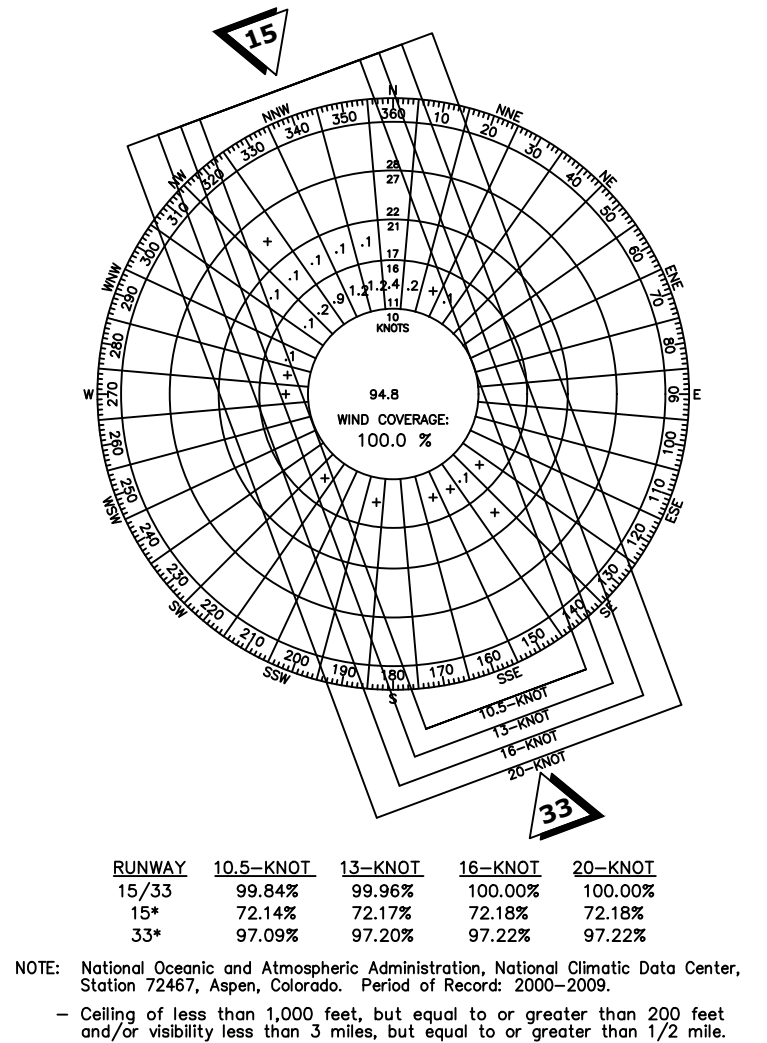
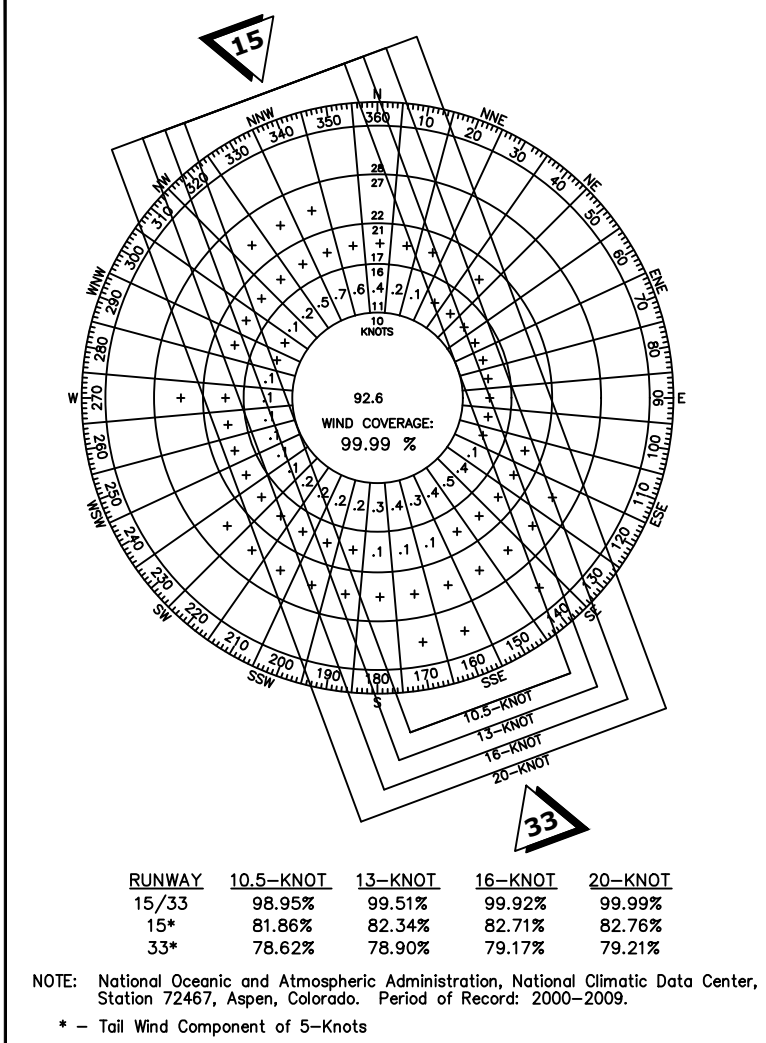
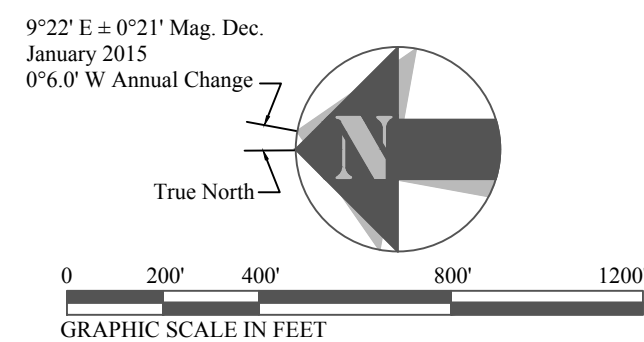
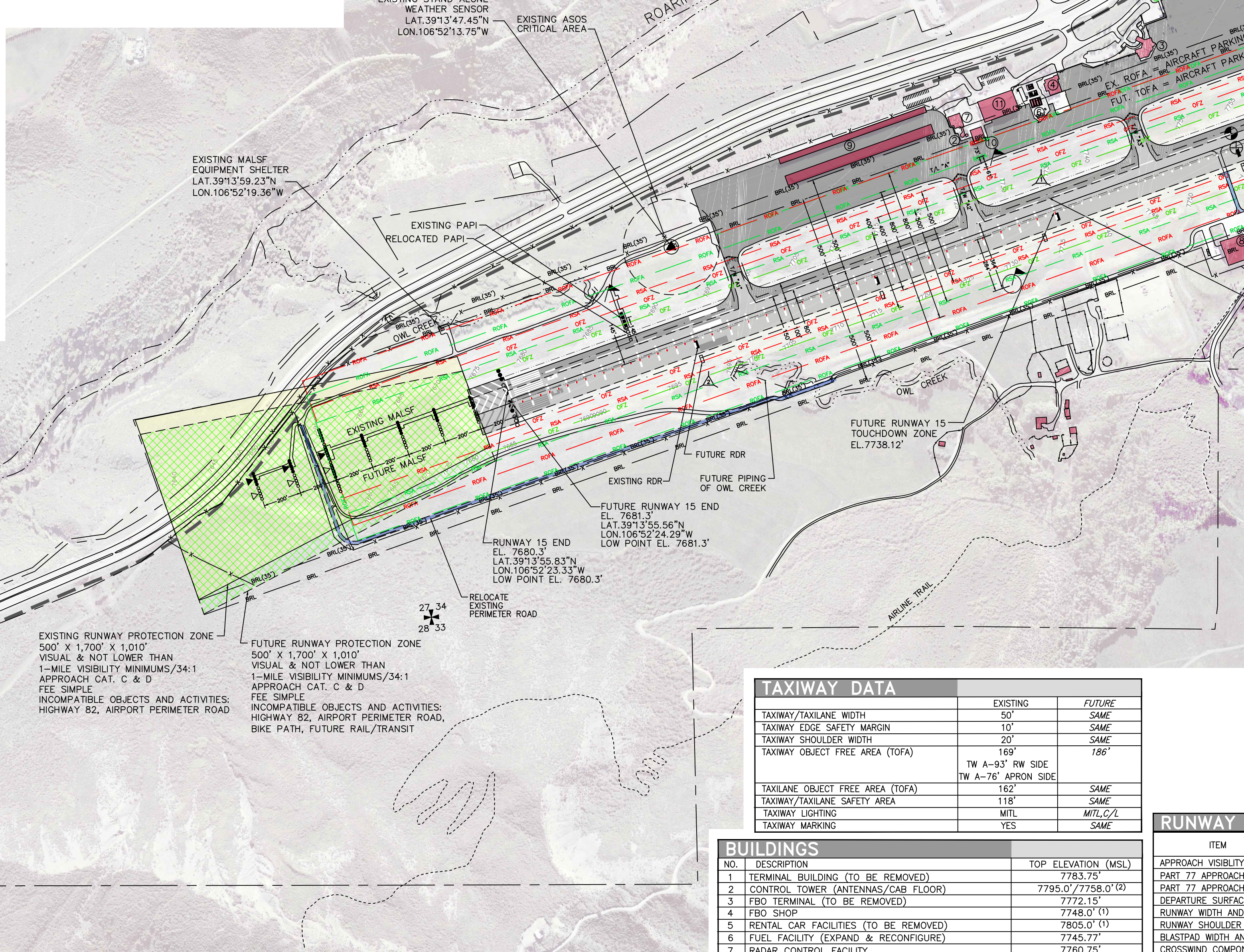
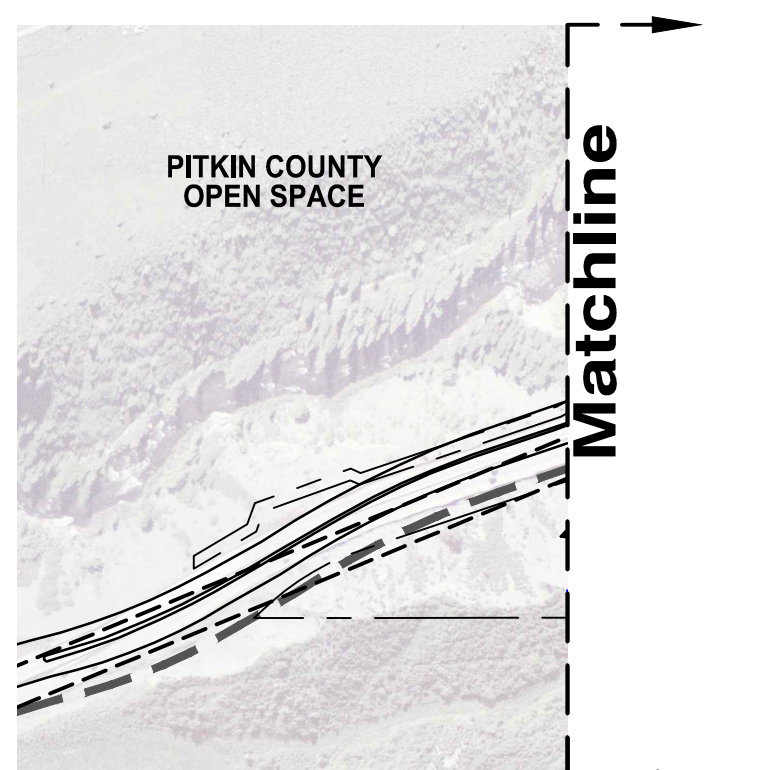




AIRPORT DATA		EXISTING	FUTURE
AIRPORT ELEVATION (AMSL)		7837.9'	7838.9'
AIRPORT REFERENCE POINT (ARP)		LAT.39°11'18.76"N LONG.106°52'05.65"W	LAT.39°11'18.42"N LONG.106°52'05.55"W
AIRPORT REFERENCE CODE		D-III	SAME
CRITICAL AIRCRAFT		CRJ-700	TO BE DETERMINED
NPIAS CATEGORY		PRIMARY COMM. SERVICE	SAME
MEAN MAX. TEMPERATURE (Hottest Month)°F		80.0	SAME
AIRPORT & TERMINAL NAVIGATES		VOR, LDA, GPS	SAME



MONUMENT LOCATIONS					
NUMBER	DESIGNATION	PID	LATITUDE	LONGITUDE	
MONUMENT #1	ASE ARP 2	AB 7988	LAT.39°13'28.41"N	LON.106°52'08.77"W	
MONUMENT #2	SACS ASE D	AI 5942	LAT.39°13'45.58"N	LON.106°52'20.20"W	
MONUMENT #3	SACS ASE E	AI 5943	LAT.39°12'55.99"N	LON.106°51'58.47"W	
MONUMENT #4	PACS_ASE G	ASE G	LAT.39°13'11.90"N	LON.106°52'08.96"W	



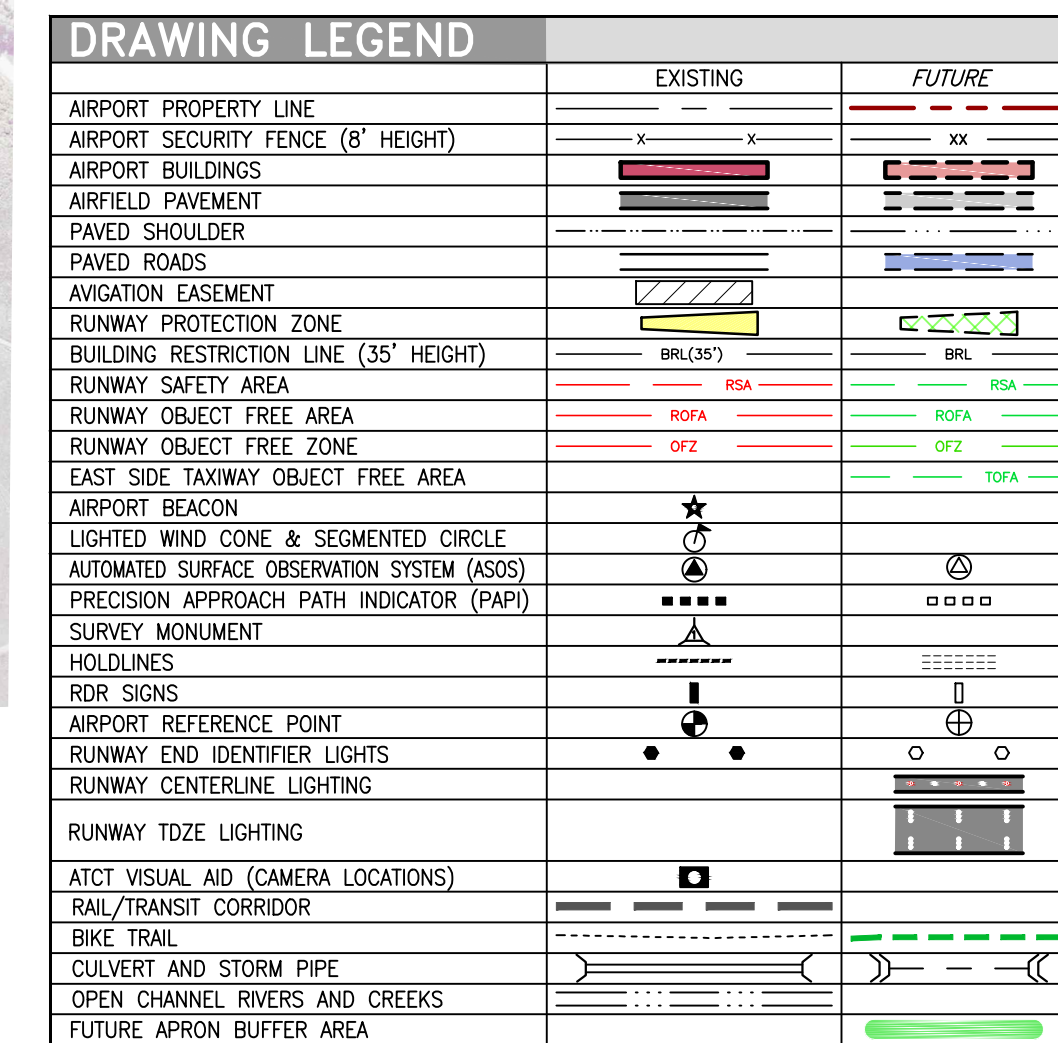
TAXIWAY DATA		EXISTING	FUTURE
TAXIWAY/TAXILANE WIDTH	50'	SAME	
TAXIWAY EDGE SAFETY MARGIN	10'	SAME	
TAXIWAY SHOULDER WIDTH	20'	SAME	
TAXIWAY OBJECT FREE AREA (TOFA)	165'	186'	
		TW A-93' RW SIDE TW A-76' APRON SIDE	
TAXILANE OBJECT FREE AREA (TOFA)	162'		SAME
TAXIWAY/TAXILANE SAFETY AREA	118'		SAME
TAXIWAY LIGHTING	MTL	MTL	MTL G/L
TAXIWAY MARKING	NYL	NYL	SAME

[illegible]

RUNWAY DATA		RUNWAY 15		RUNWAY 33	
ITEM		EXISTING	FUTURE	EXISTING	FUTURE
APPROACH VISIBILITY MINIMUMS (STRAIGHT IN)		3 MILES	<i>NOT LOWER THAN 1-MILE</i>	VISUAL	<i>SAME</i>
PART 77 APPROACH CATEGORY C		3	<i>SAME</i>	BV)	<i>SAME</i>
PART 77 APPROACH SLOPE		14:1	<i>SAME</i>	20:1	<i>SAME</i>
DEPARTURE SURFACE		NONE	<i>NONE</i>	40:1	<i>SAME</i>
RUNWAY WIDTH AND LENGTH		100' x 8,006'	150' x 8,006'	100' x 8,006'	150' x 8,006'
RUNWAY SHOULDER WIDTH		20'	25'	20'	25'
BLASTPAD WIDTH AND LENGTH		140' x 200'	200' x 200'	140' x 200'	200' x 200'
CROSSWIND COMPONENT		16 KNOTS	16 KNOTS	16 KNOTS	16 KNOTS
PAVEMENT TYPE		ASPHALT/GROOVED	<i>SAME</i>	ASPHALT/GRVD	<i>SAME</i>
PAVEMENT STRENGTH (IN 1000 LBS.)		80sw/100dw	<i>TO BE DETERMINED</i>	80sw/100dw	<i>TBD</i>
PAVEMENT CONDITION NUMBER (PCN)		— SEE PAVEMENT STRENGTH SURVEY FOR PCN VALUES —			
RUNWAY LIGHTING		MIL	<i>HAME</i>	MPL	<i>HLR</i>
RUNWAY MARKING		NPI	<i>SAME</i>	NPI	<i>SAME</i>
EFFECTIVE RUNWAY GRADIENT %		2%	1.97%	1.97%	1.97%
MAXIMUM GRADE WITHIN RUNWAY LENGTH		2.35%	<i>SAME</i>	2.35%	<i>SAME</i>
VIEWLINE AHEAD-OF-SIGHT		CRITERIA MET	<i>SAME</i>	CRITERIA MET	<i>SAME</i>
RUNWAY APPROACH AIDS ⁽¹⁾		PAPI/MALSF	<i>MALSF, IZL, C/L LIGHTS</i>	REILS	<i>SAME</i>
INSTRUMENT APPROACH AIDS ⁽¹⁾		VOR/DME, GPS, LOC	<i>SAME</i>	VOR/DME, GPS	<i>SAME</i>
RUNWAY DECK CODE		0-II	<i>SAME</i>	0-II	<i>SAME</i>
CRITICAL AIRCRAFT		G-IV/0400	<i>SAME</i>	G-IV/0400	<i>SAME</i>
RUNWAY SAFETY AREA WIDTH		500'	<i>SAME</i>	500'	<i>SAME</i>
RUNWAY SAFETY AREA BEYOND R/W END		1,000'	<i>SAME</i>	1,000'	<i>SAME</i>
RUNWAY OBJECT FREE AREA WIDTH ⁽²⁾		800'	<i>SAME</i>	800'	<i>SAME</i>
RUNWAY OBJECT FREE AREA BEYOND R/W END ⁽²⁾		1,000'	<i>SAME</i>	1,000'	<i>SAME</i>
OBSTACLE FREE ZONE		— NO OBSTACLE FREE ZONE OBJECT PENETRATIONS —			
THRESHOLD SITING CRITERIA		— SEE INNER APPROACH DRAWINGS FOR PENETRATIONS —			

(1) — NAVIGATIONAL AIDS ARE FAA OWNED.

(2) — SEE MODIFICATION OF STANDARDS DATA TABLE (THIS SHEET).



MODIFICATION OF STANDARDS					
NO.	DESCRIPTION	STANDARD	EXISTING	DISPOSITION	APPROVED
1	RUNWAY: LONGITUDINAL SLOPE OVERALL END 1/4 OF RUNWAY	1.5% MAXIMUM .8% EACH END	2.00% OVERALL VARIES ABOVE 1.2%	SAME AS EXISTING	AUG. 6, 1991 90-ANM/-0-173-NRA
2	SEPARATION STANDARDS: RUNWAY CENTERLINE TO TAXIWAY CENTERLINE **	400 FEET	320 FEET	WILL BE REVISED WITH RUNWAY SHIFT	97-DEN-178-NR
3	TAXIWAY OBJECT FREE AREA (PARALLEL TAXIWAY 'A')	186 FEET	169 FEET (93' RUNWAY SIDE 76' APRON SIDE)	WILL BE REVISED WITH RUNWAY SHIFT	97-DEN-178-NRA
4	TAXIWAY HOLDLINES FROM RUNWAY CENTERLINE	328 FEET	272.5 FEET	WILL BE REVISED WITH RUNWAY SHIFT	97-DEN-178-NRA
5	RUNWAY OBJECT FREE AREA (OFA) *	PRECLUDES OBJECTS NOT FIXED BY FUNCTION	TREES AND PORTION OF FENCE LOCATED INSIDE OFFA, NORTHEAST CORNER	TREES TO BE REMOVED FENCE FIXED BY FUNCTION	AUG. 7, 1995 95-DEN-080-NRA
6	GRADIENTS: * APRON APRON EDGE TAXIWAY	GRADIENTS ARE NOT TO EXCEED 1% FOR APRONS AND 1.5% FOR APRON EDGE TAXIWAYS	GRADIENTS UP TO 2.5% FOR APRON AND APRON EDGE TAXIWAYS	SAME AS EXISTING	JUN. 20, 1996 96-DEN-057-NRA
7	PARALLEL TAXIWAY LONGITUDINAL GRADIENT	TAXIWAY LONGITUDINAL GRADIENTS ARE NOT TO EXCEED 1.5%	TAXIWAY GRADIENT UP TO 2.25%	SAME AS EXISTING	APR. 22, 2003 2003-ANM-24-NRA
8	TIEDOWN LAYOUT	70' TAIL TO TAIL 45° BETWEEN WING ANCHORS	45' TAIL TO TAIL 24° BETWEEN WING ANCHORS	SAME AS EXISTING	97-DEN-178-NRA
9	TAXIWAY SAFETY AREA SHOULDER TRANSVERSE GRADIENT	3 TO 5 PERCENT	2 PERCENT	SAME AS EXISTING	APR. 22, 2003 2003-ANM-24-NRA
10	SEPARATION STANDARDS: RUNWAY CENTERLINE TO AIRCRAFT PARKING 2	500 FEET	400 FEET (ROFA)	493 FEET (R/W TO 1/4 SEP PLUS TOFA)	
11	LONGITUDINAL GRADIENT TAXIWAYS A6 & A8 *	1.5 PERCENT	2 PERCENT	SAME AS EXISTING	JUNE 13, 2006 2006-ANM-113-NRA
12	WEST SIDE RUNWAY SAFETY TRANSVERSE GRADIENT	1.5 TO 3.0 PERCENT	DRAINAGE SWALE WITHIN SAFETY AREA & SLOPE TOWARD RUNWAY ALLOWED	SAME AS EXISTING	JUNE 13, 2006 2006-ANM-268-NRA
13	RUNWAY SAFETY AREA TRANSVERSE GRADE	MINIMUM OF 1.5 PERCENT	1.0 PERCENT	SAME AS EXISTING	SEPT. 14, 2006 2006-ANM-571-NRA

* STANDARD FOR AIRPORT REFERENCE CODE D-III
 ** THE SPONSOR HAS RESTRICTED AIRCRAFT WITH WINGSPANS LARGER THAN 90' BY ORDINANCE.

SPONSOR APPROVAL SIGNATURE	
APPROVED	DATE
TITLE	

NOTES

1. This drawing reflects planning standards specific to this airport, and is not a product of detailed engineering design analysis. It is not intended to be used for construction documentation or mitigation.
2. Coordinates and elevations taken from FAA website: http://www.faa.gov/atsn/atsn/pkg_airport_PRO_AIRPORT_RUNWAY%20encl%20num=270, and from Runway Rehabilitation As-Built Drawing 100-153 JV Aviation Consultants, Inc. All elevations and coordinates are based on NAD 80 and NAD 83 datum. Monument information verified from National Geographic Survey (NGS) website: http://www.ngs.noaa.gov/cgi-bin/ds_raduis.asp for October 30, 2008.
3. The contents of this plan do not necessarily reflect the official views or policy of the FAA. Acceptance of this plan by the FAA does not in any way constitute approval on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

DECLARED DISTANCES		
ITEM	RUNWAY 15	RUNWAY 33
	EXISTING/FUTURE	EXISTING/FUTURE
TAKE-OFF RUN AVAILABLE (TORA)	7,006'	8,006'
TAKE-OFF DISTANCE AVAILABLE (TODA)	7,006'	8,006'
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	7,006'	8,006'
LANDING DISTANCE AVAILABLE (LDA)	7,006'	7,006'

REVISIONS	DATE

FAA APPROVAL	
CONDITIONALLY APPROVED	
Subject to letter dated: _____	

FEDERAL AVIATION ADMINISTRATION DENVER AIRPORTS DISTRICT OFFICE	
Date: _____	
CASE NO. _____	

Aspen/Pitkin County Airport/Sardy Field
ASPEN, COLORADO

Airport Layout Plan (Ex & Fut)

PREPARED BY:



Barnard Dunkelberg & Company
a Mead & Hunt company

TULSA 1616 East 15th Street Tulsa, Oklahoma 74120 918.585.8844	DATE May 9, 2016
DENVER 1743 Wazee Street, Suite 400 Denver, Colorado 80202 303.825.8844	SCALE 1" = 400' SHEET NO. 1 of 35