

**RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS (“BOCC”) OF
PITKIN COUNTY, COLORADO AMENDING BOCC RESOLUTION 105-2020,
PITKIN COUNTY BOARD OF COMMISSIONERS AMENDMENTS AND
ADDITIONS TO THE ASE VISION COMMITTEE COMMON GROUND
RECOMMENDATIONS AND AIRPORT MAP FOR THE ASPEN/PITKIN
COUNTY AIRPORT AND DIRECTING STAFF TO PRODUCE AN AMENDED
AIRPORT LAYOUT PLAN FOR PUBLIC CONSIDERATION AND BOCC
ADOPTION CONSISTENT WITH THE ATTACHED EXHIBIT A**

RESOLUTION NO. - 2024

RECITALS

WHEREAS, Pursuant to Section 2.8.3 (Actions) of the Pitkin County Home Rule Charter (“HRC”) official action by formal resolution shall be required for all actions of the Board not requiring ordinance power on matters of significant importance affecting citizens, and;

WHEREAS, on April 8, 2019, the BOCC adopted Resolution No. 006-2019 appointing Advisory Group members for the ASE Vision Public Outreach Process, and;

WHEREAS, on December 18, 2020, the BOCC adopted Resolution No. 105-2020, which provided for the Pitkin County Board of Commissioners Amendments and Additions, to The ASE Vision Committee Common Ground Recommendations and Airport Map For The Aspen/Pitkin County Airport and the formation of an Airport Advisory Board (“AAB”) to advise and assist the BOCC regarding airport matters recommended by the Vision Committee, and;

WHEREAS, on January 13, 2022, the BOCC adopted Resolution No. 005-2022, appointing the initial members to the AAB, and;

WHEREAS, on January 29, 2024, Pitkin County staff and the CEO and employees of Jacobsen/Daniels met with the Regional Staff of the Federal Aviation Administration (“FAA”) and Local Transportation Authority representatives to present the AAB’s recommended Common Ground Draft Airport Layout Plan (“ALP”), and;

WHEREAS, at a January 29, 2023 meeting, the FAA clarified that the County would be required to evaluate alternative ALP layout plans to ensure safety and accessibility requirements acceptable under FAA grant assurances and raised safety and accessibility issues with the Vision Committee proposed ALP::

- A taxiway shift to the East (potential reduces GA apron capacity resulting in a grant assurance violation by restricting accessibility) restriction);
- Runway Crossings (Potentially reduces airfield capacity resulting in a grant

- assurance violation by restricting accessibility);)
- Non-Standard Access to Runway 33 (Reduces accessibility of full-length departure capability which reduces airfield safety)

WHEREAS, on March 12, 2024, the BOCC and AAB at a joint meeting were presented an amended conceptual ALP to address FAA safety and accessibility concerns in which staff received direction to further refine an alternative ALP and;

WHEREAS, Resolution 105-2020 states any major deviations to Recommendation #15 Airport Map will be brought back by the Board of County Commissioners to the Pitkin County Airport Advisory Board for further discussion and refinement, and;

WHEREAS, on March 24, 2024, the AAB was presented a refined version of the ALP and voted 6-1 recommending the BOCC approve an Amended Airport Layout Plan that depicts a runway shift of 80 feet to the West while maintaining all other components in the original ALP presented to the FAA, and;

WHEREAS, the path to approve an Amended ALP will begin to put in motion actions that will start to address the Core Community goals for the Aspen/Pitkin County Airport as follows:

- Safety in the air and on the ground
- Reduce greenhouse gas and other pollutant emissions by at least 30%
- Manage the growth of airline enplanements to be consistent with community growth management plans with input and assistance from the Airport Advisory Board to attain the core community goals for the Airport
- Reduce noise by at least 30%, and;

WHEREAS, this Resolution amends Recommendation #13 from “Leave the runway where it is” to “shift and reconstruct the runway 80’ to the West” attached hereto as **Exhibit B** and adopt the revised Recommendation #15 Airport Map for the Aspen/Pitkin County Airport”, contained in Resolution 105-2020, attached hereto as **Exhibit A** and;

WHEREAS, the revised attached Common Ground Recommendation airport map, **Exhibit A**, offers a visual depiction of the design ideas, values and goals taken together. The map depicts the CGR and AAB’s support as the environmental choice for our community that reflects safety, environmental sustainability and functionality as our top priorities, and;

WHEREAS, by shifting the runway will relieve Pitkin County from the financial responsibility to relocate a tower, removes the operating exception for GA aircraft movement in order to gain the FAA safety separation, and;

WHEREAS, during the past couple of years, the runway has been demonstrating significant signs of distress. Additional investigation has determined that the runway cannot be maintained or reconditioned due to the nature of the conditions and will require a complete reconstruction. On February 12, 2024, the FAA determined that the condition has reached a

point where the federal government will no longer allocate funds to maintain the runway and all cost shall be borne by the Airport Sponsor until such time that the runway is reconstructed as depicted on the “Approved Airport Layout Plan”.

WHEREAS, in 2021, as part of the Bipartisan Infrastructure Law, the FAA was provided with \$15-billion in discretionary grant funding for airports of which \$5-billion has been dedicated to airport terminals, in the amount of \$1-billion per year for 5-years. Currently, the airport is not eligible for this discretionary grant funding until such time that it addresses the runway-taxiway separation modification to standard. This funding opportunity sunsets in 2026.

WHEREAS, The BOCC finds that it is in the best interest of the citizens of and the visitors to Pitkin County to accept and adopt the recommendation of the AAB, and;

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Pitkin County, Colorado that it hereby adopts a Resolution of the Board of County Commissioners amending Resolution 105-2020, Pitkin County Board of Commissioners Amendments and Additions to The ASE Vision Committee Common Ground Recommendations and Airport Map For The Aspen/Pitkin County Airport, Recommendations #13 (**Exhibit B**) and #15 (Airport Map) (**Exhibit A**) and directing staff to produce an Amended Airport Lay Out Plan for public consideration and BOCC adoption consistent with the attached **Exhibit A**, and authorizing the Chair to sign the Resolution upon the satisfaction of the County Attorney as to form, and to execute any other associated documents necessary to complete this matter.

INTRODUCED AND FIRST READ ON THE _____ DAY OF _____, 2024
AND SET FOR SECOND READING AND PUBLIC HEARING ON THE _____ DAY
OF _____ 2024.

NOTICE OF PUBLIC HEARING AND TITLE AND SHORT SUMMARY OF THE
RESOLUTION PUBLISHED IN THE ASPEN DAILY NEWS ON THE _____ DAY
OF _____, 2024.

NOTICE OF PUBLIC HEARING AND THE FULL TEXT OF THE RESOLUTION
POSTED ON THE OFFICIAL PITKIN COUNTY WEBSITE (www.pitkincounty.com)
ON THE _____ DAY OF _____ 2024.

ADOPTED AFTER FINAL READING AND PUBLIC HEARING ON THE _____
DAY OF _____ 2024.

POSTED BY TITLE AND SHORT SUMMARY ON THE OFFICIAL PITKIN COUNTY
WEBSITE (www.pitkincounty.com) ON THE _____ DAY OF _____ 2024.

PUBLISHED BY TITLE AND SHORT SUMMARY, AFTER ADOPTION, IN THE
ASPEN DAILY NEWS ON THE _____ DAY OF _____, 2024.

ATTEST:

BOARD OF COUNTY COMMISSIONERS

By _____
Sam Engen
Clerk to the Board

By: _____
Greg Poschman, Chair

Date: _____

APPROVED AS TO FORM:

MANAGER APPROVAL

John Ely, County Attorney

Jon Peacock, County Manager

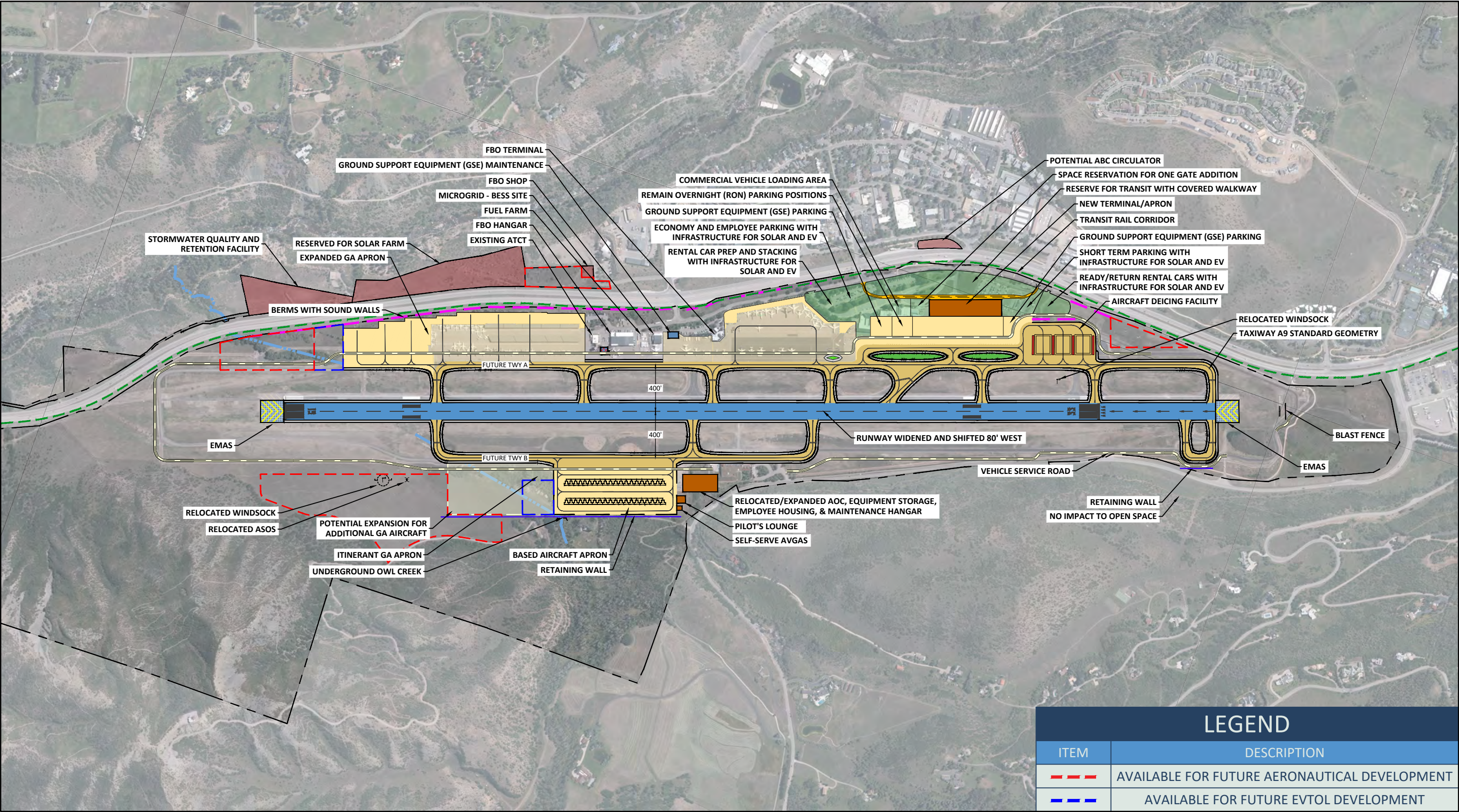
Attachments:

Exhibit A revised map of ASE

Exhibit B amended Attachment to BOCC Reso 105-2020

Form Revised 01-01-2024

EXHIBIT A



LEGEND

ITEM	DESCRIPTION
---	AVAILABLE FOR FUTURE AERONAUTICAL DEVELOPMENT
---	AVAILABLE FOR FUTURE EVTOL DEVELOPMENT



EXHIBIT B

#13 - ~~Leave the runway where it is.~~ Shift the runway 80' to the West

- ~~Requires future relocation of tower. Operating exception for GA aircraft movements until the tower is relocated or alternative options (cameras or virtual tower) are implemented.~~
- Move deicing pads to the east and relocate of surface vehicle parking to the north.
- GA parking on the west side will be required to maintain the same number of GA/Air Taxi parking spaces.
- Future ramp expansion space to be reserved based on “drop and go” analysis.
- With **leaving shifting** the runway ~~as is~~, a more methodical approach to begin separation for safety is by phasing the west side GA development. By phasing, the collection of data over time will help determine:
 - Whether the need for added ramp space for GA decreases if air taxi operations increase
 - If lack of parking space for GA increases or decreases drop and go activity.