

ASPEN-PITKIN COUNTY AIRPORT

KASE

Elevation 7838'

Aspen, CO

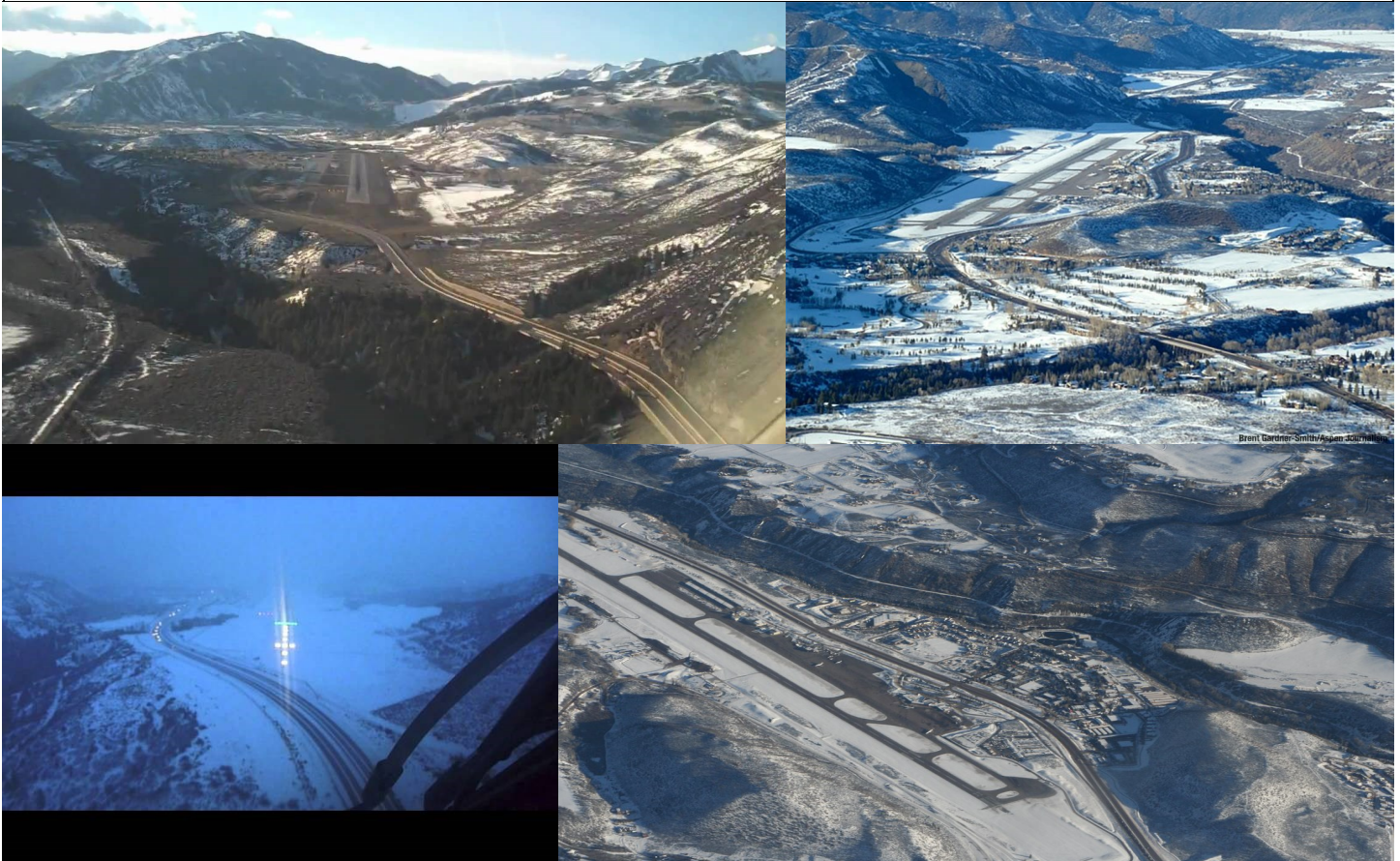
[Airport Website](#)

Airport Overview

Aspen–Pitkin County Airport (ICAO: **KASE**, FAA LID: **ASE**), also known as **Sardy Field**, is a county-owned public-use airport located three nautical miles northwest of the central business district of Aspen, in Pitkin County, Colorado.

Aspen–Pitkin Co./Sardy Field covers an area of 573 acres at an elevation of 7,820 feet above mean sea level. It has one asphalt paved runway designated 15-33 which measures 8,006 by 100 feet.

Aspen–Pitkin Co. Airport has more regular service from major carriers than any other regional ski town airport in North America. In the winter, its regular, weekly flights number more than 170 (not including extra flights often run during busy holiday seasons). In addition to regular service from Denver, Aspen sees more than 20 flights a week from Chicago and Los Angeles.



Longest Runway	Lowest Published Approach Minimums
RWY 15-33: 8006 x 100'	LOC (DME)-E: Circling 10220 (2383') 3



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Runway	Surface	Runway Length	Runway Width	LDA	GA/TCH
15	ASPH-GRVD	8006	100	7006	P 3.5°/56'
33	ASPH-GRVD	8006	100	7006	-

ATC

TOWER: 118.85

Yes

No

Notes: ARFF Index B.

AF/D Notes of Interest

- ARPT CLSD 2300-0700.
- TERRAIN WILL NOT ALLOW FOR NORMAL TFC PATTERNS. HIGH RATES OF DESCENT MAY BE RQRD DUE TO TERRAIN & LOCAL PROCS.
- ARPT LOCATED IN HIGH MOUNTAIN VALLEY WITH MOUNTAINOUS TERRAIN FROM 12500 - 14000 FT MSL IN NEAR PROXIMITY TO ARPT; NUMEROUS UNLIGHTED OBSTRUCTIONS. ALL ADVERSE WEATHER SITUATIONS MAGNIFIED IN MOUNTAINS. OPERATIONS DURING PERIODS OF REDUCED VISIBILITY DISCOURAGED FOR PILOTS UNFAMILIAR WITH AREA.
- UNCONTROLLED TRAFFIC ON THE RAMPS. RY 33 RUN-UP AREA NOT VISIBLE FROM ATCT.
- FOR ALL GA OPNS BTWN 30 MIN AFT SS TO 2300 THE FOLLOWING APPLIES: ACFT EQUIPPED AS RQRD UNDER FAR 91.205(D) FOR INST FLT - PILOT IS INST RATED; VFR PIC HAS COMPLETED AT LEAST ONE TKOF OR LDNG IN THE PRECEDING 12 MONTHS AT ASE. IFR: EXECUTE APCH/DEP PROCEDURES WITH ATC CLNC.
- UNIQUE VFR DEP PROCEDURES EXIST. CALL ARPT OPS 970-920-5760; OR FBO 970-920-2016 FOR MORE INFO.
- (A106) ACFT REQUIRING IFR SHOULD FILE FLIGHT PLAN WITH FLIGHT SERVICE 45 MIN PRIOR TO ESTD DEP.
- UNLESS CEILINGS ARE AT LEAST 2000 FT ABOVE HIGHEST TRRN & VIS IS 15 MILES OR MORE; MOUNTAIN FLYING IS NOT RECOMMENDED.
- PPR FOR TKOF ON RY 15. CTC FBO 970-920-2016.
- ARPT RESTRICTED TO MAXIMUM ACFT WINGSPAN OF 95 FT.
- PILOTS ARE RESPONSIBLE FOR PASSENGERS IN RAMP AREA. PEDESTRIANS AND VEHICLES CANNOT ENTER TWYS WITHOUT ATC CLEARANCE. STAY ON THE SOLID SIDE OF THE RED BOUNDARY MARKING LINE.
- COLD TEMPERATURE AIRPORT. ALTITUDE CORRECTION REQUIRED AT OR BELOW -22C.
- BIRDS AND OTHER WILDLIFE ON AND INVOF RWYS. WATCH FOR WILDLIFE ON OR NEAR RWYS
- ALL ARRIVING AIRCRAFT FRM 2000 TO 2300L MUST ANNOUNCE CTAF 118.85 WHEN THEY ARE 20, 15, 10 AND 5 MILES OUT AND ON SHORT FINAL. EQUIPMENT MAY BE ON THE RWY.
- ALL COMMERCIAL ACFT ADVISE PRIOR TO PUSHBACK ONTO TWY-A.
- DUE TO POOR VISIBILITY IN VALLEY, USE LNDG LGTS IN TFC PAT.
- REVIEW OF AIRPLANE PERFORMANCE RCMDD INCLUDING DA; WEIGHT & BALANCE AND CLIMB PERFORMANCE.



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AF/D Notes of Interest continued

- HANG GLIDERS; PARA GLIDERS; HOT AIR BALLOON & GLIDER OPNS ON & INVOF ARPT UP TO 18000 FT MSL.
- NOISE ABATEMENT PROCEDURES IN EFFECT. CTC ARPT OPS 970-920-5760 EXT 0.
- FBO REQUIRES 2 HRS ADVANCE NOTICE FOR STAGING ACFT PRIOR TO DEP.
- DUE TO HIGH APCH MINIMUMS PILOTS MAY NEED AN IFR ALTERNATE EVEN THOUGH WEATHER IS FORECAST TO BE HIGHER THAN 2000-3.
- RWY EXISTS TO SUPPORT THE PKN LDA ASSOC WITH THIS ARPT.
- WHEN ATCT CLSD ACTVT MALSF RWY 15; REIL RWY 33; PAPI RWY 15; MIRL RWY 15/33 - CTAF. REIL RWY 15 - ATCT OPC DAY VFR ONLY.
- DUSK-2300
- TPA FOR LGT ACFT 1185 AGL; TPA FOR HEAVY ACFT 1685 AGL.
- RWY 15 PAPI UNUSBL BYD 4 NM FM RWY THR & BYD 7 DEGS RIGHT OF RWY CNTRLN.

Terrain/Obstacles

- Arpt located in high mountain valley with mountainous terrain from 12,500'–14,000' MSL in near proximity to arpt, numerous unlighted obstructions.

Safety Factors

- CFIT due to nearby mountainous terrain on both approach and missed approach/balked landings.
- RWY 15 has 2% up-slope; RWY 33 2% down-slope.
- Airport Hot Spots, see pg 7.
- High elevation airport effects on aircraft performance.
- Higher than standard glidepath gradients increase risk of unstable approach.
- No full length parallel taxiway increases risk of runway incursion.

Approach Review

RWY 15	RWY 33
PAPI, RNAV (GPS) F, LOC/DME-E, Visual (ALL MINIMUMS ARE CIRCLE MINIMUMS)	---

Reference Documents (Double-Click on icon to retrieve)

(AFD)	(AD)		



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Accident/Incident History

A search of available databases yielded 130 reports from JAN 2018 to NOV 2022. 90 of the reports were wild-life strikes. Of the remaining 40 reports, 17 were pertinent to risks at the airport. The pertinent reports were low altitude/EGPWS warning (9), TCAS/NMAC (6), runway excursion (2)). A main causal factor for many of the reports is the mountainous terrain which makes en-route, approach, and departures more complex.

Risk Factor 1: Mountainous Terrain

Mountainous terrains surrounds the airport making approaches and departures more complex, requiring higher rates of descent and climb to make approach and departure procedures. This can lead to an overshoot of the runway, low altitude/EGPWS warning, and deviations.

Out of all the related reports, there was only one fatal. A hawkler operating under part 91 departed the airfield and subsequently impacted the mountainside shortly there-after. The investigation is still on-going as of 11/2022. Therefore the below synopsis is provided as advisory only:

NTSB Accident Report Number: CEN21FA305

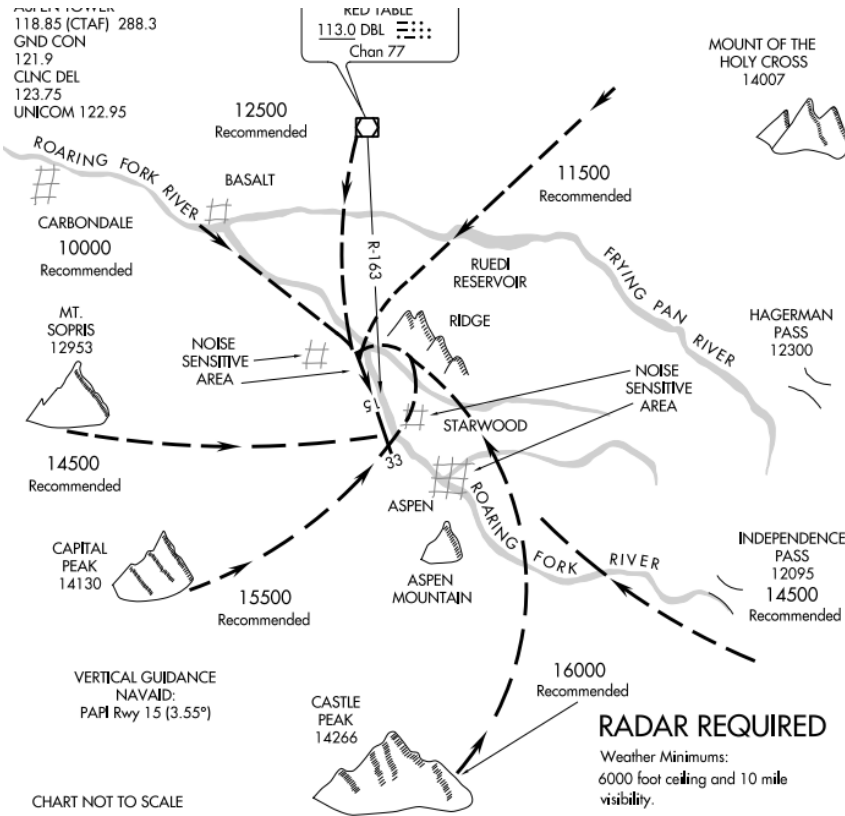
On July 3, 2021, about 1838 mountain daylight time, a Beech G36 airplane, N36JJ, was destroyed when it was involved in an accident near Aspen, Colorado. The two pilots were fatally injured. The airplane was operated under the provisions of Title 14 Code of Federal Regulations Part 91 as a personal flight. According to preliminary information, the airplane landed at the Aspen/Pitkin County Airport (ASE) about 1353 to stop for fuel and lunch. The pilots then requested an instrument flight rules (IFR) flight plan to the Des Moines International Airport (DSM), Des Moines, Iowa. The ground controller issued a clearance that included the LINDZ Nine Departure Procedure, to climb and maintain 16,000 ft, and to expect 17,000 ft, 10 minutes after departure. The pilot responded that they could not accept 16,000 ft, which was required for the departure procedure, and would instead depart using visual flight rules. The controller queried the pilot if they were going to fly down the valley before proceeding eastbound or northeast through the ridge. The pilot responded that they would make that decision after they took off, "once we see what's going on." The pilot advised that they would make a right turn takeoff and requested to climb over the airport. After departure, the flight was cleared to climb over the Aspen airport and the pilot informed the controller that they would depart to the south-southeast. The tower controller acknowledged and advised that they would let them know when the flight was high enough to proceed. When passing through 10,100 ft, the pilots informed the tower that they would depart to the east, stating "we're above it." When the flight was 5 miles east of the airport, the tower controller informed them that they were leaving ASE airspace and approved a frequency change. The pilot asked the tower controller to recommend a frequency, however the tower controller did not respond. The flight continued to the east and southeast. Radar data showed the airplane as it approached a semi-circular mountain ridgeline with tops over 13,000 ft. Data indicated that the airplane was at 11,500 ft as it approached the ridgeline and then the airplane subsequently dropped off radar. The airplane was located near a meadow in a wooded area at an elevation of about 11,000 ft. A post impact fire ensued.

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CAUTION
Mountainous Terrain All Quadrants

UNIQUE AIRPORT OPERATING CHARACTERISTICS

- ASPEN PITKIN COUNTY AIRPORT IS LOCATED IN THE ROARING FORK VALLEY WITH RAPIDLY RISING TERRAIN TO THE NORTHEAST THROUGH WEST (CLOCKWISE)
- AIRCRAFT TYPICALLY OPERATE ONE-WAY IN (RUNWAY 15) AND ONE-WAY OUT (RUNWAY 33)
 - CAN BE VERY CHALLENGING WITH RAPIDLY SHIFTING OR GUSTY WINDS (TAILWINDS CAN AND DO OCCUR OFTEN)
- AIRPORT ELEVATION: **7838'** (MEASURED AT HIGHEST POINT, APPROACH END OF RUNWAY 33)
- RUNWAY **15** IS **UP** SLOPED 1.97% (PRIMARILY USED FOR LANDING)
 - RUNWAY 15 THRESHOLD IS **158'** LOWER THAN RUNWAY 33
- RUNWAY **33** IS **DOWN** SLOPED 1.97% (PRIMARILY USED FOR TAKEOFF)
- PARALLEL TAXIWAY ALPHA IS ALSO SLOPED SIMILAR TO RUNWAY 15/33 AND TYPICALLY REQUIRES ADDITIONAL THRUST ABOVE IDLE TO TAXI SOUTHBOUND TOWARD RUNWAY 33 (UPHILL)
- NO STRAIGHT IN PUBLIC PUBLISHED INSTRUMENT APPROACH PROCEDURES (CIRCLE-TO-LAND ONLY MINIMA)
- LOC/DME-E APPROACH REQUIRES A 6.59° VERTICAL PATH FROM FINAL APPROACH FIX (FAF) TO RUNWAY 15
- TAILWIND CONDITIONS OFTEN EXIST, CAREFULLY EVALUATE REPORTED AVERAGE & INSTANTANEOUS WINDS
- DURING STRONG WESTERLY WIND CONDITIONS (25+ KNOTS), WINDSHEAR IS LIKELY ABEAM BRUSH CREEK ROAD, ADJACENT TO THE INTERCEPT LOT. EXPECT POSSIBILITY OF AN EGPWS WINDSHEAR ALERT, IF EQUIPPED.

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BALKED LANDING (EXTRACTION MANEUVER)

- OPERATORS SHOULD CONSIDER THE DEVELOPMENT AND POTENTIAL NEED TO USE A BALKED LANDING ("EXTRACTION MANEUVER") PROCEDURE FOR RUNWAY 15 DUE TO RAPIDLY RISING TERRAIN TO THE SOUTH OF THE AIRPORT, RESTRICTING A NORMAL GO-AROUND PROFILE
- THIS PROCEDURE IS USED IF A BALKED LANDING/GO-AROUND IS INITIATED PAST THE MISSED APPROACH POINT (CEYAG)
- TYPICALLY, A BALKED LANDING PROCEDURE AT ASPEN WILL REQUIRE A CLIMB STRAIGHT AHEAD OVER RUNWAY 15, THEN AT A SHORT DISTANCE PAST THE RUNWAY, BEGIN A CLIMBING LEFT TURN TO THE NORTHWEST TO JOIN THE MISSED APPROACH I-PKN BACKCOURSE (EXACT PROCEDURE, AIRSPEED, BANK ANGLE, AND CONFIGURATION WILL VARY DEPENDING ON AIRCRAFT TYPE)
- FLIGHT CREWS SHOULD ADVISE ASE ATCT WHEN EXECUTING A BALKED LANDING AND INCLUDE A BRIEF DESCRIPTION OF THE FLIGHT PATH TO BE FLOWN TO FACILITATE TRAFFIC SEPARATION
 - "ASPEN TOWER, ABC123 EXECUTING A BALKED LANDING, PROCEEDING STRAIGHT AHEAD, THEN MAKING A CLIMBING LEFT TURN TO THE NORTHWEST ON HEADING 280"

-- ASE - KASE --
ELEVATION 7837

LANDING PERFORMANCE
CESSNA CITATION CJ4
FJ44-4A ENG
525CFM-05

-- ASE - KASE --
ASPEN, CO
ASPEN-PITKEN CO/SARDY

BALKED LANDING PROCEDURE:

- INITIATE THE BALKED LANDING AT OR PRIOR TO 50 FT ABOVE LANDING THRESHOLD.



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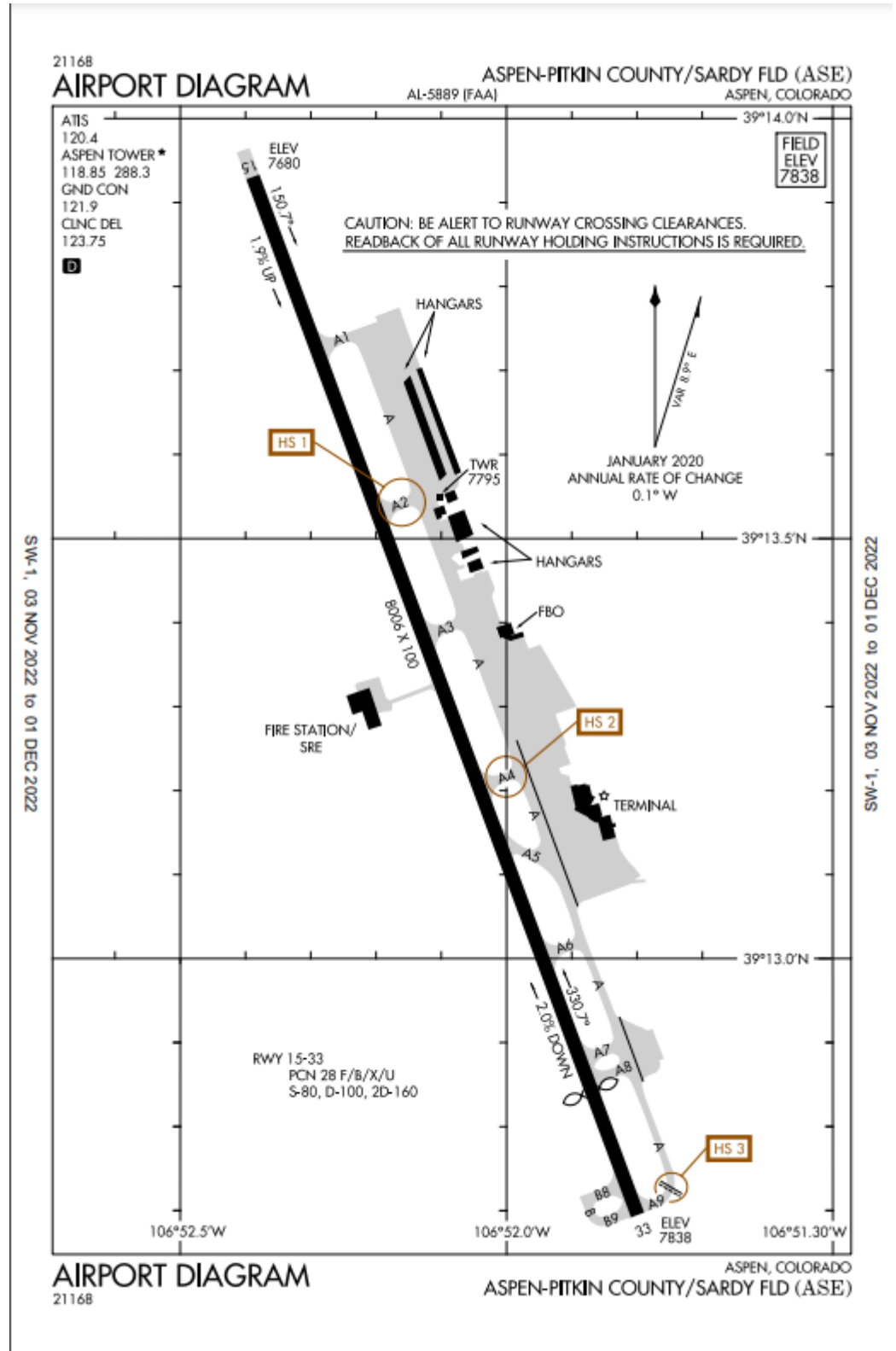
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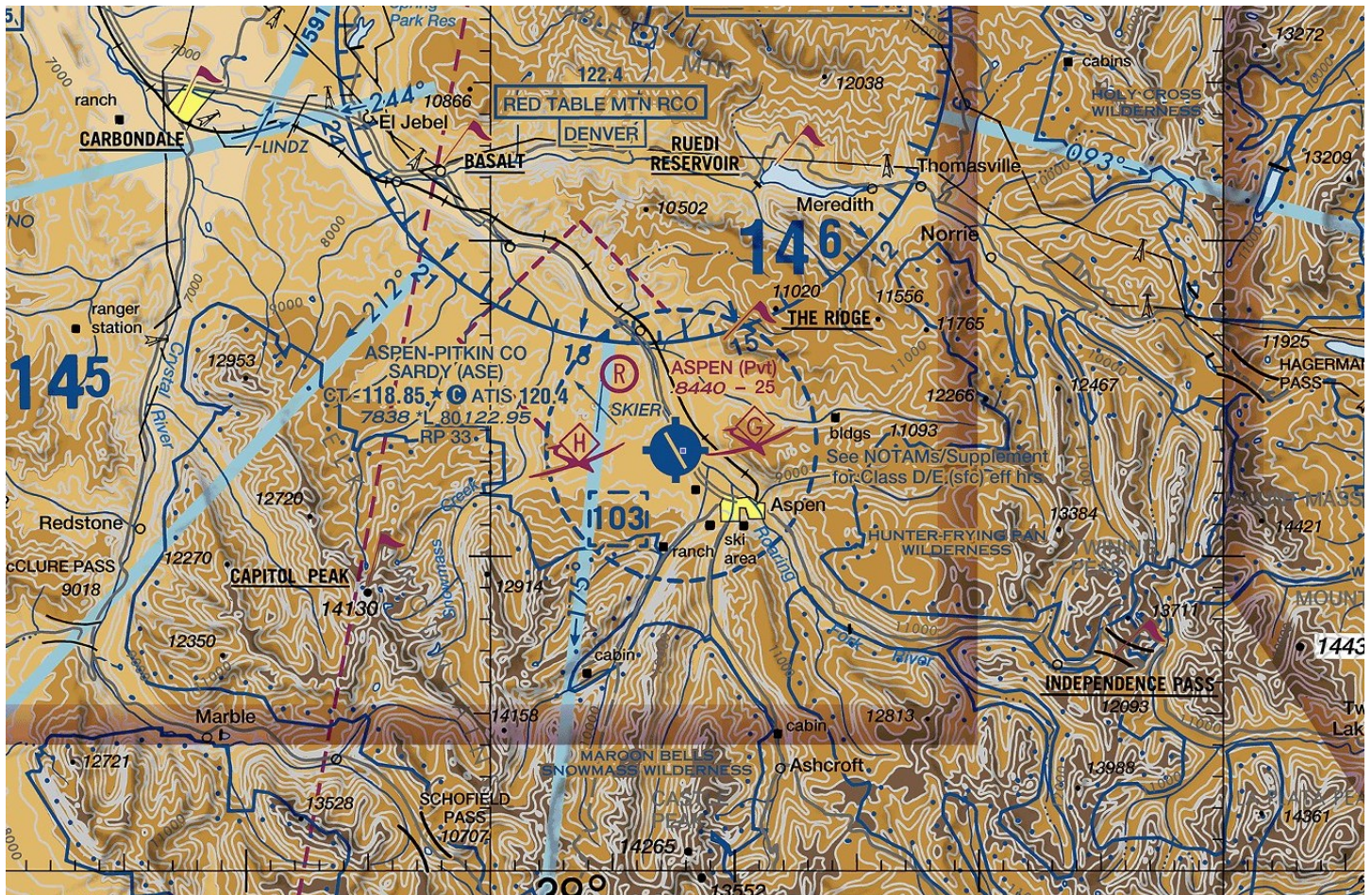
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CAUTION

Airport Hot Spots





Risk Analysis

Hazard	(Optional) Mitigations—Please fill in your own company mitigations
CFIT due to nearby mountainous terrain on both approach and missed approach/balked landings.	
RWY 15 has 2% up-slope; RWY 33 2% down-slope.	
Airport Hot Spots.	
High elevation airport effects on aircraft performance.	
Higher than standard glidepath gradients increase risk of unstable approach.	
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