Aspen/Pitkin County Airport Advisory Board

Airport Advisory Board Working Agreements

Date: September 18, 2025
Time: 3PM – 5PM
Airport Operations Center
1001 Owl Creek Road
https://us06web.zoom.us/j/88919830672?pwd=JVIZXGAdsTsJIfvGIiAx3GYsKapPiz.1
Meeting ID: 889 1983 0672
Passcode: 355678

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)
    - Resignation Valerie Braun - Ryan and Diane
    - Terminal / Runway Project Management Team Introductions – Brad (5 minutes)
    - Terminal and Multimodal Task Force Update – Ryan and Diane
        - Confirmation of Members
        - Outreach and Communication – Miles
        - Multimodal Study Discussion – Brad
    - Transportation Coalition Presentation – George Newman (10-minute presentation, 15-minute Q/A)
    - Airport Bonding Discussion – Ryan
- Old Business
    - Safety Task Force Update – Diane (5 minutes)
    - Local Pilot Lease and Related Document Update – Diane (5 minutes)
- New Business
    - Airport Closure 2026 – Diane (5 minutes)
    - Targeted Dates for 2027 Closure – Diane (5 minutes)
- Standing Items
    - FBO Update – Jonathan Jones
    - Subcommittee Updates **(as needed)**

    - Emissions, Nosie, Wind (see staff memo attached) *(Memo from Mead & Hunt also attached)
    - Terminal
  - Communications Team Update **(as needed)**
  - Commercial Passenger Update – Bill Tomcich (10 minutes)

- Public Comment (3 minutes per speaker on agenda topics)

- Board Follow-up Comments

- Adjourn

ASE STAFF MONTHLY MEMORANDUM

To: Members of the Airport Advisory Board

Date: September 18, 2025

Re: AAB Task Force & Subcommittee Updates

FLY WITH INTEGRITY

Now that the Fly With Integrity Program metrics have been identified and the noise monitors refined and tested, the Mead & Hunt team is currently developing introductory Fly With Integrity Noise Program educational materials to be sent along with an initiation letter to top operators at the Airport. The intent is to notify major operators that the Airport is initiating the Program which will commence in 2026. Letters and explanatory materials will be sent in the beginning of October to allow operators to learn about the Program, ask clarifying questions, and begin implementing voluntary measures to reduce noise.

AIR QUALITY

The Airport is in coordination with Holy Cross Energy and Pinnacle to confirm power sourcing for air quality monitors to be located on the airfield. Based on location of the power source, the Airport had to re-site one of the monitors and therefore had to submit a revised FAA 7460 Form for approval. Upon (expected) FAA approval, the Airport will initiate installation of air quality monitors on the Airport and in surrounding locations off-airport.

SAFETY TASK FORCE

- **Pitkin County Pilot Safety Committee**
  - Scheduled for BOCC consideration:
    - September 30: Work Session
    - October 8: 1st Reading
    - October 22: 2nd Reading
- **Wind Study**: The contract with UCAR has been executed. Next steps are for UCAR to begin assessing currently available data and to determine where wind monitor locations will be set up. UCAR will also want to meet with stakeholder to better understand conditions & concerns.

LOCAL PILOTS

New lease and lease/waitlist policy manual approved by the BOCC on August 27, 2025. Rate study has been initiated. Staff is working with tenants and current waitlist to transition.

ASPEN/PITKIN COUNTY AIRPORT

Memorandum

Date: **September 4, 2025**
Subject: **Inquiries regarding E175 and CRJ7 Noise**

There has been interest in comparing the aircraft noise levels of the Embraer 175 (E175) to the Canadair 700 (CRJ7) aircraft operating at Aspen/Pitkin County Airport now that we have actual noise measurement data. This memo provides an initial comparison of the measured noise levels from the new E175 operations as compared to the historical CRJ7 service. As background, SkyWest initiated E175 service with United Airlines from Denver in December 2024. In January, origins from the west coast were added. Note that this is a preliminary assessment; a full year's data is needed to capture the complete picture, accounting for seasonal and operational variations, as well as established flight lengths.

In order to compare aircraft generated noise levels, the average Lmax (highest noise level reached from the overflight) was determined at each of the eight measurement sites for departures and arrivals for both aircraft types. The results show that the noise levels of the two aircraft are generally similar; however, at different noise monitoring sites, there are differences. A general rule is that it takes a 3 dBA difference in noise to be detectable to the human ear. At all the locations, except for at the Harmony site, the relative difference between the two aircraft types was less than 3 dBA. At the Harmony site a departing E175 generated noise levels higher than the CRJ7.

In comparing the two aircraft, the difference in noise levels between aircraft types varies depending upon the phase of flight, departure versus arrival operation, flight length, weather effects, and distance of the noise monitoring terminal (NMT) from the airport. For departures, the E17L generated higher noise levels during the take-off roll (Harmony and North 40). When the departing aircraft was airborne, the CRJ7 generated higher noise levels (W/J, Aspen Motorsport, WC Woods Rd, WC Firehouse, Buttermilk). Farther down valley (WC River Rd), the two aircraft types measured the same. For arrival noise, the two aircraft types did not show a consistent measurable difference.

Data from January to July 2025 departures is presented in the table below, along with a map showing the measurement sites.

January to July 2025 Departures - NMT Data

NMT Site #	NMT Site Name	LMAX Noise Level*		DELTA, dBA
		CRJ7	E175	
4	Woody Creek Woods Rd	72.3	71.8	-0.5
3	WJ Ranch	78.4	78.2	-0.2
19	Harmony	82.0	86.6	4.6
20	Aspen Motorsports Park	75.2	74.1	-1.1
25	Woody Creek Firehouse	72.7	71.6	-1.1
27	North 40	71.7	72.8	1.1
28	Buttermilk	75.8	74.1	-1.7
29	Woody Creek River Woods Rd	68.5	68.6	0.1

*LMAX measured in A-weighted decibels

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