

ASE Modernization

What led up to modernization efforts at the Aspen/Pitkin County Airport and what's ahead to incorporate community goals

**Future dates are estimates and are subject to change



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1946

The Aspen/Pitkin County Airport opens as a public use landing strip, consisting of a log cabin terminal and gravel runway.

1980's

Runway lengthened and widened and terminal area redeveloped.

2012

Federal Aviation Administration (FAA) and Pitkin County Board of County Commissioners (BOCC) approve a 20-year master development plan

2018

FAA releases a Finding of No Significant Impact (FONSI)/Record of Decision in the final Environmental Assessment (EA) of potential changes at ASE. This document is required to improve safety and receive federal funding.

2019-2020

In response to the EA, an ASE Vision process launches, facilitating a robust community review. The process produces the Common Ground Recommendations to make the airport safer, quieter, and cleaner.

The ASE Vision process included in-depth research and review of the airside and landside portions of the airport.

The Common Ground Recommendations advise the BOCC on how ASE should be modernized to accommodate the community's air service needs and consider changes in the air service industry, while remaining true to the character and values of the community.

Facilities Requirements determine what facilities (amount, size, etc.) are necessary for the airport to meet the needs of the community as well as its obligations to the FAA. This includes the facilities needed to reasonably accommodate the anticipated air travel demand forecast.

Led by the Airport Advisory Board in partnership with airport staff, efforts begin to improve existing **airport programs that monitor noise and emissions**.

2024

Pitkin County Commissioners review the completed ALP update for denial or approval to submit to the FAA

The updated ALP is submitted to the FAA for review. After each FAA division reviews the submission and the ALP receives approval, it can be implemented, pending environmental approval, and the airport is then eligible to receive federal funding.

2016

FAA approves existing Airport Layout Plan (ALP)
An ALP is a layout of the airport property that shows current and future usage. It ensures development on the property is consistent with airport design standards, safety requirements, and airport and community land use plans. The FAA uses the ALP to program funding.

2020

Pitkin County Commissioners pass Resolution 105-2020, which approves the Common Ground Recommendations and directs staff to pursue an update to the ALP that will reflect goals from the community.

2021

BOCC appoints the **Airport Advisory Board (AAB)**
Made up of members of the public, the AAB safeguards and aspires to align the Common Ground Recommendations with the redevelopment of the airport and the airport's broader future.

2023

A planning process begins to update ASE's Airport Layout Plan
AAB, BOCC and FAA approve air travel demand forecast, a standard developmental component of the Airport Layout Plan (ALP). The forecast includes the types of potential planes that could serve ASE in the future, as well as other information.

The Development of Alternatives is the exercise of translating and transitioning the Common Ground Recommendations into a technical ALP document the FAA will review. ASE's process is atypical because the preferred alternative, the Common Ground Recommendations, has already been developed by the community.

Development of ALP/Airport Geographic Information System (AGIS)

The AGIS is an FAA requirement for the submittal of an updated ALP. It's a series of technical drawings that depict the existing and future plans for the airport. The ALP/AGIS provides the airport with data to manage its assets. This deliverable allows the FAA to formally review and approve the airport's ALP.

Draft of Capital Improvement Plan Roadmap developed

This explains what future projects are and their sequence for development. This roadmap determines the implementation schedule for the airport over the next 5 to 10 years including changes to the runway and taxiway, the design and development of a new passenger terminal, intermodal transportation improvements, and Fixed Base Operator (FBO) improvements. The Capital Improvement Plan Roadmap is a planning tool for the airport and county and does not need approval from the FAA though many of the projects included in it are factored into the updated ALP.