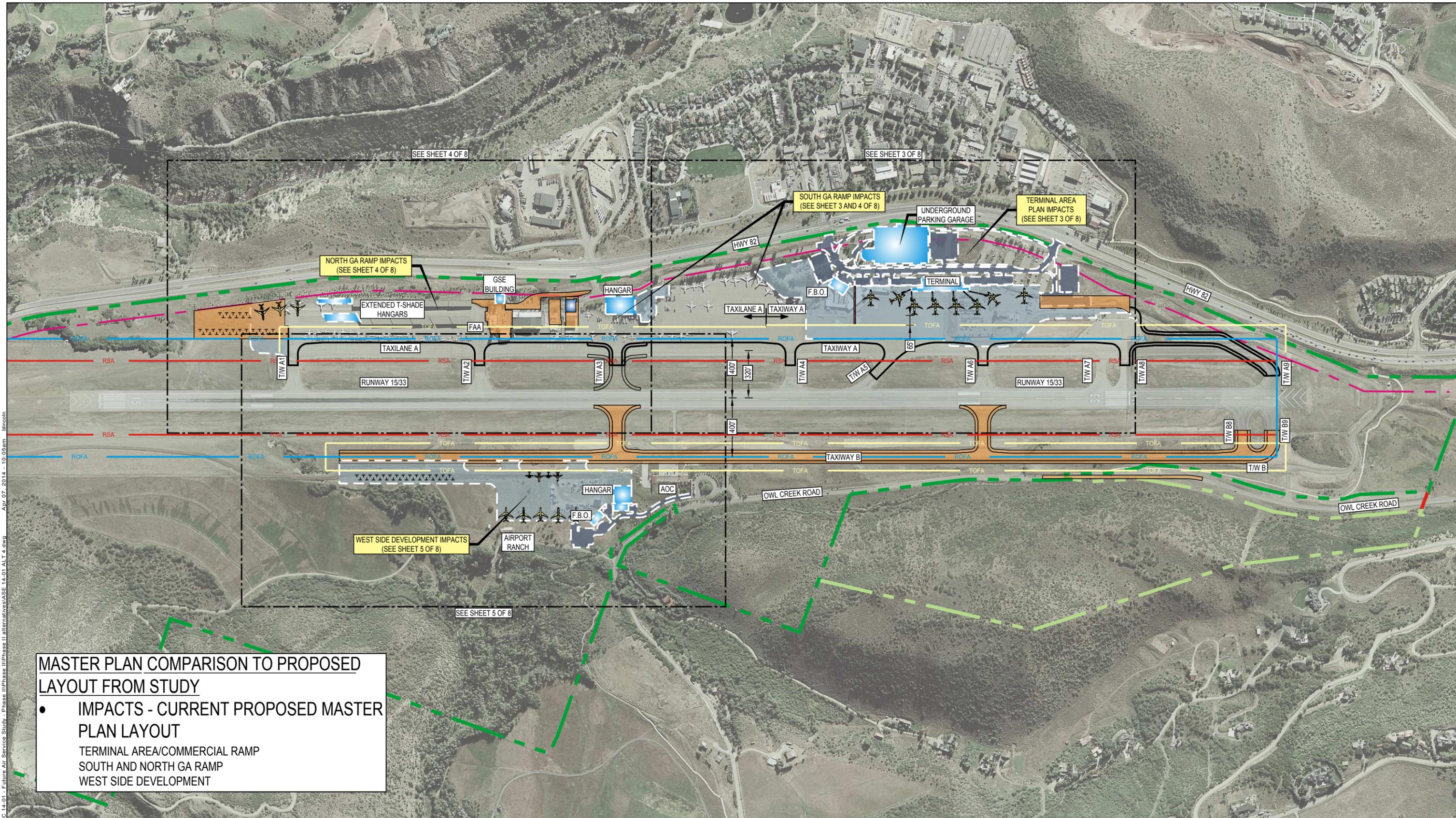
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MASTER PLAN COMPARISON TO PROPOSED LAYOUT FROM STUDY

- IMPACTS - CURRENT PROPOSED MASTER PLAN LAYOUT
 - TERMINAL AREA/COMMERCIAL RAMP
 - SOUTH AND NORTH GA RAMP
 - WEST SIDE DEVELOPMENT

ALL RSA'S, ROFA'S, AND TOFA'S SHOWN ARE FOR PROPOSED AIRCRAFT PAVEMENT

PROPOSED AIRFIELD AND ROAD LAYOUT FROM AIR SERVICE STUDY

ASE PROPERTY LINE

BURLINGAME RANCH PROPERTY LINE

CDOT PROPERTY LINE

HIGHWAY 82 100' RIGHT-OF-WAY SETBACK

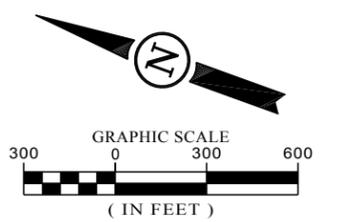
LEGEND

MASTER PLAN LAYOUT AIRCRAFT PAVEMENT

MASTER PLAN LAYOUT BUILDINGS

MASTER PLAN LAYOUT ROADWAYS AND PARKING LOTS

RECONFIGURED BUILDINGS FROM AIR SERVICE STUDY



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ALTERNATIVE 4

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TERMINAL AREA AND COMMERCIAL AND SOUTH GA RAMP IMPACTS

- **MASTER PLAN IMPACTS**
RECONFIGURED TERMINAL AREA AND FBO
TERMINAL BUILDING AND AIRCRAFT 80' CLOSER TO HIGHWAY
NET LOSS OF SOUTH GA RAMP
- **COMMERCIAL RAMP AIRCRAFT**
CS100 AIRCRAFT (115' 1" WINGSPAN)

NET AIRCRAFT RAMP IMPACT (SF)
COMMERCIAL - 14,590 LESS THAN MASTER PLAN
SOUTH GA - 184,670 SF LESS THAN MASTER PLAN

- ALL RSA'S, ROFA'S, AND TOFA'S SHOWN ARE FOR PROPOSED AIRCRAFT PAVEMENT

- PROPOSED AIRFIELD AND ROAD LAYOUT FROM AIR SERVICE STUDY
- IMPACT ON PROPOSED MASTER PLAN AIRCRAFT PARKING
- ASE PROPERTY LINE
- HIGHWAY 82 100' RIGHT-OF-WAY SETBACK

LEGEND

MASTER PLAN LAYOUT AIRCRAFT PAVEMENT	RECONFIGURED AIRCRAFT PAVEMENT FROM AIR SERVICE STUDY
MASTER PLAN LAYOUT BUILDINGS	RECONFIGURED BUILDINGS FROM AIR SERVICE STUDY
MASTER PLAN LAYOUT ROADWAYS AND PARKING LOTS	RECONFIGURED ROADS AND PARKING LOTS FROM AIR SERVICE STUDY

GRAPHIC SCALE (IN FEET)
0 100 200

ASPEN/PITKIN COUNTY AIRPORT
OWNED AND OPERATED BY PITKIN COUNTY

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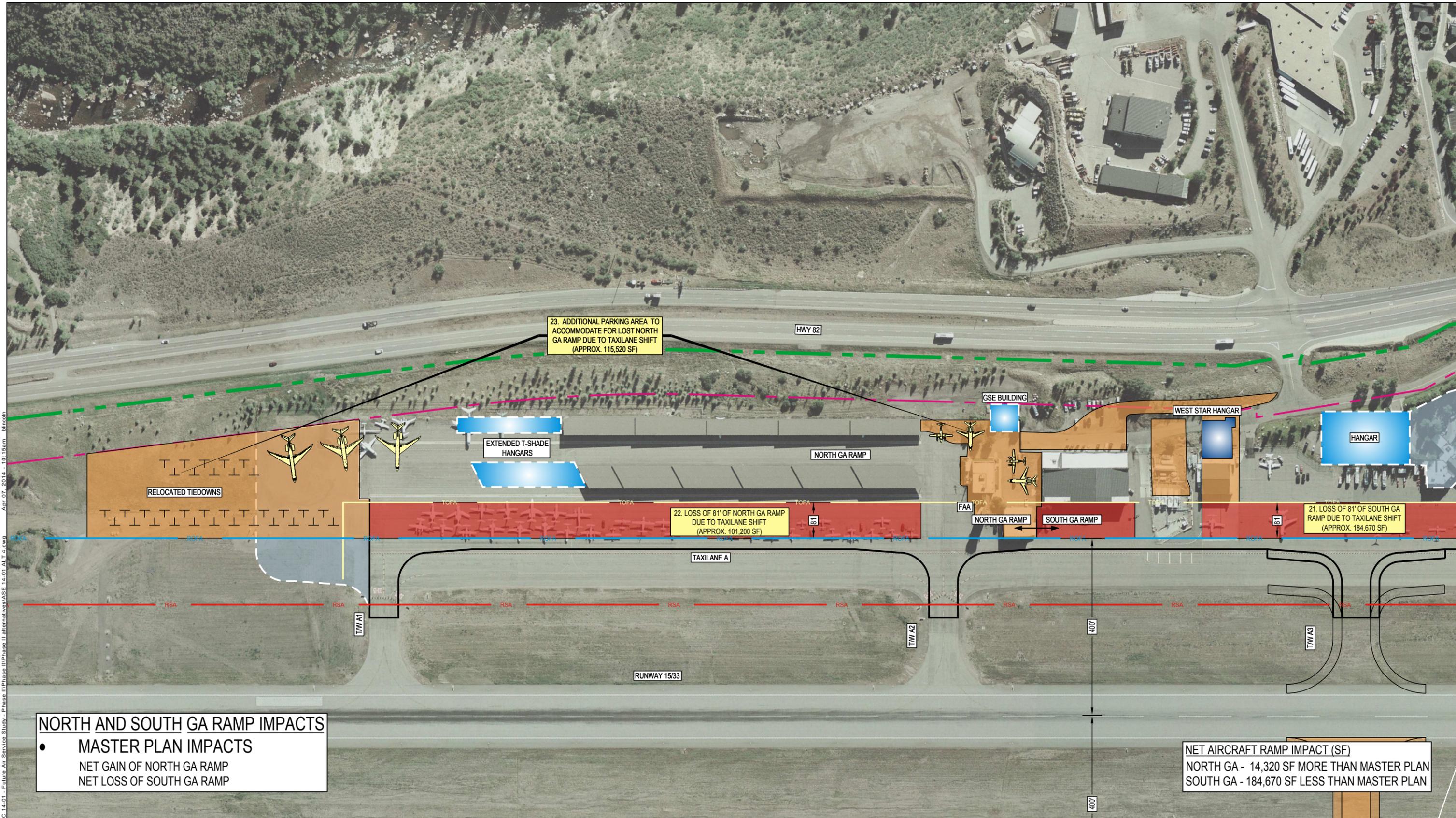
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NORTH AND SOUTH GA RAMP IMPACTS

- **MASTER PLAN IMPACTS**
 NET GAIN OF NORTH GA RAMP
 NET LOSS OF SOUTH GA RAMP

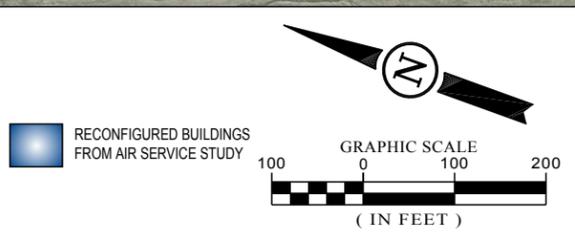
NET AIRCRAFT RAMP IMPACT (SF)
 NORTH GA - 14,320 SF MORE THAN MASTER PLAN
 SOUTH GA - 184,670 SF LESS THAN MASTER PLAN

ALL RSA'S, ROFA'S, AND TOFA'S SHOWN ARE FOR PROPOSED AIRCRAFT PAVEMENT

- PROPOSED AIRFIELD AND ROAD LAYOUT FROM AIR SERVICE STUDY
- IMPACT ON PROPOSED MASTER PLAN AIRCRAFT PARKING
- ASE PROPERTY LINE
- HIGHWAY 82 100' RIGHT-OF-WAY SETBACK

LEGEND

- MASTER PLAN LAYOUT AIRCRAFT PAVEMENT
- MASTER PLAN LAYOUT BUILDINGS
- MASTER PLAN LAYOUT ROADWAYS AND PARKING LOTS
- RECONFIGURED BUILDINGS FROM AIR SERVICE STUDY



ASPEN/PITKIN COUNTY AIRPORT
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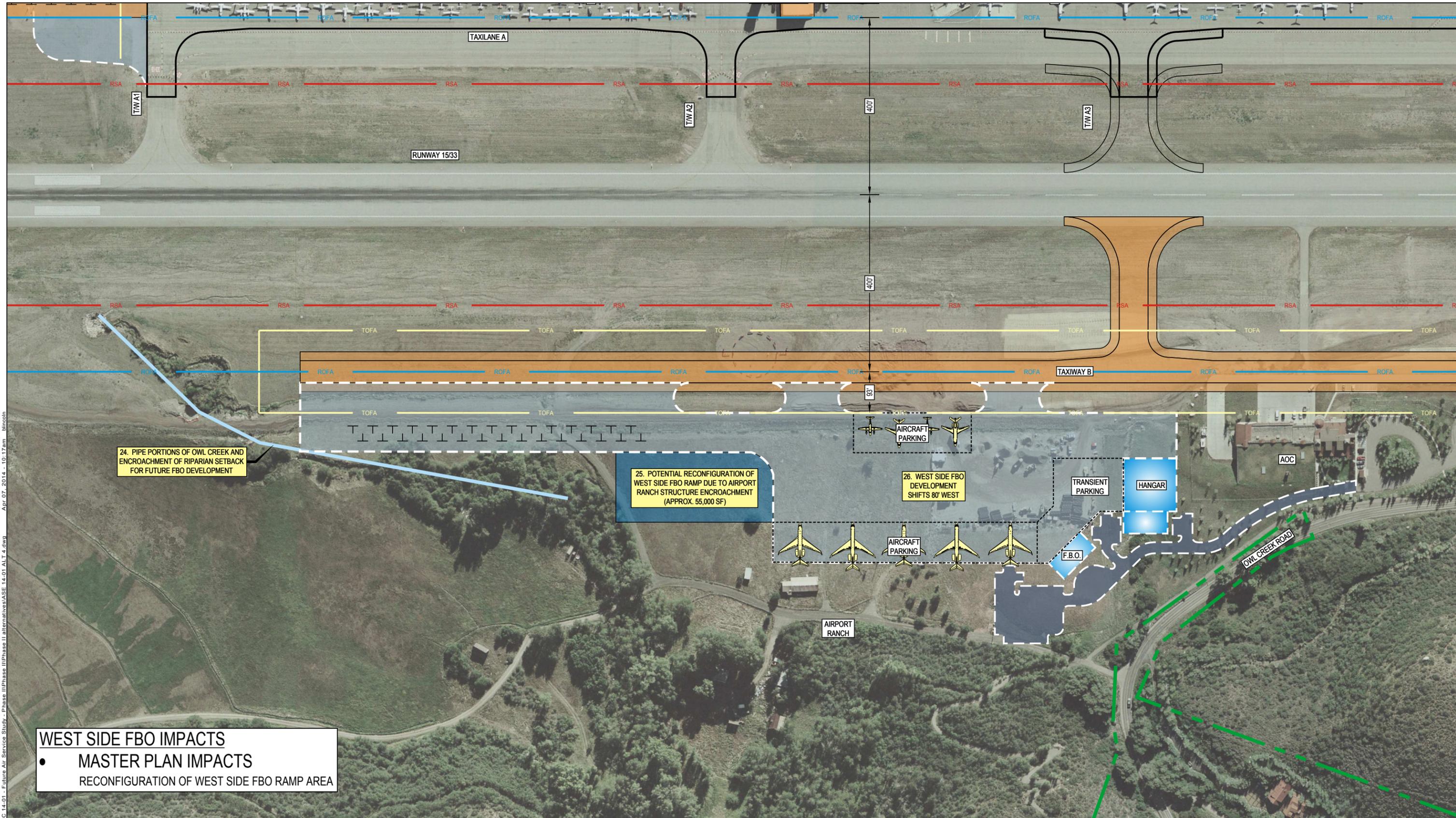
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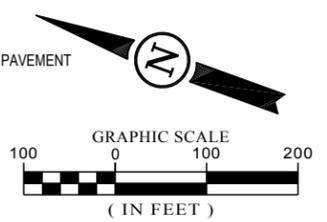
WEST SIDE FBO IMPACTS
 • **MASTER PLAN IMPACTS**
 RECONFIGURATION OF WEST SIDE FBO RAMP AREA

ALL RSA'S, ROFA'S, AND TOFA'S SHOWN ARE FOR PROPOSED AIRCRAFT PAVEMENT

ASE PROPERTY LINE
 HIGHWAY 82 100' RIGHT-OF-WAY SETBACK

LEGEND

	PROPOSED AIRFIELD AND ROAD LAYOUT FROM AIR SERVICE STUDY		MASTER PLAN LAYOUT AIRCRAFT PAVEMENT		RECONFIGURED AIRCRAFT PAVEMENT FROM AIR SERVICE STUDY
	MASTER PLAN LAYOUT BUILDINGS		MASTER PLAN LAYOUT ROADWAYS AND PARKING LOTS		

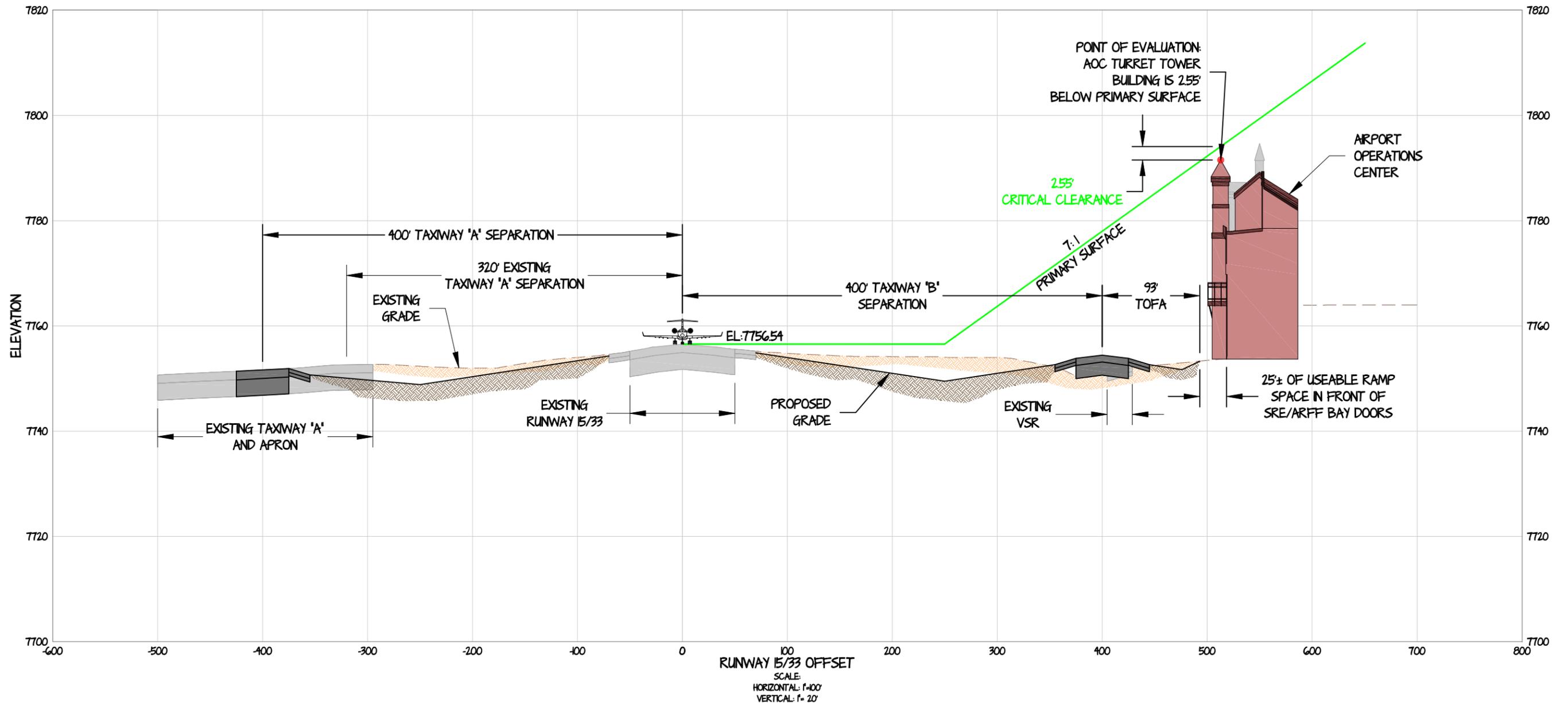


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ALTERNATIVE 4 - AIRPORT OPERATIONS CENTER - PART 77 AND RAMP SPACE EVALUATION



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)



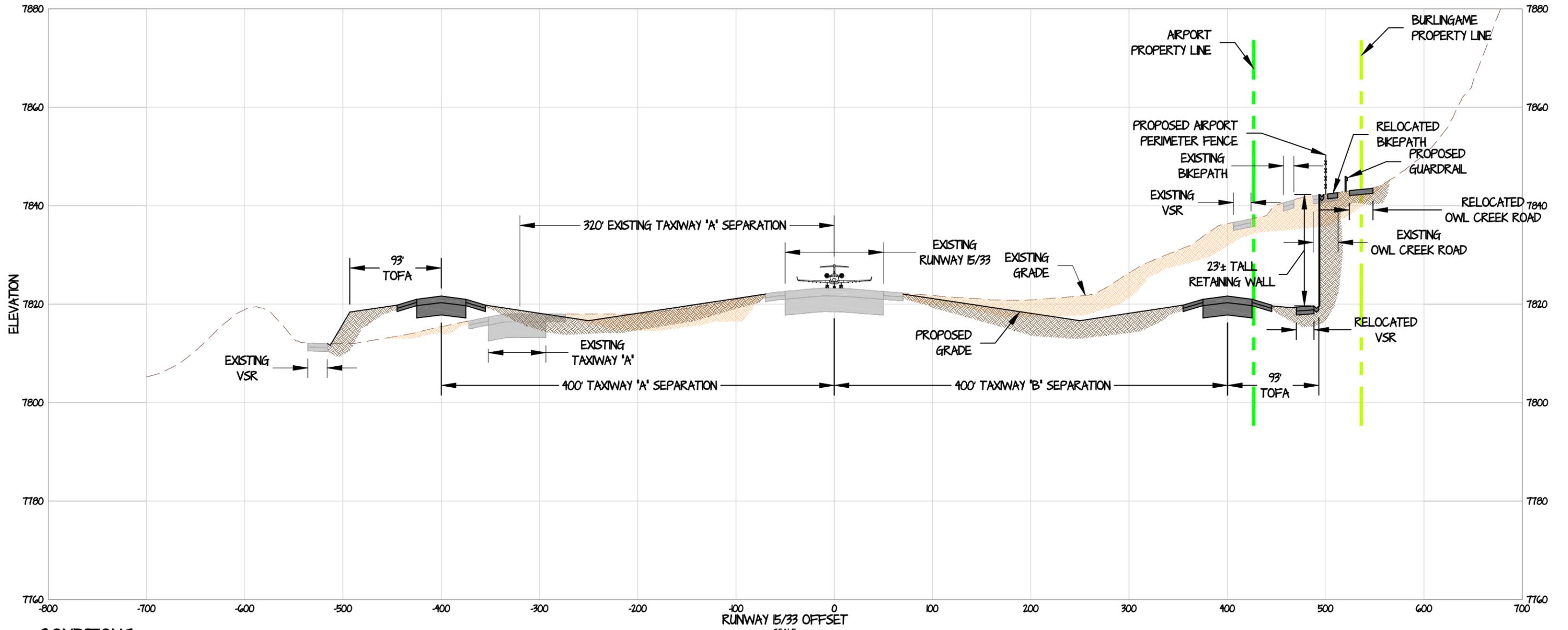
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 AIR SERVICE STUDY - PHASE II
 ALTERNATIVE 4

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

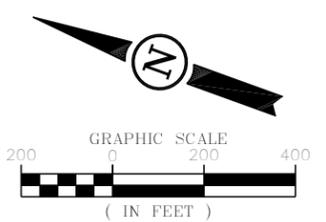
MAXIMUM RUNWAY 15 APPROACH SURFACE PENETRATION = 23±

MAXIMUM RUNWAY 15 APPROACH SURFACE PENETRATION = 8±

- CONDITIONS**
- EXISTING RUNWAY IN-PLACE

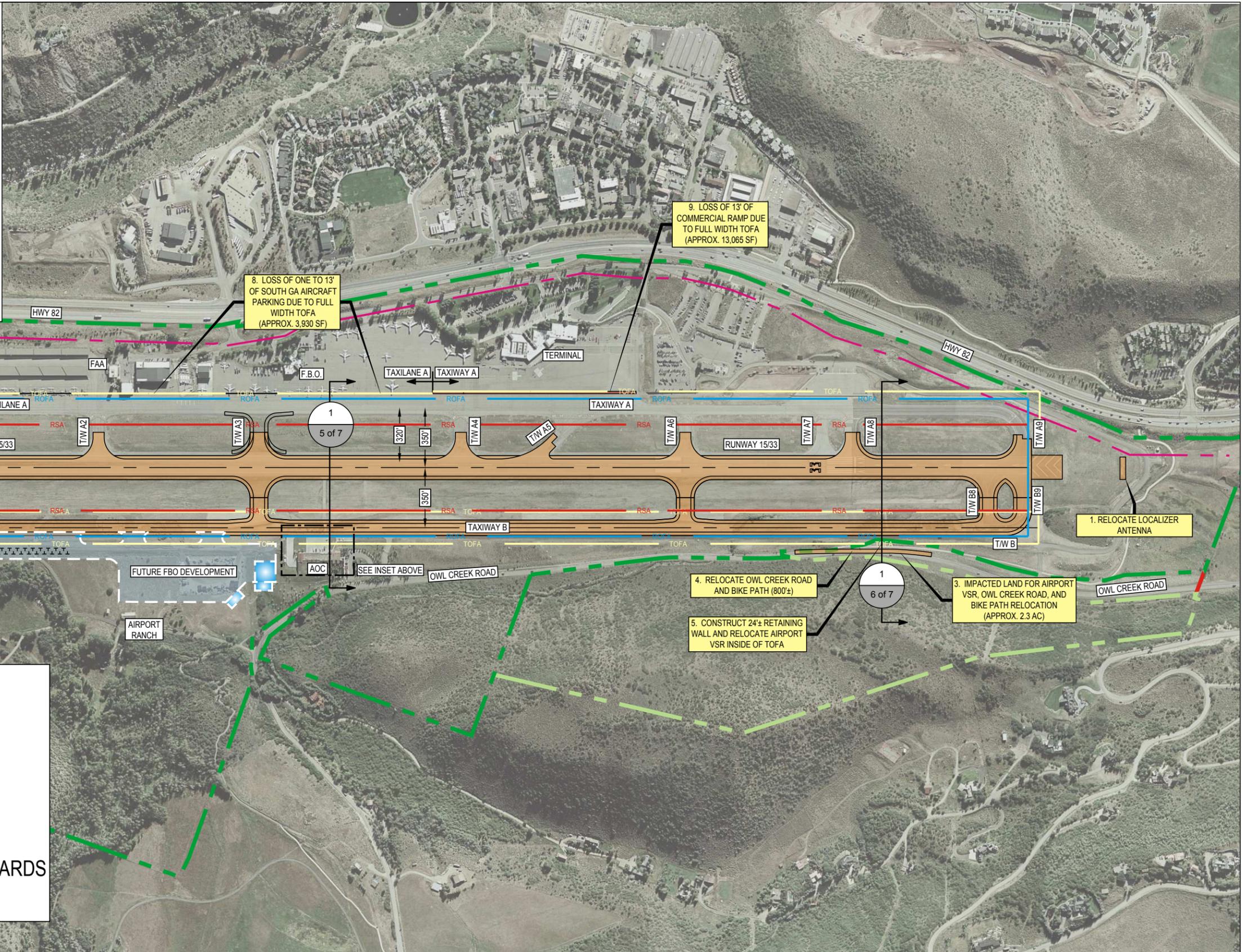
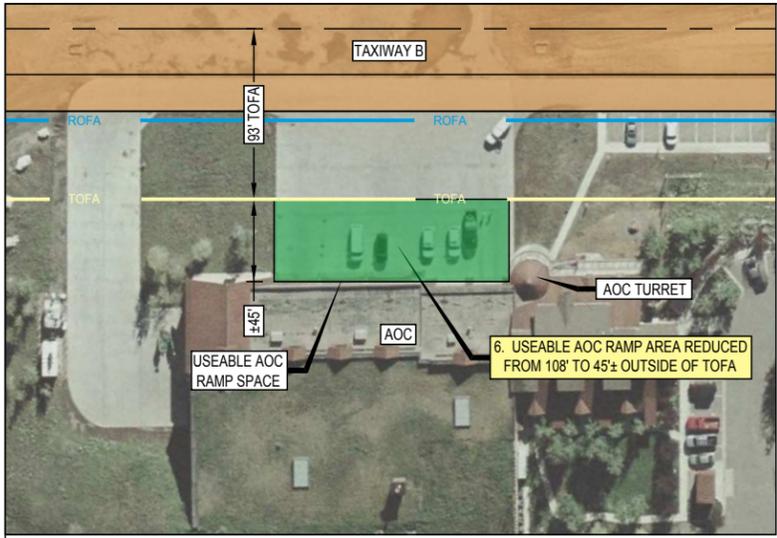
RUNWAY 15 APPROACH PENETRATIONS

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



ASPEN/PITKIN COUNTY AIRPORT
 ASPEN, COLORADO
 AIR SERVICE STUDY - PHASE II
 ALTERNATIVE 4
 DATE: APRIL 3, 2014
 SHEET 8 OF 8

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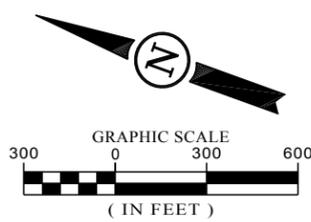
CONDITIONS

- 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)
- RESCINDS TWO MODIFICATIONS TO STANDARDS
RUNWAY/HOLDBAR SEPARATION
EAST SIDE TAXIWAY "A" TOFA

- ALL RSA'S, ROFA'S, AND TOFA'S SHOWN ARE FOR PROPOSED AIRCRAFT PAVEMENT

LEGEND

	PROPOSED AIRFIELD AND ROAD LAYOUT FROM AIR SERVICE STUDY		MASTER PLAN LAYOUT AIRCRAFT PAVEMENT
	IMPACT ON EXISTING AIRCRAFT PARKING		MASTER PLAN LAYOUT BUILDINGS
	ASE PROPERTY LINE		CDOT PROPERTY LINE
	BURLINGAME RANCH PROPERTY LINE		HIGHWAY 82 100' RIGHT-OF-WAY SETBACK



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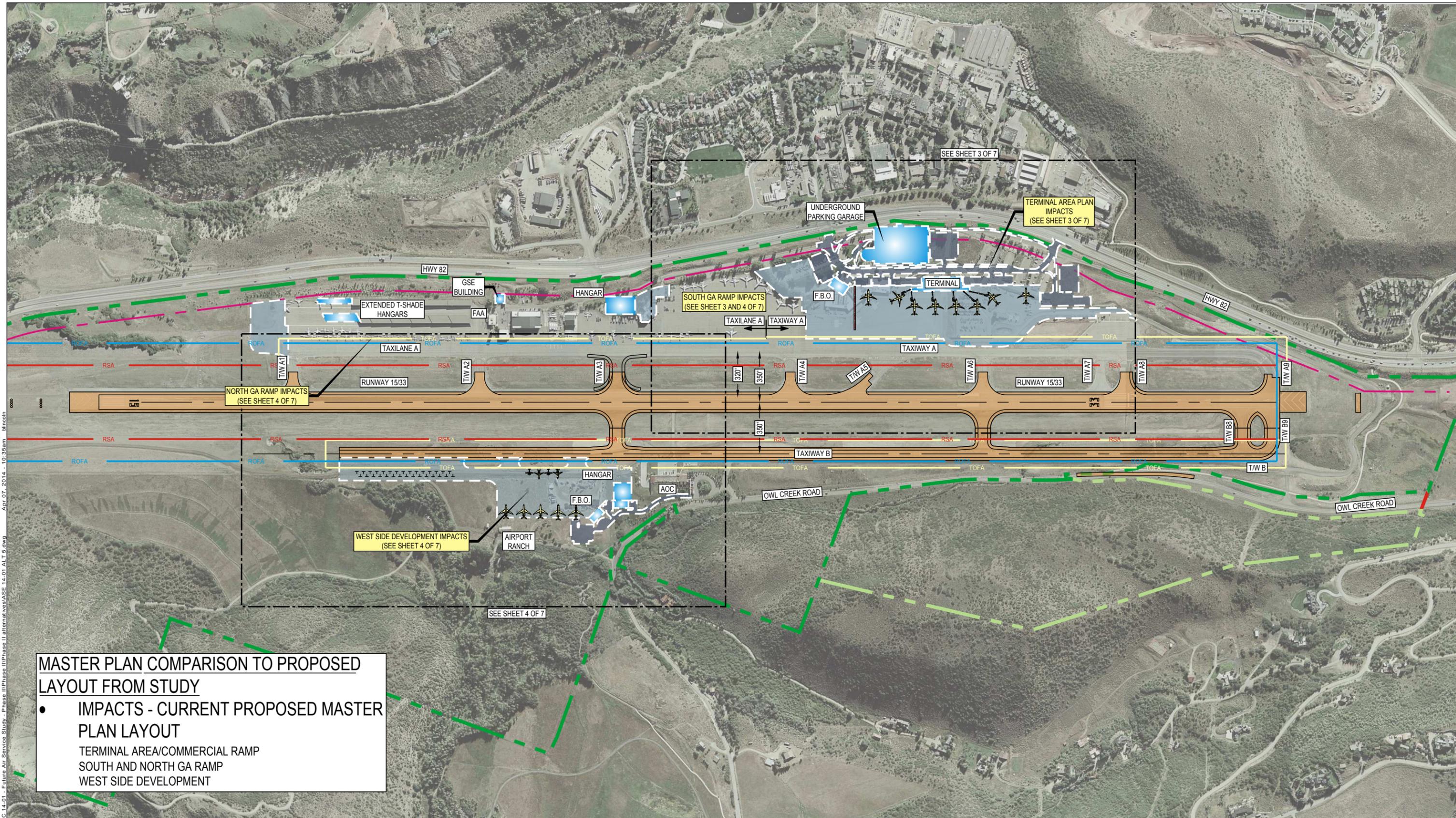
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 AIR SERVICE STUDY - PHASE II
 ALTERNATIVE 5

DATE: APRIL 3, 2014

SHEET 1 OF 7

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MASTER PLAN COMPARISON TO PROPOSED LAYOUT FROM STUDY

- IMPACTS - CURRENT PROPOSED MASTER PLAN LAYOUT
 - TERMINAL AREA/COMMERCIAL RAMP
 - SOUTH AND NORTH GA RAMP
 - WEST SIDE DEVELOPMENT

ALL RSA'S, ROFA'S, AND TOFA'S SHOWN ARE FOR PROPOSED AIRCRAFT PAVEMENT

PROPOSED AIRFIELD AND ROAD LAYOUT FROM AIR SERVICE STUDY

ASE PROPERTY LINE

BURLINGAME RANCH PROPERTY LINE

CDOT PROPERTY LINE

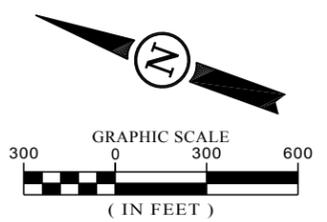
HIGHWAY 82 100' RIGHT-OF-WAY SETBACK

LEGEND

MASTER PLAN LAYOUT AIRCRAFT PAVEMENT

MASTER PLAN LAYOUT BUILDINGS

MASTER PLAN LAYOUT ROADWAYS AND PARKING LOTS



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TERMINAL AREA AND COMMERCIAL AND SOUTH GA RAMP IMPACTS

- **MASTER PLAN IMPACTS**
NET LOSS OF COMMERCIAL RAMP
NET LOSS OF SOUTH GA RAMP
- **COMMERCIAL RAMP AIRCRAFT**
CS100 AIRCRAFT (115' 1" WINGSPAN)

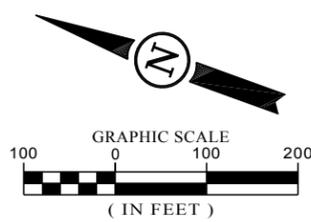
NET AIRCRAFT RAMP IMPACT (SF)
COMMERCIAL - 14,775 LESS THAN MASTER PLAN
SOUTH GA - 9,460 SF LESS THAN MASTER PLAN

- ALL RSA'S, ROFA'S, AND TOFA'S SHOWN ARE FOR PROPOSED AIRCRAFT PAVEMENT

- PROPOSED AIRFIELD AND ROAD LAYOUT FROM AIR SERVICE STUDY
- IMPACT ON PROPOSED MASTER PLAN AIRCRAFT PARKING
- ASE PROPERTY LINE
- HIGHWAY 82 100' RIGHT-OF-WAY SETBACK

LEGEND

- MASTER PLAN LAYOUT AIRCRAFT PAVEMENT
- MASTER PLAN LAYOUT BUILDINGS
- MASTER PLAN LAYOUT ROADWAYS AND PARKING LOTS

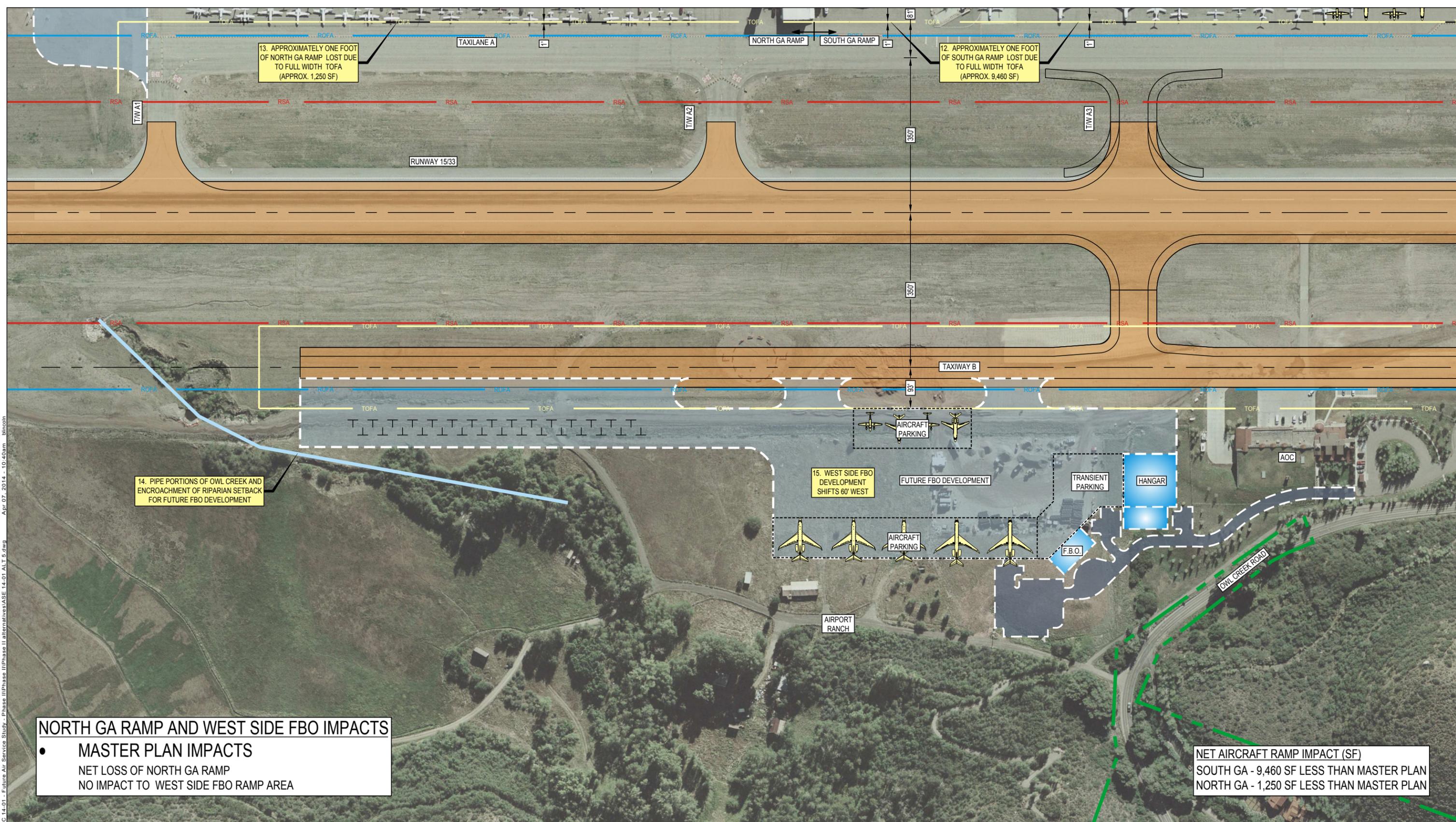


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AIR SERVICE STUDY - PHASE II
ALTERNATIVE 5
DATE: APRIL 3, 2014
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Apr 07, 2014 - 10:36am blincoln



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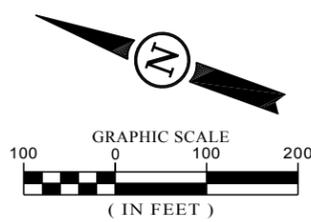
NORTH GA RAMP AND WEST SIDE FBO IMPACTS

- MASTER PLAN IMPACTS**
 NET LOSS OF NORTH GA RAMP
 NO IMPACT TO WEST SIDE FBO RAMP AREA

NET AIRCRAFT RAMP IMPACT (SF)
 SOUTH GA - 9,460 SF LESS THAN MASTER PLAN
 NORTH GA - 1,250 SF LESS THAN MASTER PLAN

- ALL RSA'S, ROFA'S, AND TOFA'S SHOWN ARE FOR PROPOSED AIRCRAFT PAVEMENT
 PROPOSED AIRFIELD AND ROAD LAYOUT FROM AIR SERVICE STUDY
 IMPACT ON PROPOSED MASTER PLAN AIRCRAFT PARKING
 ASE PROPERTY LINE

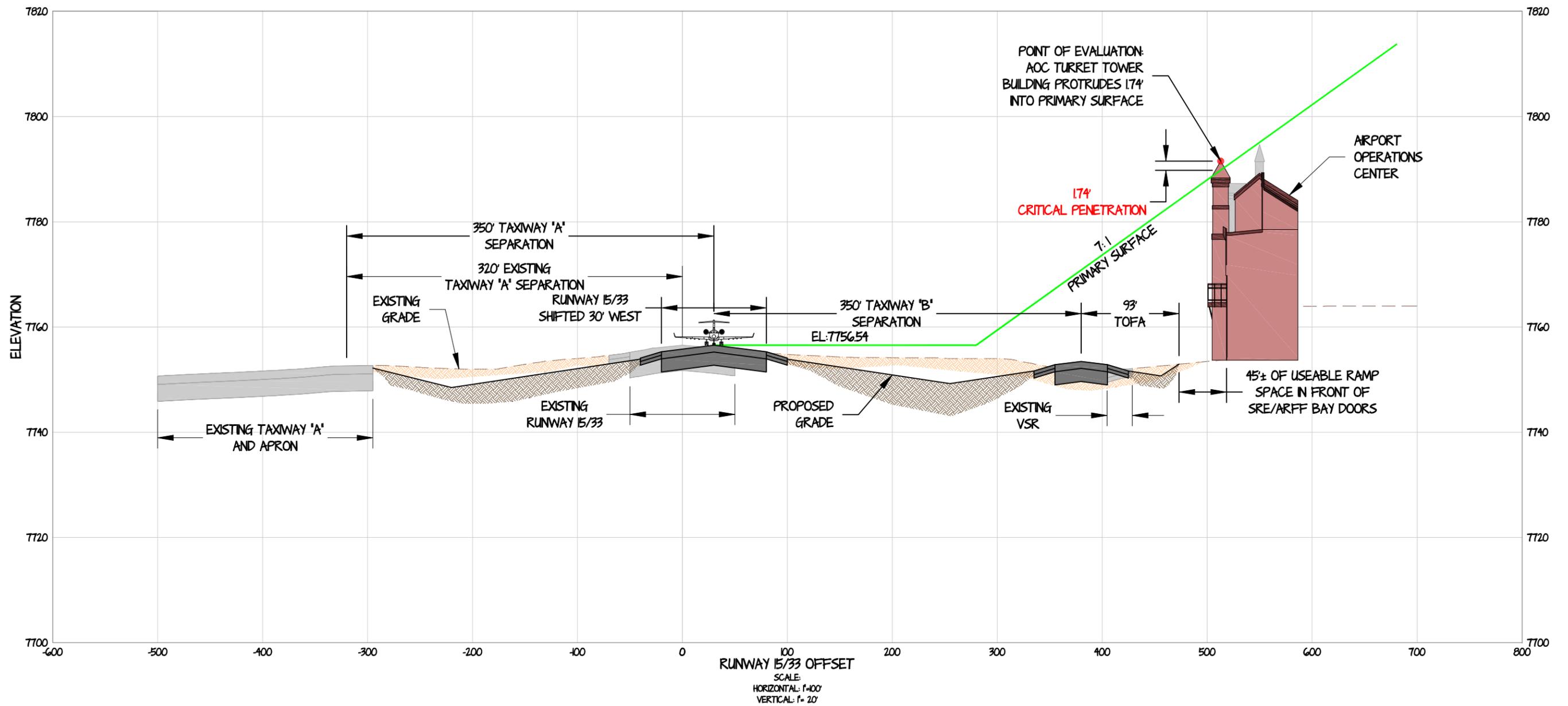
LEGEND
 MASTER PLAN LAYOUT AIRCRAFT PAVEMENT
 MASTER PLAN LAYOUT BUILDINGS
 MASTER PLAN LAYOUT ROADWAYS AND PARKING LOTS



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AIR SERVICE STUDY - PHASE II
ALTERNATIVE 5
 DATE: APRIL 3, 2014
 SHEET 4 OF 7

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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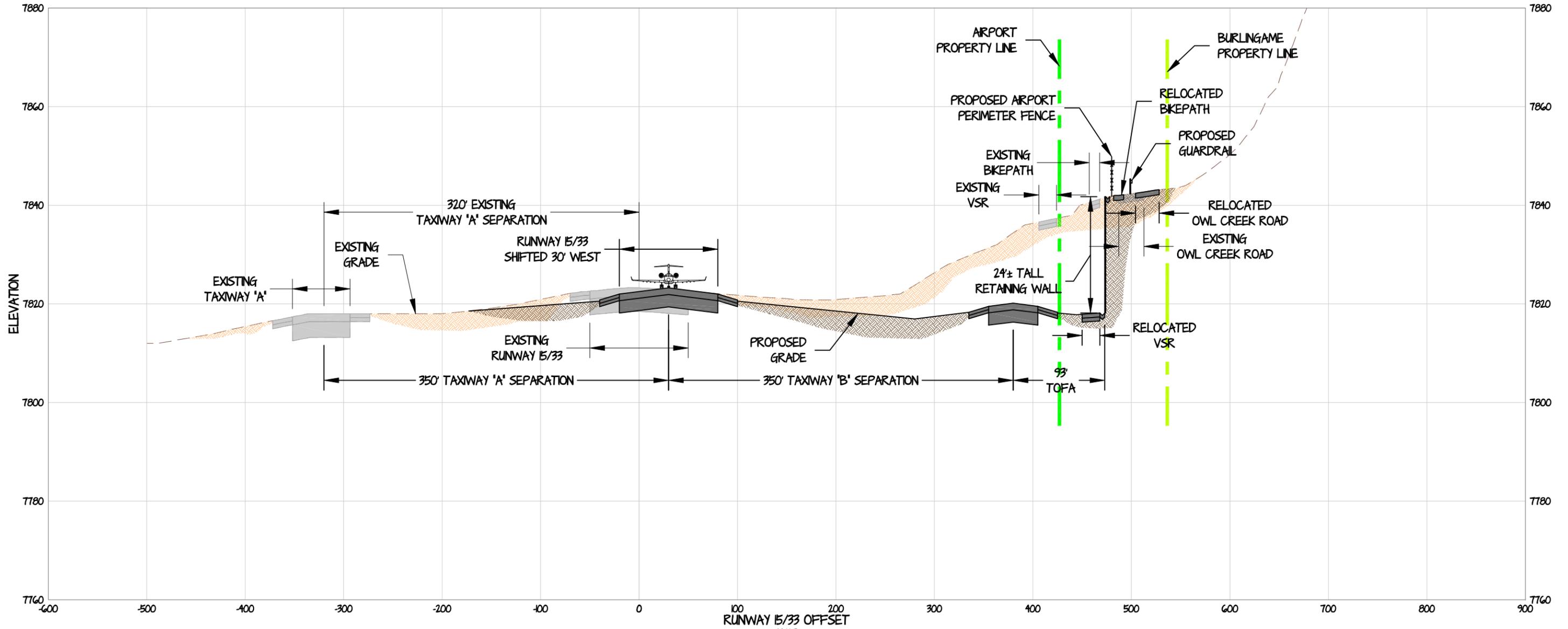
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ALTERNATIVE 5

DATE: APRIL 3, 2014

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

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



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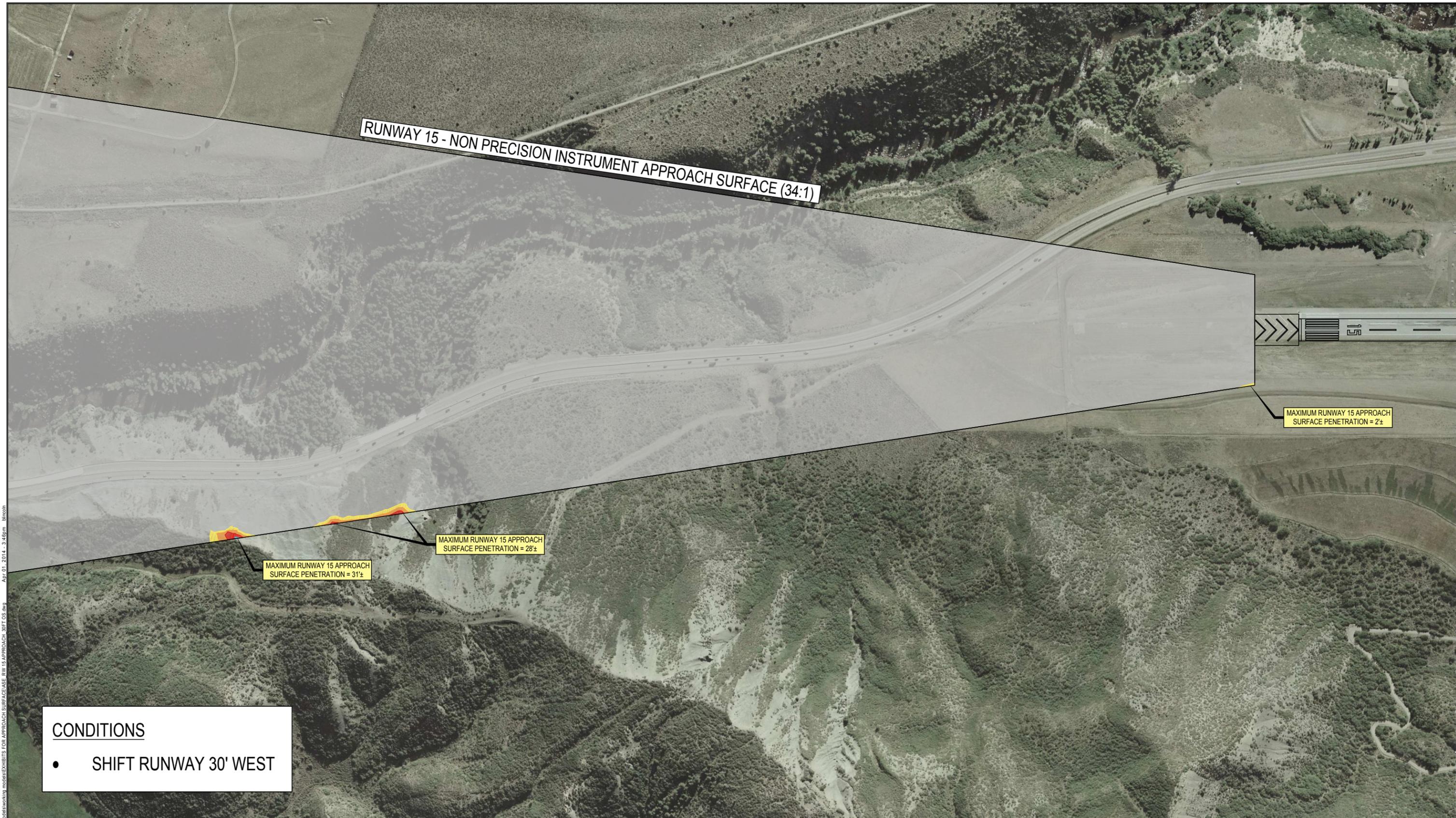
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ALTERNATIVE 5

DATE: APRIL 3, 2014

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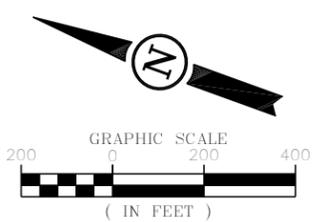
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CONDITIONS

- SHIFT RUNWAY 30' WEST

RUNWAY 15 APPROACH PENETRATIONS

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

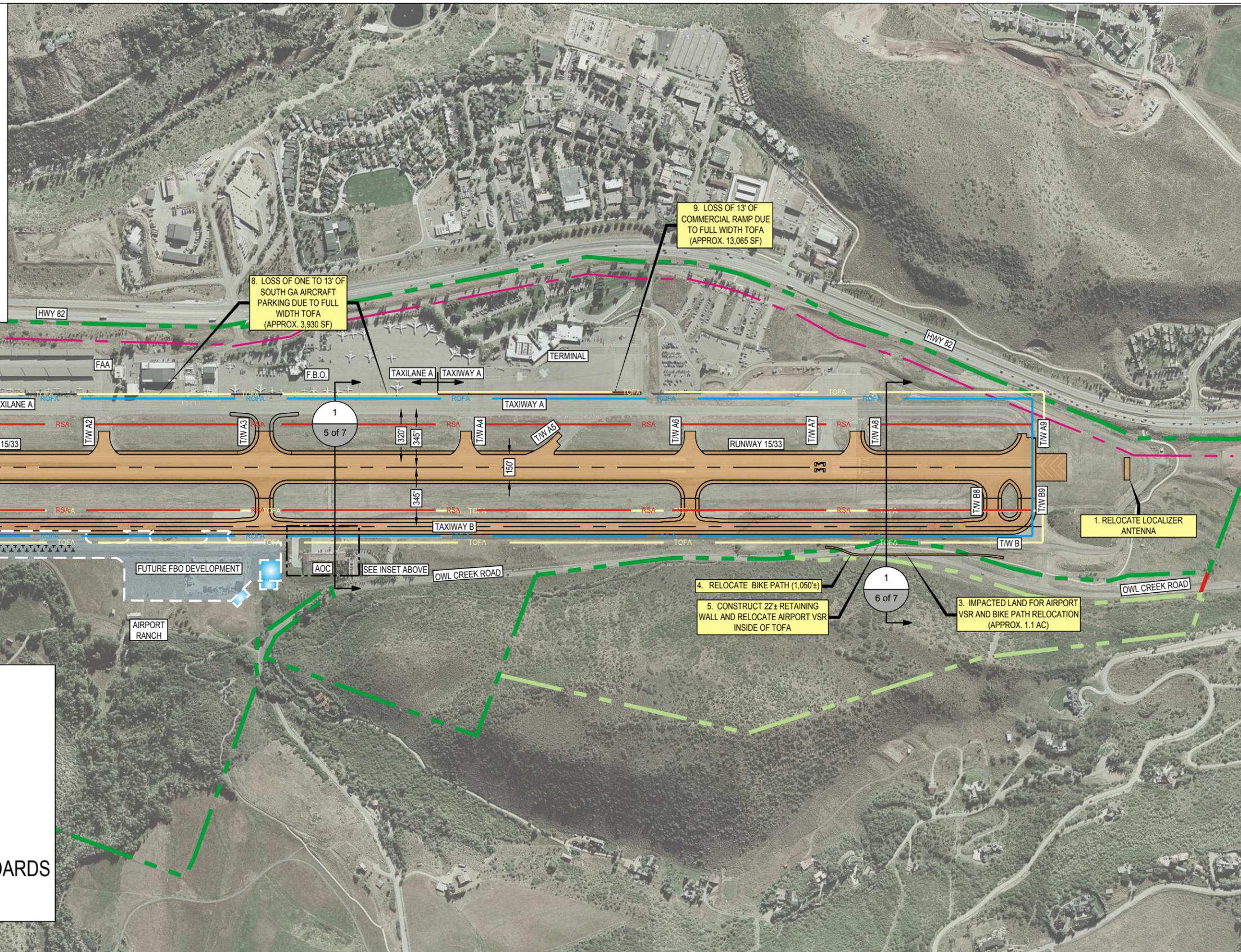
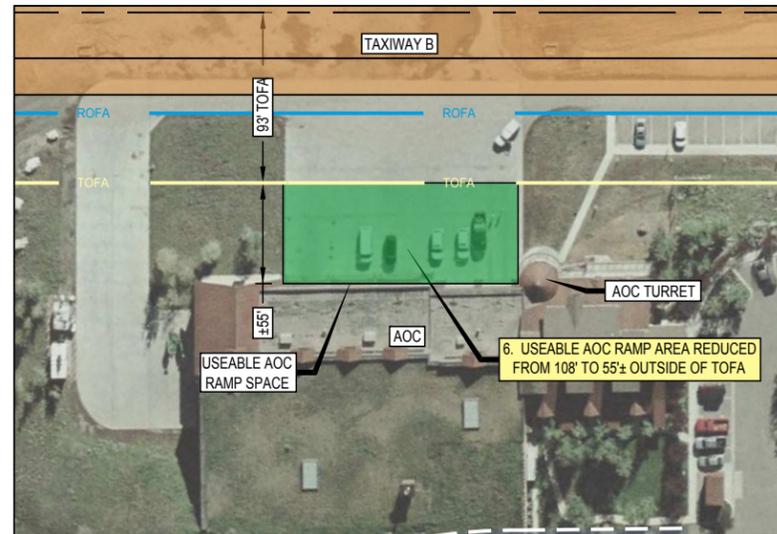


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ALTERNATIVE 5**

DATE: APRIL 3, 2014 SHEET 7 OF 7



Jun 16, 2014 - 2:13pm blincoln
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CONDITIONS

- SHIFT RUNWAY 25' WEST, 150' WIDE
- 345' EAST SIDE PARALLEL TAXIWAY "A" WOULD REQUIRE NEW FAA MODIFICATION TO STANDARD (345' RUNWAY/TAXIWAY SEPARATION)
- 345' WEST SIDE PARALLEL TAXIWAY "B" WOULD REQUIRE NEW FAA MODIFICATION TO STANDARD (345' RUNWAY/TAXIWAY SEPARATION)
- RESCINDS TWO MODIFICATIONS TO STANDARDS
RUNWAY/HOLDBAR SEPARATION
EAST SIDE TAXIWAY "A" TOFA

- ALL RSA'S, ROFA'S, AND TOFA'S SHOWN ARE FOR PROPOSED AIRCRAFT PAVEMENT

PROPOSED AIRFIELD AND ROAD LAYOUT FROM AIR SERVICE STUDY	MASTER PLAN LAYOUT AIRCRAFT PAVEMENT
IMPACT ON EXISTING AIRCRAFT PARKING	MASTER PLAN LAYOUT BUILDINGS
ASE PROPERTY LINE	CDOT PROPERTY LINE
BURLINGAME RANCH PROPERTY LINE	HIGHWAY 82 100' RIGHT-OF-WAY SETBACK

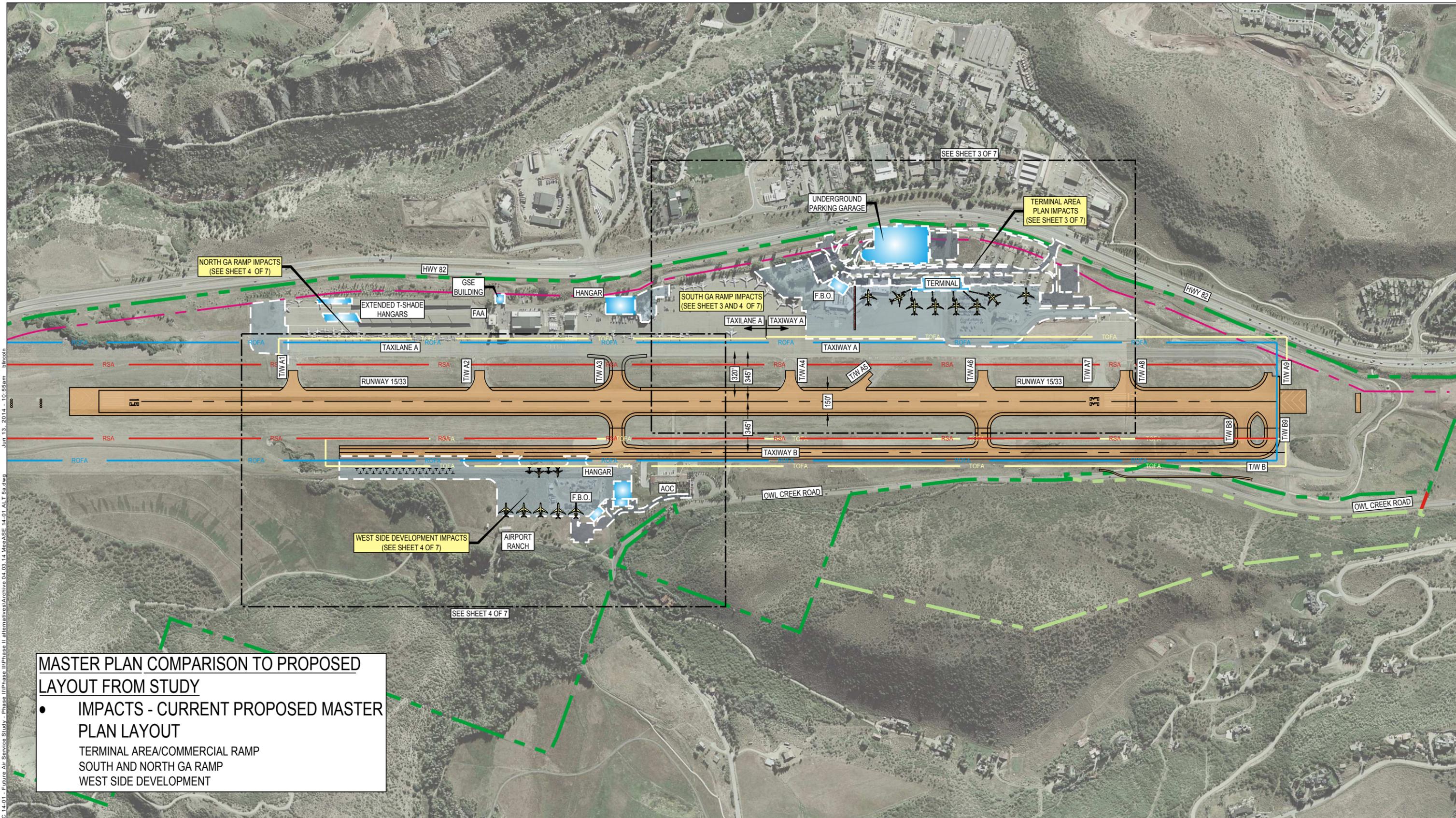
GRAPHIC SCALE
0 300 600
(IN FEET)

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AIR SERVICE STUDY - PHASE II
ALTERNATIVE 5a**

DATE: APRIL 3, 2014 SHEET 1 OF 7



MASTER PLAN COMPARISON TO PROPOSED LAYOUT FROM STUDY

- **IMPACTS - CURRENT PROPOSED MASTER PLAN LAYOUT**
 TERMINAL AREA/COMMERCIAL RAMP
 SOUTH AND NORTH GA RAMP
 WEST SIDE DEVELOPMENT

ALL RSA'S, ROFA'S, AND TOFA'S SHOWN ARE FOR PROPOSED AIRCRAFT PAVEMENT

PROPOSED AIRFIELD AND ROAD LAYOUT FROM AIR SERVICE STUDY

ASE PROPERTY LINE

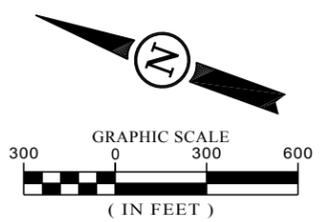
BURLINGAME RANCH PROPERTY LINE

CDOT PROPERTY LINE

HIGHWAY 82 100' RIGHT-OF-WAY SETBACK

LEGEND

	PROPOSED AIRFIELD AND ROAD LAYOUT FROM AIR SERVICE STUDY		MASTER PLAN LAYOUT AIRCRAFT PAVEMENT
	ASE PROPERTY LINE		MASTER PLAN LAYOUT BUILDINGS
	BURLINGAME RANCH PROPERTY LINE		MASTER PLAN LAYOUT ROADWAYS AND PARKING LOTS
	CDOT PROPERTY LINE		
	HIGHWAY 82 100' RIGHT-OF-WAY SETBACK		



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 ALTERNATIVE 5a**

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TERMINAL AREA AND COMMERCIAL AND SOUTH GA RAMP IMPACTS

- **MASTER PLAN IMPACTS**
NET LOSS OF COMMERCIAL RAMP
NET LOSS OF SOUTH GA RAMP
- **COMMERCIAL RAMP AIRCRAFT**
CS100 AIRCRAFT (115' 1" WINGSPAN)

NET AIRCRAFT RAMP IMPACT (SF)
COMMERCIAL - 14,775 LESS THAN MASTER PLAN
SOUTH GA - 9,460 SF LESS THAN MASTER PLAN

- ALL RSA'S, ROFA'S, AND TOFA'S SHOWN ARE FOR PROPOSED AIRCRAFT PAVEMENT

PROPOSED AIRFIELD AND ROAD LAYOUT FROM AIR SERVICE STUDY

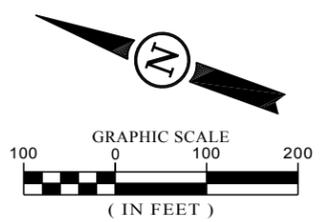
IMPACT ON PROPOSED MASTER PLAN AIRCRAFT PARKING

ASE PROPERTY LINE

HIGHWAY 82 100' RIGHT-OF-WAY SETBACK

LEGEND

- MASTER PLAN LAYOUT AIRCRAFT PAVEMENT
- MASTER PLAN LAYOUT BUILDINGS
- MASTER PLAN LAYOUT ROADWAYS AND PARKING LOTS



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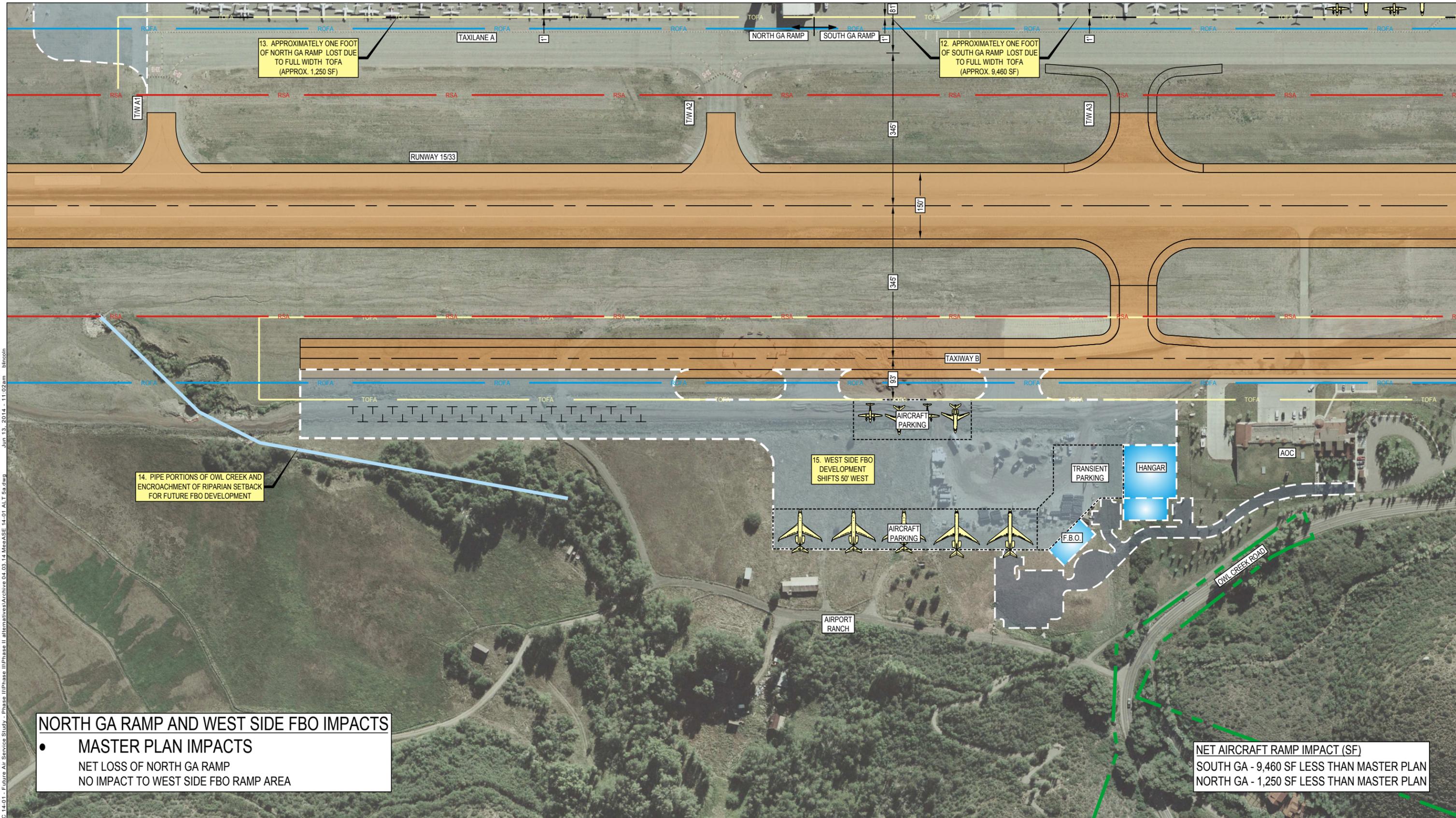
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ALTERNATIVE 5a

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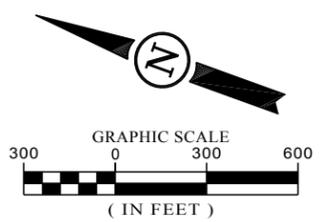
NORTH GA RAMP AND WEST SIDE FBO IMPACTS

- MASTER PLAN IMPACTS**
 NET LOSS OF NORTH GA RAMP
 NO IMPACT TO WEST SIDE FBO RAMP AREA

NET AIRCRAFT RAMP IMPACT (SF)
 SOUTH GA - 9,460 SF LESS THAN MASTER PLAN
 NORTH GA - 1,250 SF LESS THAN MASTER PLAN

- ALL RSA'S, ROFA'S, AND TOFA'S SHOWN ARE FOR PROPOSED AIRCRAFT PAVEMENT
 PROPOSED AIRFIELD AND ROAD LAYOUT FROM AIR SERVICE STUDY
 IMPACT ON PROPOSED MASTER PLAN AIRCRAFT PARKING
 ASE PROPERTY LINE

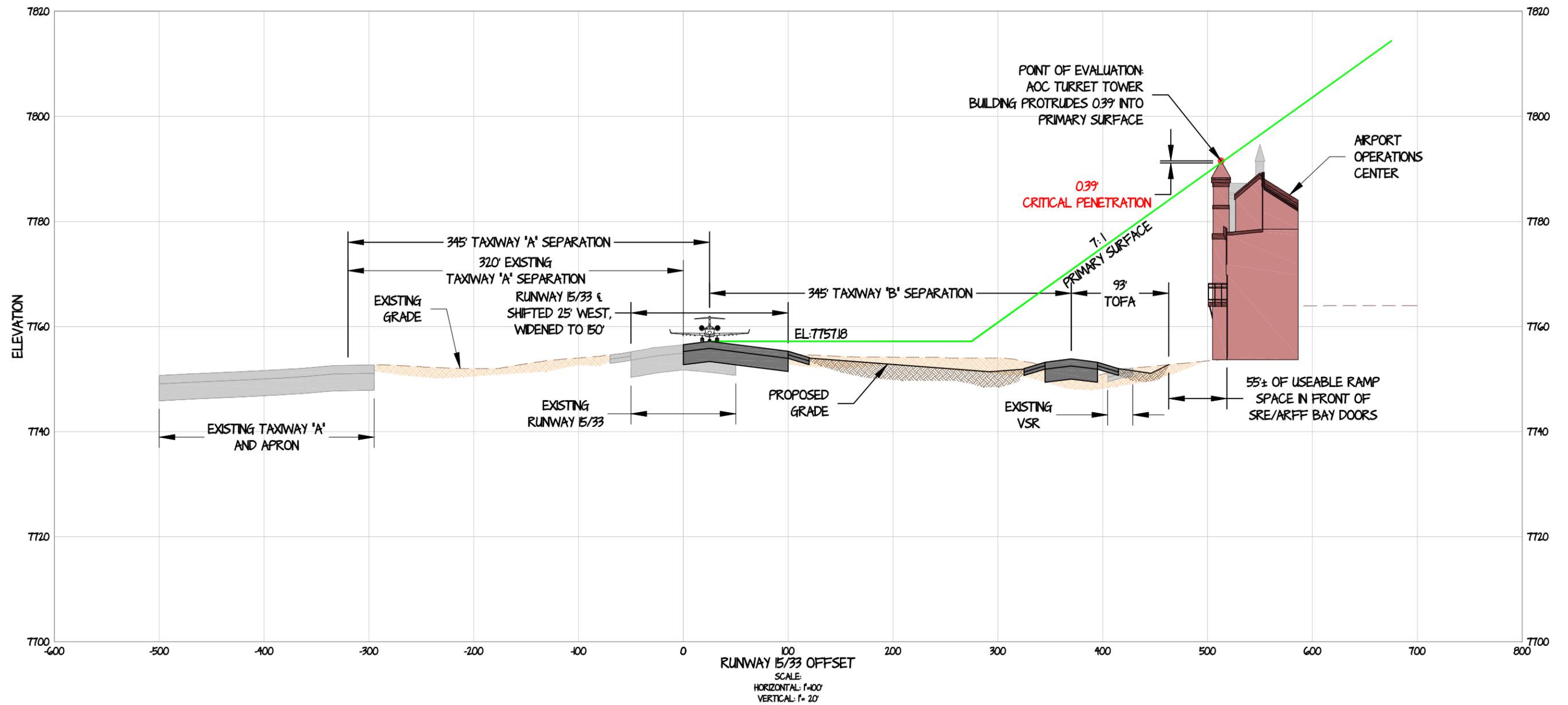
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 MASTER PLAN LAYOUT AIRCRAFT PAVEMENT
 MASTER PLAN LAYOUT BUILDINGS
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 ALTERNATIVE 5a
 DATE: APRIL 3, 2014
 SHEET 4 OF 7

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



CONDITIONS

- SHIFT RUNWAY 25' WEST, 150' WIDE
- 345' EAST SIDE PARALLEL TAXIWAY "A" WOULD REQUIRE NEW FAA MODIFICATION TO STANDARD (345' RUNWAY/TAXIWAY SEPARATION)
- 345' WEST SIDE PARALLEL TAXIWAY "B" WOULD REQUIRE NEW FAA MODIFICATION TO STANDARD (345' RUNWAY/TAXIWAY SEPARATION)



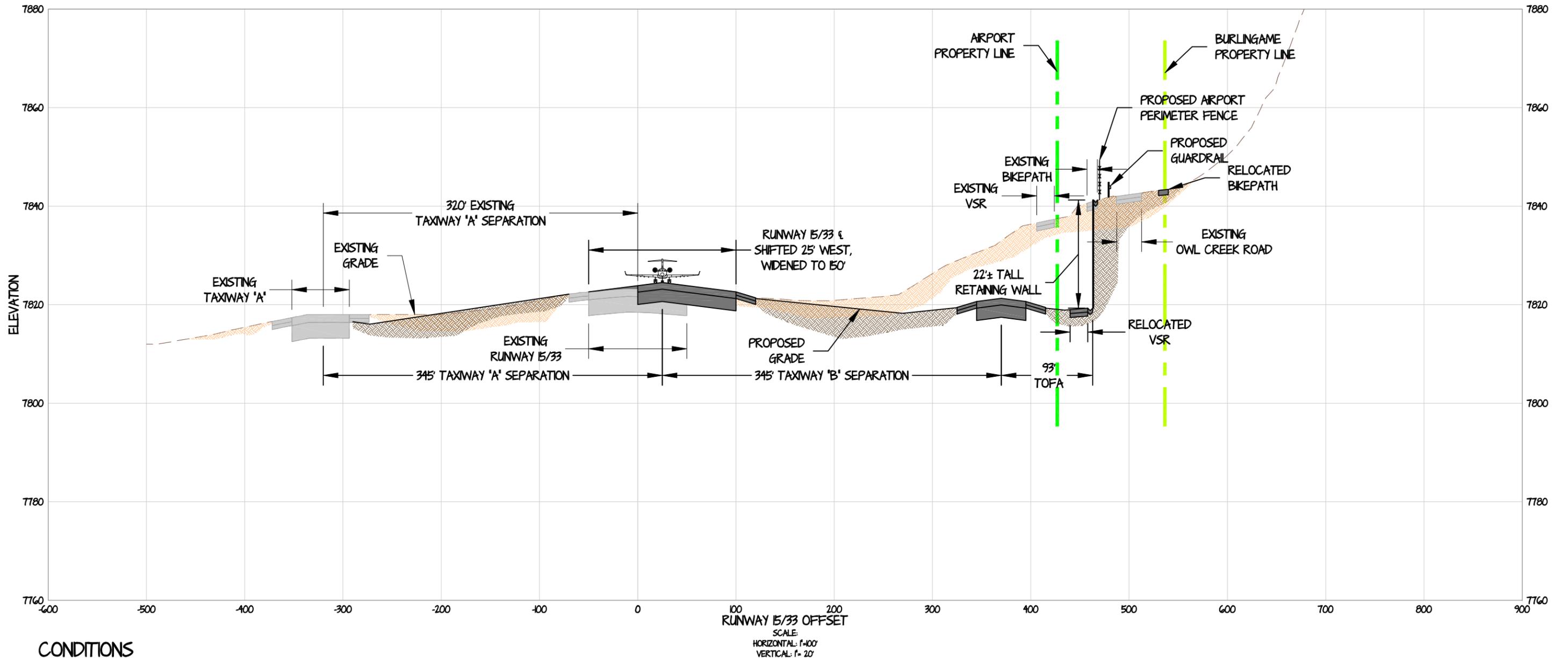
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 AIR SERVICE STUDY - PHASE II
 ALTERNATIVE 5a

DATE: APRIL 3, 2014

SHEET 5 OF 7

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



CONDITIONS

- SHIFT RUNWAY 25' WEST, 150' WIDE
- 345' EAST SIDE PARALLEL TAXIWAY "A"
WOULD REQUIRE NEW FAA MODIFICATION TO STANDARD
(345' RUNWAY/TAXIWAY SEPARATION)
- 345' WEST SIDE PARALLEL TAXIWAY "B"
WOULD REQUIRE NEW FAA MODIFICATION TO STANDARD
(345' RUNWAY/TAXIWAY SEPARATION)

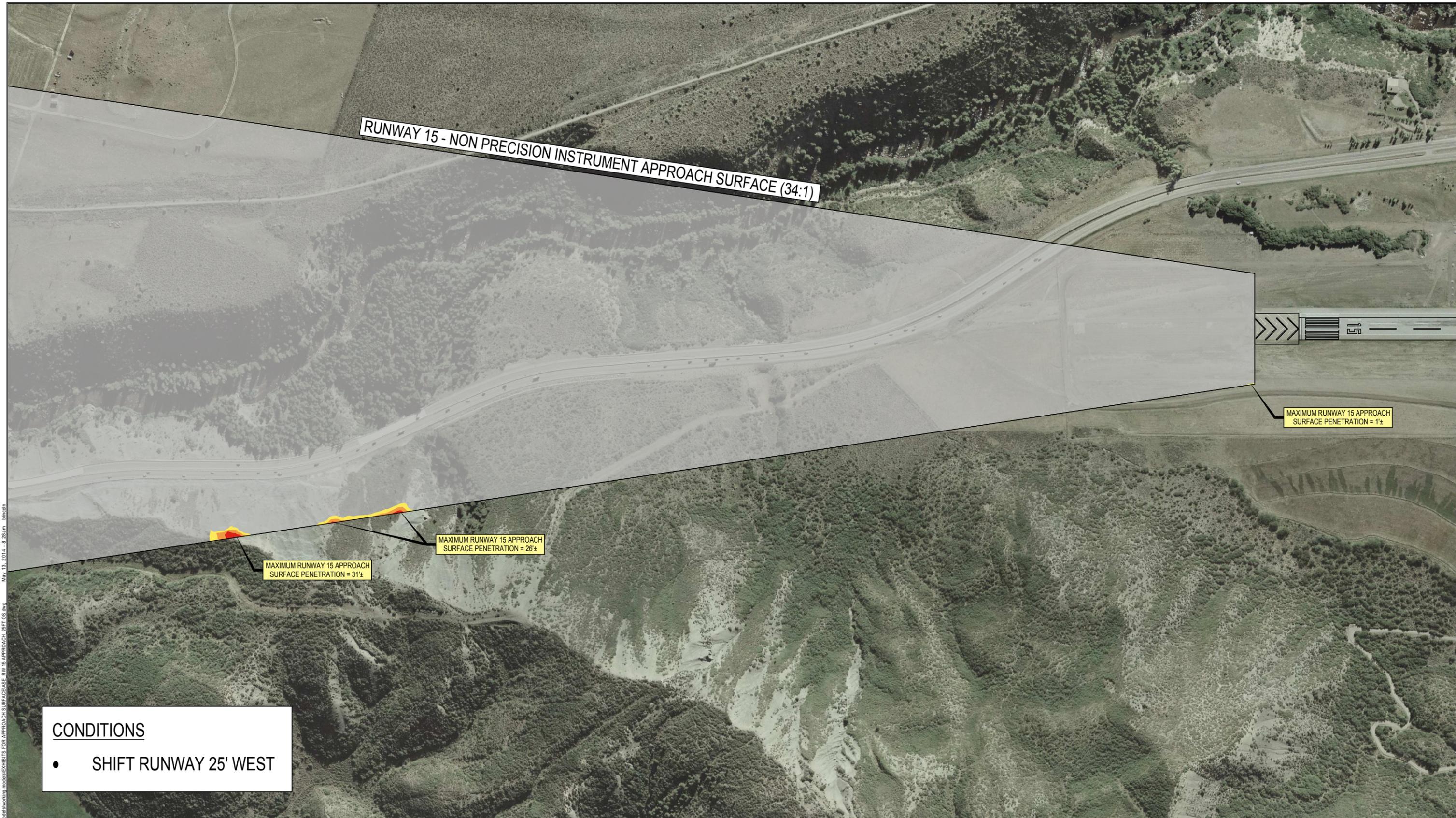


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AIR SERVICE STUDY - PHASE II
ALTERNATIVE 5a

DATE: APRIL 3, 2014

SHEET 6 OF 7



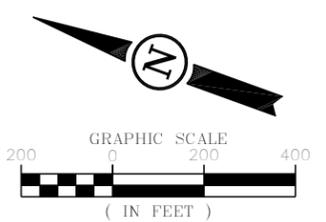
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CONDITIONS

- SHIFT RUNWAY 25' WEST

RUNWAY 15 APPROACH PENETRATIONS

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

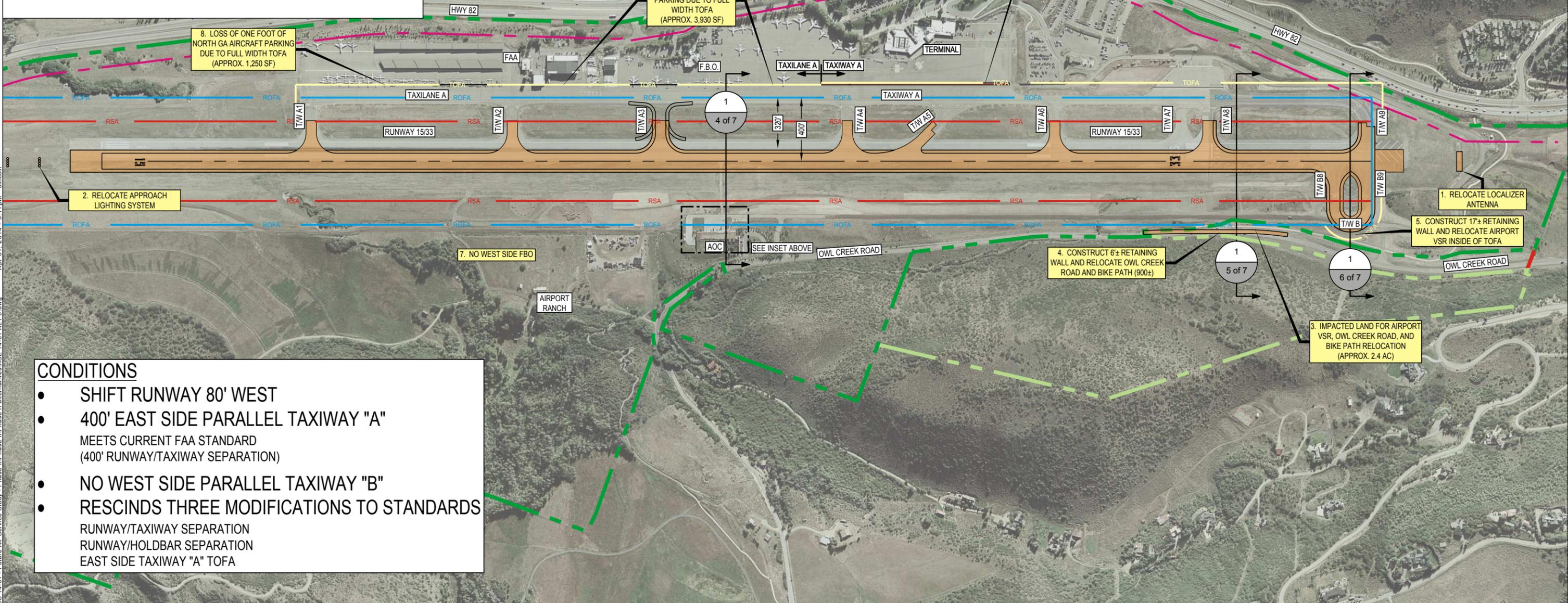
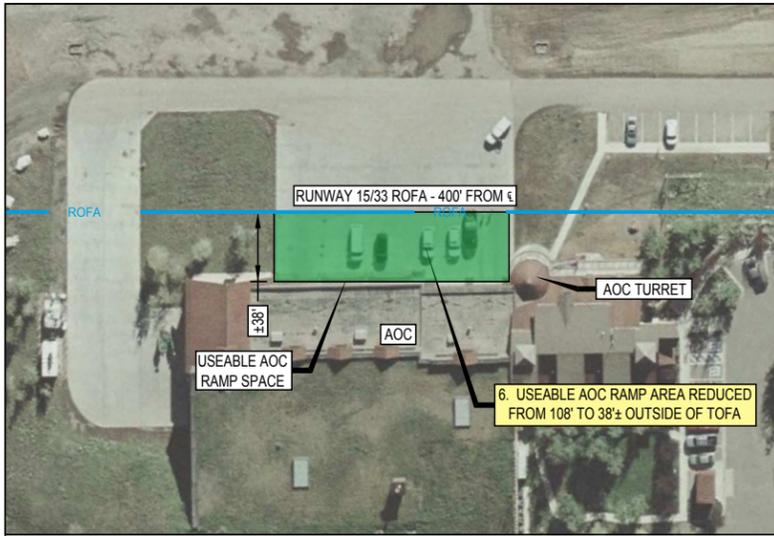



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**ASPEN/PITKIN COUNTY AIRPORT
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AIR SERVICE STUDY - PHASE II
ALTERNATIVE 5a**

DATE: AUG 3, 2014 SHEET 1 OF 1



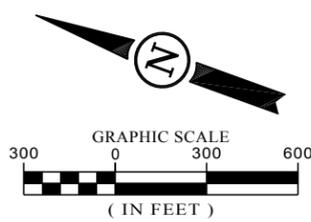
CONDITIONS

- SHIFT RUNWAY 80' WEST
- 400' EAST SIDE PARALLEL TAXIWAY "A" MEETS CURRENT FAA STANDARD (400' RUNWAY/TAXIWAY SEPARATION)
- NO WEST SIDE PARALLEL TAXIWAY "B"
- RESCINDS THREE MODIFICATIONS TO STANDARDS
 RUNWAY/TAXIWAY SEPARATION
 RUNWAY/HOLDBAR SEPARATION
 EAST SIDE TAXIWAY "A" TOFA

- ALL RSA'S, ROFA'S, AND TOFA'S SHOWN ARE FOR PROPOSED AIRCRAFT PAVEMENT

LEGEND

- PROPOSED AIRFIELD AND ROAD LAYOUT FROM AIR SERVICE STUDY
- IMPACT ON EXISTING AIRCRAFT PARKING
- ASE PROPERTY LINE
- BURLINGAME RANCH PROPERTY LINE
- CDOT PROPERTY LINE
- HIGHWAY 82 100' RIGHT-OF-WAY SETBACK



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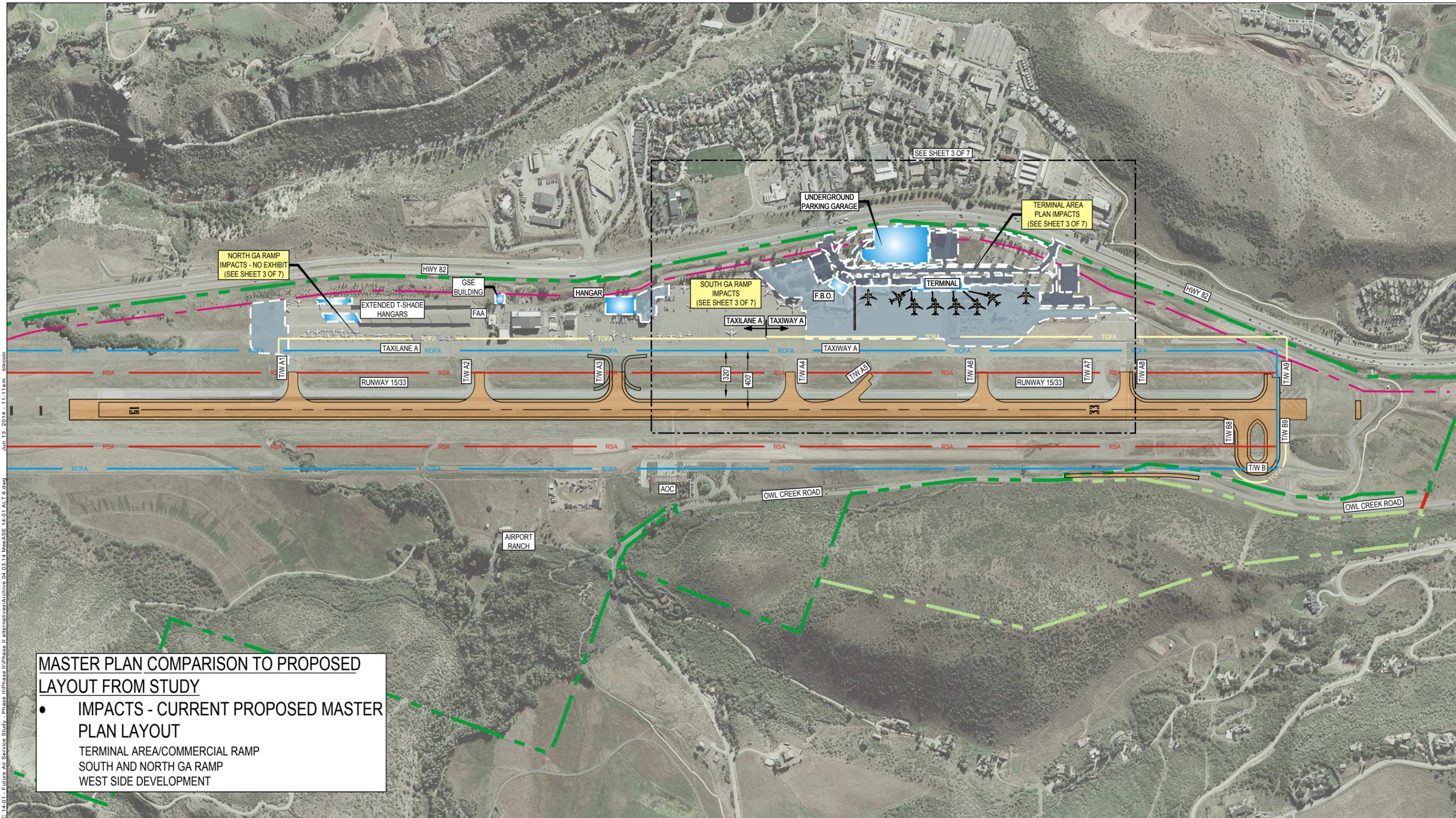
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 ASPEN, COLORADO
 AIR SERVICE STUDY - PHASE II
 ALTERNATIVE 6

DATE: APRIL 3, 2014

SHEET 1 OF 7

I:\Projects\ASE\Engineering\ASE_LOC_14-01 - Future Air Service Study - Phase II\Phase II alternatives\ASE 14-01 ALT 6.dwg Apr 01, 2014 - 3:17pm bincon



MASTER PLAN COMPARISON TO PROPOSED LAYOUT FROM STUDY

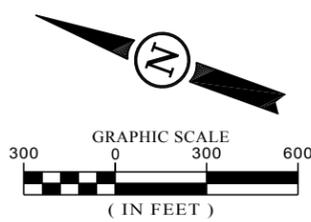
- **IMPACTS - CURRENT PROPOSED MASTER PLAN LAYOUT**
 TERMINAL AREA/COMMERCIAL RAMP
 SOUTH AND NORTH GA RAMP
 WEST SIDE DEVELOPMENT

Jun 13, 2014 - 11:11am blincoln
 I:\Projects\ASE\Engineering\ASE LOC 14-01 - Future Air Service Study - Phase II\Phase II alternatives\Archive 04.03.14 Mee\ASE 14-01 ALT 6.dwg

- ALL RSA'S, ROFA'S, AND TOFA'S SHOWN ARE FOR PROPOSED AIRCRAFT PAVEMENT

LEGEND

	PROPOSED AIRFIELD AND ROAD LAYOUT FROM AIR SERVICE STUDY		MASTER PLAN LAYOUT AIRCRAFT PAVEMENT
	ASE PROPERTY LINE		MASTER PLAN LAYOUT BUILDINGS
	BURLINGAME RANCH PROPERTY LINE		MASTER PLAN LAYOUT ROADWAYS AND PARKING LOTS
	CDOT PROPERTY LINE		
	HIGHWAY 82 100' RIGHT-OF-WAY SETBACK		

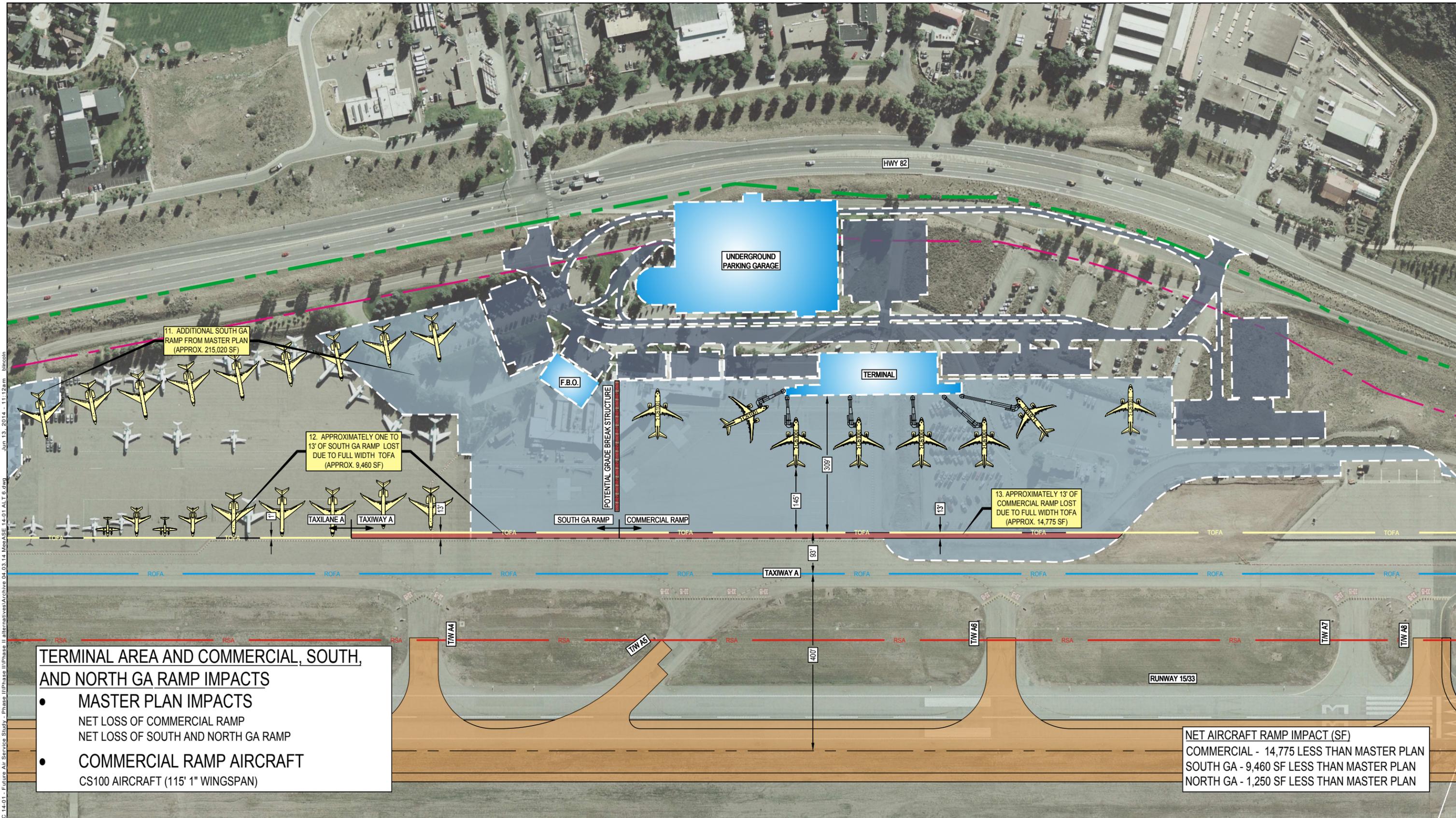


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 AIR SERVICE STUDY - PHASE II
 ALTERNATIVE 6**

DATE: APRIL 3, 2014

SHEET 2 OF 7



TERMINAL AREA AND COMMERCIAL, SOUTH, AND NORTH GA RAMP IMPACTS

- MASTER PLAN IMPACTS
 - NET LOSS OF COMMERCIAL RAMP
 - NET LOSS OF SOUTH AND NORTH GA RAMP
- COMMERCIAL RAMP AIRCRAFT
 - CS100 AIRCRAFT (115' 1" WINGSPAN)

NET AIRCRAFT RAMP IMPACT (SF)	
COMMERCIAL	- 14,775 LESS THAN MASTER PLAN
SOUTH GA	- 9,460 SF LESS THAN MASTER PLAN
NORTH GA	- 1,250 SF LESS THAN MASTER PLAN

- ALL RSA'S, ROFA'S, AND TOFA'S SHOWN ARE FOR PROPOSED AIRCRAFT PAVEMENT

PROPOSED AIRFIELD AND ROAD LAYOUT FROM AIR SERVICE STUDY

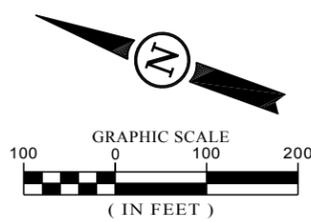
IMPACT ON PROPOSED MASTER PLAN AIRCRAFT PARKING

ASE PROPERTY LINE

HIGHWAY 82 100' RIGHT-OF-WAY SETBACK

LEGEND

	PROPOSED AIRFIELD AND ROAD LAYOUT FROM AIR SERVICE STUDY		MASTER PLAN LAYOUT AIRCRAFT PAVEMENT
	IMPACT ON PROPOSED MASTER PLAN AIRCRAFT PARKING		MASTER PLAN LAYOUT BUILDINGS
	ASE PROPERTY LINE		MASTER PLAN LAYOUT ROADWAYS AND PARKING LOTS



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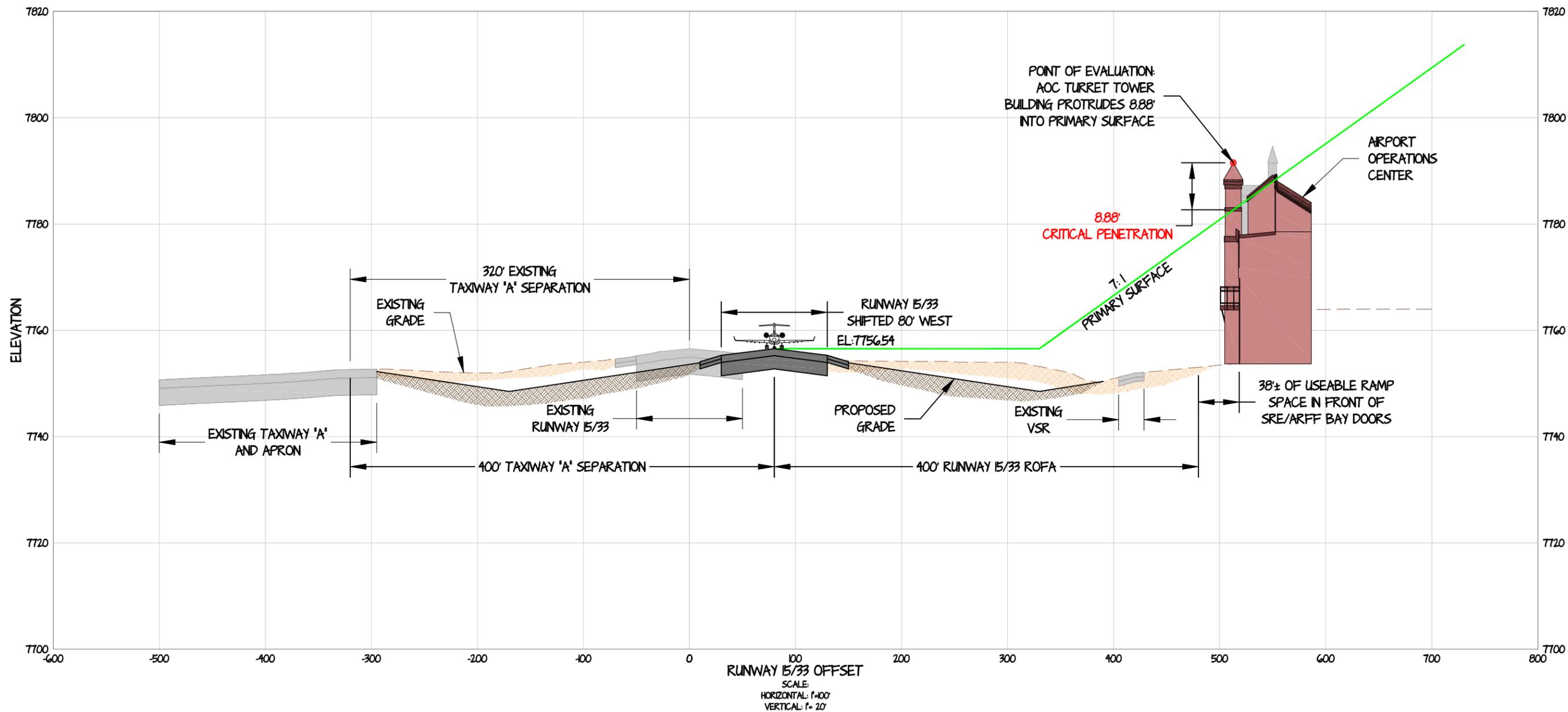
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 AIR SERVICE STUDY - PHASE II
 ALTERNATIVE 6**

DATE: APRIL 3, 2014

SHEET 3 OF 7

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 Jun 13, 2014 - 11:12am
 blincoln

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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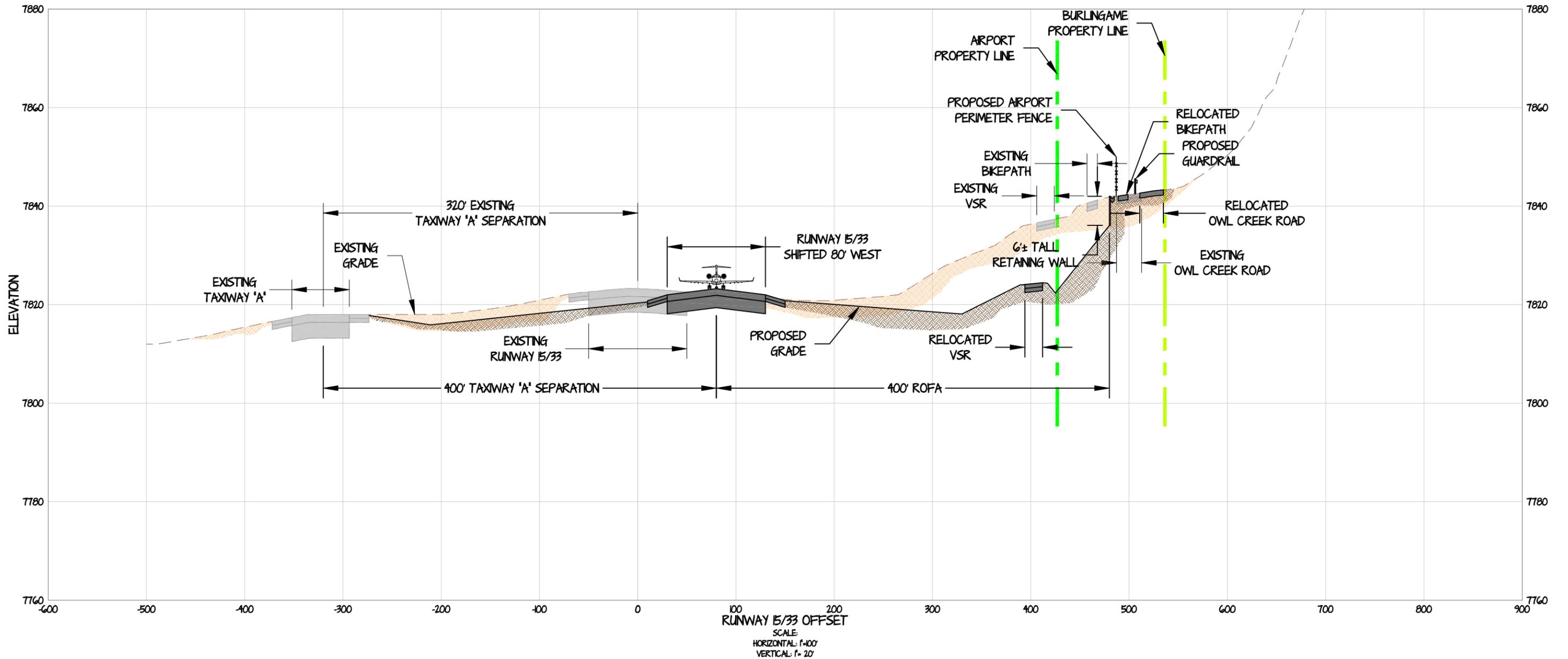
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ALTERNATIVE 6

DATE: APRIL 3, 2014

SHEET 4 OF 7

ALTERNATIVE 6 - SOUTH END OF AIRFIELD APPROXIMATELY TAXIWAY "A8" - OWL CREEK ROAD PINCH POINT 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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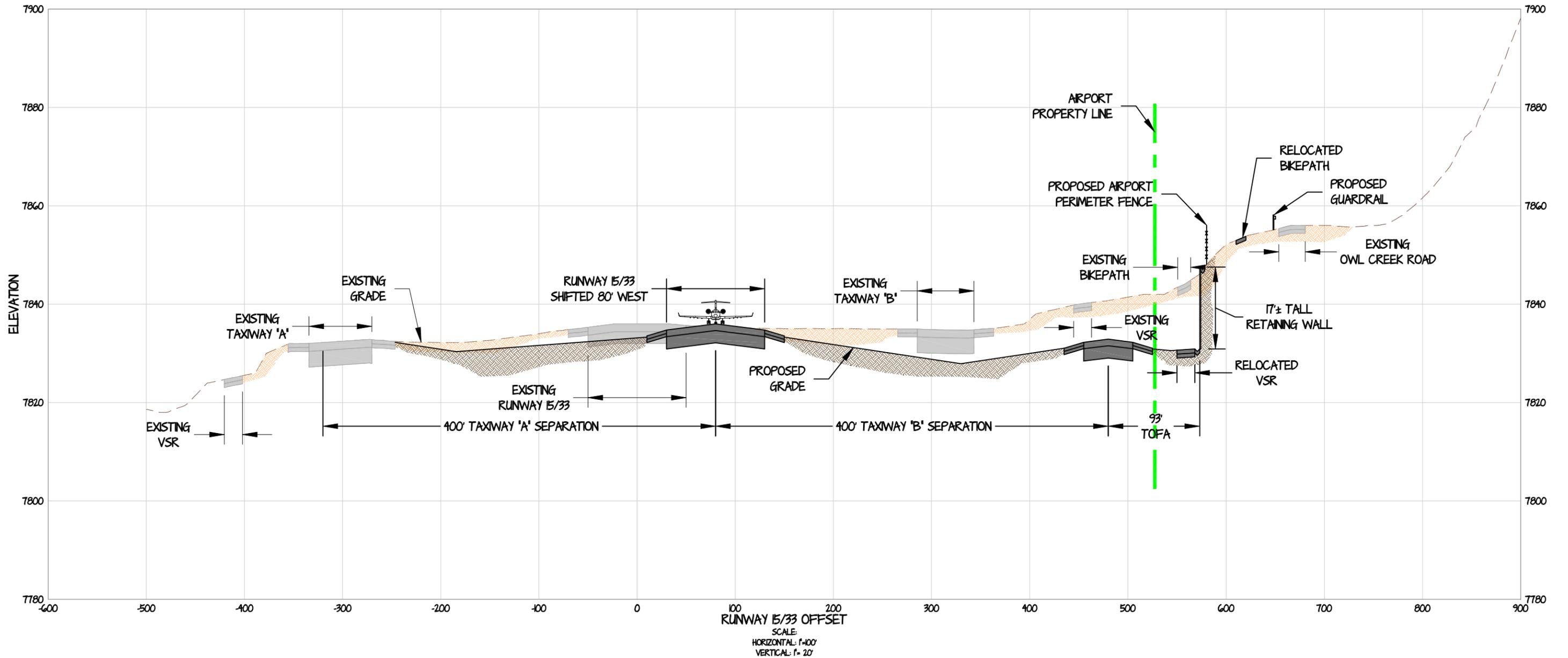
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AIR SERVICE STUDY - PHASE II
ALTERNATIVE 6

DATE: APRIL 3, 2014

SHEET 5 OF 7

ALTERNATIVE 6 - SOUTH END OF AIRFIELD - TAXIWAY "B" TEACUP AREA 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"



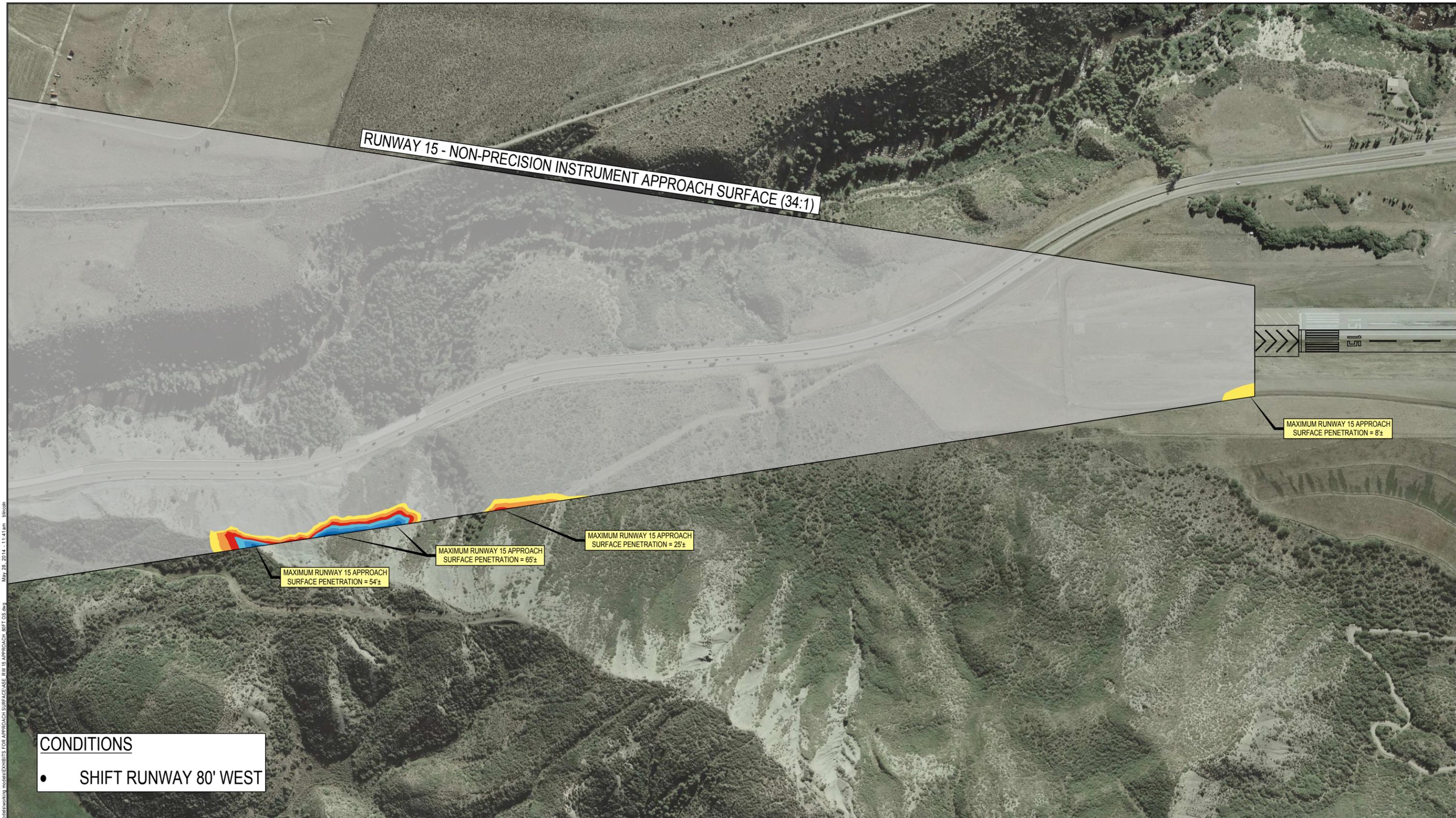
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AIR SERVICE STUDY - PHASE II
ALTERNATIVE 6

DATE: APRIL 3, 2014

SHEET 6 OF 7



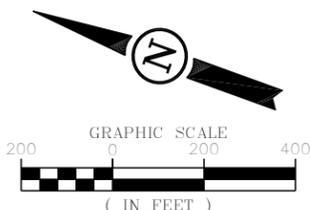
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 May 28, 2014 - 11:41am bmccon

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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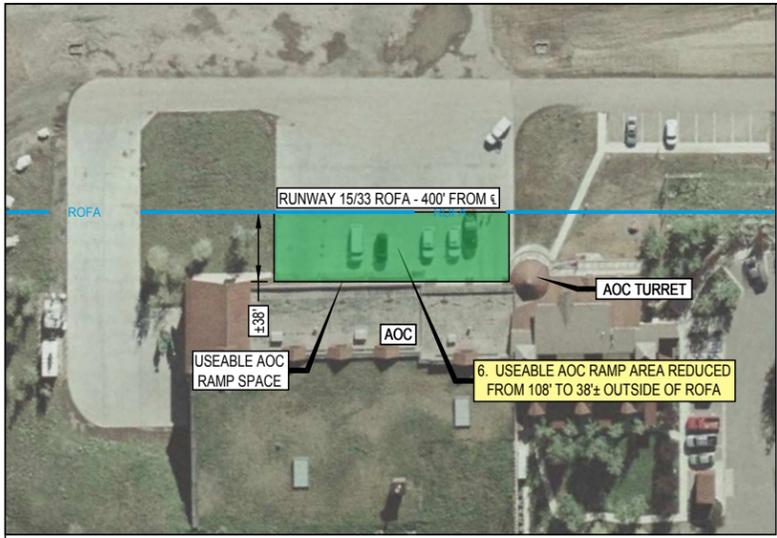
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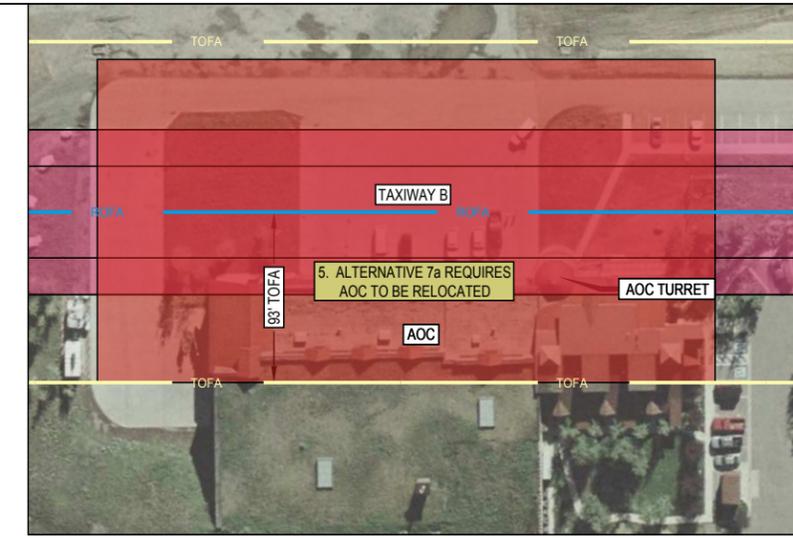
ASPEN/PITKIN COUNTY AIRPORT
ASPEN, COLORADO
AIR SERVICE STUDY - PHASE II
ALTERNATIVE 6

DATE: AUGUST 2014

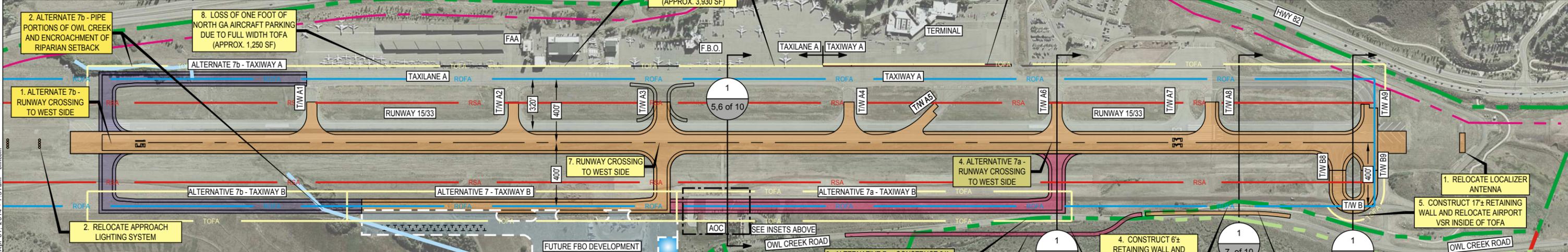
SHEET 1 OF 1



ALTERNATIVE 7



ALTERNATIVE 7a



CONDITIONS

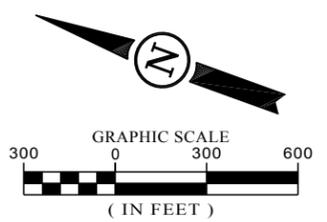
- **SHIFT RUNWAY 80' WEST**
- **400' EAST SIDE PARALLEL TAXIWAY "A"**
MEETS CURRENT FAA STANDARD
(400' RUNWAY/TAXIWAY SEPARATION)
- **400' PARTIAL WEST SIDE PARALLEL TAXIWAY "B"**
WITH RUNWAY CROSSING
MEETS CURRENT FAA STANDARD
(400' RUNWAY/TAXIWAY SEPARATION)
CONFLICTS WITH FAA RECOMMENDATION TO AVOID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

- ALL RSA'S, ROFA'S, AND TOFA'S SHOWN ARE FOR PROPOSED AIRCRAFT PAVEMENT

PROJECT: ASE/Engineering/ASE LOC 14.01 - Future Air Service Study - Phase II/Phase II alternatives/ASE 14.01 ALT 7.dwg
DATE: Apr 01, 2014 - 7:37 am
BY: bmcinn

LEGEND

	PROPOSED AIRFIELD AND ROAD LAYOUT FROM AIR SERVICE STUDY		MASTER PLAN LAYOUT AIRCRAFT PAVEMENT
	IMPACT ON EXISTING AIRCRAFT PARKING		MASTER PLAN LAYOUT BUILDINGS
	ASE PROPERTY LINE		CDOT PROPERTY LINE
	BURLINGAME RANCH PROPERTY LINE		HIGHWAY 82 100' RIGHT-OF-WAY SETBACK



ASPEN/PITKIN COUNTY AIRPORT
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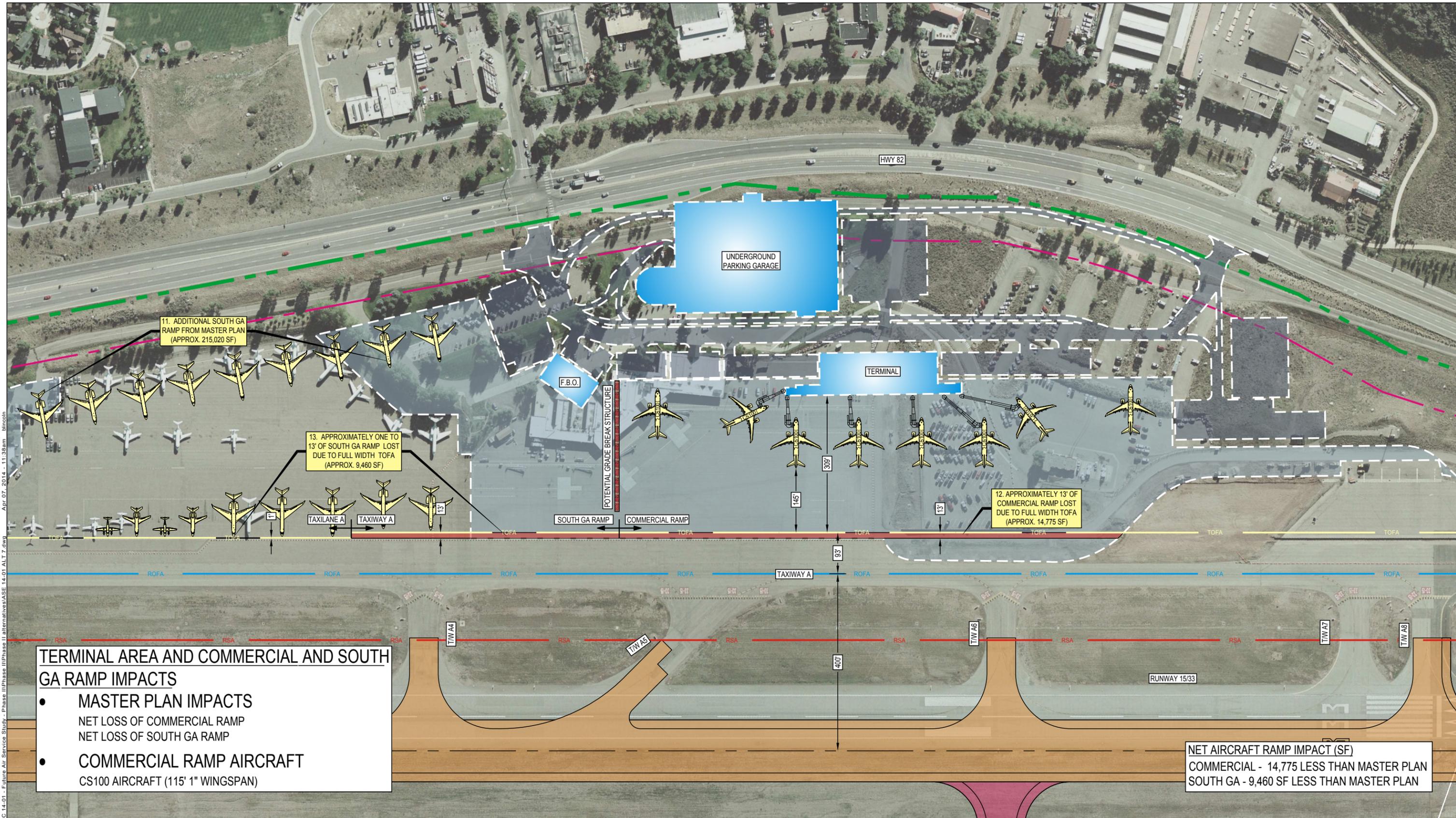
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AIR SERVICE STUDY - PHASE II
ALTERNATIVE 7, 7a, & 7b

DATE: APRIL 3, 2014

SHEET 1 OF 10



TERMINAL AREA AND COMMERCIAL AND SOUTH GA RAMP IMPACTS

- **MASTER PLAN IMPACTS**
NET LOSS OF COMMERCIAL RAMP
NET LOSS OF SOUTH GA RAMP
- **COMMERCIAL RAMP AIRCRAFT**
CS100 AIRCRAFT (115' 1" WINGSPAN)

NET AIRCRAFT RAMP IMPACT (SF)
COMMERCIAL - 14,775 LESS THAN MASTER PLAN
SOUTH GA - 9,460 SF LESS THAN MASTER PLAN

ALL RSA'S, ROFA'S, AND TOFA'S SHOWN ARE FOR PROPOSED AIRCRAFT PAVEMENT

PROPOSED AIRFIELD AND ROAD LAYOUT FROM AIR SERVICE STUDY

IMPACT ON PROPOSED MASTER PLAN AIRCRAFT PARKING

ASE PROPERTY LINE

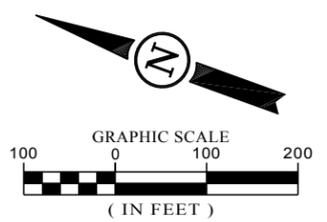
HIGHWAY 82 100' RIGHT-OF-WAY SETBACK

LEGEND

MASTER PLAN LAYOUT AIRCRAFT PAVEMENT

MASTER PLAN LAYOUT BUILDINGS

MASTER PLAN LAYOUT ROADWAYS AND PARKING LOTS



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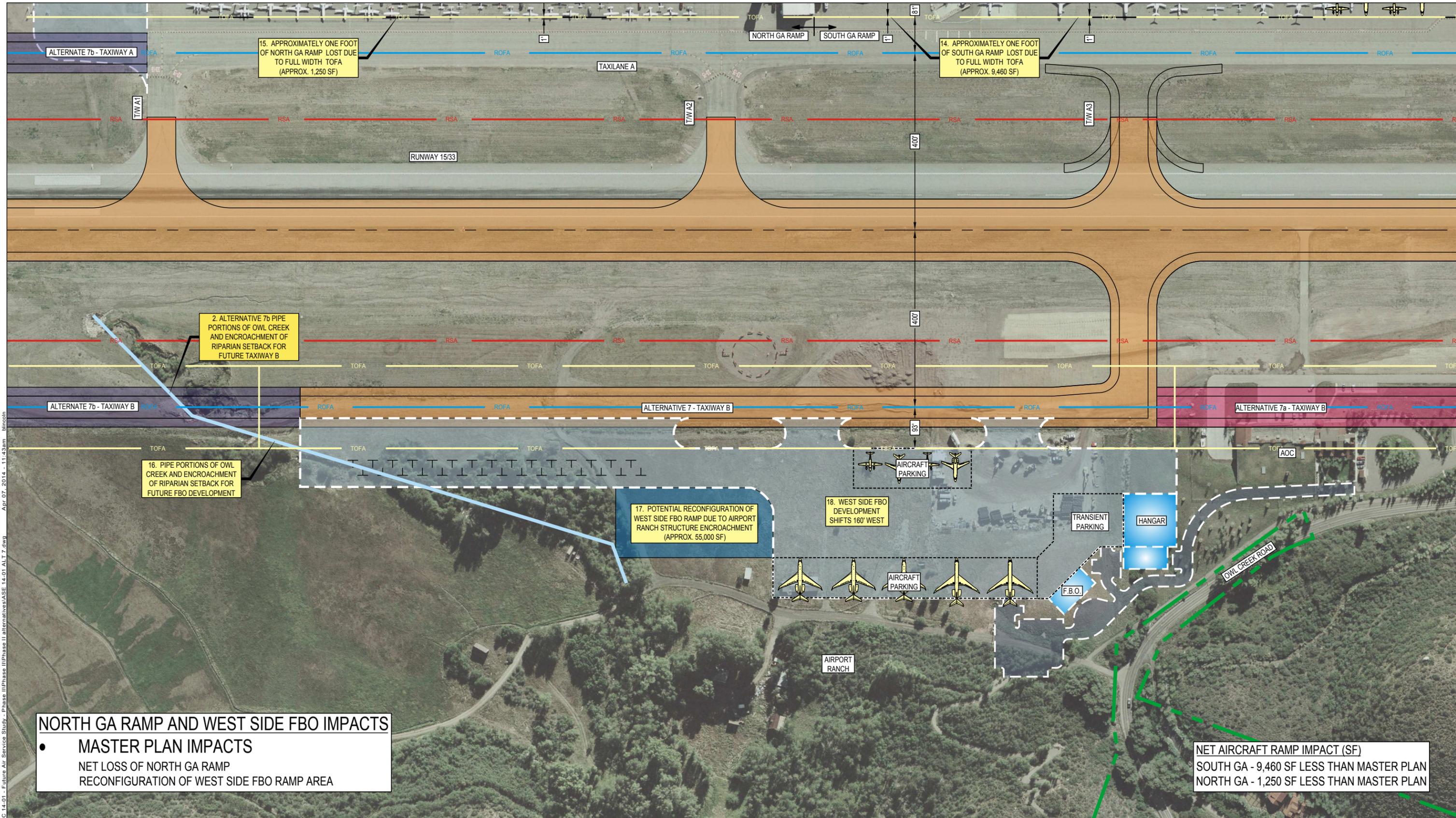
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ALTERNATIVE 7, 7a, & 7b

DATE: APRIL 3, 2014

SHEET 3 OF 10

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NORTH GA RAMP AND WEST SIDE FBO IMPACTS

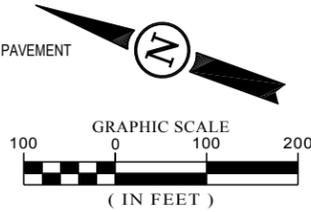
- **MASTER PLAN IMPACTS**
 NET LOSS OF NORTH GA RAMP
 RECONFIGURATION OF WEST SIDE FBO RAMP AREA

NET AIRCRAFT RAMP IMPACT (SF)
 SOUTH GA - 9,460 SF LESS THAN MASTER PLAN
 NORTH GA - 1,250 SF LESS THAN MASTER PLAN

ALL RSA'S, ROFA'S, AND TOFA'S SHOWN ARE FOR PROPOSED AIRCRAFT PAVEMENT
 PROPOSED AIRFIELD AND ROAD LAYOUT FROM AIR SERVICE STUDY
 IMPACT ON PROPOSED MASTER PLAN AIRCRAFT PARKING
 ASE PROPERTY LINE

LEGEND

- MASTER PLAN LAYOUT AIRCRAFT PAVEMENT
- MASTER PLAN LAYOUT BUILDINGS
- MASTER PLAN LAYOUT ROADWAYS AND PARKING LOTS
- RECONFIGURED AIRCRAFT PAVEMENT FROM AIR SERVICE STUDY



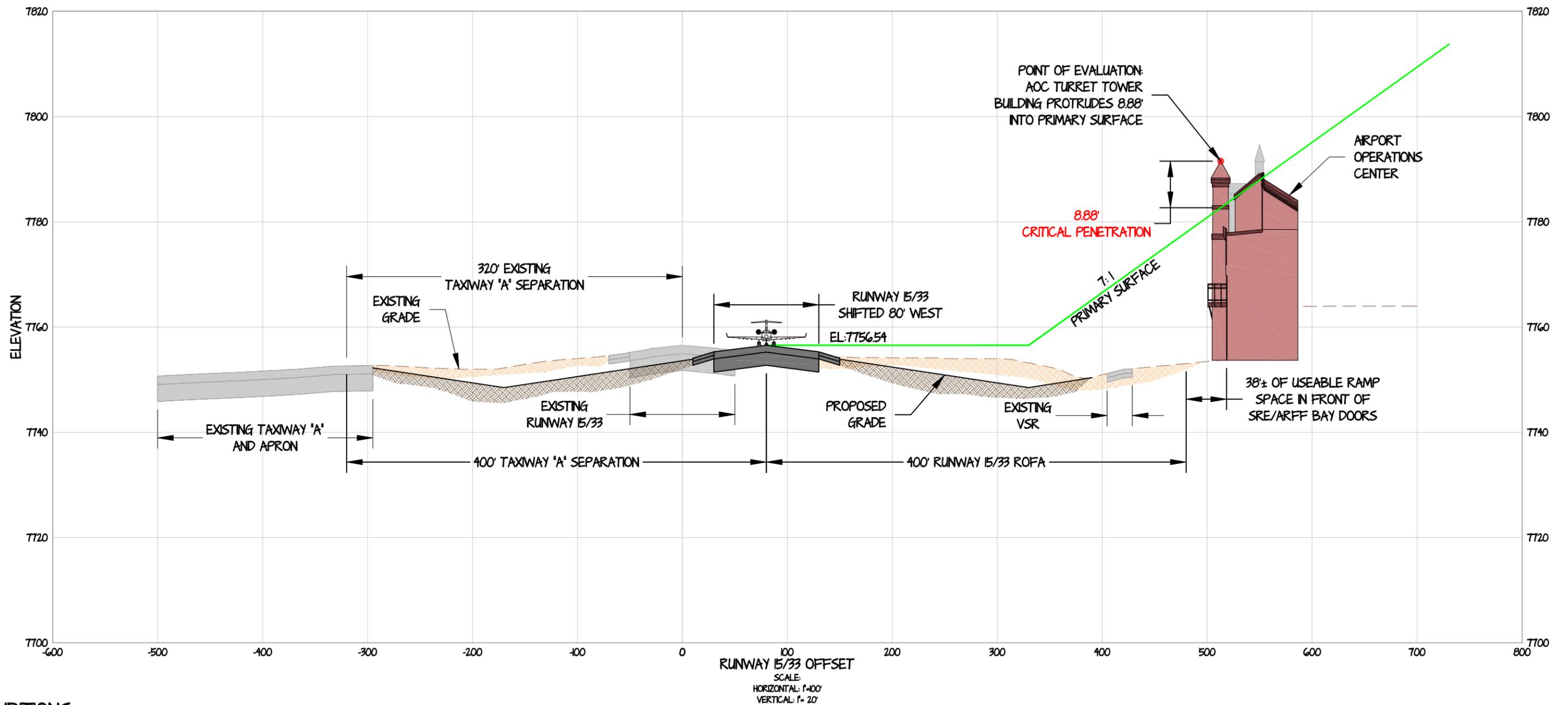
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ALTERNATIVE 7 - AIRPORT OPERATIONS CENTER - PART 77 AND RAMP SPACE EVALUATION



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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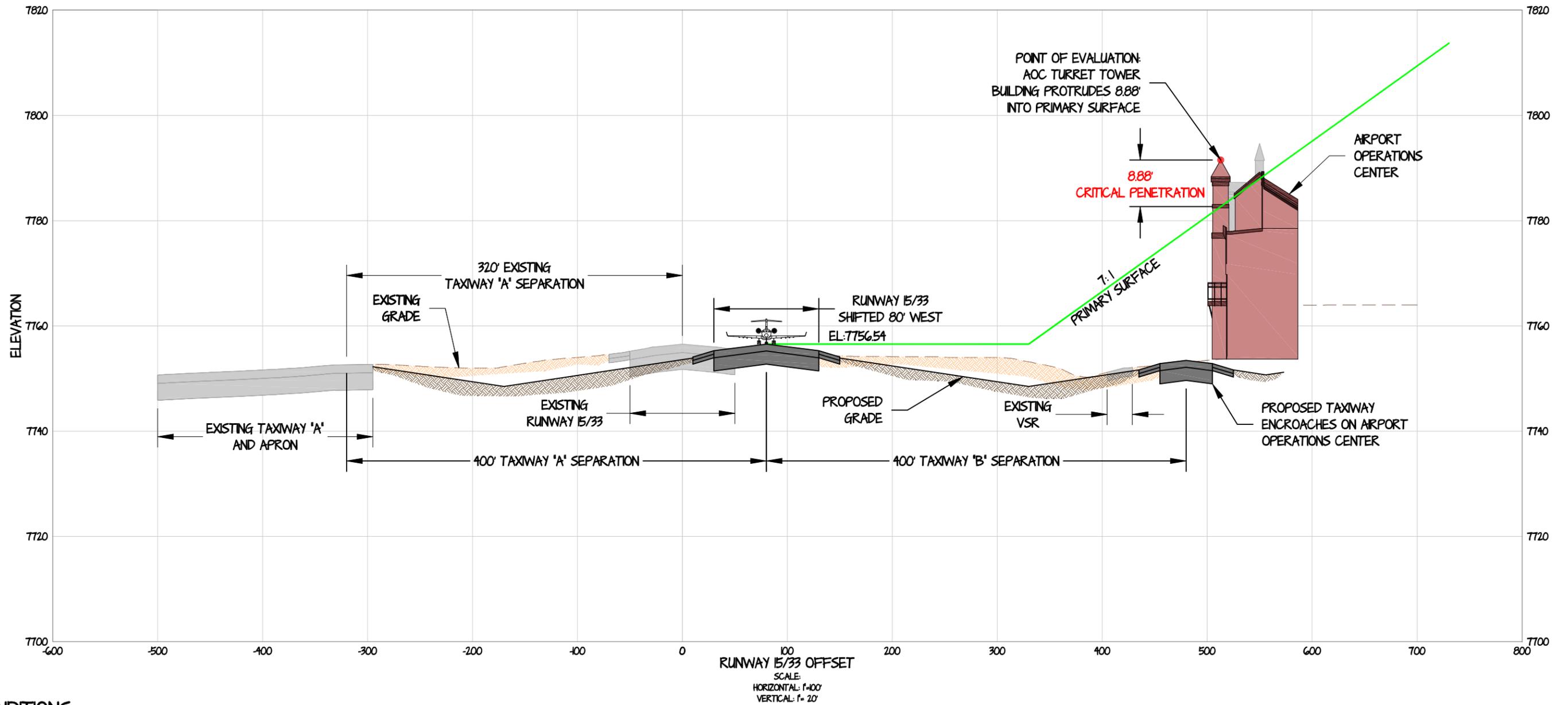
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AIR SERVICE STUDY - PHASE II
ALTERNATIVE 7

DATE: APRIL 3, 2014

SHEET 5 OF 10

ALTERNATIVE 7a - 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



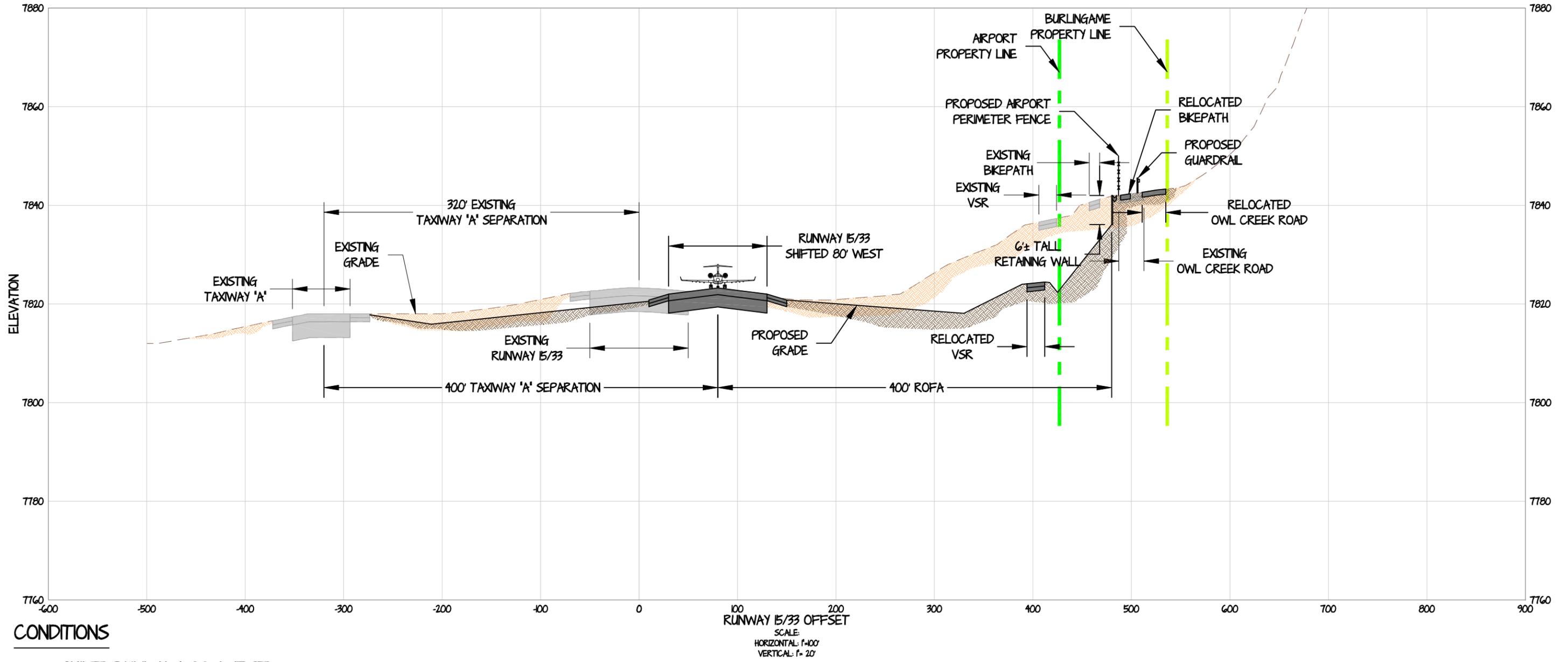
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ALTERNATIVE 7a

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SHEET 6 OF 10

ALTERNATIVE 7 - SOUTH END OF AIRFIELD APPROXIMATELY TAXIWAY "A8" - OWL CREEK ROAD PINCH POINT 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

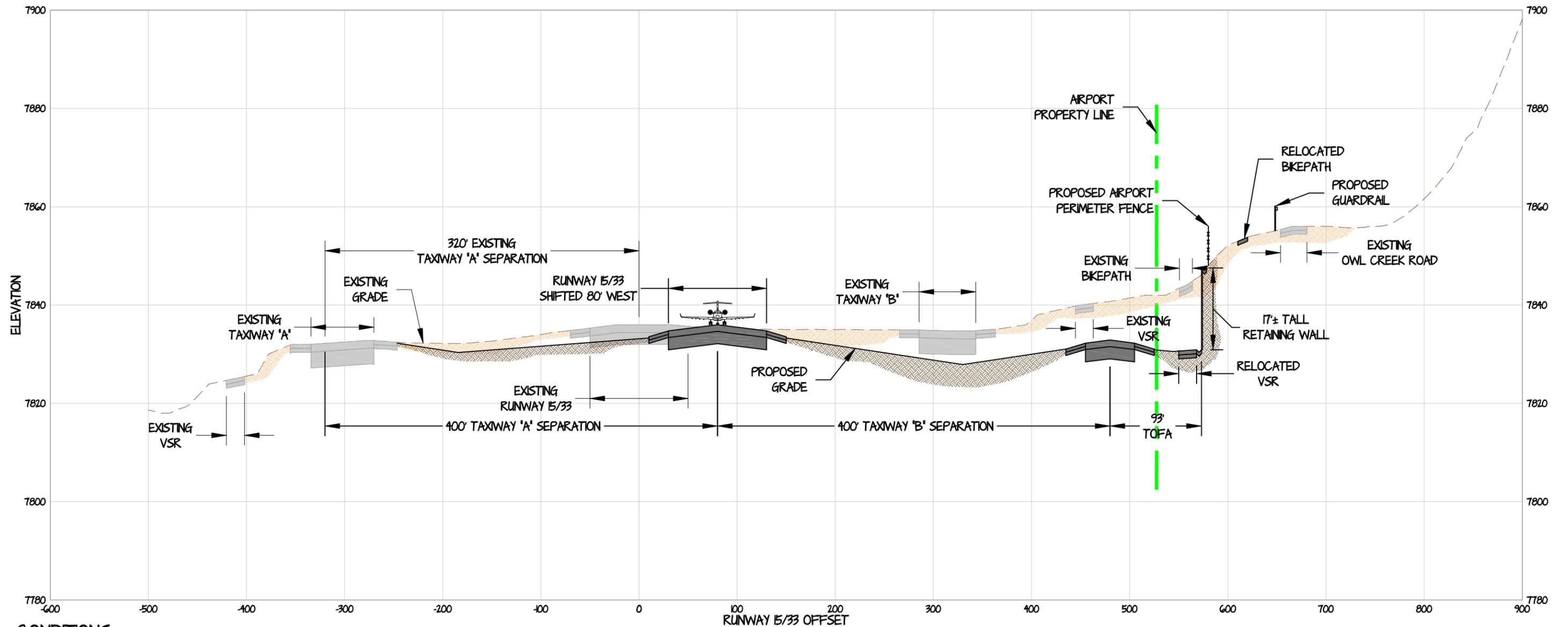


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ALTERNATIVE 7 - SOUTH END OF AIRFIELD - TAXIWAY "B" TEACUP AREA EVALUATION



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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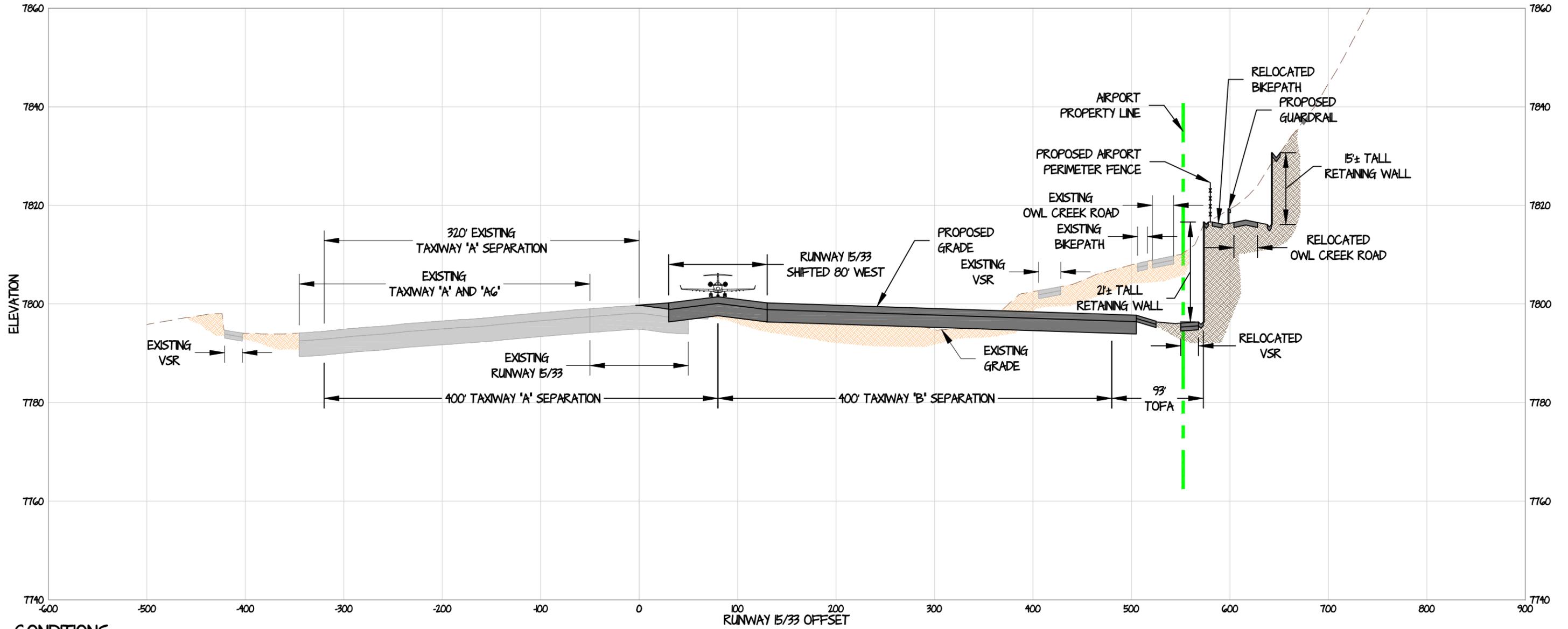
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ALTERNATIVE 7

DATE: APRIL 3, 2014

SHEET 8 OF 10

ALTERNATIVE 7a - TAXIWAY "A6" TO "B6" CROSSING 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

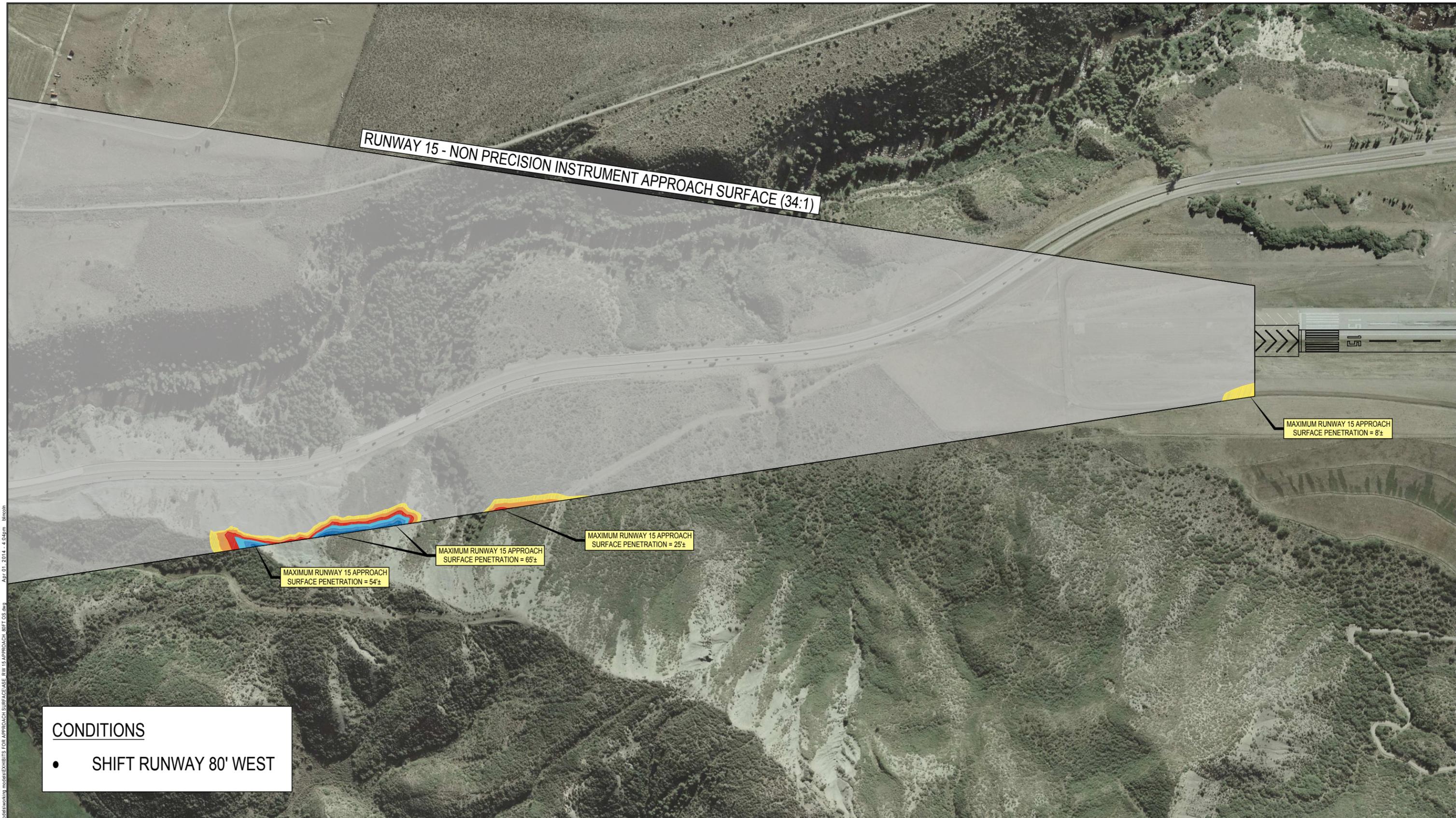
SCALE:
HORIZONTAL: 1"=100'
VERTICAL: 1"=20'



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ALTERNATIVE 7a
DATE: APRIL 3, 2014
SHEET 9 OF 10

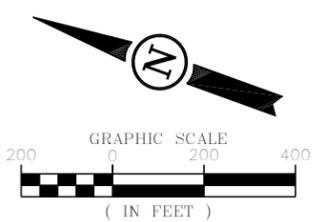
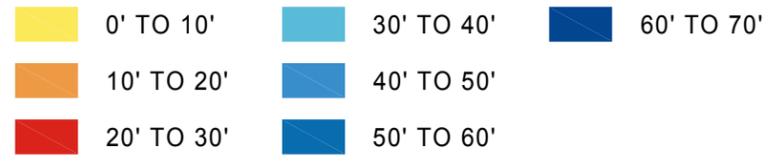
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CONDITIONS

- SHIFT RUNWAY 80' WEST

RUNWAY 15 APPROACH PENETRATIONS



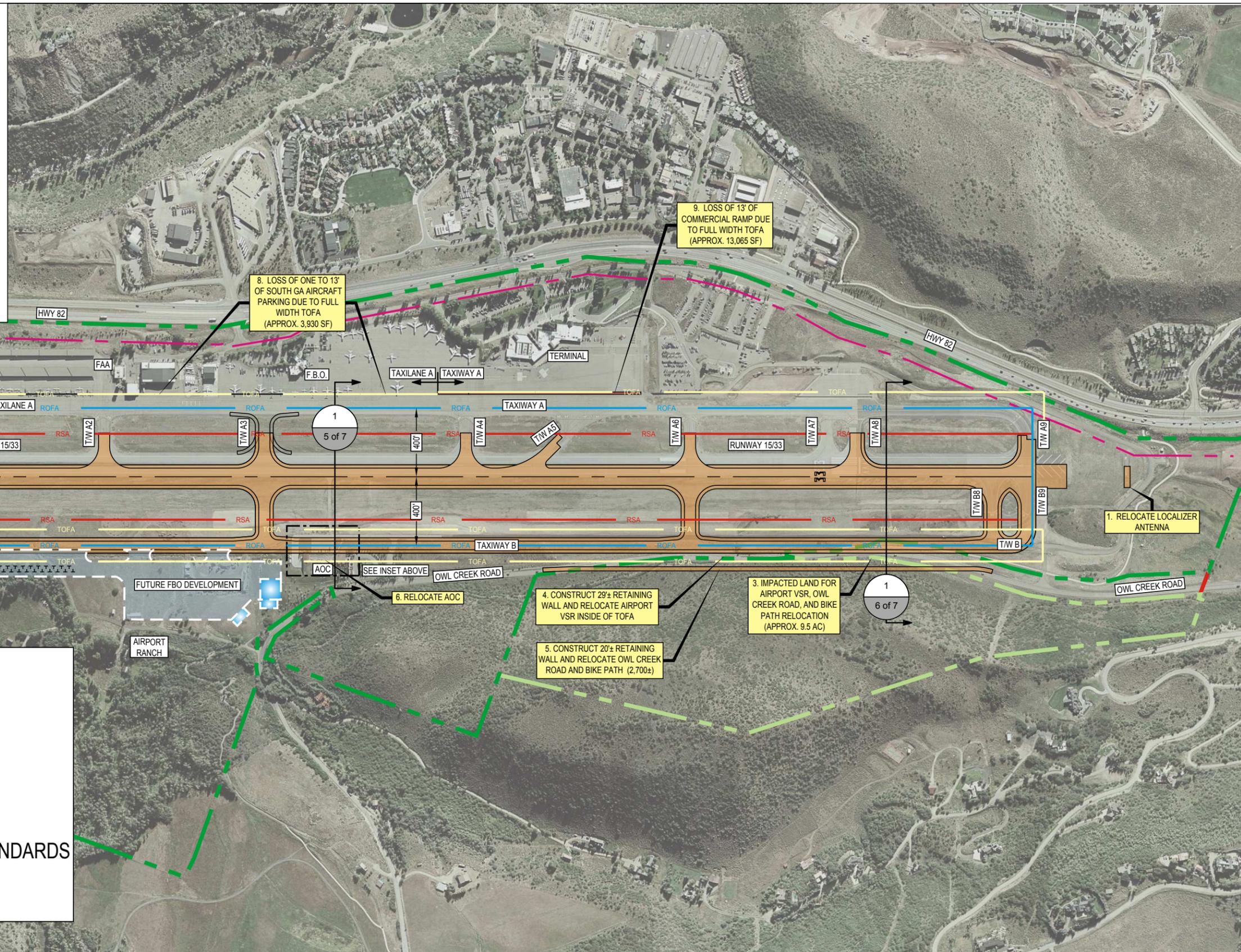
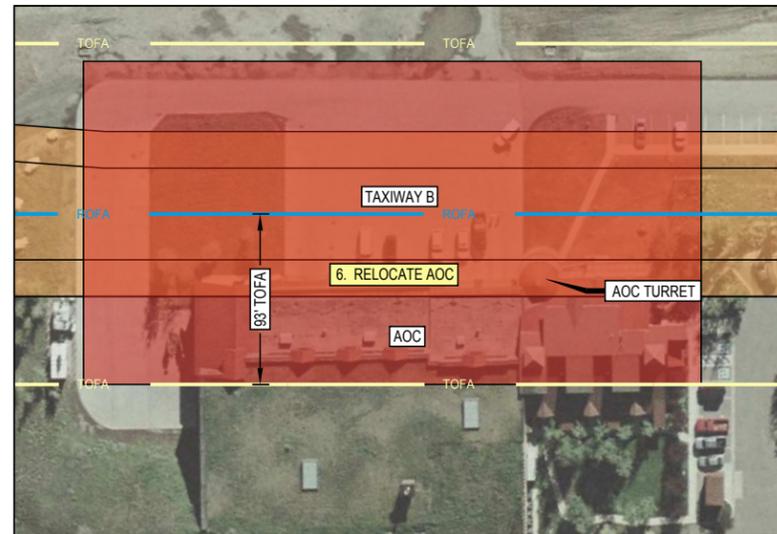
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ALTERNATIVE 7**

DATE: APRIL 3, 2014 SHEET 10 OF 10

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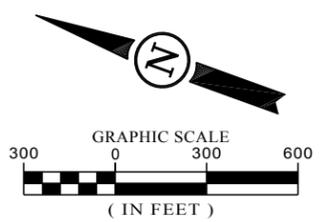
CONDITIONS

- 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)
- RESCINDS THREE MODIFICATIONS TO STANDARDS
RUNWAY/TAXIWAY SEPARATION
RUNWAY/HOLDBAR SEPARATION
EAST SIDE TAXIWAY "A" TOFA

ALL RSA'S, ROFA'S, AND TOFA'S SHOWN ARE FOR PROPOSED AIRCRAFT PAVEMENT

LEGEND

- PROPOSED AIRFIELD AND ROAD LAYOUT FROM AIR SERVICE STUDY
- IMPACT ON EXISTING AIRCRAFT PARKING
- ASE PROPERTY LINE
- BURLINGAME RANCH PROPERTY LINE
- MASTER PLAN LAYOUT AIRCRAFT PAVEMENT
- MASTER PLAN LAYOUT BUILDINGS
- CDOT PROPERTY LINE
- HIGHWAY 82 100' RIGHT-OF-WAY SETBACK



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ALTERNATIVE 8**

DATE: APRIL 3, 2014

SHEET 1 OF 7

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ALL RSA'S, ROFA'S, AND TOFA'S SHOWN ARE FOR PROPOSED AIRCRAFT PAVEMENT

PROPOSED AIRFIELD AND ROAD LAYOUT FROM AIR SERVICE STUDY

IMPACT ON PROPOSED MASTER PLAN AIRCRAFT PARKING

ASE PROPERTY LINE

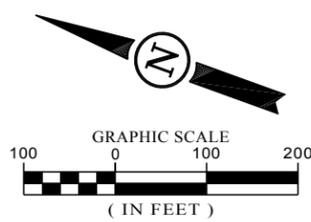
HIGHWAY 82 100' RIGHT-OF-WAY SETBACK

LEGEND

MASTER PLAN LAYOUT AIRCRAFT PAVEMENT

MASTER PLAN LAYOUT BUILDINGS

MASTER PLAN LAYOUT ROADWAYS AND PARKING LOTS



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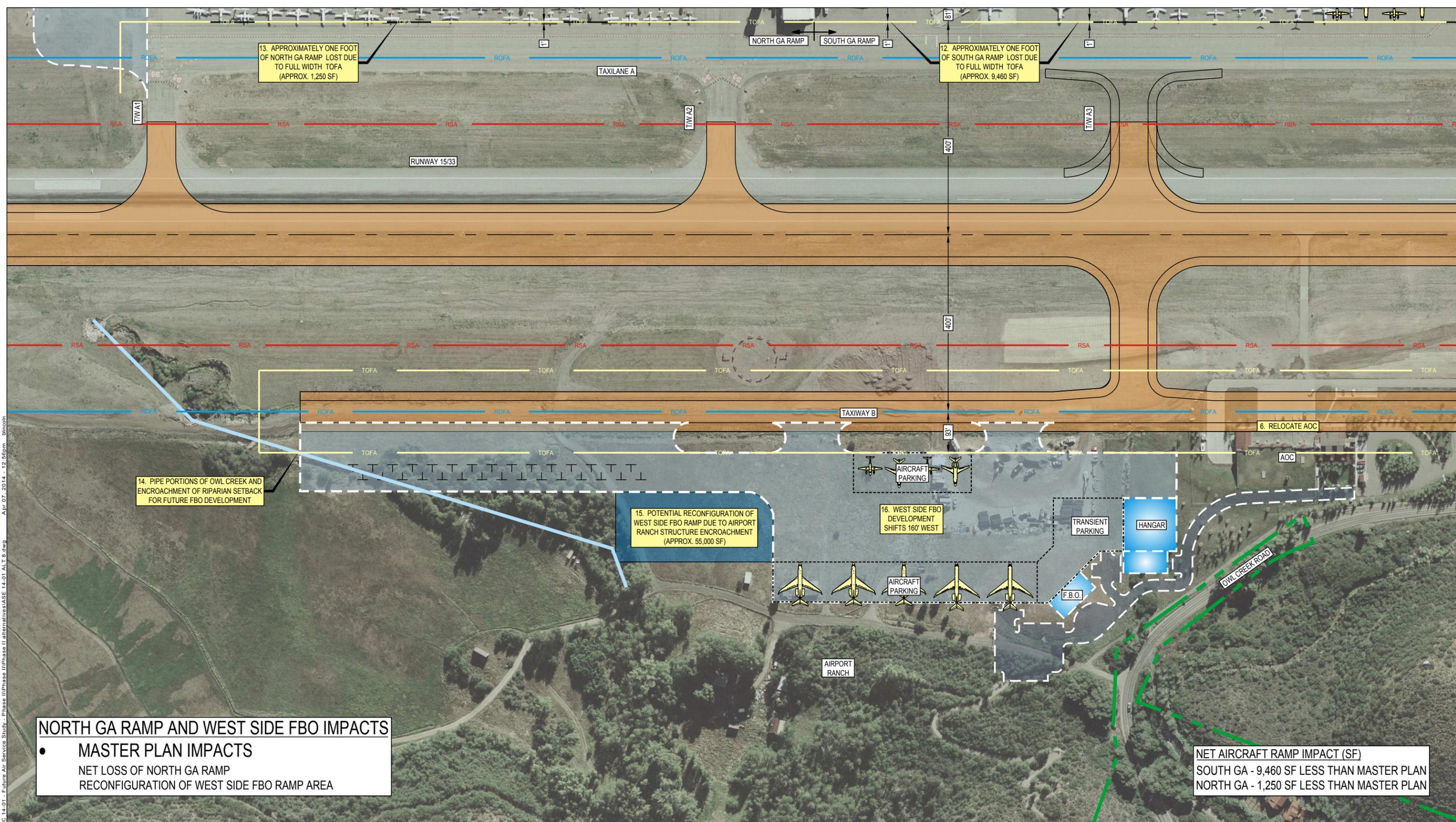
ASPEN, COLORADO

AIR SERVICE STUDY - PHASE II

ALTERNATIVE 8

DATE: APRIL 3, 2014

SHEET 3 OF 7



13. APPROXIMATELY ONE FOOT OF NORTH GA RAMP LOST DUE TO FULL WIDTH TOFA (APPROX. 1,250 SF)

12. APPROXIMATELY ONE FOOT OF SOUTH GA RAMP LOST DUE TO FULL WIDTH TOFA (APPROX. 9,460 SF)

14. PIPE PORTIONS OF OWL CREEK AND ENCROACHMENT OF RIPARIAN SETBACK FOR FUTURE FBO DEVELOPMENT

15. POTENTIAL RECONFIGURATION OF WEST SIDE FBO RAMP DUE TO AIRPORT RANCH STRUCTURE ENCROACHMENT (APPROX. 55,000 SF)

16. WEST SIDE FBO DEVELOPMENT SHIFTS 160' WEST

6. RELOCATE AOC

NORTH GA RAMP AND WEST SIDE FBO IMPACTS

- **MASTER PLAN IMPACTS**
NET LOSS OF NORTH GA RAMP
RECONFIGURATION OF WEST SIDE FBO RAMP AREA

NET AIRCRAFT RAMP IMPACT (SF)
SOUTH GA - 9,460 SF LESS THAN MASTER PLAN
NORTH GA - 1,250 SF LESS THAN MASTER PLAN

ALL RSA'S, ROFA'S, AND TOFA'S SHOWN ARE FOR PROPOSED AIRCRAFT PAVEMENT

PROPOSED AIRFIELD AND ROAD LAYOUT FROM AIR SERVICE STUDY

IMPACT ON PROPOSED MASTER PLAN AIRCRAFT PARKING

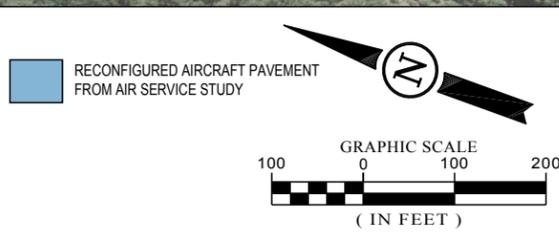
ASE PROPERTY LINE

LEGEND

MASTER PLAN LAYOUT AIRCRAFT PAVEMENT

MASTER PLAN LAYOUT BUILDINGS

MASTER PLAN LAYOUT ROADWAYS AND PARKING LOTS



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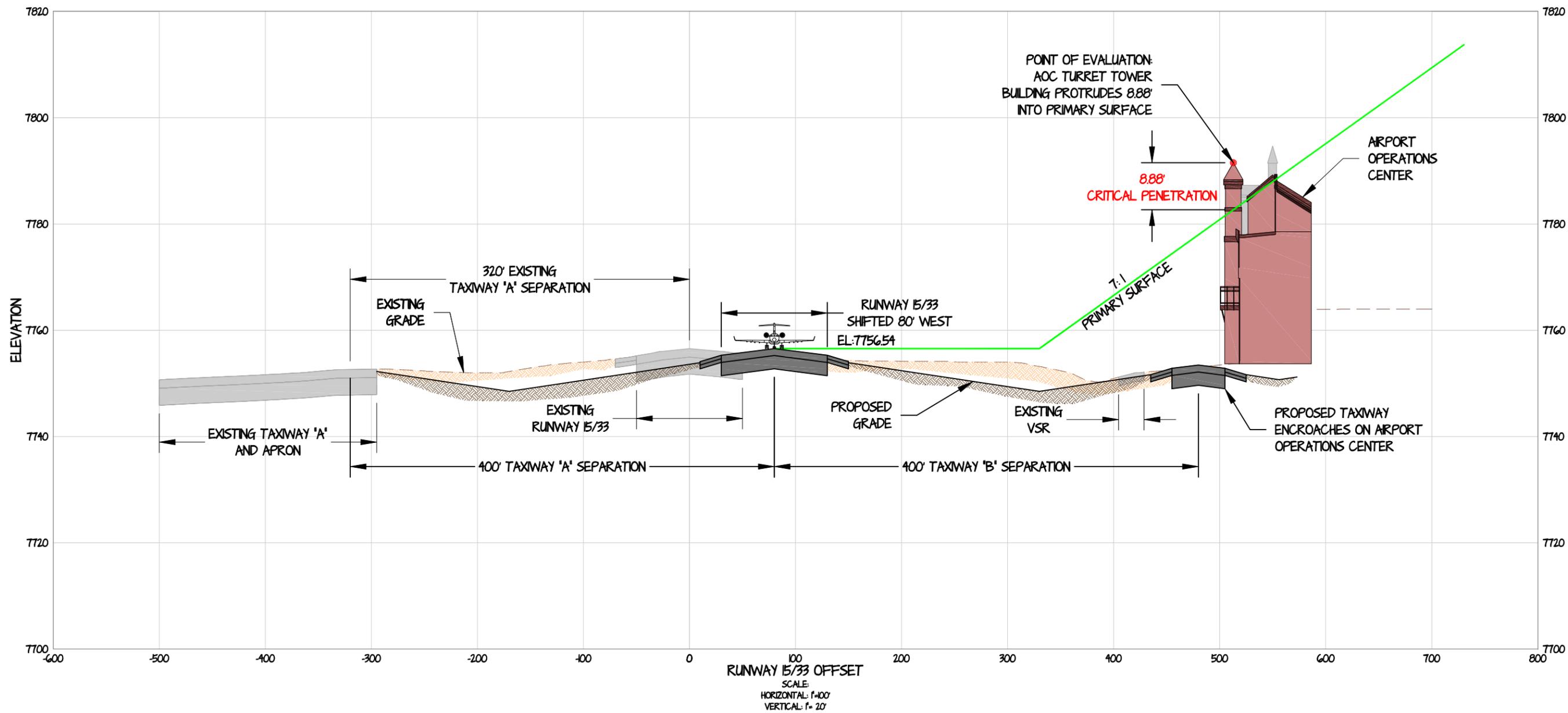
**ASPEN/PITKIN COUNTY AIRPORT
ASPEN, COLORADO
AIR SERVICE STUDY - PHASE II
ALTERNATIVE 8**

DATE: APRIL 3, 2014

SHEET 4 OF 7

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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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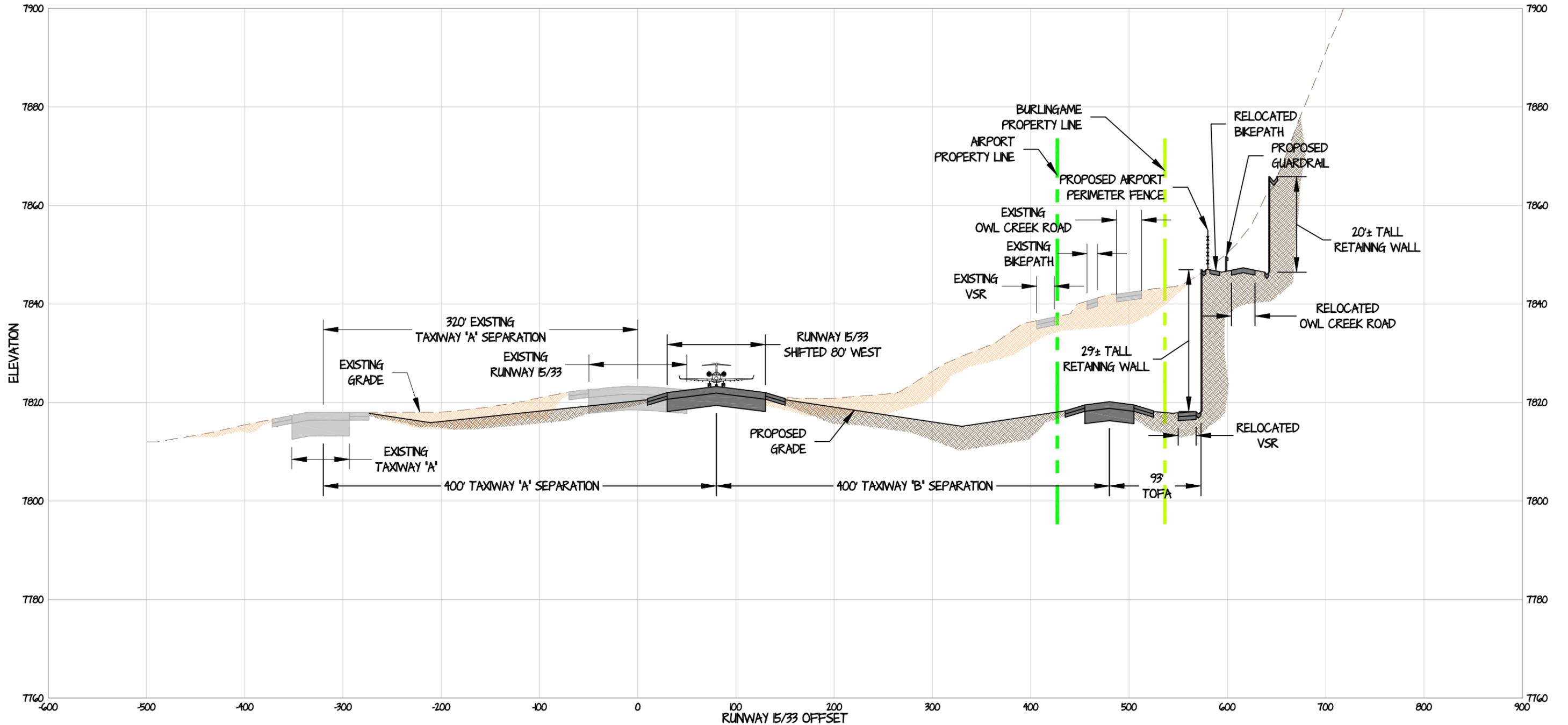
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ALTERNATIVE 8

DATE: APRIL 3, 2014

SHEET 5 OF 7

ALTERNATIVE 8 - SOUTH END OF AIRFIELD APPROXIMATELY TAXIWAY "A8" - OWL CREEK ROAD PINCH POINT 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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 AIR SERVICE STUDY - PHASE II
 ALTERNATIVE 8

DATE: APRIL 3, 2014

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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 = 25'±

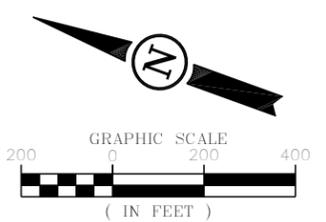
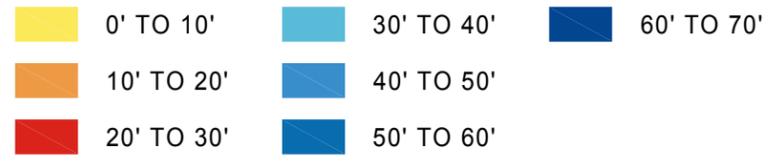
MAXIMUM RUNWAY 15 APPROACH SURFACE PENETRATION = 65'±

MAXIMUM RUNWAY 15 APPROACH SURFACE PENETRATION = 54'±

CONDITIONS

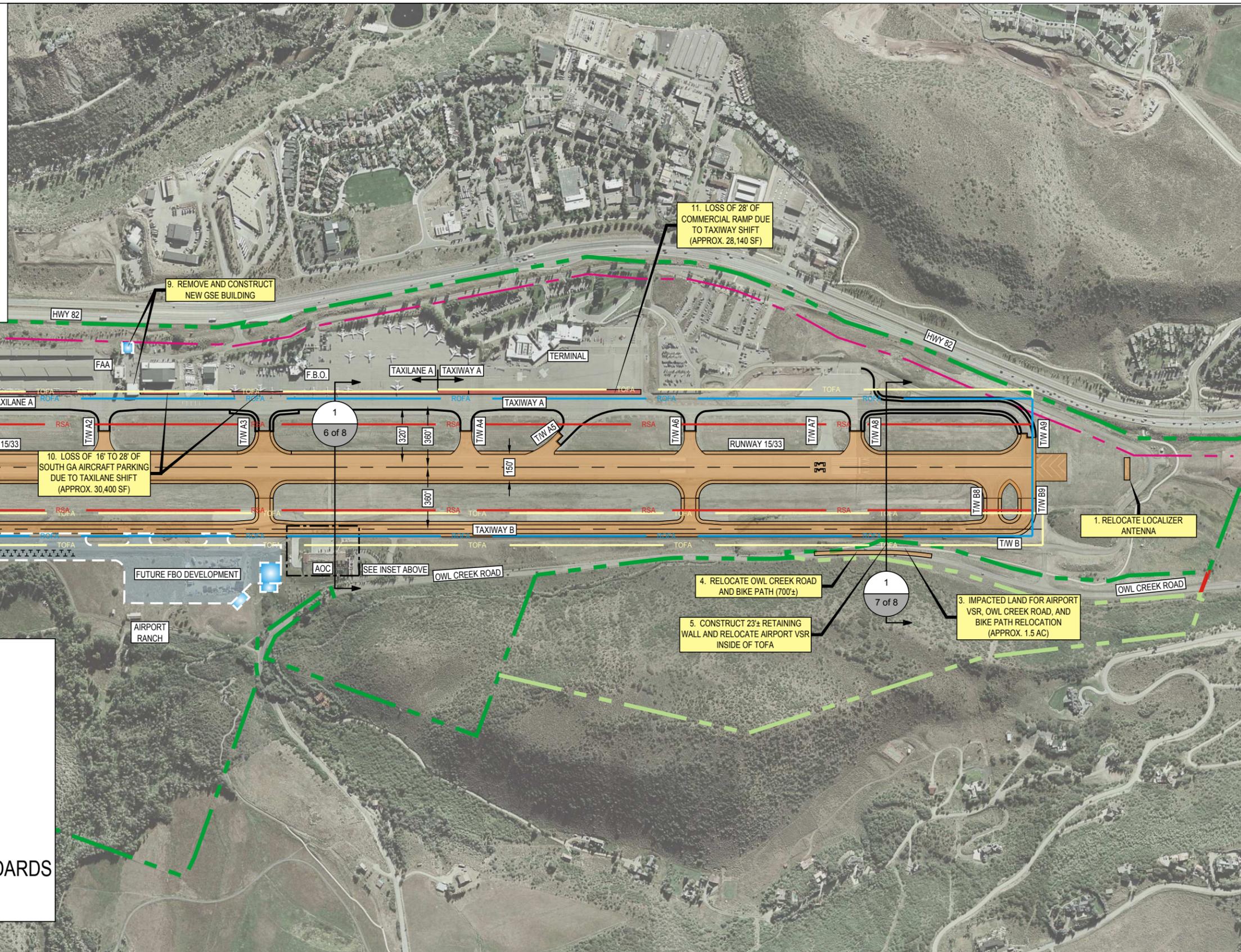
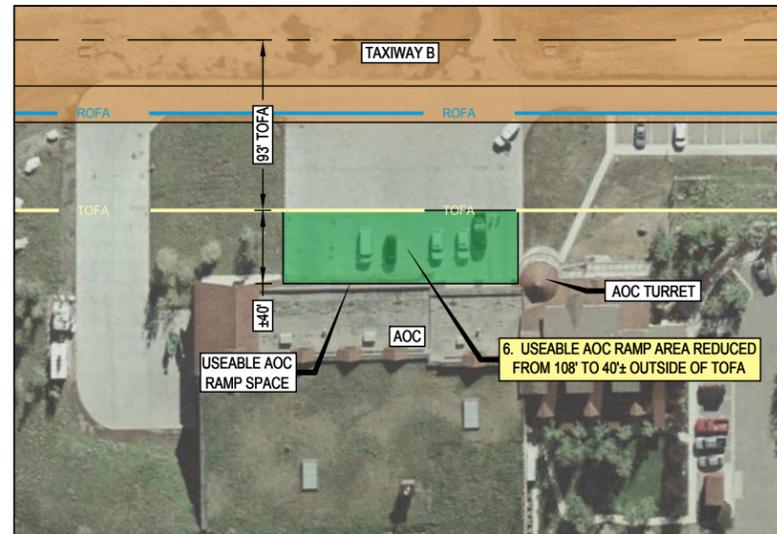
- SHIFT RUNWAY 80' WEST

RUNWAY 15 APPROACH PENETRATIONS



ASPEN/PITKIN COUNTY AIRPORT
ASPEN, COLORADO
AIR SERVICE STUDY - PHASE II
ALTERNATIVE 8
DATE: APRIL 3, 2014
SHEET 7 OF 7

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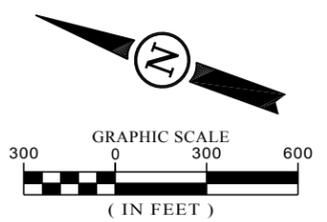


- CONDITIONS**
- SHIFT RUNWAY 25' WEST, 150' WIDE
 - SHIFT TAXIWAY "A" 15' EAST
 - 360' EAST SIDE PARALLEL TAXIWAY "A" WOULD REQUIRE NEW FAA MODIFICATION TO STANDARD (360' RUNWAY/TAXIWAY SEPARATION)
 - 360' WEST SIDE PARALLEL TAXIWAY "B" WOULD REQUIRE NEW FAA MODIFICATION TO STANDARD (360' RUNWAY/TAXIWAY SEPARATION)
 - RESCINDS TWO MODIFICATIONS TO STANDARDS
 RUNWAY/HOLDBAR SEPARATION
 EAST SIDE TAXIWAY "A" TOFA

ALL RSA'S, ROFA'S, AND TOFA'S SHOWN ARE FOR PROPOSED AIRCRAFT PAVEMENT

LEGEND

PROPOSED AIRFIELD AND ROAD LAYOUT FROM AIR SERVICE STUDY	MASTER PLAN LAYOUT AIRCRAFT PAVEMENT
IMPACT ON EXISTING AIRCRAFT PARKING	MASTER PLAN LAYOUT BUILDINGS
ASE PROPERTY LINE	CDOT PROPERTY LINE
BURLINGAME RANCH PROPERTY LINE	HIGHWAY 82 100' RIGHT-OF-WAY SETBACK



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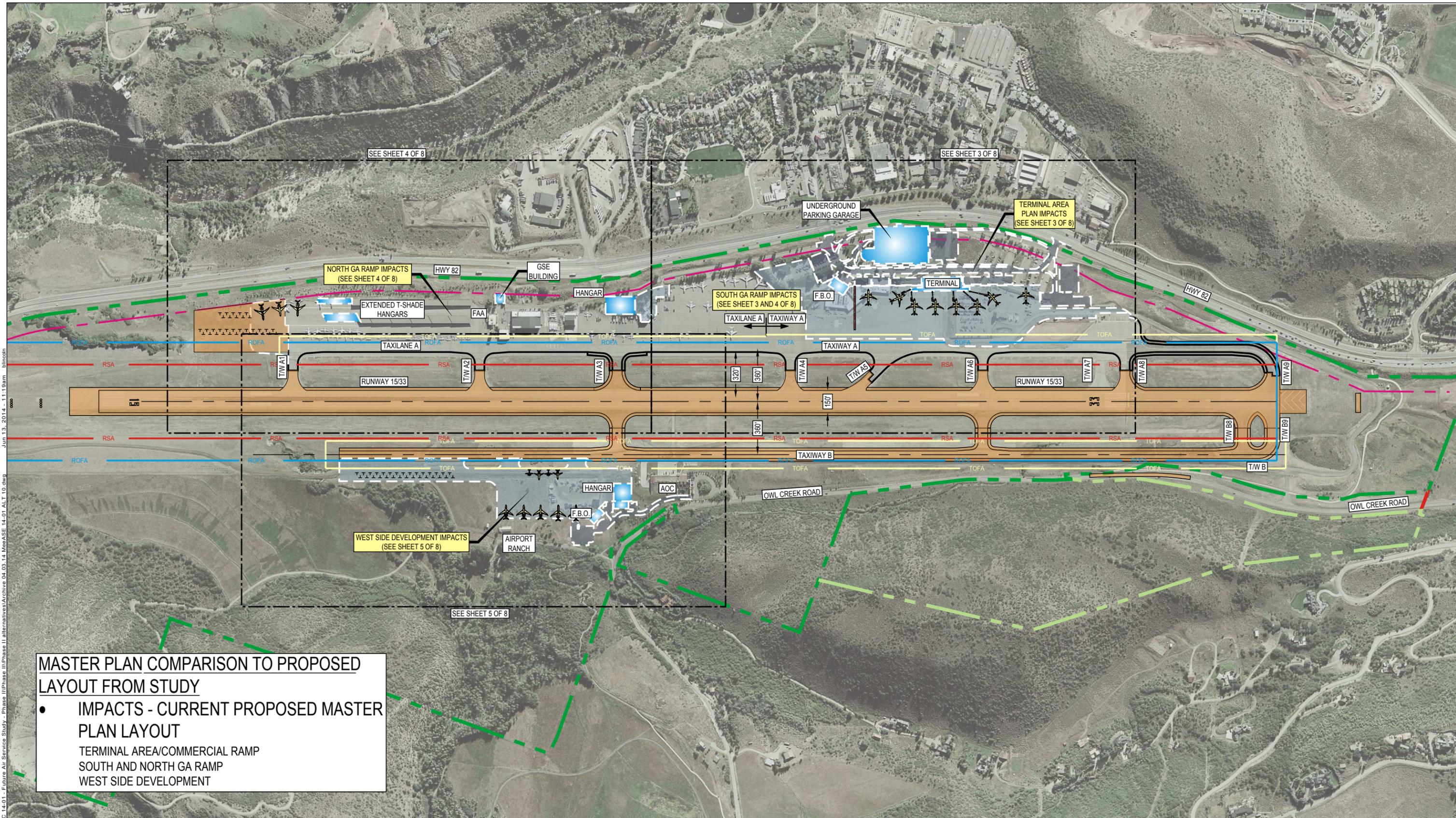
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**ASPEN/PITKIN COUNTY AIRPORT
 ASPEN, COLORADO
 AIR SERVICE STUDY - PHASE II
 ALTERNATIVE 10**

DATE: APRIL 3, 2014

SHEET 1 OF 8

Apr 01, 2014 - 2:53pm blmblm



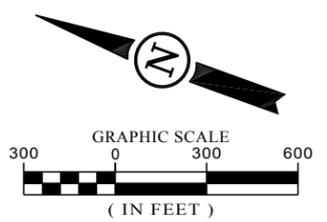
MASTER PLAN COMPARISON TO PROPOSED LAYOUT FROM STUDY

- IMPACTS - CURRENT PROPOSED MASTER PLAN LAYOUT
 - TERMINAL AREA/COMMERCIAL RAMP
 - SOUTH AND NORTH GA RAMP
 - WEST SIDE DEVELOPMENT

Jun 13, 2014 - 11:19 am bilicon
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- ALL RSA'S, ROFA'S, AND TOFA'S SHOWN ARE FOR PROPOSED AIRCRAFT PAVEMENT
 PROPOSED AIRFIELD AND ROAD LAYOUT FROM AIR SERVICE STUDY
 ASE PROPERTY LINE
 BURLINGAME RANCH PROPERTY LINE
 CDOT PROPERTY LINE
 HIGHWAY 82 100' RIGHT-OF-WAY SETBACK

LEGEND
 MASTER PLAN LAYOUT AIRCRAFT PAVEMENT
 MASTER PLAN LAYOUT BUILDINGS
 MASTER PLAN LAYOUT ROADWAYS AND PARKING LOTS



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 ALTERNATIVE 10
 DATE: APRIL 3, 2014
 SHEET 2 OF 8

MATCHLINE - SHEET 4 OF 8

Jun 13, 2014 - 11:22am bilicon

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TERMINAL AREA AND COMMERCIAL AND SOUTH GA RAMP IMPACTS

- **MASTER PLAN IMPACTS**
NET LOSS OF COMMERCIAL RAMP
NET LOSS OF SOUTH GA RAMP
- **COMMERCIAL RAMP AIRCRAFT**
CS100 AIRCRAFT (115' 1" WINGSPAN)

NET AIRCRAFT RAMP IMPACT (SF)
COMMERCIAL - 32,030 LESS THAN MASTER PLAN
SOUTH GA - 42,340 SF LESS THAN MASTER PLAN

- ALL RSA'S, ROFA'S, AND TOFA'S SHOWN ARE FOR PROPOSED AIRCRAFT PAVEMENT

PROPOSED AIRFIELD AND ROAD LAYOUT FROM AIR SERVICE STUDY

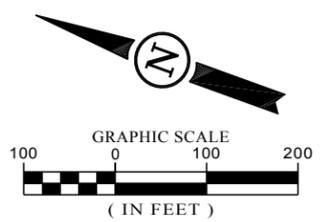
IMPACT ON PROPOSED MASTER PLAN AIRCRAFT PARKING

ASE PROPERTY LINE

HIGHWAY 82 100' RIGHT-OF-WAY SETBACK

LEGEND

- MASTER PLAN LAYOUT AIRCRAFT PAVEMENT
- MASTER PLAN LAYOUT BUILDINGS
- MASTER PLAN LAYOUT ROADWAYS AND PARKING LOTS



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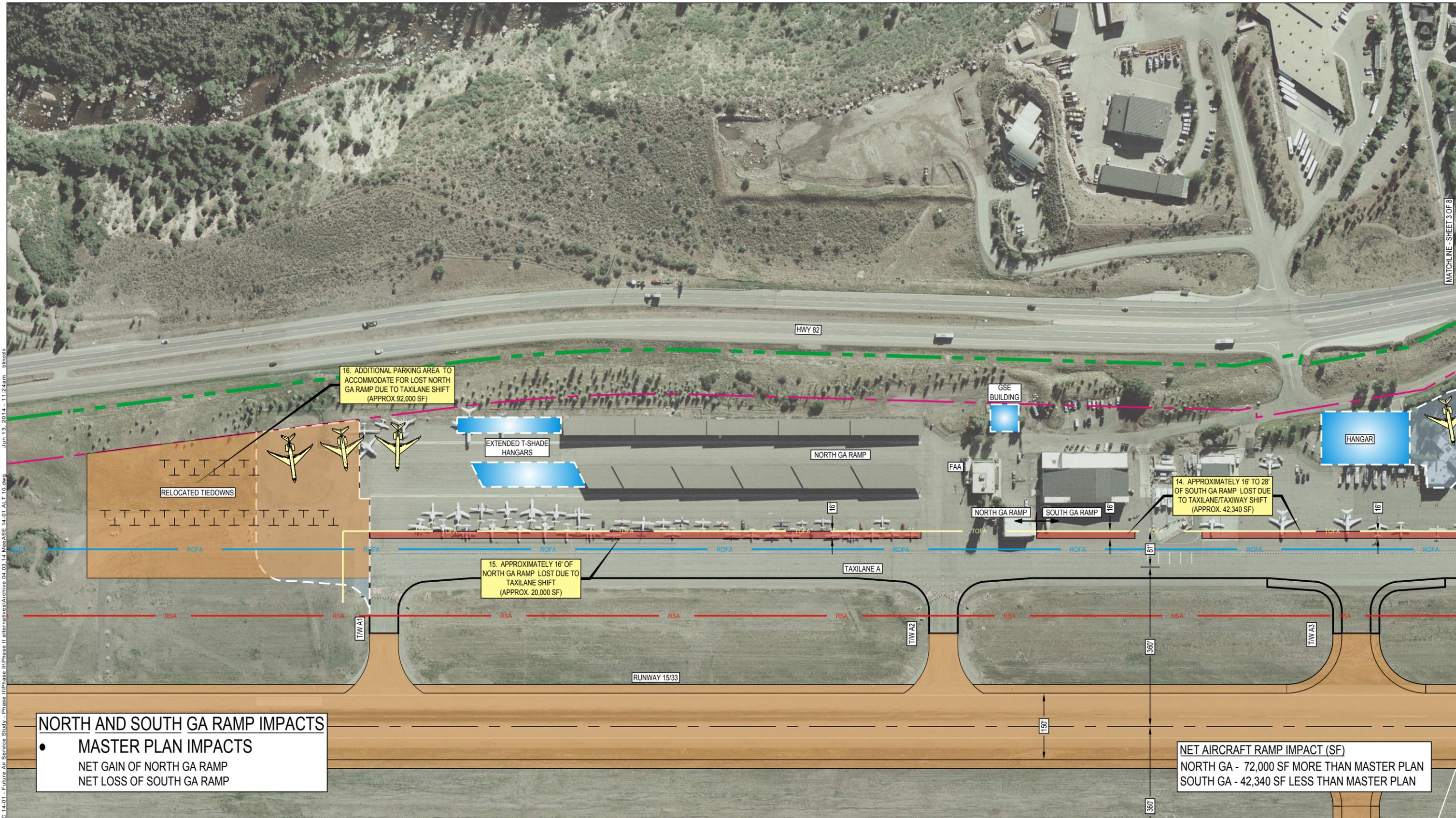
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DATE: APRIL 3, 2014

SHEET 3 OF 8



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MATCHLINE - SHEET 3 OF 8

NORTH AND SOUTH GA RAMP IMPACTS

- MASTER PLAN IMPACTS**
- NET GAIN OF NORTH GA RAMP
- NET LOSS OF SOUTH GA RAMP

NET AIRCRAFT RAMP IMPACT (SF)

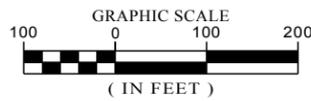
NORTH GA - 72,000 SF MORE THAN MASTER PLAN
 SOUTH GA - 42,340 SF LESS THAN MASTER PLAN

- ALL RSA'S, ROFA'S, AND TOFA'S SHOWN ARE FOR PROPOSED AIRCRAFT PAVEMENT

PROPOSED AIRFIELD AND ROAD LAYOUT FROM AIR SERVICE STUDY
 IMPACT ON PROPOSED MASTER PLAN AIRCRAFT PARKING
 ASE PROPERTY LINE
 HIGHWAY 82 100' RIGHT-OF-WAY SETBACK

LEGEND

MASTER PLAN LAYOUT AIRCRAFT PAVEMENT
 MASTER PLAN LAYOUT BUILDINGS
 MASTER PLAN LAYOUT ROADWAYS AND PARKING LOTS



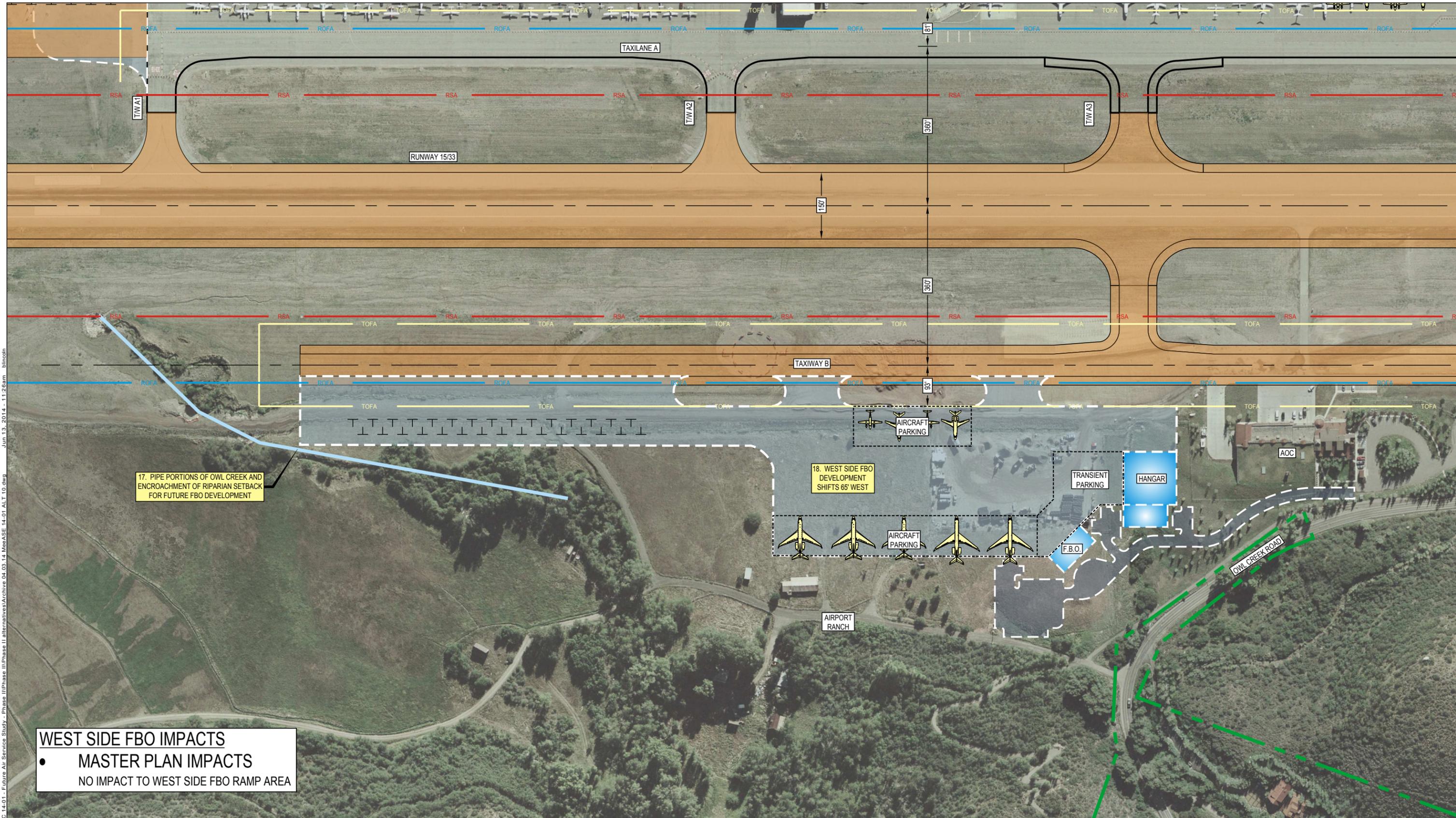
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 AIR SERVICE STUDY - PHASE II
 ALTERNATIVE 10**

DATE: APRIL 3, 2014

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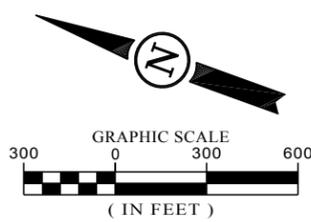
17. PIPE PORTIONS OF OWL CREEK AND ENCROACHMENT OF RIPARIAN SETBACK FOR FUTURE FBO DEVELOPMENT

18. WEST SIDE FBO DEVELOPMENT SHIFTS 65' WEST

WEST SIDE FBO IMPACTS
 • **MASTER PLAN IMPACTS**
 NO IMPACT TO WEST SIDE FBO RAMP AREA

- ALL RSA'S, ROFA'S, AND TOFA'S SHOWN ARE FOR PROPOSED AIRCRAFT PAVEMENT
 PROPOSED AIRFIELD AND ROAD LAYOUT FROM AIR SERVICE STUDY
 ASE PROPERTY LINE

LEGEND
 MASTER PLAN LAYOUT AIRCRAFT PAVEMENT
 MASTER PLAN LAYOUT BUILDINGS
 MASTER PLAN LAYOUT ROADWAYS AND PARKING LOTS



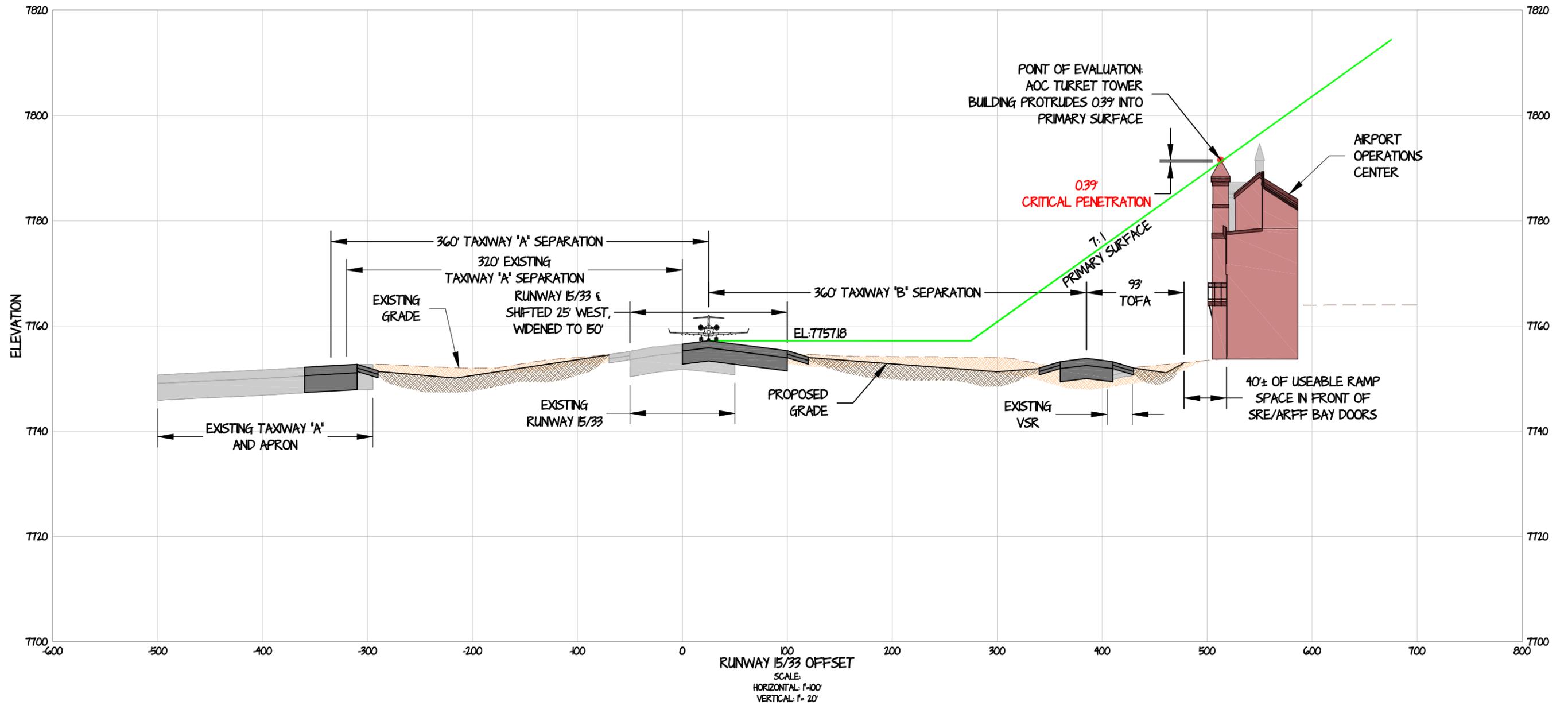
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ALTERNATIVE 10 - AIRPORT OPERATIONS CENTER - PART 77 AND RAMP SPACE EVALUATION



CONDITIONS

- SHIFT RUNWAY 25' WEST, 150' WIDE
- SHIFT TAXIWAY "A" 15' EAST
- 360' EAST SIDE PARALLEL TAXIWAY "A"
WOULD REQUIRE NEW FAA MODIFICATION TO STANDARD
(360' RUNWAY/TAXIWAY SEPARATION)
- 360' WEST SIDE PARALLEL TAXIWAY "B"
WOULD REQUIRE NEW FAA MODIFICATION TO STANDARD
(360' RUNWAY/TAXIWAY SEPARATION)



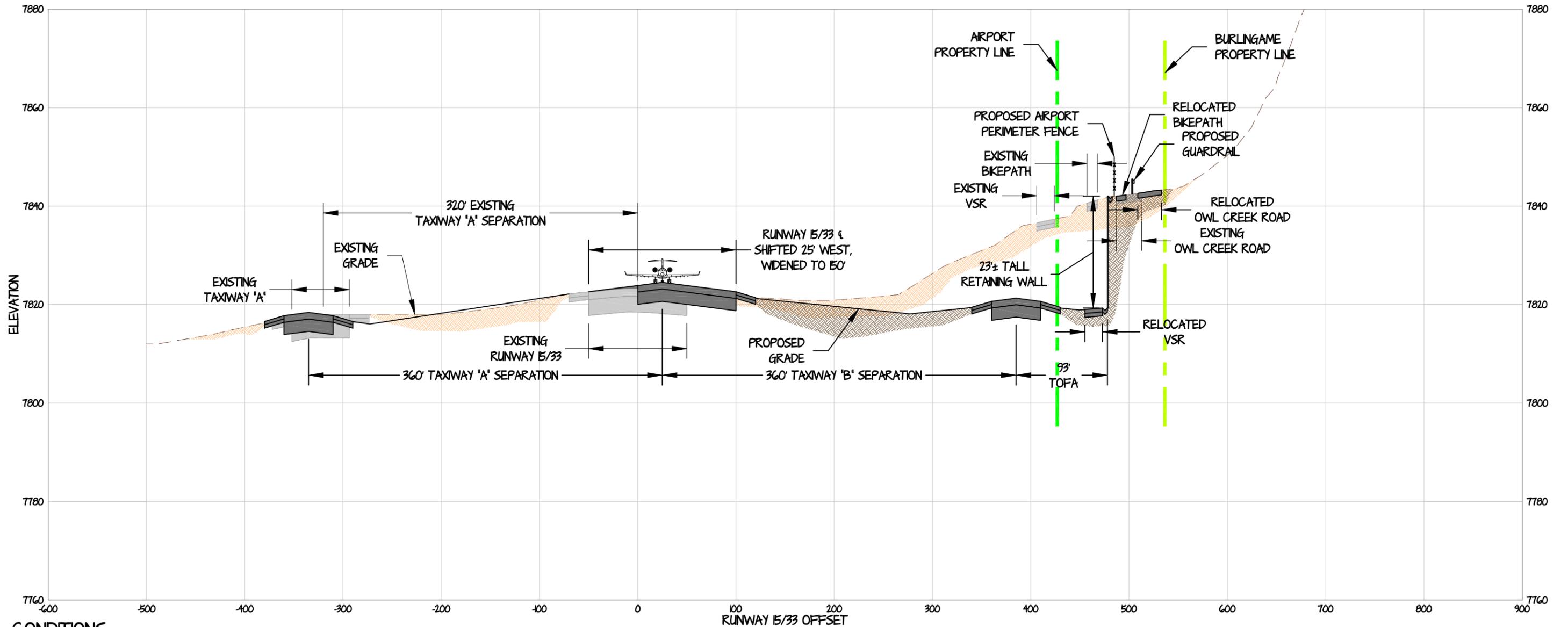
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 ALTERNATIVE 10

DATE: APRIL 3, 2014

SHEET 6 OF 8

ALTERNATIVE 10 - SOUTH END OF AIRFIELD APPROXIMATELY TAXIWAY "A8" - OWL CREEK ROAD PINCH POINT EVALUATION



CONDITIONS

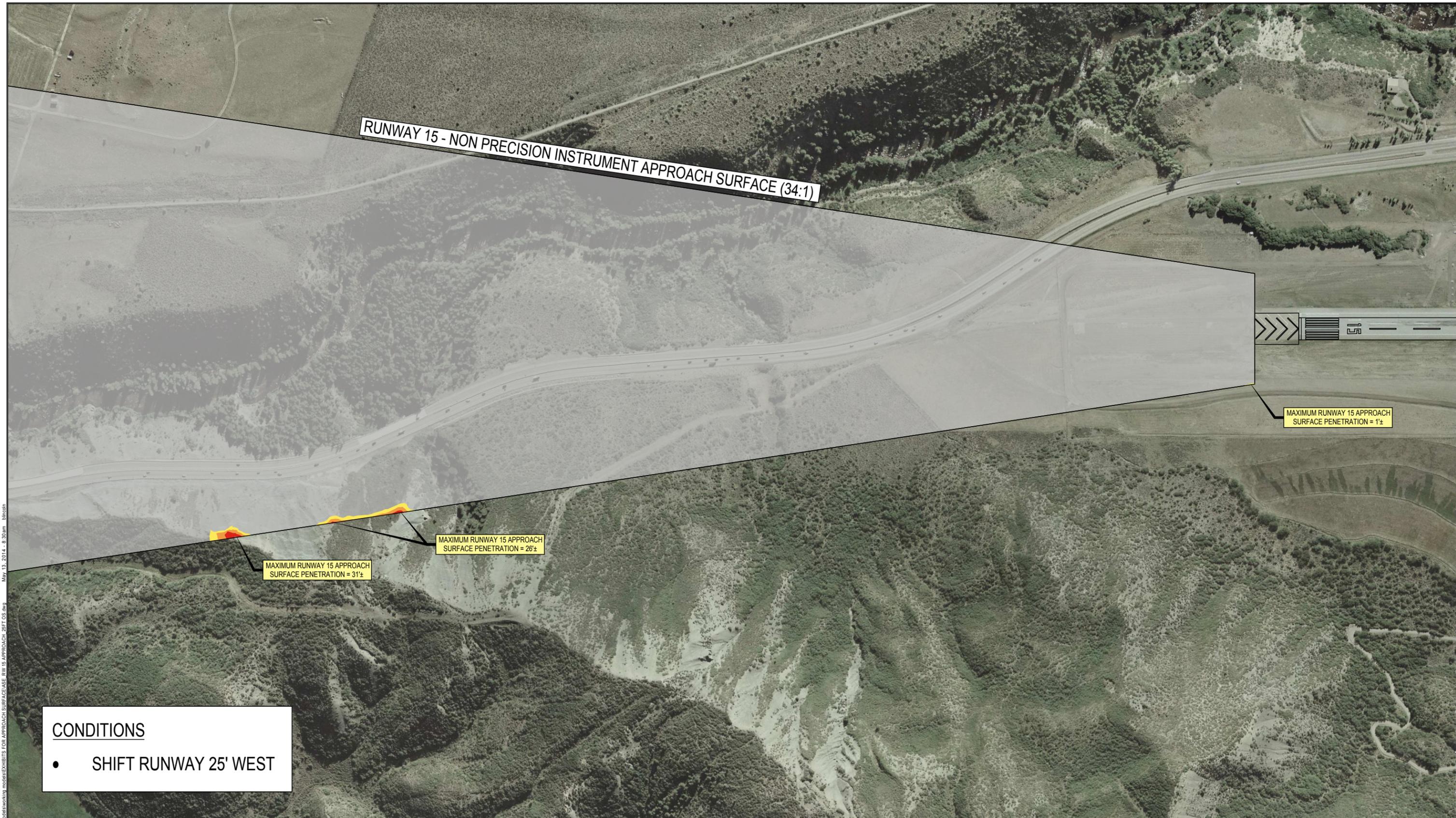
- SHIFT RUNWAY 25' WEST, 150' WIDE
- SHIFT TAXIWAY "A" 15' EAST
- 360' EAST SIDE PARALLEL TAXIWAY "A" WOULD REQUIRE NEW FAA MODIFICATION TO STANDARD (360' RUNWAY/TAXIWAY SEPARATION)
- 360' WEST SIDE PARALLEL TAXIWAY "B" WOULD REQUIRE NEW FAA MODIFICATION TO STANDARD (360' RUNWAY/TAXIWAY SEPARATION)



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 ALTERNATIVE 10
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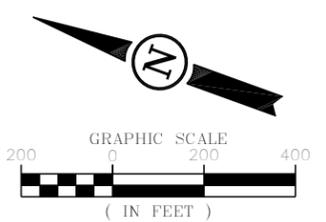


CONDITIONS

- SHIFT RUNWAY 25' WEST

RUNWAY 15 APPROACH PENETRATIONS

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



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