Aspen/Pitkin County Airport
Fly Green/Fly Clean

Annual 2016 Report

(November 1, 2015 – October 31, 2016)

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1. Introduction

Aspen/Pitkin County Airport's Fly Green/Fly Clean is an initiative implemented by Pitkin County for the purpose of encouraging operators to operate as quietly as possible at the Airport. The program promotes a voluntary participatory approach in complying with noise abatement procedures and objectives by grading an operator's performance and by making the scores available to the users of the Airport and the public via newsletters, publications, and public meetings.

Fly Green/Fly Clean is intended to grow and change as new procedures and new technologies for aircraft and airspace are available. Initially, the Fly Green/Fly Clean Program will evaluate two categories:

1. Fleet Quality of the entire fleet at ASE, and
2. High Noise Events

In order to fairly and accurately evaluate the operators, they are divided into two groups; those operators with more than 30 operations a year, and those with less than 30 operations per year. Within these two groups, operators are categorized based on the type of operators; either Part 135, which incorporates fractional and charter operations, and single owners or small fleets (single aircraft).

The historical base period of evaluation for Fly Quiet is a 2-year period prior to the start of the Fly Quiet Program (from November 1, 2005 – October 31, 2007). This base period will allow the Airport to compare future Fly Green/Fly Clean documents to measure improvements. The program can be expanded as additional radar and noise monitoring capabilities are available. Scores are computed, and reports are generated once a year that includes both reporting season. The reporting seasons are; winter, November 1 – April 30, and summer, May 1 – October 31.

This report presents the **Annual 2016** results. This includes both the winter and summer season results. This is for the winter period of November 1, 2015 through April 30, 2016 and the summer period of May 1, 2016 through October 31, 2016. Fly Green/Fly Clean is a dynamic venue for implementing noise abatement procedures by praising and publicizing active participation rather than a system that admonishes violations from essentially voluntary procedures.

2. Program Overview and Goals

The goal of the Aspen/Pitkin County Airport's Fly Green/Fly Clean Program is to influence operators to operate as quietly as possible at Aspen/Pitkin County Airport. Monitoring, collecting, and analyzing comprehensive amounts of operational and noise data highlights both Airport trends and individual operator performance for specific noise abatement issues. A successful Fly Green/Fly Clean Program can be expected to reduce both single event and total noise levels around the Airport. Fly Green/Fly Clean data is quantified and translated into bi-annual reports, or scorecards, for individual operators and fractional operators. A summary of the scorecard will be published for the winter and summer periods, and a full report will be published for public distribution for the same time period.

2.1 Definition

The purpose of the Fly Green/Fly Clean Program is to, through positive reinforcement, communicate to the aircraft operators the accepted noise abatement procedures and request that pilots fly them as efficiently as possible.

The Fly Green/Fly Clean Program uses current available information, and may be expanded to include additional information. Existing data sources include third party radar data, seasonal noise monitoring, and observations of operations by Airport and consultant staff. This information is organized and analyzed in a software program to reveal a variety of comparative patterns showing the relative noise contribution of operators and aircraft types. These results are then processed into a 0 – 10 rating system so that it is easy to show which operator is the best in each category and how each operator rates overall.

The Fly Green/Fly Clean Program covers two areas: fleet quality and high noise events, but will be expanded over time to cover other issues, both in the air and on the ground. The bi-annual report scorecard grades each Fly Green/Fly Clean category on a 10 point scale, awarding the best operator in each category the highest possible score, 10 points. Any operator that does not participate or have a documented occurrence or performance in any category, with the exception of the high noise event category, will receive a not applicable rating. Operators that have no recorded or documented high noise events, however, will be automatically awarded 10 points for the given analyzed time period.

It is important to emphasize that the primary purpose of the Fly Green/Fly Clean report is to motivate operators by rewarding good noise abatement procedures, thus reducing noise intrusion. By providing this information publicly, Fly Green/Fly Clean enables operators to engage in informed self-evaluation and improvement. Positive reinforcement and good publicity is expected to be a strong incentive for operator performance.

2.2 Program Elements

Currently, the Fly Green/Fly Clean Program consists of two elements: the overall noise quality of all aircraft operating at ASE and an evaluation of single overflight noise levels. As stated previously, the historical base period reporting period for these elements is average of November 1, 2005 through October 31, 2007. All subsequent bi-annual and annual Fly Green/Fly Clean reports will then be compared to this initial reporting period to determine the effectiveness of the program.

2.2.1 Fleet Noise Quality Rating Methodology

Goal

The goal of fleet noise quality rating is to have aircraft operators schedule their quietest aircraft at the Airport and be acknowledged for doing so. The Fly Green/Fly Clean Program Fleet Noise Quality Rating (FNQ) evaluates the noise contribution of each operator's fleet as it actually operates at ASE.

Methodology

This category rates single aircraft owners as well as fractional jet operations. The Fleet Noise Quality Rating score presents an overall Airport score and a list of operators that performed above average. The method for quantifying a fleet noise quality rating at Aspen is based on established federal noise certification data for each aircraft. Stages 2 and 3 were established by Federal Aviation Regulation Part 36 which mandated the allowable noise levels for the manufacture of aircraft at three measurement locations. For each aircraft type, Part 36 specifies allowable noise levels at three measurement locations: approach, departure, and sideline.

The FNQ rating uses third party radar data to determine the aircraft type for each operation at ASE. The radar data provides a list of each operation that occurs at ASE, including the aircraft type, time of operation and type of operation (VFR or IFR). The aircraft information will be used to determine the type of aircraft and if it is Stage 2 or Stage 3.

The rating method for the FNQ totals the difference between each aircraft's certified noise levels at all three measuring points and the Stage 3 and Stage 2 standard for that weight and number of engines. Aircraft with the lowest (i.e. quietest) noise levels are rated the best. An operator with aircraft certified close to borderline Stage 3 limits is rated low, while an operator with aircraft certificated noise levels quieter than Stage 3 limits rated higher. For Aspen/Pitkin County Airport, the departure value is weighted heavier than the approach and sideline noise due to the more widespread and intrusive nature of departure noise. **Figure** 1 depicts the noise characteristics of two aircraft types: a Cessna Citation and a Beech Jet. Both aircraft are certified as Stage 3, yet the combined noise levels at all three Part 36 measuring points for the Cessna Citation is 35.5 dB lower than the Stage 3 requirements, while the Beech Jet falls only 7.3 dB below the requirements. The red line at the top of each column represents Stage 3 limits; the blue portions of the columns indicate actual monitored certificated noise values.

Figure 1 - FAR Stage 3 Limits and Certificated Noise Levels

Aspen/Pitkin County Airport Fly Green/Fly Clean

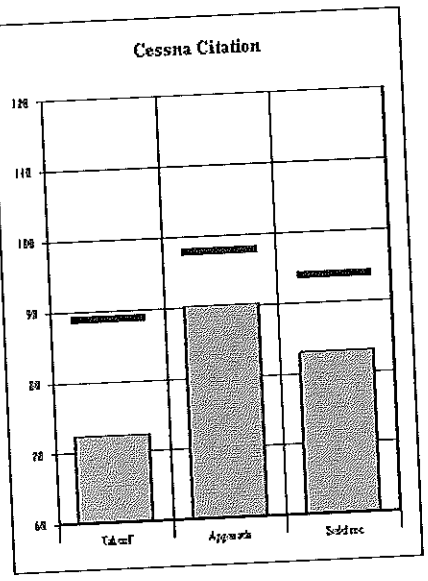
AIRCRAFT DESCRIPTION
Aircraft: Cessna Citation
Manufacturer: CESSNA
ARTS Name: C750
No. of Engines: 2
Type: J

AIRCRAFT SERIES DESCRIPTION
Series: 750 CITATION X
Engines: AE3007C
Bypass Ratio: 5.3
Thrust: 5,000

	Weight	Flaps
Takeoff:	35,700	15
Approach:	31,800	35

FAR 36 NOISE LEVELS

	Takeoff	Approach	Sideline
FAR 36 Limit (EPNdB):	89	98	94
Aircraft Level (EPNdB):	72.3	90.2	83
FAR 36 Stage:	3		



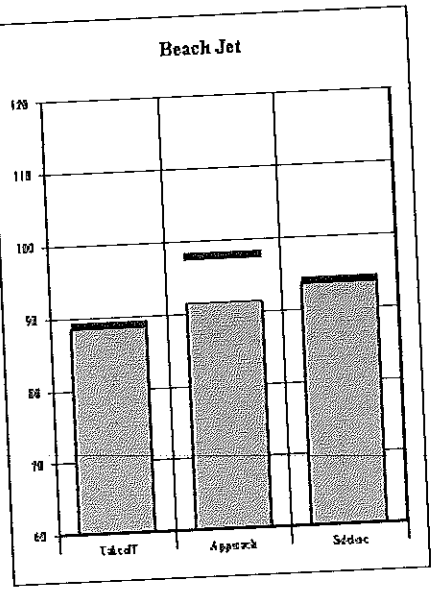
AIRCRAFT DESCRIPTION
Aircraft: Beach Jet
Manufacturer: BEECH
ARTS Name: BE40
No. of Engines: 2
Type: J

AIRCRAFT SERIES DESCRIPTION
Series: BEECHJET 400
Engines: JT15D-5
Bypass Ratio: 2.1
Thrust: 2,900

	Weight	Flaps
Takeoff:	15,780	10
Approach:	14,220	30

FAR 36 NOISE LEVELS

	Takeoff	Approach	Sideline
FAR 36 Limit (EPNdB):	89	98	94
Aircraft Level (EPNdB):	88.6	91.4	93.7
FAR 36 Stage:	3		



Source: BridgeNet International

The aircraft fleet at Aspen/Pitkin County Airport is primarily composed of commercially operated regional jets, business jets, high performance turbo-prop aircraft, and general aviation propeller aircraft. The Airport is served by a variety of business jet aircraft, with a percentage certified as Stage 2 and louder "marginal" Stage 3. The fleet noise quality rating pertains to the general aviation fleet; both based aircraft and frequent users of the Airport are scored through this system.

2.2.2 High Noise Events Methodology

Goal

The goal of the Loudest Noise Event category is to reduce and eliminate the highest single event noise levels of aircraft operating at Aspen/Pitkin County Airport.

Methodology

The Loudest Noise Events score rates arriving and departing aircraft for excessive single event (SEL) noise levels, which are a convenient method for describing noise from individual aircraft events. An SEL is calculated by summing the decibel (dB) level for each second during a noise event and compressing that noise into one second. A noise event is defined as a takeoff or landing for the purpose of the Fly Green/Fly Clean Program. It is the level the noise would be if it all occurred in one second. The SEL value is the integration of all the acoustic energy contained within the event. This metric takes into account the maximum noise level of the event and the duration of the event. For aircraft flyovers, the SEL value is numerically about 10 dBA higher than the maximum noise level.

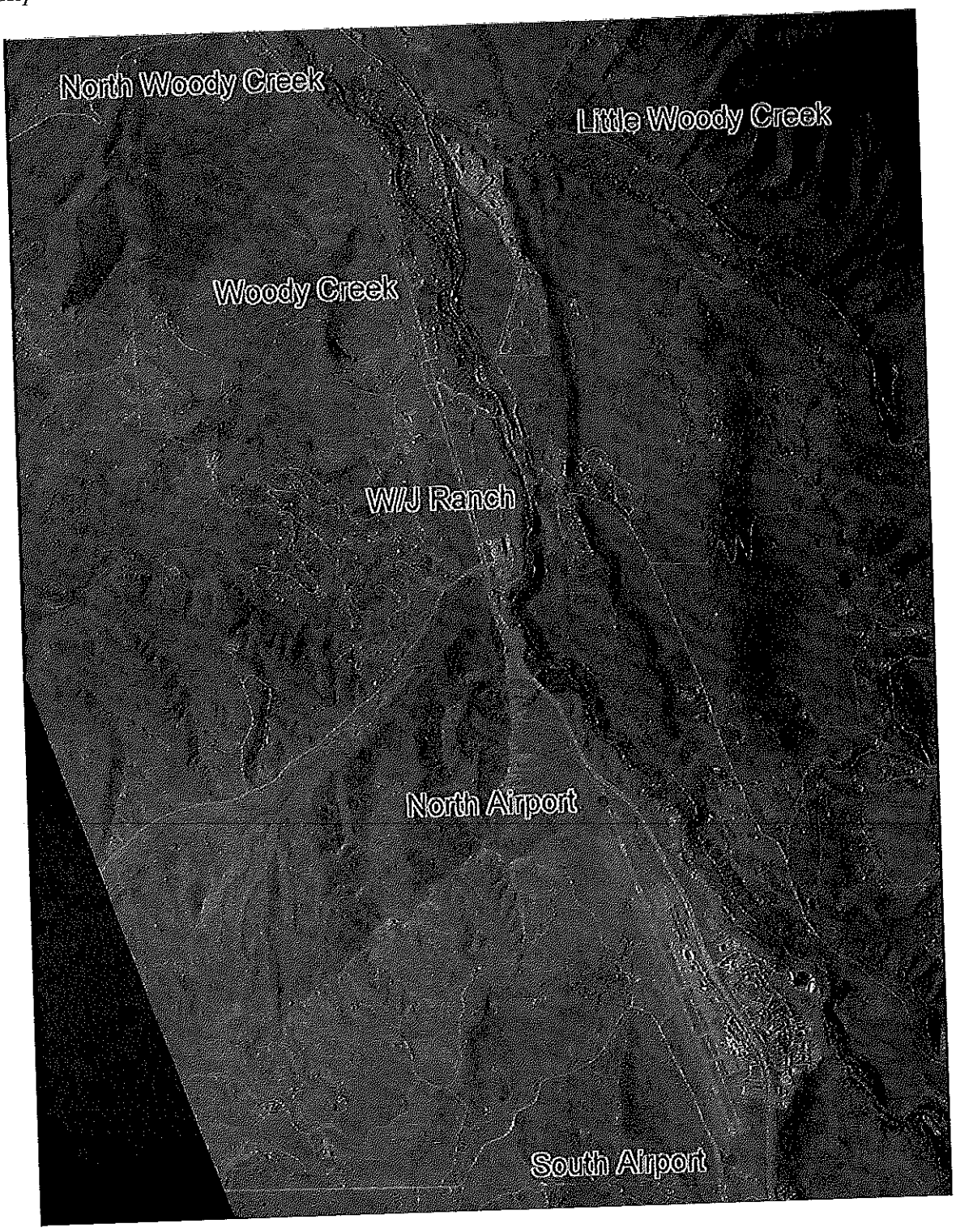
Whenever an aircraft operation surpasses a high noise event threshold established for a remote noise monitoring site (RMS), a "loud single event" occurs. Loud noise events are measured by the Airport's RMS's situated in the communities surrounding the airport twice per year, two weeks in the winter and two weeks in the summer. The winter measurements are during the peak Christmas period and the summer period is around the peak 4th of July period. **Table 1** shows the address and latitude/longitude of each RMS, and **Figure 2** shows the locations of the RMS sites used to determine historical single event noise levels at each of the sites. For the Fly Green/Fly Clean measurement periods, the Woody Creek RMS was used to measure high noise events. Future Fly Green/Fly Clean reports will be expanded to include high noise event calculations at multiple RMS sites.

At the Woody Creek measurement location (Site 4), since 2006, a year around noise monitor has been placed to continuously measure the aircraft noise levels throughout the year. This location is now being used in the Fly Quiet program to determine when high noise events occur anytime throughout the year, not just the peak summer and winter monitoring period. Past measurements were for just the peak summer and winter periods.

Table 1
Noise Monitoring Locations
Aspen/Pitkin County Airport Fly Green/Fly Clean

Sites	Name	Location	Longitude	Latitude
1	S Airport	South Airport Boundary	-106.8647666	39.2121166
2	N Airport	North Airport Boundary	-106.8744833	39.2349166
3	W/J	W/J Ranch	-106.8784500	39.2537000
4	WC	Woody Creek – 262 Woods Rd.	-106.8878330	39.2668000
5	LWC	Little Woody Creek	-106.8779167	39.2769167
6	NWC	Woody Creek – 240 Doc Henry Rd.	-106.8935666	39.2797330

Figure 2 - Noise Monitoring Locations
Aspen/Pitkin County Airport Fly Green/Fly Clean



Historic single event noise data was used to help identify high noise level thresholds at the Woody Creek monitoring site. The historical data was used set to identify a high noise level threshold for aircraft producing noise levels higher than are typical for the majority of operations.

To determine the recommended Loudest Aircraft Noise Event at the Woody Creek site the standard deviations were calculated. The resulting number equates to approximately 3% of all operations that are anticipated to be above the high noise level threshold. For the High Noise Level threshold, any noise event that generates an SEL of 90 dBA or greater is considered a high noise event.

Whenever an aircraft overflight produces noise levels higher than the maximum allowable decibel value established for a particular monitoring site, the noise threshold is surpassed and a high noise event occurs. This category will be expanded over time to include additional RMS measurements of high noise events.

Figure 3 shows the Loudest Noise Events results for the 2016 winter period, November 1, 2015 – April 30, 2016. The high noise threshold is 90 SEL. **Figure 4** shows the Loudest Noise Events for the 2016 summer measurement period, May 1, 2016 – October 31, 2016. Both of the measurement period Loudest Noise Events are shown for the Woody Creek RMS, located north of the Airport. While there were additional noise events above 90 SEL, these were the Top 25 for the measurement period.

These events were nearly all generated by the older generation built Stage 2 aircraft such as the Gulfstream II/III and Lear 24/25s and higher noise level Stage 3 aircraft such as the Falcon 50.

Figure 3 - Loudest Noise Events, Winter 2016– Woody Creek
Aspen/Pitkin County Airport Fly Green/Fly Clean
Period November 1, 2015 – April 30, 2016

ACBody	DATETIME_DA	ACTYPE	ALCODE	DAO	RUNWAY	SEL	SelBar
Business	1/10/2016 10:10:42 AM	H25B	TMC	D	33	83.5	
Prop	12/29/2015 2:00:11 PM	PC12	GA	D	33	83.2	
Business	12/23/2015 10:11:28 AM	BE40	TMC	A	15	83.1	
Business	12/29/2015 1:35:39 PM	C25B	RSP	A	15	83.1	
Unknown	1/1/2016 1:10:44 PM	U	U	A	15	83.1	
Unknown	12/23/2015 3:01:10 PM	U	U	D	33	83.1	
Unknown	1/10/2016 11:31:50 AM	U	U	D	33	82.9	
Business	12/27/2015 11:40:23 AM	CL60	GA	D	33	82.8	
Commuter	12/24/2015 2:54:23 PM	DH8D	U	A	15	82.8	
Prop	12/27/2015 2:40:35 PM	BE20	FTH	D	33	82.7	
Unknown	12/24/2015 2:37:50 PM	U	U	D	33	82.7	
Prop	12/30/2015 4:33:24 PM	PC12	GA	A	15	82.4	
Business	1/1/2016 12:09:13 PM	C525	GA	A	15	82.4	
Business	1/10/2016 11:30:22 AM	GLF4	GA	D	33	82.4	
Business	12/26/2015 10:44:52 AM	GLF4	GA	A	15	82.4	
Unknown	12/27/2015 3:48:32 PM	U	U	D	33	82.4	
Business	1/10/2016 12:05:34 PM	H25B	U	D	33	82.3	
Business	12/28/2015 10:48:42 AM	MU30	GA	A	15	82.3	
Business	12/26/2015 10:55:03 AM	GLF4	EJM	A	15	82.3	
Business	12/27/2015 10:35:00 AM	BE40	JTL	A	15	82.3	
Business	12/29/2015 11:39:25 AM	C525	GA	D	33	82.2	
Unknown	12/24/2015 1:10:24 PM	U	U	D	33	82.2	
Commuter	12/31/2015 7:37:01 PM	DH8D	U	A	15	82.2	
Unknown	12/31/2015 3:34:52 PM	U	GA	A	15	82.2	
Unknown	12/28/2015 5:06:19 PM	U	U	D	33	82.2	

Figure 4 - Loudest Noise Events, Summer 2016 – Woody Creek
Aspen/Pitkin County Airport Fly Green/Fly Clean
Period: May 1, 2016 – October 31, 2016

ACBody	DATETIME_DA	ACTYPE	ALCODE	DAO	RUNWAY	SEL	SelBar
Business	7/1/2016 5:27:25 PM	GLF3	GA	D	33	96.7	
Business	7/1/2016 4:34:03 PM	GLF3	GA	A	15	87.8	
Business	6/24/2016 6:53:07 PM	GLF3	GA	A	15	87.7	
Business	7/9/2016 11:35:54 AM	GLF4	GA	A	15	86.6	
Business	6/29/2016 9:11:43 AM	FA50	GA	D	33	85.9	
Business	7/1/2016 10:36:02 AM	CL60	GA	A	15	85.0	
Business	6/30/2016 8:31:20 PM	GLF5	GA	D	33	84.6	
Business	6/30/2016 5:23:11 PM	GLF4	LXJ	A	15	84.5	
Business	6/30/2016 7:44:50 PM	FA7X	JAS	A	15	84.5	
Business	7/8/2016 12:59:53 PM	GLF3	GA	A	15	84.4	
Business	6/21/2016 7:01:32 PM	C550	GA	D	33	84.1	
Unknown	6/21/2016 5:03:13 PM	U	U	D	33	84.1	
Unknown	6/24/2016 1:20:29 PM	U	VHT	D	33	84.0	
Unknown	6/30/2016 3:17:10 PM	U	U	D	33	84.0	
Business	6/24/2016 5:16:41 PM	LJ45	U	D	33	83.9	
Business	6/29/2016 11:34:37 AM	GL5T	EJA	A	15	83.9	
Business	7/9/2016 1:06:14 PM	GLF4	KAI	A	15	83.8	
Business	6/30/2016 2:06:50 PM	GL5T	SJE	D	33	83.8	
Business	6/29/2016 1:36:50 PM	CL30	GA	A	15	83.7	
Business	7/1/2016 11:41:35 AM	H25B	PJF	A	15	83.7	
Business	7/4/2016 4:49:24 PM	C680	EJA	D	33	83.7	
Unknown	6/21/2016 3:11:45 PM	U	U	D	33	83.7	
Business	6/21/2016 1:29:19 PM	G150	GA	D	33	83.7	
Business	6/23/2016 3:01:55 PM	LJ75	LXJ	D	33	83.3	
Unknown	7/9/2016 10:48:12 AM	U	U	D	33	83.3	

3. Program Results

The results are presented in two categories. One category is the operations for FAR Part 135 aircraft that include fractional jet ownership and charters (operators that fly a fleet of different aircraft similar to an airline). The second category is operations for single owners or small fleets (single aircraft). These aircraft are not operated as part of a fractional jet ownership program or charter, and normally fly under a tail number not an airline operator code. Note that this is not an exact method of categorizing the aircraft, in that some charters will fly different aircraft both under an airline operator code and by its tail number. Where possible, charters that operate as a tail number were assigned their respective airline operator code. The intent is to separately evaluate those operators that fly a fleet of aircraft and those that operate just one aircraft or a small fleet. In order to fairly and accurately report how aircraft performed, the two categories of operators noted above are grouped into those operators with more than 30 operations per year and those operators with less than 30 operations per year.

The Fly Green/Fly Clean 2016 program results are presented in **Figures 5** through **8. Figures 5** and **6** graphically shows the operations for FAR Part 135 operations that include fractional jet ownership and charters. **Figure 7** graphically shows the operations for single operators, or aircraft not operated as part of a fractional jet ownership program for the low scoring operators. **Figure 8** presents the corresponding data for the high scoring single operators.

In all of the figures, those operators with high scoring values are highlighted in GREEN. This is a Fleet Quality rating of 9 or better with no High Noise Level events (on a 0 to 10 scale with 10 being the highest rating). Average values are shown in BLUE. This is a Fleet Quality Rating between 4 and 9 and no high noise events. Low scoring values are shown in YELLOW. This is a Fleet Quality Rating of below 4 and at least one High Noise Level event. Operators with less than four operations per year were not included in the Program unless they generated a high noise event. If they generated a high noise event during the year, then they are included. All operations are compared back to the base period levels. The base period is the two years prior to the start of the Fly Quiet program (November 1, 2005 through October 31, 2007). The color codes for the different scores are shown below.

Rating	Fleet Quality Score	High Noise Events	Color
Good	9 to 10	0	
Average	4 to 9	0	
Poor	Below 4	>=1	

3.1 Fleet Quality Results.

FAR Part 135 Operators

The fleet quality results for the Part 135 operators are presented in **Figures 5** and **6**. The graphic shows the operations for FAR Part 135 operations that include fractional jet ownership and charters. The figures show the aircraft Fleet Noise Quality (FNQ) scored on a 0-10 scale, with 10 being the best possible in the available fleet and 0 being a Stage 2 or marginal Stage 3 aircraft.

For each operator, the first two columns in the figure shows their base period number of departures and their corresponding FNQ score. The next columns show the number of departures during the winter, summer and annual periods along with the corresponding FNQ. Any score above 9 is considered good (green). Any score between 4 and 9 is average (blue). Any score less than 4 is considered poor (yellow).

For the operators with more than 30 departures per year, Xojet and Jetsuite Air had the highest FNQ scores of 9.9. For the smaller operators with less than 30 departures per year, the top operators earned a FNQ score of 10, Omini Air Transport and Lion Airlines.

The second to last column in the figure also show the change in the 2016 annual FNQ relative to the past year. Any improvement in FNQ of 1 or more is considered good (green). Any decrease in FNQ of 1 or more is considered poor (yellow). For the operators with more than 30 departures per year, Citation Air had the most improvement. For operators with less than 30 departures, airline Baker Aviation had the most improvements. The last column is the number of high events, which will be covered in the next section.

The operators are shown in descending order, with aircraft that operated above the airport wide average on the top. The middle blue line marks the average overall score for the Airport, which for the 2016 reporting period is 8.1 out of 10. This is an improvement 1.4 FNQ over the base period of 6.7, and a 0.2 increase over the previous year's FNQ.

Single Operators

Figure 7 shows the results for single aircraft operators that scored on the bottom of the FNQ. These aircraft had at least 6 departures per year, and a FNQ score of 0. The 0 score is a result of flying older, louder Stage 2 and marginal Stage 3 aircraft. The figure shows the tail number, type of plane, registered owner, the number of departures in the winter, summer and annual period along with the FNQ score. The number of high noise events is also shown. In addition to those operators that had 6 or more departures per year, any aircraft that generated a high noise event is also listed.

Figure 8 shows the results for single aircraft that scored on the top of the FNQ. These aircraft had at least 6 departures per year, and a FNQ score of greater than 9. The 9 or greater score is a result of flying new generation Stage 3 and Stage 4 aircraft. The figure shows the tail number, type of plane, registered owner, the number of departures for the annual period along with the FNQ score. There were no high noise events generated by these aircraft. The operator with the most number

of operations flying an aircraft with a FNQ of 9 or greater was registered to Corvis Aviation, LLC. There were 96 single aircraft operators with aircraft with a FNQ of 9 or more and had at least 6 departures per year. This is up from last year's high of 76 aircraft with a FNQ score of 9 or higher.

3.2 High Noise Event Results.

The high noise events were incorporated into the Fly Green/Fly Clean program with the results presented in **Figures 5** through **7**. The Part 135 Operators data in the last column of **Figures 5** and **6** shows that there were nine Part 135 operators that generated high noise events throughout the year, with a total of eleven events.

These results for the single aircraft operator's high noise events are presented in the last column of **Figure 7**. The results show that the majority of the high noise events are as a result of operations by the older louder Stage 2 and marginal Stage 3 aircraft that are flown by single aircraft owner/operators. It is an important observation that there were no high noise event associated with aircraft that had a good FNQ.

Figure 5 - Fleet Quality Rating, FAR Part 135 Operations (more than 30 dept per day)
Aspen/Pitkin County Airport Fly Green/Fly Clean

Operator Code	Part 135 Operator	Annual Departures	FNQ Score Current	Delta	High Events
XOJ	XOJet	300	9.9	0.00	0
RSP	Jetsuite Air	68	9.9	0.00	0
LXJ	Bombardier FlexJet	577	9.8	0.10	0
XSR	Executive AirShare	132	9.7	0.00	0
OPT	Flight Options	328	9.2	0.80	0
TWY	Sunset Aviation (GA)	64	8.8	1.00	0
DPJ	Delta Private Jets	211	8.5	0.10	0
EDG	Edgartown Air	32	8.3		0
EJA	Executive Jet Aviation	1,772	8.3	0.10	0
JAS	Japan Air System	36	8.2		0
LAK	Great Lake Airlines	31	8.1	0.00	0
FTH	Mountain Aviation	91	7.9	-0.10	0
GAJ	Gama Jet	120	7.8	0.30	1
FWK	FlightWorks	30	7.8		0
EJM	Executive Jet Management	113	7.5	0.30	0
GTH	General Aviation Flying S...	84	6.8	-0.40	0
DCM	FltPlan	44	6.7	-1.50	0
JTL	Jetall	187	5.8	0.00	0
NSH	Landmark Aviation	37	5.8	0.60	0
TMC	Travel Management Com...	151	3.5	0.00	0

Airport Average FNQ Score 7.6

Figure 6 - Fleet Quality Rating, FAR Part 135 Operations

Aspen/Pitkin County Airport Fly Green/Fly Clean

Operator Code	Part 135 Operator	Annual Departures	FNQ Score Current	Delta	High Events
DRL	Omini Air Transport	21	10.0	0.60	0
LKF	Lion Airlines	6	10.0	0.00	0
RJC	Richmor Aviation	13	9.8	1.40	0
ASP	Aspen Airways Inc	17	9.8	0.20	0
GCT	GC Aviation	25	9.8	0.00	0
TKK	Aero Ways Inc	8	9.8	0.00	0
PXT	Pacific Coast Jet	22	9.8	-0.20	0
KAI	Kaiser Inc. (GA)	15	9.7	-0.10	0
PRD	Presidential Aviation	15	9.7	-0.10	0
DJR	Desert Jet	8	9.5	0.60	0
SBE	Wold Class Aviation	22	9.4		0
SIS	Saber Airlines	25	9.3	-0.60	0
PJC	Pittsburgh Jet Center	7	9.2	-0.30	0
WWI	Worldwide Jet Charter	22	9.1	-0.20	0
PEG	Pelangi Air	22	8.7	-1.00	0
LJY	LJ Aviation	9	8.3	0.60	0
SLH	Silverhawk Aviation	6	8.1	0.00	0
PFT	Air Cargo Express International	11	8.1	0.00	0
GLT	Aero Charter	10	8.1	0.00	0
VET	VietJet	7	8.1	0.00	0
PWA	Priester Charters (GA)	23	8.0	-1.20	0
SJE	Sunair 2001	23	8.0	0.30	0
NUS	Northern Illinois Flight Center	15	7.9	0.20	0
CNK	Sunwest Home Aviation Ltd	7	7.9	-0.30	0
TFF	Talon Air	26	7.6	0.50	0
SJJ	Spirit Jets	20	6.3	-2.30	0
KOW	Baker Aviation	13	6.3	2.60	0
DBC	Gemini Air	29	6.2	-1.60	0
OKC	Private Jets	21	6.1	-0.60	0
WCC	West Coast Air	7	6.0	-2.00	0
PJF	Project Aviation	26	5.9	0.30	0
HRC	Harco Aviation LLC	7	4.5	-3.70	0
CYO	Air Transport	9	4.0	-0.20	0
FJS	Florida Jet Service	25	3.0	0.20	0
RGY	Regency Airlines	13	2.0	0.00	0

Total All Part 135 Operators	5,120	7.3	(0.0)	1
General Aviation Non-Part 135	5,603	7.8	0.1	4
AIRPORT OVERALL	**10,723**	**7.6**	**0.0**	**5**

Airport Average FNQ Score 8.1

Figure 7 - Low Score Fleet Quality Rating, Single Operators
Aspen/Pitkin County Airport Fly Green/Fly Clean

Operators with at least 6 Departures per year with a Fly Quiet Score of 0

Tail Number	Aircraft Type	Registered Owner	State	Dep	FQ Score	High Events
N36PN	GLF2	B&G LEASING LLC		9	0.0	0
N750SW	GLF3	SAFEWAY INC		9	0.0	0
N171AM	GLF3	FLORIDA JET SERVICE INC		8	0.0	0

Other Operators with a Fly Quiet Score of 0 or High Noise Level Event

N124EP	GLF3	WHITEHORSE AIR LLC	5	0.0	0
N360MB	GLF3	N 360 MB LLC	5	0.0	1
N540EA	GLF2	JETMARK AVIATION LLC	5	0.0	0
N700JC	SBR1	OXLEY JOHN C TRUSTEE	5	0.0	0
N218MD	GLF3	NE 1 LLC	3	0.0	0
N557JK	GLF3	BANK OF UTAH TRUSTEE	2	0.0	0
N702DM	GLF3	G-III N702DM LLC	2	0.0	0
N77HG	GLF3	CALSPAN CORP	2	0.0	0
N790JR	WW24	INDIGO AIR LLC	2	6.9	1
N323MK	GLF3	MKRE EQUIPMENT LLC	1	0.0	0
N324JW	GLF3	JORDAN AVIATION LLC	1	0.0	0
N380AC	GLF2	ELKHORN AVIATION LLC	1	0.0	0
N450BD	GLF3	BRAMBLEBUSH GIII LLC	1	0.0	1
N465PD	SBR1	SPYGLASS AIR LLC	1	0.0	0
N62MV	GLF3	BANK OF UTAH TRUSTEE	1	0.0	0
N75VC	SBR1	NCI GROUP INC	1	0.0	0
N813LS	GLF3	IRISH AIR LLC	1	0.0	0
N939KM	GLF3	DOUBLE X LLC	1	0.0	0

Figure 8 - High Score Fleet Quality Rating, Single Operators, Part 1
Aspen/Pitkin County Airport Fly Green/Fly Clean

Tail Nbr	Aircraft Type	Registered Owner	State	Dep	FQ Score
N569EE	E55P	CORVIS AVIATION LLC	CO	133	9.8
N108JA	E50P	TERRAPIN AIRCRAFT LLC	CO	120	9.8
N569DM	C25A	WALTON S RAWLINGS	CO	30	10.0
N358JJ	C25B	CORAL AIR LLC	AR	29	10.0
N510BE	C510	C510 AVIATION LLC	CO	28	10.0
N825TB	CL30	DB AVIATION LLC	CO	28	9.8
N751MM	C750	MORGANS MACH ONE MACHINE LLC	CA	26	10.0
N49PW	C750	MADRONE ADVISORS LLC	CO	24	10.0
N750NA	C750	N A CITATION (2012) LLC	FL	24	10.0
N779AZ	GLF4	PITTCO AVIATION LLC	TN	23	9.8
N1963N	GLF4	WATER FORCE ONE LLC	CA	22	9.8
N85BZ	E55P	DAT-II LLC	CO	22	9.8
N471MD	C525	525 CJ LLC	TX	20	10.0
N777CX	C750	CENTRAL COPTERS INC	MT	20	10.0
N454N	LJ45	BANK OF AMERICA NA	NC	16	10.0
N913MK	GLF4	GR AIRCRAFT ACQUISITION LLC	TX	16	9.8
N930LS	GLF4	SADIE AVIATION LLC	TX	16	9.8
N32PM	C25C	PERUGIA AIR LLC	CA	15	10.0
N95LL	C25B	BEMIDJI AVIATION SERVICES INC	MN	15	10.0
N218KF	CL30	KW FLIGHT LLC	MT	13	9.8
N450EF	GLF4	NDM AVIATION LLC	FL	13	9.8
N500SD	C25A	SDI LEASING LLC	TX	13	10.0
N618KG	CL30	AIRKRAFT TWO TRUST	MA	13	9.8
N661HS	E550	ADDCAM LLC	TX	13	9.8
N804SW	E55P	ECHO MATRIX LLC	AR	13	9.8
N1EG	PRM1	MALIBU LEASING CORP	CO	12	9.7
N858EE	E55P	RBL AVIATION LLC	CO	12	9.8
N90MT	C525	J M THOMAS FOREST PRODUCTS CO	UT	12	10.0
N104RJ	LJ60	HALRIVE AIR LLC	FL	11	10.0
N345AW	LJ45	SATURN OF KANSAS CITY INC	MO	11	10.0
N585EP	C525	SONGBIRD LLC	MI	11	10.0
N711SE	LJ60	ARSHE HOLDINGS LLC	FL	11	10.0
N160BP	LJ60	BEESON JOHN S	TX	10	10.0
N302K	CL30	CORPORATE JET LEASING CO LLC	KS	10	9.8

Figure 9 - High Score Fleet Quality Rating, Single Operators, Part 2
Aspen/Pitkin County Airport Fly Green/Fly Clean

Tail Nbr	Aircraft Type	Registered Owner	State	Dep	FQ Score
N354WG	CL30	AUTOMATIC PRESS LLC	TX	10	9.8
N488VC	CL30	KRMJ LLC	OR	10	9.8
N505BC	LJ45	WCAT MANAGEMENT INC	TX	10	10.0
N5116	GLF4	AMERICO ADVISERS L C	MO	10	9.8
N52ZG	C525	LIFT AVIATION LLC	CO	10	10.0
N605WG	E135	WELLS FARGO BANK NORTHWEST NA TRUSTEE	UT	10	9.8
N894JW	E135	GSM ASSETS LLC	TX	10	9.8
N206AH	E50P	BUFFALO SPINE SURGERY PLLC	NY	9	9.8
N235EE	E55P	TCN TRANSPORT 300 LLC	TX	9	9.8
N390JV	PRM1	JSV AVIATION LLC	AZ	9	9.7
N450AB	GLF4	BLUE VISTA LLC	CA	9	9.8
N525HC	C525	SPRINGFIELD FLYING SERVICE INC	MO	9	10.0
N750GB	C750	CESSNA AIRCRAFT COMPANY	KS	9	10.0
N80EJ	E50P	PHEN ONE LLC	FL	9	9.8
N816BL	C25B	FLIGHT DYNAMICS LLC	VA	9	10.0
N952SP	PRM1	SCANNELL CITATION LLC	IN	9	9.7
N108DU	GLF4	TUTOR PERINI CORP	CA	8	9.8
N17XR	C750	PEREGRINUS LLC	NY	8	10.0
N238RM	C525	SACJ LLC	TX	8	10.0
N253CW	C525	AV CORP LLC	DE	8	10.0
N265K	CL30	CORPORATE JET LEASING CO LLC	KS	8	9.8
N363AL	C25B	PATHFINDER AVIATION INC	AK	8	10.0
N365TB	C25A	N365TB LLC	TX	8	10.0
N417C	C25C	WING AND A PRAYER INC	CA	8	10.0
N508SN	CL30	234DP AVIATION LLC	TX	8	9.8
N777SJ	CL30	SLC AVIATION I LLC	DE	8	9.8
N819CW	C25B	SKYBANK LLC	NE	8	10.0
N845TX	C750	TVPX ARS INC TRUSTEE	UT	8	10.0
N116WJ	GLF4	AVIATION ENTERPRISES INC	DE	7	9.8
N142TL	E50P	FLYING CATS AIR LLC	CA	7	9.8
N21SB	E50P	SOUTHERN BLEACHER CO INC	TX	7	9.8
N252JK	C525	KANEY CITATION LLC	IL	7	10.0
N369MN	C25B	WELLS FARGO BANK NORTHWEST NA TRUSTEE	UT	7	10.0
N418MN	LJ45	AEROMETRO LLC	TX	7	10.0

Figure 10 - High Score Fleet Quality Rating, Single Operators, Part 3
Aspen/Pitkin County Airport Fly Green/Fly Clean

Tail Nbr	Aircraft Type	Registered Owner	State	Dep	FQ Score
N459SF	LJ60	PHILLIPS AVIATION COMPANY LLC	DE	7	10.0
N502P	GLF4	PRITZKER REALTY GROUP LLC	IL	7	9.8
N525MR	C25A	AVIATION LP	TX	7	10.0
N71BD	GLF4	GENERAL ELECTRIC CREDIT CORP OF TENNESSEE	CT	7	9.8
N763DB	GLF4	TRANS EXEC AIR SERVICE INC	CA	7	9.8
N800BD	CL30	KONFARA COMPANY LLC	AZ	7	9.8
N84EA	C750	EASTHAM AVIATION INC	TX	7	10.0
N90XR	LJ40	US SIGNAL LEASING LLC	MI	7	10.0
N95BQ	LJ60	KONFARA CO LLC	AZ	7	10.0
N96PB	C25B	BANK OF UTAH OWNER TRUSTEE	UT	7	10.0
N98CH	C25C	HARRELL LEASING LLC	TX	7	10.0
N99GK	LJ40	GOLD KEY AVIATION LLC	DE	7	10.0
N117KB	LJ60	HIDACANE AIR LLC	CA	6	10.0
N168JC	E55P	JC ONE LLC	CA	6	9.8
N233MK	LJ45	GIDDYUP AVIATION LLC	TX	6	10.0
N270SC	GLF4	TRANS-EXEC AIR SERVICE INC	CA	6	9.8
N318JS	CL30	U S BANK NA	MN	6	9.8
N329BH	C25B	CHARLIE JULIET 3-N329BH LLC	CA	6	10.0
N401FT	GLF4	EJS-EXECUTIVE JET SHARES INC	DE	6	9.8
N450WB	GLF4	BINDLEY AVIATION LLC	IN	6	9.8
N502GM	GLF4	VESEY AIR LLC	CT	6	9.8
N525CD	C525	BANK OF UTAH TRUSTEE	UT	6	10.0
N606MH	GLF4	US AUTO FINANCE LEASING LLC	DE	6	9.8
N703DM	C750	PAPA GRANDE AVIATION LLC	TX	6	10.0
N800CR	GLF4	COMSTOCK AIR MANAGEMENT LLC	TX	6	9.8
N945G	LJ60	JET AIR LLC	OH	6	10.0
N959RC	LJ70	HY CITE CORPORATION	WI	6	10.0
N95BD	LJ60	KONFARA CO LLC	AZ	6	10.0

4. 2016 Annual Awards – Fly Green/Fly Clean

The following is a list of those operators that have achieved the goals of working towards improving the noise environment around Aspen/Pitkin County Airport. These awards are divided into the Part 135 operators that fly a fleet of corporate jets and the single aircraft operators that fly one or a small number of corporate jets operating under a tail number.

4.1 Part 135 Operators

- Operators that flew the quietest fleet without any high noise events (30 or more departures per year)

Operator Code	Operator	Departures
XOJ	XOJet	300
RSP	Jetsuite Air	68

- Operators that flew the quietest fleet without any high noise events (less than 30 departures per year)

Operator Code	Operator	Departures
DRL	Omini Air Transport	21
LKF	Lion Airlines	6

- Operators that were most improved from previous year (2015)

TWY Sunset Aviation (30 or more departures per year)
KOW Baker Aviation (less than 30 departures per day)

- Honorable Mention of those Operators with a better than airport average fleet with no high noise events

30 or more Departures per year

Operator Code	Operator	Departures
LXJ	Bombardier FlexJet	577
XSR	Executive AirShare	132
OPT	Flight Options	328
TWY	Sunset Aviation	64

Less than 30 departures per year

Operator Code	Operator	Departures
RJC	Richmor Aviation	13
ASP	Aspen Airways Inc	17
GCT	GC Aviation	25
TKK	Aero Ways Inc	8
PXT	Pacific Coast Jet	22

5. Overall Fly Green/Fly Clean Airport Evaluation

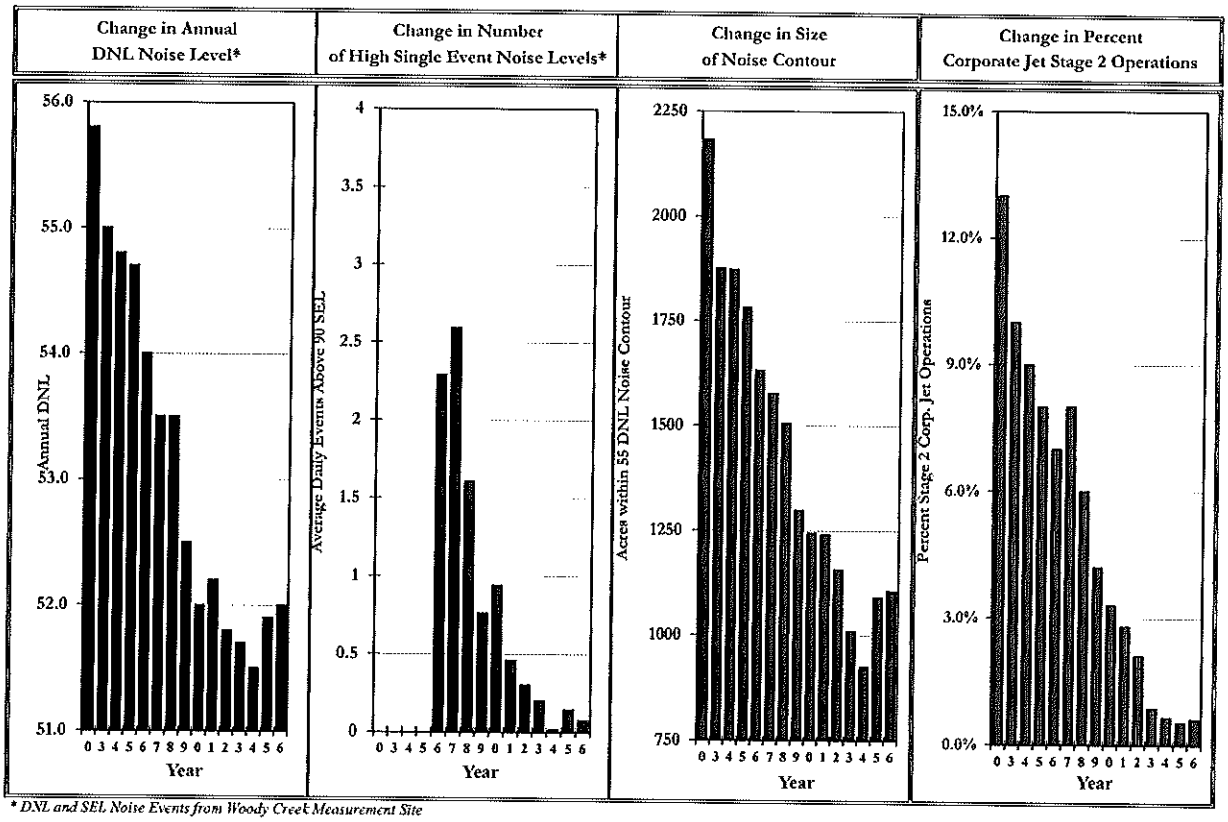
The Fly Green/Fly Clean Program presents the Airport's overall score and compares it to historical data. **Figure 9** shows historical data for four categories:

- Change in Annual DNL Noise Level
- Change in Number of Average Daily Number of High Single Event Noise Levels
- Change in Size of Noise Contour
- Change in Percentage of Corporate Jet Stage 2 Operations

Historical data for these categories is show for the years 2000 and 2003 – 2016. Each of the four categories shows significant improvement year over year. This report focuses on the 2016 Fly Green/Fly Clean Airport Reporting period.

Stage 2 operations accounted for 0.6% of all corporate jet operations. The number of High Single Event Noise Levels average well less than one per day (0.1 events per day). The lower number of high noise events can be directly correlated with the continued reduction of Stage 2 corporate jet aircraft. Specifically, the older Gulfstreams (II and III) and the louder Stage 3 jets (Beach 400 and Falcon 50) It is anticipated that these levels will continue to lower as these aircraft retire from the fleet. As with the other airport rating categories, the size of the noise contour was slightly increased at less than 1,110 acres in the 55 DNL. This can also be attributed to reduction of Stage 2 operations as well as an overall improvement of the fleet noise quality balanced out the increase in corporate jet operations.

Figure 11 - Historic Overall Airport Comparison (2016)
Aspen/Pitkin County Airport Fly Green/Fly Clean



* *DNL and SEL Noise Events from Woody Creek Measurement Site*