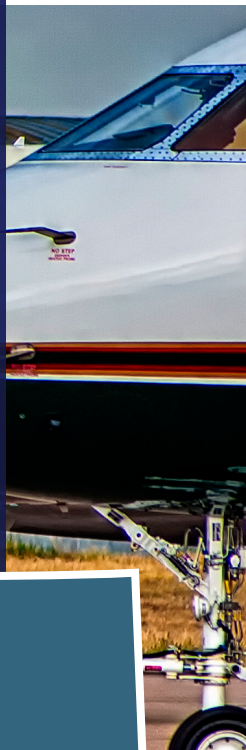


ASPEN-PITKIN COUNTY

Aspen-Pitkin County Airport/Sardy Field (ASE) is a commercial service airport located three miles northwest of Aspen’s central business district. ASE has a single asphalt runway (15/33) that is 8,006 feet long by 100 feet wide and is equipped with a non-precision approach. The airport serves as a gateway for winter sports in Aspen and Snowmass and hiking near the Maroon Bells and the Collegiate Peaks. ASE is served by three airlines that offer flights to 10 destinations around the country. ASE sees heavy usage by large corporate jets and private aircraft visiting local resorts and second homes. The airport is also used for military training exercises, flight training, and aerial/wildland firefighting. ASE is a significant contributor to the local economy and supports the state airport system.



Airport Classification

The 2020 Colorado Aviation System Plan (CASP) has identified six functional classifications for Colorado’s 65 publicly-owned, public-use airports and one privately-owned, public-use airport. The six classifications were newly developed for the 2020 CASP and replace the roles previously developed in the 2011 study. These classifications follow the Federal Aviation Administration’s (FAA) role categories as defined by the National Plan of Integrated Airport Systems (NPIAS) and the ASSET study. However, the CASP expands upon these roles to create more specific classifications for airports that are not included in the NPIAS. Airports that are included in the NPIAS are eligible for federal funding. As of the 2019 NPIAS publication, 48 publicly-owned airports and one privately-owned airport in the Colorado airport system are included in the NPIAS, while 17 publicly-owned airports are not.

Aspen-Pitkin County Airport is one of 14 airports in Colorado classified as a Commercial Service airport. The airport has scheduled commercial air carrier service and provides access to large metropolitan areas around the country. These airports receive higher levels of activity from a wide variety of aircraft and airport users. Commercial Service airports often serve as gateways for interstate and international travelers and host many aviation- and non-aviation-related businesses that support the local community.



Commercial Service



GA-National



GA-Regional



GA-Local




GA-Community










GA-Rural

Frequent Airport Activities

				
Recreational Visitors	Corporate/Business Activities	Search and Rescue	Aerial/Wildland Firefighting	Military Activities

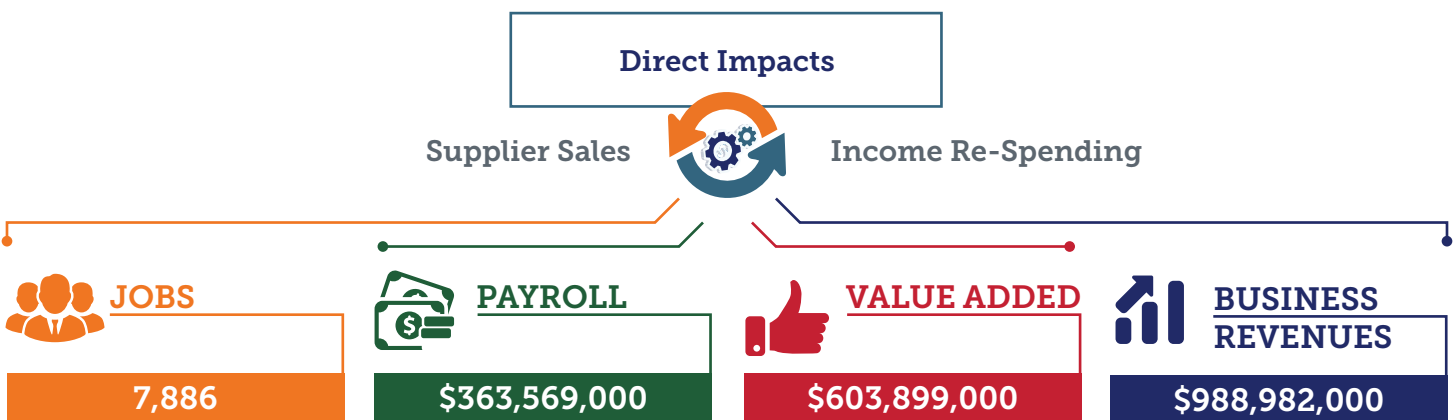
Aspen-Pitkin County Features

	Associated City/County	Aspen/Pitkin
	Associated OEDIT Region	12 - Rocky Mountain Resort Region
	Annual Enplanements (2018)	287,900
	Annual Operations (2018)	42,222
	Number of Based Aircraft (2018)	89
	Runway(s)	1
	Air Traffic Control Tower	Yes

ASE

Economic Impacts of ASE

The 2020 Colorado Aviation Economic Impact Study (CEIS) measured the economic impacts of all airports in the state. Aspen-Pitkin County is one of 14 commercial service airports contributing to the state’s aviation economic impacts. The components that comprise the total economic impacts for ASE are summarized below. Visit the project website to learn more about the methodology used to determine the economic impacts of ASE and all other Colorado airports.



Airport Needs and Recommendations

The 2020 CASP identified several performance measures (PMs) and facility and service objectives (FSOs) to provide a baseline for the infrastructure, facilities, and service capabilities required to best support the type and volume of aviation activity typified by each classification. The CASP identified gaps between the airport’s existing condition and the needs to satisfy PMs, FSOs, and/or future facility needs driven by aviation demand forecasts. It is important to note that the PMs and FSOs are not requirements or mandates for airports to meet, rather, they serve as guidelines for airports and CDOT Division of Aeronautics to use during the airport planning process. Airports considered to be deficient in meeting the PMs and/or FSOs were reviewed to determine the recommended projects needed to satisfy those components.

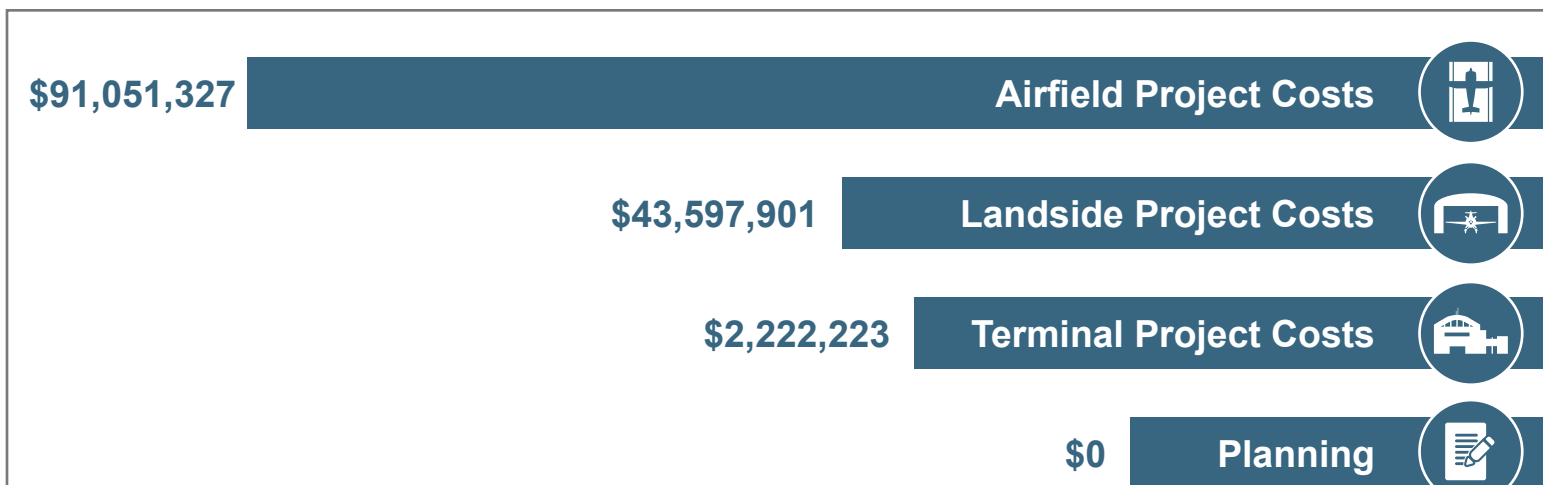
Planning level costs were developed for recommended projects and were associated with the appropriate goal category, PM, or FSO. These costs were developed based on 2019 Colorado material costs and industry knowledge and were adjusted to reflect cost differentials between types, sizes, and locations of airports. Projects and associated costs from available airport master plans and the CDOT 20-year Capital Improvement Program (CIP) were also incorporated into the CASP to provide an estimate of the airport’s needs based on meeting PMs and FSOs as well as forecasted future demand. The project cost estimates for Aspen-Pitkin County to meet appropriate goals, PMs, and FSOs, and projects identified by the airport from other planning efforts, are categorized by project type in the following chart.



Did You Know?

ASE is the third busiest airport in Colorado in terms of passenger enplanements and is the busiest airport in Colorado’s resort region. Since the 1970s, ASE has been served by a variety of airlines providing specialized service for tourists visiting winter sports resorts in the area including Rocky Mountain Airways, Aspen Airways, and Mountain Air Express. Today, ASE receives daily scheduled airline flights as well as large corporate aircraft bringing high-profile passengers to the area.

Airport Project Costs by Type



Airport Report Card

Facility and service objectives (FSOs) were developed for each of the six airport classifications in the 2020 CASP. The following table details the FSOs and corresponding performance of Aspen-Pitkin County. These objectives were analyzed in conjunction with the other performance measures (PMs) to determine the airport’s project needs and associated costs.

Objective Category	Commercial Service Objective	Current Condition				Meets 2020 Objective?
Airfield						
ARC	C-III/C-II	D-III				Yes
Runway Length	Align with Master Plan	8,006 feet (9,310 feet)				No
Runway Width*	150 feet/100 feet	100 feet				No
Runway Strength	60,000 pounds	80,000 lbs SW; 100,000 lbs DW; 160,000 lbs 2D				Yes
Taxiway	Full parallel	Partial parallel				No
Runway Markings	Precision	Non-precision				No
Lighting/NAVAIDS						
Approach	Precision	Non-precision				No
Visual Aids	ALS, rotating beacon, lighted wind cone, REILs, VGSIs	MALSF, rotating beacon, lighted wind cone, REILs, VGSIs				Yes
Runway Lighting	HIRL or MIRL	MIRL				Yes
Weather Reporting	On-site ASOS or AWOS	ASOS				Yes
Airport Facilities						
Terminal (CS and/or GA)	Acceptable ratio of terminal square footage and commercial apron for passenger enplanements and commercial operations	Minimum required terminal square footage:	144,000 sq ft	Terminal building square footage:	45,000 sq ft	No
Apron Tie-Downs	Tie-downs for 20% of based aircraft fleet plus 50% of weekly average overnight transient storage during peak season	20% of based aircraft fleet plus 50% transient aircraft fleet:	53	Total tie-down spaces:	104	Yes
Hangars	Hangars for 80% of based aircraft fleet and 50% of weekly average overnight transient storage	80% of based aircraft fleet:	72	Number of based aircraft hangar spaces:	0	No
		50% of transient aircraft fleet:	35	Number of transient aircraft hangar spaces:	5	
Dedicated Maintenance/SRE Storage Building	Yes	Yes				Yes
Electric Vehicle Charging Stations	Yes	No				No
Perimeter Security	Full perimeter fencing with security gates and appropriate signage	Full perimeter fencing with security gates and appropriate signage				Yes
Services/Other						
Jet A Fuel	Full service	Full service				Yes
AvGas Fuel	Full service	Full service				Yes
Aircraft De-icing	De-icing facilities including fluid collection	De-icing facilities including fluid collection				Yes
Courtesy Car	Yes	Yes				Yes
Sustainability Plan	Yes	Yes				Yes
Minimums for All Airports						
Restroom (24-hr accessible) ✓	Cell Phone Service ✓	Airport Layout Plan (ALP)		✓	Wi-Fi Service ✓	

*Note: Runway meets widths for facility and service objectives but does not meet widths per FAA guidance in FAA AC 150/5300-13A Airport Design

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