



Airport Fix Based Operator (FBO)

Executive Session
09/28/2021

Agenda

- ASE and BoCC Resolution vs FAA
- -
 -
- Decision and Path forward

ALP - Where we are Today

BoCC Resolution 105-2020

FAA

- Accept the FONSI – The following cleared the EA
 - Shifting the runway 80' to the West and widening 50'.
 - Approved the footprint to relocate the terminal
 - Commercial apron expansion
 - Intersections improvements and parking/transportation
 - Reconfiguration of GA support area but did not look at moving existing buildings with the exception of the ground service equipment building.
 - Owl Creek piping
 - Perimeter road realignment
 - Owl Creek Road and Bike path realignment
- The EA and FONSI does
 - Eliminates the tower issue since the runway moves to the West.
 - Puts runway development first in line for funding with the terminal coming later.

➤ Submit new ALP with narrative:

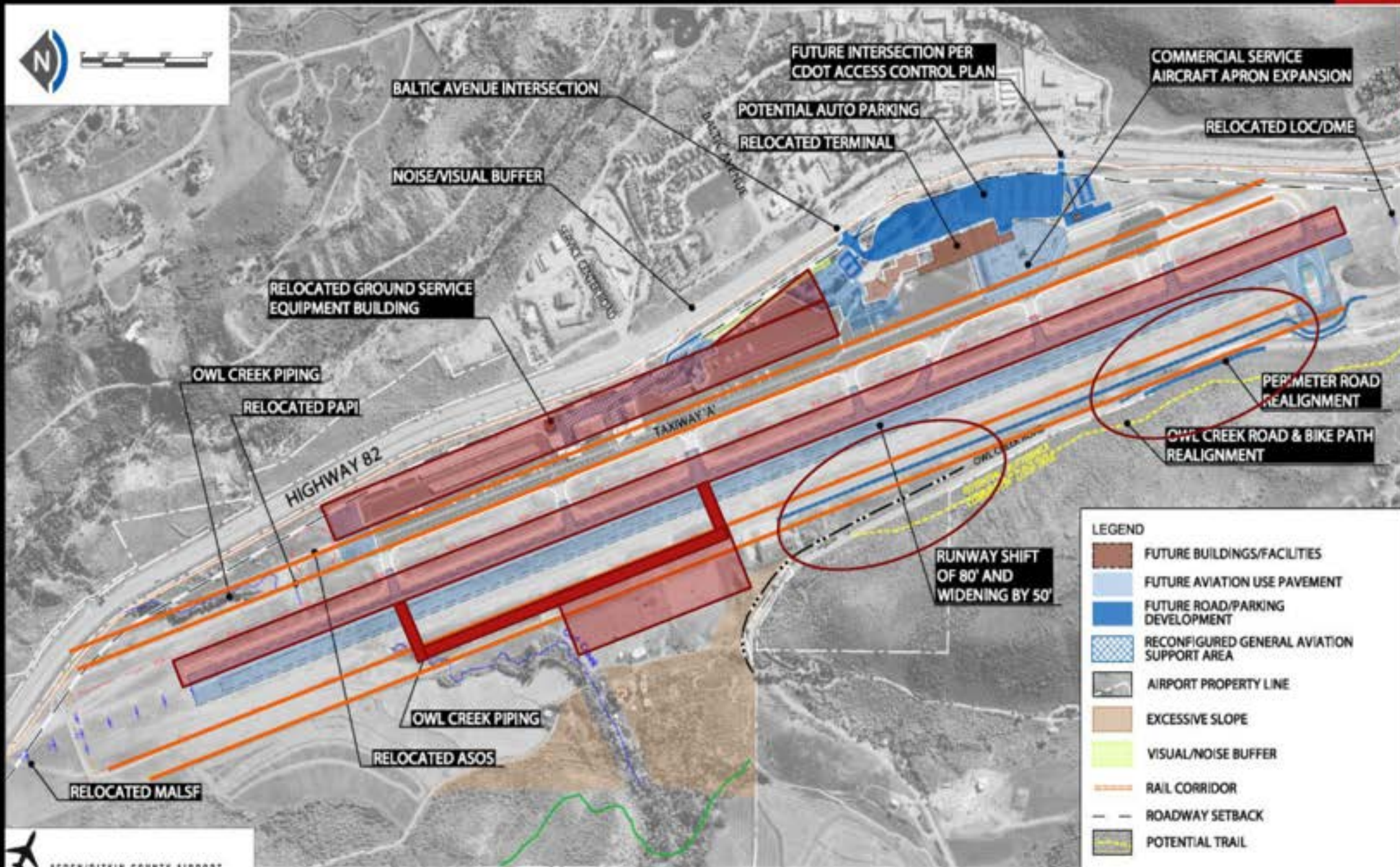
➤ Leave runway where it is due to safety and economics:

➤ Safety

- Does not move the runway closer to the Shale Bluff.
- Leave the runway where it will still achieve the important safety separation with taxiway shift to the East
- Move local aircraft to west in order to put ICAO parking standards in for ARRF access and mobility between aircraft.
 - Allows small local aircraft to be separated from larger GA fleet.
- Remove as many Modifications to Standards and strive to not add new ones into the new ALP
- Relocates an aged tower that has full length runway visibility challenges allowing for an opportunity to combine it with the new terminal with improved working conditions and visibility.

➤ Economics:

- Fewer closures and shorter durations during runway rehab and expansion which is less impactful on the local businesses.
- Saves the money that will be spent rehabbing the runway prior to expansion.
- Put local funds towards much needed and community supported Terminal first, while we begin a phased approach to runway separation. Time allows for fleet designs to evolve.

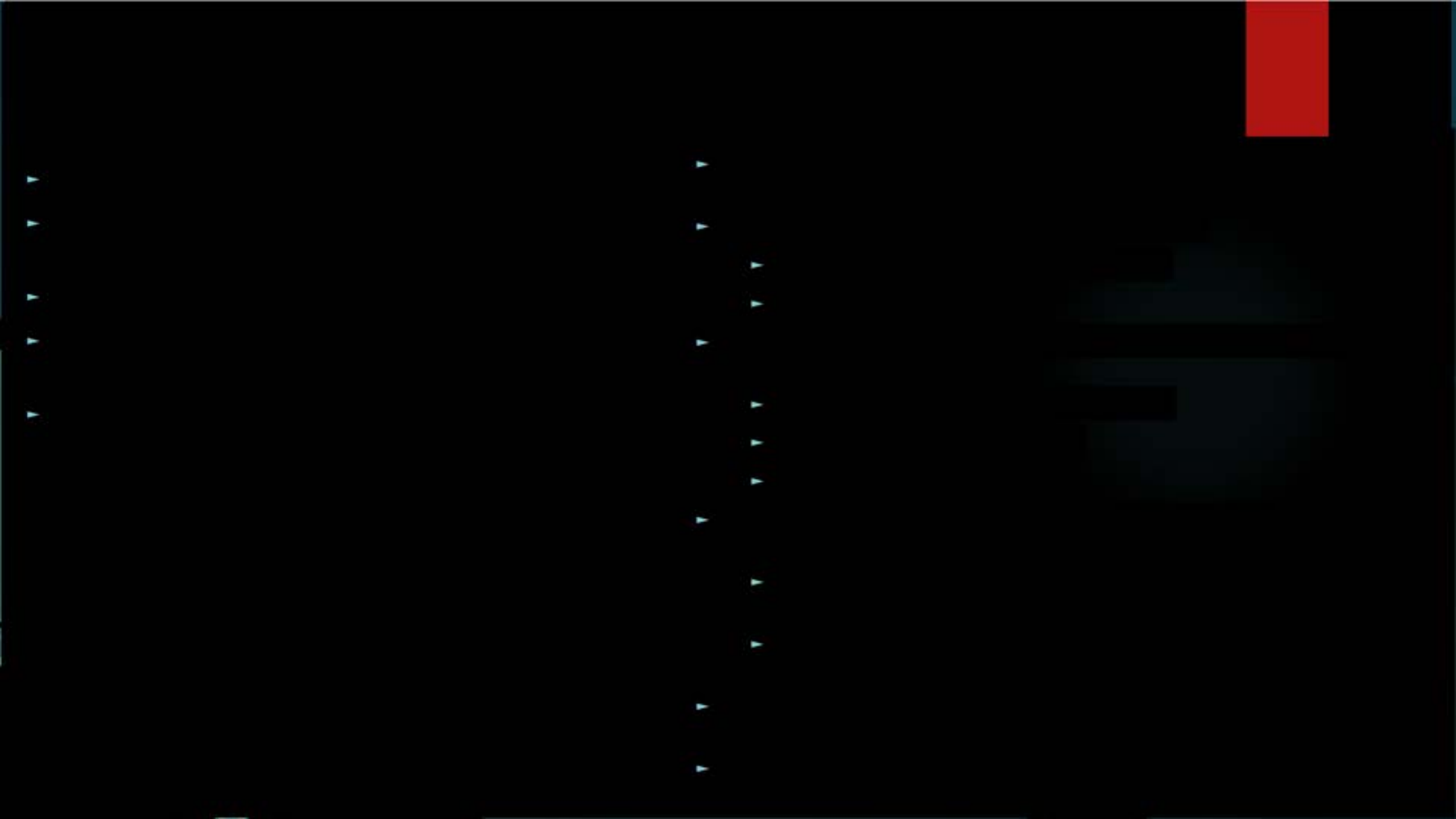


LEGEND

- FUTURE BUILDINGS/FACILITIES
- FUTURE AVIATION USE PAVEMENT
- FUTURE ROAD/PARKING DEVELOPMENT
- RECONFIGURED GENERAL AVIATION SUPPORT AREA
- AIRPORT PROPERTY LINE
- EXCESSIVE SLOPE
- VISUAL/NOISE BUFFER
- RAIL CORRIDOR
- ROADWAY SETBACK
- POTENTIAL TRAIL

First - BoCC Policy Direction - FBO

Based on previous BoCC conversations, determine one or the other:



Sequence of Events:

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Sequence of Events:

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FBO

- Discussion / Decisions and Path Forward



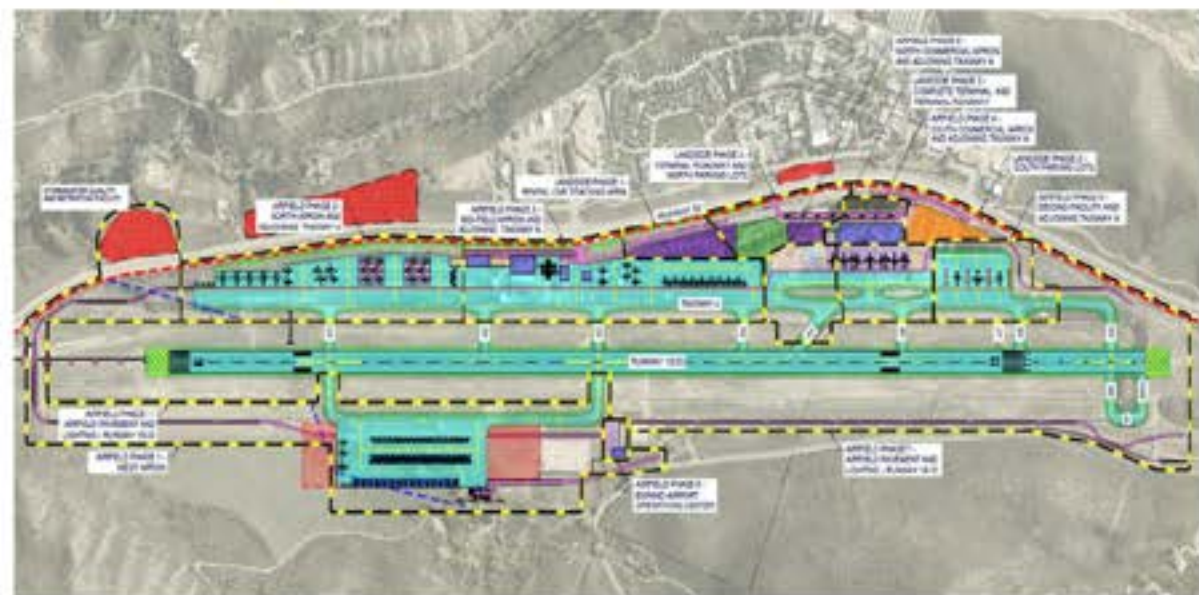
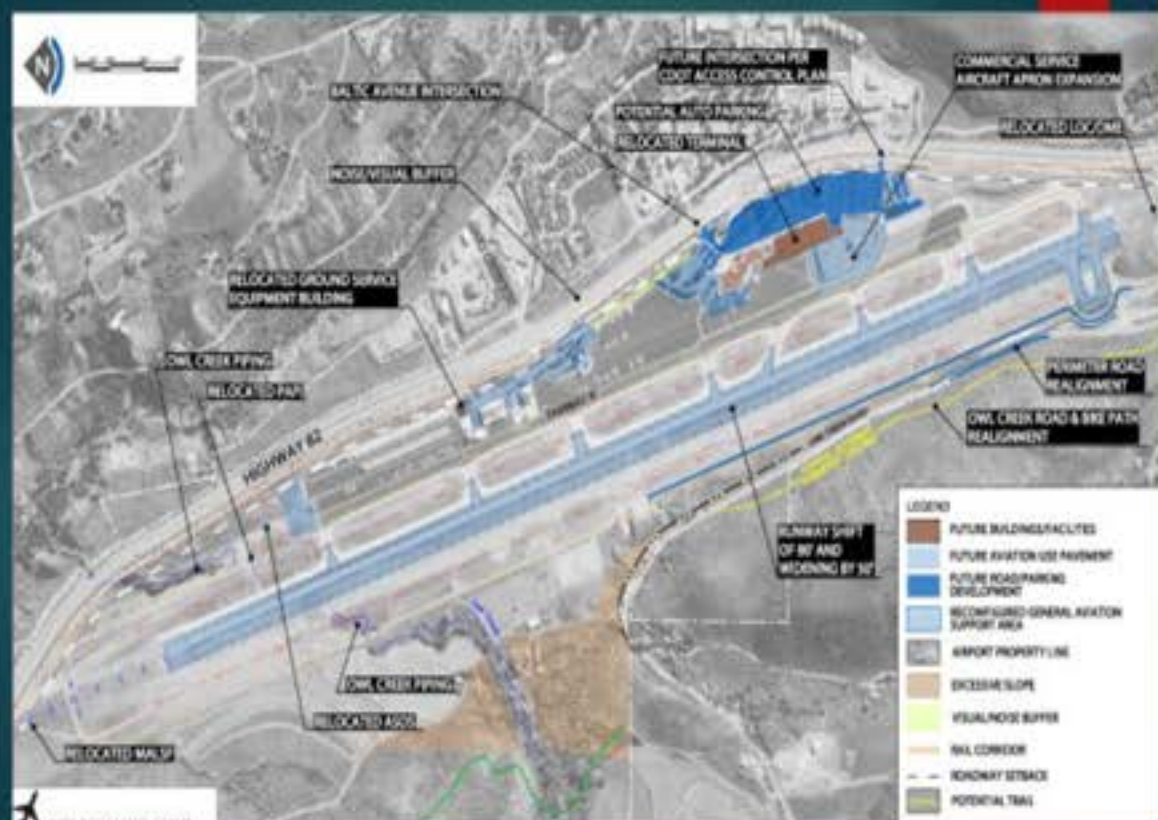
Airport Layout Plan (ALP) Path Forward

**Executive Session
09/28/2021**

FAA

- # BoCC Resolution 105-2020

- ▶ **BoCC and Community did not support the FONSI. BoCC launched the ASE Visioning process and approved common ground recommendations**



PRELIMINARY PROJECT PHASING COMMON GROUND RECOMMENDATIONS

PRELIMINARY SCHEDULE
2021 UPDATE RFP

2021 ENVIRONMENTAL ACTION	
2021 AIRFIELD CLOSURE	
Phase 1 - WEST APRON	
2021 AIRFIELD Phase 2 - NORTH APRON AND ADJACENT TAXIWAY A	
TERMINAL AND LANDSIDE DESIGN - Phase 1	
2021 AIRFIELD Phase 3 - WESTFIELD APRON AND ADJACENT TAXIWAY A	
LANDSIDE Phase 1 - CENTRAL CAR STATION AREA	
TERMINAL AND LANDSIDE DESIGN - Phase 2	

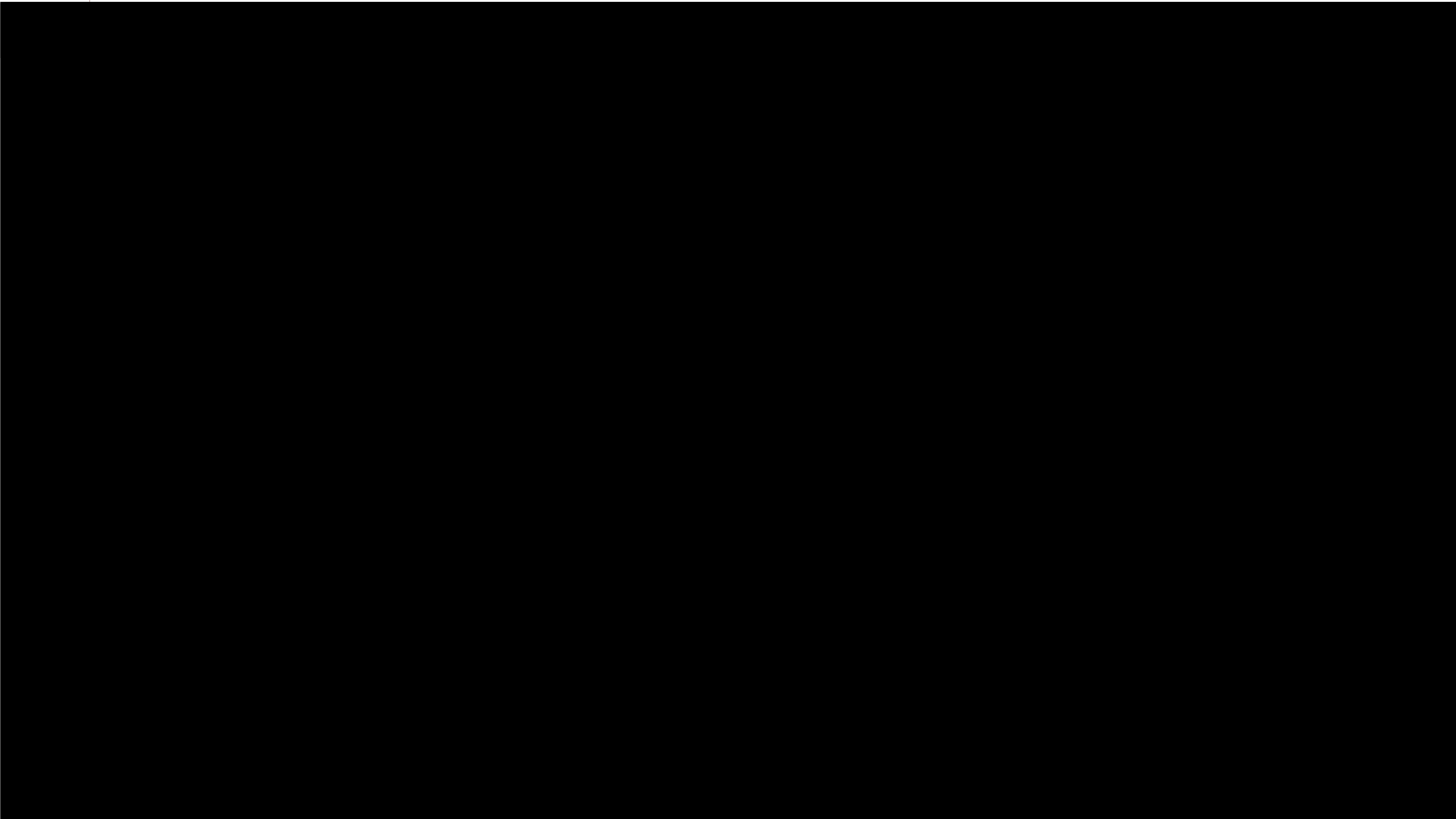
2027 AIRFIELD PHASE 4: SOUTH-COMMERCIAL AIRPORT AND AIRCRAFT TARMAC & LANDSIDE PHASE 2: SOUTH PARKING LOTS
TERMINAL CONSTRUCTION - PHASE 1

2028 AIRFIELD PHASE 5: CRACKING FACILITY AND AIRCRAFT AIRWAY A
LANDSIDE PHASE 3: NORTH PARKING LOTS, 600+ TERMINAL, BULWARK
TERMINAL CONSTRUCTION - PHASE 2

2029 AIRFIELD PHASE 6: NORTH-COMMERCIAL AIRPORT AND AIRCRAFT TARMAC & LANDSIDE PHASE 4: TERMINAL, ROADWAY AND NORTH-PARKING LOTS

2030 AIRFIELD PHASE 7: AIRFIELD INFRASTRUCTURE AND LIGHTING - RUNWAY 15/33

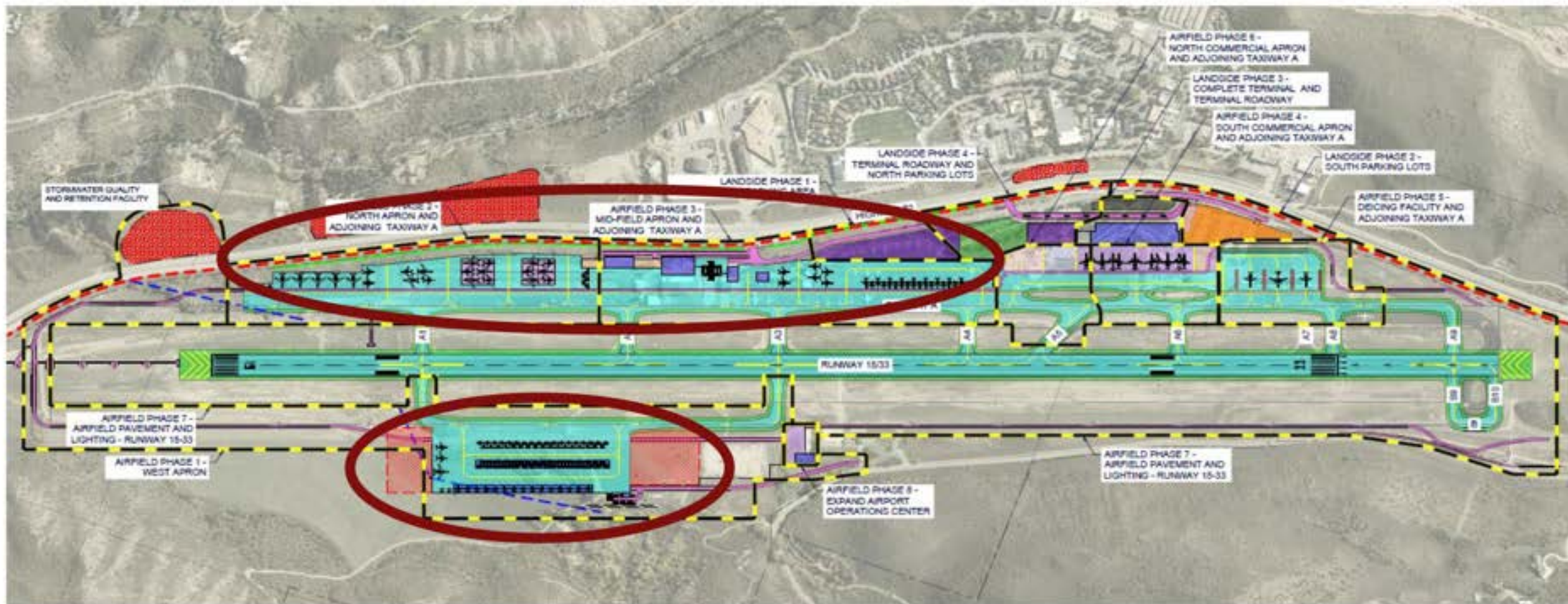
2031 AIRFIELD PHASE 8: AIRPORT OPERATIONS CENTER





Airport Layout Plan (ALP)

- Discussion / Decisions and Path Forward



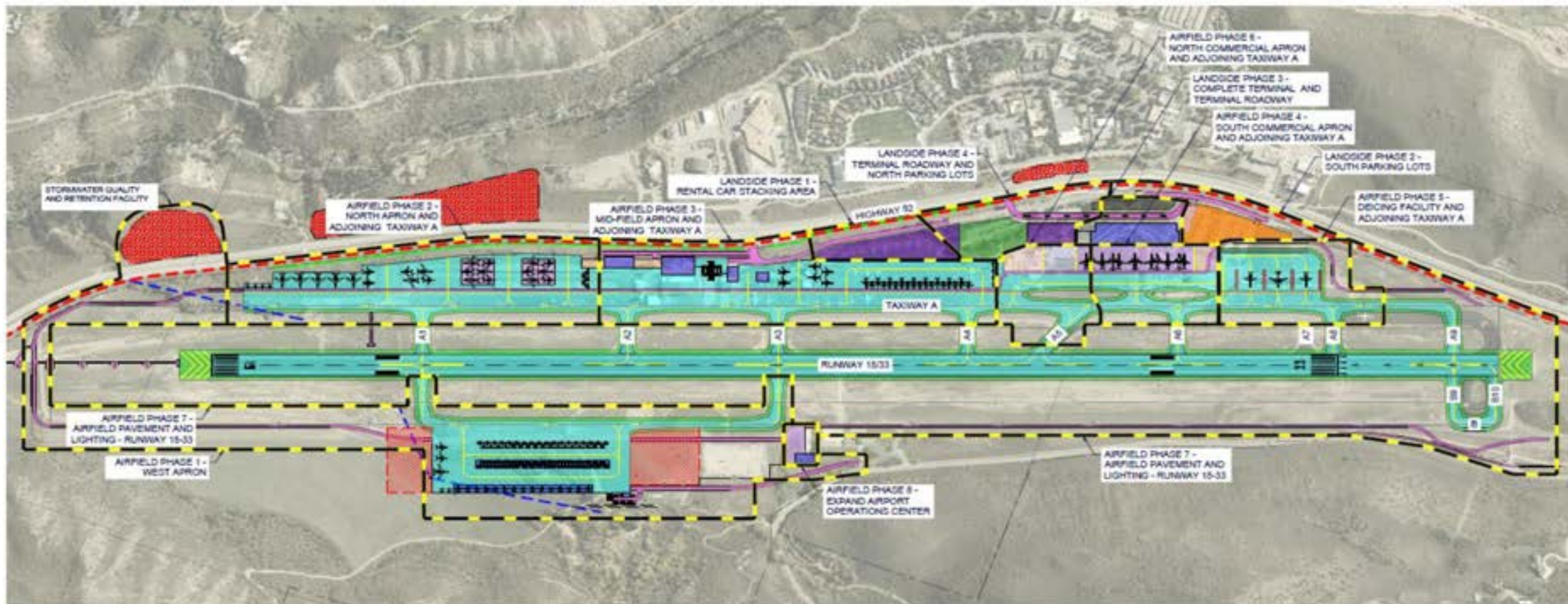
PRELIMINARY PROJECT PHASING COMMON GROUND RECOMMENDATIONS



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2022: ENVIRONMENTAL ACTION
2023: AIRFIELD DESIGN
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TERMINAL AND LANDSIDE DESIGN - PHASE 1
2026: AIRFIELD PHASE 3 - MID-FIELD APRON AND ADJOINING TAXIWAY A
LANDSIDE PHASE 1 - RENTAL CAR STACKING AREA
TERMINAL AND LANDSIDE DESIGN - PHASE 2

2027: AIRFIELD PHASE 4 - SOUTH COMMERCIAL APRON AND ADJOINING TAXIWAY A
LANDSIDE PHASE 2 - SOUTH PARKING LOTS
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LANDSIDE PHASE 3 - COMPLETE TERMINAL AND TERMINAL ROADWAY
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2030: AIRFIELD PHASE 7 - AIRFIELD PAVEMENT AND LIGHTING - RUNWAY 15-33
2031: AIRFIELD PHASE 8 - EXPAND AIRPORT OPERATIONS CENTER



PRELIMINARY PROJECT PHASING COMMON GROUND RECOMMENDATIONS



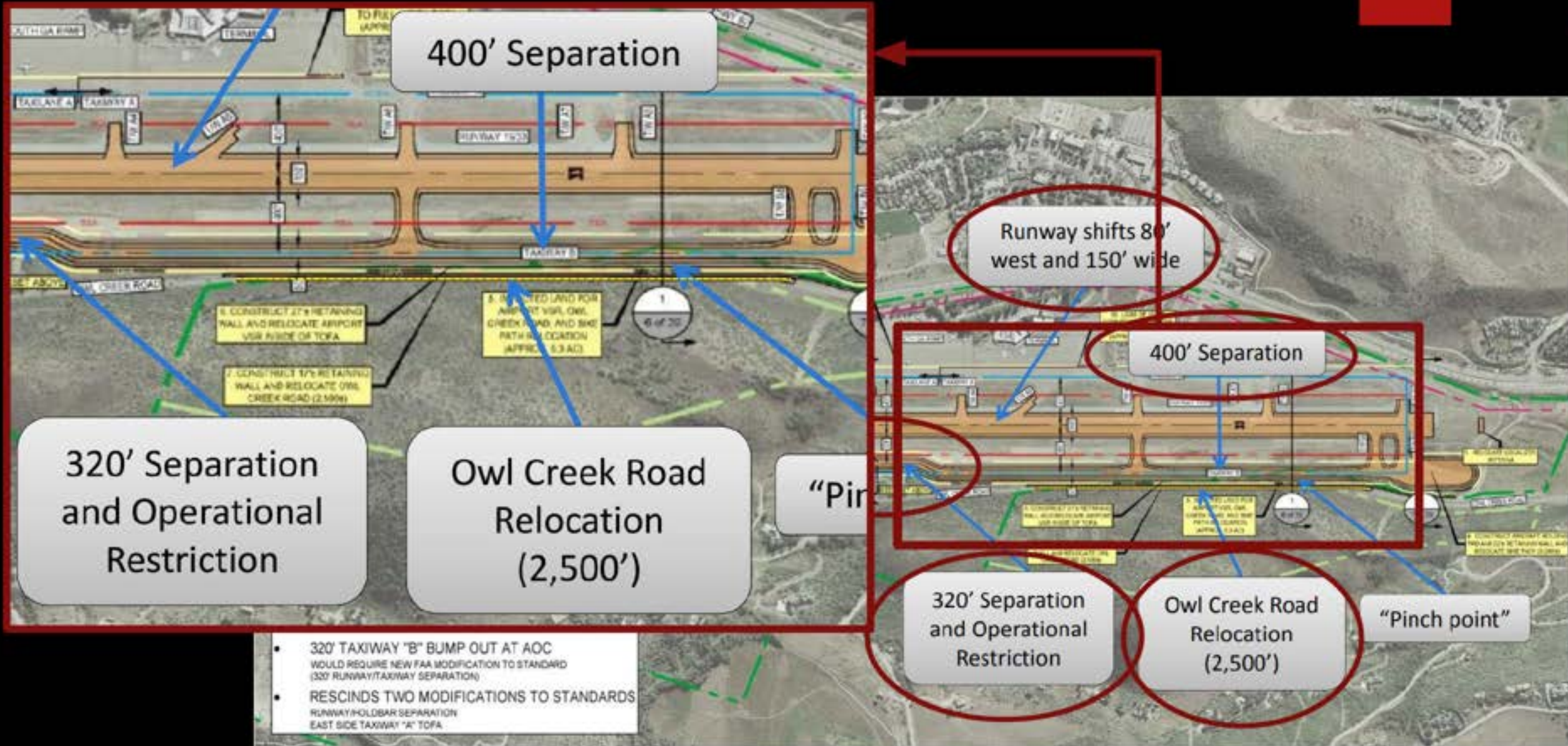
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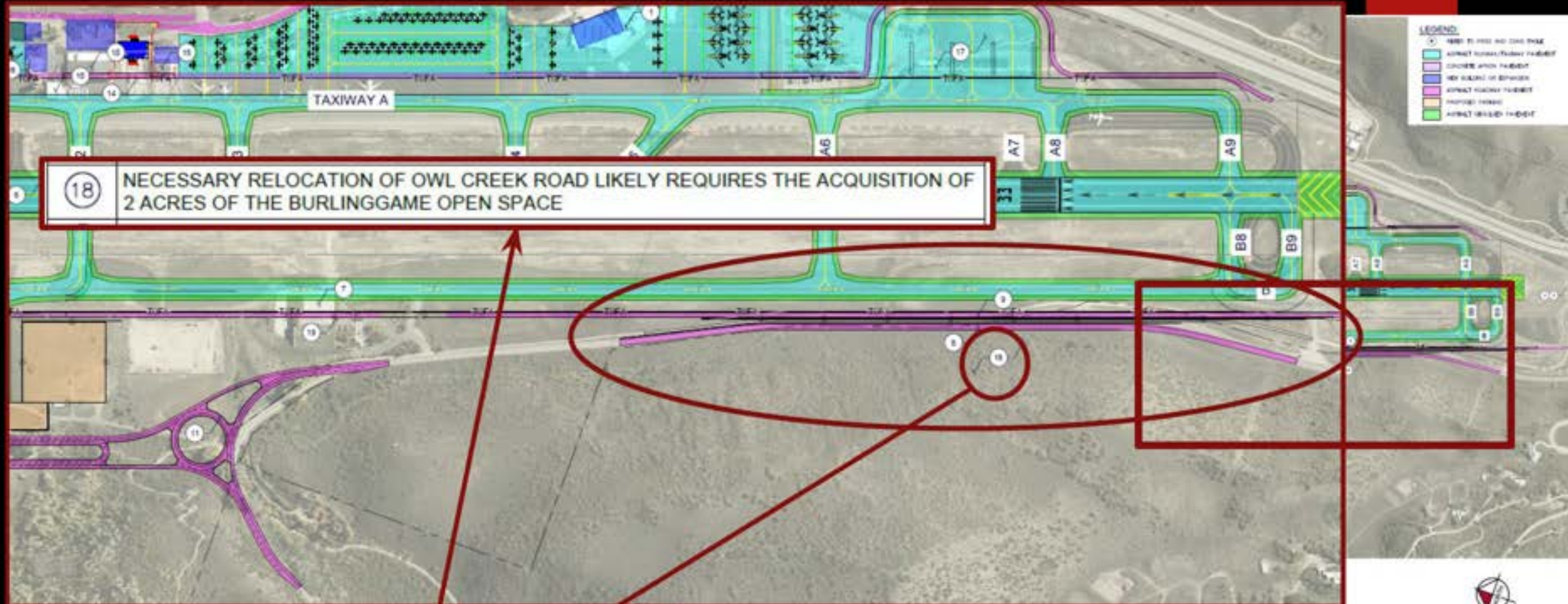
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ASE Future Air Service Study

BOCC Work Session Dec. 16, 2014



ASE Visioning Scenario – Full Length West Side Parallel Taxiway (No Runway Shift)



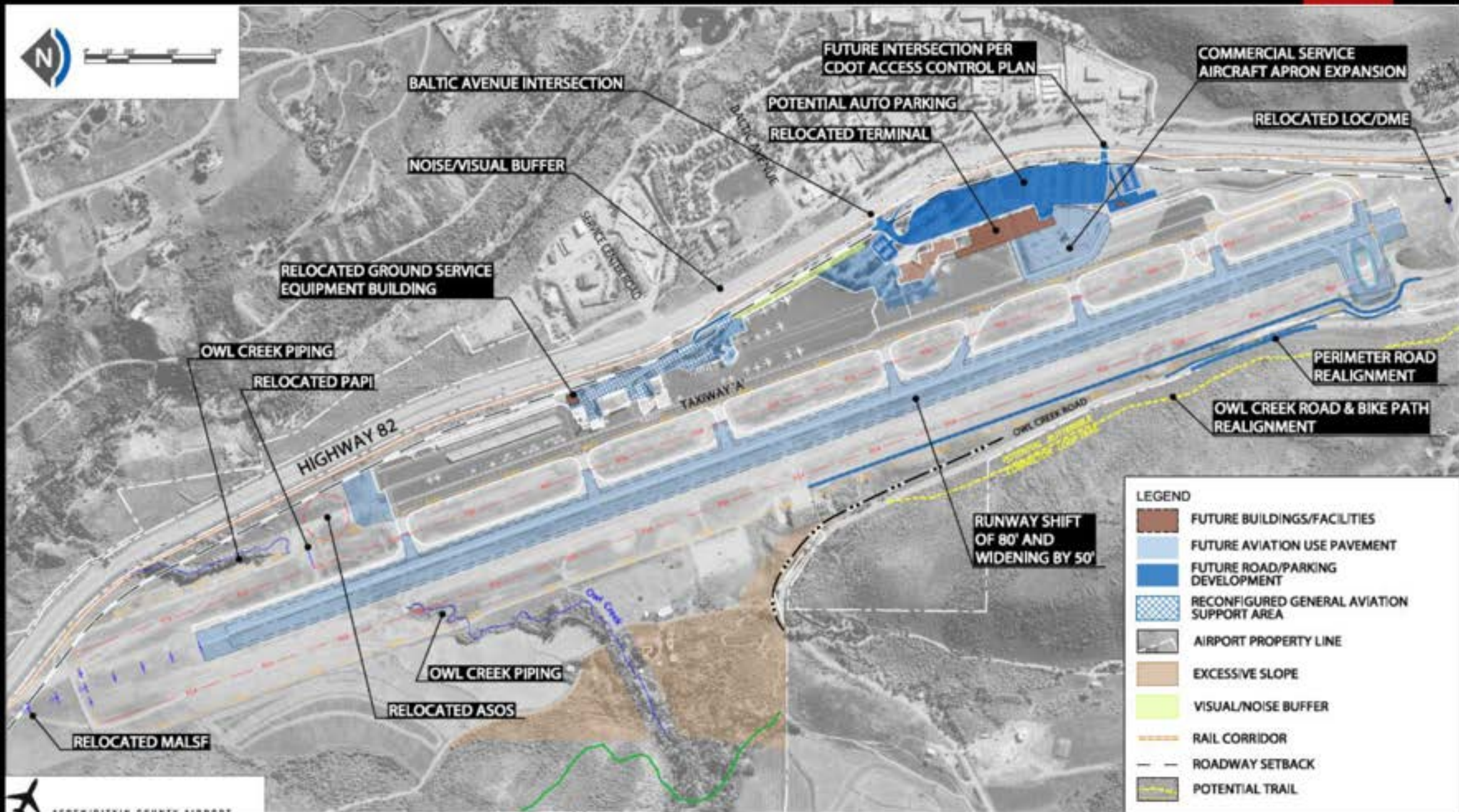
18 NECESSARY RELOCATION OF OWL CREEK ROAD LIKELY REQUIRES THE ACQUISITION OF 2 ACRES OF THE BURLINGAME OPEN SPACE

1	RELOCATE THE RELOCATION OF ADDITIONAL, EXISTING, OR NEW TAXIWAYS
2	RELOCATE THE RELOCATION OF ADDITIONAL, EXISTING, OR NEW TAXIWAYS
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ASPEN/PITKIN COUNTY AIRPORT

PROS AND CONS
SCENARIO 5 - TAXIWAY SHIFT 80° EAST, FULL TAXIWAY B
WEST SIDE TERMINAL COMPLEX





BALTIC AVENUE INTERSECTION

FUTURE INTERSECTION PER
CDOT ACCESS CONTROL PLAN

COMMERCIAL SERVICE
AIRCRAFT APRON EXPANSION

RELOCATED LOC/DME

POTENTIAL AUTO PARKING

RELOCATED TERMINAL

NOISE/VISUAL BUFFER

RELOCATED GROUND SERVICE
EQUIPMENT BUILDING

OWL CREEK PIPING

RELOCATED PAPI

HIGHWAY 82

TAXIWAY A

PERIMETER ROAD
REALIGNMENT

OWL CREEK ROAD & BIKE PATH
REALIGNMENT

RUNWAY SHIFT
OF 80' AND
WIDENING BY 50'

OWL CREEK PIPING

RELOCATED ASOS

RELOCATED MALSF

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Agenda

- Recap
- -
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- Airport Layout Plan (ALP)
- Decisions and Path Forward

Recap from both Executive Sessions


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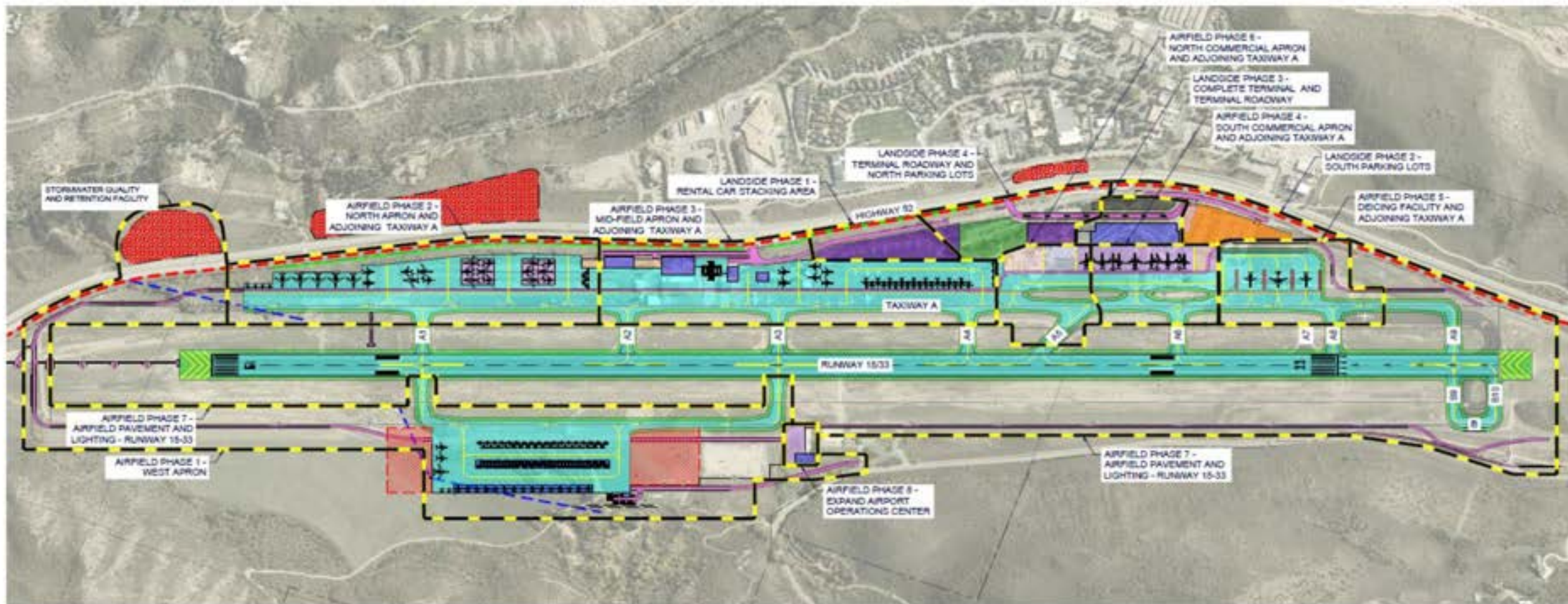
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Relative Annual Net Revenues

Projection of Total Net Revenues



Discussion



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Relative Annual Net Revenues



Projection of Total Net Revenues



Sequence of Events at Airport

2021



2022



2023

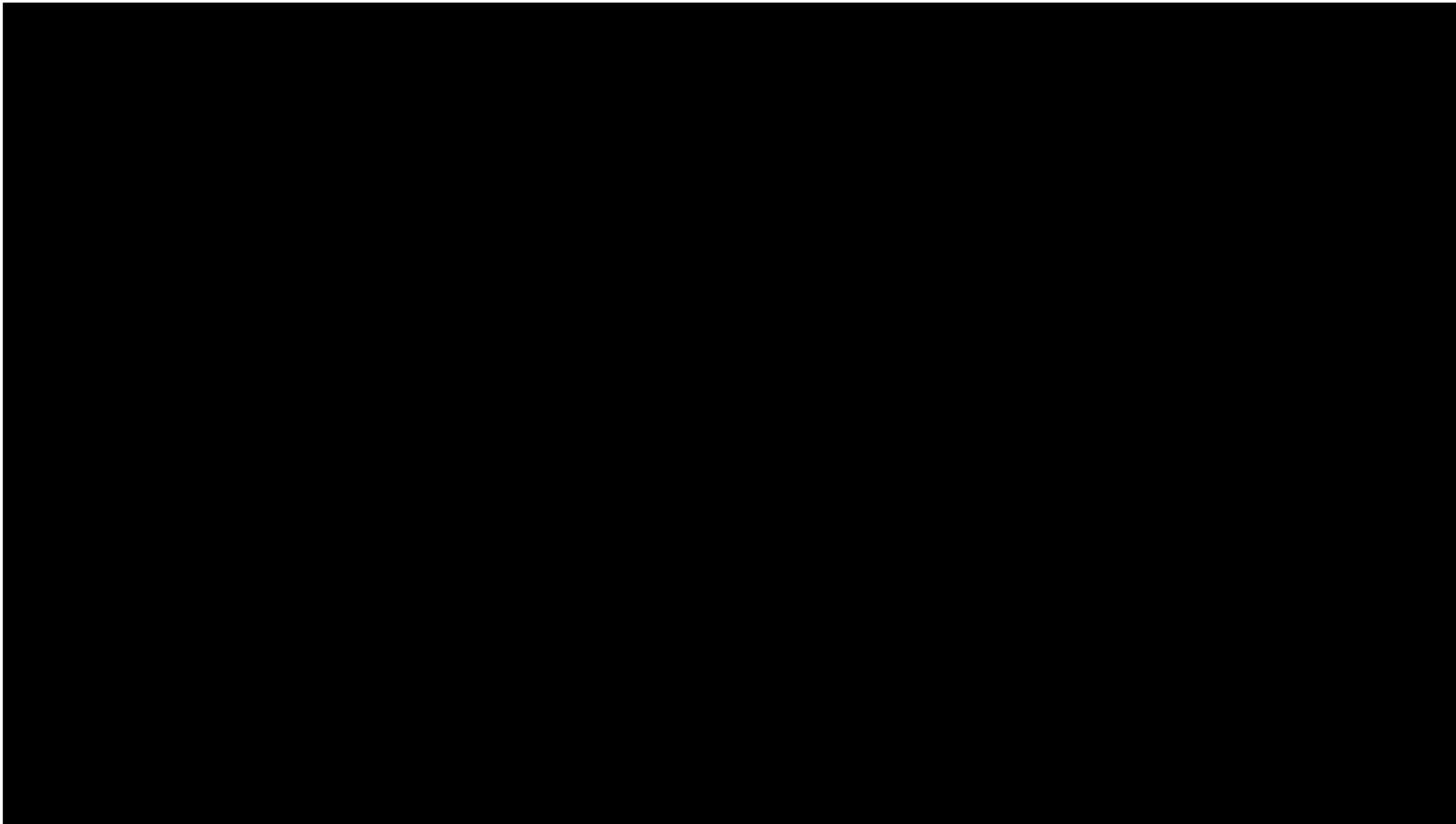


General FBO Development Decision



FBO Delivery Options Comparative Analysis





Methodology

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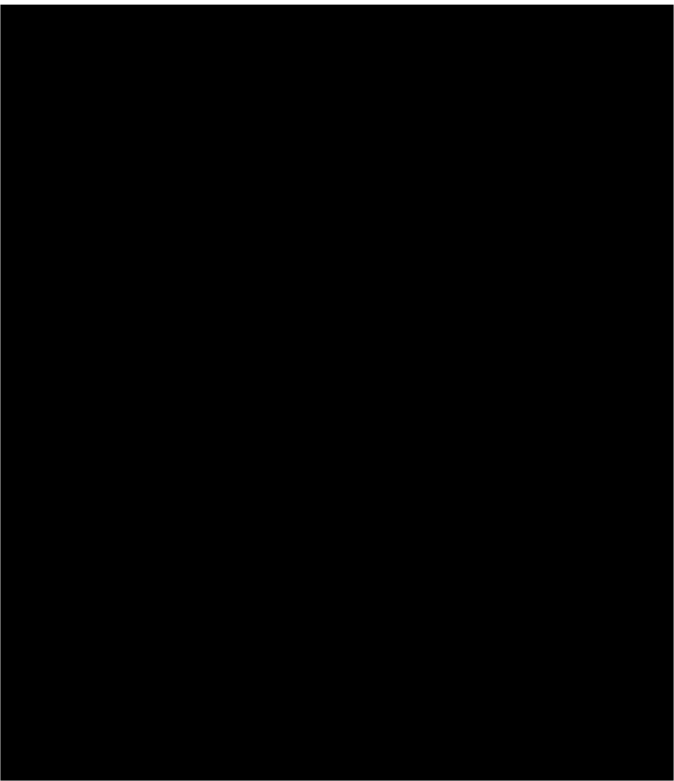
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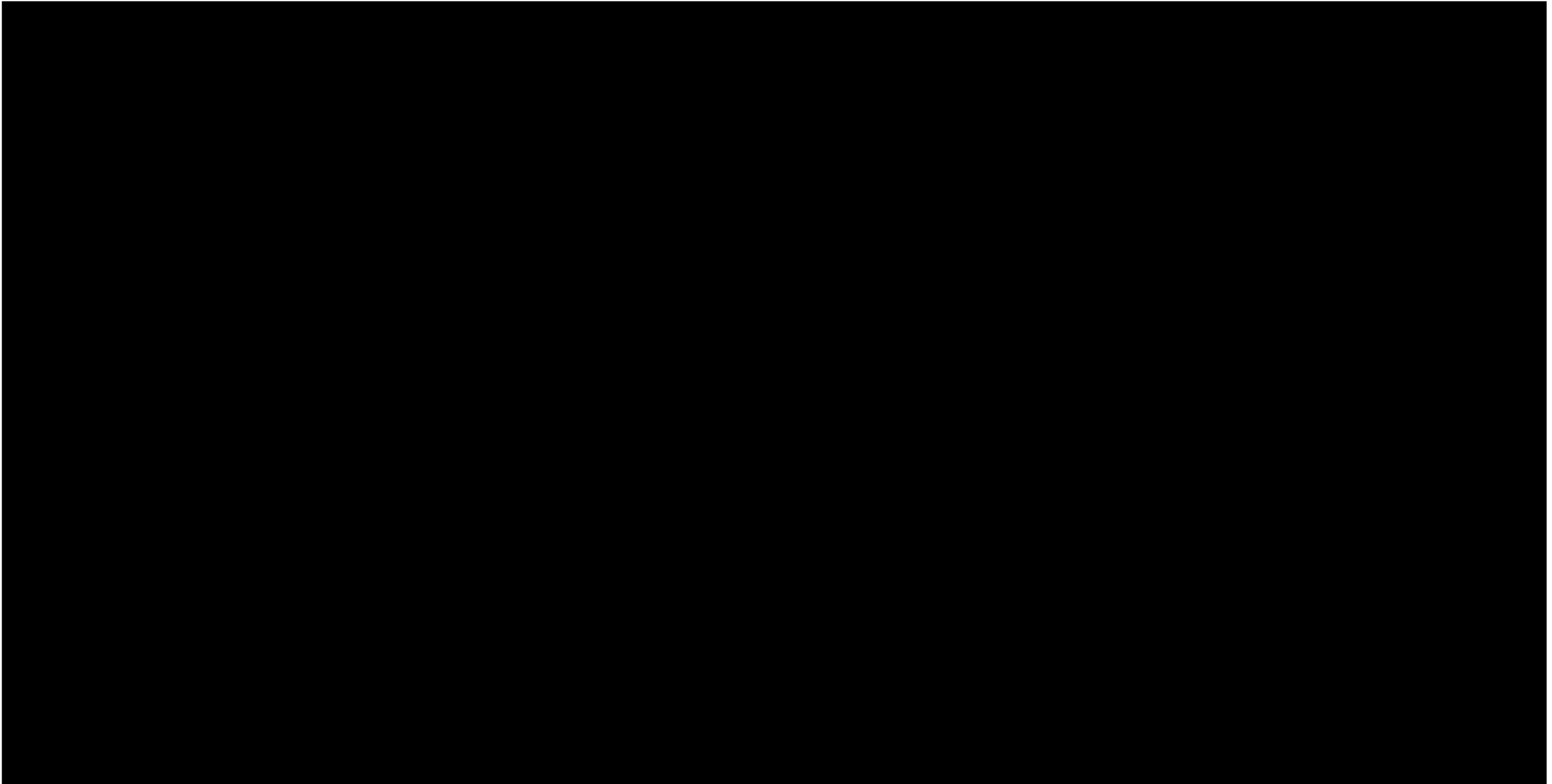
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FBO Delivery Options Comparative Analysis



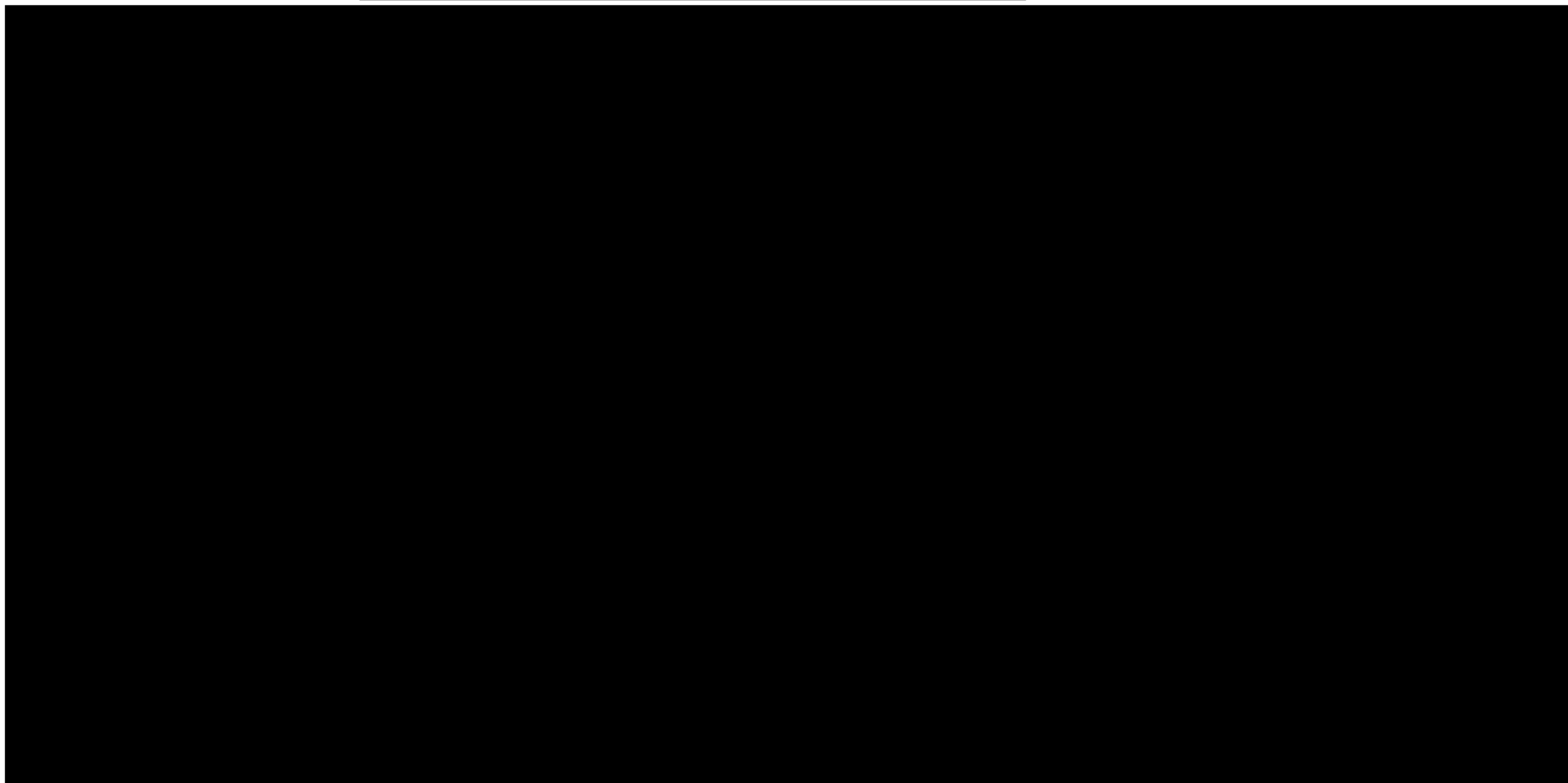
FBO Delivery Options Comparative Analysis





FBO Delivery Options





Methodology



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