

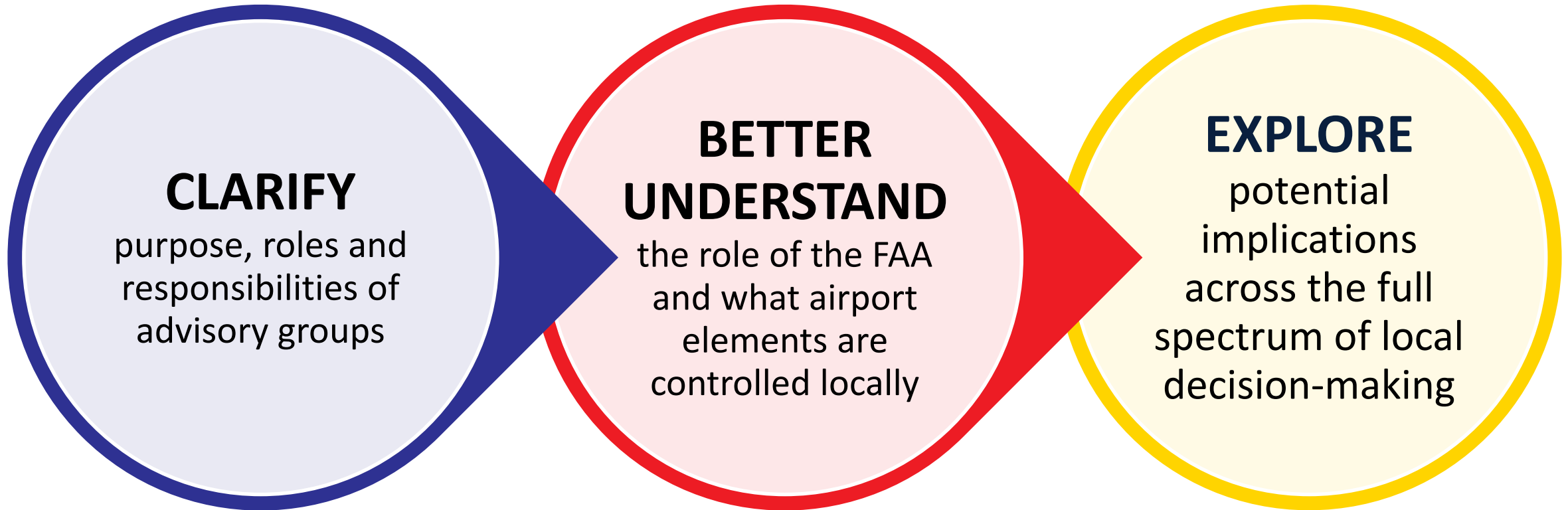


Aspen/Pitkin County Airport

ASE VISION PROCESS

March 20, 2019

Meeting Purpose



A stylized graphic on the left side of the slide. It features a large yellow circle representing a sun in the upper left. Below it is a solid red square. To the right of the red square is a solid blue rectangle. A black line representing a tree trunk starts from the bottom left and branches out to the right, passing behind the red square and blue rectangle. The branches end in two leaves: a red leaf on the left and a white leaf on the right. The background is a light gray gradient.

Agenda

Welcome and Introductions

**Going Deeper with the Airport Vision
Committee**

**What to Expect from the FAA: Airport
Compliance Overview**

“Clear the Air” Panel Discussion

Breakout Group Discussion

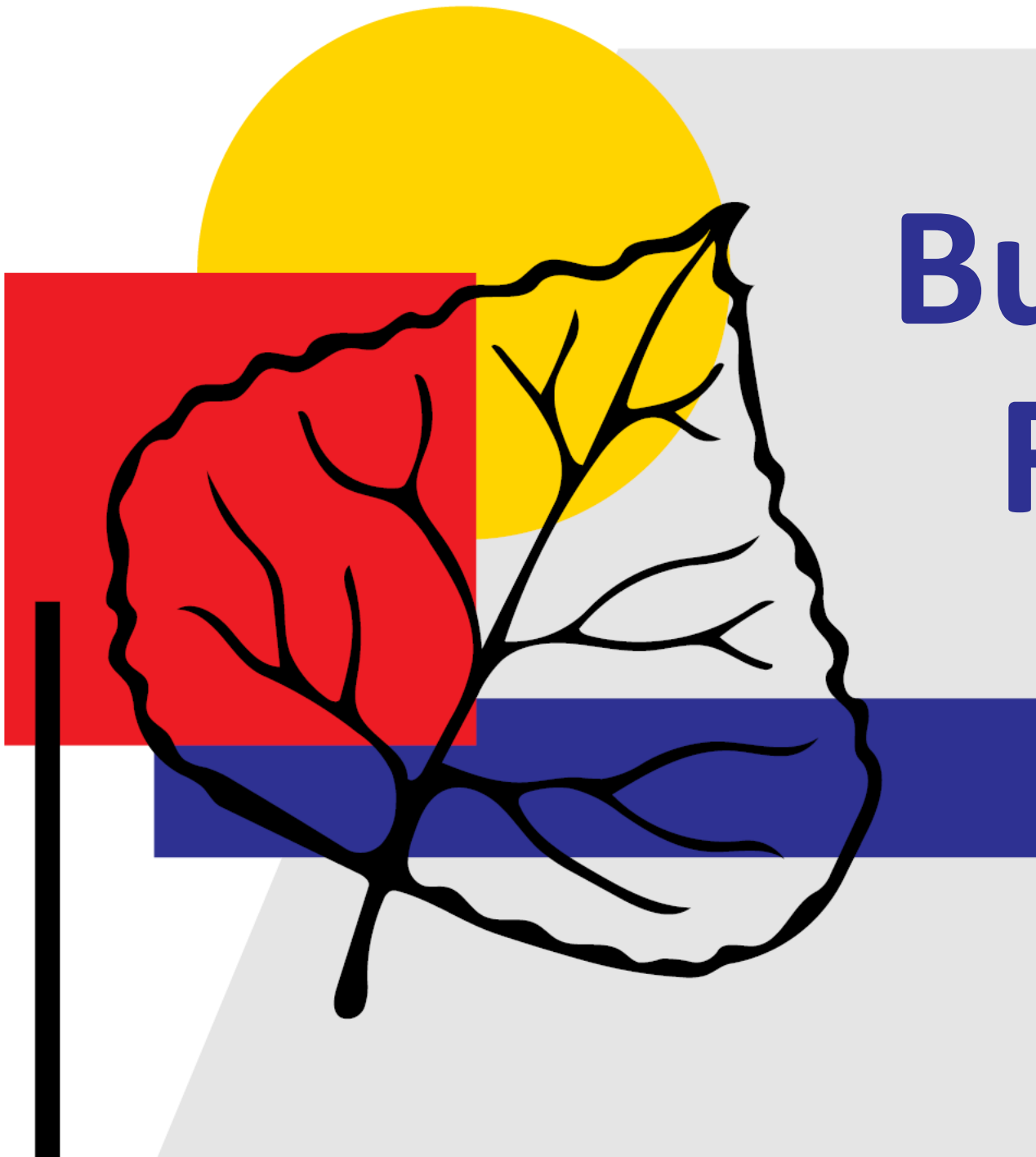
Next Steps

Your Questions. Answered.

- Throughout this presentation you will see your questions or representative questions/themes
- Tonight's meeting includes Q&A
- Some of your questions will be answered in forthcoming meetings by other subject matter experts
- Continue to send them to info@asevision.com

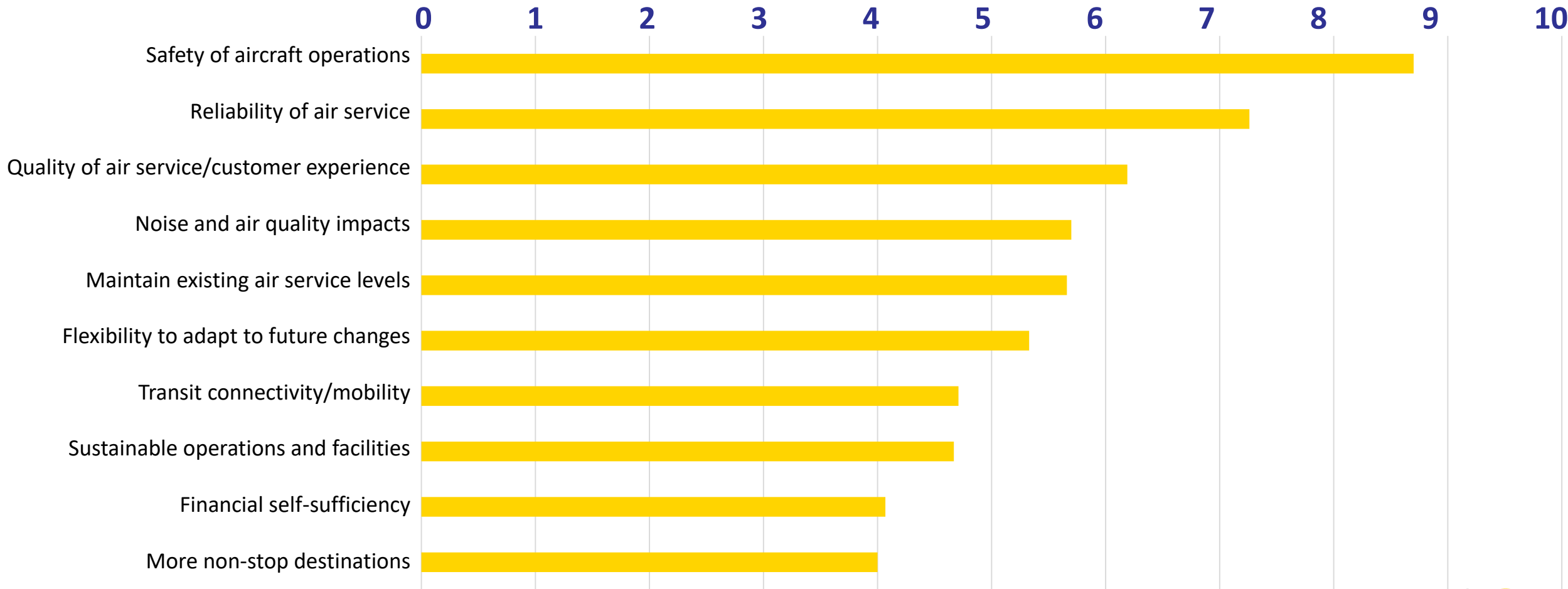


Your
Questions
Here



Building on the February 21st Kick Off Meeting

How would you prioritize the following airport issues over the next 30 years?



Key Priorities

... **Safe Airport** ...

**Reliability and
Quality of Air
Service** ...

... **Emphasis on a
Transparent and
Open Process,
All Voices be
Heard**

2019

WG Working Groups

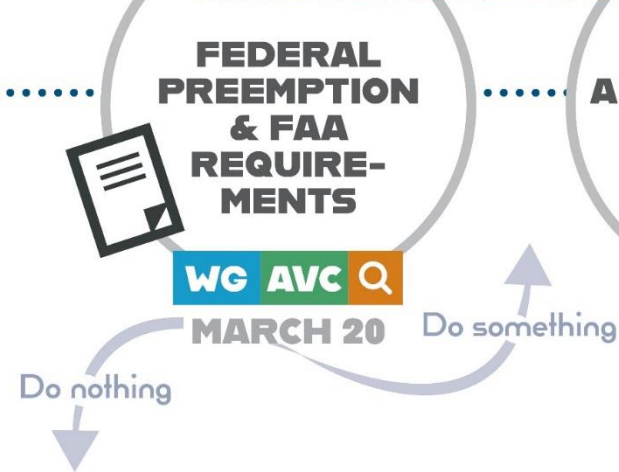
AVC Airport Vision Committee
*AVC meeting date TBD

Q Focus Group

WHY ARE WE HERE?



UNDERSTANDING EXTERNAL CONSTRAINTS AND DRIVERS



TRENDS IN AIRSPACE & THE AIR SERVICE INDUSTRY



WHAT WILL THE AIRPORT BE IN 30 YEARS?



Focus Group schedule will be determined by AVC throughout the process

WHAT HAPPENS NEXT?



PREFERRED VISION FOR THE FUTURE OF ASE



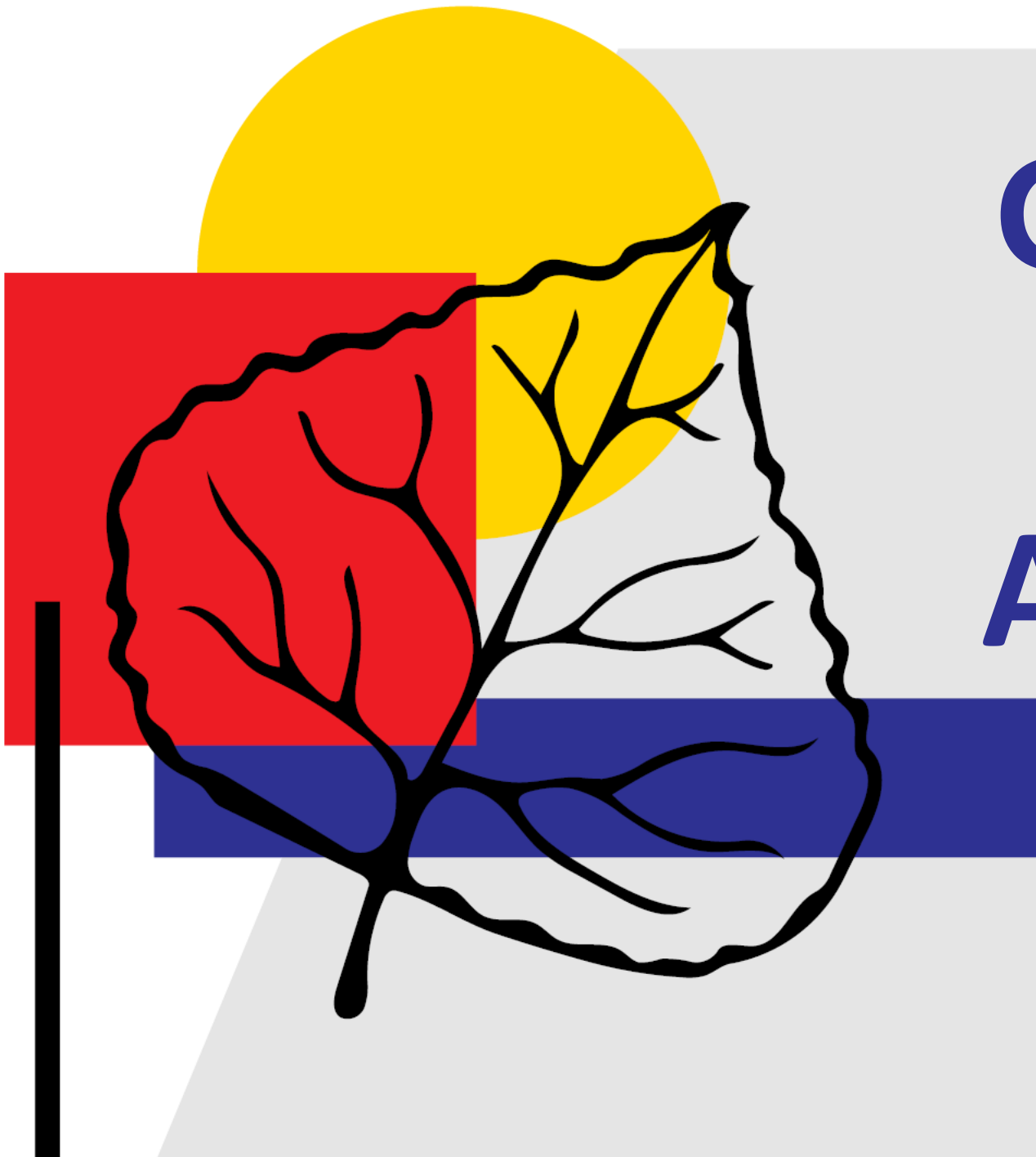
WHAT CAN WE AFFORD TO DO?

Program Funding and Phasing



REFINING THE VISION





Going Deeper with the Airport Vision Committee

ASE Vision: The future of Aspen/Pitkin County Airport

...
**Safety is the
unquestioned
bedrock on which
we'll make all
decisions at
Aspen/Pitkin County
Airport**
..

..
**Importance of
working
collaboratively**
..

..
**Importance of
staying together
through the
learning process
and developing
trust**
.

..
**Giving the Pitkin
County
Commissioners the
best and most
thoughtful
recommendations for
the future of our
airport**
...

What are the Aspen/Roaring Fork Valley attributes that set our community apart and make us unique?

- *“...the only one of its kind; distinctive; special; individual.”* We all know, believe and appreciate our uniqueness – that’s why we’re here today
- We value our uniqueness, take pride in it and steadfastly strive to preserve it
- the amazing views when the airplane lands in Aspen, the fresh, cold air smells that when we deplane immediately make us say, “I’m home!”

WE HAVE A VERY UNIQUE OPPORTUNITY TO CHART OUR AIRPORT’S DESTINY FOR THE NEXT 20 – 30 YEARS

Attributes of our community

- The lack of hustle and bustle freeways
- Four world class mountains waiting for our ski tracks
- An iconic music tent filled with summer long scintillating sounds
- Unparalleled scenic hiking, walking, biking trails



We have diverse community constituents

- Residents who work the robust tourism economy and service industry in the Roaring Fork Valley
- Full time residents and second home owners
- Philanthropic contributors to our outstanding AVH Hospital, varied community world class art and cultural institutions

**MANY OF US IN THIS ROOM USE THE AIRPORT AS OUR
VEHICLE TO TRAVEL TO AND FROM THE REST OF THE WORLD**

The visioning objectives of our community are ambitious

- **Airport Experience Working Group** - define how the airport users could immediately see and feel Aspen's unique environment.
- **Technical Working Group** – distill and understand safety and operational requirements as they relate to the airport layout plan.
- **Community Character Working Group** - collectively decide how the airport can reflect our diverse community of intelligent and opinionated locals, service workers, second homeowners, tourists and guests.
- **Focus Group** - test and refine the complex, unique ideas and concepts that we suggest or research.
- And, the **Airport Vision Committee** will consolidate our next 9 month collaborative findings into exciting, creative and unique recommendations to the BOCC.

Advisory Group Structure



AIRPORT VISION COMMITTEE

- Provides overall guidance, direction and oversight
- Consolidates and integrates findings of the advisory groups
- Makes recommendations to inform BOCC decision-making

COMMUNITY CHARACTER WORKGROUP

- Defines the airport from the perspective of the community

TECHNICAL WORKGROUP

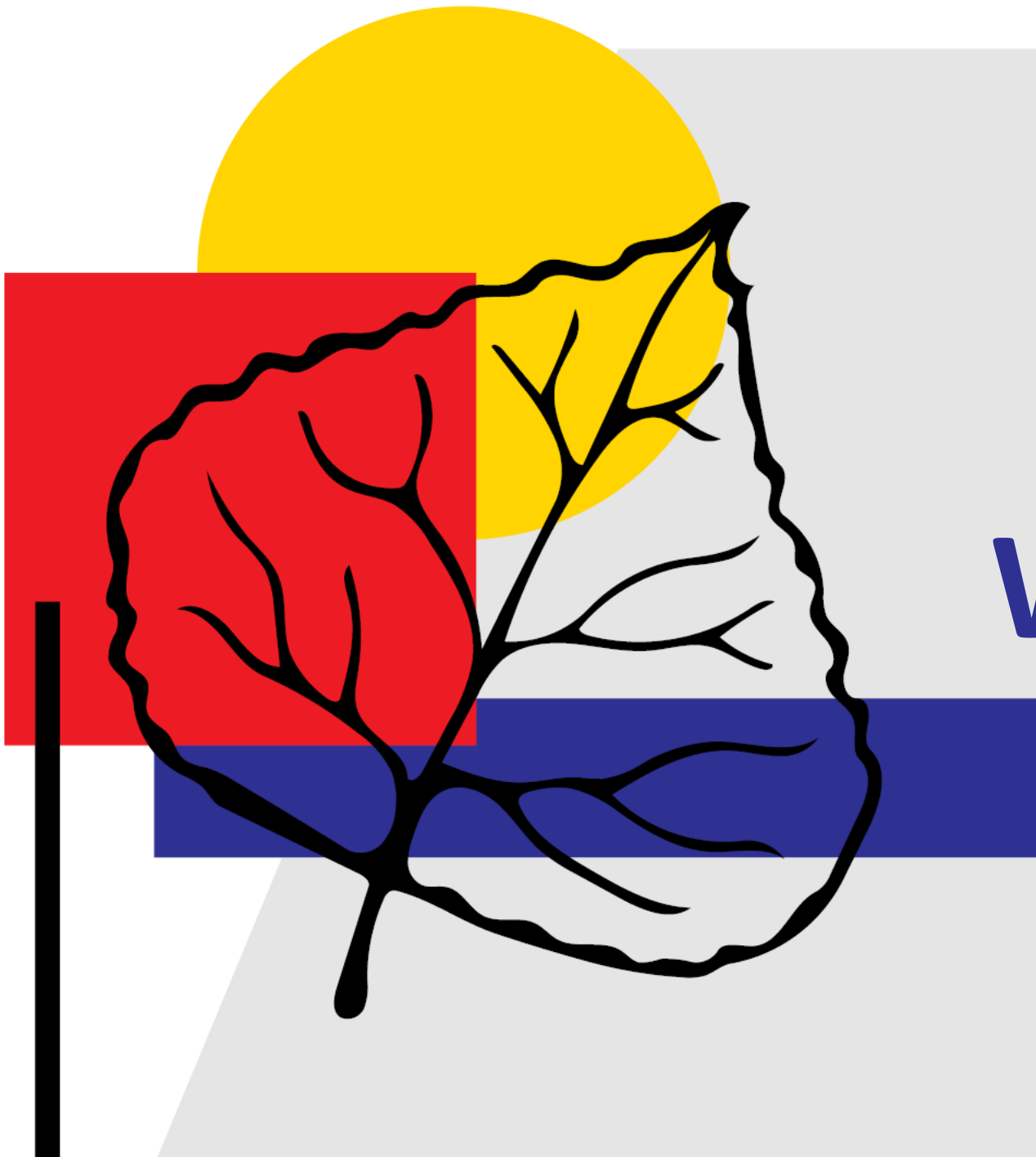
- Defines the airport in terms of facility requirements

AIRPORT EXPERIENCE WORKGROUP

- Defines the airport from the perspective of the users

FOCUS GROUP

- Tests ideas, refines on key topics and complex concepts



Airport Compliance: What to Expect from the FAA

Professional Experience of Gregory S. Walden

- **Senior Advisor** | McGuireWoods Consulting LLC & Partner, McGuireWoods LLP, Washington, DC
- **Chief Counsel** | Federal Aviation Administration, 1988-1990
- **Adjunct Professor of Aviation Law** | Antonin Scalia Law School at George Mason University, *1998 to present*
- **Adjunct Professor of Transportation Law** | Schar School of Public Policy at George Mason University, *2002 to present*
- **Co-author** | *Aviation Law – Cases and Materials* (Carolina Academic Press 2006)

The Relationship Between Federal, State and, Local Government

Building and expanding airports are a State and local responsibility

Federal government has no authority to direct the construction or expansion of an airport (except Dulles and Reagan National); however these activities are subject to Federal safety regulations

Justice Douglas in Griggs v. Allegheny County (1962)

- **Airport owner decided . . .** *where airport would be built, what runways it would need, their direction and length, and what land and navigation easements would be needed.* The Federal Government takes nothing; it is the local authority which decides to build an airport vel non, and where it is to be located.

The Relationship Between Federal, State and, Local Government (cont.)

Federal government promotes and enables building of airports and airport improvements: Airport Improvement Program (AIP) grants

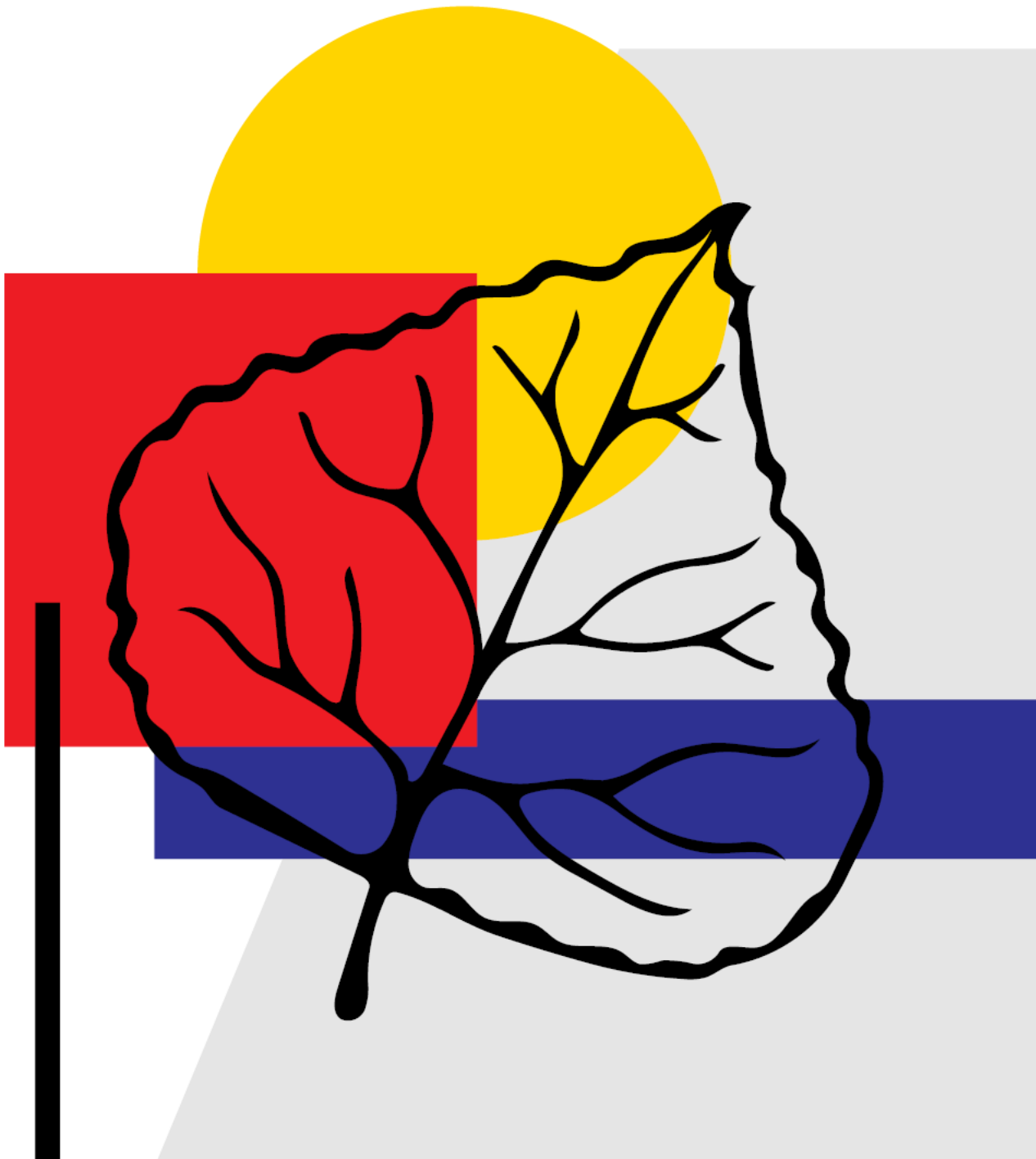
Receiving AIP funds subjects airport sponsor to grant assurances

- *Airport must be available for public use on fair and reasonable terms to all classes of users without unjust discrimination*
- *No exclusive right as to landing area and aeronautical services*

Federal law authorizes airport to impose a Passenger Facility Charge (PFC) and use PFC revenue

Federal law requires airports to obtain FAA safety certificate to accommodate commercial service (Part 139)

Airport is subject to Federal safety regulation on airport design, operation (airspace and airfield), and maintenance



Local Role at ASE

Who Exercises Local Control?

- FAA looks to “airport sponsor” also known as “airport proprietor”
 - This can be a State, a county, a city, or an authority (*only a handful of commercial service airports are privately owned*)



- FAA solicits views of local citizens during environmental review process

The Role of the Local Government

- Airport Operator
- Airport Owner
- Permit holder, working with local permitting agencies for project delivery
- Signatory to agreements with airlines, and concessionaires including FBO
- Employer of airport personnel
- Controls Airport Enterprise Fund
- Emergency response

Airspace

Approach and departure paths

- FAA responsibility, dictated by safety and efficiency; noise impacts may be considered
- Part 150 noise mitigation measure -- must be voluntary

Number of aircraft operations

- Airport may not impose artificial limit on airlines, operations, or passengers
- Market conditions are key (*entry is deregulated*)
- Airport design and terminal capacity are limiting factors

Aircraft types in terms of size

- Airport may not impose limits (*Pitkin County Code wingspan restriction reflects FAA safety limitation*)
- Airport design and terminal capacity are limiting factors

**THE LOCAL ROLE
OVER AIRSPACE IS
PRIMARILY NOISE-
RELATED**



**Are we considering
United's acquisition
of CRJ550 that
would serve ASE
(within standards)
with the airport
improvements?**

Environmental Impacts

Aircraft types in terms of noise and emissions

- Airport may not impose limits
- FAA Stage 3 & 4 noise limits

Time of operations

- 11 pm to 7 am noise curfew grandfathered in 1990
- Airport may not impose new limits, except with FAA approval
(no approvals in 28 years)

Airport surface vehicle emissions subject to local control

THE LOCAL ROLE OVER ENVIRONMENTAL IMPACTS OF AIR OPERATIONS IS PRIMARILY NOISE-RELATED



Is the Pitkin County Airport curfew set in stone or are we in jeopardy of losing it if the airport is expanded or not expanded?

Runways and Taxiways

THE LOCAL ROLE
OVER RUNWAYS AND
TAXIWAYS IS SUBJECT
TO SAFETY
REQUIREMENTS

Airport sponsor determines:

- To build, expand or widen the runway
- To build, expand or widen the taxiway

FAA design standards and recommendations prescribe:

- Runway and taxiway length, width, strength and materials
- Separation distance between runway and taxiway, based on particular Airplane Design Group standards

Airplane Design Group is a function of tail height and wingspan

FAA has permitted modification of **airport design standards**

Airfield

**THE LOCAL ROLE
OVER THE AIRFIELD
IS SUBJECT TO
SAFETY AND
COMPETITION
REQUIREMENTS**

Airport sponsor determines:

- Size of terminal, number of gates, size of apron

Airport Layout Plan (ALP)

- All development and planned development must be shown on ALP subject to FAA approval (and possible environmental review)

FAA has design requirements

- Terminals, gates, aprons, de-icing facilities, and fueling

Fixed-base operators (FBOs)

- Must comply with airport minimum standards; no exclusive right, but space limitations may preclude additional FBO

Number and size of hangars is up to airport sponsor and determined by demand/capacity analysis

Terminal

THE LOCAL ROLE
OVER THE
TERMINAL IS
SUBJECT TO
GRANT
ASSURANCES

Airport sponsor is subject to AIP grant assurances

- No unjust discrimination as to any aeronautical service
- No exclusive right as to any aeronautical service
- System of rates and charges must strive to keep airport self-sustaining

Grant assurances for airport property acquired with Federal funds (most of ASE airfield) last for as long as airport is operating

What happens when there is no room at the inn? Airport sponsor may control:

- Number of gates (*not subject to competitive access laws*)
- Type of gates (*e.g., jet bridges, apron size*)
- Terminal capacity
- Size and capacity of parking facility

Federal Funding Considerations

- FAA **may** fund **up to 90% of eligible projects** at non-hub airports, including terminal development
- Funding is **subject to congressional authorization and appropriation**, notwithstanding Airport and Airway Trust Fund
- **Apportionment funding** based on enplanements
- **Discretionary funding** is subject to competing demands of other airports
- **Safety gets highest priority** – bringing airport into compliance with standards
- **Security, capacity, efficiency, competition, noise mitigation** – all eligible purposes but secondary to safety

In the event of a pre-existing non-standard airfield configuration, AIP funds may only be used to rehabilitate or reconstruct the affected airfield element if FAA has formally approved a modification to standards or the airfield element is brought up to standards. (FAA Order 5100.38D, page 3-19)



Speak to FAA
modification of
standards
categories and the
FAA's role in
funding for both
commercial and
general aviation?

How does ASE fit into this?

- **One 8,006 X 100 ft. runway** – *length, width, and strength are limiting factors*
- **One taxiway** – *distance from runway is limiting factor*
- **Number of gates** – *limiting factor*
- **Manufacturer and airline choice of aircraft type** – *limiting factor*

ADG D-III REQUIREMENTS

- Runway/taxiway separation is 400' (ASE is 320')
- Up to 118' wingspan (ASE limit is 95')
- Runway width is 150' (ASE is 100')
- Landing weight determined by forecast fleet mix and number of operations (ASE limit is 100,000 lbs. landing weight)

ASE airfield is NON-STANDARD ADG D-III in a number of respects

- Most important is width of runway and distance between runway and taxiway
- ADG III aircraft may operate only if wingspan does not exceed 95'

Note: ADG D-III refers to Airplane Design Group III and Aircraft Approach Category D



**Will the approach
minimums for
commercial use be
the same or lower
or higher with the
proposed new
runway
improvements?**

Options

DO NOTHING: NON-STANDARD ADG III

- FAA funding of terminal and other improvements not likely
- Commercial air service and business operations likely to decline
- Deciding to remain nonstandard airfield may increase liability risks and make insurance more difficult to obtain
- FAA has indicated this is not a viable option
- Unintended consequence: FAA downgrade to ADG II and seeks to recoup grant funds for past ADG III improvements

UPGRADE TO ADG III STANDARDS

- FAA AIP funding is likely provided runway width and distance between runway and taxiway are fixed
- May attract other airlines operating other aircraft types...but size of airfield and terminal are limiting factors

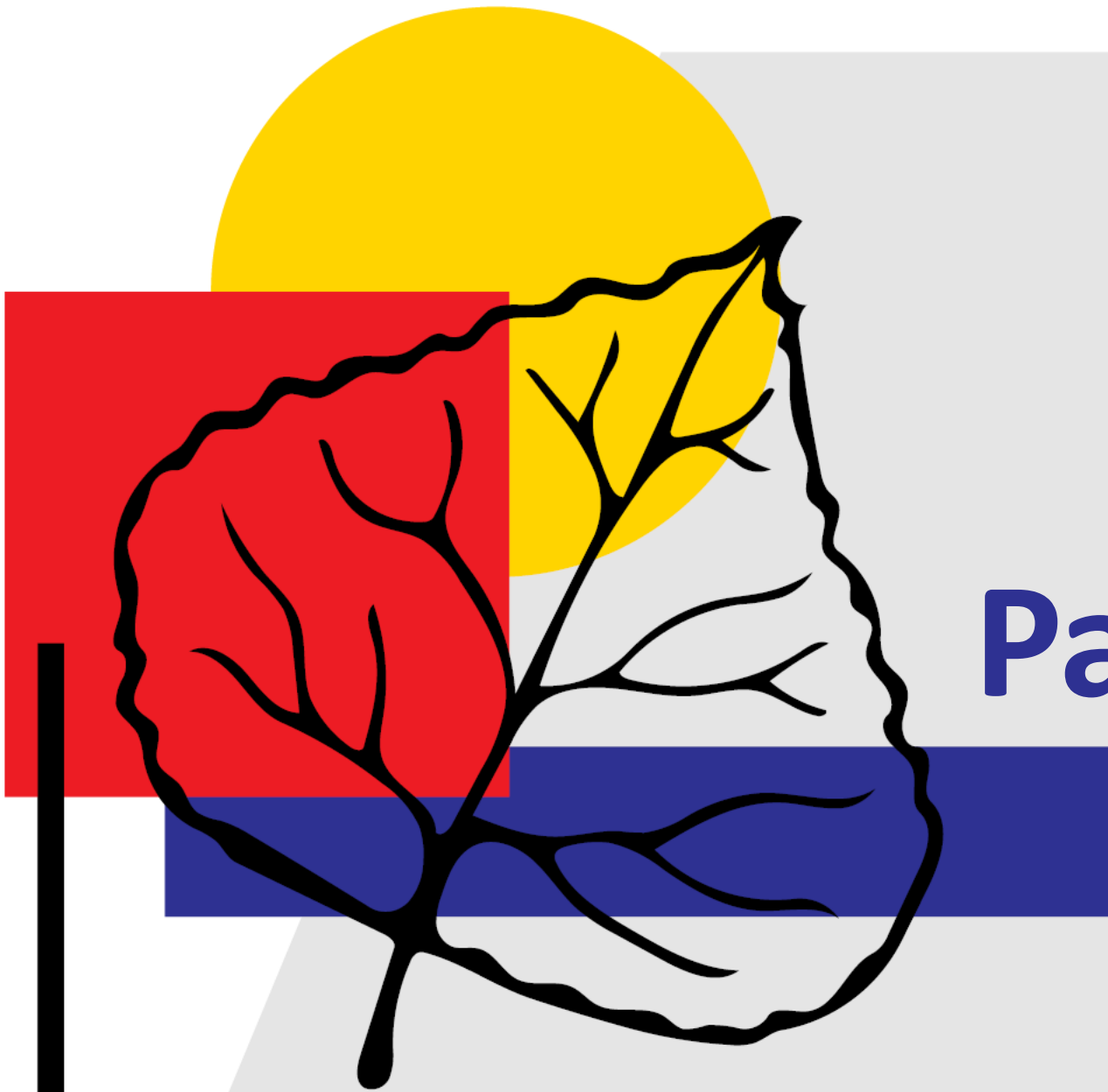
ADG III doesn't mean growth

RECAP OF LOCAL CONTROL FACTORS

- Overall size of the airport
- Capacity of the terminal to handle aircraft and people
 - *Size/number of gates*
 - *Terminal passenger space*
- Ground transportation infrastructure
 - *Parking*
 - *Roadway capacity*
 - *Pick up/drop off/curb space*



Is there a limit to the number of flights or passenger arrivals that the airport will handle? Or the community can tolerate? Who determines the volume?

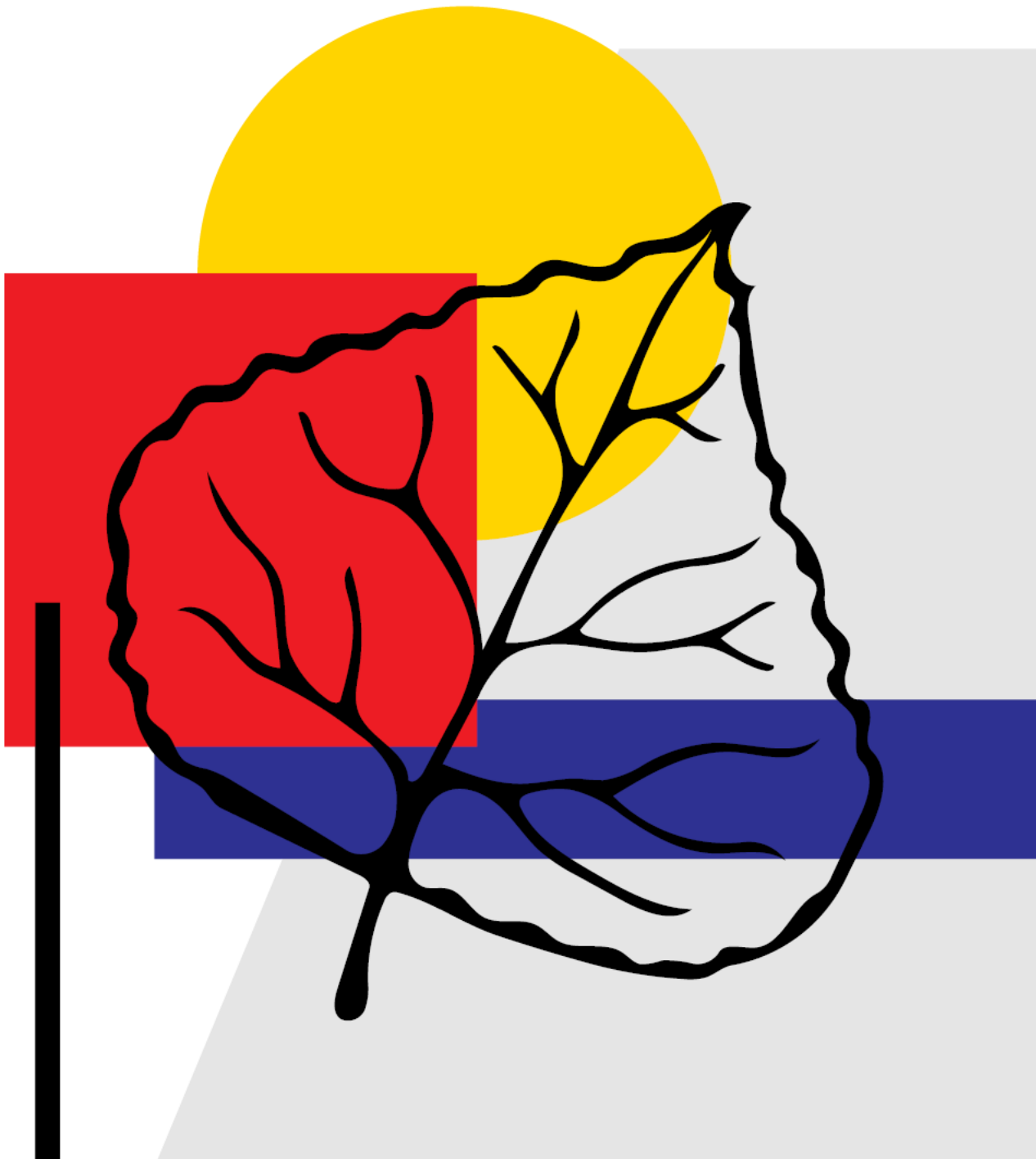


“Clear the Air” Panel Discussion

Your Questions. Answered.



DO YOU HAVE FOLLOW-UP QUESTIONS?
Send them to **info@asevision.com**

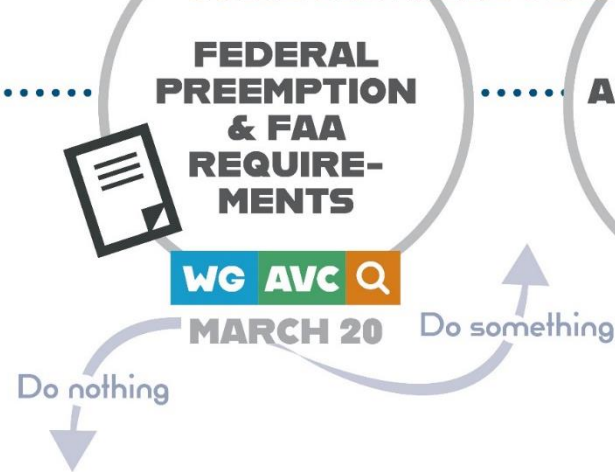


Next Steps

WHY ARE WE HERE?



UNDERSTANDING EXTERNAL CONSTRAINTS AND DRIVERS



WHAT WILL THE AIRPORT BE IN 30 YEARS?



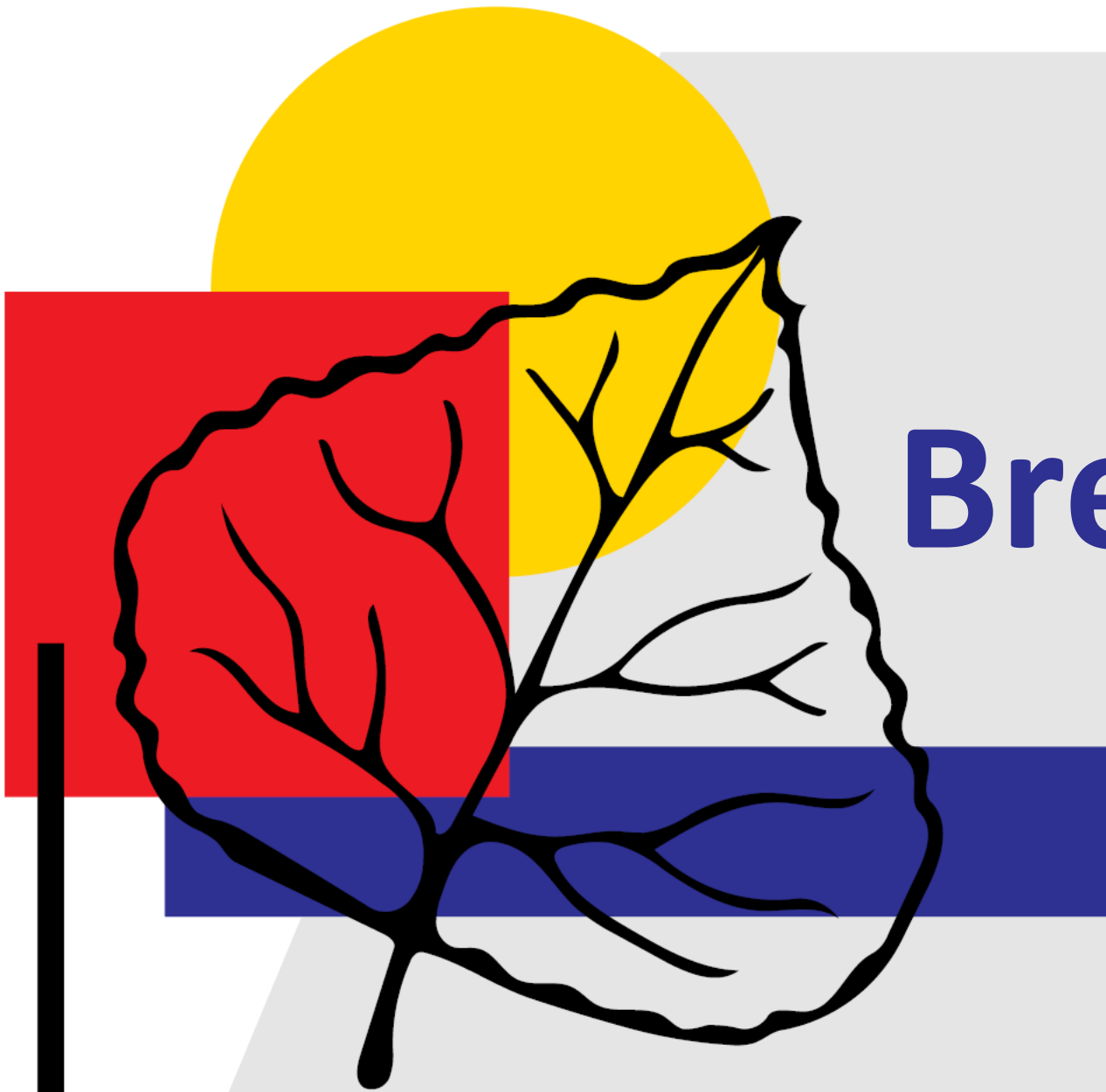
Focus Group schedule will be determined by AVC throughout the process

WHAT HAPPENS NEXT?



WHAT CAN WE AFFORD TO DO?





Breakout Group DISCUSSION

Breakout Group Locations

Airport Vision Committee▶ Catto Boardroom (*upstairs*)

Community Character Workgroup▶ Murdock Lounge

Airport Experience Workgroup▶ Barksdale Lobby

Technical Workgroup▶ Kaufman Room (*downstairs*)

Focus Group▶ McNulty Room

Ground Rules and Objective

...
**All voices are
heard**

...
**Civil and
respectful
participation**

...
**Working
collaboratively
to meet
objectives**
....

ASE Vision: The future of Aspen/Pitkin County Airport

Consider the following as you formulate your vision for the future of the Aspen/Pitkin County Airport:



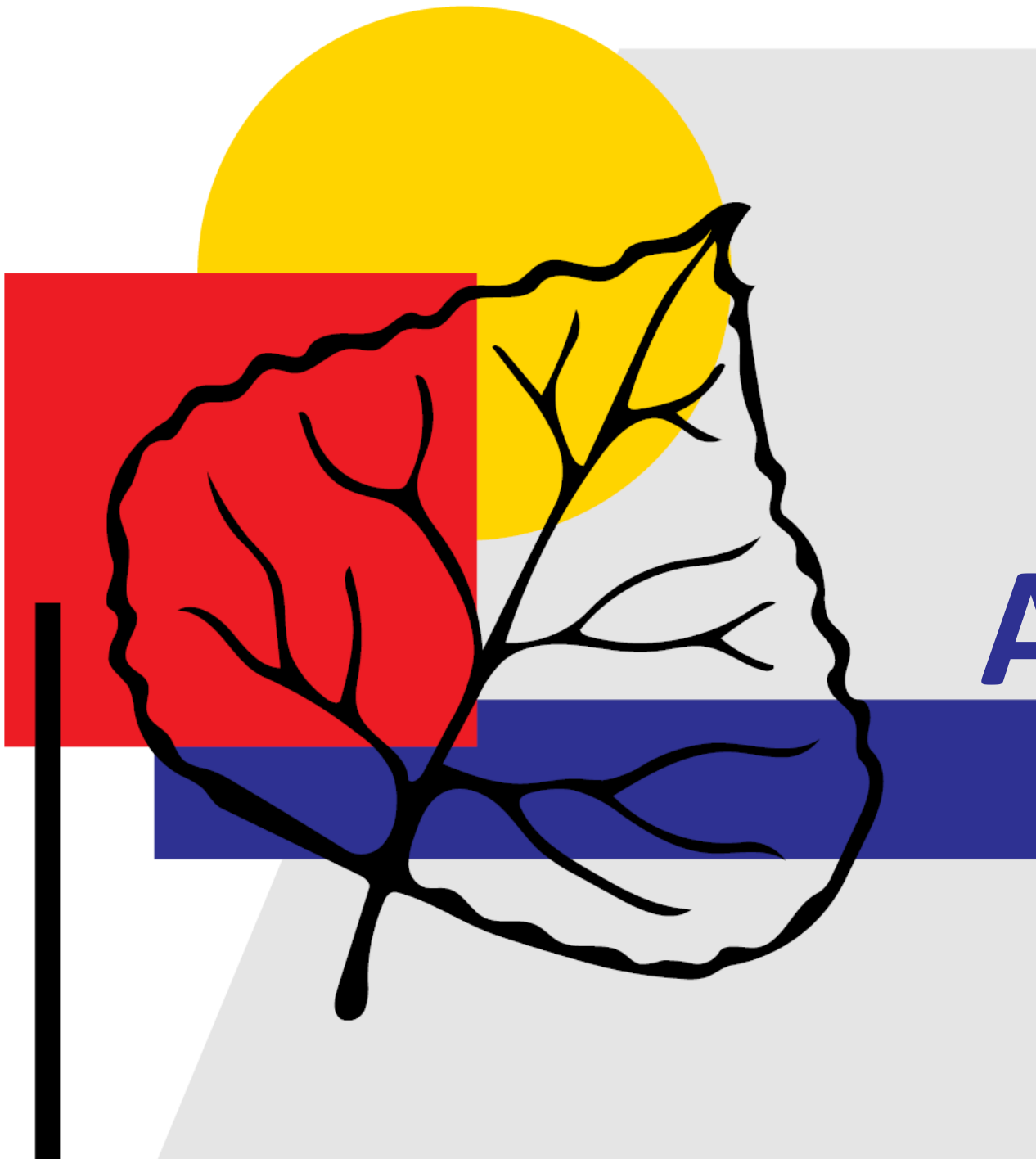
Will we be addressing issues like ground transportation and how it affects our community?

- Why did you choose to participate in ASE Vision?
- What commercial and general aviation air service do you want? Keep it the same, have less service, or more service than today?
- Describe the ideal airport experience you want to have in 30 years.
- In addition to “Safety,” identify 3 community values that you think are deeply important to guide the future of the airport in our valley.

Current Activity at ASE and Peer Airports

	Aspen/Pitkin County Airport	Eagle Airport	Grand Junction Airport	Jackson Hole Airport
General Aviation	15,715	17,965	21,326	9,953
Air Taxi (Itinerant)	9,514	8,172	9,309	7,982
Air Carrier (Itinerant)	11,590	4,382	4,921	8,080
Military (Itinerant)	159	3,268	1,686	187
Civil (Local)	4,152	6,410	10,784	724
Military (Local)	108	1,580	722	37
Total	41,238	41,777	48,748	26,963
Annual Enplanements 2017	245,306	154,319	224,393	341,192
2018 (Jan.-Sept.)	232,295 *Full year: 284,172	146,636	162,648	320,500

Sources: Air Traffic Activity System (ATADS), airport operations. Standard report. 2018.
Terminal Area Forecasts for annual enplanements. 2017/2018.



Handout: Elements of Airport Safety

Airport Safety Starts in the Air

This is accomplished through the development of safe and efficient flight procedures and effective communication with pilots

■ **Two key FAA organizations that help to maintain safety in the air are:**

1. *Flight Standards Service*
2. *Air Traffic Control (ATC)*

The Flight Standards Service promotes safe air transportation by setting the standards for certification and oversight of airmen, air operators, and air agencies

Amongst its many responsibilities, the primary purpose of **Air Traffic Control** is to prevent a collision involving aircraft operating in the system and to provide for a safe, orderly, and expeditious flow of air traffic

Airport Safety on the Ground

Once on the ground, safety is predicated upon the airfield having appropriate dimensions that provide the necessary safety margins for runways, taxiways, aprons, etc.

- FAA Advisory Circular (AC) 150/5300-13A contains standards and recommendations for airport design
 - *Safety is the highest priority*
 - *The airport design standards in this AC are intended to identify the design elements needed to maintain safety and efficiency according to national policy*
 - *Note: the criteria for Airplane Design Groups are defined in this AC*
- Other FAA ACs provide supplemental guidance for safety

Airport Safety at the Terminal

The safety of the terminal is determined by adherence to local building codes (e.g., electrical, fire, etc.) and the security protocol of the Transportation Security Administration



Safety in Air Transportation: Part 139

- Compliance with Title 14, Code of Federal Regulations (CFR) Part 139 is mandatory for any operator of a U.S. airport that chooses to serve the following air carrier operations:
 - *scheduled and unscheduled air carrier aircraft with more than 30 seats*
 - *scheduled air carrier operations in aircraft with more than 9 seats but less than 31 seats*
- FAA is required to issue Airport Operating Certificates to all 'Part 139' airports
 - *Airport Operating Certificates serve to ensure safety in air transportation*
- To obtain a certificate, an airport must agree to certain **operational and safety standards** and provide for such things as firefighting and rescue equipment

Compliance with Part 139

- If FAA finds that an airport is not meeting its obligations, it often imposes an administrative action. It can also impose a financial penalty for each day the airport continues to violate a Part 139 requirement.
- In extreme cases, FAA might revoke the airport's certificate or limit the areas of an airport where air carriers can land or take off.

Acceptance of Federal Funding

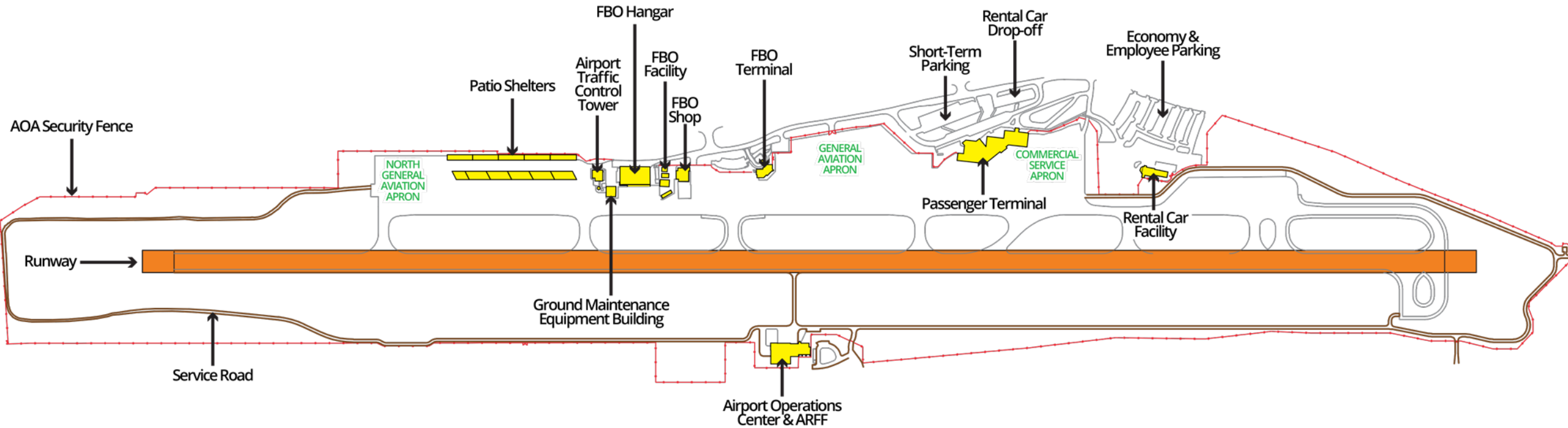
- When Airport owners and operators accept Federal grants, they agree to preserve and operate their facilities in a safe and efficient manner and comply with certain conditions and assurances.

FAA Advisory Circular: *Airport Design*

- The standards and recommendations contained in this AC may be used by certificated airports to satisfy specific requirements of Title 14 Code of Federal Regulations (CFR) Part 139.
- Use of this AC is mandatory for all projects funded with federal grant monies through the Airport Improvement Program (AIP) and/or with revenue from the Passenger Facility Charges (PFC) Program.

Source: AC 150/5300-13A

Aspen/Pitkin County Airport



Glossary of Key Terms

- **Airport Traffic Control Tower and Radar Control Facility** | Accommodate FAA air traffic control personnel who:
Control aircraft movement on the ground / Provide departure/arrival clearances to aircraft / Control aircraft operating near the Airport
- **Airport Operations Center (AOC)** | Building that accommodates large airport maintenance and other service vehicles, such as snow plows, and offices for those personnel.
- **Airport Operations Area (AOA) Security Fence** | The fence that surrounds the airfield keeping trespassers and large wildlife out.
- **Aircraft Rescue and Firefighting Facility (ARFF Facility)** | Building that accommodates firefighting vehicles and airport firefighting personnel.

Glossary of Key Terms Continued

- **Fixed-Base Operator (FBO) Campus** | The FBO provides a range of services for General Aviation (GA) aircraft, including aircraft fueling, storage, and maintenance. The FBO campus includes hangars for storage and a terminal for passengers traveling on GA aircraft.
- **Ground Maintenance and Equipment Building** | A building that accommodates the maintenance and storage of airport service vehicles.
- **Passenger Terminal** | A building where passengers board and disembark from commercial service aircraft, includes ticketing, security screening, and baggage processing, etc.
- **Patio Shelters** | Provides covered storage for long-term parking of smaller general aviation aircraft.
- **Service Road** | Circumvents the airfield and allows airport service vehicles to access various parts of the airport.

Glossary of Key Terms Continued

- **National Plan of Integrated Airport Systems (NPIAS)** | Identifies the nearly 3,300 existing and proposed airports included in the national airport system, the roles they currently serve, and the amounts and types of airport development eligible for federal funding under the AIP over the next five years.
- **Airport Improvement Program (AIP)** | Provides grants to public agencies (and some private owners and entities) for the planning and development of public-use airports included in the NPIAS
- **Passenger Facility Charge (PFC) Program** | Allows commercial airports controlled by public agencies to collect fees up to \$4.50 for every enplaned passenger and use for eligible airport improvement projects.
- **Airport Enterprise Fund** | Funds used by the airport for day-to-day operations. These funds are not a part of Pitkin County's general fund.

Glossary of Key Terms Continued

- **FAA Stage 3 and 4 Noise Limits** | Aircraft noise is regulated through standards. These standards are set internationally and include four stages with Stage 1 being the loudest and Stage 4 the quietest.
- **Part 150 or Airport Noise Compatibility Planning** | A program that provides a structure for airport operators, airlines, neighboring communities, and the FAA to work together to reduce the people living in noise-impacted areas.
- **Airplane Design Group** | An FAA-defined grouping of aircraft types, which has six groups based on wingspan and tail height.
- **Airport Design Standards** | FAA-developed engineering, design, and construction standards for civil airports, heliports, and seaplane bases.

Glossary of Key Terms Continued

- **Modification of Standard** | Means any change to FAA standards other than RSAs or equipment standards for ARFF vehicles.
- **Runway Safety Area (RSA)** | A defined surface surrounding the runway prepared for reducing damage to aircraft in the event of an undershoot, overshoot, or excursion from the runway.
- **Aircraft Rescue and Firefighting (ARFF)** | A special category of firefighting that involves the response, hazard mitigation, and possible rescue for an aircraft involved in an emergency.
- **Grant Assurances** | When airport owners accept FAA funds they must agree to certain obligations.