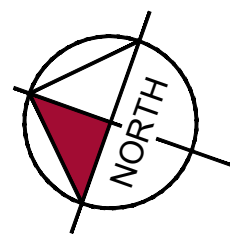
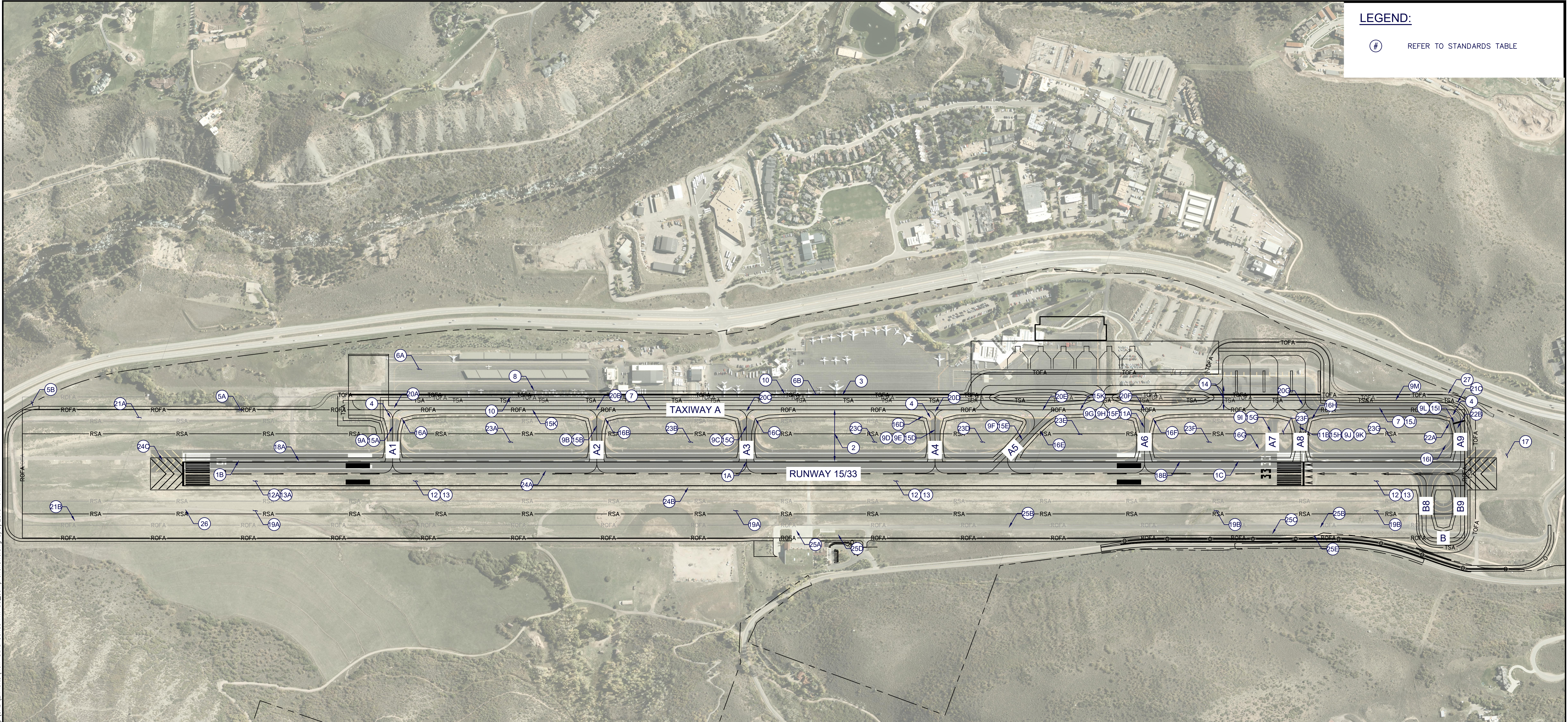


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ASPEN/PITKIN COUNTY AIRPORT

NON-STANDARD CONDITIONS
RELOCATE RUNWAY 80' WEST



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NON-STANDARD CONDITIONS INCLUDED ON MAY 9, 2016 ALP									
No.		Description	Standard	Existing Condition	FAA Disposition	Approved MOS	AC Reference	Proposed Action	Comments
1	1A	Runway Longitudinal Slope	1.5% Maximum	1.95% End to End Overall 2.3% Maximum	Same as existing	Aug. 6 1991 90-ANM/D-173-NRA	150/5300-13A Chapter 3 Section 313.b	Utilize existing MOS Improve condition if feasible	Raise north end or runway to reduce slope in landing zone
	1B	Runway Longitudinal Slope End 1/4 of Runway - 15 End	0.8% Maximum	Up to 2.2%	Same as existing	Aug. 6 1991 90-ANM/D-173-NRA	150/5300-13A Chapter 3 Section 313.b	Utilize existing MOS Improve condition if feasible	Raise north end or runway to reduce slope in landing zone
	1C	Runway Longitudinal Slope End 1/4 of Runway - 33 End	0.8% Maximum	Up to 2.3%	Same as existing	Aug. 6 1991 90-ANM/D-173-NRA	150/5300-13A Chapter 3 Section 313.b	Utilize existing MOS Improve condition if feasible	Lower runway end to reduce slope in landing zone if feasible
2		Separation Standards: Runway Centerline to Taxiway Centerline	400 Feet	320 Feet	Will be revised with runway shift	97-DEN-178-NRA	150/5300-13A Appendix 7 Table A7-9	Correct non-standard condition	
3		Taxiway Object Free Area (Parallel Taxiway A)	186 Feet	169 Feet (93' West Side, 76' East Side)	Will be revised with runway shift	97-DEN-178-NRA	150/5300-13A Chapter 4 Table 4-1	Correct non-standard condition	
4		Taxiway Holdlines From Runway Centerline	328 Feet	272.5 Feet	Will be revised with runway shift	97-DEN-178-NRA	150/5300-13A Appendix 7 Table A7-9	Correct non-standard condition	
5	5A	Runway Object Free Area (ROFA) - Trees on Northeast corner	Precludes objects not fixed by function	Trees inside ROFA on Northeast Corner of Airfield	Trees to be removed	Aug. 7, 1995 95-DEN-080-NRA	150/5300-13A Chapter 3 Section 309	Correct non-standard condition	
	5B	Runway Object Free Area (ROFA) - AOA fence on Northeast corner	Precludes objects not fixed by function	Portion of Security Fence Inside ROFA on Northeast Corner of Airfield	Fence fixed by function	Aug. 7, 1995 95-DEN-080-NRA	150/5300-13A Chapter 3 Section 309	Utilize existing MOS	
6	6A	Apron Surface Gradient	1.0% Maximum	Up to 2.6%	Same as existing	Jun. 20, 1996 96-DEN-057-NRA	150/5300-13A Chapter 5 Section 508	Utilize existing MOS Improve condition if feasible	Change gradients to slope away from new terminal and improve gradients where feasible
	6B	Apron Edge Taxiway Surface Gradient	1.5% Maximum	Up to 2.5%	Same as existing	Jun. 20, 1996 96-DEN-057-NRA	150/5300-13A Chapter 5 Section 508	Utilize existing MOS Improve condition if feasible	
7		Parallel Taxiway Longitudinal Gradient	1.5% Maxaximum	Up to 2.5%	Same as existing	Apr. 22, 2003 2003-ANM-24-NRA	150/5300-13A Chapter 4 Section 418.b	Utilize existing MOS Improve condition if feasible	
8		Tiedown Layout	70 Feet Tail to Tail and 49 Feet Between Wing Anchors	45 Feet Tail to Tail and 24 Feet Between Wing Anchors	Will be revised with runway shift	97-DEN-178-NRA	150/5300-13A Appendix 5 Figure A5-1	Utilize existing MOS	Propose to leave condition as is. Spacing works well for FBO's use
9	9A	TW A1 Safety Area Gradient	1.5% to 3.0%	Above 3.0% on North side Below 1.5% on South Side	Same as existing	Apr. 22, 2003 2003-ANM-24-NRA	150/5300-13A Chapter 4 Section 418.b(6)	Correct or improve non-standard condition Utilize existing MOS if not fully corrected	
	9B	TW A2 Safety Area Gradient	1.5% to 3.0%	Below 1.5% on South Side	Same as existing	Apr. 22, 2003 2003-ANM-24-NRA	150/5300-13A Chapter 4 Section 418.b(6)	Correct or improve non-standard condition Utilize existing MOS if not fully corrected	
	9C	TW A3 Safety Area Gradient	1.5% to 3.0%	Above 3.0% on North side Below 1.5% on South Side	Same as existing	Apr. 22, 2003 2003-ANM-24-NRA	150/5300-13A Chapter 4 Section 418.b(6)	Correct or improve non-standard condition Utilize existing MOS if not fully corrected	
	9D	TW A4 Safety Area Gradient	1.5% to 3.0%	Above 3.0% on North side Below 1.5% on South Side	Same as existing	Apr. 22, 2003 2003-ANM-24-NRA	150/5300-13A Chapter 4 Section 418.b(6)	Correct or improve non-standard condition Utilize existing MOS if not fully corrected	
	9E	TW A4 Shoulder Transverse Gradient	1.5% to 5.0%	Below 1.5% on South side	Same as existing	Apr. 22, 2003 2003-ANM-24-NRA	150/5300-13A Chapter 4 Section 418.b(6)	Correct or improve non-standard condition Utilize existing MOS if not fully corrected	
	9F	TW A5 Safety Area Gradient	1.5% to 3.0%	Below 1.5% on South Side	Same as existing	Apr. 22, 2003 2003-ANM-24-NRA	150/5300-13A Chapter 4 Section 418.b(6)	Correct or improve non-standard condition Utilize existing MOS if not fully corrected	
	9G	TW A6 Safety Area Gradient	1.5% to 3.0%	Above 3.0% on North side Below 1.5% on South Side	Same as existing	Apr. 22, 2003 2003-ANM-24-NRA	150/5300-13A Chapter 4 Section 418.b(6)	Correct or improve non-standard condition Utilize existing MOS if not fully corrected	
	9H	TW A6 Shoulder Transverse Gradient	1.5% to 5.0%	Below 1.5% on South side	Same as existing	Apr. 22, 2003 2003-ANM-24-NRA	150/5300-13A Chapter 4 Section 418.b(6)	Correct or improve non-standard condition Utilize existing MOS if not fully corrected	
	9I	TW A7 Safety Area Gradient	1.5% to 3.0%	Above 3.0% on North side Below 1.5% on South Side	Same as existing	Apr. 22, 2003 2003-ANM-24-NRA	150/5300-13A Chapter 4 Section 418.b(6)	Remove Taxiway A7	
	9J	TW A8 Safety Area Gradient	1.5% to 3.0%	Above 3.0% on North side Below 1.5% on South Side	Same as existing	Apr. 22, 2003 2003-ANM-24-NRA	150/5300-13A Chapter 4 Section 418.b(6)	Correct or improve non-standard condition Utilize existing MOS if not fully corrected	
	9K	TW A8 Shoulder Transverse Gradient	1.5% to 5.0%	Below 1.5% on South side	Same as existing	Apr. 22, 2003 2003-ANM-24-NRA	150/5300-13A Chapter 4 Section 418.b(6)	Correct or improve non-standard condition Utilize existing MOS if not fully corrected	
	9L	TW A9 Safety Area Gradient	1.5% to 3.0%	Above 3.0% on North side	Same as existing	Apr. 22, 2003 2003-ANM-24-NRA	150/5300-13A Chapter 4 Section 418.b(6)	Correct or improve non-standard condition Utilize existing MOS if not fully corrected	
	9M	TW A Safety Area Gradient From TW A8 to TW A9	1.5% to 3.0%	Above 3.0% on East side	Same as existing	Apr. 22, 2003 2003-ANM-24-NRA	150/5300-13A Chapter 4 Section 418.b(6)	Correct or improve non-standard condition Utilize existing MOS if not fully corrected	
10		Separation Standard - Runway Centerline to Parked Aircraft	500 Feet	400 Feet (ROFA)	493 Feet (R/W to T/W Separation Plus TOFA)		150/5300-13A Appendix 7 Table A7-9	Correct non-standard condition	
11	11A	Longitudinal Gradient Taxiway A6	1.5% Maximum	Uo to 2%	Same as existing	Jun. 13, 2006 2006-ANM-113-NRA	150/5300-13A Chapter 4 Section 418.b	Utilize existing MOS Improve condition if feasible	
	11B	Longitudinal Gradient Taxiway A8	1.5% Maximum	Up to 2%	Same as existing	Jun. 13, 2006 2006-ANM-113-NRA	150/5300-13A Chapter 4 Section 418.b	Utilize existing MOS Improve condition if feasible	
12		West Side Runway Safety Area Transverse Gradient	No grade break in RSA	Grade break in RSA, slopes toward runway, drainage swale in RSA	Same as existing	Jun. 13, 2006 2006-ANM-268-NRA	150/5300-13A Chapter 3 Figure 3-23	Correct non-standard condition	
13		Runway Safety Area Transverse Gradient	1.5% to 3.0%	Below 1.5%	Will be revised with runway shift	Jun. 13, 2006 2006-ANM-571-NRA	150/5300-13A Chapter 3 Figure 3-23	Correct non-standard condition	

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NON-STANDARD CONDITIONS
RELOCATE RUNWAY 80' WEST



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ADDITIONAL NON-STANDARD CONDITIONS - NOT ON MAY 9, 2016 ALP									
No.		Description	Standard	Existing Condition	FAA Disposition	Approved MOS	AC Reference	Proposed Action	Comments
14		Taxiway Separation: Taxiway Centerline to Parallel Taxiway Centerline (DE-ICE PAD)	172 Feet	149 Feet			150/5300-14C Chapter 3 Table 3-1	Correct non-standard condition	
15	15A	TW A1 Transverse Gradient	1.0% to 1.5%	Above 1.5%			150/5300-13A Chapter 3 Figure 3-23	Correct or improve non-standard condition Request MOS if not fully corrected	
	15B	TW A2 Transverse Gradient	1.0% to 1.5%	Above 1.5%			150/5300-13A Chapter 3 Figure 3-23	Correct or improve non-standard condition Request MOS if not fully corrected	
	15C	TW A3 Transverse Gradient	1.0% to 1.5%	Above 1.5%			150/5300-13A Chapter 3 Figure 3-23	Correct or improve non-standard condition Request MOS if not fully corrected	
	15D	TW A4 Transverse Gradient	1.0% to 1.5%	Above 1.5%			150/5300-13A Chapter 3 Figure 3-23	Correct or improve non-standard condition Request MOS if not fully corrected	
	15E	TW A5 Transverse Gradient	1.0% to 1.5%	Above 1.5%			150/5300-13A Chapter 3 Figure 3-23	Correct or improve non-standard condition Request MOS if not fully corrected	
	15F	TW A6 Transverse Gradient	1.0% to 1.5%	Above 1.5%			150/5300-13A Chapter 3 Figure 3-23	Remove Taxiway A7	
	15G	TW A7 Transverse Gradient	1.0% to 1.5%	Above 1.5%			150/5300-13A Chapter 3 Figure 3-23	Correct or improve non-standard condition Request MOS if not fully corrected	
	15H	TW A8 Transverse Gradient	1.0% to 1.5%	Above 1.5%			150/5300-13A Chapter 3 Figure 3-23	Correct or improve non-standard condition Request MOS if not fully corrected	
	15I	TW A9 Transverse Gradient	1.0% to 1.5%	Above 1.5%			150/5300-13A Chapter 3 Figure 3-23	Correct or improve non-standard condition Request MOS if not fully corrected	
	15J	TW A Transverse Gradient From TW A8 to TW A9	1.0% to 1.5%	Above 1.5%			150/5300-13A Chapter 3 Figure 3-23	Correct or improve non-standard condition Request MOS if not fully corrected	
	15K	TW A Transverse Gradient From TW A2 to TW A6	1.0% to 1.5%	Above 1.5%			150/5300-13A Chapter 3 Figure 3-23	Correct or improve non-standard condition Request MOS if not fully corrected	
16	16A	TW A1 Geometry	Fillet Design	Non-standard fillet geometry			150/5300-13A Chapter 4 Table 4-6	Correct non-standard condition	
	16B	TW A2 Geometry	Fillet Design	Non-standard fillet geometry			150/5300-13A Chapter 4 Table 4-6	Correct non-standard condition	
	16C	TW A3 Geometry	Fillet Design	Non-standard fillet geometry			150/5300-13A Chapter 4 Table 4-6	Correct non-standard condition	
	16D	TW A4 Geometry	Fillet Design	Non-standard fillet geometry			150/5300-13A Chapter 4 Table 4-6	Correct non-standard condition	
	16E	TW A5 Geometry	Fillet Design	Non-standard fillet geometry			150/5300-13A Chapter 4 Table 4-6	Correct non-standard condition	
	16F	TW A6 Geometry	Fillet Design	Non-standard fillet geometry			150/5300-13A Chapter 4 Table 4-6	Correct non-standard condition	
	16G	TW A7 Geometry	Fillet Design	Non-standard fillet geometry			150/5300-13A Chapter 4 Table 4-6	Remove Taxiway A7	
	16H	TW A8 Geometry	Fillet Design	Non-standard fillet geometry			150/5300-13A Chapter 4 Table 4-6	Correct non-standard condition	
	16I	TW A9 Geometry	Centerline and Fillet Design	Non-standard centerline and fillet geometry			150/5300-13A Chapter 4 Table 4-6	Correct non-standard condition	
17		Localizer Critical Area Gradient	-0.5% to -3.0%	Above -3.0%			150/5300-13A Chapter 6 Section 626.b(3)	Correct non-standard condition	
18	18A	Runway Longitudinal Profile End 1/4 of Runway - 15 End	No grade breaks in first 1/4 of runway length	Grade breaks in first 1/4 of runway			150/5300-13A Chapter 3 Section 313.b(2)	Correct non-standard condition	
	18B	Runway Longitudinal Profile End 1/4 of Runway - 33 End	No grade breaks in first 1/4 of runway length	Grade breaks in first 1/4 of runway			150/5300-13A Chapter 3 Section 313.b(2)	Correct non-standard condition	
19	19A	Runway Object Free Area - Transverse Gradients	0% or negative gradient from RSA to edge of ROFA, or no protrusion above RSA edge within 59 feet of RSA then 4:1 max positive slope to edge of ROFA	Greater than 0% immediately outside of RSA			150/5300-13A Chapter 3 Section 309	Correct non-standard condition	
	19B	Runway Object Free Area - Transverse Gradients STA 70+00 to STA 86+00	0% or negative gradient from RSA to edge of ROFA, or no protrusion above RSA edge within 59 feet of RSA then 4:1 max positive slope to edge of ROFA	Greater than 0% immediately outside of RSA			150/5300-13A Chapter 3 Section 309	Request MOS for steeper than 4:1 positive slope	The steeper slope is required to keep Owl Creek Road relocation in the County right-of-way

ASPEN/PITKIN COUNTY AIRPORT

NON-STANDARD CONDITIONS

RELOCATE RUNWAY 80' WEST



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ADDITIONAL NON-STANDARD CONDITIONS - NOT ON MAY 9, 2016 ALP (CONTINUED)									
No.	Description		Standard	Existing Condition	FAA Disposition	Approved MOS	AC Reference	Proposed Action	Comments
20	20A	TW A1 Design	No direct taxiway connection between apron and runway	Direct connection from apron to runway.			150/5300-13A Chapter 4 Section 408.c	Request MOS	
	20B	TW A2 Design	No direct taxiway connection between apron and runway	Direct connection from apron to runway.			150/5300-13A Chapter 4 Section 408.c	Request MOS	
	20C	TW A3 Design	No direct taxiway connection between apron and runway	Direct connection from apron to runway.			150/5300-13A Chapter 4 Section 408.c	Request MOS	
	20D	TW A4 Design	No direct taxiway connection between apron and runway	Direct connection from apron to runway.			150/5300-13A Chapter 4 Section 408.c	Request MOS	
	20E	TW A5 Design	No direct taxiway connection between apron and runway	Direct connection from apron to runway.			150/5300-13A Chapter 4 Section 408.c	Correct non-standard condition	
	20F	TW A7 Design	No direct taxiway connection between apron and runway	Direct connection from de-icing apron to runway.			150/5300-13A Chapter 4 Section 408.c	Remove Taxiway A7	
	20G	TW A8 Design	No direct taxiway connection between apron and runway	Direct connection from de-icing apron to runway.			150/5300-13A Chapter 4 Section 408.c	Request MOS	
21	21A	Runway Object Free Area Northeast Side	Precludes objects not fixed by function	VSR in ROFA			150/5300-13A Chapter 3 Section 309	Request MOS for VSR in northeast corner of ROFA Relocate remainder of VSR outside of ROFA	
	21B	Runway Object Free Area Northwest Side	Precludes objects not fixed by function	VSR in ROFA			150/5300-13A Chapter 3 Section 309	Correct non-standard condition	
	21C	Runway Object Free Area Southeast Side	Precludes objects not fixed by function	VSR in ROFA			150/5300-13A Chapter 3 Section 309	Correct non-standard condition	
22	22A	TW A9 Intersection Centerline Geometry Turn Radius	100 ft Taxiway turn radius	175 ft Taxiway turn radius			150/5300-13A Chapter 4 Table 4-2	Correct non-standard condition	
	22B	TW A9 Intersection Centerline Geometry Centerline Radius	55 ft Taxiway centerline radius	142.5 ft Taxiway centerline radius			150/5300-13A Chapter 4 Table 4-2	Correct non-standard condition	
23	23A	East side Runway Safety Area Transverse Gradient From TW A1 to TW A2	No grade break in RSA	Grade break in RSA, slope toward runway, drainage swale in RSA			150/5300-13A Chapter 3 Figure 3-23	Correct non-standard condition	
	23B	East side Runway Safety Area Transverse Gradient From TW A2 to TW A3	No grade break in RSA	Grade break in RSA, slope toward runway, drainage swale in RSA			150/5300-13A Chapter 3 Figure 3-23	Correct non-standard condition	
	23C	East side Runway Safety Area Transverse Gradient From TW A3 to TW A4	No grade break in RSA	Grade break in RSA, slope toward runway, drainage swale in RSA			150/5300-13A Chapter 3 Figure 3-23	Correct non-standard condition	
	23D	East side Runway Safety Area Transverse Gradient From TW A4 to TW A5	No grade break in RSA	Grade break in RSA, slope toward runway, drainage swale in RSA			150/5300-13A Chapter 3 Figure 3-23	Correct non-standard condition	
	23E	East side Runway Safety Area Transverse Gradient From TW A5 to TW A6	No grade break in RSA	Grade break in RSA, slope toward runway, drainage swale in RSA			150/5300-13A Chapter 3 Figure 3-23	Correct non-standard condition	
	23F	East side Runway Safety Area Transverse Gradient From TW A6 to TW A7	No grade break in RSA	Grade break in RSA, slope toward runway, drainage swale in RSA			150/5300-13A Chapter 3 Figure 3-23	Correct non-standard condition	
	23G	East side Runway Safety Area Transverse Gradient From TW A8 to TW A9	No grade break in RSA	Grade break in RSA, slope toward runway, drainage swale in RSA			150/5300-13A Chapter 3 Figure 3-23	Correct non-standard condition	

NON-STANDARD CONDITIONS CREATED BY FONSI PROJECT									
No.	Description		Standard	Existing Condition	FAA Disposition	Approved MOS	AC Reference	Proposed Action	Comments
24	24A	Runway Width for Aircraft Less than or Equal to 150,000 LB	100 feet	150 feet proposed			150/5300-13A Appendix 7 Table A7-9, Note 12	Update traffic forecasts and determine critical aircraft Gain FAA approval on updated forecast and appropriate runway width	
	24B	Runway Shoulder Width for Aircraft Less than or Equal to 150,000 LB	20 feet	25 feet proposed			150/5300-13A Appendix 7 Table A7-9, Note 12	Update traffic forecasts and determine critical aircraft Gain FAA approval on updated forecast and appropriate runway shoulder width	
	24C	Runway Blast Pad Dimensions for Aircraft Less than or Equal to 150,000 LB	140 Feet x 200 Feet	200 Feet x 200 Feet proposed			150/5300-13A Appendix 7 Table A7-9, Note 12	Update traffic forecasts and determine critical aircraft Gain FAA approval on updated forecast and appropriate blast pad dimensions	
25	25A	Runway Object Free Area AOC Parking Lot	Precludes objects not fixed by function	AOC Parking and Staging Areas in ROFA			150/5300-13A Chapter 3 Section 309	Expand AOC and construct new staging and maintenance pavement outside of ROFA	
	25B	Runway Object Free Area VSR along Owl Creek Road	Precludes objects not fixed by function	VSR in ROFA			150/5300-13A Chapter 3 Section 309	Request MOS for VSR in ROFA at STA 77+00 to STA 84+00, and to allow personnel and equipment in the ROFA without contacting or obtaining permission from ATCT	
	25C	Runway Object Free Area AOA Fence on Southwest side	Precludes objects not fixed by function	AOA Fence in ROFA			150/5300-13A Chapter 3 Section 309	Correct non-standard condition	
	25D	Runway Object Free Area AOA Fence at AOC	Precludes objects not fixed by function	AOA Fence in ROFA			150/5300-13A Chapter 3 Section 309	Relocate AOA fence outside of ROFA	
	25E	Runway Object Free Area Bike Path on Southwest side	Precludes objects not fixed by function	Bike Path in ROFA			150/5300-13A Chapter 3 Section 309	Relocate bike path outside of ROFA	
26		Runway Safety Area VSR on Northwest side	Precludes objects not fixed by function	VSR in RSA			150/5300-13A Chapter 3 Section 307	Relocate VSR outside of RSA and ROFA	
27		Taxiway Object Free Area VSR on Southeast corner	Precludes objects not fixed by function	VSR in TOFA			150/5300-13A Chapter 4 Section 404.b(1)	Request MOS	Placement of VSR in TOFA allows taxiway construction with standard geometry

ASPEN/PITKIN COUNTY AIRPORT

NON-STANDARD CONDITIONS

RELOCATE RUNWAY 80' WEST

