Aspen/Pitkin County Airport
Fly Green/Fly Clean

Annual 2017 Report

(November 1, 2016 – October 31, 2017)

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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 2017** results. This includes both the winter and summer season results. This is for the winter period of November 1, 2016 through April 30, 2017 and a summer period of May 1, 2017 through October 31, 2017. 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 base period reporting period for these elements is the historical average of November 1, 2005 through October 31, 2007. All subsequent 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

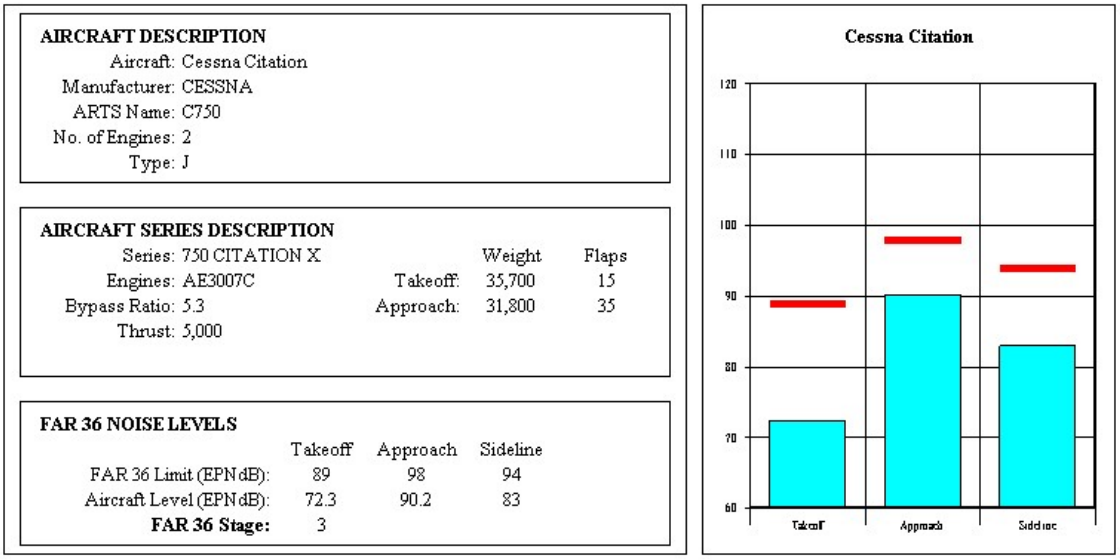
This category rates single aircraft owners as well as fractional jet operations. The Fleet Noise Quality Rating score presents an overall Airport score and a list of operators that performed above average. The method for quantifying a fleet noise quality rating at Aspen is based on established federal 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

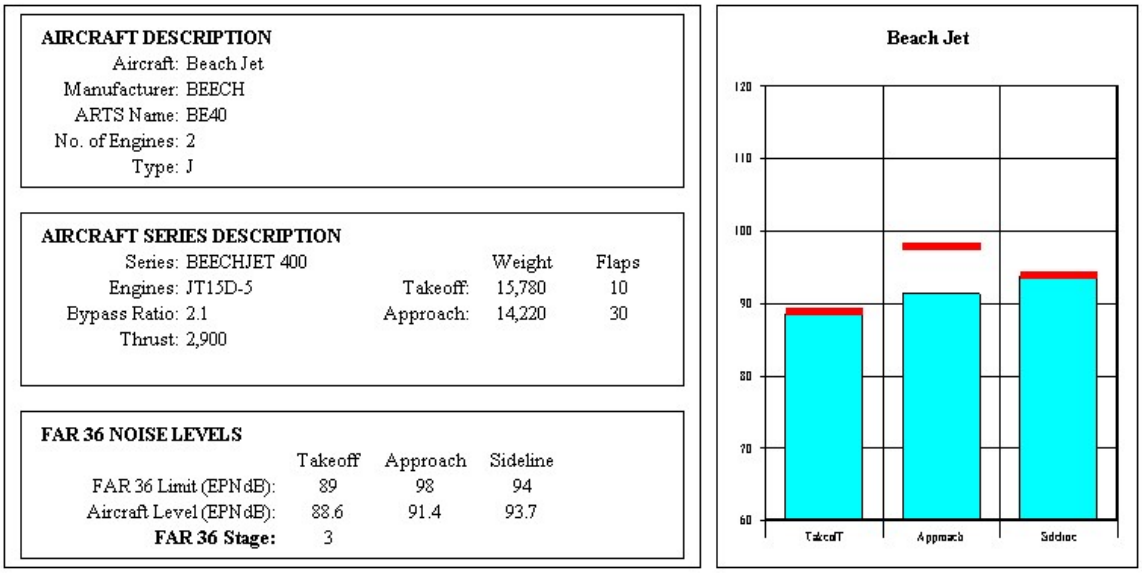
AIRCRAFT SERIES DESCRIPTION

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.

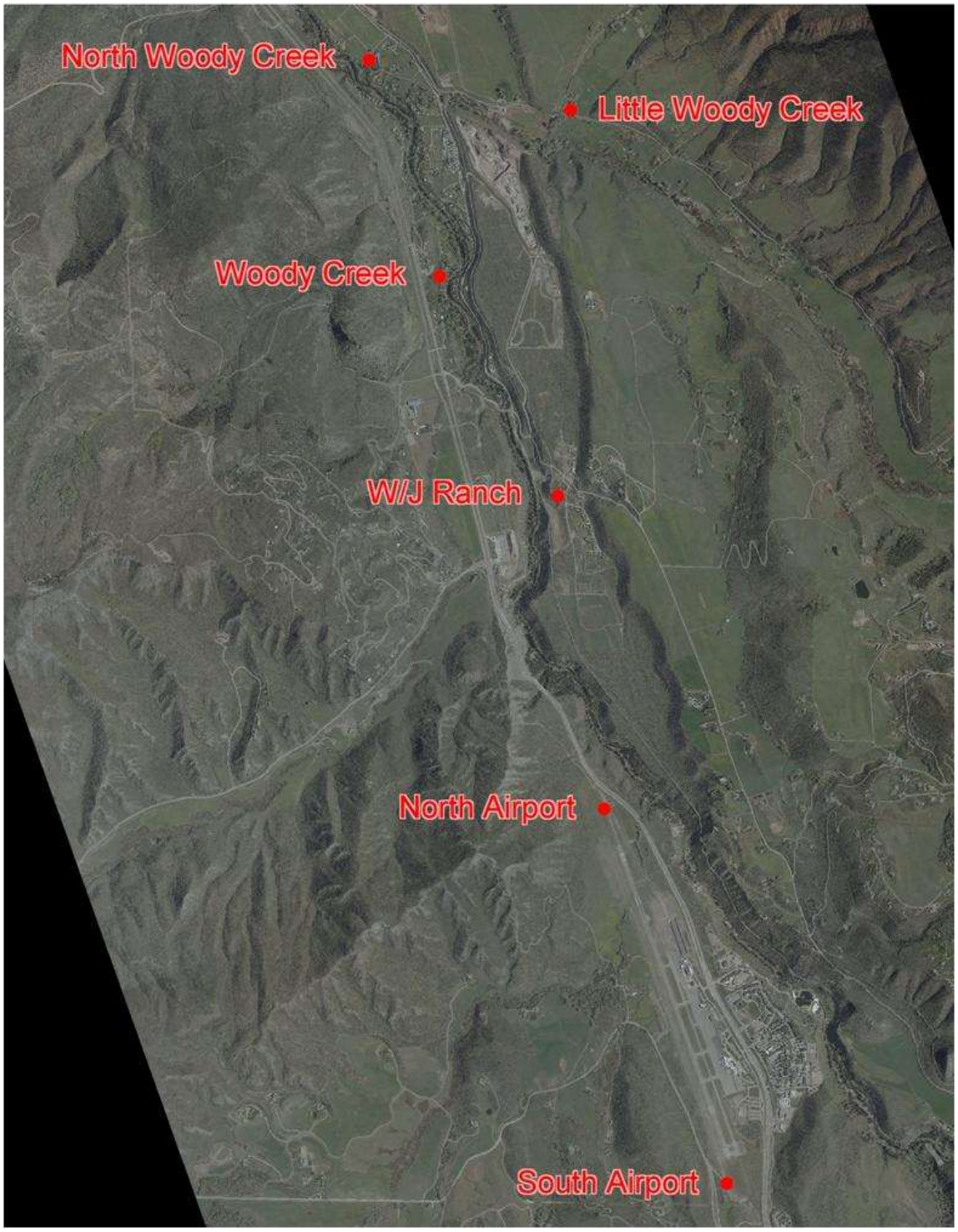
Whenever an aircraft operation surpasses a high noise event threshold established for a remote noise monitoring site (RMS), a "loud single event" occurs. Loud noise events are measured by the Airport's RMS's situated in the communities surrounding the airport twice per year, two weeks in the winter and 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 2017 winter period, November 1, 2016 – April 30, 2017. The high noise threshold is 90 SEL. **Figure 4** shows the Loudest Noise Events for the 2017 summer measurement period, May 1, 2017 – October 31, 2017. 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.

Figure 3 - Loudest Noise Events, Winter 2017– Woody Creek

Aspen/Pitkin County Airport Fly Green/Fly Clean

Period November 1, 2016 – April 30, 2017

ACBody	DATETIME_DA	ACTYPE	ALCODE	DAO	RUNWAY	SEL	SelBar
Business	12/22/2016 3:15:03 PM	GLF3	U	D	33	97.3	
Business	12/31/2016 4:09:48 PM	GLEX	U	A	15	92.8	
Business	12/25/2016 12:47:11 PM	GLF3	U	D	33	90.9	
Business	1/1/2017 12:51:48 PM	FA7X	U	D	33	90.7	
Unknown	12/22/2016 9:49:48 AM	U	U	D	33	89.8	
Business	12/24/2016 9:20:05 AM	BE40	U	D	33	89.7	
Business	12/22/2016 9:40:51 AM	BE40	U	D	33	89.1	
Business	12/24/2016 3:05:48 PM	FA50	U	D	33	88.8	
Unknown	12/31/2016 12:48:33 PM	U	U	A	15	87.8	
Business	12/22/2016 8:47:04 AM	GLF3	U	A	15	87.6	
Business	12/29/2016 11:58:32 AM	C525	U	A	15	87.3	
Business	1/2/2017 11:34:52 AM	CL60	U	D	33	87.3	
Business	12/20/2016 2:02:12 PM	FA50	U	D	33	87.2	
Business	12/22/2016 4:40:16 PM	BE40	U	D	33	87.0	
Business	12/21/2016 2:09:52 PM	FA50	U	D	33	86.9	
Business	12/25/2016 10:03:13 AM	BE40	U	D	33	86.9	
Business	12/21/2016 7:27:33 AM	GLF3	U	D	33	86.8	
Business	12/22/2016 9:20:26 AM	GLF3	U	D	33	86.7	
Unknown	1/16/2017 4:35:43 PM	U	U	A	15	86.6	
Prop	12/23/2016 4:37:21 PM	E55P	U	A	15	86.3	
Business	12/20/2016 1:28:59 PM	FA20	U	D	33	86.2	
Business	12/23/2016 12:38:30 PM	H25B	U	D	33	86.1	
Business	1/2/2017 10:32:15 AM	GLF3	U	A	15	86.1	
Unknown	1/2/2017 10:03:35 AM	U	U	D	33	86.0	
Unknown	12/23/2016 3:18:17 PM	U	U	A	15	85.8	

Figure 4 - Loudest Noise Events, Summer 2017 – Woody Creek

Aspen/Pitkin County Airport Fly Green/Fly Clean

Period: May 1, 2017 – October 31, 2017

ACBody	DATETIME_DA	ACTYPE	ALCODE	DAO	RUNWAY	SEL	SelBar
Business	7/1/2017 1:49:01 PM	FA10	TJA	A	15	90.4	
Business	7/1/2017 11:38:09 AM	FA50	GA	A	15	88.7	
Business	7/1/2017 7:44:58 AM	FA50	PVO	D	33	88.5	
Business	7/11/2017 1:01:28 PM	GLF3	GA	A	15	87.6	
Business	7/1/2017 12:27:27 PM	GLF3	GJE	D	33	87.4	
Business	7/5/2017 10:41:31 AM	FA50	GA	D	33	87.0	
Business	7/10/2017 7:54:25 PM	FA50	GA	D	33	86.8	
Business	7/1/2017 4:40:02 PM	FA7X	JAS	D	33	86.0	
Unknown	7/10/2017 1:58:12 PM	U	U	D	33	86.0	
Business	7/3/2017 4:02:29 PM	GLF4	GA	A	15	85.5	
Business	7/3/2017 3:03:48 PM	FA50	GA	D	33	85.1	
Business	7/1/2017 3:26:36 PM	E35L	XLS	A	15	85.0	
Business	6/30/2017 12:48:30 PM	FA50	GA	A	15	84.9	
Business	7/5/2017 1:18:20 PM	G280	GA	D	33	84.9	
Business	7/1/2017 1:05:43 PM	FA50	GA	D	33	84.7	
Business	7/5/2017 10:14:17 AM	FA7X	JAS	D	33	84.5	
Business	7/9/2017 9:23:14 AM	FA7X	GA	D	33	84.3	
Business	7/1/2017 1:21:30 PM	FA7X	GA	D	33	84.1	
Business	7/16/2017 8:59:47 AM	E55P	GA	D	33	84.1	
Business	6/30/2017 4:17:07 PM	SBR1	GA	D	33	84.0	
Business	6/30/2017 8:59:25 AM	CL35	EJA	D	33	84.0	
Business	6/30/2017 1:17:07 PM	CL35	EJA	D	33	84.0	
Business	7/2/2017 5:24:13 PM	GL5T	GA	D	33	83.7	
Prop	7/10/2017 7:14:06 PM	PC12	U	D	33	83.6	
Business	6/30/2017 4:50:16 PM	C25A	XLJ	D	33	83.6	

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 2017 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, Lion Airlines, Tradewind Aviation, DRL – Unknown, and OHC - Unknown.

The second to last column in the figure also show the change in the 2017 annual FNQ relative to the prior 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 code RJC 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 2017 reporting period is 8.1 out of 10. This is an improvement 1.4 FNQ over the historical base period (2006/2007) 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 4 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 4 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 Terrapin Aircraft, LLC. There were 146 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 109 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	301	9.9	0.00	0
RSP	Jetsuite Air	71	9.9	0.00	0
OPT	Flight Options	308	9.9	0.70	0
XSR	Executive AirShare	125	9.8	0.00	0
LXJ	Bombardier FlexJet	575	9.7	0.00	0
SIS	Saber Airlines	32	9.4		0
TWY	Sunset Aviation (GA)	128	8.9	0.10	0
EDG	Edgartown Air	44	8.5	0.30	0
DPJ	Delta Private Jets	146	8.5	0.00	0
EJA	Executive Jet Aviation	1,689	8.3	0.00	0
FWK	FlightWorks	31	8.2	0.40	0
LAK	Great Lake Airlines	34	8.1	0.00	0
GAJ	Gama Jet	97	8.0	0.20	0
DCM	FltPlan	32	8.0	1.30	0
JAS	Japan Air System	38	7.9	-0.30	0
EJM	Executive Jet Management	138	7.8	0.30	0
FTH	Mountain Aviation	106	7.7	-0.20	0
GTH	General Aviation Flying S...	60	7.2	0.40	0
JTL	Jetall	202	6.8	1.00	1
NSH	Landmark Aviation	30	5.7	-0.10	0
TMC	Travel Management Com...	93	3.6	0.10	0

Airport Average FNQ Score 7.9

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
ASP	Aspen Airways Inc	8	10.0	0.20	0
DRL	Omini Air Transport	19	10.0	0.00	0
RIX	Rectrix	7	10.0	0.00	0
RJC	Richmor Aviation	6	9.8	0.00	0
GCT	GC Aviation	19	9.8	0.00	0
TKK	Aero Ways Inc	8	9.8	0.00	0
KAI	Kaiser Inc. (GA)	13	9.6	0.00	0
PXT	Pacific Coast Jet	27	9.6	-0.20	0
SWD	SOUTHERN WINDS	7	9.5	2.90	0
KFB	STAjets	6	9.5	0.50	0
PRD	Presidential Aviation	12	9.4	-0.20	0
PEG	Pelangi Air	24	9.4	0.70	0
PHJ	Peach Jet	8	9.3	0.60	0
WCC	West Coast Air	8	9.0	3.00	0
PJC	Pittsburgh Jet Center	7	8.9	-0.30	0
SBE	Wold Class Aviation	7	8.9	-0.50	0
WWI	Worldwide Jet Charter	22	8.9	-0.20	0
DJR	Desert Jet	14	8.8	-0.70	0
LJY	LJ Aviation	9	8.3	0.00	0
MMN	Pro Airways	10	8.3	0.00	0
SJE	Sunair 2001	20	8.2	0.20	0
LKF	Lion Airlines	8	8.2	-1.80	0
PFT	Air Cargo Express International	14	8.2	0.00	0
GLT	Aero Charter	8	8.1	0.00	0
SLH	Silverhawk Aviation	13	8.1	0.00	0
DBC	Gemini Air	21	8.0	1.80	0
XFL	Executive Fliteways	6	7.9	0.00	0
MLN	Air Madeleine	9	7.7	-1.20	0
NUS	Northern Illinois Flight Center	23	7.4	-0.50	0
CNK	Sunwest Home Aviation Ltd	11	7.2	-0.60	0
OKC	Private Jets	19	7.0	0.90	0
TFF	Talon Air	28	7.0	-0.60	0
PWA	Priester Charters (GA)	18	6.9	-1.10	0
SCM	American Jet International	8	6.9		0
CYO	Air Transport	21	6.8	2.90	0
WDY	Unknown	6	6.6	0.00	0
KOW	Baker Aviation	12	5.9	-0.40	0

Total All Part 135 Operators	5,001	7.8	0.1	4
General Aviation Non-Part 135	4,824	8.1	0.3	7
AIRPORT OVERALL	**9,825**	**7.9**	**0.2**	**11**

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
N540EA	GLF3	JETMARK AVIATION LLC		7	0.0	1

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

N124EP	GLF3	WHITEHORSE AIR LLC	5	0.0	0
N36PN	GLF2	B&G LEASING LLC	5	0.0	0
N171AM	GLF3	FLORIDA JET SERVICE INC	4	0.0	0
N654YS	SBR1	FRYS ELECTRONICS INC	3	0.0	0
N975RG	GLF3	RG AVIATION LLC	3	0.0	2
N150RJ	FA50	COOK CANYON (GP) LLC	2	3.6	1
N360MB	GLF3	N 360 MB LLC	2	0.0	0
N36JE	GLF3	JEL AVIATION LLC	2	0.0	0
N513SK	FA50	WELLS FARGO BANK NORT...	2	3.6	1
N700JC	SBR1	OXLEY JOHN C TRUSTEE	2	0.0	0
N205JA	FA50	BALLENGEE AVIATION LLC	1	3.6	1
N218MD	GLF3	NE 1 LLC	1	0.0	0
N36PN	GLF3	B&G LEASING LLC	1	0.0	0
N530GA	GLF2	EG AIR LLC TRUSTEE	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
N108JA	E50P	TERRAPIN AIRCRAFT LLC	CO	109	9.8
N49PW	C750	MADRONE ADVISORS LLC	CO	84	10.0
N569EE	E55P	CORVIS AVIATION LLC	CO	40	9.8
N569DM	C525	WALTON S RAWLINGS	CO	38	10.0
N925EM	C525	AS ASPEN LLC	CO	36	10.0
N925EM	C25B	AS ASPEN LLC	CO	33	10.0
N358JJ	C25B	CORAL AIR LLC	AR	17	10.0
N952SP	PRM1	SCANNELL CITATION LLC	IN	17	9.7
N751MM	C750	MORGANS MACH ONE MACHINE LLC	CA	16	10.0
N302K	CL30	CORPORATE JET LEASING CO LLC	KS	15	9.8
N795HC	C525	POTOMAC STREET PARTNERS LLP	CO	15	10.0
N200LC	GLF4	AVN AIR LLC	CT	14	9.8
N471TD	E55P	300 PHENOM LLC	TX	14	9.8
N605WG	E135	WELLS FARGO BANK NORTHWEST NA TRUSTEE	UT	13	9.8
N750NA	C750	N A CITATION (2012) LLC	FL	13	10.0
N804SW	E55P	ECHO MATRIX LLC	AR	13	9.8
N858EE	E55P	RBL AVIATION LLC	CO	13	9.8
N960LS	GLF4	SADIE AVIATION LLC	TX	13	9.8
N703DM	C750	PAPA GRANDE AVIATION LLC	TX	12	10.0
N71BD	GLF4	GENERAL ELECTRIC CREDIT CORP OF TENNESSEE	CT	12	9.8
N95LL	C25B	BEMIDJI AVIATION SERVICES INC	MN	12	10.0
N448LL	C525	CHO OYU LLC	TX	11	10.0
N454N	LJ45	BANK OF AMERICA NA	NC	11	10.0
N510BE	C510	C510 AVIATION LLC	CO	11	10.0
N32PM	C25C	PERUGIA AIR LLC	CA	10	10.0
N450AB	GLF4	BLUE VISTA LLC	CA	10	9.8
N819CW	C25B	SKYBANK LLC	NE	10	10.0
N820AV	GLF4	TVPX ARS INC TRUSTEE	UT	10	9.8
N85BZ	E55P	DAT-II LLC	CO	10	9.8
N1963N	GLF4	WATER FORCE ONE LLC	CA	9	9.8
N402FT	GLF4	EJS EXECUTIVE JET SHARES II INC	DE	9	9.8
N459SF	LJ60	PHILLIPS AVIATION COMPANY LLC	DE	9	10.0
N913MK	GLF4	GR AIRCRAFT ACQUISITION LLC	TX	9	9.8
N104RJ	LJ60	HALRIVE AIR LLC	FL	8	10.0

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
N1EG	PRM1	MALIBU LEASING CORP	CO	8	9.7
N450EF	GLF4	NDM AVIATION LLC	FL	8	9.8
N502P	GLF4	PRITZKER REALTY GROUP LLC	IL	8	9.8
N505BC	LJ45	WCAT MANAGEMENT INC	TX	8	10.0
N718MV	C25C	FOXY AIR 2009 LLC	OH	8	10.0
N779AZ	GLF4	PITTCO AVIATION LLC	TN	8	9.8
N816BL	C25B	FLIGHT DYNAMICS LLC	VA	8	10.0
N160BP	LJ60	BEESON JOHN S	TX	7	10.0
N21SB	E50P	SOUTHERN BLEACHER CO INC	TX	7	9.8
N247MH	LJ60	TVPX AIRCRAFT SOLUTIONS INC TRUSTEE	UT	7	10.0
N369MN	C25B	WELLS FARGO BANK NORTHWEST NA TRUSTEE	UT	7	10.0
N752M	CL30	CIRRUS GAS 4 LLC	TX	7	9.8
N825TB	CL30	DB AVIATION LLC	CO	7	9.8
N894JW	E135	GSM ASSETS LLC	TX	7	9.8
N96PB	C25B	BANK OF UTAH OWNER TRUSTEE	UT	7	10.0
N99GK	LJ40	GOLD KEY AVIATION LLC	DE	7	10.0
N354WG	CL30	AUTOMATIC PRESS LLC	TX	6	9.8
N363AL	C25B	PATHFINDER AVIATION INC	AK	6	10.0
N401FT	GLF4	EJS-EXECUTIVE JET SHARES INC	DE	6	9.8
N513RV	C525	WOOD PAUL R	IL	6	10.0
N525MR	C25A	AVIATION LP	TX	6	10.0
N52ZG	C525	LIFT AVIATION LLC	CO	6	10.0
N585DM	C525	MAS VENTURES I LLC	MI	6	10.0
N606MH	GLF4	US AUTO FINANCE LEASING LLC	DE	6	9.8
N606SB	LJ60	CFS AIR LLC	CT	6	10.0
N618KG	CL30	AIRKRAFT TWO TRUST	MA	6	9.8
N750GB	C750	CESSNA AIRCRAFT COMPANY	KS	6	10.0
N874C	GLF4	TRANS-EXEC AIR SERVICE INC	CA	6	9.8
N889CG	GLF4	ITS LIKE WAVING A FLAG IN THE ALBERT HALL ...	WA	6	9.8
N918DG	LJ45	N196SC LOUISIANA LLC	LA	6	10.0

4. 2017 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	301
RSP	Jetsuite Air	71

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

Operator Code	Operator	Departures
ASP	Aspen Airways Inc	8
DRL	Omini Air Transport	19
RIX	Rectrix	7

- Operators that were most improved from previous year (2016)

DCM FltPlan (30 or more departures per year)
WCC West Coast Air (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
OPT	Flight Options	308
XSR	Executive AirShare	125
LXJ	Bombardier FlexJet	575
SIS	Saber Airlines	32

Less than 30 departures per year

Operator Code	Operator	Departures
RJC	Richmor Aviation	6
GCT	GC Aviation	19
TKK	Aero Ways Inc	8
KAI	Kaiser Inc	13

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:

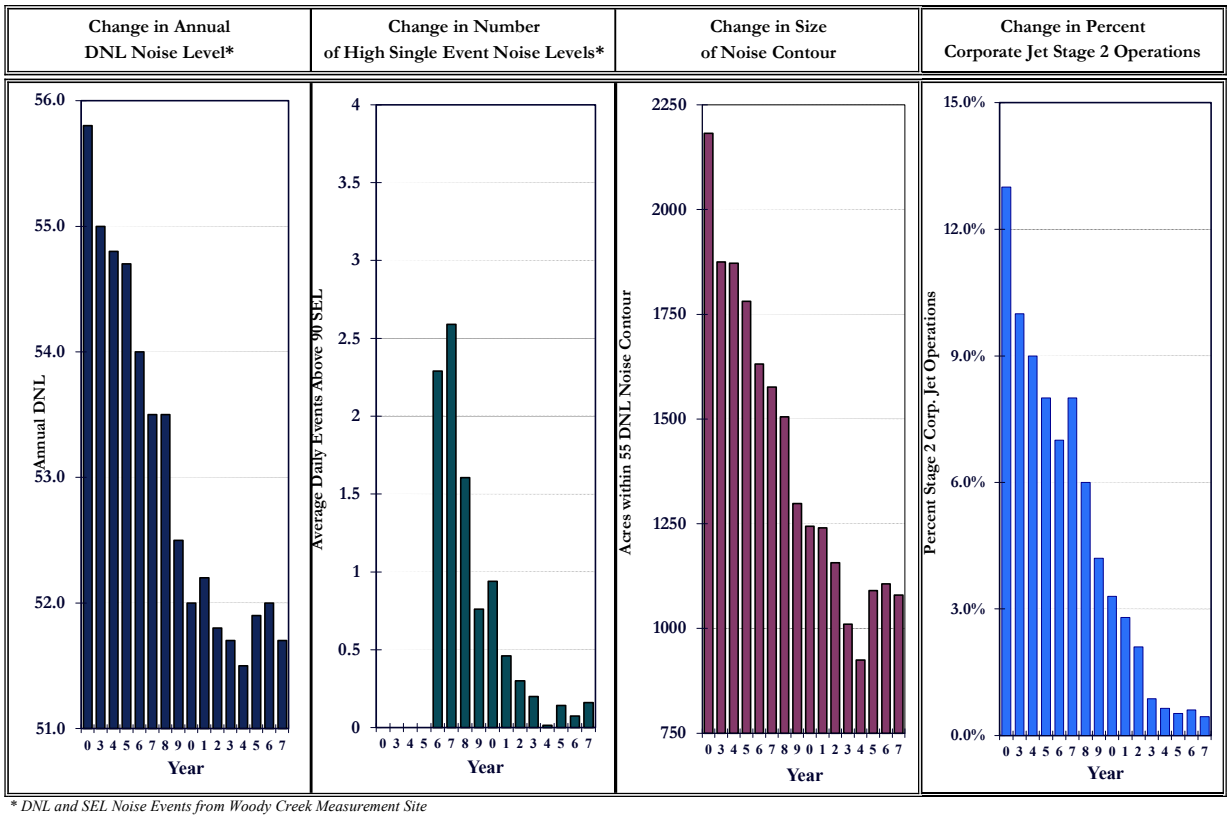
- Change in Annual DNL Noise Level
- Change in Number of Average Daily Number of High Single Event Noise Levels
- Change in Size of Noise Contour
- Change in Percentage of Corporate Jet Stage 2 Operations

Historical data for these categories is show for the years 2000 and 2003 – 2017. Each of the four categories shows significant improvement year over year. This report focuses on the 2017 Fly Green/Fly Clean Airport Reporting period.

Stage 2 operations accounted for 0.4% of all corporate jet operations. The number of High Single Event Noise Levels average well less than one per day (0.2 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 decreased at less than 1,100 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.

Figure 10 - Historic Overall Airport Comparison (2017)

Aspen/Pitkin County Airport Fly Green/Fly Clean



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