Aspen/Pitkin County Airport
Fly Quiet Program

Annual 2023 Report

(January 1, 2023 – December 31, 2023)

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Executive Summary

This report summarizes operations for calendar year 2023. Prior to 2021, the reporting period was seasonal from November 1 through October 31 of the following year. The reporting periods were updated to the calendar year to be consistent with other operational reports published by the Airport.

The Fly Quiet Program analyzes three categories:

1. **Fleet Noise Quality**
2. **Minimize High Noise Events, and**
3. **Minimize Runway 33 Arrivals**

Bonus Category

4. **Quiet Fleet Bonus**

For the Fly Quiet Report, the following business jet operators are noted for adhering to the Fly Quiet goals and scored the highest results.

Highest Score – Part 135 Operators

More than 60 Operations

- Air Transport Inc (CYO) had the best overall Fly Quiet Score – 3rd Year in a Row (80 Operations)

Between 12 - 59 Operations

- Chairman Airmotive (CHR) had the best overall Fly Quiet Score (30 Operations)

Highest Score – Single Operators

More than 60 Operations

- Kaidi Acquisitions LLC (N923RE) had the best overall Fly Quiet Score (76 Operations)

Lowest Score – Part 135 Operators

More than 60 Operations

- Private Jets (OKC) (86 Operations)

Between 12 – 59 Operations

- Regency Airlines (RGY) (24 Operations)

Lowest Score – Single Operators

Single Operators, more than 60 Operations

- Woodhill Aviation (N4EA) (87 Operations)

Single Operators, between 12 - 59 Operations

- RFP Air, Inc (N8889) (18 Operations)

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Aspen/Pitkin County Airport
Fly Quiet Program

Annual 2023 Report

(January 1, 2023 – December 31, 2023)

1. Introduction

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

The Fly Quiet Program is intended to grow and change as new procedures and new technologies for aircraft and airspace are available. Initially, the Fly Quiet Program evaluated two categories; a new category was added in 2020 to monitor and minimize Runway 33 arrivals. In 2021, a bonus category was added to acknowledge operators flying the quietest fleet or single aircraft.

1. **Fleet Noise Quality**
2. **Minimize High Noise Events, and**
3. **Minimize Runway 33 Arrivals.**

Bonus Category

4. **Quiet Fleet Bonus**

In order to fairly and accurately evaluate the operators, they are divided into two groups: those operators with more than 60 operations a year, and those with between 12 – 60 operations per year. Within these two groups, operators are categorized based on the type of operators; either Title 14 Code of Federal Regulations (14 CFR) Part 135, which incorporates fractional and charter operations, and single owners or small fleets (single aircraft).

The historical base period of evaluation for the Fly Quiet Program was a two-year period prior to the start of the Fly Quiet Program (from November 1, 2005 – October 31, 2007). This base period allowed the Airport to compare future Fly Quiet Program documents to measure improvements. The program can be expanded as additional radar and noise monitoring capabilities are available; for example, year-round noise monitoring at the Woody Creek Remote Noise Monitoring Site was added in 2020. Scores are computed and reports are generated once a year that includes both reporting seasons.

This report presents the **Annual 2023** results. Fly Quiet Program is a dynamic venue for implementing noise abatement procedures by praising and publicizing active participation rather than a system that admonishes violations from essentially voluntary procedures.

2. Program Overview and Goals

The goal of the Aspen/Pitkin County Airport's Fly Quiet Program is to influence aircraft operators to operate as quietly as possible at the Airport. Monitoring, collecting, and analyzing comprehensive amounts of operational and noise data highlights both Airport trends and individual operator performance for specific noise abatement issues. A successful Fly Quiet Program can be expected to reduce both single event and total noise levels around the Airport. Fly Quiet Program data is quantified and translated into quarterly status updates and annual reports.

2.1 Definition

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

The Fly Quiet Program uses current available information and may be expanded to include additional information as was done to include arrivals on Runway 33 and year-round noise monitoring. Existing data sources include third party radar data, seasonal and year-round noise monitoring, and observations of operations by Airport and consultant staff. This information is organized and analyzed in a software program to reveal a variety of comparative patterns showing the relative noise contribution of operators and aircraft types. These results are then processed into a 0 – 100 rating system so that it is easy to show which operator is the best in each category and how each operator rates overall.

The Fly Quiet Program covers three categories: fleet quality, high noise events, and Runway 33 arrivals; this can be expanded over time to cover other issues, both in the air and on the ground. The grading system is based on a percentage of compliance, with 100 points being the best possible overall score, which is the sum of the three categories.

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

2.2 Program Elements

Currently, the Fly Quiet Program consists of three elements: the overall noise quality of all aircraft operating at Aspen, an evaluation of single overflight noise levels, and Runway 33 Arrivals and the bonus element of Quiet Fleet. As stated previously, the base reporting period for these elements was an average of November 1, 2005 through October 31, 2007. All subsequent Fly Quiet Program reports have been compared to this initial reporting period to determine the effectiveness of the program over time.

2.2.1 Fleet Noise Quality Rating Methodology

Goal

The goal of the fleet noise quality rating is to have aircraft operators schedule their quietest aircraft at the Airport and be acknowledged for doing so. The Fly Quiet Program Fleet Noise Quality (FNQ) rating evaluates the noise contribution of each operator's fleet as it actually operates at Aspen. Operators with the quietest aircraft receive the highest score of 50 points.

Methodology

The method for quantifying a fleet noise quality rating at Aspen is based on established federal noise certification data for each aircraft. Stages 2, 3, 4 and 5 were established by 14 CFR Part 36, which mandates the allowable noise levels for the manufacture of aircraft at measurement locations. For each aircraft type, Part 36 specifies allowable noise levels at measurement locations: approach, departure, and sideline. Stage 2 is the loudest, oldest type of aircraft; there are no Stage 2 aircraft operating. There are some built Stage 2 aircraft in the nationwide fleet that are certificated to operate as Stage 3 with modifications. These aircraft still generate noise like a Stage 2 aircraft and are given the lowest score. For example, the Gulfstream III business jet is in this category. Stage 5 is the newest generation of aircraft which provide a cumulative reduction of 17 dB over Stage 3; the cumulative reduction is the total reduction at the three measurement locations described above.

Most commercial jet aircraft in the current fleet are Stage 3 or Stage 4. The business jet aircraft in the current fleet are Stage 3, Stage 4, and Stage 5. Any newly designed aircraft must be type certificated to meet the Stage restrictions in place at the time of the original type certification. The newly published Stage 5 represents the most technologically advanced and quietest aircraft with all the new business jet aircraft type certificated after 2018 meeting these Stage 5 levels. The only regulation regarding the retirement of aircraft Stages applies to Stage 1 and 2; there are no regulations or phases for retirement of Stage 3 and newer aircraft. There are also a number of the new generation aircraft that are even quieter than Stage 5. For the purpose of the FNQ, aircraft that have a combined certification level of at least 10 dB quieter than Stage 5 are given the highest points in the FQN with a sliding scale downward for aircraft with louder certificated levels.

The FNQ rating uses third party radar data to determine the aircraft type for each operation at Aspen. The radar data provides a list of each operation that occurs at the Airport, including the aircraft type, time of operation, and type of operation (visual or instrument flight rules) and usually the registration number. The aircraft information is used to determine the type of aircraft and 14 CFR Part 36 Stage. Part 36 regulations and the industry-standard European Union Aviation Safety Agency (EASA) Certification Noise Levels database was used to determine the certification levels. Where there are

multiple certification values, the loudest one for each of the aircraft types was used in the FNQ. It should be noted that military, turbo propeller, propeller aircraft and helicopters do not fall under this regulation and are also not included as part of the Fleet Noise Quality Rating. Military aircraft are exempt from aircraft Stage regulations.

Figure 1 depicts the noise characteristics of two aircraft types: a Cessna Citation X (C750) and a Beech Jet 400. Both aircraft are certified as Stage 3 or better, yet the combined noise levels at all three Part 36 measuring points for the Cessna Citation X is 35.5 dB lower than the Stage 3 requirements, while the Beech Jet falls only 7.3 dB below the requirements. The red line at the top of each column represents Stage 3 limits; the blue portions of the columns indicate actual monitored certificated noise values. Because there is a range of aircraft noise levels within each certificated Stage, the Fly Quiet methodology includes organizing aircraft types into each Stage as well as a "half" Stage, i.e. Stage 4 and 4.5 to recognize aircraft that are quieter than the minimum Stage 4 requirements. Given that there are many different certification tests for the same aircraft type, this program uses the highest certificated noise value for each of the different aircraft types.

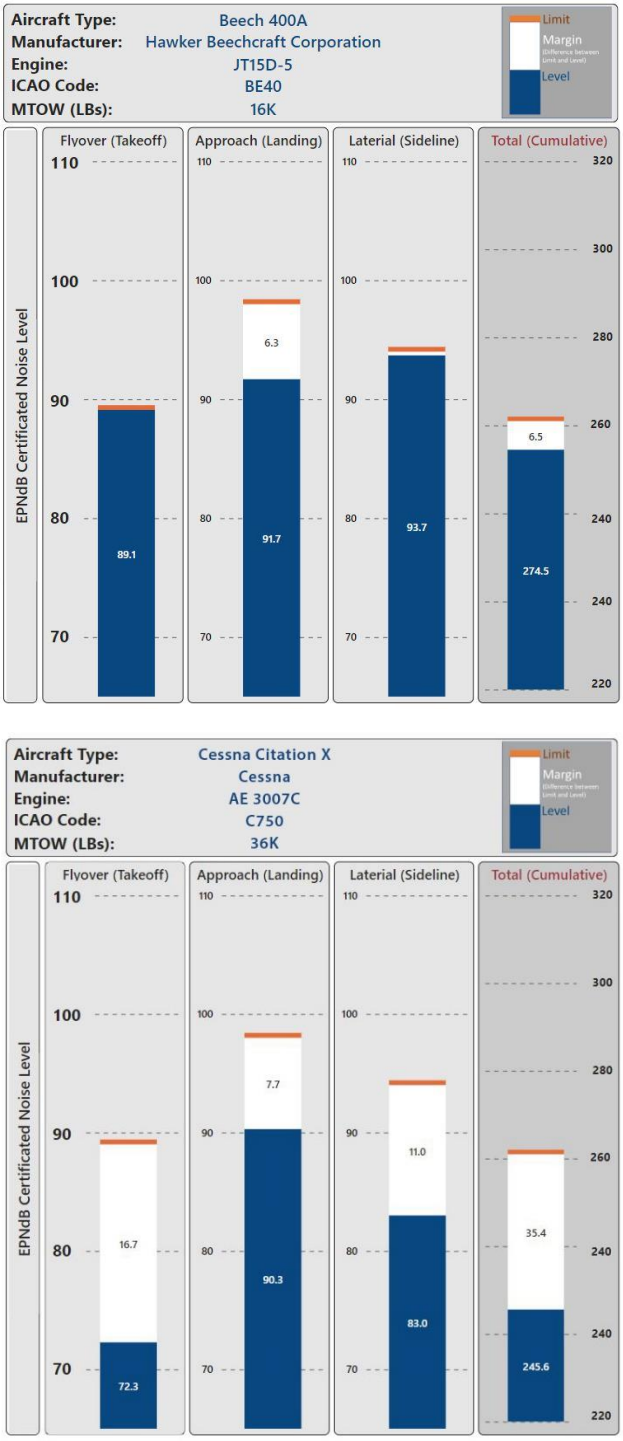


Figure 1 - FAR Stage 3 Limits and Certificated Noise Levels
Aspen/Pitkin County Airport Fly Quiet Program

2.2.2 Minimize High Noise Events Methodology

Goal

The goal of the Minimize High Noise Event category is to reduce and eliminate the highest single event noise levels of aircraft operating at Aspen/Pitkin County Airport. Zero high noise events receive the highest score of 25 points.

Methodology

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

Whenever an aircraft operation surpasses a high noise event threshold established for a remote noise monitoring site (RMS), a "loud single event" occurs. Loud noise events are measured by the Airport's RMSs situated in the communities surrounding the airport. **Table 1** shows the address and latitude/longitude of each RMS, and **Figure 2** shows the locations of the RMS sites used to determine historical single event noise levels. For the Fly Quiet Program measurement periods, the Woody Creek RMS was used to measure high noise events which now measures noise year-round; all other sites noted in Table 1 measure noise seasonally.

Since 2006, there has been a noise monitor at the Woody Creek measurement location, first seasonally and now year-round. Since it is in this location year-round, this data is used in the Fly Quiet program to determine when high noise events occur throughout the year. The other sites are measured during the peak winter season (around President's weekend) and the peak summer season (around July 4th holiday) for three to four weeks at a time.

Table 1 – 2023 Fly Quiet Noise Monitoring Locations

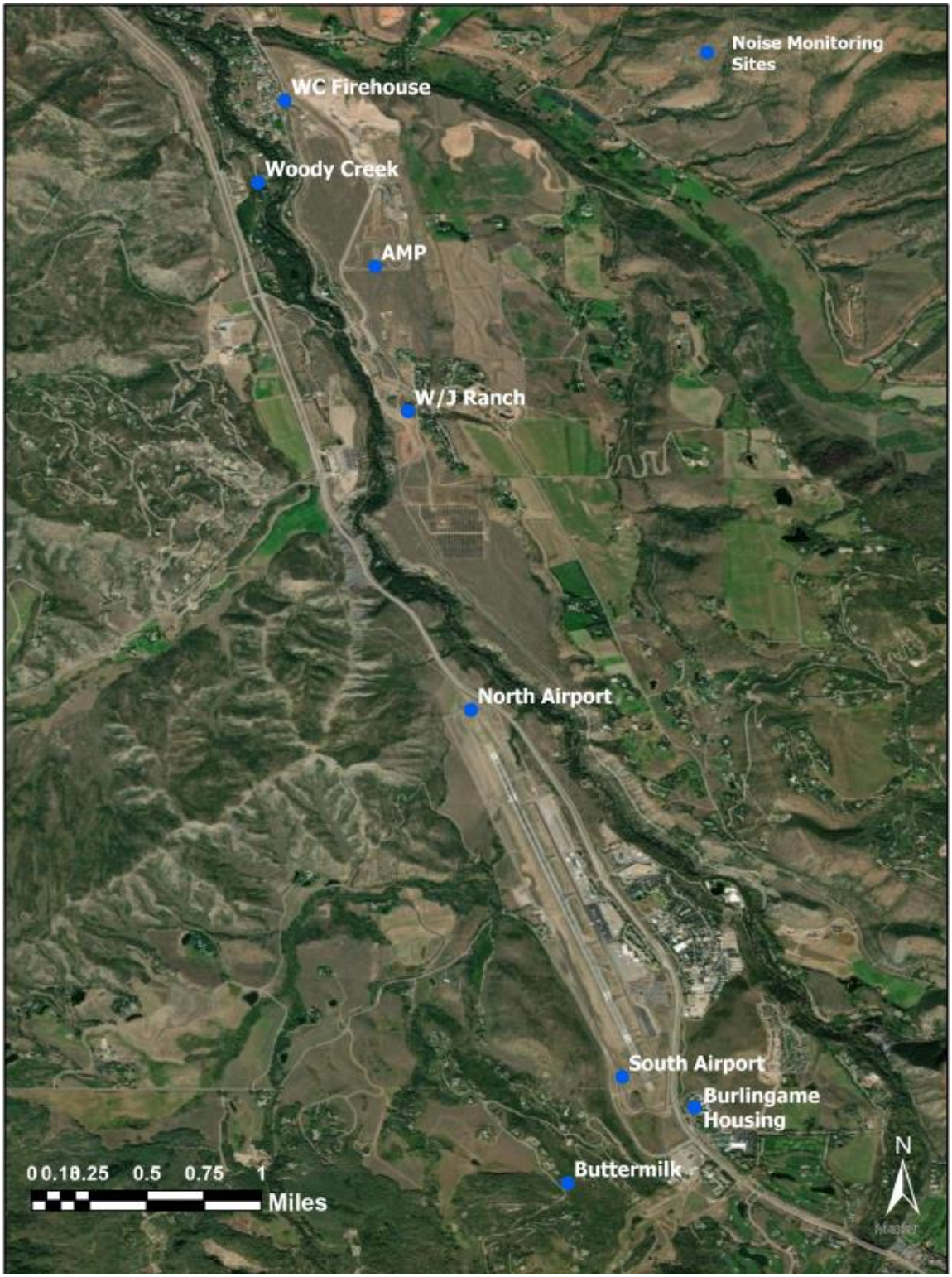
Aspen/Pitkin County Airport Fly Quiet Program

Name	Location	Latitude	Longitude
South Airport*	South Airport Boundary	39.21191	-106.86497
North Airport	North Airport Boundary	39.23492	-106.87448
W/J	W/J Ranch	39.25370	-106.878450
WC	Woody Creek (year-round)	39.26818	-106.886169
Buttermilk	Buttermilk	39.20524	-106.868436
HM	Burlingame Housing	39.20998	-106.860433
AMP	Aspen Motorsports Park	39.26280	-106.880518
WCF	Woody Creek Firehouse	39.27314	-106.88616

Source: BridgeNet International, 2023 * South Airport No longer monitored

Figure 2 - Noise Monitoring Locations

Aspen/Pitkin County Airport Fly Quiet Program



Source: BridgeNet International, 2023

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

To determine the recommended High Aircraft Noise Event at the Woody Creek site, standard deviations were calculated. The resulting number equates to approximately 1% of all operations that are anticipated to be above the high noise level threshold. For the High Noise Level threshold, any noise event that generates an SEL of 85 dBA or greater is considered a high noise event. Historically the SEL for the Fly Quiet Program was 90 SEL. With older Stage 2 aircraft retiring and being replaced by quieter Stage 3, 4 and 5 aircraft, an SEL of 85 dBA is a more accurate representation of the current fleet mix. Older generation Stage 3 aircraft typically generate the loudest events.

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

2.2.3 Runway 33 Arrival Methodology

Goal

The goal of the Runway 33 Arrival category is to have aircraft use the preferred, primary arrival runway at Aspen/Pitkin County Airport, which is Runway 15.

Methodology

The Runway 33 Arrival score rates arriving aircraft that use this runway instead of the preferred runway, which is Runway 15. Due to rising terrain to the south of the airport and noise abatement procedures that avoid the town, the Airport generally operates with aircraft arriving and departing the airport in the same direction from the northwest, arriving on Runway 15 and departing on Runway 33. This category counts the number of Runway 33 arrivals that are reported as part of the Fly Quiet Program with no arrivals resulting in an operator receiving the full 25 points in this category.

2.3 Bonus Category

In addition to the three categories listed above, The Fly Quiet Program includes one bonus category, Quiet Fleet, described below. This category goes beyond the voluntary noise abatement program and rates this advanced item which is using the most modern aircraft that are equipped to fly new generation procedures. The Fly Quiet Program is meant to be a dynamic program that adapts to advancements in technology; this bonus category allows the Airport to look to the future and recognize operators that have committed to the quietest fleet possible.

2.3.1 Quiet Fleet

The method for quantifying this bonus category is based on published noise certification levels. These certification levels can be found in the 14 CFR Part 36 regulations and the industry-standard European Union Aviation Safety Agency (EASA) Certification Noise Levels database. Based on the FAA and EASA certification levels, this category determines which aircraft are at least 10 dB quieter than the Stage 5 standard using the highest published certificated level in each category. Those operators with aircraft that are 10 dB quieter are awarded 5 bonus points.

3. Program Results

The results are presented in two categories. One category is the operations for FAR Part 135 aircraft that include fractional jet ownership and charters (operators that fly a fleet of different aircraft similar to an airline). The second category is operations for single owners that fly one aircraft at Aspen. These aircraft are not operated as part of a fractional jet ownership program or charter, and normally fly under a tail number not an operator code. This is not an exact method of categorizing the aircraft; some charters will fly different aircraft both under an operator code and by its tail number. Where possible, charters that operate as a tail number were assigned their respective operator code. The intent is to separately evaluate those operators that fly a fleet of aircraft and those that operate just one aircraft. To fairly and accurately report how aircraft performed, the two categories of operators noted above are grouped into those operators with more than 30 operations per year and those operators with between 12 and 30 operations per year.

The Fly Quiet Program 2023 results are presented in **Figures 3** through **7.** In all the figures, those operators with high scoring values are highlighted in green; this is a score that is 90% or better and labeled "FQ Top Tier." Aircraft with scores between 89-70% are shown in light green and labeled "FQ Complaint" and operators with scores below 70% are shown in yellow with the label "FQ Low Tier." Due to the large number of operators in certain categories, there are two figures labeled 'a' and 'b' that show the top tier and low tier operators.

FLY QUIET RATING	SCORE
FQ Top Tier	**90-100+**
FQ Compliant	**70 – 89.9**
FQ Low Tier	**69.9 – 0**

3.1 Part 135 Operators

3.1.1 FAR Part 135 Business Jets – 60 Operations or greater

The results for business jets that operated more than 60 flights are presented in **Figure 3**. The operator with the highest score for the third year in a row is Air Transport Inc (CYO), scoring 100%; this score included a bonus for flying a quiet fleet of a Learjet 60 aircraft. There were 27 operators in this category; four scored in the FQ Top Tier, 15 earned an average score of FQ Compliant and eight were in the FQ Low Tier, scoring below 70%. Aircraft that scored highest not only had the quietest fleet, but also most closely followed the noise abatement flight procedures and had minimum landings on Runway 33. Many operators also earned bonus points for operating the newest, quietest aircraft. For the second year in a row, two operators, Air Transport Inc and Freedom Air, scored an additional five points each for their quiet fleets.

3.1.2 FAR Part 135 Business Jets – Between 12 and 59 operations per year

The results for business jets that operated between 12 and 59 operations are presented in **Figure 4a** and **4b.** In this group of operators, three scored 100% and earned additional bonus points. The five top operators were Chairman Airmotive, Florida Jet Service, AB Jets, Maxair, and Summit Aviation; these operators all earned the additional five bonus points for operating a new generation aircraft. There were eight operators in the FQ Top Tier that scored over 90% by adhering to noise abatement procedures and flew newer, quieter aircraft; all had no landings on Runway 33. The lowest scoring operators in the FQ Low Tier included 30 operators; aircraft that fly older generation aircraft that generate high noise events and had landings on Runway 33. Figures 4a and 4b focuses on the top and low tier operators, respectively.

3.2 Single Operators

3.2.1 Single Owner/Operator – 60 Operations or greater

The results for single owner/operator with 60 or more operations are presented in **Figure 5**. In this group, the top operator was Kaidi Acquisitions, LLC with a score of 91.3; their overall score includes five bonus points for flying a Stage 5 quiet aircraft, the Cessna Citation Latitude. There were five operators in the FQ Compliant tier and two in the FQ Low Tier. Aircraft in the FQ Compliant tier had minimal loud events but lost points for flying older aircraft and landing on Runway 33. For the FQ Low Tier operators, those that scored in this tier lost the most points in the quiet fleet and Runway 33 arrivals categories.

3.2.2 Single Owner/Operator – Between 12 and 59 operations per year

This category contains the largest number of operators; the results are focused on the FQ Top Tier and FQ Low Tier operators in **Figures 6a** and **6b,** respectively. There were 24 operators that all scored 100% and also received five bonus points for flying the newest, quietest aircraft. For the FQ Low Tier operators, Figure 6b shows the 25 lowest operators; aircraft in this category lost the most points in the Fleet Quality category; however, the majority of the operators had few to no arrivals on Runway 33.

Figure 3 - FAR Part 135 Operators with greater than 60 operations per year
Aspen/Pitkin County Airport Fly Quiet Program

OPERATOR						FLY QUIET ELEMENTS			BONUSES		OVERALL	
Code	Operator	Primary Aircraft Type	Total Ops	Number of High Events	Number of Rwy 33 Arrivals	Quiet Fleet Score (50 Points)	Quieter Events Score (25 Points)	Minimum Rwy 33 Arrivals Score (25 Points)	Quiet Fleet Bonus (5 Points)	-	Total Fly Quiet Score	Fly Quiet Rating Expectation
CYO	Air Transport (ATI Jet)	LJ60	80	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
KOW	Baker Aviation	C750	66	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
FTH	Mountain Aviation	C750	493	6	1	44.9	21.6	24.5	3.5		94.5	FQ Top Tier
XOJ	XOJet	C750	136	3	0	44.2	18.1	25.0	4.5		91.8	FQ Top Tier
GAJ	Wheels Up Gama Aviation	C56X	92	2	0	42.0	19.6	25.0	1.4		87.9	FQ Compliant
TIV	Thrive Aviation	C25B	182	5	0	43.2	17.1	25.0	1.4		86.7	FQ Compliant
JRE	Fly Exclusive	C56X	579	16	0	42.4	17.4	25.0	1.6		86.4	FQ Compliant
IJA	International Jet Aviatio	LJ60	60	0	0	33.0	25.0	25.0	3.1		86.1	FQ Compliant
XSR	Airshare	E55P	175	11	0	44.0	11.3	25.0	2.8		83.1	FQ Compliant
LXJ	Bombardier FlexJet	CL35	2,285	110	0	42.7	12.7	25.0	1.9		82.3	FQ Compliant
EJA	NetJets Aviation	C68A	3,776	190	3	43.5	10.4	24.8	2.8		81.5	FQ Compliant
JTL	Jet Linx	C56X	346	11	0	38.3	16.1	25.0	1.4		80.8	FQ Compliant
HPJ	Hop-a-Jet Inc.	CL60	71	2	0	38.3	16.1	25.0	0.3		79.7	FQ Compliant
HER	Hera Flight	GLF4	76	5	0	38.5	10.5	25.0	2.1		76.1	FQ Compliant
EDG	Jet Edge	CL30	559	37	0	38.7	11.5	25.0	0.0		75.2	FQ Compliant
FDJ	Freedom Air	EA50	87	1	1	45.0	0.0	22.1	5.0		72.1	FQ Compliant
JTZ	Nicholas Air	E55P	132	10	6	44.7	8.3	13.6	4.2		70.9	FQ Compliant
EJM	Executive Jet Management	GLF4	496	37	1	36.2	9.8	24.5	0.3		70.8	FQ Compliant
TWY	Sunset Aviation	FA7X	296	15	1	32.5	13.6	24.2	0.0		70.3	FQ Compliant
PRE	Precision Airlines	H25B	94	1	2	24.6	22.4	19.7	0.0		66.7	FQ Low Tier
LET	Aerolineas Ejecutivas	C68A	76	9	0	38.3	0.0	25.0	1.9		65.2	FQ Low Tier
VJA	U	CL30	67	6	1	43.1	0.0	21.3	0.0		64.4	FQ Low Tier
NUS	Northern Illinois Flight	F900	60	3	1	26.6	12.5	20.8	0.0		59.9	FQ Low Tier
NEW	Northeastern Aviation	GLF4	75	16	0	34.1	0.0	25.0	0.0		59.1	FQ Low Tier
KPO	NXT Jet	GLF4	93	11	0	28.4	3.5	25.0	0.0		56.9	FQ Low Tier
JAS	Jet Aviation Flight Servi	GLEX	94	14	1	30.9	0.0	22.3	0.0		53.2	FQ Low Tier
OKC	Private Jets	BE40	86	9	0	22.7	1.1	25.0	0.0		48.8	FQ Low Tier

Figure 4a - FAR Part 135 Operations with 12 – 59 operations per year

Aspen/Pitkin County Airport Fly Quiet Program

OPERATOR						FLY QUIET ELEMENTS			BONUSES		OVERALL	
Code	Operator	Primary Aircraft Type	Total Ops	Number of High Events	Number of Rwy 33 Arrivals	Quiet Fleet Score (50 Points)	Quieter Events Score (25 Points)	Minimum Rwy 33 Arrivals Score (25 Points)	Quiet Fleet Bonus (5 Points)	-	Total Fly Quiet Score	Fly Quiet Rating Expectation
CHR	Chairman Airmotive	C750	30	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
FJS	Florida Jet Service	LJ60	22	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
FTD	AB Jets	LJ60	20	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
NTW	Maxair	E55P	14	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
YEL	Summit Aviation	E55P	27	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
TMB	Volato	HDJT	42	0	0	43.3	25.0	25.0	4.8		98.1	FQ Top Tier
DLX	Dreamline Aviation	LJ40	56	0	0	43.3	25.0	25.0	1.3		94.6	FQ Top Tier
LJY	LJ Aviation	C56X	12	0	0	44.5	25.0	25.0	0.0		94.5	FQ Top Tier
WMN	Trident Aircraft	CL35	18	0	0	43.1	25.0	25.0	1.1		94.2	FQ Top Tier
PFT	Paragon Airways	C56X	39	0	0	42.2	25.0	25.0	1.5		93.7	FQ Top Tier
CBC	CLYDE COMPANIES INC	C25A	16	0	0	43.5	25.0	25.0	0.0		93.5	FQ Top Tier
DHR	Jett Aircraft	LJ45	26	0	0	43.2	25.0	25.0	0.0		93.2	FQ Top Tier
UJC	Ultimate Air Shuttle	C750	32	1	0	45.0	15.4	25.0	5.0		90.4	FQ Top Tier
WSP	Verijet	SF50	24	0	1	45.0	25.0	14.6	5.0		89.6	FQ Compliant
SIS	Silver Air Airlines	GLF5	49	0	0	38.8	25.0	25.0	0.7		89.5	FQ Compliant
VNT	Rise to the Challenger	CL60	35	0	0	38.4	25.0	25.0	0.0		88.4	FQ Compliant
SJA	Sawyer Aviation	C525	26	0	1	43.1	25.0	15.4	3.5		86.9	FQ Compliant
ASP	AirSprint	C25B	42	1	0	44.6	15.4	25.0	1.4		86.4	FQ Compliant
PXT	Pacific Coast Jet	C25B	57	3	0	44.5	14.3	25.0	2.1		85.9	FQ Compliant
AUI	Ukraine International	GLF5	16	0	0	35.8	25.0	25.0	0.0		85.8	FQ Compliant
XFL	Executive Fliteways	GLF5	15	0	0	33.8	25.0	25.0	0.0		83.8	FQ Compliant
GDG	SP Aviation	H25C	13	0	0	33.7	25.0	25.0	0.0		83.7	FQ Compliant
ACW	Fly Across	E550	55	2	0	44.4	11.1	25.0	2.1		82.6	FQ Compliant
SJE	Sun Air Jets	GLF5	22	0	0	31.9	25.0	25.0	0.0		81.9	FQ Compliant
DRL	Omini Air Transport	LJ45	19	1	0	43.7	11.1	25.0	1.3		81.1	FQ Compliant
XAM	Corp Services Corp	E35L	13	0	0	29.9	25.0	25.0	1.2		81.1	FQ Compliant
PWA	Priester Charters	C680	18	0	0	27.9	25.0	25.0	2.8		80.7	FQ Compliant
JRT	JetRight	CL35	18	1	0	42.2	12.5	25.0	0.0		79.7	FQ Compliant
MVJ	Mira Vista Aviation	GLF5	30	1	0	34.9	17.6	25.0	0.7		78.2	FQ Compliant
XAA	ARINC/Aeronautical Radio	GLEX	59	3	0	37.2	14.9	25.0	0.6		77.7	FQ Compliant
GJE	Global Jet	GLF5	27	1	0	33.9	18.1	25.0	0.0		77.0	FQ Compliant
KFB	STAjets	CL60	26	1	0	35.8	16.1	25.0	0.0		76.9	FQ Compliant
MLN	Air Madeleine	G280	36	1	1	38.7	19.6	18.1	0.0		76.3	FQ Compliant
CWG	Clear Wing	E35L	52	2	0	35.6	14.6	25.0	0.4		75.6	FQ Compliant
PGR	Prestige Air Group	PRM1	26	2	0	38.7	10.3	25.0	0.0		74.0	FQ Compliant
XLJ	XCEL JET	LJ40	52	4	1	43.2	10.3	20.2	0.0		73.7	FQ Compliant
WWI	Worldwide Jet Charter	GLF4	35	1	0	30.2	18.1	25.0	0.0		73.3	FQ Compliant
FWK	Flightworks	CL30	24	3	0	45.0	1.6	25.0	1.3		72.8	FQ Compliant
JIT	Jet It Aviation	HDJT	18	2	0	42.9	0.0	25.0	4.4		72.3	FQ Compliant
PEG	Pegasus Elite Aviation	GLF4	33	2	0	33.4	13.6	25.0	0.3		72.3	FQ Compliant
STV	Saturn Aviation	F900	35	1	0	27.8	18.4	25.0	0.3		71.5	FQ Compliant
TKK	Aero Ways, Inc.	C25B	16	1	0	40.0	4.2	25.0	0.6		69.8	FQ Low Tier
LKF	Aviation Advisor	C56X	16	1	0	43.7	0.0	25.0	0.6		69.3	FQ Low Tier
LRT	Lincoln Airlines	E35L	13	1	0	36.4	7.1	25.0	0.0		68.5	FQ Low Tier
RNI	Rennia Aviation LLC	F2TH	28	0	1	25.1	25.0	16.1	0.0		66.2	FQ Low Tier
DJR	Desert Jet	C25B	15	1	0	38.6	0.0	25.0	1.7		65.3	FQ Low Tier
FFL	Foreflight	C55B	29	1	0	23.8	15.4	25.0	0.2		64.4	FQ Low Tier
SYB	Symbol Publicidad	GALX	26	3	0	31.1	8.0	25.0	0.0		64.1	FQ Low Tier
NJM	Northern Jet Management	LJ75	37	6	0	39.0	0.0	25.0	0.0		64.0	FQ Low Tier
TFF	Talon Air	GLF4	56	7	0	35.5	3.1	25.0	0.0		63.6	FQ Low Tier

Figure 4b - FAR Part 135 Operations with 12 – 59 operations per year

Aspen/Pitkin County Airport Fly Quiet Program

OPERATOR						FLY QUIET ELEMENTS			BONUSES		OVERALL	
Code	Operator	Primary Aircraft Type	Total Ops	Number of High Events	Number of Rwy 33 Arrivals	Quiet Fleet Score (50 Points)	Quieter Events Score (25 Points)	Minimum Rwy 33 Arrivals Score (25 Points)	Quiet Fleet Bonus (5 Points)	-	Total Fly Quiet Score	Fly Quiet Rating Expectation
HRT	Chartright Air	GL5T	18	2	0	34.3	0.0	25.0	0.0		59.3	FQ Low Tier
XAP		CL60	20	1	0	24.6	9.4	25.0	0.0		59.0	FQ Low Tier
SJJ	Spirit Jets	H25B	40	1	0	14.3	19.6	25.0	0.0		58.9	FQ Low Tier
DCM	FltPlan.com	F900	45	5	0	32.5	0.0	25.0	0.7		58.2	FQ Low Tier
CNS	Cobalt Air	PC24	35	4	0	31.4	1.2	25.0	0.0		57.6	FQ Low Tier
SLH	Silverhawk Aviation	C56X	35	4	0	31.9	0.0	25.0	0.0		56.9	FQ Low Tier
SDU	Dumont Aviation	GLF4	16	1	0	26.1	4.2	25.0	0.0		55.3	FQ Low Tier
TTE	Avcenter	C56X	38	5	1	35.1	0.0	18.4	0.8		54.3	FQ Low Tier
NSH	Gama Aviation	H25B	53	2	0	13.1	15.0	25.0	0.1		53.2	FQ Low Tier
JNY	Jenney Beechcraft	LJ35	37	4	1	29.1	5.0	18.2	0.0		52.3	FQ Low Tier
RLJ	Empyreal Jet	H25B	31	2	0	15.7	9.4	25.0	0.6		50.7	FQ Low Tier
XEN	Zenflight	GLF5	30	3	1	30.9	1.6	16.7	0.0		49.1	FQ Low Tier
WDY	Phoenix Airline Services	F900	14	2	0	22.7	0.0	25.0	0.0		47.7	FQ Low Tier
COL	SC Aviation	H25B	58	4	0	12.3	9.8	25.0	0.0		47.1	FQ Low Tier
DPJ	Wheels Up Private Jets	BE40	47	10	0	17.2	0.0	25.0	0.0		42.2	FQ Low Tier
MVP	Premier Private Jets	H25B	26	2	0	8.7	8.3	25.0	0.0		42.0	FQ Low Tier
ERY	Sky Quest	H25B	17	3	0	16.0	0.0	25.0	0.0		41.0	FQ Low Tier
VLG	Vueling Airlines	H25B	23	2	0	8.7	5.8	25.0	0.0		39.5	FQ Low Tier
HRC	Harco Aviation, LLC	FA50	36	12	0	10.0	0.0	25.0	0.0		35.0	FQ Low Tier
RAX	Royal Air Freight	FA20	36	7	0	8.4	0.0	25.0	0.0		33.4	FQ Low Tier
RGY	Regency Airlines	BE40	24	3	0	6.6	0.0	25.0	0.0		31.6	FQ Low Tier

Figure 5 - Single Operators with greater than 60 operations per year

Aspen/Pitkin County Airport Fly Quiet Program

OPERATOR						FLY QUIET ELEMENTS			BONUSES		OVERALL	
Code	Operator	Primary Aircraft Type	Total Ops	Number of High Events	Number of Rwy 33 Arrivals	Quiet Fleet Score (50 Points)	Quieter Events Score (25 Points)	Minimum Rwy 33 Arrivals Score (25 Points)	Quiet Fleet Bonus (5 Points)	-	Total Fly Quiet Score	Fly Quiet Rating Expectation
N923RE	KAIDI ACQUISITIONS LLC	C68A	76	1	1	45.0	19.6	21.7	5.0		91.3	FQ Top Tier
N531RC	Henry Crown & Company	G280	108	0	0	41.0	25.0	25.0	0.0		91.0	FQ Top Tier
N925EM	AS Aspen, LLC	C25B	140	0	4	45.0	25.0	17.9	0.0		87.9	FQ Compliant
N8HS	Simon, William Scott	SF50	80	1	2	45.0	16.1	18.7	5.0		84.8	FQ Compliant
N320LX	TVPX AIRCRAFT SOLUTIONS	CL30	81	5	1	45.0	12.2	21.9	0.0		79.2	FQ Compliant
N692L	USH LEASING LLC	GL5T	85	6	0	34.9	13.6	25.0	0.0		73.5	FQ Compliant
N325DA	U	GA6C	104	3	2	38.9	14.0	20.2	0.0		73.1	FQ Compliant
N1886N	ONE CAMPUS DRIVE SERVICES	GLEX	127	10	10	32.3	7.9	5.3	0.0		45.5	FQ Low Tier
N4EA	Woodhill Aviation	LJ35	87	12	3	20.8	0.0	16.4	0.0		37.2	FQ Low Tier

Figure 6a - Single Operators with between 12 and 59 operations per year, Top Tier

Aspen/Pitkin County Airport Fly Quiet Program

OPERATOR						FLY QUIET ELEMENTS			BONUSES		OVERALL	
Code	Operator	Primary Aircraft Type	Total Ops	Number of High Events	Number of Rwy 33 Arrivals	Quiet Fleet Score (50 Points)	Quieter Events Score (25 Points)	Minimum Rwy 33 Arrivals Score (25 Points)	Quiet Fleet Bonus (5 Points)	-	Total Fly Quiet Score	Fly Quiet Rating Expectation
N1FM	COKELET LLC	C525	15	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N211BD	CAZ Aviation Holdings, LL	LJ60	14	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N238RM	SACJ, LLC	C525	14	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N302GV	IBW Air Services, LLC	E55P	14	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N334GV	GRANDVIEW AVIATION LLC	E55P	20	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N363FW	ANTHRACITE AIRCRAFT HOLDI	E55P	16	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N459SF	Phillips Aviation Company	LJ60	12	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N467MS	Superior Capital Holdings	E55P	12	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N47SB	Wabash Aviation, LLC	C68A	12	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N48PW	MADRONE AVIATION LLC	C750	24	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N510EM	Venrich, LLC	C510	16	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N610RW	Island Park Aviation, LLC	C750	18	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N70EJ	Cartwright, LLC	EA50	19	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N728QL	X Pegasus, LLC	C750	13	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N750NA	N.A. Citation (2012), LLC	C750	54	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N751MM	Morgan's Mach One Machine	C750	37	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N7SB	OPA, LLC	C750	12	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N813FM	Kevin Parra Aviation, LLC	C25M	22	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N858EE	RBL Aviation, LLC	E55P	34	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N862LG	Cornerstone Aviation, LLC	E55P	30	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N910DP	Denison Construction, Inc	C750	16	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N95SB	Southern Bleacher Company	C525	13	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N961FW	WEH Aviation, LLC	C525	12	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N995VJ	Albreda Leasing, LLC	SF50	29	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier

Figure 6b - Single Operators with between 12 and 59 operations per year, Low Tier
Aspen/Pitkin County Airport Fly Quiet Program

OPERATOR						FLY QUIET ELEMENTS			BONUSES		OVERALL	
Code	Operator	Primary Aircraft Type	Total Ops	Number of High Events	Number of Rwy 33 Arrivals	Quiet Fleet Score (50 Points)	Quieter Events Score (25 Points)	Minimum Rwy 33 Arrivals Score (25 Points)	Quiet Fleet Bonus (5 Points)	-	Total Fly Quiet Score	Fly Quiet Rating Expectation
N479W	OTW Aviation, LLC	FA7X	22	0	4	21.4	25.0	0.0	0.0		46.4	FQ Low Tier
N758PM	Falcon 7X (MSN 58), LLC	FA7X	16	5	0	21.4	0.0	25.0	0.0		46.4	FQ Low Tier
N9997X	Mariposa Capital, LLC	FA7X	25	5	0	21.4	0.0	25.0	0.0		46.4	FQ Low Tier
N300CQ	Hawker 4, LLC	H25B	12	1	0	8.7	9.4	25.0	0.0		43.1	FQ Low Tier
N104VP	JGEK AIR LLC	C560	18	1	0	18.0	0.0	25.0	0.0		43.0	FQ Low Tier
N390SB	400XP Shares, LLC	BE40	12	1	0	6.6	7.1	25.0	0.0		38.7	FQ Low Tier
N18MZ	SP Leasing, LLC	F900	18	1	2	25.1	13.6	0.0	0.0		38.7	FQ Low Tier
N959CR	Pumpjack Aviation, LLC	BE40	18	1	0	6.6	4.2	25.0	0.0		35.8	FQ Low Tier
N44MQ	C-7, LLC	C650	22	3	0	10.7	0.0	25.0	0.0		35.7	FQ Low Tier
N287CD	Mile High Investments, LL	C650	20	5	0	10.7	0.0	25.0	0.0		35.7	FQ Low Tier
N308MR	MERLIN ONE AIRCRAFT LLC	C650	18	3	0	10.7	0.0	25.0	0.0		35.7	FQ Low Tier
N478CB	Merlin One Aircraft, LLC	C650	12	4	0	10.7	0.0	25.0	0.0		35.7	FQ Low Tier
N888TX	888TX, LLC	C650	32	10	0	10.7	0.0	25.0	0.0		35.7	FQ Low Tier
N250MB	BJRK66, Inc.	H25B	16	3	0	8.7	0.0	25.0	0.0		33.7	FQ Low Tier
N488AM	Byte Me Transportation, I	H25B	14	2	0	8.7	0.0	25.0	0.0		33.7	FQ Low Tier
N373RR	Executive Aircraft Sales,	FA50	12	3	0	8.5	0.0	25.0	0.0		33.5	FQ Low Tier
N654CP	JetX Aviation LLC	FA50	21	4	0	8.5	0.0	25.0	0.0		33.5	FQ Low Tier
N987CF	Peekey Lumbus, LLC	FA50	34	10	0	8.5	0.0	25.0	0.0		33.5	FQ Low Tier
N98DH	N98DH, LLC	FA50	16	10	0	8.5	0.0	25.0	0.0		33.5	FQ Low Tier
N400TU	U	BE40	12	4	0	6.6	0.0	25.0	0.0		31.6	FQ Low Tier
N232CL	Werner Enterprises	F900	12	3	1	25.1	0.0	4.2	0.0		29.3	FQ Low Tier
N525RD	GJJL Equipment, LLC	C560	16	4	1	18.0	0.0	9.4	0.0		27.4	FQ Low Tier
N817X	TPG Capital, LP	FA7X	12	2	1	21.4	0.0	4.2	0.0		25.6	FQ Low Tier
N557PK	Sion Aviation LLC	FA7X	14	2	3	21.4	0.0	0.0	0.0		21.4	FQ Low Tier
N8889	RFP Air, Inc.	FA7X	18	3	2	21.4	0.0	0.0	0.0		21.4	FQ Low Tier

4. 2023 Annual Awards – Fly Quiet Program

The following two tables, Table 2 and Table 3, present a list of those operators that have achieved the goals of working towards improving the noise environment around Aspen/Pitkin County Airport. These awards are divided into the Part 135 operators that fly a fleet of corporate jets and the single aircraft operators that fly one or a small number of corporate jets operating under a tail number.

Table 2: Fly Quiet Operator Categories, Highest Scoring Operators

Category of Operator	Operators
Part 135 Business Jets more than 60 Operations	• Air Transport Inc (CYO) • Baker Aviation (KOW) • Mountain Aviation (FTH)
Part 135 Business Jets Between 59 and 12 Operations	• Chairman Airmotive (CHR) • Florida Jet Service (FJS) • AB Jets (FTD)
Single Owner/Operator more than 60 Operations	• Kaidi Acquisitions • Henry Crown & Company
Single Owner/Operator Between 59 and 12 Operations	• 24 Operators met the criteria

Table 3: Fly Quiet Operator Categories, Lowest Scoring Operators

Category of Jet Operator	Operators
Part 135 Business Jets more than 60 Operations	• NXT Jet (KPO) • Jet Aviation Flight Service (JAS) • Private Jets (OKC)
Part 135 Business Jets Between 59 and 12 Operations	• Harco Aviation, LLC (HRC) • Royal Air Freight (KRAX) • Regency Airlines (RGY)
Single Owner/Operator more than 60 Operations	• One Campus Drive Services (N1886N) • Woodhill Aviation (N4EA)
Single Owner/Operator Between 59 and 12 Operations	• TPG Capital, LP (N817X) • Sion Aviation LLC (N557PK) • RFP Air, Inc (N8889)