

Aspen/Pitkin County Airport Advisory Board

[Airport Advisory Board Working Agreements](#)

Date: January 18, 2024

Time: 3PM – 5PM

Location: 1001 Owl Creek Rd – Airport Operations Center

<https://us06web.zoom.us/j/87932066115?pwd=oakgJcPRsjwKAGCuKC0wmgxmnj2wzo.1>

Meeting ID: 879 3206 6115

Passcode: 791876

Agenda Items

- I. Call Meeting to Order
- II. Roll Call
- III. Public Comments (3 minutes per speaker for non-agenda items)
- IV. Approval of Meeting Minutes
- V. Board Comments
- VI. Priority Item(s)
 - 2023 AAB Accomplishments – Dan
 - Pavement Update – Dan
 - Communications Team Update (as needed) – Marci
- VII. Old Business
 - Town Hall / Open House
 - Noise and Emissions Projects Scopes – Dan
- VIII. New Business
- IX. Standing Items
 - Subcommittee Updates (as needed)
 - Commercial Passenger Update – Bill Tomcich
- X. Public Comment (3 minutes per speaker on agenda topics)
- XI. Board Follow-up Comments
- XII. Adjourn

Aspen/Pitkin County Airport Advisory Board

Meeting Minutes January 18, 2024

The agenda items contained in these minutes are written in an action only format.

For the agenda, minutes, and recording, go to:

<https://www.aspenairport.com/about-aspen-airport/>

- Call Meeting to Order: 3:00PM
- Roll Call:
In Person: Jacque Francis, Meg Haynes, Auden Schendler, Bruce Gordon, Howie Mallory, Barry Vaughan, Sara Ott, Clint Kinney
Virtual: Rick Heede, Valerie Braun, Mike Solondz, Catherine Christoff
Absent:
- Public Comment (1:20):
-Jackie Merrill stated that she is a concerned citizen and was a member of the ASE Vision Committee. She had two requests and if they should not appropriately be made to the AAB, she would like to know where to make them. The first had to do with the January 29th meeting scheduled between the FAA and the County to discuss the ALP. She added that it is scheduled in Denver and it is closed to the public. Jackie said she would like to know the rationale for the County closing it to the public. She added that even if they have some legal technicality to make that request, should they as it is of interest to people in this valley, the location should be here, and it should be open to us. Jackie's last part of the request is if we can't restrain the meeting and get it relocated, will we, the public have access to the proceedings.
-(2:34) Jackie Merrill's second request had to do with the Honeywell approach. She stated that she was a pilot 40 years ago, so she doesn't speak technically. Jackie would like to have that evaluated with an overlay of a horizontal and a vertical map so she can see exactly how much lower the flight path is. She added that she has heard it is unprecedentedly low. Jackie also wants to know if the plane, the equipment or the pilot who have this Honeywell software, or whatever it is called, are really only available in the GS series of equipment.
-Jackie adds that maybe the Board will get a chance to talk about those things during Board Comments.
-(3:48) Ellen Anderson added that her comment is also about the January 29th meeting and why it is not open to the public and also it is not open to the AAB. She does not think that it is in the best interest of what the AAB is supposed to do, which is be an advisory board. Ellen added that it is in Denver, in a building that the public cannot go into because it is an FAA building. She said it seems like there are four or five people from here going over there instead of maybe two people from there coming over her, which does not make sense. Ellen added that she has inquired and it has been determined that it is not open to the public and the reason is it is just salaried staff. (audio break up). She asks why you would not make it open to the public and the AAB because transparency is one of your basic values. Ellen said that she knows the 29th meeting is not an Airport Advisory meeting but the philosophy and the culture is still an inclusive public process. Ellen added that she just wanted the AAB to

know that they cannot go to this meeting – she cannot go to this meeting. She suggested that maybe the AAB would want to talk about that.

- Approval of the Meeting Minutes (5:48):

Motion made to approve the January Meeting Minutes by Bruce Gordon and second made by Mike Solondz. (With correction requested by Howie) Jackie and Auden abstained, as they were not at the meeting.

- Board Comments (7:08):

-(7:30) Barry Vaughan stated that the anticipated meeting on the 29th is something of great interest to all those who are interested in the future of the Airport but in his own thinking does not mean that anybody who has such an interest has a right to participate in that meeting or to be there. Not just on Airport business, but on the business of this county and other counties and municipalities throughout the state, as well as throughout the nation. Barry added that meetings are held in private all the time and it is perfectly ordinary and appropriate. He stated that in the great state of Colorado we have open meeting laws that apply to local bodies, more than two elected officials participating in a meeting – then the public has a right to attend those meetings but this is not one of those meetings. Barry added that he is sure other members of the public as well as the members of this Board will learn quite a lot about what transpired as a result of the meeting after it takes place. He also said he trusts our elected officials at Pitkin County and our Staff to do what is appropriate under the circumstances.

-(9:05) Bruce Gordon stated that he doesn't know enough about this meeting and he won't even be there but in this whole process the most important thing for the community, which the AAB is supposed to represent is transparency. He added that depending on exactly what is being discussed whether or not we should have some participation – maybe not the whole public but an AAB member should be there. Bruce said that whether the Board has talked about FBOs or other things, the attorney tells them that they cannot do things because it is not appropriate. In Bruce's opinion, it is appropriate because the AAB is representing the community and should have an informed voice.

-(10:02) Jacque ask Dan or Rich to jump in with thoughts as to why this is a closed door meeting. She added that her assumption was that staff would report back to the AAB right after the meeting. She never even considered having representation from the AAB.

-(10:34) Dan responded that the meeting is at the FAA in Denver for a very particular reason, because that's where they need to have it. They are having several members of the FAA Airport District Office in Denver attend and they are also bringing in some Air Traffic Control folks. He added that it does not make sense to have it up here - it makes more sense to have it down there. Dan said this is no different than a staff meeting where we are going in and talking to whomever, whether it's a consultant or in this case the FAA. This is what John Ely was quite clear about in his response to the request that we do not invite the general public to a staff meeting. Dan added that this is an informational meeting with the FAA and is equivalent to a staff meeting where the FAA is joining us. Dan said that it's up to the FAA if they want to have people there and they're not willing to do that. The FAA deals with the sponsor of the airport, which is the County Commissioners and County Staff by proxy, they do not deal with the general public and they have told us that a number of times. When we invited John Bauer to come up and he agreed to discuss things with us in an open forum, that was different. He added they will be discussing various technical items and

trying to get a read from the FAA on certain things and have them understand our standpoints. There is nothing nefarious about it – it is not a secretive meeting.

-(12:28) Jacque stated that in her opinion, the Board has discussed what is going to the FAA. She added that the AAB has given it to them to take there and then wait for the results. She thinks it is redundant for the Board to go to the meeting because they have already explained their position.

-(12:50) Howie asks if the Board can review what is they have said is going to the FAA. He added that he is at a loss as to what is on the agenda and what will be the impact on the Board's decision-making process.

-(12:59) Dan replied that we did talk about at the last Advisory Board Meeting, Brad Jacobson had a list of the items that we were going to talk to them about, such as midfield runway crossings. He added that's why Air Traffic will be there, because that impacts them and various safety items. Staff will be coming back after that to discuss the outcome of that meeting and other discussion items we may have, based on the outcome of the meeting. Dan added that he always jokes that going to the FAA ADO office in Denver is like trying to break into prison - it is a hardened facility. They only invite certain people to visit so it would be difficult to have a public meeting at that site.

-(13:43) Howie asks with respect to the issue of transparency and not being the last to learn the outcome, would there be a benefit to have a representative from the AAB attend the meeting. He asks what are we so nervous about - for someone to be there and just to listen. Howie adds that the FAA has an image of being unapproachable and they play a big role in what is going to happen – we have to work with them.

-(14:26) Jacque asks Howie if what he is asking is to listen in on what Staff is already going to report back to us. Jacque adds that she is assuming that they are going to report back to us what happened. Having one of us there is somewhat redundant because we are relying on, she imagines there'll be either notes or a recording or something like that. It is our trust in Staff that is going to take this - are you kind of saying that maybe we don't have that trust Staff?

-(15:02) Howie replies that he is not saying that. He adds it is not inappropriate for the job that we have been asked to do to be more informed about what the discussions are with respect to the ALP. He added that they will have to vote on the ALP.

(15:17) Rich added that we can assure you that we have been very transparent through this group. The AAB has stepped all the way through this. In our last meeting, we showed you a summary of a map that is going to the FAA and staff is not varying from that decision that was made. We got the thumbs up from the Committee and said go forth and talk to the FAA. This is not a decision point - this is an iterative process. We put a circle around the areas where we know there is conflict. The teacup, the tower, and the midfield crossings - they have told us that they have some concerns with those. We going to go with our community adopted plan and when we come back, this Board, and only this Board, makes a recommendation to the BOCC on alternate options. Rich added that when we come back and they don't accept it as is, Staff will sit down with this group and this Board will hash it out. He said that the AAB will have to decide how you want to approach it to the BOCC, to provide them an eventual document that this Board wants to formally send as part of the ALP. This is a check in because it makes no sense to send in a document that we know is going to get rejected.

-(16:33) Howie asks if this is like a fatal flaw test. Rich replied yes, kind of. He said this is a conversation with all these people involved to have an indication of where we are. If we don't like it we are going to come back and talk to the AAB. There could be other routes that we take. Rich added that until we get a chance to sit down with them and say this is our Airport Advisory Boards recommendation plan going forward, this is where it stands.

-(17:01) Howie added that in a sense the AAB is delegating Staff to have this conversation.

-(17:05) Mike added that the AAB is not delegating any decision making. Staff is going to go, get feedback, and bring it back to the AAB.

-(17:15) Rich stated that the eventual decision makers will be the BOCC who are going to have to formally adopt an ALP to be submitted to the FAA for approval. He said this is a step in that process.

-(17:28) Howie asks who is going down to Denver. Dan replied it will be Rich, Jon Peacock, Diane Jackson and himself. Brad Jacobsen, our consultant will join them there.

-(17:45) Howie asks that they don't screw it up.

-(18:02) Rick stated that he trusts Staff to report fully and adequately and comprehensively back to the AAB. He said he wanted to share he has decided, due to his extensive travels and his location for the winter in Mexico with iffy Internet access, he would retire from the Board effective at the end of the month. Rick added that it has been his privilege and honor to serve with all of you on this important community effort that is backed up by expert advice and an excellent professional staff. He appreciates the camaraderie among the Board and among Staff and among the public who attend these meetings and have public comments to make. Rick said it has been his honor to serve with you, and he looks forward to watching your progress all the time on this important mission. He appreciates all the work done and the progress made, and getting to know all of you a lot better.

-(19:08) Several Board members and Staff thank Rick for his service and wish him well. Meg asks if he would be available to help in some capacity in the future.

-(19:31) Rick replies that he would be happy to participate in a subcommittee or attend meetings as needed. This also gives him more time to pursue what Auden wrote in his annual report on the sustainability of Aspen Ski Company - freaking out the oil and gas companies. This is part of his other work and part of the Aspen Skiing company's mission - to freak them out with a higher-level thinking and an aggressive action on fossil fuel responsibility.

-(20:07) More Board members than Rick and wished him well.

-(21:15) Sara wanted the Board to know that the City submitted to the airport more recent air quality data from the Lumberyard Project so that it would be in the baseline files and then hopefully shared with the subcommittee working on air quality. Dan replied that Staff will send the Air Quality Survey to the Board.

-(22:39) Valerie Braun said she is sorry she missed the December meeting. It was the first meeting she had missed since we started this Airport Advisory Board endeavor. She added she did watch the recording in its entirety when she returned from her travels, and she was very surprised that no one questioned the fact that the latest iteration of the revised ALP includes crossing the runway to bring aircraft from the Owl Creek side to operate which would clearly be a Modification of Standard to be added to ASE operations. Valerie asks how does crossing the runway seem safer than to keep our current configuration and it's Modification of Standards? She adds that if we maintain the 95' wing span restriction, keep the runway at 100' wide and the separation space at 320' in which we have been able to

operate commercial aircraft extremely safely for decades. AND there would be room to create a back out space that does not interfere with the taxiway. AND build the gate space we need. With the knowledge that the Embraer 175 will be operational here soon, and the fact that even our consultants don't believe the Airbus 220/300 (which has the same wingspan as the Airbus 220/100) will ever operate here. AND the fact that this current ALP revision creates only two gates capable of serving the Airbus (which indicates the reality it also might not operate at ASE or be extremely limited). Why aren't we concerned we would be trading one set of MODS for another? Valerie asks isn't the reality that the FAA pushed this on us to create a conforming airport to ADG-III guidelines? Does crossing the runway conform and make us safer? It is certainly outside normal operations. We have an excellent record of safety as is. Conformity for conformity's sake is looking more and more arbitrary rather than necessary. It is looking more and more like a move to accommodate bigger General Aviation aircraft than conforming for safety and to meet ADG-III expectations. Remembering that 87% of airport operations are GA, it looks like a GA laden proposal. Do we really think the taxpaying public will want to foot the bill for that? Also, the GA operators and owners will never allow the FAA to let our current runway deteriorate to unusable. There are way too many influential GA folks who will get the FAA's attention because no matter what expand or not, they will keep coming to ASE.

-(25:49) Barry stated any building at the airport, any modifications at the airport, any construction at the airport isn't going to involve any taxpayers footing the bill. The taxpayers of this County do not pay for the airport at all. Also, if someone wants to succeed in getting the FAA to allow us to keep our wingspan limitation, all they need to do is to figure out a way to get the FAA to approve having the E175 or a similar aircraft be our critical aircraft for the purpose of the Fleet Mix Study and moving forward with the ALP. If anybody knows how to do that, let us know. If they do not, it is completely, totally unrealistic for people to expect us to be able to keep the wingspan limitation.

-(27:01) Jacque added that she doesn't think the Board is going to re-litigate what happened in the last meeting, because it's moving forward, and the vote has been taken to move it forward.

- Priority Item(s) (27:13):

- a) 2023 AAB Accomplishments Slides – Dan (He asks the AAB to let Sandra know if there are things that were missed in this report)

- (31:03) Mike wants added to the accomplishments how much time the AAB and Staff have spent reviewing and working on the runway conditions.

- (31:36) Howie would like to revisit the Slot Reservation System in 2024. Discussion with Dan follows.

- (33:51) Jacque would like to ask that someone put together a pro/cons list of what was going on with the Reservation System before.

- b) Airfield Pavement Update Slides/Discussion (34:53) – Dan

- c) Communications Team Update (47:27) – Marci

- Marci to send the results of the survey to the AAB requested by Meg

- Old Business (58:29):

- a) Town Hall / Open House – Jacque gives an update. Questions and discussion follows.

- Barry asks for this to be put on the agenda as we get closer and Howie asks for the survey to be available at the Open House

- b) Noise and Emissions Projects Scopes (1:00:22) – Dan
- New Business (1:01:55):
 - Rich discusses the process of appointing new members as terms expire
- Standing Items(1:03:50):
 - Subcommittee Updates
 - (1:04:05) Safety Task Force – Barry
 - Dan gives an update on candidates for the new position
 - Board questions and discussion follows
 - (1:13:17) Jacque mentions that there were some changes to the policy letter for the FAA that was sent from the AAB to the BOCC. Rich follows with an update.
 - Commercial Passenger Update (1:17:15) – Bill Tomcich
- Public Comment (1:25:24):
 - (1:25:40) Ellen Anderson asks Bill regarding the Aspen Times article if he said there were a handful of commercial flights that were diverted because they needed to refuel, to Billings, to Colorado Springs, she thinks. Bill replied that was the correct article and yes there were four during that two-week span that could not land at Aspen based on the air traffic delays. Bill added that they diverted to Grand Junction, Colorado Springs, or Denver to take on fuel and then continued their mission. They were delayed but they got the passengers to Aspen.
 - (1:26:27) Ellen also added that she just doesn't get the January 29th thing. She said the airport is the biggest public asset. Ellen added that she is a member of the public, has come to almost every meeting, and there is a huge difference between working for General Motors and being a public servant. Ellen was a public servant for 30 years and her attitude was always that it is open to the public unless there is really good reason not to be. She added that in her career it was for security reasons, Homeland Security stuff. Ellen said she has not heard one good reason why the public should be precluded from just sitting there. She compared it to a member of the public sitting in the gallery watching our legislators. Just watching, not interfering. Ellen is also a little uneasy that everybody in the room is pro-airport expansion. She added that it is no secret that Pitkin County Staff is pro-airport expansion and the FAA is pro-airport expansion. Ellen does not see anybody who's going to be in that discussion who might be an advocate for not expanding. Ellen asks what is the moral, ethical, or security reason for keeping the public out if they just sit quiet and listen.
- Board Follow Up Comments (1:28:17): -Barry responds that he is not a fan or advocate of airport expansion. He would love it if the airport and this community had half the population and half the volume of business that it has now, and could turn the clock back to the way things were in the back 1970s. He said that would make his life, his personal, selfish life, much more enjoyable here in this beautiful valley. But he's also not a fan of delusional thinking, and he tries to think rationally about what our options are for keeping this essential community asset working and supporting the economy here. There is a thing called federal preemption and the feds get to decide in those areas where there is federal preemption what the rules are going to be. The federal government has paid for basically all of the land that we have here at this airport. Barry adds that the federal government pays a substantial amount of money to help keep this airport running. We have to deal with the reality that the federal government, who pays the piper, calls the tune and they get to do that. He thinks it is a misstatement to say that everyone who's going to be at that meeting is

a proponent of airport expansion. His personal opinion is that Staff performs wonderfully for people who are caught between a rock and a hard place because of a vocal minority of this community saying don't expand this airport and anybody who doesn't agree is a proponent of expansion, and that's not what they're trying to do.

-(1:30:20) Jacque asks Barry to be a little less snarky.

-Barry replies it is not snarky. He is going to say it the way he wants to say it and he is going to be appropriate, but people have deep feelings about this. He added that he does too and he is not a fan of airport expansion. Barry also believes that our staff, at all the levels are not proponents of airport expansion and the statements that have been made by some people in the press that the BOCC seem to be advocates of airport expansion are misstatements. Barry believes those are not correct statements. The BOCC and County Staff, in his opinion, are trying to do the best job that anybody could reasonably do to keep this airport running, to be safe and to be successful. He adds that if the FAA says we need to be expanding the airport's capability to be able to continue to operate, that is on the FAA. It is not on County Staff and it is not on the BOCC. Barry said it is inappropriate and inaccurate for people to suggest that County Staff, or the BOCC, or even people like him are fans or proponents of airport expansion, because they are not. He is not. That is his opinion.

-(1:31:49) Jacque adds that she is also not a fan of airport expansion, nor bigger big planes. She added for the record that the 18-month process that was embarked on a couple of years ago was not led by consultants. She added it was led entirely by herself, John Bennett, Meg Haynes and Staff. She said they worked three to four days a week having meetings and had weekly meetings with the team. Jacque added that it was definitely a community led process, and she thinks that has been a misnomer in the press. She said she entirely agrees with Barry that she is not pro-growth she is pro modernization. Jacque said she feels the pressure of being stuck between a rock and a hard place when it comes to how to actually modernize this airport.

-(1:32:57) Bruce said he is not for airport expansion and he really respects what Barry and everyone is saying but sometimes he worries that we don't push the FAA enough. He didn't phrase the question very well about the repaving. From what he understands the FAA says when you repave it should last for 10 years. Bruce adds that this environment is a non-standard area so it swells and it breaks. Why doesn't the FAA make an adjustment and say they should pay for it. If it should last 10 years, why should we pay for it? He said it goes back to standard versus non-standard, this whole valley is non-standard. There needs to be a little give and take. Bruce added his concern is that the FAA is directing it. He said you don't want more people here but the FAA projects - they make a population projection that you are going to expand and therefore you need this. Bruce added that now there are a lot of things that the community came up with that we can't do, most because the FAA says no. He said he agrees with Barry that you have to be realistic but we are not able to implement those community values. So to him it makes sense that the community is pushing back, or a little upset, or saying that there is not enough transparency, etc.

-(1:34:57) Howie stated that what is going to appear to be expansion will be what we do, among other things, at the terminal. He asks if the terminal is 45,000 now and we're talking about 80,000 to 90,000. Just that point alone sends the message of expansion. Howie adds that it probably fits with what the survey shows - people want better waiting space because of weather and other things, but there is a very physical image that the public is going to

latch onto. He says maybe we need to revisit that number - Is that 90,000 or 80,000 square foot number really appropriate for what we're trying to do under the Community Goals.

-(1:36:00) Jacque adds that it is her impression that the community is more concerned about the wider wingspan, the wider runway, and the opportunity for bigger planes coming in than they are the terminal. She said it is her impression that the terminal is something people actually want to be modernized and expanded, but they don't want the runway to have any additional width and the ability for wider wingspans to come into this community.

-(1:35:34) Mike added that in the last 20 years, our capacity has been the same, but we've shoved a lot of stuff into this existing terminal. He said if you haven't been in the bowels at the terminal, in the back and taken the tour, I would urge everybody in the room to do it because staff does a wonderful job doing a lot with a little. It is a cramped space and the baggage system is overloaded. Mike added it is stuffing a lot into a little, so the 90,000 is probably the right size, considering the traffic volume that we have existing today. He said if you go to Eagle or Gunnison they have nice, wonderful facilities. He was there this summer and you actually have room to go grab your bags. The picture I sent to this board four months ago, on a normal sunny day, with people almost falling over each other, it's not a pleasant experience. He thinks the community has said to us, we want a better experience for our terminal. Mike suggests it be labeled as improvement as opposed to expansion. He thinks we're meeting the existing need and doesn't see it as expansion. Mike's last point is he looked through all the data, both when we went through the common ground recommendation process and our pillow count is not growing, it's been relatively constant. You're not going to get more people coming here if they have nowhere to sleep. His contention is this is not expanding for tons and tons of more people – he doesn't care what size plane comes here, because if they can't sleep here, they're not going to come. Mike views it as an improvement project, not an expansion project.

- (1:38:30) Board decides to take more public comments

-Susan Taylor said she is listening to a lot of conversation about it's the FAA. We don't have any choices. It's the FAA. She said she is also hearing today that none of us are for expansion, but yet everybody signs the next step and says we're going to push this next step. We're going to approve it and we're going to push it forward, which is for expansion. But you, Dan, at the Woody Creek caucus and also John Bauer at the FAA meeting with the BOCC, when asked who initiated this expansion, the answer is the County, because the County wanted to include bigger planes. She added if we do nothing, as long as we maintain safety at the airport, the FAA is not making us expand the airport. The FAA is only going to make us expand the airport if we want to bring in bigger planes, like the G 650. She said if we want to leave the planes that we have now, and it's been shown that the CRJ 700 isn't really going away in 2015 or 2016 or 2018 or 2024. We are not going to be out of planes, the E 175 fits on the current runway. We don't need to expand the runway for that plane. So the whole conversation about the FAA is making us do this, the FAA is not making us do this. Susan added the FAA will continue to pay for safety, that is the only job they have - we don't have to do this.

-(1:40:43) Barry replied that with respect it is his understanding that the information that Susan just relayed is incorrect – it is not true. His understanding, for what it's worth, is that the County has not said, we want to bring in bigger planes. His understanding is that the County is in the process of submitting an Airport Layout Plan

so that it can continue to get federal funding and be in compliance with existing grant assurances. That is the record. He added that no one at the County has said, we want to bring in bigger planes. When the County Staff and the County's consultants prepared a Fleet Mix Study that had smaller planes, they took it to the FAA and the FAA said no, we're not going to approve. This was at one of those meetings where the public was not invited – we are not going to approve a Fleet Mix Forecast that doesn't have this larger Airbus. Barry said it wasn't the County pushing to get bigger planes. It was the FAA saying no, that you have to have large planes. Barry added he doesn't know where Susan is getting her information, but in his opinion, it's misinformation. He said it would be nice if in this public discussion and debate about the future of this Airport and the economy that it supports, if we could at least agree on what the basic facts are and then argue about policy instead about disagreeing about facts, because that's a circus that takes place in the national political realm. Barry said that here in this County, where we've got a lot of smart people, we ought to at least be able to agree on what the facts are. The inability so far in this discussion debate to do that is distressing to him. –

(1:43:12) Auden stated the he thinks we can do a better job in getting the word out with our communications group, because what you've said is true, except that you won't get FAA funding and the airport will go away. He said we just need to maybe do a better job of clarifying exactly what we're talking about here.

-(1:43:37) Jacque added that the Airport might not go away, but it might become like a privately funded airport. The funding could come from the GA side and they could fix the runway, but then we have no commercial, and that would be a really bad outcome for our community.

-(1:44:01) Jackie Merrill said thank you for allowing us to speak because your discussion provoked a lot of thoughts. She stated that she had question and she did not want Barry to answer or speak. Jackie said that it was said that if someone can figure out how we can implement the E175, and she is hearing that it's been implemented at another airport. She asks how much more do we need, except for the testing of the new engine right here, in which case we have at least 25 years without expanding the runway. All she cares about is not expanding the runway. Jackie added that when you all talk about the FAA won't do this and the FAA won't do this, she is frustrated because no one even wants to respond, much less do the research on local FBO control.

-(1:45:04) Jacque responds that the AAB actually has done a lot and she think that's coming out pretty soon.

-(1:45:00) Jackie replied that she hasn't heard and so forgive her for her ignorance, but whenever she spoke about it two or three years ago, no one responded. She added that the basis of that decision should be on researching where that has happened and how it has happened and what we can get from Atlantic Aviation financials to find out what the income is that we could have to do whatever we want.

-(1:45:37) Jacque replied that we have done a ton of research, and that's going to be coming out soon.

-(1:45:40) Jackie added that she agrees with Auden, the communication is flawed. She said she is concerned citizen and does not live in any flight path. She does not care about anything except principle and the facts. She added that when she can't get what matters to her the most, information about it, perhaps it's her fault, but it may also be a communications problem.

-(1:46:17) Dennis O'Meara said he moved here fairly recently, but is still a citizen. He thinks he flew in and out of Aspen this year twelve times. He is an instrument rated pilot

and has operated his own plane. Dennis said he has dealt with the FAA for 20 years and one thing he has learned looking at other cases is, believe it or not, they know what they're doing. If they say a taxiway and a runway have to be 400ft apart, then they have a good reason for saying that. He said he knows of many accidents where people thought they knew better than the FAA and they are in a big smoking hole. So if the FAA says that's what's required, you really have a hard task not doing it. He added that what you have at this Airport is they say the standard is 400ft and you want to operate a certain type of plane. He is really questioning why anyone would not want to do that. They've got a pretty good record and you only have to look at aviation safety in North America. Dennis said in the big picture, it has gotten infinitely safer and a lot cheaper, and believe it or not, virtually every country in the world copies the CAA model. The FAA is an operator of this and as well as the FAA investigative board, which in this country is NTSB. He thinks it is really difficult, and he's been kind of shocked at the level of misinformation that's been promoted by certain groups in the valley, most of which is hilarious. He also thinks that what he gets from most people here is the sense that, there is good reasons why they want to do or what they are requiring. In this particular case, the issue of the taxiway and the runway separation, this is a design code issue. He is a professional engineer, and if you have spent any time in the engineering community, one of the expressions you are going to hear, design codes are written in blood. There's a good reason why something's in the design code. It's not someone's figment of their imagination. Dennis said if they say the runway taxiway separation needs to be 400ft, you need to come up with an alternate analysis, which, by the way, most codes do allow. He has participated in alternate analysis, and it's pushing a very thin rope up a very steep hill, but if someone wants to pay you, it's good.

- Adjourn (1:49:54)

Aspen/Pitkin County Airport Advisory Board

[Airport Advisory Board Working Agreements](#)

Date: February 15, 2024

Time: 3PM – 5PM

Location: 1001 Owl Creek Rd – Airport Operations Center

<https://us06web.zoom.us/j/87932066115?pwd=oakgJcPRsjwKAGCuKC0wmgxmnj2wzo.1>

Meeting ID: 879 3206 6115

Passcode: 791876

Agenda Items

- Call Meeting to Order
- Roll Call
- Public Comments (3 minutes per speaker for non-agenda items)
- Approval of Meeting Minutes
- Board Comments
- Priority Item(s)
 - FAA Meeting Recap – Brad Jacobsen
 - Communications Team Update (as needed) – Marci
- Old Business
 - Airport Project Coordinator Position Update – Dan
 - Board Reappointments - Dan
- New Business
 - Security Checkpoint Delays – Dan
 - Employee Parking Blackout Dates – Dan
 - Intermodal Grant Discussion – Dan
- Standing Items
 - Subcommittee Updates (as needed)
 - Commercial Passenger Update – Bill Tomcich
- Public Comment (3 minutes per speaker on agenda topics)
- Board Follow-up Comments
- Adjourn

Aspen/Pitkin County Airport Advisory Board

Meeting Minutes February 15, 2024

The agenda items contained in these minutes are written in an action only format.

For the agenda, minutes, and recording, go to:

<https://www.aspenairport.com/about-aspen-airport/>

- Call Meeting to Order: 3:00PM – **Technical issue with sound for the first ten minutes of the recording**
- Roll Call:
In Person: Jacque Francis, Meg Haynes, Auden Schendler, Bruce Gordon, Howie Mallory, Valerie Braun, Mike Solondz, Barry Vaughan, Sara Ott, Clint Kinney
Virtual: Catherine Christoff
Absent:
- Public Comment:
-None
- Approval of the Meeting Minutes:
Motion made to approve the February Meeting Minutes by Mike Solondz and second made by Howie Mallory. (With correction requested by Meg and Barry)
- Board Comments:
-None
- Priority Item(s) (10:55):
 - a) FAA Meeting Recap/Slides/Questions from the Board – Dan, Brad, and Abe
 - (1:07:47) Dan shares and discusses the letter from the FAA regarding future funding
 - (1:14:46) Abe talks about the differences in the ALP Sheets
 - b) Communications Team Update (1:17:47) - Marci
- Old Business (1:18:26):
 - a) Airport Project Coordinator Position Update – Dan
 - b) Board Reappointments (1:19:03) - Dan
- New Business (1:20:42):
 - a) Security Checkpoint Delays – Dan
 - b) Employee Parking Blackout Dates (1:24:02) – Dan
 - c) Intermodal Grant Discussion (1:26:29) - Dan
- Standing Items(1:28:28):
 - Subcommittee Updates
 - Safety Task Force – Barry
 - Noise Subcommittee – Valerie (1:28:37)
 - Commercial Passenger Update (1:29:10) – Bill Tomcich
- Priority Item(s) Continued (1:29:56):
-Board returns to the questions/discussion regarding the FAA Meeting and the ALP
- Public Comment (1:48:44):
-Susan Taylor said that something that came up in the last meeting and has been on her mind the whole time is that Staff said the repairs to the Runway were made two to three

years ago and the FAA is not going to fund them again because the FAA already funded them. Why are you not going back to the contractor and saying you did an inferior work?

-(1:49:30) Dan replied that that is not what happened. He added that these are deep surface issues that can't be repaired without a full reconstruction. We were able to repair three or four inches but the issues are coming from the bottom up. It is destroying what we are repairing.

-(1:49:54) Susan's second comment was that it was confusing to her when Dan read the letter from the FAA it was fairly threatening saying you will do this or we will not do that. It basically implied that if we don't have a runway that works, the FAA will shut us down. She added that Dan then said later that he doesn't think they will shut us down.

-(1:50:21) Dan explained that they won't shut us down, they will force us to pay for it, to keep it open. They will not allow us to shut down they are going to say you will find the money and you will keep the airfield open.

-(1:50:47) Sara Ott added that the Federal Government has mechanisms that the rest of us do not have – to compel certain things to happen and hold other jurisdictions responsible for it. She said that is exactly the situation they are referring to – she has seen it happen before and it is not pleasant. It is also very expensive to the local community beyond just the repairs.

-(1:51:12) Ellen Anderson asked that the public have access to all the slides. She asked if those would be posted on aspenairport.com. Dan replies yes, under the Airport Advisory Board.

- Board Follow Up Comments (1:51:40):

-Howie asked if Staff would take the letter to Washington when they meet with our lobbyist, Arnold and Porter. Dan replied yes they will have a copy and they have already been notified. Howie asks that since we are paying them can they provide us with insight on how to deal with this less than warm and cozy statement from the FAA. Dan replied that our lobbyist have made it clear that the Federal Delegation will not question the FAA when it comes to safety issues. Howie asks if they can help more with funding and ways to get around the funding restrictions. Dan said the problem with that is it's going against FAA regulations and grant assurance agreements for them to pay for something that they clearly state in the regulations that they will not. He added that he is not sure you will find a congressman or senator that is willing to trump that but it is worth having the conversation.

-(1:52:59) Meg asks Dan to define the clear objectives they are hoping to achieve when they go to Washington. He replied that there are a number of things. The carbon tax and getting some adjustment to what we are allowed to do with airport money. For one, being able to charge someone a carbon tax, there is no precedent for that right now on an airport basis. Dan adds that number two, are there ways to take some of our money and put it in to environmental things such as solar and other things that may not be on airport property. He added that there is the general discussion of funding and other things, but he hasn't seen the final agenda yet.

-(1:53:43) Jacque said she would like this last few minutes to focus on the Board giving direction on what they want to see from Dan, Brad and Abe for the next meeting. She added the Board would like to see a comparison of the 2016 current ALP versus the Common Ground ALP and what we specifically need to discuss as far as the tower change, the open space, what would happen to Owl Creek Rd., and what the taxiway looks like on the west

side. (1:54:18) Brad adds that it is really two issues - shifting the runway versus shifting the taxiway and all the things related to that the tower being one of them. He said the other is the west side taxiway, which is somewhat related, but separately. Those are the only two issues the FAA is focused on. They don't really care about what you do with your terminal, they just want to maximize accessibility at this airport. Brad recommended that the focus be on those two things.

(1:55:21) Jacque also asks if Brad and Abe can also address some of Barry's points

(1:56:22) Barry added that the express justifications in the recommendations for moving the taxiway and changing the concept from moving the runway to moving the taxiway had nothing to do with operations. There are two sheets in the current ALP, one with present and future, and one with present, future, and ultimate. One has west side operations, the other doesn't. Something that he has received no expert input on and that he hasn't heard discussed is whether there would actually be an operational reason, an operational benefit to have a west side taxiway in addition to having the runway be moved, so that it would be better, there'd be more access, more efficiency, more safety in going to the ultimate format, as depicted on the second sheet in the current ALP. He added that it's not clear in his mind whether our choice is between two alternatives, namely the first sheet on the current ALP and the moving the taxiway scenario, or whether the choice is between three alternatives. Moving the runway and having no west side development, moving the taxiway or moving the runway and having a full length west side taxiway. Barry asks if there is a reason, if there is an operational safety reason why we should do that, other than the non-operational reasons which were advanced by the Visioning Committee, it would be good to know that one way or another.

-(1:58:44) Bruce asks about our lobbying agency – who gives them direction and what is their usual function. Dan replied that they are there to help us work on things at the Federal level to potentially get things on the Federal Register. They also help us get meetings with our Congressional Delegations and we ask them for suggestions on how to resolve community issues based on their experience.

(1:59:36) Sara added that it is like why you hire a CPA to do your taxes.

-(1:59:44) Mike requested of Brad and Abe to let the Board know what that west side taxiway development will cost, including the land acquisition, and work on Owl Creek Rd. Is it either a \$100 million tower or is it a \$10 billion west side development. – Just a ball park scenario so we have something when we go to the BoCC.

(2:00:32) Auden suggested they make a list of all the other things we could buy with \$100 million.

Adjourn (2:00:49)

- Action Items:

- Jackie asked that Staff put Board Reappointments on the April Agenda
- Howie asked for an ALP Summary – the two plans side by side, with graphics – and for it to be a discussion point at the next meeting

Aspen/Pitkin County Airport Advisory Board

[Airport Advisory Board Working Agreements](#)

Date: March 21, 2024

Time: 3PM – 5PM

Location: 1001 Owl Creek Rd – Airport Operations Center

<https://us06web.zoom.us/j/87932066115?pwd=oakgJcPRsjwKAGCuKC0wmgxmnj2wzo.1>

Meeting ID: 879 3206 6115

Passcode: 791876

Agenda Items

- Call Meeting to Order
- Roll Call
- Public Comments (3 minutes per speaker for non-agenda items)
- Approval of Meeting Minutes
- Board Comments
- Priority Item(s)
 - Airport Layout Plan (**Discussion / Public Comment / Vote**)
 - Communications Team Update (as needed) – Marci
- Old Business
 -
- New Business
 -
- Standing Items
 - Subcommittee Updates (as needed)
 - Commercial Passenger Update – Bill Tomcich
- Public Comment (3 minutes per speaker on agenda topics)
- Board Follow-up Comments
- Adjourn

Aspen/Pitkin County Airport Advisory Board

Meeting Minutes March 21, 2024

The agenda items contained in these minutes are written in an action only format.

For the agenda, minutes, and recording, go to:

<https://www.aspenairport.com/about-aspen-airport/>

- Call Meeting to Order: 3:00PM
- Roll Call:
In Person: Jacque Francis, Meg Haynes, Auden Schendler, Howie Mallory, Valerie Braun, Mike Solondz, Barry Vaughan, Sara Ott, Clint Kinney
Virtual: Bruce Gordon, Catherine Christoff
Absent:
- Public Comment (2:10):
-Amory Lovins stated that he had a piece in the Old Snowmass Caucus meeting last night that Dan, Jon Peacock and Commissioner Child attended. He said there was a lively discussion, it is in today's Aspen Daily News, and he wanted to summarize it for the Board. Amory said the Aspen Airport, our airport, does not need the FAA's discretionary grants, and it's cheaper not to accept them. Those grants cost too much because they would be given only to build a new airfield to accept more, bigger, mainly private planes. He added that on current plans it turns out that expansion would add more costs than it would add grant dollars. The bigger airfield with grants would cost the County more than a better airfield without grants and the better airfield would perfectly fit the planes we have, install a brand new runway, and serve a modern double sized terminal. Amory stated that if the FBO remains the private monopoly of Atlantic Aviation, the 19 million in new payments each year, 18 million for fuel, 1 million for rent could finance all the airport improvements we need, whether bigger with grants or just better without grants. He added if the County kept pricing and policy control of the FBO, not needing to reward KKR shareholders, could leave more money for the airport and many other benefits. Amory said he knows this because he has just completed a new analysis based on County cost estimates and advice from financial experts familiar with the County's situation. Amory added that he knows the AAB will be talking later about an alternative layout and he may say something in the agenda comments at the end about that, but he thinks how to design a bigger airport is still asking the wrong question. He said a smarter solution would move neither the runway nor the taxiway, but sustain both of them right where they are. Their present size and location fit both the current and replacement regional jets that ensure thriving commercial service. The airlines are flying the planes they want, and they're not asking for bigger ones. Amory said the status quo airfield could serve future needs consistent with past history, rather than the tripled growth in the FAA dictated forecast that would bring in by 2050 two thirds more airline passengers than what we cannot manage now. Amory stated as John Bauer twice told the BoCC last April, the County can keep the present layout with the 95 foot wingspan limit modification of standard, if it stops asking for bigger planes and it would then lose new FAA discretionary grants. He said what we've just found is that we don't need them because the new revenue can cover that.

-(5:45) Evan Marks stated that he is on the County Financial Advisory Board and was also the only private sector person invited to participate in the selection committee. He added that he has read a barrage of things that have come out of Amory's little workshop over the last 24 hours, and he has two comments. Number one is this Board and the BoCC are really running the risk of coming up and crossing the Rubicon on their fiduciary responsibility. He added not necessarily this Board, but the BoCC, if they don't proceed as soon as possible with the revised, improved ALP that does what the FAA wants. Evan added that this is because Amory is incorrect in that you can't hypothecate in whatever form the payment that would otherwise come from Atlantic and build both the airfield or improve the existing airfield and the terminal at the same time - you can do one or the other. He said he has looked at this before and finance is like physics. There are some immovable objects, and with interest rates up, our financing of the income stream that would come from the Atlantic lease payment of about \$20 million a year will cover the terminal offsite improvements. Evan stated that the cost that Amory is conveniently neglecting is what we would also owe the FAA on the back end, which could be as low as 112 million or could be as much as 200 million if you consider the land acquisition money that they gave us to assemble the existing footprint. Evan said there is a choice, you can finance one or the other, but not both. He added that we can go into more depth at a later time – he's sure the Commissioners are going to want to do it, but time is really wasting. We've kicked the can down the road so far, we've studied this airport modernization program for well over a decade, the runway is deteriorating. He said there is a paradox here it's an 80/20 rule – 80% of the traffic is private. Evan finished with stating that this has been kicked down the road long enough and we have an existing ALP that can be modified and expedited with a fast FONSI and this is jeopardizing the economy of the valley.

- Approval of the Meeting Minutes (9:28):

Motion made to approve the February Meeting Minutes by Meg Haynes and second made by Mike Solondz. (With edits requested by Meg)

- Board Comments (9:59):

-Jacque Francis stated she would like to start off the Board Comments by saying to her fellow Board members that the preemptive letters to the AAB and the BOCC both dilute the authority of this Board and undermine the process. Writing a minority opinion after a vote is perfectly acceptable - everybody has their right to freedom of speech. She added that she would encourage everyone to refrain from tainting the process prior to an honest discussion. Jacque said as Board members she would ask that you wait until after we have a discussion before you send out a letter to the BoCC or to the rest of the Board members.

-(10:54) Valerie said that she is one of the people that did a letter like that so she felt like she wanted to just explain why she felt it was important to do. Valerie added that it is sort of a time saver to put this bigger piece of information out so that we don't have to read into the record - that was the reason why she did it. Valerie said she didn't have a chance to talk about this at the joint meeting, so that was her reason for it. She thinks sometimes there is a reason to communicate that way so that there's a starting point for discussion.

-(11:43) Jacque stated that the second thing she would like to bring to the Board is she would like to disqualify the idea of keeping the runway where it is, Common Ground Recommendation 13, and moving the taxiway east, due to the new information about the airport control tower. She doesn't think the Board needs to spend a bunch of time on this.

Jacque asks if anyone on the Board would like to actually comment on the idea of taking that off the table. It was one of the Common Ground Recommendations – it doesn't seem to make sense anymore. She added the idea of keeping the runway where it is, widening it and moving the taxiway - then moving the air traffic control tower, building a new tower at our own cost, possibly across the street. Jacque said it seems like a disqualifier to her and that the Board should just move forward with the idea of shifting the runway. She asked if anyone opposed the idea of letting that go.

-(12:42) Valerie said she would be opposed to taking it off the table because she thinks there is a way to leave the runway where it is and rebuild it. She understands it needs to be completely rebuilt but she also understood from the last meeting they'll probably cost about the same whether we leave it in place and rebuild it or shift it and rebuild it. Valerie said as she stated in her letter to everyone, there is a way to fit everything here if we leave it in place. She added we would be able to develop the west side, have a full west side taxiway and probably not have to touch the AOC. Valerie added if we were to leave it in place and keep our modifications of standards, we would be able to build a really great airport that doesn't quite fit the ADG III standards.

-(13:33) Jacque replied that doesn't really address the issue of widening the runway where it is, which is what she is saying we should get rid of. That's the next issue we're moving to, which is keeping the runway where it is without widening it. Jacque said that what she is suggesting is widening the runway where it is something she thinks the Board should disqualify.

(13:54) Auden added he thought that was what the agenda was in large part toady. He thought the Board was going to talk about this and make a decision. Auden stated he doesn't think the Board should rule it out at the start of the meeting.

(14:06) Jacque replied that it will be discussed but she thinks the option of moving the air traffic control is something the Board doesn't need to keep talking about – that was the original piece that we put in the plans.

(14:22) Clint added he would love to see what they've got rather than piecemealing the decisions, they can say here's our recommendation. He said rather than runway, then taxiway, then air traffic control and whatever it might be, here's what we think the ALP ought to look like. He thinks that might add a little comfort.

-(14:38) Jacque said she would like to get to a place where there is a pretty much binary decision about how to move forward. She added that she thinks the community is really concerned that the consultants don't really tell us exactly what we should do, that the board should sort of kind of lead the consultants on that. She has gotten a lot of feedback about that. Clint agreed that that is where he relies on their expertise.

-(15:11) Howie wanted to mention something he did with Rich – he wrote a request for information on two topics because he thinks they're pertinent to today. One is to understand the actual square footage, the size of our GA parking area, as it presently exists. He would like to know approximately how many planes that handles and at the same time he wanted to try to get a sense of what might be the size of the west side GA parking and how many planes that might handle. He said the other request was that the term accessibility is used all the time. It must be accessible – it's a requirement. Howie said he has never seen an FAA definition of accessibility in writing and asked if any other Board members had seen it. He added he thinks it is incumbent upon the Board to know what that means. It means a lot of things to people, and it could be one of those words that gets

interpreted differently by whoever wants to interpret it in a certain direction. Howie thinks it's important as part of understanding the impacts of Board decisions and discussions.

-(16:48) Meg suggested the Board move on to hear the presentations and then have more discussions.

- Priority Item(s): (16:56) Rich asked to speak before turning things over to Brad Jacobsen. He wanted to reiterate the purpose and why the Board is here. The AAB is going to consider an alternative to the ALP that you all had approved for us to take to the FAA. It's a shift in the runway and Brad's going to be talking about that as an alternative to the original ALP that we had taken to the FAA – and that as a result of that joint meeting and a request of you all to bring that back for your consideration. Rich said the role of this is to evaluate, take public comment, discuss it and determine if you're ready to vote on it or, other alternatives that may come out of this based on what you all hear. He said this will be a vote to recommend to the BOCC to take action. The AAB is a recommending body and the BoCC will take it up in a more formal process where they will have to form a Resolution around the results. He added there will be public hearings as well. Rich added that this is part of a process – the BoCC, in a joint meeting sent it back to the AAB to evaluate that shift and the differences.

a) Airport Layout Plan (**Discussion / Public Comment / Vote**) – (18:08) Brad Jacobsen - Presentation/Slides with Q&A from the AAB

- Agenda
- (18:36) Common Ground Recommendation ALP
- (18:57) Summary of FAA Feedback on CGR ALP
- (21:26) FAA Accessibility Criteria
- (27:31) Summary of Joint Meeting CGR ALP
- (28:08) GA Apron Areas
- (32:57) Back to Summary of Joint Meeting CGR ALP
- (36:04) ATCT Relocation
- (38:16) Basis of Taxiway Shift has Changed
- (40:42) CGR ALP comparison Alternative CGR ALP
- (42:31) Core Community Goals
- (43:05) Common Ground Recommendations
- (43:38) ALP Approval/Environmental Review Timeframes
- (47:22) Illustrative Financial Comparison
- (53:04) Next Steps – Decision on how to Move Forward
- **(55:58) Board Discussion/Questions)**
- **(1:11:31) Board Comments**
 - (1:11:42) (Unable to hear the beginning of Valerie's comments as she is not speaking into the microphone) ... renovating it, making it beautiful and work much better, is something that the FAA does not want, and she understands they would have to approve it. Valerie does think that we have done everything we can to try make a bigger airport fit in a smaller place and it doesn't. She finds it very hard to believe that there's not some common sense.
 - (1:12:32) Clint said after sitting through the BOCC presentation and this presentation and all the Common Ground Recommendation meetings, he thinks he's got a pretty clear understanding how we got here, and he thinks the

alternative Common Ground Recommendation is that common sense. Clint disagrees a little bit with Valerie and feels this is the common sense solution and is supportive of this approach.

-(1:12:58) Auden said that his understanding of this Common Ground Recommendation ALP is, if you read the tea leaves on what is happening in the industry, it seems increasingly likely that the E175 would be the preferred plane that is being certified. He added it doesn't seem like the industry sees this as more than a regional commercial jet airport. He said that means that the risk of big planes, which is the big fear in this community, goes away. Auden added that if you look at the different carriers out there, there is only one that has a 737 – Southwest. They don't fly into this market, that plane has not been certified and would not be certified for five years. He said Southwest has three other resort business destination areas – Hayden, Bozeman and Montrose, and they are not doing well. This is not an organization looking to bring in 737s - and the other piece that has been discussed here and in the community, is that the community could oppose it. Auden thinks that the threat of big planes is not something that is in the next decade to 20 years. He said the community will likely get the sorts of planes that it wants. Auden added that if we follow this plan we would not have to spend 100 million plus on the tower. He said that was terrifying to him at the meeting the AAB had with the County Commissioners – that is horrible fiscal policy and we can't do that as a community, spending money we don't have. Auden said the other take away from the joint meeting is that there is no savings or carbon benefits from leaving the runway in place – that is a big deal. There is no benefit to the newer version, we can go back to this 2016 version and if we do this we also access FAA money and that is critically important. He added that one of the biggest things the community can do to be green is build a world class terminal and it's an amazing opportunity. Auden thinks it is going to cost 150 million, but it's going to be 100% electric and would be a model for the world. We'll educate every guest that comes through here. Auden asks if anyone on the Board knows that only 3% of airline passengers use mass transit - that's all traffic on our roads. He said what if we used FAA money to improve mass transit connectivity and get 6%, 50%, 80% of guests doing this – we would be like a European resort if those guests could use RFTA. All of this will not happen unless we have big money from the FAA to do mass transit. Auden added that another important point is there is no FBO funded alternative for the community. He said we have looked at this and there was a letter in the paper by Dennis O'Meara that said even Jackson didn't do this so there are no examples. He thinks it is insane to hang everything on something that has never been done anywhere and that looks like it is not possible. Auden stated that another important point is the growth of the community which has been brought up before. He said it is not determined by planes coming in, it is determined by bed base; so while comments have been made that the FAA wants to grow and it is going to grow, it can't grow. He added that growth is in the hands of the community, Commissioners, and the City in terms of what gets built. In closing, Auden stated that he doesn't know why, given the FAA's stance, they could not be more clear, that if we say leave it

in place maybe they will fund it anyway. That is the scariest public policy game of chicken you could possibly imagine – it is terrifying. He said the other alternative is bet that we can fund the thing – 200 million with an FBO plan that we have never figured out and have no plan for – it make no sense. Auden said if we do nothing, and this is equally terrifying, we lose all autonomy over the airport. If we say I bet they're good, the FAA will fund it, and if they don't fund it, they're going to take it over, and we have no control, no new terminal, and no mass transit connectivity. He added that this just seems like a very straightforward way to do the things the community wants and to realize all of the goals of the Common Ground Recommendation, except for one, which is keeping the runway in place, which no longer applies.

-(1:18:15) Howie said that this has been a much more informative presentation, and he thinks they've used the time wisely to do some comparisons and answer some important questions. He added back to this issue of accessibility, he reads accessibility as code by the FAA for more capacity, more growth. Howie thinks they fundamentally have a different objective as an operation, as an organization, than we are trying to, and we're trying to work with them on a Common Ground Recommendation objective that is fundamentally disposed to be different. He says fundamentally with a little f, not a big F. Howie feels there is a real tension there that probably will continue to exist. He added that Auden did make a good point, and maybe he is beginning to think this is what the Board has to do if we can structure this alternative ALP in such a way. Howie said he would like to see more discussion, more creativity on this accessibility guideline that we refer to than what we're presently researching and we're presently discussing. He still thinks we're just accepting that accessibility means accommodating machines and not accommodating the user public. Howie does not think that should preclude moving ahead with the alternative ALP. I'm not worried about the big plane threat, except it's been unfortunate that the FAA did sort of push us to accept the Neo 2300 as a standard. He asks Dan what was the aircraft of choice and what was the term we used? Dan replied the Airbus A220. Howie said if you build it people will come and he is worried about that aircraft coming in here. On the other hand, he really feels given the certification requirements that exists here, the 737 is not qualified. He also doesn't believe the NEO is going to be qualified or will actually be certified to land here. Howie is still a little skeptical about the management, the enforcement, as Brad talked about, of this expanded general aviation parking. He added that if you build it and people see it it's like water, the general aviation, they're going to flow to where there's capacity, where there's the ability to squeeze something in there. Just as we've been faced with it now, overcrowding. He sees overcrowding coming up in the future. He thinks the Board will have not done their job if they let that happen. Having said all that, Howie thinks the Board's comments should be heard by the BOCC so the AAB can move this forward. He added that he did a little quick analysis and he thought maybe we could pay for the runway by just raising landing fees - maybe we can pay for the repairs. He added maybe we could sell more billboard space. He doesn't think we can satisfactorily maintain the runway going forward in this current place by trying to raise the activity

costs there. Howie was very skeptical before coming into this meeting, but he is ready to move the recommendation to the BOCC.

-(1:22:38) Barry stated he agrees with his colleagues. He agrees with the comments expressed by Clint, Auden and Howie. The AAB should move forward, we should have moved forward years ago. It is not too late but it will be if we continue to dither. We need to move forward, period.

-(1:23:09) Meg stated that's about as brief as we'd ever heard and for the sake of time she happily says ditto to everything that Auden said, with his passion. She added that at the combined BOCC and AAB meeting last week, Auden used the phrase it's about time and money and she thinks that summarizes so many of the facts that they've heard. Meg is gravely concerned about the timetable that Brad showed, four years versus two years. She said the terminal, everyone agrees needs to be addressed and redone. Meg added there's so much truth in what they've seen today, factual, that she is definitely prepared and ready to make a motion, if needed, after they hear from everyone or whatever should be the right process, to make our recommendation go to the BoCC.

-(1:24:18) Bruce said he is not sure what he wants to say. He feels like they're totally hogtied with this whole process. He said he agrees with Howie that if you build it they will come and he thinks the AAB is being naïve if they don't believe that. Bruce added that whether it's going to be parking with bigger wingspans of 650s, or the private 737s, or just the aircraft of choice having 150 people disembark rather than 50. He said it scares the heck out of him because this community has just been swelling up to a breaking point, and he thinks this really does break us. He added he is curious if about what Auden said, would that money really be able to be used for mass transit from the terminal. Would the FAA really do something like that because that's a big deal and he totally agrees with that concept? He thinks it would relieve a lot of the pressures. Bruce cannot conceive of bringing in the kind of scheduled aircraft we have now loaded up, because demand is not going away for this industry. Bruce feels so conflicted about this because he always thought they were appointed to represent the community and the people he talks to, granted, he said he knows people that have been here an awful long time, are totally not in favor of this kind of expansion. He added all that being said, they put us in such a corner with this money, if he said move forward, it would be the caveat that they continue to look for ways to get around this. He said he hears Barry and everybody saying it, and the FAA is hell bent on telling us what to do. Bruce added that Barry said it years ago, it's their airport, but it's still our community and he is disappointed that we have not acted sooner or that the FAA couldn't have been more creative or more flexible – the safety on this airport has been pretty darn good. Bruce said you can only be accessible to so many aircraft and everything is such a jumble right now and he does not see this new plan relieving that. He added that he doesn't know what else they can do, they've got us hogtied and the whole thing is really disappointing to him. Bruce said that there have been brilliant comments and everyone has been working so hard. He wonders if there is a way for him to abstain as he is really twisted about the thing and it is not what he wants. He said it is like walking to the gallows. He added the terminal is

so important and what Auden said is so important but he doesn't see what the problem is with safety and accessibility but he doesn't know what else they can do.

-(1:27:49) Sara started by saying thank you to everyone for good comments that are helpful to hear. She said from her view, there's a few things going on. Her personal opinion is that there are other growth management control levers in the community that should be explored and employed upon that are outside the scope of the AAB. Sara thinks that's critical for the things that she is hearing that are the concerns. She said to think that the airport is the only lever or is the most essential lever to her is misplaced attention compared to those others. She said particularly she looks at what the land use codes are, and the energy use codes are as areas where they should be having better conversations around growth control, growth management for the community. As for the alternative ALP one of her biggest concerns is this whole area needs a significant amount of infrastructure investment, not just the airport. She said we're looking at reaching 800, 900, perhaps a billion dollars' worth of infrastructure the community needs. This community cannot fund that without the assistance of the Federal Government. Absolutely we cannot, even in Aspen, afford that. So she does believe the Board needs to move forward with this plan that provides a conscious understanding of the revenue sources and managing the expenses, to address maintaining viable air service here.

-(1:29:20) Mike started by saying to Auden that his comments were great and he echoes a lot of it. He then said that he wanted to reinforce the part that Bruce brought up about growth. Mike said in his view, the airport is not a growth generator. He added that people book an airline ticket to come to Aspen and the next thing they do is book a hotel room. If there is no place to sleep they are not going to come – and this is not increasing the bed count. Mike added that he rejects the notion that the airport in itself is a growth generator. He said the other more important thing that he is the most concerned about is the condition of this runway. If it decides to fail to the point where it's not operable and we haven't taken action, the airport is closed. Mike thinks that would be devastating to this community so he would like to urge the AAB to move forward with Godspeed.

-(1:30:30) Jacque said she has thought a lot about risk and the risk of doing nothing, doing this alternative, the Common Ground Recommendations. She has tried to weigh the worst case scenarios and the best case scenarios. Jacque is also working everyday on international climate solutions, and she thinks as far as greenhouse gas emissions, the risk of not bringing in planes with wider wings – she does not want to call them bigger because they are not bigger – they have wider, lighter wings. She added that is something that might be coming down the pipe. She knows we can't build an airport for airplanes that don't exist yet and aren't flying, but she firmly believes that's the direction that the airline industry will be heading towards in the next 10, 15, 20 years. She is thinking about that as far as the environmental aspect, the climate aspect that she works on every day. Jacque said there's a group that started today or yesterday or recently called Citizens Against Bigger Planes and she added that she is against

bigger planes. She would like to see more efficient planes, she would like them to be quieter. Jacque added that she thinks the Board has to go with the alternative Common Ground Recommendation ALP to make that happen. She thinks this is critically important as well as working with other people on the growth issues we have in our community.

b) Communications Team Update (as needed) – Marci

- Old Business:

- New Business:

- Standing Items:

- Subcommittee Updates

- Safety Task Force – Barry

- Noise Subcommittee – Valerie

- Commercial Passenger Update – Bill Tomcich

- Public Comment (1:32:17):

-(1:32:37) Amory Lovins started by saying the financial analysis that the Board had been handed, emailed and briefed on for three minutes can refocus us from this false emphasis on the FAA grants that we actually don't need and can't afford, and refocus us on building the better airport that we need. He said Brad's new numbers, which he was happy to see, actually strengthen our financial conclusions. They doubled the savings we estimated to about \$124 million dollars from not doing what you are about to do. Amory said our better airport, and Val was absolutely right in suggesting it, would include the double size new terminal, would rebuild the airway, would do everything the airlines want and need, and it would cost the County about an 8th of a billion dollars less without grants, than the proposal you're about to vote on would cost with grants. He said the process to get there would be to return to the County's original low variant forecast that you never discussed, which fits the historic data, does not require a new layout or bigger planes, and thus would support the FAA approval that some of you said was impossible. Amory added that is the roadmap to saving an 8th of a billion dollars to build the airport we actually need and the airlines want. He said to Auden, the concern about bigger planes is not about airline planes, it's about private planes – 737s or otherwise. He said you and Mike, were absolutely correct that people don't come here without pillows. There was 98% association he found between pillow count and enplanements and that actually reinforces his comment about the invalidity of the forecast. He said it is about three times what the historic data would support and had you discussed the critique he submitted, you would know that. Had you received the brief I've been offering for 17 months, you would know that your views about what we need to accommodate cleaner, quieter planes are no longer correct - that all changed about 2020. Amory stated that the reason there's no exact precedent for what he is suggesting on the FBO is because no airport has been in our position before. He said Evan's comments are incorrect and he thinks he will change them once he's had a chance to read the analysis. He added that they had prominent financial advisors who didn't agree with what he said. Finally, Amory stated that the green check mark is incorrect. He said to Brad that he doesn't know why it keeps being incorrect. Amory said Essay 15, which, again, the Board didn't discuss, clearly showed that the plan fails by a wide margin to meet the emissions, pollution, and noise goals of 30% reduction - it doesn't even come close. And the pollution even goes in the wrong direction. He states how you can keep saying that it meets

the goals, he doesn't know. He said you're an honest man, but there's something really wrong here. He asks if his analysis is wrong, please specify where.

-(1:36:14) Daniel Baker starts with saying he is a local pilot and flight instructor, as well as a member of the Aspen Airport Safety task Force, and also Pitkin Pilots Association. He appreciates everybody's time and the efforts that are going into the improvements at the airport. He would like to comment on the west side expansion and he thinks that is a terrific idea, to present an opportunity for local pilots to be able to base and service aircraft on the west side, separate from the FBO. The majority of the work that we're doing with the Pitkin Pilots Association is trying to work with Atlantic to accommodate their business, which is somewhat different than what local pilots are trying to do when they're flying in and out of the airport. His one concern that he would like to raise for consideration is that this group and other organizations that are working on the airport design, are really focused on the matters that are being discussed today; the placement of the runway, the size of the fleet mix, the taxiways, and the terminal transportation. Daniel said there's very little, if any, conversation, just one remark about the design on the west side. He would like to suggest that this group and the third parties that are doing some of the design and planning engage with the local pilot community and the Pitkin Pilot Association. He would like to volunteer his time, efforts and experience to be able to contribute feedback to ensure that the west side development is everything that it could be and that it meets the goals of local pilots. Also that it fits well with the airport from a design standpoint and an operational standpoint. He said it doesn't need to be necessarily a big part of these meetings, which have some broader implications and conversations, but he thinks it would serve the community and serve the airport and serve the local pilots as well. Daniel said thanks for considering that, and he'd be happy to support it in any way that he can.

-(1:38:27) Bill Buddinger stated that he is a local based pilot and he learned to fly here 25 years ago. He has been fortunate enough to get a patio shelter right off the bat which is absolutely amazing. Bill said he wanted to take a minute to reiterate what Daniel said about that west side issue. He knows the Board is dealing with a lot bigger issues here, but he volunteers himself to be involved in that as well – it is really important to him. He does see some issues with what has been presented there in the ALP, specifically the offset of the taxiways. It would probably be Bravo 2 and 3, relative to Alpha 3 and 4. He said he is not sure why they are doing that, because the planes are going to taxi out and go all the way into 33 and therefore they will have to come across. He is not sure what that is about in terms of safety. The other issue with the west side that he sees as a bigger problem is fuel service as trucks are going to have to come across the taxiway to service the aircraft. Unless there will be a pump there and in which case he still sees an issue with this as some will not want to pump their own fuel it's kind of a messy operation. He added that tow service will be another issue as they will have to come across. Bill said the biggest problem for him is the patio shelters. He said in the 20 years he has had a patio shelter he has never had to take deice – it is really expensive and also environmentally a bad substance. He said the patio shelters enable them to avoid that. Lastly Bill said he wanted to talk about the bigger planes, specifically private bigger planes. Bigger aircraft mean Global, Gulf Stream... – they are all building bigger airplanes now and people are going to fly those in. He suggested limiting aircraft size but he is guessing the FAA will not allow that, Bill added there will be bigger airplanes, private 737s and they will take up more ramp space. Right now those planes go to Eagle, Grand Junction, maybe Rifle. Bill said if you make this runway bigger those planes will

come here. He finished by volunteering himself to participate on the west side design and thought process.

-(1:41:36) Eric Johnson said he is also a local based pilot who has been flying here for 20 years, and he would more than be willing to help out as well in terms of safety and flying safely. He said regarding the patio shelters, the biggest problem is general aviation and is the waitlist run by Atlantic or by the County? He said they are never quite sure. He said he was on the waitlist for a while before he got his shelter and when you're on the waitlist, it means that your overnight fee paid to Atlantic or the fee you pay Atlantic, is just arbitrary and ridiculously high. Eric said we know that what Atlantic charges here is ridiculous because we fly other places and they do charge the highest in the country for just about anything. He added that he would like to reinforce that if we do move forward to the west side development, please add enough shelters, and enough tie downs to accommodate general aviation so we do not have this waitlist.

-(1:42:54) Ellen Anderson said she is a longtime local and has lived in Aspen Village for decades and decades. She said to Auden, that when he spoke, he didn't talk about the private, the general aviation, and that's 83% of the flight operations. She is really worried about what she is affected by in her neighborhood – she is speaking for herself as a citizen of Pitkin County and Aspen Village – she is impacted by the private planes that go over her house. Ellen can tell when a G2 or a G3 goes over her house and they're supposed to have hush kits, but they don't work. She says to say that the commercial are never going to have bigger planes, that may be true, and they're not asking for bigger planes. She is concerned about the general aviation and really concerned about the health of the kids, her grandchildren specifically. She said there still has not been a definitive air quality study of what those children at The Hideout are breathing. Ellen said if you have bigger planes, it stands to reason they have more power and what's coming out of their exhaust is coming out with more force because they have to get a bigger plane up in the air. Where the back end of that exhaust is coming out is less than 2000ft from where her grandchild is skiing. She said there has not been a County study on what those kids are breathing, and she doesn't think that this committee can move forward until they know what the children are breathing at Buttermilk. Ellen added the emerging literature more and more suggests that it's the micro particles that are so dangerous and they need to be studied. She said we need to know what we're breathing, please. She does not think the AAB can move forward until they know what the safety hazards are currently and what they'll be if there is a more powerful jet blast next to those children. Ellen added that one of the unintended consequences when the runway was extended by 1000ft was that the jet blast just became 1000ft closer to those kids and she thinks it's a real safety concern that needs to be studied and answered before moving forward.

-(1:45:20) Auden said it is good that we can solicit public comment because he thinks this is a good question; the privates, the likelihood of bigger privates and the cleanliness, or not, of them. He added that Bill Tomcich is the guy who knows more about this than anyone.

-(1:45:37) Bill Tomcich said that he will simply say during his public comment that ASE had another record month, and he'll report on more detail next month. He added that on the private side, there has been a lot of concerns about this and he has been trying as best he can to see where are all these other large private aircraft? If they're not allowed to fly in to Aspen, where are they flying into? Bill said there aren't that many flying into Eagle - there are some - and he actually spotted one on December 30. It was a global 7500 by

Bombardier. He added that just like Jacque said it didn't look like a bigger airplane, but it certainly had a bigger wing. Bill said when it flew overhead as he was gassing up at Costco, it was so quiet. He said a lot of these newer, larger business jets are absolutely a lot quieter, including the Gulf Stream 650. They all have the same kind of engine technology of the newer, larger aircraft like the A220, the geared trooper fanned engines. Bill added that it's not something he thinks should really be feared. Bill did say there is a legitimate fear of the Boeing Business Jet. The BBJs have been around for a long time, and Bill asked to quote something from Wikipedia that talks about how they were very much in vogue back in the early 2000s, mostly being operated by Fortune 500 companies. He said a lot of them divested their BBJs after the 2008 recession in favor of smaller aircraft. So he added to quote Wikipedia, right now most BBJs are operated by governments for VIP transport in the US, Australia, Africa, Colombia, Turkey, India, United Arab Emirates, Jordan, Malaysia, South Africa, Tunisia, and a bunch of Middle east oil barons like Abu Dhabi, Dubai, Saudi Arabia, and royalty. Bill said these hardly sound like our customers and that's why he hasn't seen very many BBJs at all at Eagle or Rifle. He asked if they're going to be flying in on BBJs, why aren't they already flying into these neighboring airports right now. Bill said those are my comments and he knows he normally focuses on the commercial side, but there's been a lot of concern about the larger general aviation aircraft, and the very few that he has seen are actually remarkably quieter.

-(1:48:00) Jacque wanted to mention about the article that she sent around to the Board right before the meeting came from Aerospace Testing International, how and why aircraft wings will become longer and thinner. She said it was from August of 2023 and she just wanted to point that out.

-(1:48:18) Mike Solondz added that Ellen pointed out the G2 and G3 are arguably louder and dirtier. The Gulf Stream 3 burns 550 gallons an hour. The 650, which is roughly 30 pounds heavier, only burns 500 an hour so it's cleaner, more efficient. Mike said if you ask him, which he would prefer flying over your house or his house, it would be the 650, not the Gulf Stream 3.

-(1:48:49) Chuck Butler said he is a Snowmass resident, and a member of the organization mentioned earlier, Citizens Against Bigger Planes. He thinks what's great about this group is he appreciates everybody who's been here and he's been coming here for a couple months. Chuck thinks it is all about the discussion and hearing both sides. He thought Bruce said a bunch of really great things and we are in a really tough place. Chuck thinks the group he works with, what they are looking for, is to talk to our peers. He said there's a great representation here today, but generally speaking, it's 10, 15, 20 people. He added if you walk around town, ride a ski lift or gondola, you sit at a bar, people aren't all that educated. He said once you start talking to them about it, you really realize, and the more you read the paper, all the commentary, this is about this community getting a vote and having a say. He would urge this group and the Board of County Commissioners to let this go to the people. Chuck said he does not have the answers for everything that's been discussed. He added there are some very smart people in this room who have a lot more data and understanding, but he does think the people in this community, this is their airport. Whether it's about growth, health, safety, the environment, whatever it is, he thinks the people should have of the ultimate say.

-(1:50:59) Harrison Sachs stated he is a full time resident of the city of Aspen and was a member of the ASE Vision Committee and he will try to limit himself to three main points,

although he could continue with many additional points. He also encourages all Roaring Fork Valley residents and anyone interested, to educate themselves as much as possible on this topic. He said a great and accurate comprehensive source is the ASE Vision Report, available online, which gives thorough details of upgrading the Pitkin County Airport based on full community participation. His first point was about safety. Everyone says safety comes first, but often nothing is said beyond this. Harrison said the FAA standard for our airport is 150 foot wide runway and our runway is 100ft wide. A wider runway would add considerably to safety - almost all of the recent incidents at the airport have been noncommercial planes running off the runway, like the Falcon 900 that slid off the side of the runway about one year ago on April 4. He said a wider runway would have been very helpful. Harrison said let's be clear, keeping this existing runway is less safe. Second, he added the existing runway will need to be replaced, not repaired, and this is new information that we did not have during the ASE process. He said if we need to replace the existing runway, not going to the FAA standard of 150ft wide and letting the airport and Pitkin County pay for all the needed improvements, both air side and terminal side, seems grossly irresponsible to all Pitkin County residents. Harrison added that if we make this decision to not make the airside improvements, it will have many unintended impacts. One is the real possibility, in his opinion, of limiting our commercial airline service which meets the needs of all valley residents. He said additionally, all airport improvements will have to be paid by the airport without FAA funds. This means hundreds of millions of dollars of local airport expense and going to the safer standard will serve the community's needs for generations to come. He added this will also serve us in the future when we get electrified airplanes. These new aircraft will have larger wingspans to be more efficient and if we don't widen the runway, these planes will not be able to fly in and out of ASE. Harrison said he spends considerable time in the community and speaks about this topic with large numbers of locals and guests. The consensus he gets is that locals and visitors want a safe, functioning, modern airport, enabling newer, greener, and quieter, more fuel efficient airplanes to fly into Aspen. This is better than losing commercial service and only having private jets come and go. He said COVID proved with limited commercial service during that period that it only brought in more operations into the airport of private jets. He stated these aircraft, which generally aren't based here, often drop passengers and leave and come back to pick their people up. This more than doubles landings and takeoffs and adds considerably to the pollution and noise. He is fully in support of moving forward immediately with airside improvements. The years of delays in this process have not served our community well.

-(1:54:06) Kirk Hinderberger stated he is resident of North 40 and one consideration would be with the potential future redevelopment of the FBO. An ask in the future would be the possibility of swapping the FBO buildings with the current FBO apron across from North 40, pushing that apron further north, and then bringing those buildings further south. He just wonders if there's anything that can be done in the current ALP that would allow for that potential ask in the future.

-(1:54:50) Jacque said this might be a good time for Brad to answer the two questions about the ALP that we're talking about moving forward right now. She said she thinks Bill Buddinger had a question about why the crossings had to be configured the way they did and

Kirk's question about the apron for the current ALP. Jacque added that these obviously are some things that if we go forward today with a vote, won't change. She asks Brad if that is something that he could address?

-(1:55:30) Brad replies to the first question with the reason that those are offset is to prevent runway crossings at that location - that's in the high energy area, and it's counter to FAA design safety standards to allow that. He said all crossings will have to occur at the north end. He added it'll be a clockwise movement - you'll land on the runway, exit to the west, go to your place, come out, go down to the north, cross over, go all the way. That's an FAA mandate. He said the second issue, he thinks, is not an ALP issue, it's a design issue, and it has to do with operation of the ramp and the configuration of the ramp, and that's more subject to airport operations.

-(1:56:40) Catherine Christoff said her only comment would just be to echo what Sara said - speaking from experience with the small town of Basalt, we are unable to do a lot of the projects we do unless we have outside funding. She added she believes that doing the significant improvements that we foresee needing in this area, it would be important to maintain our ability to accept funding from the FAA.

-(1:57:17) Howie forgot to mention that's a big bond amount -that's \$400 million we've got to pay back over 30 years. Even in this town of exorbitant prices, that's a lot of money, and he doesn't quite understand the revenue streams to be able to undertake that. He thinks it's incumbent upon BoCC and perhaps us beginning to understand the reasonableness, feasibility, that those numbers are achievable. Even though you built in a 30% cost overrun, nothing seems to stay within - that just becomes a fixed price and the overruns beyond that.

-(1:58:07) Jacque asked to point out that the alternative that she is going to propose they vote on today has 185,700,000 bond - not the 319,000,000.

-(1:58:23) Brad said he wants to emphasize that he doesn't think it's appropriate to look at the absolute dollars right now. He thinks they're in the right neighborhood but there are things that can be done to defer certain projects over time. He said we're focused on runway and the terminal and everyone's going to have different priorities, but there's going to be a practical limit. The point here is that whatever number it is, the alternative ALP is going to be significantly less than the Common Ground Recommendations.

(1:58:58)Howie replied he just took the numbers at 30 years, 6% principal interest - just like a mortgage. He said it's a lot of money, it's not 185,000, it's twice that. He also stated a couple of other public comments dealt with west side and what the facility would be. He asks who pays for the west side apron?

-(1:59:29) Brad said our assumption is that the fixed based operator will pay for the west side development.

(2:00:48) Mike Solondz makes the motion to move forward the revised ALP plan and recommend such to the BoCC without delay. Second by Auden Schendler.

6 yes (Mike, Auden, Meg, Jackie, Howie, Bruce)

1 no (Valerie)

Passed

- Board Follow Up Comments: See above
Adjourn (2:02:50)

Aspen/Pitkin County Airport Advisory Board

[Airport Advisory Board Working Agreements](#)

Date: May 16, 2024

Time: 3PM – 5PM

Location: 1001 Owl Creek Rd – Airport Operations Center

<https://us06web.zoom.us/j/87932066115?pwd=oakgJcPRsjwKAGCuKC0wmgxmnj2wzo.1>

Meeting ID: 879 3206 6115

Passcode: 791876

Agenda Items

- Call Meeting to Order
 - Welcome to Andrew and Valerie - Jacque
- Roll Call
- Public Comments (3 minutes per speaker for non-agenda items)
- Approval of Meeting Minutes
- Board Comments
- Priority Item(s)
 - Chair and Vice Chair Appointments – Rich
 - Protocol for AAB Members Communications – Jacque
 - New Project Coordinator – Dan
 - Closure Update – Dan
 - Patio Shelter / Local Aircraft Lease Items – Dan
 - Communications Team Update (as needed)
- Old Business
 - ALP Next Steps – Dan
- New Business
 - Subcommittees Discussion – Rich
 - Local Pilot Group Liaison – Dan
 - Annual Report to the BoCC – Dan
 - Triennial – Diane
- Standing Items
 - Subcommittee Updates (as needed) – Commercial Passenger Update – Bill Tomcich
- Public Comment (3 minutes per speaker on agenda topics)
- Board Follow-up Comments

- Adjourn

Aspen/Pitkin County Airport Advisory Board

Meeting Minutes May 16, 2024

The agenda items contained in these minutes are written in an action only format.

For the agenda, minutes, and recording, go to:

<https://www.aspenairport.com/about-aspen-airport/>

- Call Meeting to Order: 3:00PM
- Roll Call:
In Person: Jacque Francis, Meg Haynes, Valerie Braun, Bruce Gordon, Mike Solondz, Barry Vaughan, Andrew Doremus, Sara Ott, Clint Kinney
Virtual: Howie Mallory, Catherine Christoff
Absent: Auden Schendler
- Public Comment:
-(3:28) Toni Kronberg stated that she would like to thank the committee very much for bringing forward the resolution to the Pitkin County Commissioners of the amended Airport Layout Plan. She said a lot of hard work went in to it and there is still a lot of hard work left to see it accomplished. The second reason why she attended is to announce her candidacy for Pitkin County Commissioner. Bio Follows.
- Approval of the Meeting Minutes (7:20):
Motion made to approve the March Meeting Minutes by Meg Haynes and second made by Mike Solondz (With edits requested by Meg)
- Board Comments (7:59):
-(8:09) Howie Mallory said his Board Comment was just a request to follow up to an issue he brought up at the last meeting. It had to do with the definition of accessibility that Brad has referred to several times. He believes the AAB should know the FAA's definition of that term. He said people may assume it means a certain thing but he is not clear as to the exact wording of the definition. His specific request would be that the FAA provide the written definition of accessibility. It appears to him that it seems to be machine oriented or equipment oriented, as opposed to people oriented with respect to making the airport the most accessible to the most people at a particular point in time. Howie asked is there any way we can get a definition of accessibility - is there one in the FAA manual. (9:32) Dan replies that he will get back to Howie on that. He said it is a good question and he is not sure if it is more of an implied definition or actually a written definition.
-(9:44) Sara Ott shared that this is her last meeting with the Advisory Board. She said it has been wonderful working alongside everyone. Sara said this has taught her so much, and she really values all of the Boards perspectives. She said she does not know the timeline for filling the vacancy she is creating, but she wishes everyone the best moving forward.
-(10:27) Bruce said regarding the vote that happened while he was in South Africa, he would like to make it official in the negative, because he thinks Kelly McNicholas echoed how he feels. He said he really has had such a struggle dealing with how the FAA has dealt with us, and he thinks that has limited the Common Ground Recommendations. Bruce added that for whatever it's worth, it is a protest kind of vote.

-(11:06) Rich said that would take Board action to reverse the vote. He said his understanding is that Bruce would like to change his vote – he had voted in the affirmative and he would like the Boards consideration to change that. Rich said Bruce was very vocal about how difficult it was for his vote and the AIS that went to the BoCC outlined that struggle, but the Board needed to take formal action to change it.

-(12:16) **Motion made by Valerie Braun to accept the change in Bruce's vote to NO. Second made by Bruce Gordon. Mike Solondz abstained, all others in favor (Barry voting for Auden).**

- Priority Item(s)(15:07):
 - Chair and Vice Chair Appointments – Rich (15:15)
-(15:51) **Motion made by Barry Vaughan to reappoint Jacque Francis as Chair and Meg Haynes as Vice Chair. Second made by Bruce Gordon. Unanimous YES**
 - Protocol for AAB Members Communications – Jacque (17:13)
-Board and Staff discussion follows
 - New Project Coordinator – Dan (23:11)
 - Closer Update Slides/Photos– Dan (26:07)
-(30:11) Mike Solondz adds a comment - Dan expands on it and answers questions from Bruce
 - Patio Shelter / Local Aircraft Lease Items – Slides/Photos – Dan (32:24)
 - Revised Patio Shelter Lease Proposals - Existing Conditions and Purpose
 - (35:49) Term: 12-months – Categories
 - (38:15) Eligibility Requirements
 - (43:00) Dan asks the Board their thoughts on Grandfathering Provisions and discussion follows
 - (44:23) Jacque gives the floor to **Bruce and Andrew** to provide their thoughts to the discussion as local pilots – Board/Staff discussion and questions follows
 - **(59:21) Jacque made a motion to nominate Bruce and Andrew to be liaisons for the AAB and the Local Pilot Group. Second by Mike Solondz. Unanimous YES**
 - Communications Team Update (as needed) – Mavis (1:03:58)
- Old Business (1:06:47):
 - ALP Next Steps Timeline Slide – Dan
-(1:13:24) Board questions and discussion follow
- New Business:
 - Subcommittee Processes Discussion – Rich (1:19:25)
-Board comments and questions
 - Annual Report to the BoCC - Dan (1:30:18)
 - Triennial – Diane (1:31:06)
- Standing Items:
 - Subcommittee Updates
 - Emission Subcommittee – Jackie (1:18:20) Jackie mistakenly gave hers a bit earlier in the recording

- Noise Subcommittee – Valerie (1:33:01)
 - Safety Task Force – Barry (1:34:09)
 - Commercial Passenger Update – Bill Tomcich (1:36:10)
- Public Comment (1:38:10):

-Tyson Weihs stated that he and Barry talked about the local pilots helping out going forward with safety issues. He asked to give two updates. One is they were able to get the top procedure designer from the FAA for the western region to work on these approaches. He said it's been a very difficult thing for them to get implemented. They're working on some regulatory changes that they hope will help make some of these procedures possible. Second, is they have been pushing with NCAR to get a study going at Aspen for additional wind sensing. Tyson added that a report came out about the hawkler accident that had the overrun, and it sort of baffled the NTSB because the plane actually reached rotation speed but wasn't able to lift off. He said there is some concern that there was actually vertical wind shear coming from the west, off shale bluffs. The STF has an interest in getting some studies done to understand what that wind shear may look like, because if that plane couldn't rotate other planes could be affected by the same thing similarly. On the pilot group and shelter related issues, Meg had asked who the pilots are. There's about 50 in the group today, he thinks there's probably about 75. He said they added a bunch over the past couple of days. Tyson said Walter Chi had joined and introduced them to a number of pilots that weren't represented. He thinks the tie downs and shelters are complex issues. Tyson said the reason the pilots got stood up was the stories they were hearing about space availability didn't check when they would either walk the ramp and see the situation – or they would ask about space availability and they would get different answers. Through a process of getting access to data, they were able to understand what the situation was. He stated that's when they went to Dan and Diane and have been working with them, and they're doing a great job moving those things forward and getting it cleaned up. But, there are some aspects of that that only get fixed in the contract moving forward. Tyson said it's the dynamics of the contract today that have led to some of the issues that were discovered. He thinks the timeline is important, because if there's interest in fixing some of these issues, some of them will only get fixed in the contract. For example, he said people would look at space and intuit that there was space available - they would ask about whether or not space is available, and the answer would be no, there's no space until someone passes - that's just how in demand it is. But that just didn't check out. He said another example is there's an aircraft that apparently is being charged for tie down space that crashed two years ago in a fatal accident. He added they look at things like that and it doesn't check out. Tyson said there's the tie downs, which are pavement that people park planes on, and there are shelters, which are the garages. Those are two different sets of spaces managed differently, one owned by the County and one operated by the FBO, subject to different standards. He thinks it's a complex, nuanced issue, but it's important to understand that if you want to fix some of those issues, they have to be done in the contract, and somebody has to take up those issues.

-(1:42:20) Tory stated that two questions come up for him. One, going back to the Airport Advisory Committee that made a recommendation about 0.8% of growth at the airport, was turned back by the FAA saying, no, we don't really do a project like this for that little amount of available growth. And it came back maybe at 1.7% or 1.5% -- 1.3%. Tory added that the

numbers that were shared by Bill Tomcich in his presentation showed that we're having 12% year over year growth, 7% over our previous record, 44% in April alone. He asked if he was getting any of this wrong, please let him know since he just saw it for the first time. Tory said his question for the group is where does that jive? If the Airport Advisory Committee had concerns about 1% growth and the FAA turned it back to us to saying, no, you need to accommodate 1.3% growth, and yet we're seeing 10% double digit growth. He does not know how those jive together? What's that future? He asks does that mean that 7% to 12% growth can go on every year going forward. Tory said his second item would be to get clarification on the airport layout plan. He thought that he had seen in a previous presentation that it would generate more airplane parking storage space than currently available. Tory thought the number that he saw in that presentation was 50 more spaces for airplane storage.

-(1:45:04) Ellen Anderson spoke for herself as an Aspen Village resident for almost 50 years and added that the last week had been heavenly and so quiet. She stated that she has two comments. One, she is very concerned about the measuring of the air pollution in and around the airport – she has been interested in that for a long time. Ellen said there has been really emerging science coming out in the last month, in the last year, in the last couple years about things that we didn't know about before. The way she sees it, we're kind of where we were with smoking in the 1960s - there's no proof that it's bad for you. Or where we were with radon in the 1980s - we don't have any proof that it's bad for you. She added we all know how those turned out. Ellen thinks we're in a similar spot and she wanted to point out that the University of Southern California has done a lot of research on this recently. Ellen said she would like to point out a couple things they've said that have been published in the last couple months. Even levels of certain pollutants considered safe by the EPA are linked to changes in brain function over time. Air quality across America, even though safe by EPA standards, is contributing to changes in brain networks during this critical time. She added they're talking about kids, and that's what she is talking about, too, because of all the kids skiing at Buttermilk. This may reflect an early biomarker for increased risk for cognitive and emotional problems later in life. Ellen would really like to see the University of Southern California involved in the study of the air quality in around the airport because they seem to be at the forefront. Ellen added another notion on a totally separate subject, regarding who gets priority for the patios and the tie downs – the overarching topic is who is local, who should get priority. She said it also ties, in her opinion, to who should be on boards, committees, task force - to her, a person's home is where they vote. She said a lot of people come here, and it's their second or third home, and they do have a home here - a lot of people have their homes under an LLC, so that's not really a barometer to her of where a person's home is but where a person votes, is. Ellen said maybe that is something we ought to think of and factor in as one of the criteria for who gets to have power. She said she is not talking about who can weigh in - freedom of speech - anybody can weigh in. There are a lot of people who come in here who are really smart, accomplished people, but they don't vote here, this isn't their home. Ellen added that on the Safety Task Force, seven out of the twelve members are not registered to vote here. She said they are really smart people and we should listen to them, but she doesn't think people who don't vote here should be in a position of power. Not that they shouldn't speak, but they should not be in a position of power. Ellen added that one caveat might be, if a person has lived here for many

years that is different. She has a problem with people in positions of power having never lived or voted in Pitkin County - her opinion as a person, as a citizen and as a voter.

-(1:48:55) Jared Kaplan a local pilot and United Airlines pilot asked a question regarding the terminal design – is there any dialogue with the three airlines of how they might want to have input on the design of the terminal. He said he understands that aesthetically it is up to the locals and the County but in terms of an operational standpoint, because they have experience, has anyone looked at that.

-(1:49:49) Walter Chi said he has been a tenant of the airport with airplanes for 25 years. He said he has had two airplanes here, ran a business here and was one of the glider pilots here. He said he had been around through the patio shelter build 20 some years ago. Walter said in two parts of it, he see what's happening with the group that wants to have fairness in the location, who gets them - it is a limited commodity. He thinks that's what's been going on and seems to be going well. He said himself and about ten other people are not in that same group and they are not considering that just yet. He said they may when they build the west side, if they do, that would be a situation. Walter said he learned in the pilots meeting the other day that they are at the will of Atlantic. He said not only that control of the patio shelters that the County has, is part and partial to - these are spaces that we provide. Walter added that those people that were in those patio shelters for those 20 years, remember that they were built because those people put that money in. The County wasn't going to build those. He said Cliff Runge and a lot of people payed in advance their 20 year contract. He thinks they should be given priority if they're still there. He added he would like to see Atlantic have some sort of a requirement to have open spaces for a certain number of outside ramp spaces, tie downs, because we have 75 people that register airplanes that live in Pitkin County - that's what the FAA says. He said not that they want to have their planes here, they may be that situation of voter resident, this is where they live - they have a house here. Walter said he also didn't look into the number of how many people are pilots here because people like Gary have been training a million pilots at the flight school. He said those guys are local pilots too. Walter would suggest that when we start this local pilots group, we should send letters out to all. He said we could request that Atlantic send a notice to anyone billed through them or the County. He added that Gary Kelly, Rick Dean and a lot of other people did not get any notice.

- Board Follow Up Comments (1:53:21):

-Valerie said she would like to piggyback on what Tory was talking about and try and get some clarification on these growth numbers. She thanked him for making the comment. She also agrees that there has to be a good way to communicate with any pilot using our airport and a database needs to be made because it's not complete at this point.

-(1:53:51) Jacque agreed and asked staff to explain how to square the growth numbers.

-(1:54:01) Mike wanted to say thank you to the pilots who showed up today and participated in this process. He thinks it is great that Dan and the pilots have bridged a gap and he said what better way to come up with policy than by collaborating with the users in the group.

-(1:54:23) Jacque thanked all the were involved with public comment. She wanted to mention on the emissions and the air pollution comment that, yes, they are totally working on it and that was part of the conversation today. She said now it's just a matter of figuring

out the exact scope of work and that should come forward really soon. She is pretty excited about what they are looking at and the work that they're doing on it.

-(1:55:08) Howie asked to follow up on Valerie's comment. He said Brad did a very persuasive presentation about growth projections, and Bill Tomcich's numbers seem to be inconsistent with it - Tory brought that up. He said he would like, at the next meeting for Brad to speak to that. It would be a huge mistake if we built the build, if the growth activity, in fact, is what it is. He added that after all the work, we end up building a facility that is too small. Howie said not to be construed that he is wishing to make a bigger facility, but he thinks we ought to be confident in the numbers that we're planning for in the future.

-(1:55:57) Short board and staff discussion follows

- Adjourn (1:57:52)

Aspen/Pitkin County Airport Advisory Board

[Airport Advisory Board Working Agreements](#)

Date: June 20, 2024

Time: 3PM – 5PM

Location: 1001 Owl Creek Rd – Airport Operations Center

<https://us06web.zoom.us/j/87932066115?pwd=oakgJcPRsjwKAGCuKC0wmgxmnj2wzo.1>

Meeting ID: 879 3206 6115

Passcode: 791876

Agenda Items

- Call Meeting to Order
- Roll Call
- Public Comments (3 minutes per speaker for non-agenda items)
- Approval of Meeting Minutes
- Board Comments
- Priority Item(s)
 - Title 10 Discussion – Rich
 - Community Conversation – Jon Peacock
 - Noise Program – Vote to move to the BoCC for Quarterly Budget Supplemental **(Discussion / Public Comment / Vote)** – Valerie and Bruce, Dan
 - Communications Team Update (as needed) – Mavis
- Old Business
 - Airport Coordinator Introduction – Dan
 - Housekeeping Items – Dan
- New Business
 - Airport Closure Recap – Rich
- Standing Items
 - Subcommittee Updates (as needed)
 - Commercial Passenger Update – Bill Tomcich
- Public Comment (3 minutes per speaker on agenda topics)
- Board Follow-up Comments
- Adjourn

Aspen/Pitkin County Airport Advisory Board

Meeting Minutes June 20, 2024

The agenda items contained in these minutes are written in an action only format.

For the agenda, minutes, and recording, go to:

<https://www.aspenairport.com/about-aspen-airport/>

- Call Meeting to Order: 3:00PM
- Roll Call:
In Person: Jacque Francis, Meg Haynes, Valerie Braun, Bruce Gordon, Mike Solondz, Auden Schendler, Clint Kinney
Virtual: Barry Vaughan Catherine Christoff
Absent: Howie Mallory, Andrew Doremus
- Public Comment:
-(1:52) Amory Lovins
-(3:32) Ellen Anderson
- Approval of the Meeting Minutes (5:00):
Motion made to approve the May Meeting Minutes by Meg Haynes and second made by Bruce Gordon. Auden Schendler abstained as he was not present.
Approved
- Board Comments:
-(5:34) Jacque Francis
-(6:08) Jacque Francis
- Priority Item(s)(6:43):
 - Title 10 Discussion – Rich and Ry Neiley (6:52)
 - **Community Conversation** – Ry Neiley and Jon Peacock (12:40)
Discussion and Questions from the Board
(47:22) Board requests that Bill Tomcich come up to answer questions regarding airplane design groups
 - (1:04:21) Dan introduces Karah Brubaker and speaks about Noise and Emissions scope of work with Mead & Hunt
 - Noise Program Slides – Valerie & Bruce (1:07:56) Discussion/Public Comment/Vote
-(1:18:26) Amory Lovins Comments
-(1:21:28) **Motion to move forward the proposal as per the Noise Program slides made by Mike Solondz, second by Bruce Gordon. Unanimous yes vote.**
 - Communications Team Update (as needed) – Mavis (1:22:13)
- Old Business:
 - Housekeeping Items – Dan (1:23:12) Handout answering a few questions made at the May AAB meeting:
 - Apron Space/Parking
 - Growth Numbers – Bill Tomcich (1:26:04)
 - Definition of Accessibility (1:31:22)

-Airline Inclusion in the design process (1:32:33)

- New Business:
 - Airport Closure Recap – Rich (1:33:10)
Board questions follow
- Standing Items:
 - Subcommittee Updates (as needed)
 - Safety Task Force – Barry (1:38:14)
- Public Comment:
 - (1:47:55) Amory Lovins
 - (1:51:24) Walter Chi
 - (1:53:18) Ellen Anderson
- Board Follow Up Comments:
- Adjourn (1:58:02)

Aspen/Pitkin County Airport Advisory Board

[Airport Advisory Board Working Agreements](#)

Date: July 18, 2024

Time: 3PM – 5PM

Location: 1001 Owl Creek Rd – Airport Operations Center

<https://us06web.zoom.us/j/87932066115?pwd=oakgJcPRsjwKAGCuKC0wmgxmnj2wzo.1>

Meeting ID: 879 3206 6115

Passcode: 791876

Agenda Items

- Call Meeting to Order
- Roll Call
- Public Comments (3 minutes per speaker for non-agenda items)
- Approval of Meeting Minutes
- Board Comments
- Priority Item(s)
 - Regional Emergency Response / Triennial Discussion –
 - Jake Anderson, Deputy Chief Aspen Fire Department
 - Gabriel Muething, Aspen Ambulance District-Chief of Emergency Medical Services
 - Kevin Issel, Deputy Chief Roaring Fork Fire
 - Parker Lathrop, Chief Deputy Operations, Pitkin County Sheriff's Office
 - Chris Breitbach, Emergency Manager, Pitkin County Sheriff's Office
 - Andrew Treat, ASE ARFF Captain and Aspen Airport Team
 - Retaining Wall Repairs – Dan
- Old Business
 - ALP Update - Dan
 - Environmental Initiatives Update
 - NACO Meeting – Rich
 - SAF Discussion – Rich
 - Electric Aviation Meeting – Dan
 - Microgrid Progress – Dan
- New Business
 - Equipment Fire Incident – Rich
- Standing Items
 - Subcommittee Updates (as needed)

- Communications Team Update (as needed) - Mavis
- Commercial Passenger Update – Bill Tomcich
- Public Comment (3 minutes per speaker on agenda topics)
- Board Follow-up Comments
- Adjourn

Transportation Steering Committee
Aeronautical Revenue Use for Aviation Climate Initiatives

Issue: Limitations on aeronautical revenue use impede counties' ability to invest in aviation climate initiatives.

Proposed Policy: NACo supports airport sponsors utilizing their aeronautical revenues to invest in alternative energy production and/or storage facilities that will benefit the operation of an airport and its users.

Background: Airports that receive federal assistance, including many county-owned airports, are only permitted to use aeronautical revenues for certain aviation-related purposes. Generally, an airport can use aeronautical revenue for the capital and operating costs of the airport, the local airport system, or other facilities owned or operated by the airport and directly and substantially related to the air transportation of passengers or property. Meanwhile, airports across the country are looking to alternative energy production and storage as means to meet their sustainability goals, save money on electricity, and protect their local climate. While some airports like Indianapolis International Airport and Dulles International Airport may have the land and capacity required to develop large-scale solar projects, smaller regional airports oftentimes do not.

The introduction of alternative fuel and energy sources for aviation has inspired counties to establish ambitious climate goals. For airports that are unable to produce and store enough alternative energy and fuel on airport property, the restrictions associated with the use of aeronautical revenues challenges their ability to implement climate-driven initiatives off airport property and/or through partnerships. Examples of such investments include multi-jurisdictional sustainable aviation fuel (SAF) refineries and storage facilities, solar developments, and hydrogen hubs. While these examples would benefit airports and their users, the lack of guidance regarding aviation climate investments and restrictions related to diverting aeronautical revenues limit counties' ability to achieve their climate goals and support the federal government's Aviation Climate Action Plan.

Fiscal/Urban/Rural Impact: Would benefit all county-owned airports, as well as counties that do not own/operate airports because of the policy's climate and cost benefits.

Sponsor: Patti Clapper, Commissioner, Pitkin County, CO

Environment, Energy & Land Use Steering Committee

Mitigating the Impact of Aviation Emissions on Communities

Issue: The aviation sector is a major source of greenhouse gas emissions negatively impacting local communities.

Proposed Policy: NACo urges the federal government to collaborate with county-owned airports in implementing initiatives aimed at mitigating the impact of greenhouse gas emissions from both commercial and general aviation. To support these efforts, Congress should consider granting airport sponsors the authority to levy a fee or tax on users to counteract carbon emissions and incentivize the adoption of aircraft and technologies with low or zero emissions.

Background: Approximately 2.4% of global CO₂ emissions stem from aviation. When considering other gasses and the water vapor trails produced by aircraft, the aviation industry contributes around 5% of global warming. A report from the International Council on Clean Transportation indicates that if every individual worldwide took just one long-haul flight annually, aircraft emissions would surpass the entire CO₂ emissions of the United States. Between 2013 and 2018, emissions from planes surged by 32%. Although strides in fuel efficiency are gradually curbing emissions per passenger, this progress lags behind the rapid expansion of total passenger numbers, which are forecasted to double within the next two decades. By 2050, commercial aircraft emissions could triple, given the anticipated growth in both passenger air travel and freight.

Aircraft emissions that occur during taxi, takeoff, initial climb, approach, have a substantial impact on climate and air quality in local communities neighboring airports. Aircraft emissions at airports not only pollute local air but also threaten the health of citizens. Airport sponsors, including counties, possess limited means to alleviate the adverse impacts of aircraft emissions. The federal government's Aviation Climate Action Plan aims to achieve net-zero greenhouse gas emissions from the U.S. aviation sector by 2050. Collaborating with county-owned airports would help the federal government achieve this objective. Furthermore, Congress should consider the advantages of providing airports with the authority to enforce a carbon fee or tax on users, particularly since such a measure could incentivize reductions in carbon emissions throughout the aviation industry.

Fiscal/Urban/Rural Impact: Would alleviate the financial burden on counties stemming from aviation emissions and potentially create new revenue streams to invest in climate mitigation technologies and strategies.

Sponsor: Patti Clapper, Commissioner, Pitkin County, CO

MSE Retaining Wall Repair Alternatives Report

FOR THE ASPEN-PIKTIN COUNTY AIRPORT
AIRPORT OPERATIONS CENTER

*Program Management Services for Capital Maintenance &
Replacement Program: Task Order #C-1*

Prepared for:

**Aspen-Pitkin County
Airport**

Prepared by:

Kimley»Horn

Expect More. Experience Better.



May 17, 2024

Table of Contents

1. Project Description 3

2. Design Criteria 4

3. Evaluation Criteria 4

 Constructability 4

 Maintenance 4

 Aesthetics..... 4

 Utility Impacts 5

4. Retaining Wall Repair Alternatives..... 5

 4.1 Soil Nail or Helical Anchor Installed Over Existing Block..... 5

 4.2 Soil Nail or Helical Anchor Installed With Block Removal 7

 4.3 Replacement with Large Block Wall 8

5. Comparative Cost Estimates 10

Appendices..... 10

MSE Retaining Wall Repair Alternatives

ASPEN-PITKIN COUNTY AIRPORT AOC

1. Project Description

The Aspen-Pitkin County Airport has contracted with Kimley-Horn for this MSE Retaining Wall Repair Alternatives project. The existing Airport Operations Center (AOC) mechanically stabilized earth (MSE) retaining wall was designed by Terracon and constructed in 2005. The wall is a Keystone Block wall with geogrid reinforcement. There are two walls of this type at the AOC. Wall 'A' in the original plans, along the west side of the building is the wall requiring repair and is the subject of this report.

The wall has been showing visual signs of distress for many years, with bulging, block deterioration, and efflorescence noted in 2020 that prompted a drainage diversion project to try to limit seepage into the reinforced zone. The area above the wall has not been irrigated since the drainage project.

The wall has continued to deteriorate with further bulging to approximately 5" out of plumb at the face of the building and with total section loss of the block facing, as shown in Figure 1.



Figure 1: 2020 Wall Condition and 2024 Wall Condition

2. Design Criteria

The wall design height is 19'-8" maximum according to as-built drawings and the original calculation package. The wall is 60 feet long extending in a straight alignment from the corner of the AOC building. There was no surcharge loading on the original design, it is suggested that some liveload surcharge be considering in the repair or replacement design since the area above the wall may need mowing and maintenance. Additionally, we recommend a surcharge for snow load be considered above the wall.

A geotechnical investigation will need to be completed in the backfill zone of the existing wall to gain accurate in-situ soil data such as densities, soil pressures, and bearing capacities. The repair method will use the in-situ parameters for design.

3. Evaluation Criteria

Cost of the wall repair is the main criteria in selecting a preferred alternative. Additional factors such as constructability, maintenance, aesthetics, and utility impacts will also be considered.

Constructability

The preferred alternative for repair needs to be a solution that can be constructed during the short construction season of the area, limits impact to the existing vegetation/trees/operations of the center, can be completed with readily available products, and completed with methods that local contractors have the capability and experience to perform with quality.

Maintenance

The AOC is looking for a solution that is low-maintenance and will have a good long-term performance. While some products claim a 75-year service life, they are not meeting those expectations in the high altitude Colorado climates. Proven performance in Aspen and the surrounding area will be prioritized.

Aesthetics

Aesthetics of the finished product are of high importance to this project. Having a wall that resembles the natural environment and helps the building blend in will be a factor in the wall repair type selection.

Utility Impacts

There are a variety of utilities installed immediately adjacent to the front face of the wall, some even attached directly to the wall, as shown below. The goal of the repair will be to have minimal utility impacts, since continuous service to the building and the airport is absolutely necessary.



Figure 2: Existing Utilities at Wall Face

For simplicity, criteria will be documented with a Favorable (▲), Neutral (▶), or Unfavorable (▼) score.

4. Retaining Wall Repair Alternatives

Feasible retaining wall repair types includes soil nail, helical anchor, and large block wall types. It is assumed that driving pile or drilling caissons as a method of repair is not feasible due to the number of utilities and vibration concerns adjacent to the building. It is also assumed that replacement with small block MSE similar to the current wall is not desired.

4.1 Soil Nail or Helical Anchor Installed Over Existing Block

Drilling a soil nail, helical anchor, or other anchor rod through the existing block has been a repair technique implemented by CDOT on similar wall failures.

The repair process is generally as follows:

1. Re-aligning top blocks if they are displaced.
2. For large gaps created by missing block faces, fill voids with shotcrete.
3. Install new geocomposite strip drain on the face of the existing blocks.

MSE Retaining Wall Repair Alternatives

ASPEN-PITKIN COUNTY AIRPORT AOC

4. Apply shotcrete and welded wire fabric to face of wall, drill soil nails, install bearing plates, complete shotcrete facing.
5. Install a geomembrane at the top of the shotcrete, overlapping behind the existing block.
6. Install a concrete coping cap.



Top Down Soil Nail Installation With Geocomposite Strip Drains

Helical Anchor Installation Through Block Wall



Figure 3: Sample Installations

The advantages of this repair method include limited removals of the existing block, no excavation behind the wall, a low/no maintenance solution, and shotcrete facing can be styled and painted to a variety of aesthetics (the results are highly dependent upon the workmanship).

The disadvantages or challenges of this type of repair include specialized equipment requirements, equipment access at the top of wall, shotcrete facing will be 6" to 12" thickness and intrude into the existing utility boxes, and access to all of the wall face is a challenge due to the existing utility boxes.

In summary:

MSE Retaining Wall Repair Alternatives

ASPEN-PITKIN COUNTY AIRPORT AOC

CRITERIA	SCORE
Constructability	▼
Maintenance	▲
Aesthetics	▶
Utility Impacts	▼
Repair Cost	▼

Example Aesthetics include:



This repair method could also be applied to just the area of most severe deterioration to avoid some of the utility concerns.

4.2 Soil Nail or Helical Anchor Installed With Block Removal

A major limitation of the previous alternative is the utility impacts. This alternative proposes to remove the existing block to gain an additional 12" of work area behind the existing utility lines and boxes. The blocks will be removed and the ground nails applied in a top-down application.

The repair process is generally as follows:

1. Remove the top 4' of blocks.
2. Install new geocomposite strip drain on the face of the exposed earth face.
3. Apply shotcrete and welded wire fabric to face of wall, drill soil nails, install bearing plates, complete shotcrete facing.
4. Continue 1-3 in 4' sections moving down the height of the wall.
5. Install a geomembrane at the top of the shotcrete.
6. Install a concrete coping cap.

MSE Retaining Wall Repair Alternatives

ASPEN-PITKIN COUNTY AIRPORT AOC

The advantages of this repair method include limited utility impacts, no excavation behind the wall, a low/no maintenance solution, and shotcrete facing can be styled and painted to a variety of aesthetics (the results are highly dependent upon the workmanship).

The disadvantages or challenges of this type of repair include block removals adding time and material waste, specialized equipment requirements, equipment access at the top of wall, and access to all of the wall face is a challenge due to the existing utility boxes.

In summary:

CRITERIA	SCORE
Constructability	▼
Maintenance	▲
Aesthetics	▶
Utility Impacts	▶
Repair Cost	▼

Example Aesthetics are comparable to Option 4.1.

This repair method could also be applied to just the area of most severe deterioration to avoid some of the utility concerns. Another variation on this alternative would be to keep the block below-grade in-place so the geogrid strip drain can daylight above ground with less excavation required for a new drain.

4.3 Replacement with Large Block Wall

For new walls retaining heights greater than 12', MSE is typically the low-cost alternative. However, the small block MSE wall in place has not performed well. A replacement alternative that combines MSE and will be more resilient in the Aspen environment is large block MSE wall or large block gravity wall. Redi-Rock® is local supplier of large block MSE walls and assisted in providing the recommendations in this section.

The repair process is generally as follows:

1. Remove the wall and excavate the fill material as needed to place the new large blocks, drainage system, and MSE tiebacks (if any).
2. Install new leveling material and blocks.
3. Backfill with new Structure Backfill Class 1.
4. Revegetate the top of the wall, it is recommended that irrigation not be re-installed in this area.

The advantages of this repair method include flexibility in alignment to avoid utility impacts, a low/no maintenance solution with new backfill reducing the risk of future issues, no special equipment or skilled

MSE Retaining Wall Repair Alternatives

ASPEN-PITKIN COUNTY AIRPORT AOC

labor required, lower cost than repair options, and the block aesthetics are very natural and common around the Aspen area.

The disadvantages or challenges of this replacement including the time and cost of removals and material waste.

In summary:

CRITERIA	SCORE
Constructability	▲
Maintenance	▲
Aesthetics	▲
Utility Impacts	▲
Repair Cost	▶

The replacement would need to be a full replacement on the entire wall length, this option is not able to be phased.

Example Aesthetics include:



*Redi-Rock® Ledgestone
Sample Aesthetics*



MSE Retaining Wall Repair Alternatives

ASPEN-PITKIN COUNTY AIRPORT AOC

5. Comparative Cost Estimates

ALTERNATIVE	ESTIMATE (WITH 25% CONTINGENCY)
1.A. Soil Nail (Through Block)(Full Depth)	\$252,219
1.B. Soil Nail (Through Block)(To Grade)	\$240,594
2.A. Soil Nail (Blocks Removed)(Full Depth)	\$252,006
2.B. Soil Nail (Blocks Removed)(Full Depth)	\$240,381
3. Redi-Rock Large Block Wall	\$226,600

Estimated geotechnical investigation costs of \$15,000 and final engineering costs of \$25,000 should be considered in the overall project estimate to complete.

Appendices

A. Cost Estimate Backup

B. Conceptual Plan Sheets

APPENDIX A: ALTERNATIVE COST ESTIMATES

PROJECT:	ASPEN-PITKIN COUNTY AIRPORT MSE WALL REPAIR REPORT
LOCATION:	ASPEN, COLORADO
PROJECT NO:	096557026
SUBMITTAL:	CONCEPT
DATE:	5/16/2024



Kimley»Horn

1A - Soil Nail Through Block (Full Depth)					
PAY ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	EXTENDED COST
201-00000	Clearing and Grubbing	LS	1	\$ 3,000	\$ 3,000
206-00000	Structure Excavation	CY	17	\$ 150	\$ 2,550
206-00200	Structure Backfill (Class 2)	CY	11	\$ 100	\$ 1,100
206-00520	Filter Material (Class B)	CY	6	\$ 150	\$ 900
208-00200	Erosion Control	LS	1	\$ 5,000	\$ 5,000
420-00000	Geomembrane	SY	20	\$ 25	\$ 500
504-06406	Soil Nail	LF	264	\$ 100	\$ 26,400
504-06410	Verification Testing	EA	5	\$ 5,000	\$ 25,000
507-00100	Concrete Slope and Ditch Paving (Reinforced)	LF	62	\$ 500	\$ 31,000
601-03050	Concrete Class D (Wall)	CY	15	\$ 2,500	\$ 37,500
601-40400	Structural Concrete Stain	SY	67	\$ 200	\$ 13,400
602-00020	Reinforcing Steel (Epoxy Coated)	LB	2000	\$ 6	\$ 12,000
602-00210	Welded Wire Fabric	SY	67	\$ 25	\$ 1,675
605-83000	Geocomposite Drain	SY	14	\$ 50	\$ 700
608-00006	Concrete Sidewalk (6 Inch)	SY	17	\$ 250	\$ 4,250
626-00000	Mobilization	LS	1	\$ 10,000	\$ 10,000
641-10000	Shotcrete	SY	67	\$ 400	\$ 26,800
SUBTOTAL					\$ 201,775
25% CONTINGENCY					\$ 50,444
Estimate					\$ 252,219

1B - Soil Nail Through Block (To Grade)					
PAY ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	EXTENDED COST
201-00000	Clearing and Grubbing	LS	1	\$ 2,500	\$ 2,500
208-00200	Erosion Control	LS	1	\$ 5,000	\$ 5,000
420-00000	Geomembrane	SY	20	\$ 25	\$ 500
504-06406	Soil Nail	LF	264	\$ 100	\$ 26,400
504-06410	Verification Testing	EA	5	\$ 5,000	\$ 25,000
507-00100	Concrete Slope and Ditch Paving (Reinforced)	LF	62	\$ 500	\$ 31,000
601-03050	Concrete Class D (Wall)	CY	15	\$ 2,500	\$ 37,500
601-40400	Structural Concrete Stain	SY	67	\$ 200	\$ 13,400
602-00020	Reinforcing Steel (Epoxy Coated)	LB	2000	\$ 6	\$ 12,000
602-00210	Welded Wire Fabric	SY	67	\$ 25	\$ 1,675
605-83000	Geocomposite Drain	SY	14	\$ 50	\$ 700
626-00000	Mobilization	LS	1	\$ 10,000	\$ 10,000
641-10000	Shotcrete	SY	67	\$ 400	\$ 26,800
SUBTOTAL					\$ 192,475
25% CONTINGENCY					\$ 48,119
Estimate					\$ 240,594

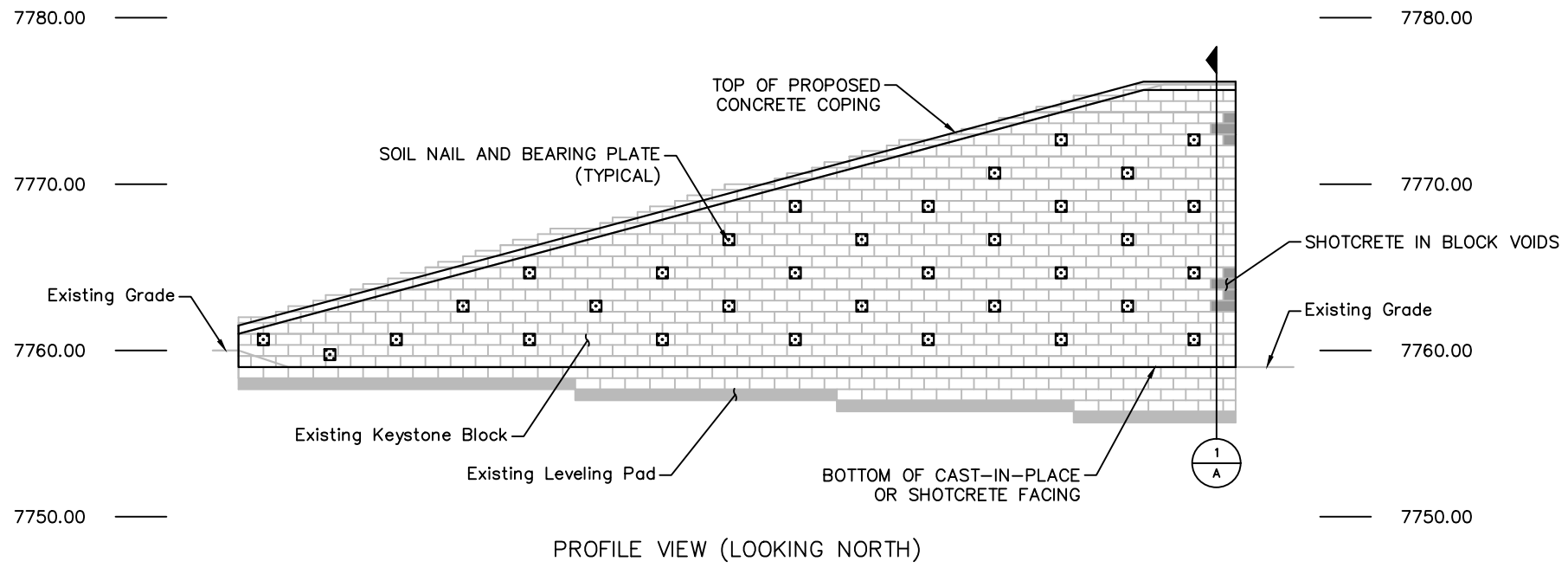
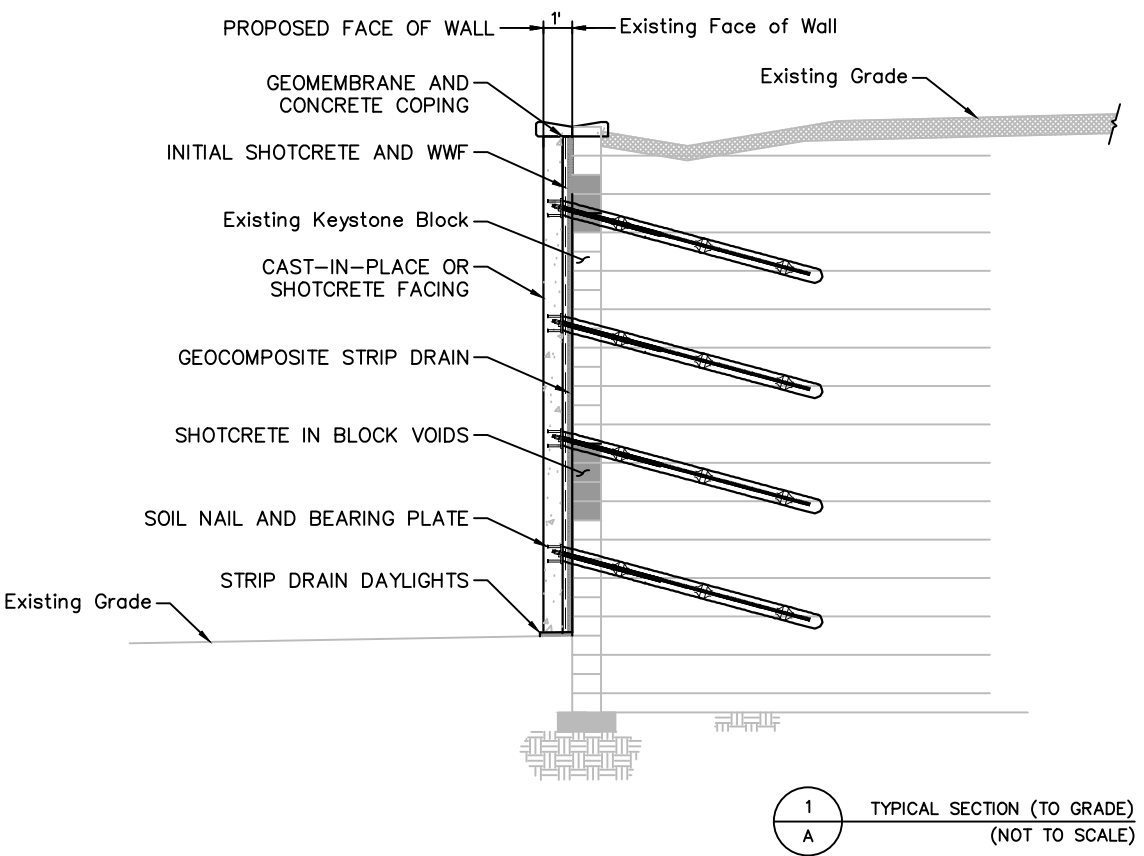
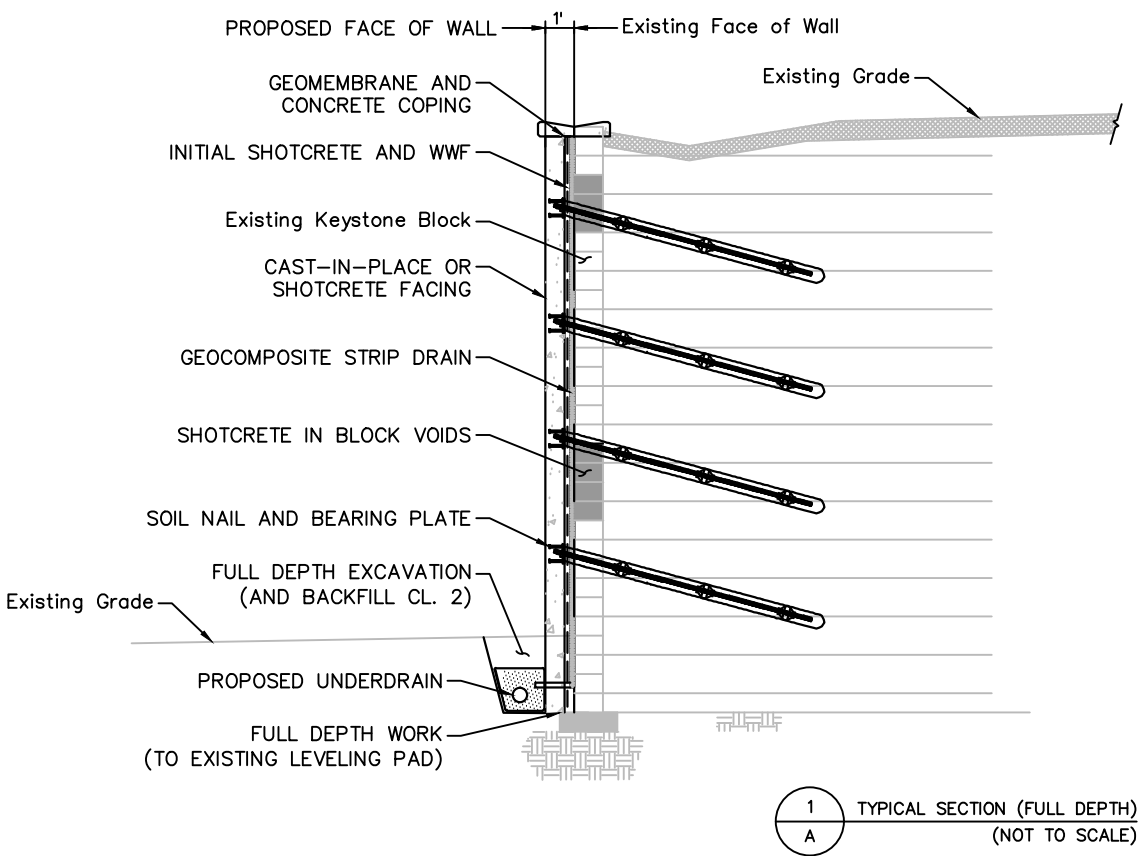
The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

2A - Soil Nail Blocks Removed (Full Depth)					
PAY ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	EXTENDED COST
201-00000	Clearing and Grubbing	LS	1	\$ 3,000	\$ 3,000
202-00160	Removal of Wall Face	SF	603	\$ 10	\$ 6,030
206-00000	Structure Excavation	CY	17	\$ 150	\$ 2,550
206-00200	Structure Backfill (Class 2)	CY	11	\$ 100	\$ 1,100
206-00520	Filter Material (Class B)	CY	6	\$ 150	\$ 900
208-00200	Erosion Control	LS	1	\$ 5,000	\$ 5,000
420-00000	Geomembrane	SY	20	\$ 25	\$ 500
504-06406	Soil Nail	LF	264	\$ 100	\$ 26,400
504-06410	Verification Testing	EA	5	\$ 5,000	\$ 25,000
507-00100	Concrete Slope and Ditch Paving (Reinforced)	LF	62	\$ 400	\$ 24,800
601-03050	Concrete Class D (Wall)	CY	15	\$ 2,500	\$ 37,500
601-40400	Structural Concrete Stain	SY	67	\$ 200	\$ 13,400
602-00020	Reinforcing Steel (Epoxy Coated)	LB	2000	\$ 6	\$ 12,000
602-00210	Welded Wire Fabric	SY	67	\$ 25	\$ 1,675
605-83000	Geocomposite Drain	SY	14	\$ 50	\$ 700
608-00006	Concrete Sidewalk (6 Inch)	SY	17	\$ 250	\$ 4,250
626-00000	Mobilization	LS	1	\$ 10,000	\$ 10,000
641-10000	Shotcrete	SY	67	\$ 400	\$ 26,800
SUBTOTAL					\$ 201,605
25% CONTINGENCY					\$ 50,401
Estimate					\$ 252,006

2B - Soil Nail Blocks Removed (Full Depth)					
PAY ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	EXTENDED COST
201-00000	Clearing and Grubbing	LS	1	\$ 2,500	\$ 2,500
202-00160	Removal of Wall Face	SF	603	\$ 10	\$ 6,030
208-00200	Erosion Control	LS	1	\$ 5,000	\$ 5,000
420-00000	Geomembrane	SY	20	\$ 25	\$ 500
504-06406	Soil Nail	LF	264	\$ 100	\$ 26,400
504-06410	Verification Testing	EA	5	\$ 5,000	\$ 25,000
507-00100	Concrete Slope and Ditch Paving (Reinforced)	LF	62	\$ 400	\$ 24,800
601-03050	Concrete Class D (Wall)	CY	15	\$ 2,500	\$ 37,500
601-40400	Structural Concrete Stain	SY	67	\$ 200	\$ 13,400
602-00020	Reinforcing Steel (Epoxy Coated)	LB	2000	\$ 6	\$ 12,000
602-00210	Welded Wire Fabric	SY	67	\$ 25	\$ 1,675
605-83000	Geocomposite Drain	SY	14	\$ 50	\$ 700
626-00000	Mobilization	LS	1	\$ 10,000	\$ 10,000
641-10000	Shotcrete	SY	67	\$ 400	\$ 26,800
SUBTOTAL					\$ 192,305
25% CONTINGENCY					\$ 48,076
Estimate					\$ 240,381

3 - Redi-Rock Large Block Wall					
PAY ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	EXTENDED COST
201-00000	Clearing and Grubbing	LS	1	\$ 3,000	\$ 3,000
202-00160	Removal of Wall	SF	603	\$ 10	\$ 6,030
206-00000	Structure Excavation	CY	100	\$ 280	\$ 28,000
208-00200	Erosion Control	LS	1	\$ 5,000	\$ 5,000
504-08050	Large Block Wall and Backfill	LS	1	\$ 125,000	\$ 125,000
608-00006	Concrete Sidewalk (6 Inch)	SY	17	\$ 250	\$ 4,250
626-00000	Mobilization	LS	1	\$ 10,000	\$ 10,000
SUBTOTAL					\$ 181,280
25% CONTINGENCY					\$ 45,320
Estimate					\$ 226,600

SOIL NAIL WALL CONSTRUCTED THROUGH EXISTING BLOCK



- NOTES:
- 1. EXISTING PROFILE AND BLOCK LAYOUTS ESTIMATED FROM TERRACON PLANS DATED 9/12/2005, SHEET RW-3.
 - 2. EXISTING CONDITIONS SHALL BE VERIFIED BEFORE ORDERING MATERIALS OR BEGINNING WORK.
 - 3. NO EQUIPMENT IS PERMITTED ON TOP OF THE EXISTING WALL, ALL WORK TO BE COMPLETED FROM THE FRONT FACE.

PRELIMINARY
FOR REVIEW ONLY
NOT FOR CONSTRUCTION

Kimley-Horn

ENGINEER ANB
PE NO. 49786
DATE 5/16/2024

Initial Date: 05/13/24
File Name: 203610WDTLS 200916 - KH.DWG

Horiz. Scale: Vert. Scale:

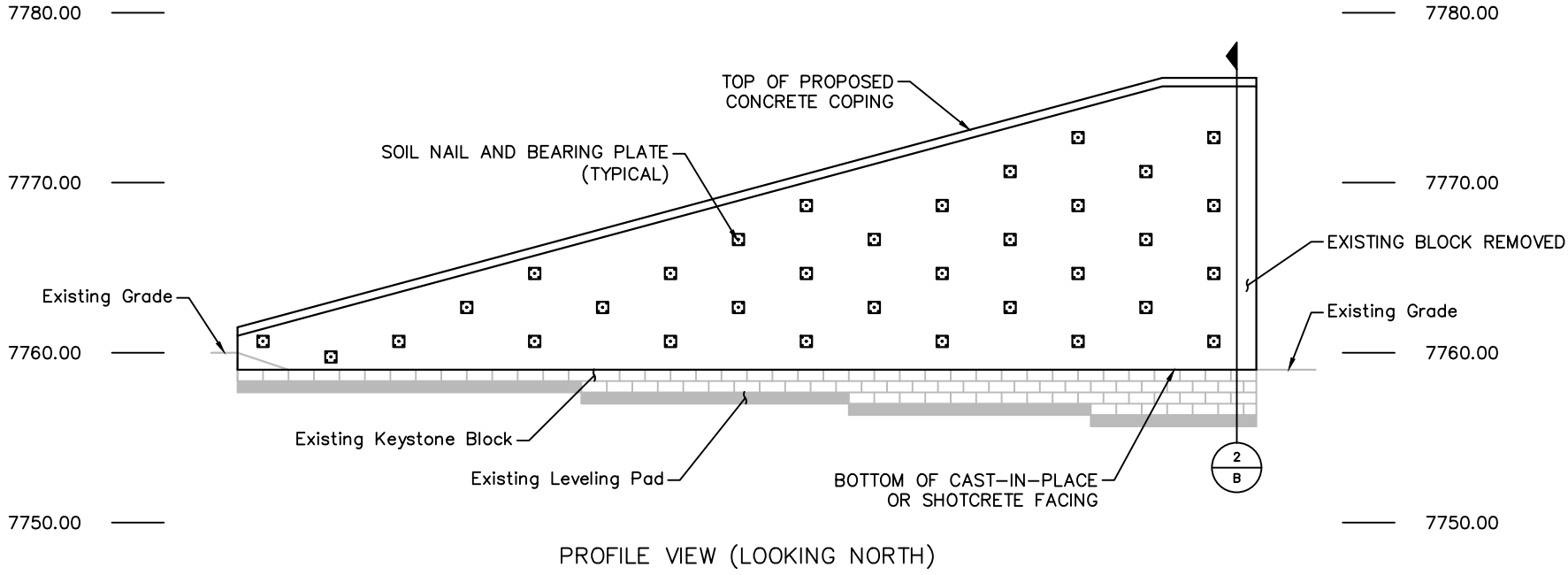
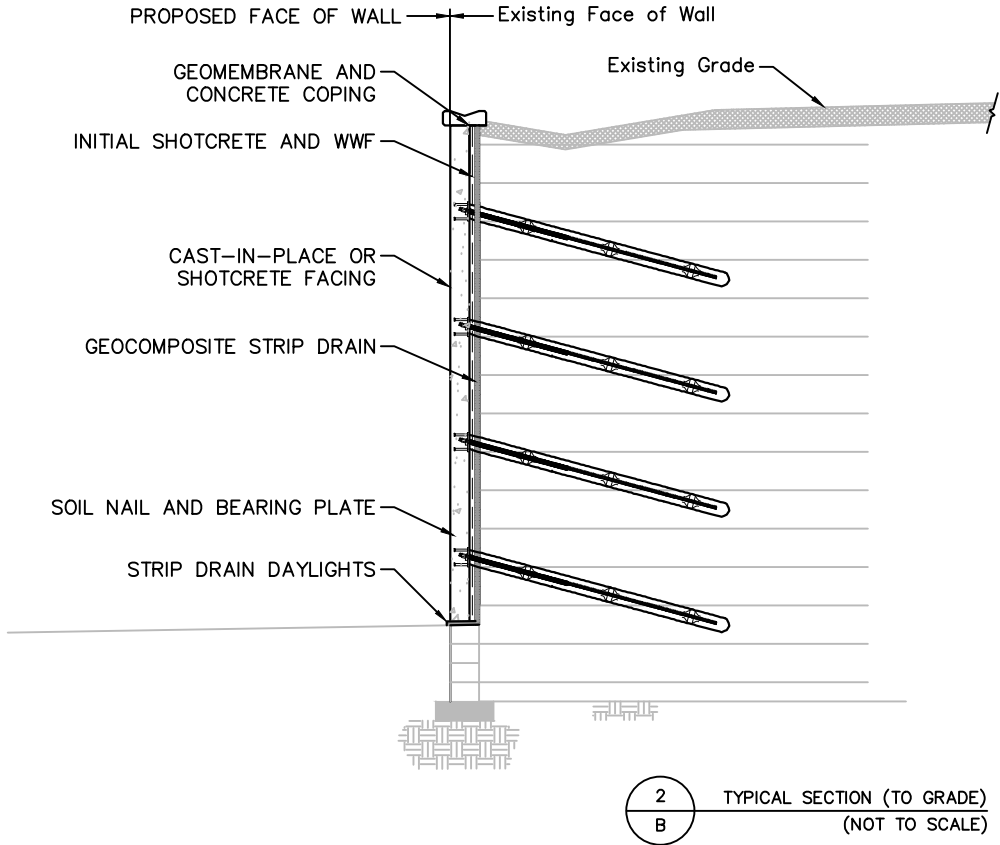
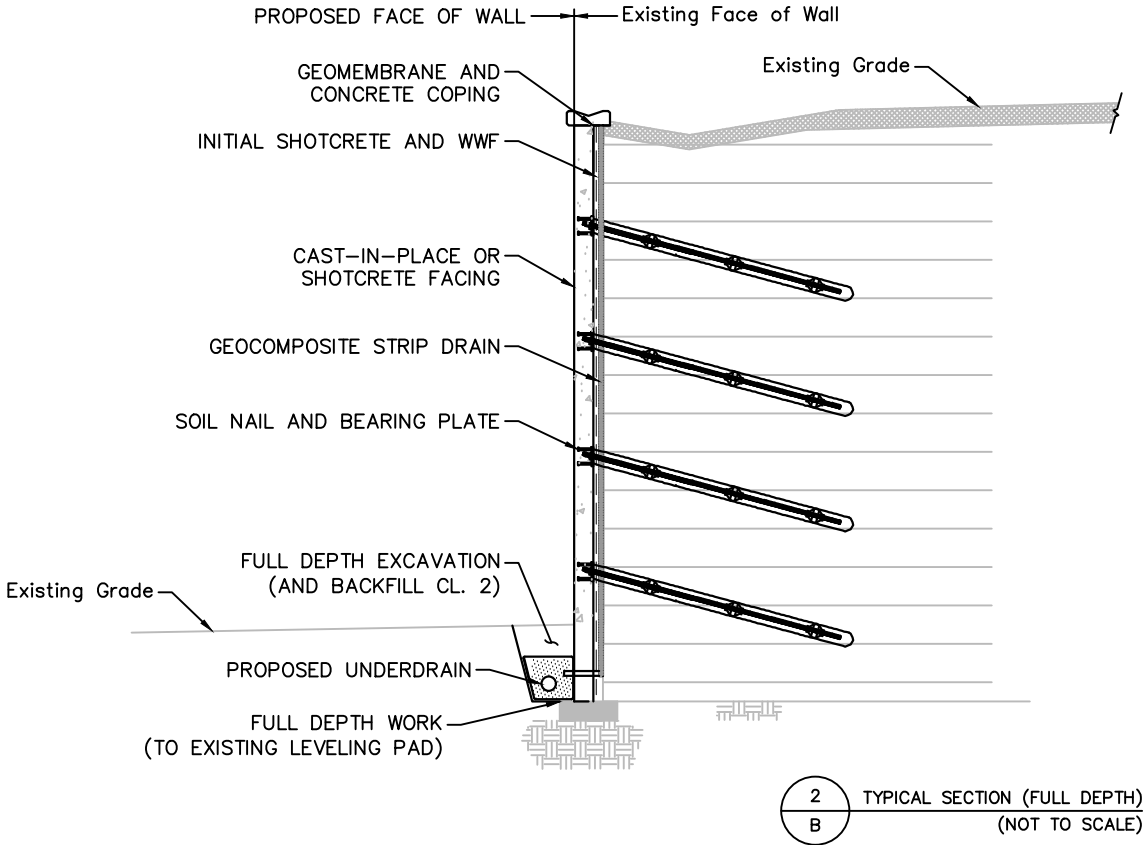
Kimley-Horn Kimley-Horn and Associates, Inc.
310 Market Street, Suite 116
Basalt, Colorado 81621
(970) 429-8855

Sheet Revisions		
Date:	Comments	Init.



ASE RETAINING WALL AT AOC 1001 OWL CREEK ROAD, ASPEN, COLORADO 81601		
KH No.: 096557026	Structure No.: WALL A	SHEET NUMBER 1 OF 3
Issue Date: 05/16/24	Designed By: ANB	

SOIL NAIL WALL CONSTRUCTED AFTER BLOCK IS REMOVED



- NOTES:
- 1. EXISTING PROFILE AND BLOCK LAYOUTS ESTIMATED FROM TERRACON PLANS DATED 9/12/2005, SHEET RW-3.
 - 2. EXISTING CONDITIONS SHALL BE VERIFIED BEFORE ORDERING MATERIALS OR BEGINNING WORK.
 - 3. NO EQUIPMENT IS PERMITTED ON TOP OF THE EXISTING WALL, ALL WORK TO BE COMPLETED FROM THE FRONT FACE.

PRELIMINARY
FOR REVIEW ONLY
NOT FOR CONSTRUCTION
Kimley-Horn
ENGINEER ANB
PE NO. 49786
DATE 5/16/2024

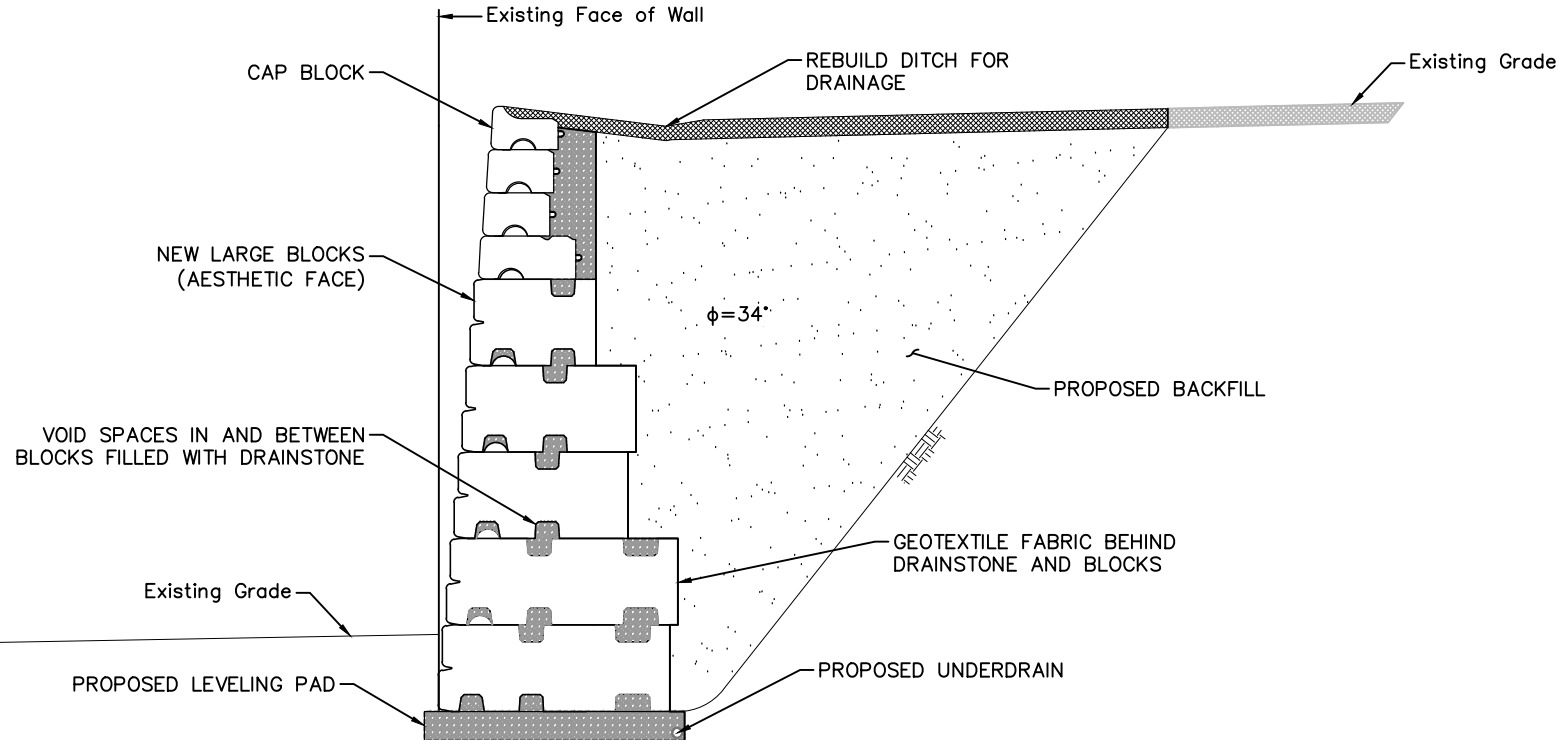
Initial Date: 05/13/24
File Name: 203610WDTLS 200916 - KH.DWG
Horiz. Scale: Vert. Scale:
Kimley-Horn
Kimley-Horn and Associates, Inc.
310 Market Street, Suite 116
Basalt, Colorado 81621
(970) 429-8855

Sheet Revisions		
Date:	Comments	Init.

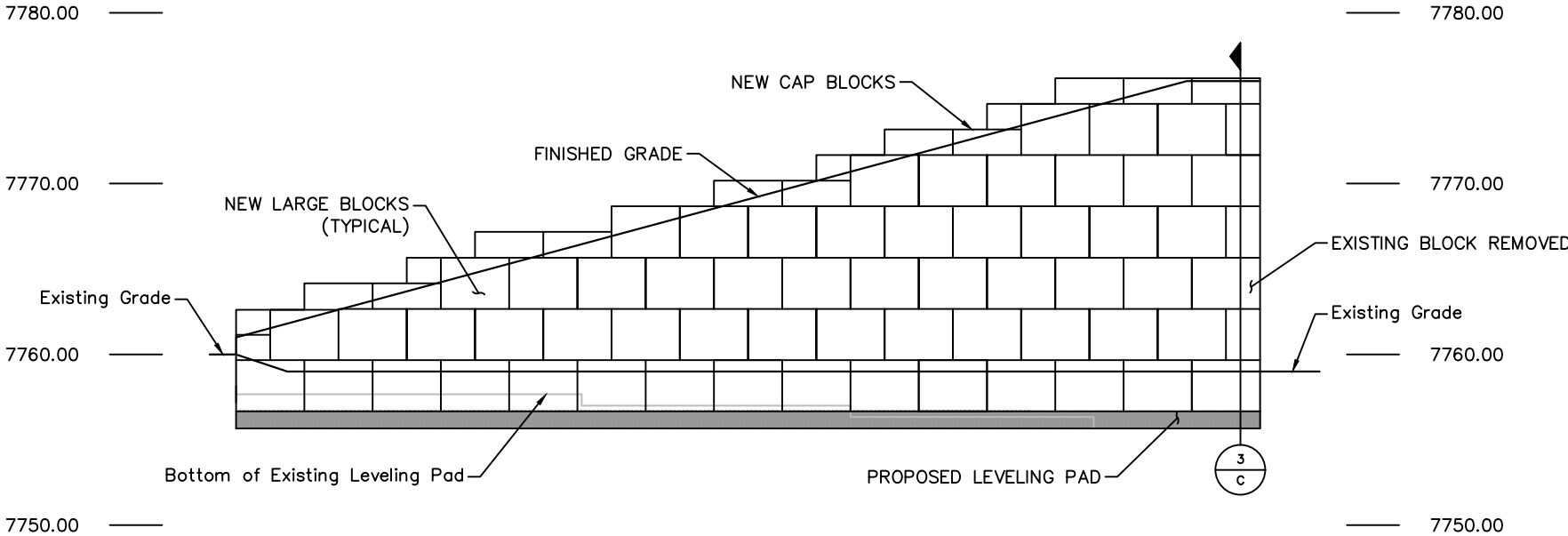


ASE RETAINING WALL AT AOC 1001 OWL CREEK ROAD, ASPEN, COLORADO 81601		
KH No.: 096557026	Structure No.: WALL A	SHEET NUMBER 2 OF 3
Issue Date: 05/16/24	Designed By: ANB	

WALL FULL REPLACEMENT



3
C TYPICAL SECTION (FULL DEPTH)
(NOT TO SCALE)



PROFILE VIEW (LOOKING NORTH)

- NOTES:
- 1. EXISTING PROFILE AND BLOCK LAYOUTS ESTIMATED FROM TERRACON PLANS DATED 9/12/2005, SHEET RW-3.
 - 2. EXISTING CONDITIONS SHALL BE VERIFIED BEFORE ORDERING MATERIALS OR BEGINNING WORK.

PRELIMINARY

FOR REVIEW ONLY
NOT FOR CONSTRUCTION

ENGINEER ANB

PE NO. 49786

DATE 5/16/2024

Initial Date: 05/13/24

File Name: 203610WDTLS 200916 - KH.DWG

Horiz. Scale: Vert. Scale:

Kimley-Horn and Associates, Inc.
310 Market Street, Suite 116
Basalt, Colorado 81621
(970) 429-8855

Sheet Revisions		
Date:	Comments	Init.



ASE RETAINING WALL AT AOC 1001 OWL CREEK ROAD, ASPEN, COLORADO 81601		
KH No.: 096557026	Structure No.: WALL A	SHEET NUMBER 3 OF 3
Issue Date: 05/16/24	Designed By: ANB	

Aspen/Pitkin County Airport Advisory Board

Meeting Minutes July 18, 2024

The agenda items contained in these minutes are written in an action only format.

For the agenda, minutes, and recording, go to:

<https://www.aspenairport.com/about-aspen-airport/>

- Call Meeting to Order: 3:00PM
- Roll Call:
In Person: Meg Haynes, Valerie Braun, Bruce Gordon, Mike Solondz, Barry Vaughan, Andrew Doremus, Clint Kinney
Virtual: Catherine Christoff
Absent: Jacque Francis, Howie Mallory, Auden Schendler
- Public Comment:
-(1:55) Amory Lovins – spoke in regards to the Aspen Times commentary by Jacque Francis
-(5:15) Ellen Anderson spoke about Public Comment rules
- Board Comments:
-(7:05) Bruce spoke about the local pilots group
-(7:48) Andrew also spoke about the local pilot group
-(10:19) Barry spoke about putting the Public Comment rules on the agenda
- Approval of the Meeting Minutes (12:43):
Motion made to approve the May Meeting Minutes by Mike Solondz and second made by Barry Vaughan. Approved
-(12:55) Short board discussion follows to determine if this format should be used for the Minutes moving forward. All thumbs up except Valerie – she did a thumb to the side saying she is willing to try it.
- Priority Item(s):
 - (16:00) **Regional Emergency Response/Triennial Discussion and Video with Mutual Aid Partners** (Mic was off, very difficult to hear)
-(33:13) Questions from the Board
 - **Retaining Walls Repairs** (56:37) – Kimley-Horn and Dan
-(1:10:12) Board Questions and Discussion
- Old Business:
 - (1:19:56) **ALP Update** – Dan
 - **Environmental Initiatives Update**
-(1:22:12) NACO Meeting – Rich
-(1:24:23) SAF Update – Rich
-(1:28:03) Electric Aviation Meeting – Dan
-(1:30:36) Microgrid Progress – Dan
-(1:32:41) Noise Update – Valerie
 - (1:34:09) Question from Howie asked by Meg
- New Business:
 - (1:35:36) **Equipment Fire Incident** – Rich
- Standing Items:

- Subcommittee Updates (as needed) (1:41:28)
 - (1:41:35) Safety Task Force Update – Barry
 - Communications Team Update (as needed) – Mavis (1:41:57)
 - Commercial Passenger Update – Bill Tomcich (1:44:13)
- Public Comment:
 - (1:50:56) Amory Lovins asked about Title 10 agenda item. Also asked about air quality measurements for ultra-fine particles. Commented about Dan’s electric plane remarks.
 - (1:54:22) Ellen Anderson spoke about the discussion on the Meeting Minutes. She also spoke about the previous discussion on Public Comment.
- Board Follow Up Comments:
 - (1:56:08) Valerie spoke about Aspen Mayor Torre’s article in the paper
 - (1:56:41) Barry spoke about Mayor Torre’s lack of participation in the Visioning Process
 - (1:57:15) Rich spoke about the passing of County Attorney John Ely and the former Director of Health.
- Adjourn (1:58:54)

Aspen/Pitkin County Airport Advisory Board

[Airport Advisory Board Working Agreements](#)

Date: August 15, 2024

Time: 3PM – 5PM

Location: 1001 Owl Creek Rd – Airport Operations Center

<https://us06web.zoom.us/j/87932066115?pwd=oakgJcPRsjwKAGCuKC0wmgxmnj2wzo.1>

Meeting ID: 879 3206 6115

Passcode: 791876

Agenda Items

- Call Meeting to Order
- Roll Call
- Public Comments (3 minutes per speaker for non-agenda items)
- Approval of Meeting Minutes
- Board Comments
- Priority Item(s)
 - Patio Shelter Lease Discussion – Andrew, Bruce, Dan and Diane
- Old Business
 - Fly with Integrity Program Update – Valerie, Bruce and Mead & Hunt
 - Public Comment Discussion – Rich
- New Business
 - 2025 Budget – Liz
 - Grant Discussion – Dan
 - Funding for an initial NCAR Wind Study as an Airport Budget Supplemental – Barry – **(Discussion / Public Comment / Vote)**
- Standing Items
 - Subcommittee Updates (as needed)
 - Communications Team Update (as needed) - Mavis
 - Commercial Passenger Update – Bill Tomcich
- Public Comment (3 minutes per speaker on agenda topics)
- Board Follow-up Comments
- Adjourn

Aspen/Pitkin County Airport Advisory Board

Meeting Minutes August 15, 2024

The agenda items contained in these minutes are written in an action only format.

For the agenda, minutes, and recording, go to:

<https://www.aspenairport.com/about-aspen-airport/>

- Call Meeting to Order: 3:00PM
- Roll Call:
In Person: Jacque Francis, Meg Haynes, Valerie Braun, Bruce Gordon, Auden Schendler, Mike Solondz, Barry Vaughan, Andrew Doremus, Clint Kinney
Virtual: Catherine Christoff
Absent: Howie Mallory
- Public Comment:
-(1:30) Ellen Anderson spoke about the airport curfew and the public comment section of the meeting minutes
- Approval of the Meeting Minutes (4:35):
Motion made to approve the July Meeting Minutes by Meg Haynes and second made by Barry Vaughan. Auden Schendler abstained. Approved
- Board Comments:
-(4:57) Jacque asked for clarity on growth generator percentages and would like it to be on a future agenda. She also asked if Dan could comment on the E175 and Sterilization.
-(5:46) Dan responds to the Sterilization question and deferred the E175 topic to bill Tomcich. Board questions follow.
-(15:17) Bill Tomcich talks about the E175. Board questions follow.
-(22:03) Barry asks Board to consider allowing NCAR Wind Study discussion to happen next on the agenda as the guests are on a time crunch. Board gives the thumbs up.
- New Business (moved ahead on agenda):
 - **(22:55) Funding for an initial NCAR Wind Study as an Airport Budget Supplemental – Barry and Tyson Weihs** Board questions follow.
 - **-(43:25) Motion for staff to move to the BoCC a request for an Airport Budget Supplemental for a Wind Study RFP made by Meg Haynes, second by Bruce Gordon.**
 - **-(43:46) Public Comment - none**
 - **-Unanimous yes vote.**
 - **-(44:28) Tyson Weihs updated the AAB on the visual procedure news**
- Priority Item(s):
 - **(45:11) Patio Shelter Lease Discussion/Presentation – Bruce, Andrew, Dan & Diane** (59:16) Board discussion/questions follow.
- Old Business:
 - **(1:04:40) Fly with Integrity Program Slides/Update – Valerie, Bruce and Mead & Hunt** (1:18:40) Board discussion/questions follow.

- **(1:20:56) Public Comment Discussion – Rich** Board did a thumbs up or down on whether to remove the public comment at the end of the agenda or leave it as it is – they decided to leave it as it is. The Board also decided to give the Chair the discretion to allow more than 3 minutes during public comment at the beginning of the agenda.
- New Business:
 - **(1:29:03) 2025 Budget – Liz**
 - **(1:42:01) Grant Discussion - Dan**
- Standing Items:
 - Subcommittee Updates (as needed) - none
 - Communications Team Update (as needed) – Mavis (1:51:14)
 - Commercial Passenger Update – Bill Tomcich (1:52:07)
- Public Comment:
 - (1:53:13) Ellen Anderson spoke about Public Comment on the agenda. She also spoke about compensation for Aspen Fly Right members and where to find financial information on their site.
- Board Follow Up Comments:
 - (1:55:10) Jacque spoke about wanting to see more transparency from the opposing organizations.
 - (1:36) Bruce said he gets a lot of questions about the two ballot initiatives and requests an explanation.
 - (1:56:14) Rich gives a very brief explanation of the ballot questions
 - (1:57:35) Jacques states her understanding of the ballot questions
 - (1:58:30) Valerie spoke about what she recommended to the BoCC regarding the language of their question
 - (1:59:54) Jacque responds to Valerie’s statement
 - (2:00:18) Auden gives his opinion on the ballot language and a response/discussion from the Board follows
 - (2:05:32) Jacque added that as a Board they voted to move the ALP forward and as members they need to support that. As private citizens they can support whatever they want.
 - (2:06:17) Barry stated that Dan’s slides on the amount of lost funding is astonishing
- Adjourn (2:07:13)

Aspen/Pitkin County Airport Advisory Board

[Airport Advisory Board Working Agreements](#)

Date: September 19, 2024

Time: 3PM – 5PM

Location: 1001 Owl Creek Rd – Airport Operations Center

<https://us06web.zoom.us/j/87932066115?pwd=oakgJcPRsjwKAGCuKC0wmgxmnj2wzo.1>

Meeting ID: 879 3206 6115

Passcode: 791876

Agenda Items

- Call Meeting to Order
- Roll Call
- Public Comments (3 minutes per speaker, unless otherwise advised by the Chair for non-agenda items)
- Approval of Meeting Minutes
- Board Comments
 - Confirmation of Jacque Francis representing AAB at public forum
- Priority Item(s)
 - Airport Ballot Initiatives – Ry
 - FBO Lease Update – Rich, Dan & Ry
 - Airport Budget - Liz
- Old Business
 - SAF Update – Rich
 - ALP Update - Dan
 - Pavement Update - Dan
- New Business
- Standing Items
 - Subcommittee Updates (as needed)
 - Communications Team Update (as needed) - Mavis
 - Commercial Passenger Update – Bill Tomcich
- Public Comment (3 minutes per speaker on agenda topics)
- Board Follow-up Comments
- Adjourn

Aspen/Pitkin County Airport Advisory Board

Meeting Minutes September 19, 2024

The agenda items contained in these minutes are written in an action only format.

For the agenda, minutes, and recording, go to:

<https://www.aspenairport.com/about-aspen-airport/>

- Call Meeting to Order: 3:00PM
- Roll Call:
In Person: Meg Haynes, Valerie Braun, Auden Schendler, Mike Solondz, Howie Mallory, Barry Vaughan, Andrew Doremus, Clint Kinney
Virtual: Bruce Gordon, Catherine Christoff
Absent: Jacque Francis
- Public Comment:
-(1:53) Ellen Anderson spoke about curfew violations as a follow up to last meeting and asked about some curfew violations that were not adjudicated. She requested that someone on staff be in charge of researching these and reporting back.
- Approval of the Meeting Minutes (4:35):
Motion made to approve the August Meeting Minutes by Mike Solondz and second made by Barry Vaughan. Approved
- Board Comments:
-(5:00) Howie responds to Ellen by saying it is not the AAB's purview is not to audit and enforcement with respect to curfew violations. He asks Dan to explain the process.
-(7:00) Ry Neiley comments on Howie's questions about curfew violations.
-(9:56) Valerie asks Ry if provided the dates could he look into the curfew violations that have happened in the last five years and let them know how they were resolved. He replied yes.
-(10:27) Meg states that there needs to be a confirmation for Jacque to represent the Board at a public forum. Rich speaks about it. Everyone gives the thumbs up.
-(11:33) Valerie asks what the stance is on members of the AAB stating how they feel about the two ballot initiatives. Ry responds to her question.
- Priority Item(s):
 - (15:07) Airport Ballot Initiatives – Ry
-Board discussion/questions follows
 - (23:19) FBO Lease Update – Rich, Dan, & Ry
-Board discussion/questions follows
-(33:35) Andrew brings up the local based pilot discussion. Rich speaks to it first. Dan addresses some of Andrew questions. Board discussion/questions follows.
 - (48:25) Airport Budget – Liz Woods
-Board discussion/questions follows
- Old Business:
 - (1:14:34) SAF Update – Rich

- (1:16:18) ALP Update – Dan
 - (1:17:53) Pavement Update - Dan
- New Business:
- Standing Items:
 - Subcommittee Updates (as needed)
 - (1:21:19) Noise Subcommittee – Valerie
 - (1:21:59) Safety Task Force – Barry
 - Communications Team Update (as needed) – Mavis - none
 - Commercial Passenger Update – Bill Tomcich - none
- Public Comment:
 - (1:25:30) Ellen Anderson brought up the amount of money for Professional Services/Consultants in the Budget. The Board requests that Dan respond to Ellen's question.
- Board Follow Up Comments:
- Adjourn (1:28:47)

Aspen/Pitkin County Airport Advisory Board

[Airport Advisory Board Working Agreements](#)

Date: November 21, 2024

Time: 3PM – 5PM

Location: 1001 Owl Creek Rd – Airport Operations Center

<https://us06web.zoom.us/j/87932066115?pwd=oakgJcPRsjwKAGCuKC0wmgxmnj2wzo.1>

Meeting ID: 879 3206 6115

Passcode: 791876

Agenda Items

- Call Meeting to Order
- Roll Call
- Public Comments (3 minutes per speaker, unless otherwise advised by the Chair for non-agenda items)
- Approval of Meeting Minutes
- Board Comments
- Priority Item(s)
 - ALP Next Steps – Jacobsen/Daniels
 - Election Update – Jon Peacock
 - FBO Lease – Jon Peacock
 - Safety Task Force Dissolution Report & Discussion - Rich
- Old Business
 -
- New Business
 -
- Standing Items
 - Subcommittee Updates (as needed)
 - Communications Team Update (as needed) - Mavis
 - Commercial Passenger Update – Bill Tomcich
- Public Comment (3 minutes per speaker on agenda topics)
- Board Follow-up Comments
- Adjourn

Aspen/Pitkin County Airport Advisory Board

Meeting Minutes November 21, 2024

The agenda items contained in these minutes are written in an action only format.

For the agenda, minutes, and recording, go to:

<https://www.aspenairport.com/about-aspen-airport/>

- Call Meeting to Order: 3:00PM
- Roll Call:
In Person: Valerie Braun, Auden Schendler, Bruce Gordon, Mike Solondz, Barry Vaughan, Andrew Doremus, Clint Kinney
Virtual: Meg Haynes, Howie Mallory, Catherine Christoff
Absent: Jacque Francis
- Public Comment: none
- Board Comments:
 - (1:02) Auden asks the Board if they would like to keep the December meeting – Discussion follows. AAB decides to keep it on calendar but it is okay to cancel later if staff/the Chair decides there isn't enough on the agenda for a meeting.
 - (2:21) Auden speaks about the election results and the role of the AAB. Board comments/discussion follows.
 - (4:55) Valerie asks about her request from the last meeting regarding information on the last five years of curfew violations from Ry.
 - (5:51) Andrew brings up the parking issues at the airport. Dan responds with an update.
 - (9:53) Barry comments on ramp safety, the status of the Safety Task Force being moved to a future agenda. He also brought up the open project coordinator position and the Wind Study.
 - (12:55) **Valerie again asks that her request from the last meeting on curfew violations be addressed. Motion made to approve the September Meeting Minutes by Barry Vaughan and second made by Mike Solondz. Approved**
- Priority Item(s):
 - **(14:02) ALP Next Steps Presentation** – Jacobsen/Daniels
 - Board question and discussion included
 - (30:13) Dan speaks about the Environmental Process
 - More Board questions follow
 - (49:31) Airport Advisory Board Roles/Responsibilities - Rich
 - Barry asks that the presentation/slide deck be made available to the AAB – Done
 - **(1:02:59) Election Update** – Jon Peacock
 - **(1:04:55) FBO Lease** – Jon Peacock
 - Board questions follow
- Old Business
- New Business

- Standing Items:
 - Subcommittee Updates (as needed)
 - (1:32:03) Noise Subcommittee – Valerie with slides from Mead & Hunt on the Noise Program
 - Safety Task Force – Barry
 - (1:41:15) Communications Team Update (as needed) – Miles
 - (1:42:03) Commercial Passenger Update – Bill Tomcich
- Public Comment: none
- Board Follow Up Comments:
 - (1:47:48) Valerie asks if any of the FAA environmental requirements have to do with ground pollutants. Brad responds with EPA and FAA specifications.
- Adjourn