



Aspen/Pitkin County Airport Fly Quiet Program

Annual 2022 Report

(January 1, 2022 – December 31, 2022)



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Executive Summary

This report summarizes operations for calendar year 2022. Prior to 2021, the reporting period was seasonal from November 1 – October 31; 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 – 2nd Year in a Row

Between 12 - 60 Operations

- Florida Jet Service (FJS) had the best overall Fly Quiet Score

Highest Score – Single Operators

More than 60 Operations

- DIJ Air, LLC (N129GD) had the best overall Fly Quiet Score (62 Operations)

Lowest Score – Part 135 Operators

Between 12 – 60 Operations

- Empyreal Jet (RLJ)

Lowest Score – Single Operators

Single Operators, more than 60 Operations

- GS 150-217, LLC (N217MS)

Single Operators, between 12 - 60 Operations

- Island Aviation, Inc. (N950H)

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Aspen/Pitkin County Airport Fly Quiet Program

Annual 2022 Report

(January 1, 2022 – December 31, 2022)

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 2022** 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 FNQ 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.

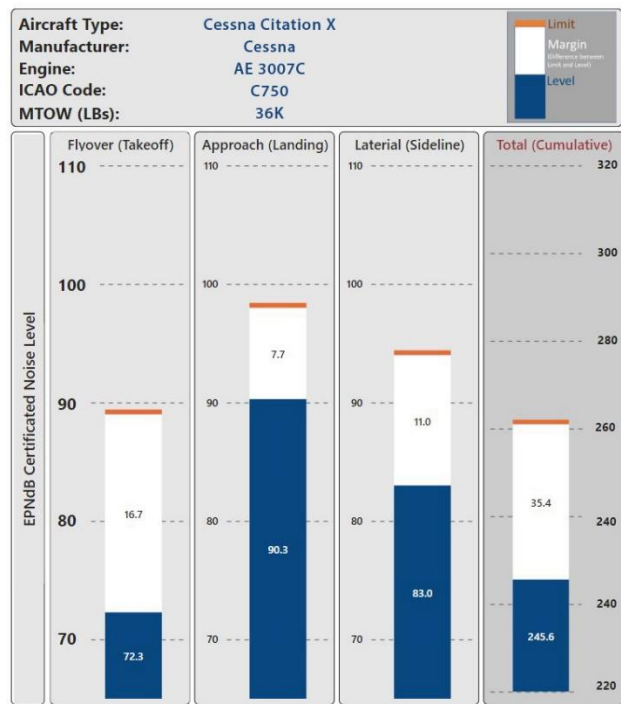
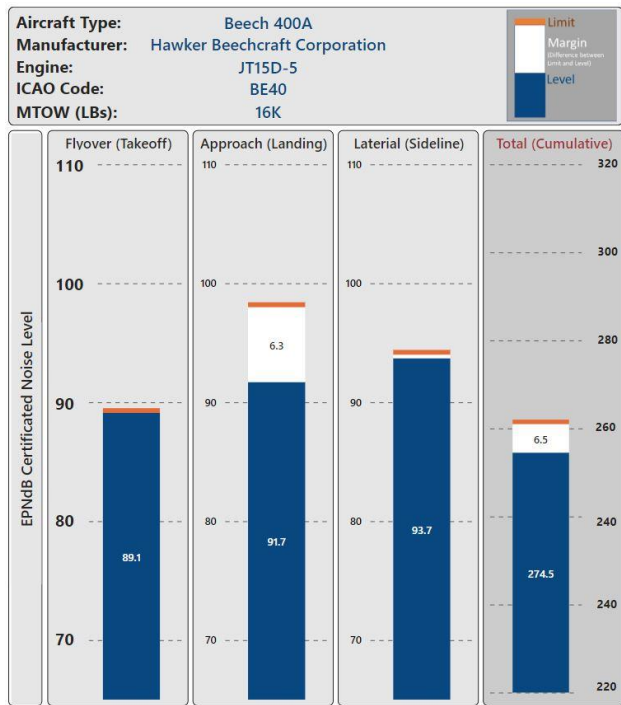


Figure 1 - FAR Stage 3 Limits and Certificated Noise Levels
Aspen/Pitkin County Airport Fly Quiet Program

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.

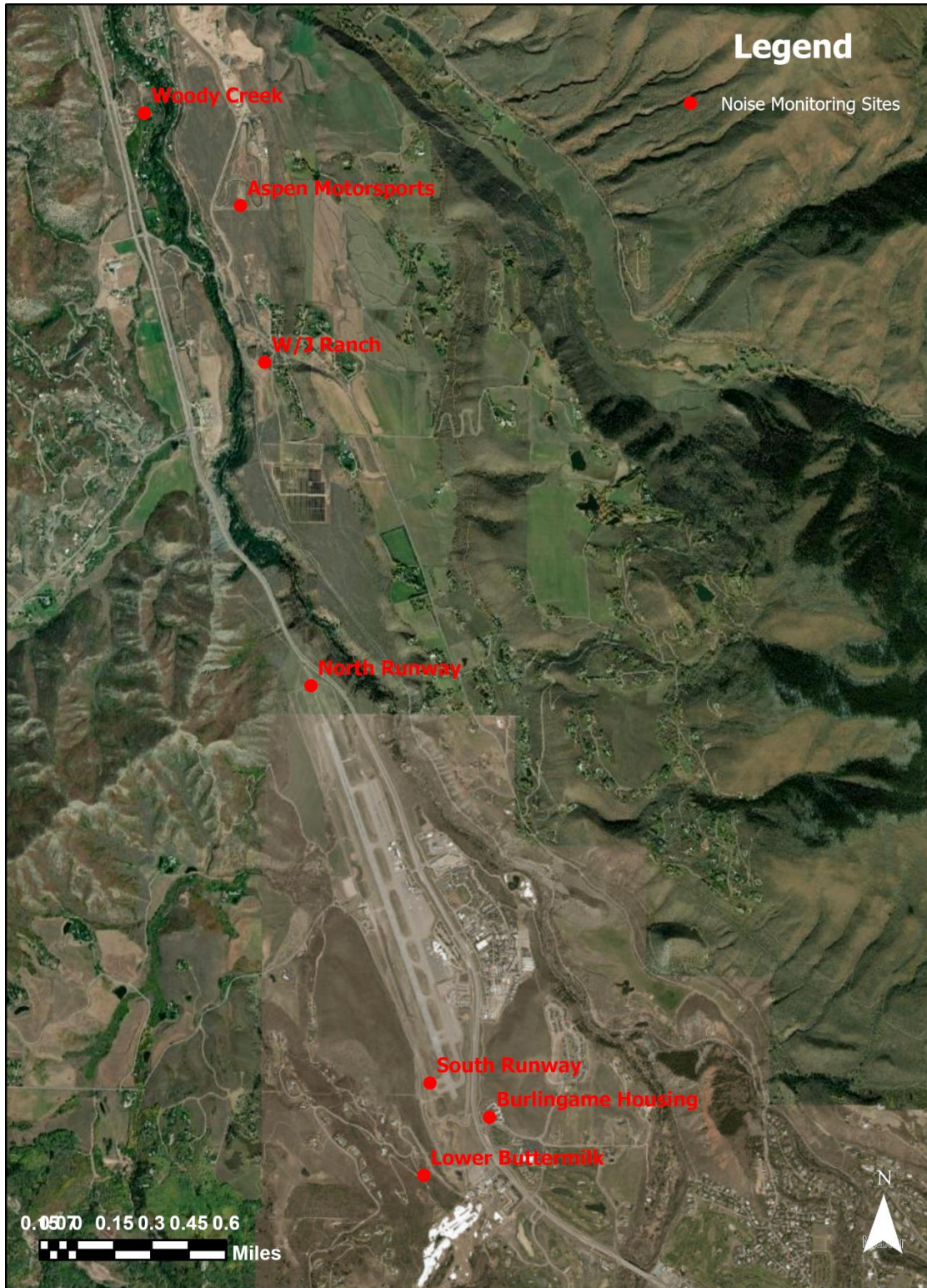
Table 1 – 2022 Fly Quiet Noise Monitoring Locations

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	39.26808	-106.887874
LBMA	Lower Buttermilk	39.20650	-106.865266
HM	Burlingame Housing	39.20998	-106.860433
AMP	Aspen Motorsports Park	39.26280	-106.880518

Source: BridgeNet International, 2023

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 2022 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 is Air Transport Inc (CYO), scoring 100%; this score included a bonus for flying a quiet fleet of a Learjet 60 aircraft. There were 25 operators in this category; 12 scored in the FQ Top Tier, 20 earned an average score of FQ Compliant and three 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 60 operations per year

The results for business jets that operated between 12 and 60 operations are presented in **Figure 4a** and **4b**. In this group of operators, three scored 100% and earned additional bonus points. The three top operators were Florida Jet Service, Baker Aviation and Summit Aviation; these operators all earned the additional five bonus points for operating a new generation aircraft. There were 23 operators in the FQ Top Tier that scored over 90% by adhering to noise abatement procedures and flew newer, quieter aircraft; all but one of these operators had no landings on Runway 33. The lowest scoring operators in the FQ Low Tier included 15 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 DIJ Air, LLC with a score of 96.0; their overall score includes five bonus points for flying a Stage 5 quiet aircraft, the Embraer Phenom. There were four operators in the FQ Compliant tier and five 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 60 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 45 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 27 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	66	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
FDJ	Freedom Air	EA50	129	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
JTZ	Nicholas Air	E55P	131	1	0	45.0	23.0	25.0	4.5		97.8	FQ Top Tier
XSR	Airshare	E55P	222	0	0	44.2	25.0	25.0	2.9		97.1	FQ Top Tier
XOJ	XOJet	C750	524	0	0	44.0	25.0	25.0	2.9		96.9	FQ Top Tier
FTH	Mountain Aviation	C750	434	3	0	44.2	22.9	25.0	4.6		96.7	FQ Top Tier
EJA	NetJets Aviation	C68A	3,974	15	0	43.6	23.8	25.0	2.8		95.3	FQ Top Tier
SVL	Sun Devil Aviation	C25B	60	0	0	44.0	25.0	25.0	0.0		94.0	FQ Top Tier
LXJ	Bombardier FlexJet	CL35	2,145	10	0	43.0	23.9	25.0	2.1		93.9	FQ Top Tier
GAJ	Wheels Up Gama Aviation	C56X	143	0	0	42.6	25.0	25.0	1.1		93.7	FQ Top Tier
TIV	Thrive Aviation	C25B	137	1	0	43.6	22.8	25.0	2.3		93.7	FQ Top Tier
JRE	Fly Exclusive	C56X	318	2	0	42.3	23.4	25.0	1.5		92.2	FQ Top Tier
HPJ	Hop-a-Jet Inc.	CL60	92	0	0	38.7	25.0	25.0	0.8		89.5	FQ Compliant
HER	Hera Flight	C750	67	1	1	42.4	21.5	21.3	3.9		89.1	FQ Compliant
BLK	Aero Black (USAC Airways)	E135	373	1	0	38.2	24.3	25.0	0.0		87.5	FQ Compliant
SIS	Silver Air Airlines	GALX	101	1	0	38.9	21.6	25.0	0.8		86.4	FQ Compliant
JIT	Jet It Aviation	HDJT	97	2	1	41.4	18.1	22.4	4.1		86.0	FQ Compliant
EJM	Executive Jet Management	GLF4	409	1	0	35.7	24.4	25.0	0.4		85.5	FQ Compliant
CWG	Clear Wing	GLF4	77	0	0	34.4	25.0	25.0	0.8		85.2	FQ Compliant
TFF	Talon Air	GLF5	88	0	0	33.8	25.0	25.0	0.0		83.8	FQ Compliant
EDG	Jet Edge	GLF4	214	1	0	33.6	24.1	25.0	0.0		82.7	FQ Compliant
PXT	Pacific Coast Jet	C25B	117	1	6	44.5	23.0	12.2	2.5		82.2	FQ Compliant
JTL	Jet Linx	C56X	410	5	0	34.4	21.4	25.0	1.0		81.8	FQ Compliant
PFT	Paragon Airways	C56X	70	0	4	44.2	25.0	10.7	1.1		81.1	FQ Compliant
KPO	NXT Jet	GLF4	69	0	0	30.3	25.0	25.0	0.0		80.3	FQ Compliant
IJA	International Jet Aviatio	LJ60	66	1	1	35.5	20.2	21.2	3.2		80.1	FQ Compliant
DCM	FitPlan.com	GLF5	77	1	0	31.5	22.4	25.0	0.1		79.0	FQ Compliant
TWY	Sunset Aviation	FA7X	343	3	2	32.2	23.0	23.5	0.0		78.8	FQ Compliant
OKC	Private Jets	BE40	103	0	1	28.7	25.0	22.6	0.0		76.3	FQ Compliant
PEG	Pegasus Elite Aviation	GLF4	68	3	0	32.2	17.2	25.0	0.0		74.4	FQ Compliant
JAS	Jet Aviation Flight Servi	GLEX	78	3	0	30.0	18.4	25.0	0.0		73.4	FQ Compliant
DPJ	Wheels Up Private Jets	C56X	168	7	0	30.4	15.7	25.0	0.1		71.2	FQ Compliant
COL	SC Aviation	H25B	68	0	0	12.3	25.0	25.0	0.0		62.3	FQ Low Tier
PRE	Precision Airlines	H25B	86	2	3	24.3	20.3	16.3	0.0		60.9	FQ Low Tier
RLJ	Empyrean Jet	H25B	69	0	0	10.3	25.0	25.0	0.2		60.5	FQ Low Tier

Figure 4a - FAR Part 135 Operations with 12 – 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
FJS	Florida Jet Service	LJ60	19	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
KOW	Baker Aviation	C750	12	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
YEL	Summit Aviation	E55P	22	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
SJA	Sawyer Aviation	C525	18	0	0	44.3	25.0	25.0	4.4		98.7	FQ Top Tier
CHR	Chairman Airmotive	C750	37	0	0	45.0	25.0	25.0	3.6		98.6	FQ Top Tier
NTW	Maxair	E55P	28	0	0	44.0	25.0	25.0	4.6		98.6	FQ Top Tier
ACW	Fly Across	E550	48	0	0	45.0	25.0	25.0	1.7		96.7	FQ Top Tier
EGC	First Wing Aircraft	C56X	20	0	0	43.5	25.0	25.0	2.0		95.5	FQ Top Tier
ASP	AirSprint	C25B	47	0	0	44.1	25.0	25.0	1.3		95.4	FQ Top Tier
LKF	Aviation Advisor	CL30	16	0	0	44.6	25.0	25.0	0.6		95.2	FQ Top Tier
LJY	LJ Aviation	C680	32	0	0	42.5	25.0	25.0	2.5		95.0	FQ Top Tier
PJC	Private Jet Center	C56X	30	0	0	45.0	25.0	25.0	0.0		95.0	FQ Top Tier
DRL	Omini Air Transport	LJ45	29	0	0	43.4	25.0	25.0	1.0		94.4	FQ Top Tier
FTD	AB Jets	LJ60	44	0	1	45.0	25.0	19.3	5.0		94.3	FQ Top Tier
SVL	Sun Devil Aviation	C25B	60	0	0	44.0	25.0	25.0	0.0		94.0	FQ Top Tier
PWA	Priester Charters	C680	16	0	0	40.2	25.0	25.0	3.8		94.0	FQ Top Tier
CAK	Southwest Aircraft Charte	LJ45	22	0	0	43.2	25.0	25.0	0.0		93.2	FQ Top Tier
DHR	Jett Aircraft	LJ45	16	0	0	43.2	25.0	25.0	0.0		93.2	FQ Top Tier
SCM	American Jet Internationa	LJ60	21	0	0	38.9	25.0	25.0	3.3		92.2	FQ Top Tier
JRT	JetRight	LJ75	24	0	0	41.9	25.0	25.0	0.0		91.9	FQ Top Tier
GLT	Aero Charter	C56X	30	0	0	41.4	25.0	25.0	0.3		91.7	FQ Top Tier
DJR	Desert Jet	C680	50	0	0	38.3	25.0	25.0	2.2		90.5	FQ Top Tier
VTE	Corporate Flight Managemem	C56X	20	0	0	40.2	25.0	25.0	0.0		90.2	FQ Top Tier
FWK	Flightworks	CL30	32	0	0	39.9	25.0	25.0	0.0		89.9	FQ Compliant
GUL	Gull Air Inc.	GA6C	15	0	0	38.9	25.0	25.0	0.0		88.9	FQ Compliant
MVJ	Mira Vista Aviation	GLF4	30	0	0	36.3	25.0	25.0	1.3		87.6	FQ Compliant
LET	Aerolineas Ejecutivas	CL60	47	0	0	36.1	25.0	25.0	1.5		87.6	FQ Compliant
XLS	Excel Aire LLC	GLF5	14	0	0	36.2	25.0	25.0	0.7		86.9	FQ Compliant
SLH	Silverhawk Aviation	C56X	12	0	0	36.0	25.0	25.0	0.0		86.0	FQ Compliant
DLX	Dreamline Aviation	LJ60	48	1	0	40.6	17.2	25.0	2.7		85.5	FQ Compliant
SJE	Sun Air Jets	GLF5	29	0	0	34.3	25.0	25.0	0.0		84.3	FQ Compliant
PRD	Presidential Air	GALX	18	0	0	33.4	25.0	25.0	0.6		84.0	FQ Compliant
XLJ	XCEL JET	LJ40	54	1	1	43.2	20.4	20.4	0.0		83.9	FQ Compliant
XFL	Executive Fliteways	GLF5	12	0	0	33.9	25.0	25.0	0.0		83.9	FQ Compliant
GDG	SP Aviation	H25C	24	0	0	33.8	25.0	25.0	0.0		83.8	FQ Compliant
MLN	Air Madeleine	GA6C	50	1	0	37.6	21.1	25.0	0.0		83.7	FQ Compliant
NJM	Northern Jet Management	LJ70	32	1	0	40.0	18.1	25.0	0.6		83.7	FQ Compliant
GJE	Global Jet	GLF5	20	0	0	33.4	25.0	25.0	0.0		83.4	FQ Compliant

Figure 4b - FAR Part 135 Operations with 12 – 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
VJT	Vistajet	GLEX	17	0	0	32.3	25.0	25.0	0.0		82.3	FQ Compliant
NEW	Northeastern Aviation	CL60	22	0	0	31.6	25.0	25.0	0.0		81.6	FQ Compliant
XSM	Steelman Aviation Inc	PC24	20	0	0	31.4	25.0	25.0	0.0		81.4	FQ Compliant
DOW	Best Jets International	CL30	12	0	0	30.3	25.0	25.0	0.0		80.3	FQ Compliant
JNY	Jenney Beechcraft	GLF4	58	0	0	30.0	25.0	25.0	0.0		80.0	FQ Compliant
SYB	Symbol Publicidad	F900	16	0	0	30.0	25.0	25.0	0.0		80.0	FQ Compliant
WWI	Worldwide Jet Charter	CL60	20	0	0	29.8	25.0	25.0	0.0		79.8	FQ Compliant
KFB	STAjets	GLF4	35	1	0	34.6	16.7	25.0	0.0		76.3	FQ Compliant
NOJ	NovaJet	GALX	20	0	0	25.9	25.0	25.0	0.0		75.9	FQ Compliant
SDU	Dumont Aviation	GLF4	49	1	0	29.3	21.0	25.0	0.0		75.3	FQ Compliant
XEN	Zenflight	GLF5	57	2	0	30.8	18.6	25.0	0.0		74.4	FQ Compliant
NUS	Northern Illinois Flight	C560	40	0	0	23.2	25.0	25.0	0.0		73.2	FQ Compliant
LRT	Lincoln Airlines	E35L	16	1	0	36.4	11.1	25.0	0.0		72.5	FQ Compliant
SIY	Executive Aviation Corp.	H25B	30	0	0	18.8	25.0	25.0	0.0		68.8	FQ Low Tier
HRT	Chartright Air	GL5T	28	2	0	33.9	9.4	25.0	0.0		68.3	FQ Low Tier
STV	Saturn Aviation	F900	22	0	1	25.1	25.0	13.6	0.0		63.7	FQ Low Tier
FFL	Foreflight	C25M	41	0	6	35.9	25.0	0.0	2.8		63.7	FQ Low Tier
SJJ	Spirit Jets	H25B	54	1	0	17.3	20.2	25.0	0.0		62.5	FQ Low Tier
RAX	Royal Air Freight	FA50	50	0	0	7.7	25.0	25.0	0.0		57.7	FQ Low Tier
PBR	Fast Air	HDJT	16	1	1	40.2	4.2	9.4	3.8		57.5	FQ Low Tier
TTE	Avcenter	C560	50	3	2	31.5	10.0	15.0	0.4		56.9	FQ Low Tier
WDY	Phoenix Airline Services	F900	16	1	0	18.9	9.4	25.0	0.0		53.3	FQ Low Tier
RNI	Rennia Aviation LLC	F2TH	19	2	0	22.6	0.0	25.0	0.0		47.6	FQ Low Tier
NSH	Gama Aviation	H25B	47	1	2	12.3	20.0	14.4	0.2		46.9	FQ Low Tier
HRC	Harco Aviation, LLC	FA50	18	4	0	13.2	0.0	25.0	0.0		38.2	FQ Low Tier
MVP	Premier Private Jets	H25B	12	1	0	8.4	0.0	25.0	0.0		33.4	FQ Low Tier
RGY	Regency Airlines	BE40	50	6	2	6.6	0.0	15.0	0.0		21.6	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
N129GD	DIJ Air, LLC	E55P	62	0	1	45.0	25.0	21.0	5.0		96.0	FQ Top Tier
N696HC	Henry Crown & Company	G280	62	0	0	41.0	25.0	25.0	0.0		91.0	FQ Top Tier
N829JC	Henry Crown & Company	G280	64	1	0	41.0	21.5	25.0	0.0		87.5	FQ Compliant
N925EM	AS Aspen, LLC	C25B	164	0	7	45.0	25.0	14.3	0.0		84.3	FQ Compliant
N692L	USH LEASING LLC	GL5T	164	0	2	34.9	25.0	22.0	0.0		81.9	FQ Compliant
N320LX	TVPX AIRCRAFT SOLUTIONS	CL30	81	1	5	45.0	22.0	9.6	0.0		76.6	FQ Compliant
N12JS	FB AIRCRAFT LEASING II LL	G280	62	0	7	41.0	25.0	0.0	0.0		66.0	FQ Low Tier
N1886N	ONE CAMPUS DRIVE SERVICES	GLEX	132	1	8	32.3	23.4	9.8	0.0		65.6	FQ Low Tier
N108JA	Terrapin Aircraft, LLC	E50P	69	1	3	45.0	0.0	14.1	5.0		64.1	FQ Low Tier
N4EA	Woodhill Aviation	LJ35	70	0	3	20.8	25.0	14.3	0.0		60.1	FQ Low Tier
N217MS	GS 150-217, LLC	G150	93	13	0	25.7	0.0	25.0	0.0		50.7	FQ Low Tier

Figure 6a - Single Operators with between 12 and 60 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
N124MV	RC Aviation, LLC	C750	14	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N136TE	CALCHOICE AVIATION LLC	EA50	14		0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N17XR	Peregrinus, LLC	C750	18	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N214LV	Pronto, LLC	C680	16	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N238RM	SACJ, LLC	C525	20	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N24MH	N24MH Holdings, LLC	LJ60	16	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N252VR	LAI Aviation, LLC	LJ60	19	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N259CA	Kansas, LLC	C680	14	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N300MG	EON Management, LLC	E55P	30	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N314GV	IBW Air Services, LLC	E55P	12	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N322LL	Ricalichan, LLC	E55P	22	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N32KC	Eloge Air, LLC	E55P	18	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N38SV	Sherr & Company, Inc.	LJ60	12	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N448LL	Cho Oyu, LLC	C525	36	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N459SF	Phillips Aviation Company	LJ60	14	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N467MS	Superior Capital Holdings	E55P	18	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N474ME	Mountain-Elkhorn, Inc.	C750	28	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N510BE	CS10 Aviation, LLC	C510	16	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N550LV	Pronto, LLC	C68A	37	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N551DN	JD Stauffer, LLC	C680	16	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N565CG	KEYS 6061 LLC	LJ60	12	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N600L	Lincoln National Life Ins	C68A	14	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N618L	Lap Air, LLC	LJ60	12	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N680CM	MEWBOURNE OIL COMPANY	C680	12	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N709SP	Scannell Citation, LLC	C68A	12	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N70EJ	Cartwright, LLC	EA50	16		0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N710SC	Up in the Air, LLC	E50P	13	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N747RX	FLT Investments, LLC	C750	34	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N750NA	N.A. Citation (2012), LLC	C750	48	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N755LL	Sovereign Asset Company,	C680	14	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N770CJ	N770CJ LLC	C750	15	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N787MG	MAKGAB HOLDINGS LLC	C750	12	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N813FM	Kevin Parra Aviation, LLC	C25M	21	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N83PM	Perugia Air, LLC	C68A	16	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N858EE	RBL Aviation, LLC	E55P	24	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N868DM	P&G Aviation, LLC	C750	14	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N888LJ	Infinity 8, LLC	LJ60	14	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N910DP	Denison Construction, Inc	C750	26	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N938JS	Schiff Farms, Inc.	C680	14	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N955GH	GBBC Flight, LLC	C750	12	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N957JS	CIT2000X, LLC	C750	14	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N980JS	FE X 163 LLC	C750	14	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N995VJ	Albreda Leasing, LLC	SF50	30		0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier
N999CA	CWM Aviation, LLC	C680	32	0	0	45.0	25.0	25.0	5.0		100.0	FQ Top Tier

Figure 6b - Single Operators with between 12 and 60 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
N257EB	Rigi Holdings, LLC	BE40	15	0	0	6.6	25.0	25.0	0.0		56.6	FQ Low Tier
N302TB	Moser Aviation, LLC	BE40	28	0	0	6.6	25.0	25.0	0.0		56.6	FQ Low Tier
N492FT	Pumpjack Aviation, LLC	BE40	16	0	0	6.6	25.0	25.0	0.0		56.6	FQ Low Tier
N959CR	Pumpjack Aviation, LLC	BE40	19	0	0	6.6	25.0	25.0	0.0		56.6	FQ Low Tier
N22PB	GREAT BASIN ADVISORS LLC	PC24	31	0	4	31.4	25.0	0.0	0.0		56.4	FQ Low Tier
N100UP	ABM Ventures, LLC	F900	36	1	2	25.1	19.6	11.1	0.0		55.8	FQ Low Tier
N480JJ	Jimmie Johnson Racing II,	G150	21	2	0	25.7	0.0	25.0	0.0		50.7	FQ Low Tier
N324AD	Alpha Delta Aviation, LLC	F900	18	2	0	25.1	0.0	25.0	0.0		50.1	FQ Low Tier
N817X	TPG Capital, LP	FA7X	22	0	2	21.4	25.0	2.3	0.0		48.7	FQ Low Tier
N390SB	400XP Shares, LLC	BE40	30	1	0	6.6	16.1	25.0	0.0		47.7	FQ Low Tier
N557PK	Sion Aviation LLC	FA7X	26	0	3	21.4	25.0	0.0	0.0		46.4	FQ Low Tier
N8889	RFP Air, Inc.	FA7X	14	0	3	21.4	25.0	0.0	0.0		46.4	FQ Low Tier
N400WF	Two Rivers Aviation, LLC	BE40	22	1	0	6.6	14.6	25.0	0.0		46.2	FQ Low Tier
N927AR	Rastegar Aviation, LLC	H25B	29	2	0	8.7	8.3	25.0	0.0		42.0	FQ Low Tier
N136MV	Transnet Aviation Group,	FA50	16	2	0	8.5	8.3	25.0	0.0		41.8	FQ Low Tier
XBFNX	U	FA50	18	2	0	8.5	7.1	25.0	0.0		40.6	FQ Low Tier
N70BR	Rosair Texas, LLC	F900	21	1	2	25.1	13.6	1.2	0.0		39.9	FQ Low Tier
N44MQ	C-7, LLC	C650	26	3	0	10.7	4.2	25.0	0.0		39.9	FQ Low Tier
N7WF	Fang Aviation, LLC	C650	18	1	1	10.7	14.6	11.1	0.0		36.4	FQ Low Tier
N193JC	Southern Sky Aviation, LL	C650	14	2	0	10.7	0.0	25.0	0.0		35.7	FQ Low Tier
N888TX	888TX, LLC	C650	22	3	0	10.7	0.0	25.0	0.0		35.7	FQ Low Tier
N200SG	Teton Air, LLC	FA50	12	2	0	8.5	0.0	25.0	0.0		33.5	FQ Low Tier
N373RR	Executive Aircraft Sales,	FA50	13	3	0	8.5	0.0	25.0	0.0		33.5	FQ Low Tier
N56LN	N740CJ, LLC	FA50	23	8	0	8.5	0.0	25.0	0.0		33.5	FQ Low Tier
N987CF	Peekey Lumbus, LLC	FA50	44	8	0	8.5	0.0	25.0	0.0		33.5	FQ Low Tier
N183WW	W & W 61/63, LLC	F900	12	3	1	25.1	0.0	4.2	0.0		29.3	FQ Low Tier
N950H	Island Aviation, Inc.	FA50	12	2	1	8.5	0.0	4.2	0.0		12.7	FQ Low Tier

4. 2022 Annual Awards – Fly Quiet Program

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

Table 2: Fly Quiet Operator Categories, Highest Scoring Operators	
Category of Operator	Operators
Part 135 Business Jets more than 60 Operations	<ul style="list-style-type: none"> • Air Transport Inc (CYO) • Freedom Air (FDJ) • Nicholas Air (JTZ)
Part 135 Business Jets Between 60 and 12 Operations	<ul style="list-style-type: none"> • Florida Jet Service (FJS) • Baker Aviation (KOW) • Summit Aviation (YEL)
Single Owner/Operator more than 60 Operations	<ul style="list-style-type: none"> • DIJ Air, LLC (N129GD) E55P
Single Owner/Operator Between 60 and 12 Operations	<ul style="list-style-type: none"> • 44 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	<ul style="list-style-type: none"> • SC Aviation (COL) • Precision Airlines (PRE) • Empyrean Jet (RLJ)
Part 135 Business Jets Between 60 and 12 Operations	<ul style="list-style-type: none"> • Harco Aviation, LLC (HRC) • Premier Private Jets (MVP) • Regency Airlines (RGY)
Single Owner/Operator more than 60 Operations	<ul style="list-style-type: none"> • Terrapin Aircraft, LLC (N108JA) • Woodhill Aviation (N4EA) • GS 150-217, LLC (N217MS)
Single Owner/Operator Between 60 and 12 Operations	<ul style="list-style-type: none"> • Peekey Lumbus, LLC (N987CF) • W & W 61/63, LLC (N183WW) • Island Aviation, Inc. (N950H)