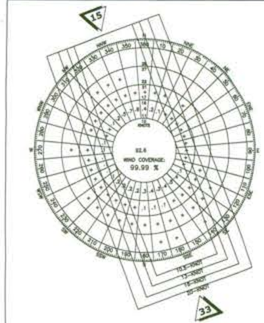
ALL WEATHER WINDROSE

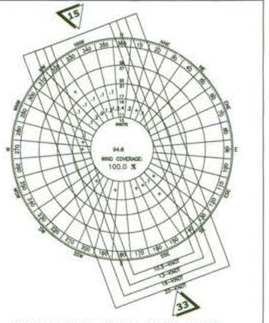


RUNWAY	10.5-KNOT	13-KNOT	16-KNOT	20-KNOT
15/33	98.65%	99.51%	99.92%	99.99%
15*	81.86%	82.34%	82.71%	82.76%
33*	78.62%	78.90%	79.17%	79.21%

NOTE: National Oceanic and Atmospheric Administration, National Climatic Data Center, Station 72467, Aspen, Colorado. Period of Record: 2000–2009.

* – Tail Wind Component of 5-Knots

IFR WINDROSE



RUNWAY	10.5-KNOT	13-KNOT	16-KNOT	20-KNOT
15/33	99.84%	99.98%	100.00%	100.00%
15*	72.14%	72.17%	72.18%	72.18%
33*	97.06%	97.20%	97.22%	97.22%

NOTE: National Oceanic and Atmospheric Administration, National Climatic Data Center, Station 72467, Aspen, Colorado. Period of Record: 2000–2009.

– Ceiling of less than 1,000 feet, but equal to or greater than 200 feet and/or visibility less than 3 miles, but equal to or greater than 1/2 mile.

* – Tail Wind Component of 5-Knots

AIRPORT DATA

	EXISTING	FUTURE
AIRPORT ELEVATION (AMSL)	7837.9'	SAME
AIRPORT REFERENCE POINT (ARP)	LAT.39°13'18.76"N LON.106°52'05.65"W	LAT. SAME LON.SAME
AIRPORT REFERENCE CODE	D–III	SAME
NPIAS CATEGORY	PRIMARY COMM. SERVICE	SAME
MEAN MAX. TEMPERATURE (HOTTEST MONTH)°F	80.0	SAME
TAXIWAY LIGHTING	MITL	MITL,C,L
TAXIWAY MARKING	YES	SAME
AIRPORT & TERMINAL NAVAIDS	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	ASE D	AI 5942	LAT.39°13'45.58"N	LON.106°52'20.20"W
MONUMENT #3	ASE E	AI 5943	LAT.39°12'55.99"N	LON.106°51'58.47"W

9° 39' E Mag. Dec.
May 2012
0°7.0' W Annual Change

True North

0 200' 400' 800' 1200'
GRAPHIC SCALE IN FEET

DRAWING LEGEND

	EXISTING	FUTURE
AIRPORT PROPERTY LINE		
AIRPORT SECURITY FENCE		
AIRPORT BUILDINGS		
AIRFIELD PAVEMENT		
PAVED SHOULDER		
PAVED ROADS		
AVIGATION EASEMENT		
RUNWAY PROTECTION ZONE		
BUILDING RESTRICTION LINE	BRL	
RUNWAY SAFETY AREA	RSA	
RUNWAY OBJECT FREE AREA	ROFA	
RUNWAY OBJECT FREE ZONE	OFZ	
AIRPORT BEACON		
LIGHTED WIND CONE & SEGMENTED CIRCLE		
AUTOMATED SURFACE OBSERVATION SYSTEM (ASOS)		
PRECISION APPROACH PATH INDICATOR (PAPI)		
SURVEY MONUMENT		
HOLDLINES		
RDR SIGNS		
AIRPORT REFERENCE POINT		
RUNWAY END IDENTIFIER LIGHTS		
RUNWAY CENTERLINE LIGHTING		
RUNWAY TDZE LIGHTING		
ATCT VISUAL AID (CAMERA LOCATIONS)		
RAIL/TRANSIT CORRIDOR		
BIKE TRAIL		
CULVERT		
FUTURE APRON BUFFER AREA		

MODIFICATION OF STANDARDS

NO.	DESCRIPTION	STANDARD	EXISTING	PROPOSED	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/D–173–NRA
2	SEPARATION STANDARDS: RUNWAY CENTERLINE TO TAXIWAY CENTERLINE **	400 FEET	320 FEET	SAME AS EXISTING	97–DEN–178–NRA
3	TAXIWAY OBJECT FREE AREA (PARALLEL TAXIWAY 'A')	186 FEET	*169 FEET (87' RUNWAY SIDE 76' APRON SIDE)*	SAME AS EXISTING	97–DEN–178–NRA
4	TAXIWAY HOLDLINES FROM RUNWAY CENTERLINE	328 FEET	*272.5 FEET*	SAME AS EXISTING	97–DEN–178–NRA
5	RUNWAY OBJECT FREE AREA (OFA) *	PRECLUDES OBJECTS NOT FIXED BY FUNCTION	TREES AND PORTION OF FENCE LOCATED INSIDE OFA, 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 49' 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 *	500 FEET	320 FEET (R/W C/L TO T/W C/L PLUS 76 FEET (SEE NO. 3 ABOVE)	*400 FEET* ***	
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 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 95' BY ORDINANCE.
*** ESTABLISHED BY RUNWAY OBJECT FREE AREA AND APPLICATION OF AIRPORT DESIGN SOFTWARE (APPENDIX 8 OF AC 150/5300–13)

SPONSOR APPROVAL SIGNATURE

George Newman — 7-16-13
APPROVED — DATE

Board of County Commissioners
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 navigation.
2. Coordinates and elevations taken from FAA website, http://avnrwx.jccbi.gov/dat.../pkg_airport.PRO_AIRPORT_RUNWAY?v_cntl_num=270, and from Runway Rehabilitation As-Built Drawing, by J3 Aviation Consultants, Inc. All elevations and coordinates are based on NAVD 88 and NAD 83 datum.
3. Monument information verified from National Geodetic Survey (NGS) website: http://www.ngs.noaa.gov/cgi-bin/ds_radius.pri on October 30, 2008.
4. The preparation of this plan was financed in part through a planning grant from the Federal Aviation Administration as provided under Section 505 of the Airport and Airway Improvement Act of 1982, as amended. The contents 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 a commitment 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.

BUILDINGS

NO.	DESCRIPTION	TOP ELEVATION (MSL)
1	TERMINAL BUILDING (TO BE REMOVED)	7783.75'
2	CONTROL TOWER (ANTENNAS/CAB FLOOR)(2)	7795.0'/7756.0'
3	FBO TERMINAL (TO BE REMOVED)	7772.15'
4	FBO SHOP (1)	7748.0'
5	RENTAL CAR FACILITIES (1) (TO BE REMOVED)	7805.0'
6	FUEL FACILITY (EXPAND & RECONFIGURE)	7745.77'
7	RADAR CONTROL FACILITY	7760.75'
8	AIRPORT OPERATION CENTER	7791.70'
9	PATIO SHELTERS(1) (TO BE IMPROVED)	7734.0'
10	GROUND MAINT. EQUIP. BLDG. (TO BE REMOVED)	7746.61'
11	FBO HANGAR	7759.54'
A	*FUTURE RENTAL CAR FACILITY*	*7825'(1)*
B	*FUTURE REPLACEMENT TERMINAL*	*7815'(1)*
C	*FUTURE GA/FBO TERMINAL*	*7790'(1)*
D	*FUTURE HANGAR*	*7770'(1)*
E	*FUTURE RELOCATED GROUND SERVICE EQUIP. BLDG.*	*7750'(1)*
F	*FUTURE SMALL GA HANGARS*	*7725'(1)*
G	*FUTURE GA/FBO TERMINAL*	*7765'(1)*
H	*FUTURE FBO HANGAR AND SHOP*	*7775'(1)*
I	*FUTURE AIRPORT OPERATIONS EXPANSION*	*7781'(1)*
J	*FUTURE FUEL STORAGE*	*7785'(1)*
K	*FUTURE APRON BUFFER AREA*	
L	*FUTURE EMERGENCY AIRCRAFT PARKING/DEICE PAD*	

(1) – ESTIMATED TOP MSL (2) – EXISTING FROM OBSTRUCTION CHART TOP MSL

RUNWAY DATA

ITEM	RUNWAY 15 EXISTING	RUNWAY 15 FUTURE	RUNWAY 33 EXISTING	RUNWAY 33 FUTURE
APPROACH VISIBILITY MINIMUMS (STRAIGHT IN)	3 MILES	*NOT LOWER THAN 1-MILE*	VISUAL	SAME
PART 77 APPROACH CATEGORY	C	SAME	B(V)	SAME
PART 77 APPROACH SLOPE	34:1	SAME	20:1	SAME
RUNWAY WIDTH AND LENGTH	100' X 8,006'	SAME	100' X 8,006'	SAME
PAVEMENT TYPE	ASPHALT	SAME	ASPHALT	SAME
PAVEMENT STRENGTH (IN 1000 LBS.)	80sw/100dw	SAME	80sw/100dw	SAME
RUNWAY LIGHTING	MIRL	*HIRL*	MIRL	*HIRL*
RUNWAY MARKING	NPI	SAME	NPI	SAME
EFFECTIVE RUNWAY GRADIENT %	2%	*1.97%*	1.97%	*1.97%*
MAXIMUM GRADE WITHIN RUNWAY LENGTH	2.35%	SAME	2.35%	SAME
RUNWAY LINE-OF-SIGHT	CRITERIA MET	SAME	CRITERIA MET	SAME
VISUAL APPROACH AIDS	PAPI,MALSF	*MALSF,TDZL/C/L LIGHTS*	REILS	SAME
INSTRUMENT APPROACH AIDS	VOR/DME,GPS,LOC	SAME	VOR/DME,GPS	SAME
AIRPORT REFERENCE CODE	D–III	SAME	D–III	SAME
CRITICAL AIRCRAFT	G–IV/Q400	SAME	G–IV/Q400	SAME
RUNWAY SAFETY AREA WIDTH	500'	SAME	500'	SAME
RUNWAY SAFETY AREA BEYOND R/W END	1,000'	SAME	1,000'	SAME
RUNWAY OBJECT FREE AREA WIDTH †	800'	SAME	800'	SAME
RUNWAY OBJECT FREE AREA BEYOND R/W END †	1,000'	SAME	1,000'	SAME
OBSTACLE FREE ZONE	NO OBSTACLE FREE ZONE OBJECT PENETRATIONS			
THRESHOLD SITING CRITERIA	NO PENETRATIONS			

† – SEE MODIFICATION OF STANDARDS DATA TABLE (THIS SHEET).

DECLARED DISTANCES

ITEM	RUNWAY 15 EXISTING	RUNWAY 33 EXISTING
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: August 6, 2013

FEDERAL AVIATION ADMINISTRATION
DENVER AIRPORTS DISTRICT OFFICE

Date: August 6, 2013

CASE NO. 2013–ANM–448–NRA

Aspen-Pitkin County Airport/Sardy Field
ASPEN, COLORADO

Airport Layout Plan

PREPARED BY:

Barnard Dunkelberg & Company
a Mead & Hunt company

TULSA
1616 East 15th Street
Tulsa, Oklahoma 74120
918.585.8844

DENVER
1743 Wazee Street, Suite 400
Denver, Colorado 80202
303.825.8844

DATE
July 9, 2013

SCALE
1" = 400'

SHEET NO.
1 of 9