ASE ALP Update – BoCC/AAB Briefing

March 2024

ASPEN/PITKIN COUNTY AIRPORT

JACOBSEN | DANIELS

AGENDA

- Background/Introduction
- ALP Update Process/Educational Investment
- FAA Discussion
- Washington D.C. Update
- ALP Alternatives/Considerations
- Next Steps

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ALP UPDATE/EDUCATIONAL INVESTMENT

2012-2018

Five (5) Different Airport Advisory Groups
47 Public Meetings with Presentations
16 Experts from across the Aviation Industry

January 2019

ASE Vision Committee submits Common Ground Recommendations to Pitkin County Board of County Commissioners (BoCC)

April 2020

BoCC Resolution No. 105-2020 Adopted

December 2020

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BOCC RESOLUTION NO. 105-2020

Core Community Goals for the Pitkin County-Aspen Airport

- Safety in the air and on the ground
- Reduce greenhouse gas and other pollutant emissions by at least 30%
- Manage the growth of airline enplanements to be consistent with community growth management plans with input and assistance from the Airport Advisory Board to attain the core community goals for the Pitkin County-Aspen Airport
- Reduce noise by at least 30%

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BOCC RESOLUTION NO. 105-2020

…the Board of County Commissioners directs staff to begin the process to:

Open discussions with the Federal Aviation Administration (FAA) the Airlines and other partners using the contents provided in "Pitkin County Board of Commissioners Amendments and Additions, to The ASE Vision Committee Common Ground Recommendations and Airport Map for The Aspen/Pitkin County Airport" (Attachment A) as a starting point for the eventual development of an FAA required Airport Layout Plan

ALP UPDATE PROCESS – TO DATE

Airport Advisory Board begins educating themselves on aspects of the FAA required Airport Layout Plan to honor and implement BoCC Resolution No. 105-2020

June 2021

AAB recommends, and BOCC approves, the 2023 ALP Update Aviation Demand Forecast be submitted to the FAA for review and approval

July 2023

Upon recommendation of the AAB, staff meets with FAA to present an ALP that reflects the BoCC Resolution No. 105-2020 (Common Ground Recommendations)

January 2024

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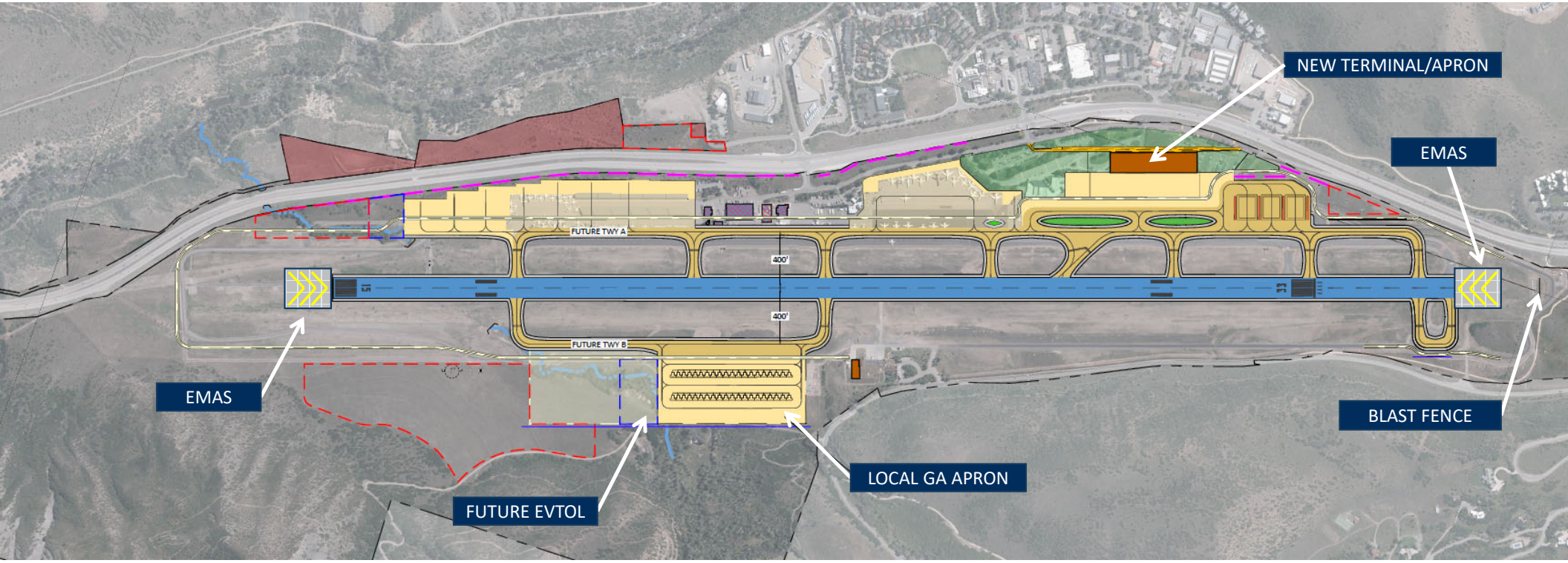
COMMON GROUND RECOMMENDATION ALP



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FAA DISCUSSION REVEALS NEW INFORMATION

FAA reiterated their focus on safety and accessibility

- They evaluate alternatives based on ability to maximize accessibility while maintaining an appropriate level of safety

FAA will require *consideration* of alternatives other than CGR to ensure the ALP reflects the best alternative (accessibility/safety)

- Obligated to maximize benefit of federal investment (access)
- ASE agreed with this concept when they accepted federal money (grant assurances)

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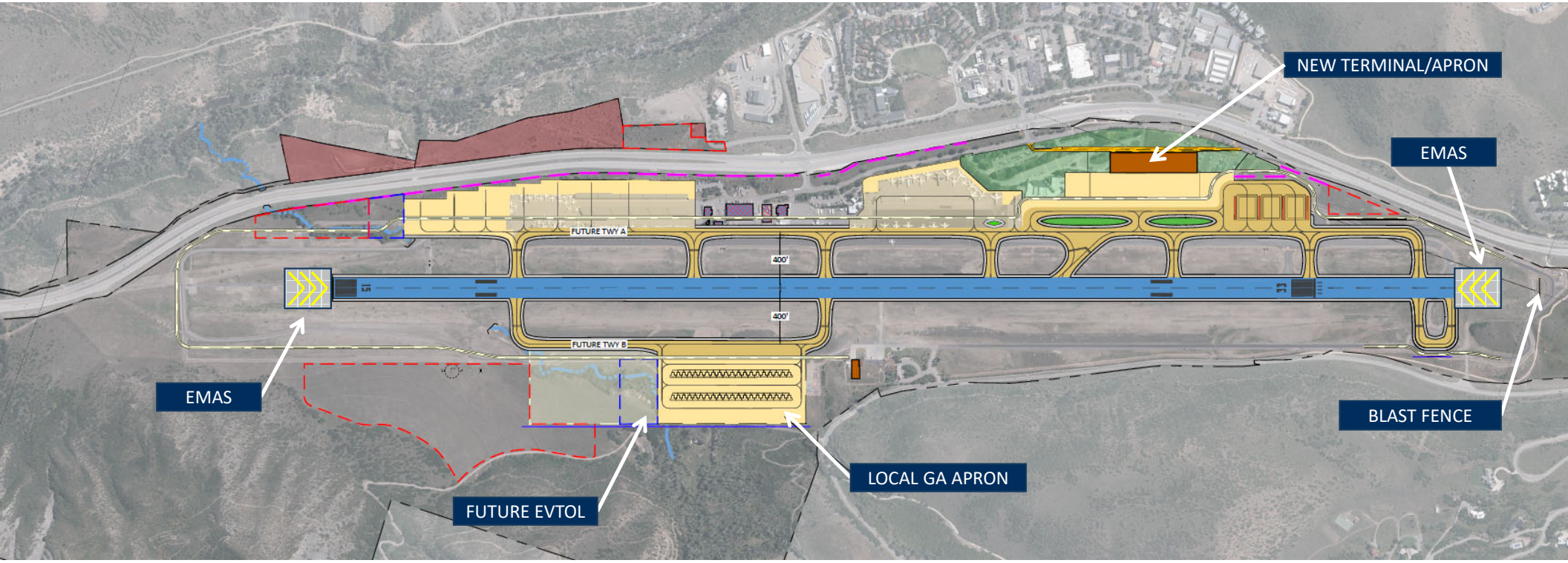
FAA DISCUSSION



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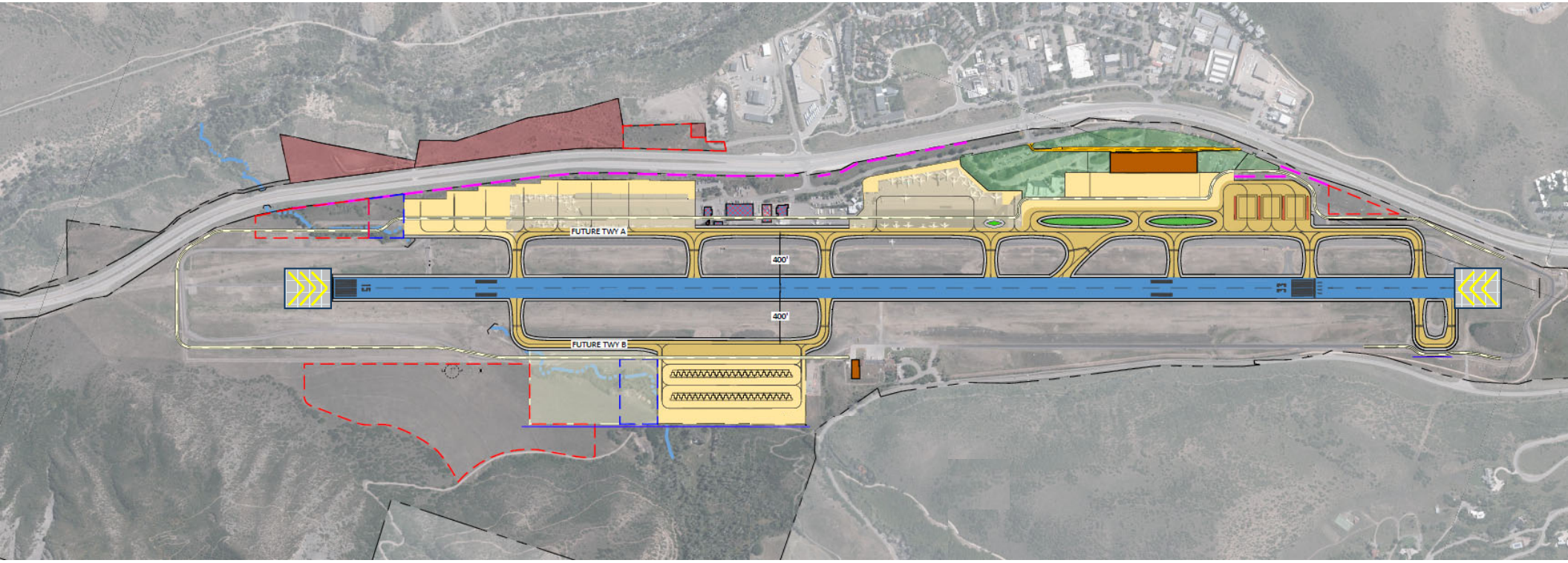

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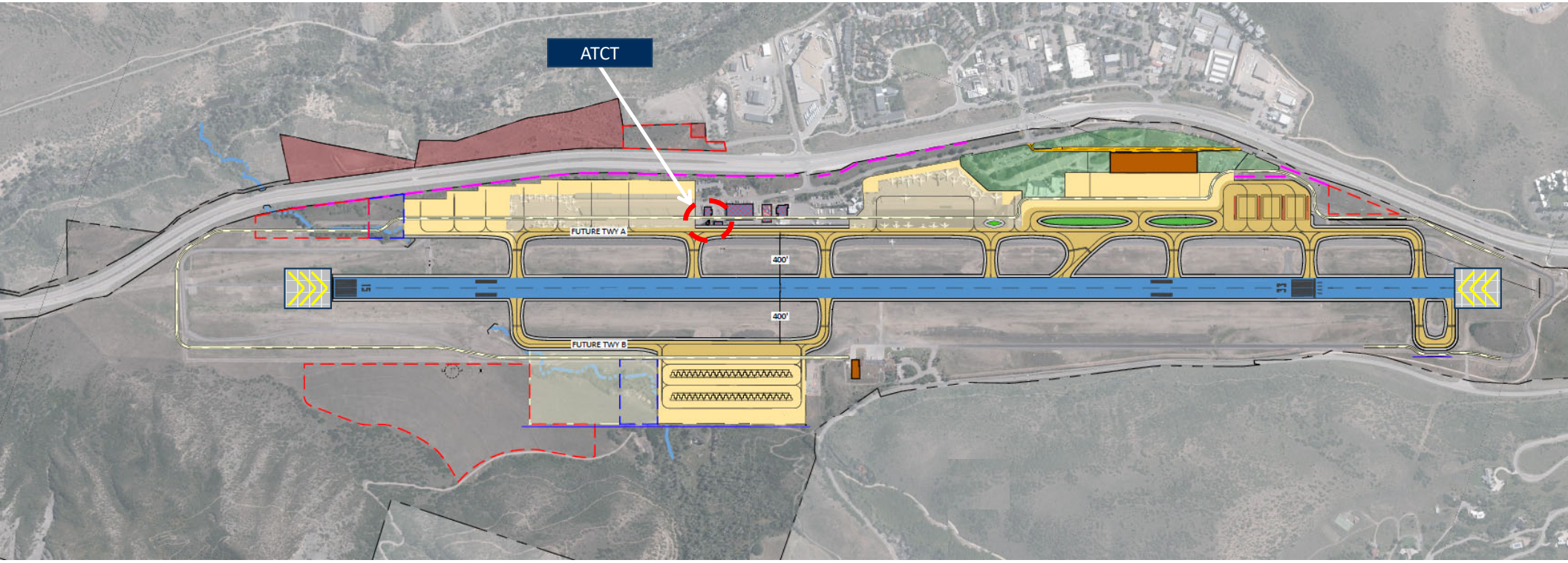

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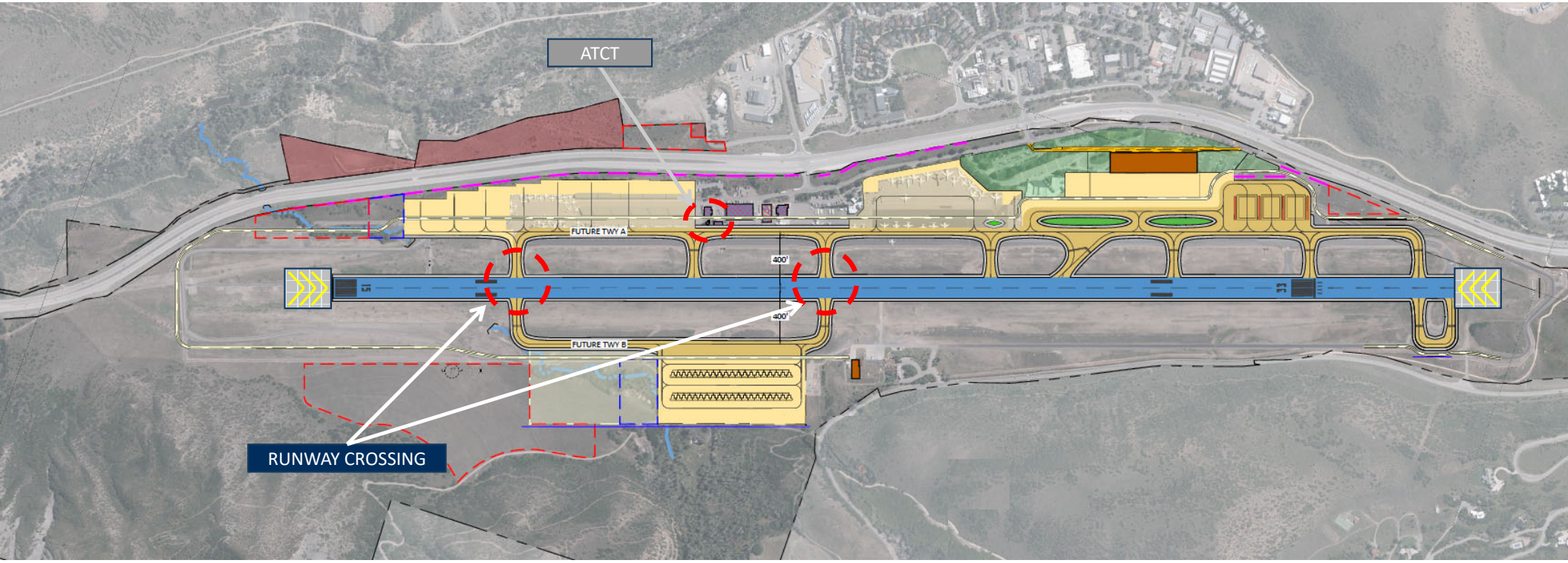

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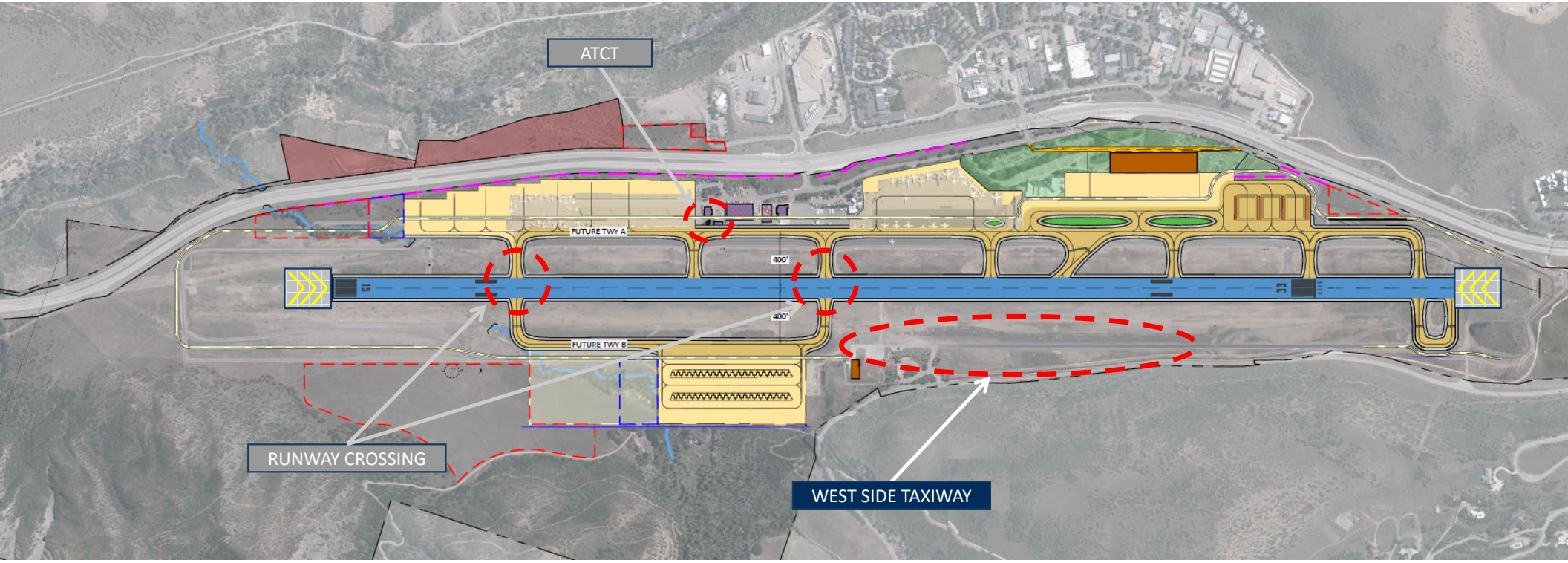

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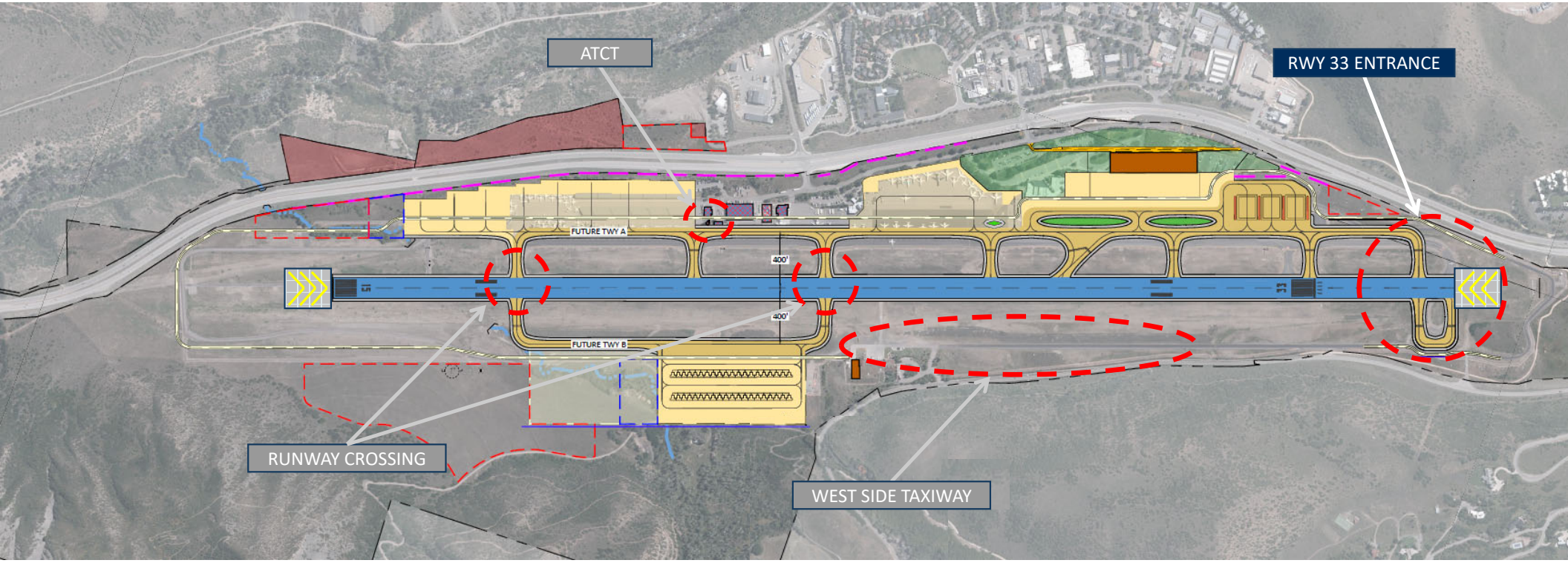

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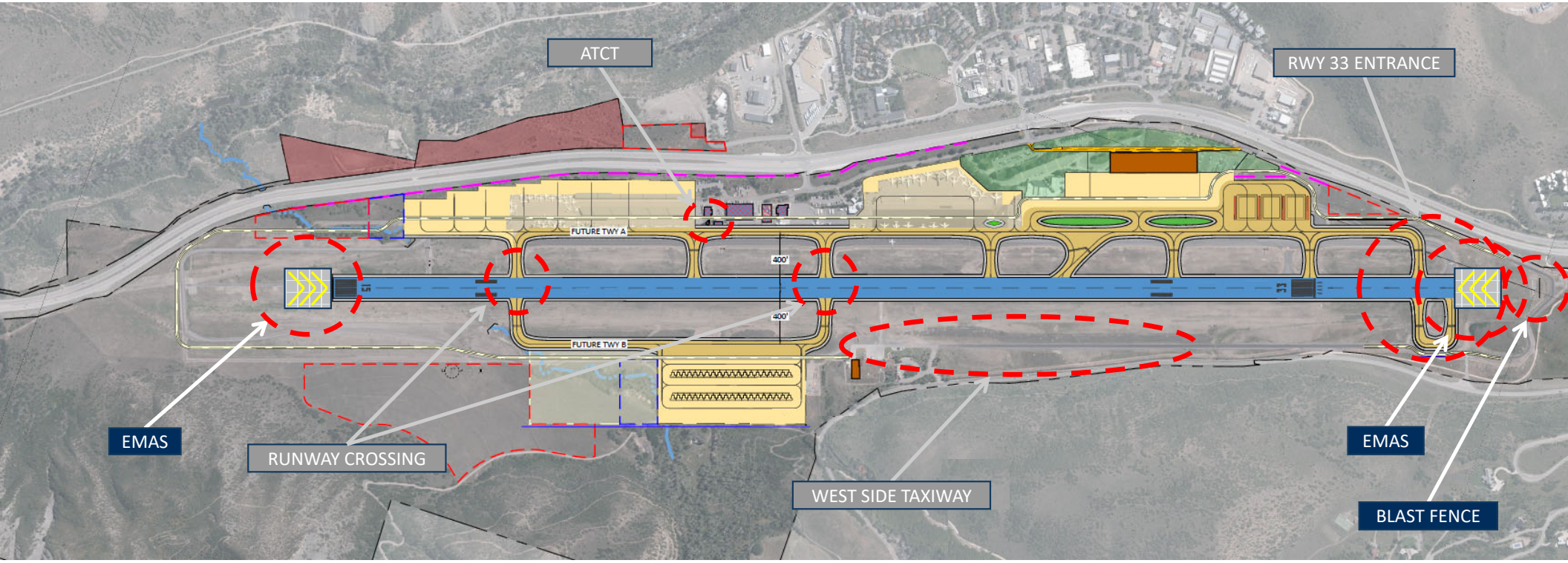

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FAA DISCUSSION

FAA is requiring the County to evaluate alternatives for:

- Eliminating mid-field runway crossings/restricting runway crossings to near runway ends
- Extension of the West side taxiway (ADG-III)
- Direct access to the end of Runway 33

County may want to evaluate alternatives that do not require the relocation of the ATCT

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WASHINGTON D.C. UPDATE

Air Traffic Control Tower

Runway Maintenance Funding

Bipartisan Infrastructure Law (BIL) Funding/Timing (Terminal)

Joint Letters on Carbon Fees

Input/Feedback from Senators

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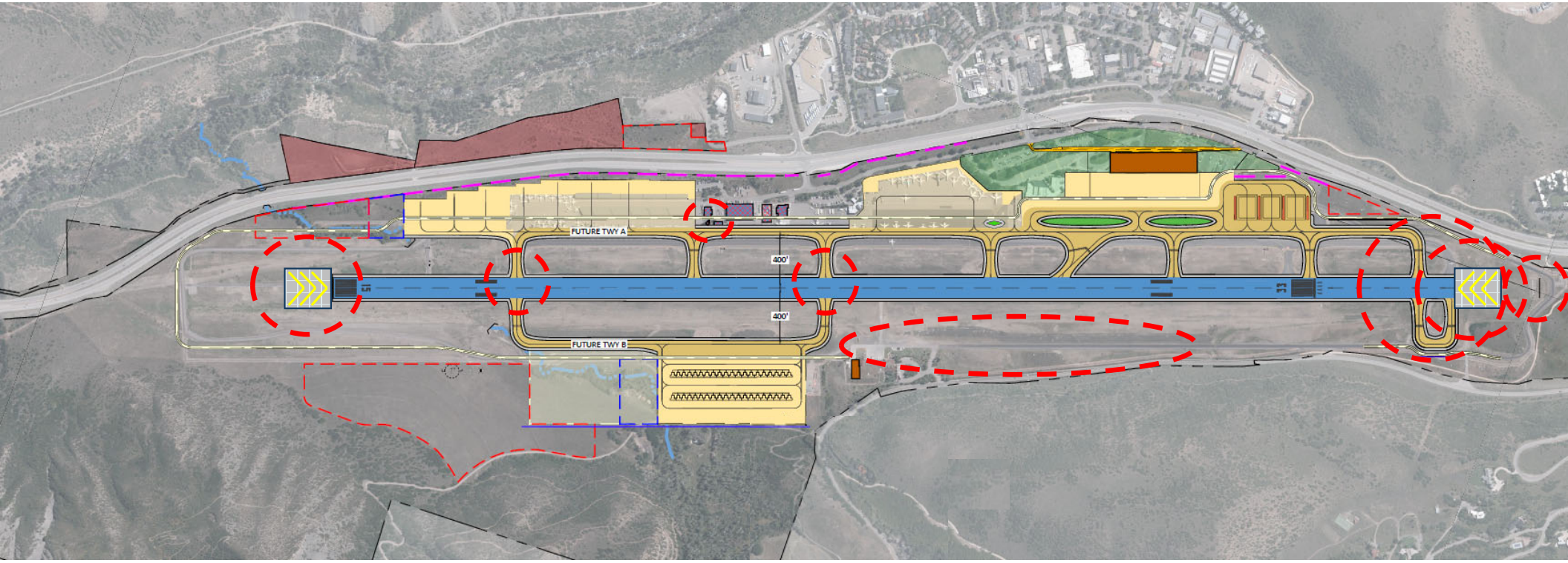
ALP ALTERNATIVES/CONSIDERATIONS



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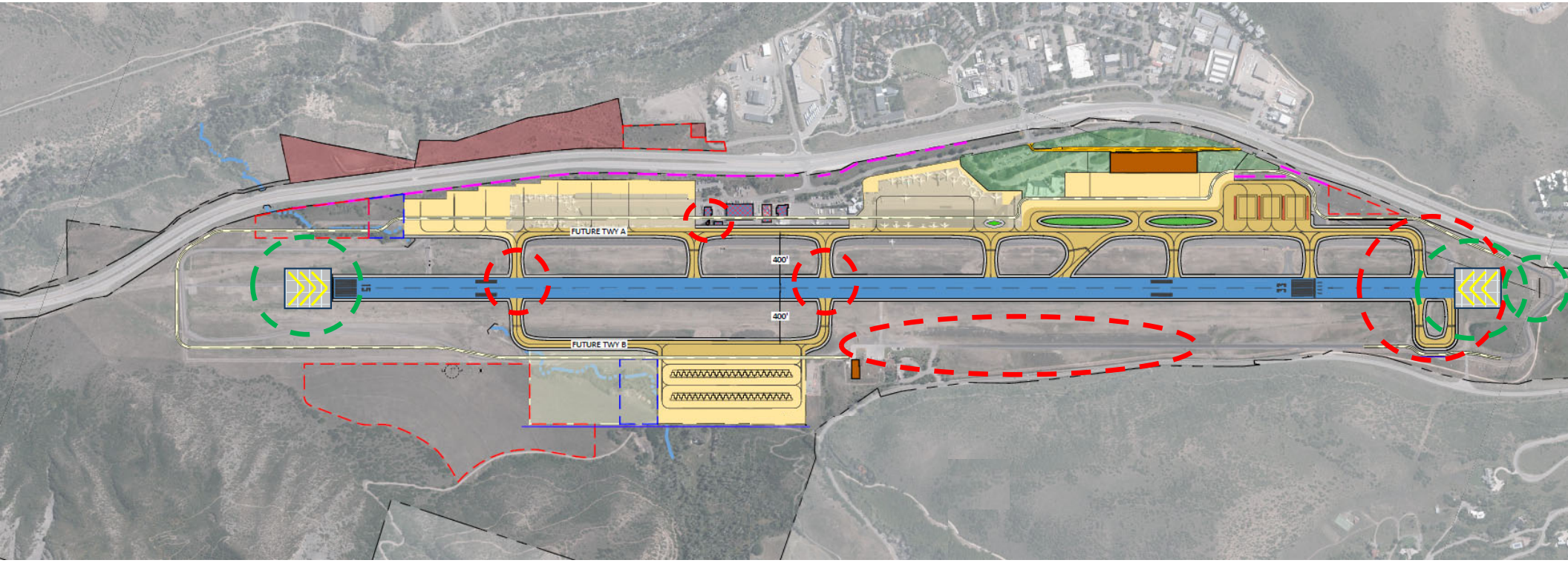

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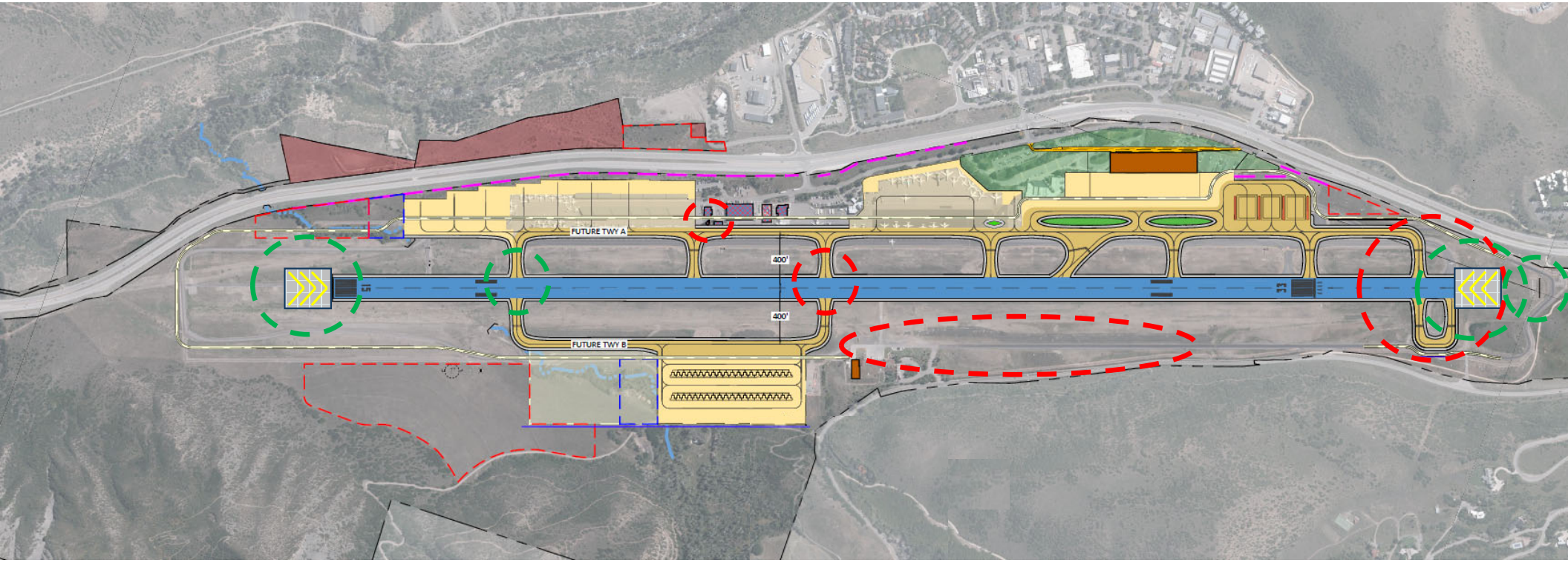

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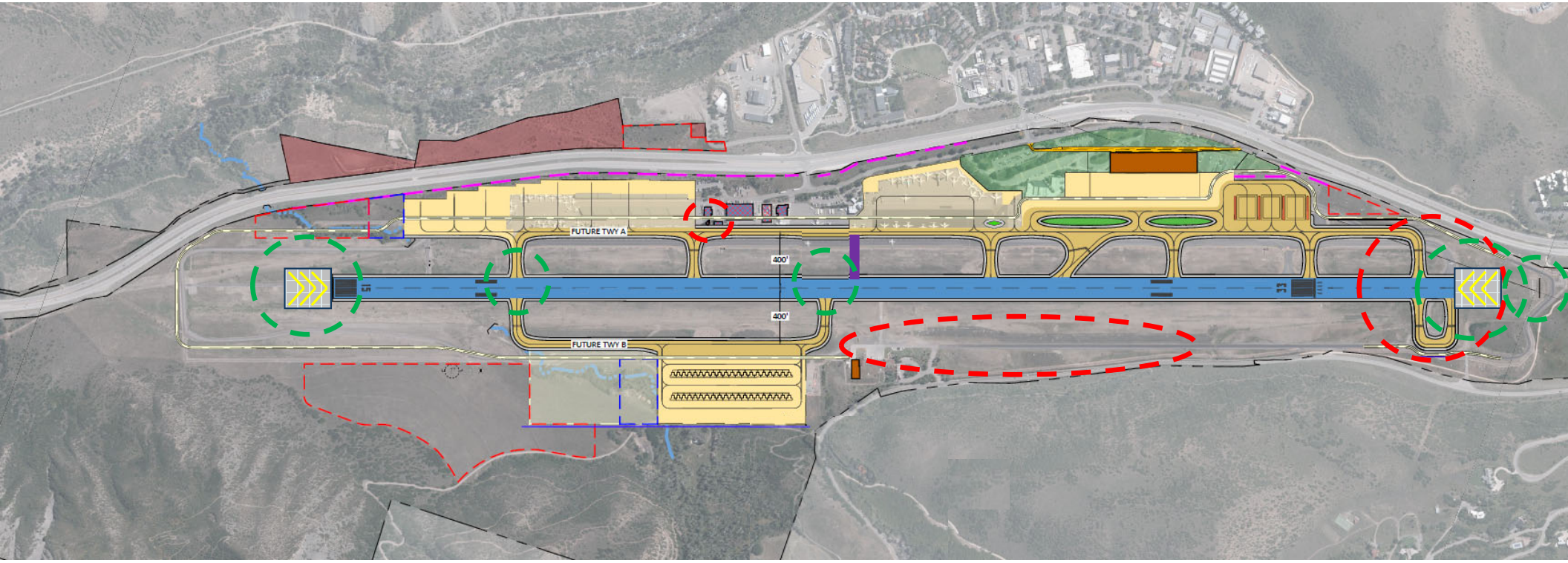

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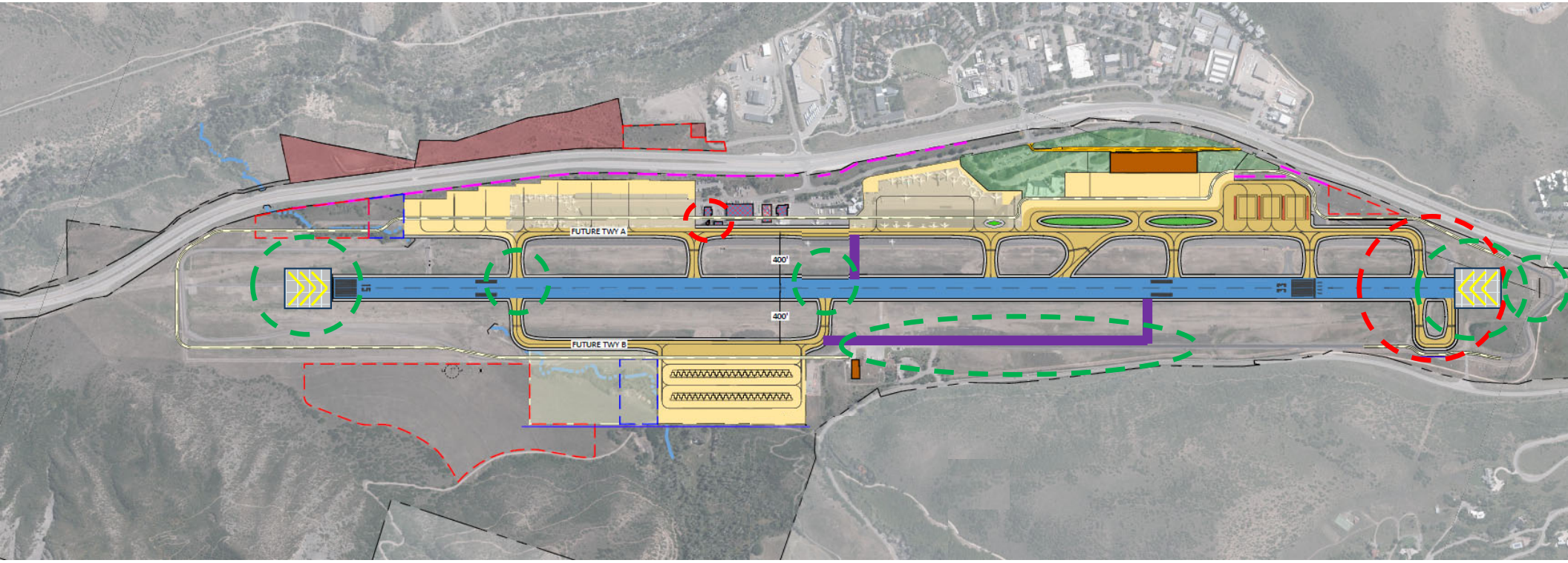

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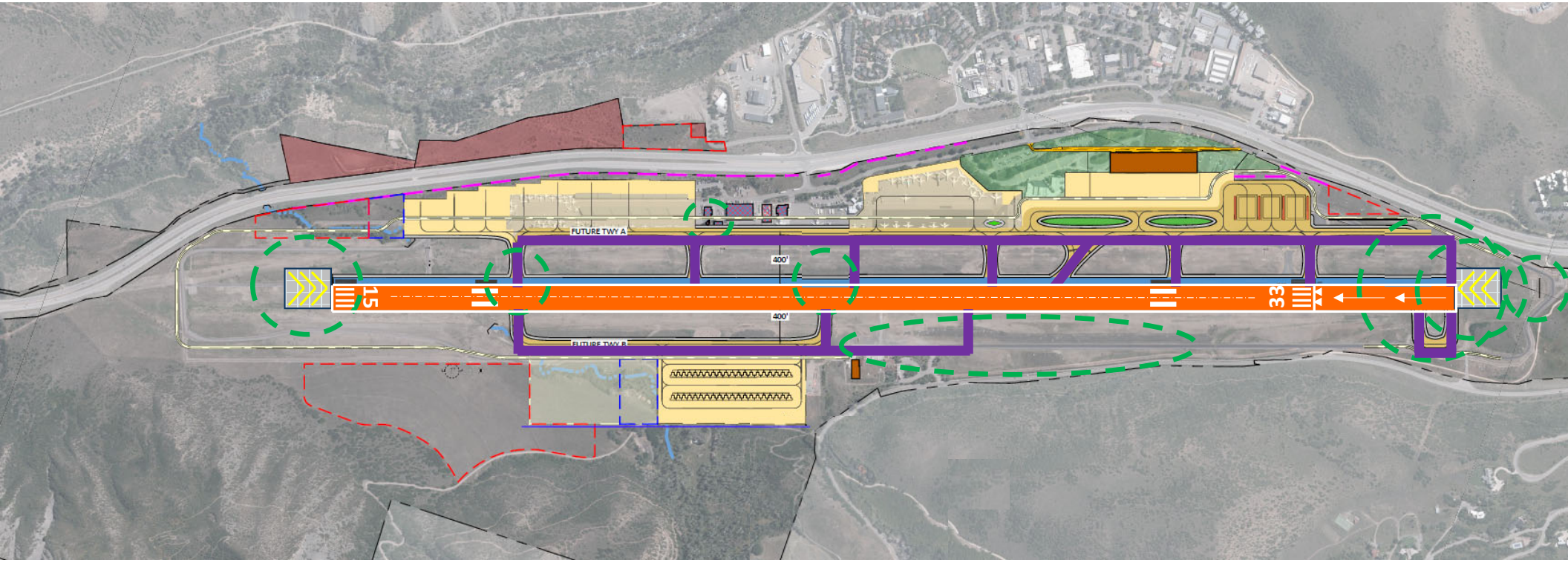

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CONDITIONS HAVE CHANGED

Since Adoption of Resolution No. 105-2020, the physical deterioration of the runway and corroborating Engineering Report conclude:

- Overlaying the runway is no longer an option, it must be rebuilt; therefore, leaving the runway in its current location **No Longer….**
  - Reduces closure time by 50% (one 4-month summer closure vs 2)
    - ✓ Similar timeframe as same process/effort to reconstruct runway in either location
  - Reduces construction cost by approximately $40M
    - ✓ Similar cost as the same process/effort to reconstruct runway in either location
  - Overlay vs demolition and rebuild saves carbon footprint *(embodied carbon is CO_2 produced maintaining the building and eventually demolishing it, transporting the waste, and recycling it)*
    - ✓ Similar carbon footprint as same process/effort to reconstruct runway in either location

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EQUIVALENT LEVEL OF SAFETY

Shifting runway closer to Shale Bluff could raise safety concern, however evidence was presented that shifting the runway center line by only 80 feet did not raise any FAA operational approach and departure safety concerns

Work Session #3 - *Thursday, January 23, 2020 4-6 PM*

- Q&A with Alec Seybold Flight Tech Engineering; Specialist in analyzing air space and aircraft performance.
  - https://aspenairport.wpenginepowered.com/wp-content/uploads/2020/09/Work-Session-3-Airspace-Flight-Procedure-Safety-Review-PDF.pdf

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BOCC RESOLUTION NO. 105-2020

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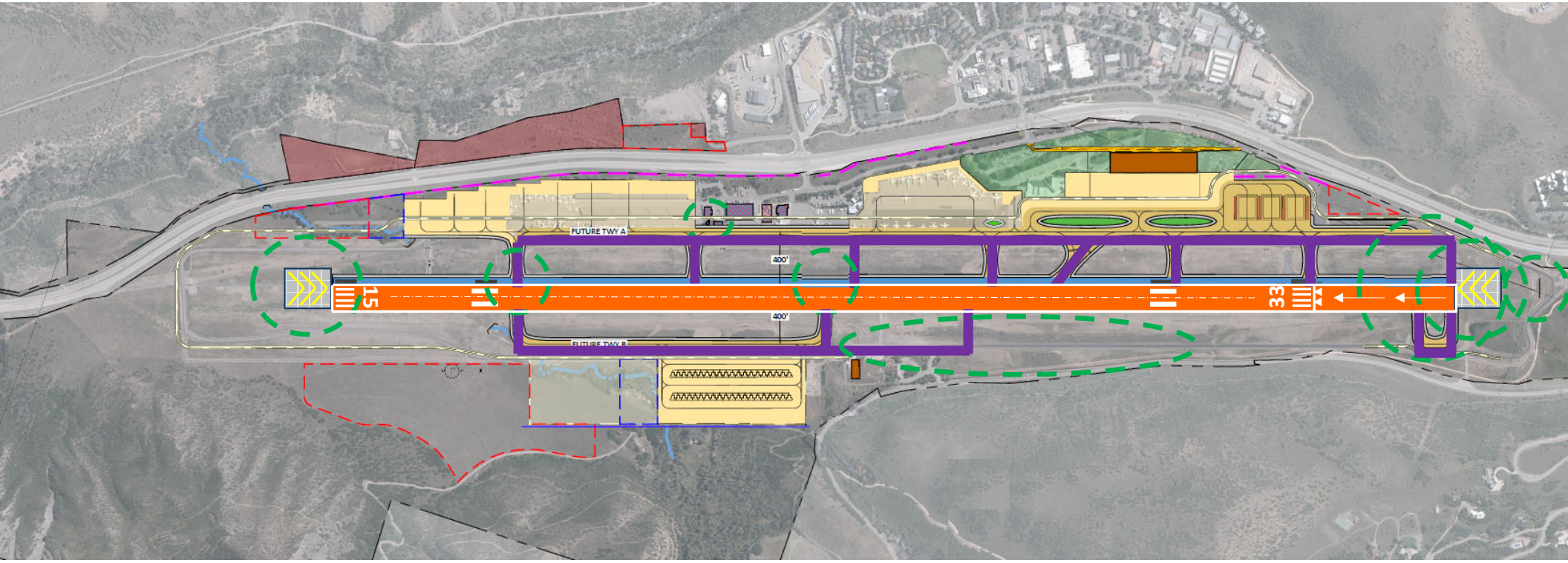

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NEXT STEPS

Need direction on how to proceed

- Airport Advisory Board Meeting March 21

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OPEN DISCUSSION/Q&A

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