

Airport Advisory Groups Meeting #2:

Understanding Federal Regulations: Balancing External Constraints with Local Values

March 20, 2019 | 4pm – 7pm

Aspen Meadows Doerr-Hosier Center

MEETING GOALS AND PURPOSE

- Clarify purpose, roles and responsibilities of advisory groups
- Better understand the role of the FAA and what airport elements are controlled locally
- Explore potential implications across the full spectrum of local decision-making

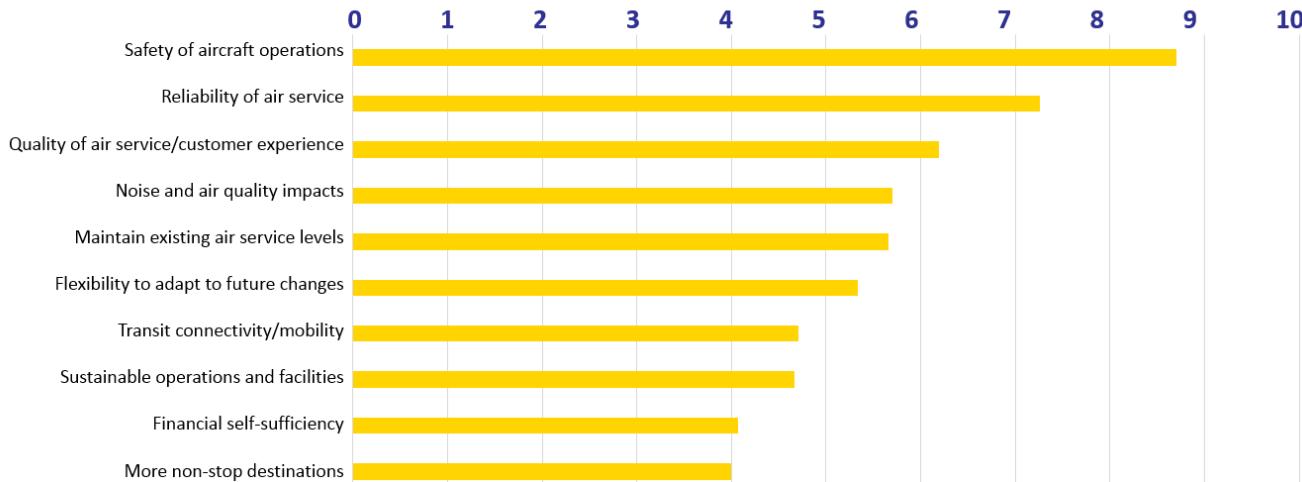
WELCOME AND INTRODUCTIONS

Note: A video recording of the meeting can be viewed [here](#).

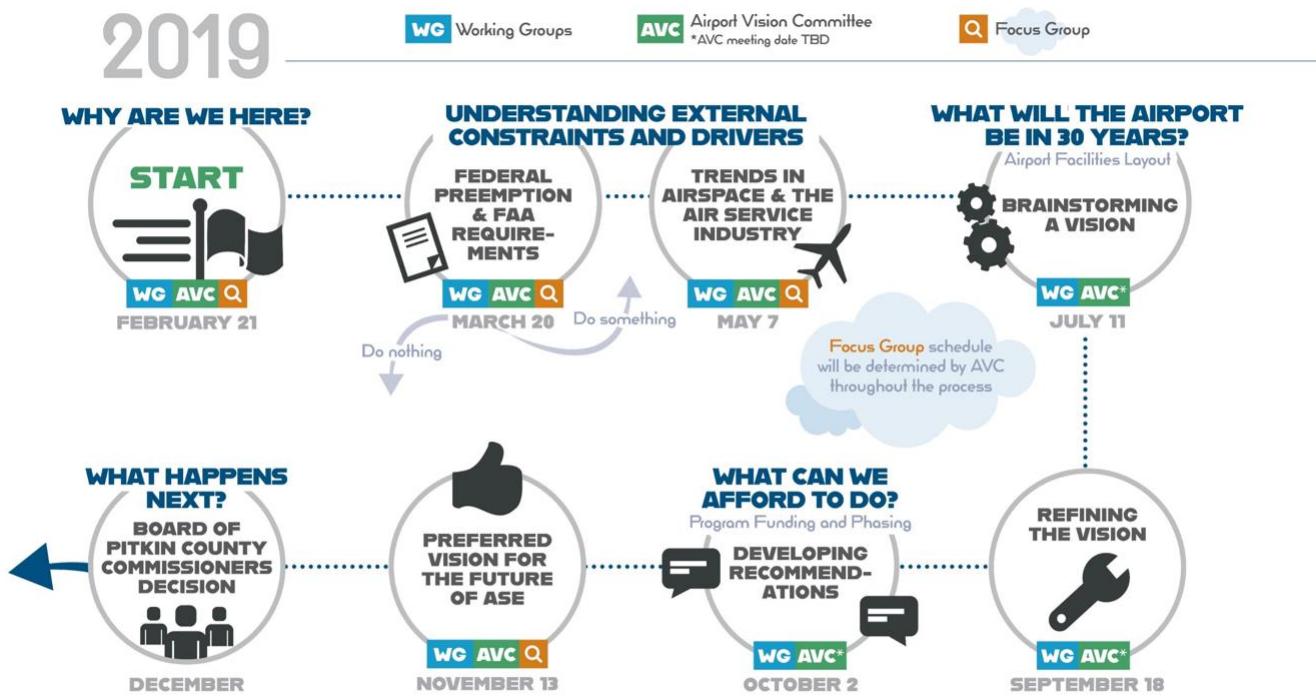
Following opening remarks by Board of County Commissioners (BOCC) Chairman Poschman, County Manager Jon Peacock covered the meeting purpose and agenda. He noted that specific questions on conflicts of interest or quorum requirements could be directed to County Attorney John Ely, who was present at the meeting.

Mr. Peacock also provided insights from the advisory groups' kickoff meeting. The meeting's survey indicated that key priorities for the project include a safe airport, reliability and quality of air service, and an emphasis on a transparent and open process where all voices are heard.

How would you prioritize the following airport issues over the next 30 years?



In keeping with the process roadmap, the current meeting is focused on understanding external constraints and drivers related to federal preemption and FAA requirements. The following meeting will focus on many questions that have been forwarded to the project team around trends in airport and the air service industry.



GOING DEEPER WITH THE AIRPORT VISION COMMITTEE

Airport Vision Committee (AVC) leadership John Bennett (Pilot/Chair), Meg Haynes (Co-Pilot/Vice Chair) and Jackie Francis (Navigator/Secretary) reinforced the importance of the advisory groups' role, working collaboratively, and staying together through the learning process and developing trust. These efforts will support giving the Pitkin County Commissioners the most thoughtful recommendations for the airport's future.

The AVC leadership emphasized that while the advisory groups are made up of a diverse set of citizens with unique perspectives, there are also a common set of deeply-valued and attributes which set the Pitkin County community apart. All advisory groups will work together on shared questions, values and priorities with each group carrying a distinct focus:

- **Community Character Working Group** – collectively define how the airport can inclusively reflect the diverse views of the community.
- **Airport Experience Working Group** – define how the airport users could immediately see and feel Pitkin County's unique environment.
- **Technical Working Group** – distill and understand technical and operational requirements as they relate to the airport layout plan.
- **Focus Group** – test and refine the complex, unique ideas and concepts that the AVC suggests or researches.

- **Airport Vision Committee** – consolidate collaborative findings into exciting, creative and unique recommendations to the BOCC.

AIRPORT COMPLIANCE: WHAT TO EXPECT FROM THE FAA

Greg Walden, Former FAA Chief Legal Counsel, explained the role of the FAA and what airport elements are controlled locally. While building and expanding airports are a state and local responsibility, every airport is subject to federal safety regulation on airport design, operation (airspace and airfield) and maintenance.

Local control is exercised by an “airport sponsor”, also known as an “airport proprietor”, which can be a state, county city, or an authority. In this case, Pitkin County fill the role. Local government acts as the airport operator, airport owner, permit holder, signatory to agreements with airlines and concessionaires, employer of airport personnel, controller of the Airport Enterprise Fund, and manager of emergency response.

Prior to the meeting, advisory group members forwarded questions to the project team to guide the topics covered by Mr. Walden. Those questions are captured within each topic below.

Airspace

Approach and departure paths

- FAA responsibility, dictated by safety and efficiency; noise impacts may be considered
- Part 150 noise mitigation measure -- must be voluntary

Number of aircraft operations

- Airport may not impose artificial limit on airlines, operations, or passengers
- Market conditions are key (*entry is deregulated*)
- Airport design and terminal capacity are limiting factors

Aircraft types in terms of size

- Airport may not impose limits (*Pitkin County Code wingspan restriction reflects FAA safety limitation*)
- Airport design and terminal capacity are limiting factors

THE LOCAL ROLE
OVER AIRSPACE IS
PRIMARILY NOISE-
RELATED



Are we considering
United's acquisition
of CRJ550 that
would serve ASE
(within standards)
with the airport
improvements?

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Environmental Impacts

Aircraft types in terms of noise and emissions

- Airport may not impose limits
- FAA Stage 3 & 4 noise limits

Time of operations

- 11 pm to 7 am noise curfew grandfathered in 1990
- Airport may not impose new limits, except with FAA approval
(*no approvals in 28 years*)

Airport surface vehicle emissions subject to local control

THE LOCAL ROLE OVER
ENVIRONMENTAL
IMPACTS OF AIR
OPERATIONS IS
PRIMARILY NOISE-
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Is the Pitkin County
Airport curfew set
in stone or are we
in jeopardy of
losing it if the
airport is expanded
or not expanded?

Runways and Taxiways

Airport sponsor determines:

- To build, expand or widen the runway
- To build, expand or widen the taxiway

FAA design standards and recommendations prescribe:

- Runway and taxiway length, width, strength and materials
- Separation distance between runway and taxiway, based on particular Airplane Design Group standards

Airplane Design Group is a function of tail height and wingspan

FAA has permitted modification of **airport design standards**

THE LOCAL ROLE
OVER RUNWAYS AND
TAXIWAYS IS SUBJECT
TO SAFETY
REQUIREMENTS

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Airfield

Airport sponsor determines:

- Size of terminal, number of gates, size of apron

Airport Layout Plan (ALP)

- All development and planned development must be shown on ALP subject to FAA approval (and possible environmental review)

FAA has design requirements

- Terminals, gates, aprons, de-icing facilities, and fueling

Fixed-base operators (FBOs)

- Must comply with airport minimum standards; no exclusive right, but space limitations may preclude additional FBO

Number and size of hangars is up to airport sponsor and determined by demand/capacity analysis

THE LOCAL ROLE
OVER THE AIRFIELD
IS SUBJECT TO
SAFETY AND
COMPETITION
REQUIREMENTS

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Terminal

Airport sponsor is subject to AIP grant assurances

- No unjust discrimination as to any aeronautical service
- No exclusive right as to any aeronautical service
- System of rates and charges must strive to keep airport self-sustaining

Grant assurances for airport property acquired with Federal funds (most of ASE airfield) last for as long as airport is operating

What happens when there is no room at the inn? Airport sponsor may control:

- Number of gates (*not subject to competitive access laws*)
- Type of gates (e.g., jet bridges, apron size)
- Terminal capacity
- Size and capacity of parking facility

THE LOCAL ROLE
OVER THE
TERMINAL IS
SUBJECT TO
GRANT
ASSURANCES

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Federal Funding Considerations

- FAA **may** fund **up to 90% of eligible projects** at non-hub airports, including terminal development
- Funding is **subject to congressional authorization and appropriation**, notwithstanding Airport and Airway Trust Fund
- Apportionment funding** based on enplanements
- Discretionary funding** is subject to competing demands of other airports
- Safety gets highest priority** – bringing airport into compliance with standards
- Security, capacity, efficiency, competition, noise mitigation** – all eligible purposes but secondary to safety



Speak to FAA
modification of
standards
categories and the
FAA's role in
funding for both
commercial and
general aviation?

In the event of a pre-existing non-standard airfield configuration, AIP funds may only be used to rehabilitate or reconstruct the affected airfield element if FAA has formally approved a modification to standards or the airfield element is brought up to standards. (FAA Order 5100.38D, page 3-19)

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How does ASE fit into this?

- One 8,006 X 100 ft. runway** – length, width, and strength are *limiting factors*
- One taxiway** – distance from runway is *limiting factor*
- Number of gates** – *limiting factor*
- Manufacturer and airline choice of aircraft type** – *limiting factor*



Will the approach
minimums for
commercial use be
the same or lower
or higher with the
proposed new
runway
improvements?

ADG D-III REQUIREMENTS

- Runway/taxiway separation is 400' (ASE is 320')
- Up to 118' wingspan (ASE limit is 95')
- Runway width is 150' (ASE is 100')
- Landing weight determined by forecast fleet mix and number of operations (ASE limit is 100,000 lbs. landing weight)

ASE airfield is NON-STANDARD ADG D-III in a number of respects

- Most important is width of runway and distance between runway and taxiway
- ADG III aircraft may operate only if wingspan does not exceed 95'

Note: ADG D-III refers to Airplane Design Group III and Aircraft Approach Category D

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Options

DO NOTHING: NON-STANDARD ADG III

- FAA funding of terminal and other improvements not likely
- Commercial air service and business operations likely to decline
- Deciding to remain nonstandard airfield may increase liability risks and make insurance more difficult to obtain
- **FAA has indicated this is not a viable option**
- **Unintended consequence: FAA downgrade to ADG II and seeks to recoup grant funds for past ADG III improvements**

UPGRADE TO ADG III STANDARDS

- FAA AIP funding is likely provided runway width and distance between runway and taxiway are fixed
- May attract other airlines operating other aircraft types...but size of airfield and terminal are limiting factors

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ADG III doesn't mean growth

RECAP OF LOCAL CONTROL FACTORS

- Overall size of the airport
- Capacity of the terminal to handle aircraft and people
 - *Size/number of gates*
 - *Terminal passenger space*
- Ground transportation infrastructure
 - *Parking*
 - *Roadway capacity*
 - *Pick up/drop off/curb space*



Is there a limit to the number of flights or passenger arrivals that the airport will handle? Or the community can tolerate? Who determines the volume?

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"CLEAR THE AIR" PANEL DISCUSSION

A panel consisting of Mr. Walden, Airport Director John Kinney, Mr. Peacock, and consultant technical lead Mike Hermann answered key questions through a facilitated Q&A with attendees. Questions with the associated advisory group and answers are summarized below.

AVC: Airport Vision Committee

CCWG: Community Character Working Group

AEWG: Airport Experience Working Group

TWG: Technical Working Group

FG: Focus Group

Q (CCWG): Are larger planes more capable of landing in adverse conditions (could we reduce the number of cancellations)?

A: More on this will be discussed at the May meeting (aircraft trends), but can newer aircraft fly more precise procedures, the answer is yes. As technology develops capability improves. But procedures need to be in place, it's a very complicated answer. Subject matter experts will be able to speak to this at the May meeting.

Q (TWG): Does the FAA certify aircraft under the worst conditions or sample conditions?

A: Regarding Aspen being "the most unsafe airport", it is not validated, data doesn't back that up. Regarding FAA certification, the FAA will look to a manufacturer to specify the limitations of the aircraft to perform and then the FAA will certify that aircraft to that level of performance. The FAA will determine certification based on a plane's performance profile. The manufacturer will work with an air carrier to determine what kind of aircraft, with its limitations and capabilities, it believes can safely fly into an airport.

Q (FG): How does the status quo option (ADGII) impact service, commercial, general aviation and funding?

A: What are the possible implications if ASE were reduced in stature? If federal requirements/recommendations are not met, federal funding at the airport will stop. Look out at capabilities for aircraft in 5-15 years, at what aircraft are operating, what models are being designed with what capabilities. Level of service likely to decline with non-standard conditions still in place. We would also likely lose larger corporate aviation that serves the airport today, because today's maximum wingspan of 95ft is non-standard, the FAA could reduce this to 79 feet (ADGII).

Q: What are the trends with aircraft and noise profiles? Is there data available on noise and/or GHG emissions?

A: The noise standards the FAA sets are with engine noise at the source. As for the community's interest in minimizing noise, they've got their night-time curfew in place but if they tried to take it to court, it would likely fail because of the FAA current standards. Aspen/Pitkin County is also unique in having a greenhouse gas emissions study as well as on-going noise studies which do have longitudinal data by aircraft and aircraft type particularly on the noise data that can be compared against the information being collected on new aircraft. Subject matter experts will be able to speak to this (air service industry trends) at the May meeting.

Q (TWG): How is commercial vs. general aviation prioritized and airspace balanced? Is that a call made by FAA air traffic control or local decision-makers?

A: Aspen/Pitkin County Airport must keep its airport open to all classes of users. That doesn't mean that everyone gets the same treatment in the sense that if an aircraft requires a certain amount of time to land or take off, and another aircraft doesn't require as much, that's just the nature of the aircraft. The airspace is the FAA's domain. On prioritization, if an airport says, "Air carriers are carrying 70 passengers vs. general aviation that's carrying 1 or 2, and all other things being equal, we're going to allow that air carrier operation not to be delayed in its arrival." That's not discriminatory, that is what small/large airports make decisions on every day. Whether it is a question of safety or efficiency, it's the air traffic controllers' call. Subject matter experts will be able to speak to this (air space) at future meetings.

Q (AVC): Given scheduling for larger aircraft, how would larger aircraft impact Highway 82, local roads and transportation networks, especially during peak hours?

A: We've been focused (as a community) on the aircraft, but what we're really worried about is the number of people. We need to re-visit the question about how many terminal gates are appropriate for our airport. We are currently operating with 7 gates. It may be that if the aircraft mix changes in the future, that needs to be part of this group's consideration in making recommendations about design and capacity. If we want to maintain and we want to in fact have larger aircraft, it may mean that we consider the number of gates that would best serve this community. Regarding the local transportation network, parking is an element of that and controls some of that, how much rental car opportunities there are, how good of a connection we make to transit and how much we encourage that use. There will be a projection of what this means in terms of traffic during peak periods. The terminal will be designed with/around several people coming in at any given time and then from there you look at the transportation network and look at what that impact will be. In the EA process the environmental assessment stopped at the perimeter of the airport, it did not go off the airport because every airport has such a unique and different layout and it would be difficult to determine at what point the analysis should stop. The FAA draws a hard line in terms of what aspects to study. It's a good question. You have a critical mass of infrastructure design and all the reason we are trying to roll into the transit component. To encourage public transportation which is a vital key to a release valve for those peaks that we have at the airport. Complicated question, but one we will be getting into in the upcoming meetings.

Q (AEWG): What is the environmental impact of runway construction? Could a major airport manager, for example DEN, be available to us for recommendations?

A: We have just started to look at what the options are, but clearly reusing/recycling as much as possible is going to make sense. There is a whole condition assessment of the existing pavement, there is a life-cycle analysis required. So even though the runway may be in the exact same place as you see it today, based on its condition and its lifecycle, you still may have to do a lot of replacement. We are not to the point of knowing exactly what we can do, but we are certainly looking at options that include utilizing the runway to the maximum extent possible, not spending money where we don't need to, and not impacting the environment for all the reasons you pointed out. As far as bringing in additional airport management experts, that's something that we discuss with our vision committee leadership, as to whether that would be beneficial in terms of information. Every airport director says the same things "If you've seen one airport, you've seen one airport." There's unique aspects and challenges that we have here in Pitkin County that may or may not be transferrable in terms of bringing someone in from another airport to speak to us about our community.

Q (AVC): Is commercial air traffic prioritized over private traffic, or is first come first served? Is it possible to advance regional jets over general aviation flights? Who determines the certification of aircraft decisions and what oversight exists?

A: We have met extensively with the FAA including the FAA command center out of Virginia, and we have had a variety of issues where corporate aviation simply outnumbered the scheduled service. The airlines perspective was that the airlines schedule 3-4 months in advance, so while the FAA's policy, which they reiterated to us, is first-come first-serve, the airlines perspective is "we put a stake in the ground four months earlier." Where in many cases corporate and general aviation is like an Uber or Lyft, it's on demand, and it's the last minute. It's inbound and here we come. You also look at the number of people being served by scheduled service versus corporate aviation; the air carrier flight can just seat a lot more people. So, you would think they would give priority to the scheduled service, but again they come back to first come first served. We can go back and revisit this with the FAA. Regarding certification of aircraft, there are some aircraft that have been modified in design solely so they could operate out of ASE but that's the exception that proves the rule that when a manufacturer is building aircraft, they're not building it necessarily for one airport, they want to make it as safe and design it in a way that can operate at many airfields. I don't know that many manufacturers would have a desire to build a plane to operate-at-any-airfield, no matter how small or how constraint but in this unique environment that has happened with one manufacturer.

Q (FG): What are the operations vs. legal constraints for airspace and approach/departure management? What systems/protocols/agencies exist to control safety?

A: We'll defer much of this to a later meeting and talk about how the local control tower basically does a 5-mile radius; you get to an en route center where it's a 250-mile radius, then you go to about 25-40 miles radius before they go into the airport. So, it's a very orchestrated system. The ASE tower, even though it's very small has quite the sophisticated system, so they're running a terminal radar approach out of that tower in addition to the normal tower functions, so it has kind of a dual function which you don't see in a lot of airports, which is an added safety feature. But I think the FAA coming and talking about that would do a much better job. There are ground holds and ground stops which are metering and control flow into and out of the airport. There is coordination with the local fixed base operator and they'll call and say, "how many more parking spaces do you have, what types of jets are they?" They'll get to that granular level of a conversation which at most airports you just don't do things to that granular of a level. The FAA should tell that story, because it's a unique one. But the airspace and the air traffic control are exclusively the FAA, and there is a reason. It's very sophisticated, very complicated and they ensure the greatest degree of safety. There are 4 groups that the FAA deals with: there is air traffic control, which is the 800lb gorilla inside the agency; there is the airports division, completely different set of responsibilities and processes, it's where we get our grants, our certifications, a variety of other things on how we operate and develop the airport; there's airway facilities that takes care of the navigation aids, so a variety of lighting systems and navigation systems to get aircraft into and out of the airport safely; there's the certification of pilots and aircraft and the accident component. So those are the 4 branches, and we deal with mostly air traffic control. Subject matter experts will able to speak to this (air space) at the May meeting.

Q (FG): If the airport remains at status quo, how much funding could the FAA recoup?

A: About \$3.2 million so far in the environmental assessment, and potentially about \$1.4 million associated with the vision process. We have a verbal agreement of \$20 million for new terminal building and we're spending on average of \$2.1 million in grants on an annual basis. In terms of how far back the FAA's potential recoup could go, we don't know exactly the number of what has been spent so far. Research would need to be done. In an extreme example, if you wanted to shut down your airport, they're going to ask for every single penny back with interest, and they'll probably go into court over something like that.

Q (FG): How do we work around overcrowding at the terminal to maintain service?

A: Regarding the overcrowding at the terminal, how airlines need to space flights apart and think about reducing flights; this is a good problem to have. How do we work around this? Primarily, the priority always and will never waiver, is the safety of you folks coming into and out of that facility. And when it gets to an unsafe level, we will dial it back. It really is a balance. But the airlines really need to flatten out their schedule, or we'll just have to start metering people into the terminal building and they'll be standing in a curbside before they can get into ticketing.

Q (TWG): What is the FAA jurisdiction over fuel specifications and what is the potential to find more environmentally sustainable options/sources, e.g. biofuels? Could ASE request lower carbon fuel options? Is there local control through the procurement process to give preference to lower GHG options? What about an incentive(s) for the terminal concessionaire to employ a green/sustainable approach?

A: The FAA does govern the safety requirements for fuel farms and fuel fluids; as for the fuel itself, that would be an external factor, not within the FAA, but they do govern fuel specifications. For different types of fuel like biofuels, it would be okay if they're safe but that also involves the aircraft manufacturer and the ability to use the fuel. If airport representatives find a fuel that is environmentally safer, and it can be brought in front of an environmentally friendly congress, it is not out of the realm of possibilities that they (the airport) can favor aircraft that use those. However, the FAA would still have to approve of those and it would have to be feasible/safe for the aircraft itself.

Q (AVC): How can we act without coordinating with other regional airports, e.g. Eagle, Grand Junction, and Glenwood Springs? What is the FAA's position?

A: Those airports are our competitors. It is up to the FAA to look at a holistic system approach. The FAA will look at other regional airport systems and give priorities and give grants to other airports in the region before ASE to address some deficiencies that exist in regional areas. That is all handled by the FAA. We need to focus on our facility.

Q (AVC): I own a grass strip nearby the airport, could the tower request to land a plane on it? What makes ASE dangerous? Are higher training/safety standards possible?

A: In an emergency the tower may look at all possible options. Ultimately a decision for the FAA to determine that they are going to require a certain level of experience and/or training. Airport can go to FAA and say due to these conditions, we want you to up the levels of experience/training. FAA would likely look at a group of airports (not just a single airport) and determine that with these types of airfields with certain sets of conditions they are going to require more. The FAA lawyer will say they have to go to rulemaking which can take 2-3 years. In this instance you should be asking, where is AOPA (Aircraft Owners and Pilots Association), where is NBA (National Business Aviation) they could encourage best practices like this be adopted by the FAA.

Q (AVC): If we recommend upgrades to the BOCC to be compliant with FAA standards but the FAA only funds 50% of the plan can we afford it?

A: The FAA is unusual for a federal agency in that it may fund up to 90% of an airport's safety improvements. For eligible projects, safety improvements, we would expect the FAA to fund it at 90%. The FAA will program funding for multi-year projects and it would ultimately be a combination of State grants, FAA, airport revenue fees, savings and passenger facility charges, customer facility charges head taxes, etc. Bonding capabilities and creative funding – certificates of participation – are also considered. However, the FAA prioritizes safety improvements, other updates – such as terminal updates – are a lower funding priority for the FAA.

Q (FG): Are current safety regulations for pilots, equipment, etc. enforceable? Is it enforced locally?

A: Regarding instrument rating within the last 12 months it is in the law and is enforced locally, as well as by the FAA. Regulations are ultimately up to FAA for safety standards and certifications for pilots, but community could request this of FAA. Would again require rulemaking which can take 2-3 years and could be influenced by the AOPA (Aircraft Owners and Pilots Association) and NBA (National Business Aviation) to encourage best practices like this be adopted by the FAA.

Q (AVC): Are there safety standards for the terminal, back-end operations, staff? Will tours be available?

A: Generally, OSHA does not apply to municipalities in Colorado. Regarding the tenant lease and hold areas we're reliant upon those individuals to have a variety of safety standards which they all do. The terminal building is old, and we would have a difficult time proving that we meet all ADA and NFPA standards. The current conditions for employees are rough. Tours are available – come after a snow day when one can really see the effects it has on the airport, the facility and the people, or any time.

Q (CCWG): Do private planes have restrictions from local or FAA regulations on the amount of time the plane can idle? Can the county require electrical hookups, so they are not idling for prolonged periods of time (noise and exhaust)? And/or force planes to move to the north end of the runway? Can it be implemented by the county and/or overruled by the FAA?

A: Electrical hookups are a great idea and an infrastructure issue that would require quite a bit of investment. It is a technology that is available with some development. The push-back at many airports is done through a no emissions type of vehicle, not sure if it is airport implemented with no pushback from carriers or if the carriers do that on their own. We're not sure that the FAA could enforce but also not sure why carriers wouldn't agree to a no emissions push-back. Jonathan Jones, GM of Atlantic Aviation, noted that regulations are in place and APU's are not allowed to be turned on until after 7:00am. GPU's are quieter and are supplied to each aircraft, as they are easier on aircraft and less noise involved. There are regulations already in place as far as noise too.

Q (AEWG): The current terminal capacity isn't manageable. What can we do now to improve it?

A: It will be important to balance the short-term, medium-term and long-term plans. We're currently meeting with the airlines to discuss this. Airlines will pay for a lot of these improvements with rates and fees. Discussions are in motion and then will be taken to the Board of County Commissioners. Primarily, we want to be safe – whether that means limiting capacity or improving infrastructure. However, we want to limit immediate costs to the facility that we are looking to replace. Alternatives need to be approved. We are seeking to improve what we currently have and make it safe.

Q (TWG): What are the implications of the status quo? Would the FAA not allow us to keep commercial service with the status quo?

A: It is accurate that there is a risk. If the decision is made to stick with the non-standard design Group 3, the FAA could say that they are going to make it a design Group 2 airport because modifications they desire are important enough and would downgrade if we don't do it – it is unpredictable. Possibility (not probability) of losing federal funding. The FAA would not "decide" to not allow commercial service in this case, but the change to be a Group 2 airport would limit allowable aircraft such that commercial carriers could choose to terminate service in the long-term as the current RJs are retired.

Q (AVC): Would airport updates create more new routes that might help address airspace and terminal congestion? Do modifications equal more service and how many operations can we accommodate?

A: Currently we have times of vacancy – both in the terminal and on the runways – and what we need to do is flatten the peaks and valleys to balance capacity and right size our facilities to the level of service the community desires. The cause of delays during peak periods is because of so many operations at once. Direct flights without connections provide airlines the opportunity to flatten out the schedule. Challenge now is peaks – due to various reasons – and how much capacity do we want to build in. On airspace, more information will be discussed at the May 7th meeting.

Q (AEWG): Who determines max capacity, how much of that control is local and is there a universal metric?

A: There are a variety of metrics for the calculations to determine capacity inside a terminal – from the sterile area of the building (15sq/ft per passenger) to baggage claim and check-in and different sizes around gates. Planning metrics and tools for all aspects that the FAA wants desperately to see – all aspects of airport and airfield. Terminal planners in the room – metrics exist – from building codes, best practices and the same goes for civil improvements (parking) and we follow the county standards for those types of developments. Just taking parking, the FAA would not determine that and it's a source of potential revenue. There is not a safety standard that the FAA imposes based on parking facilities.

Q (CCWG): How is max landing weight determined and when is it discriminatory?

A: The FAA determines regulatory requirements regarding aircraft operations. If landing weight is non-standard for design group 3 making it standard is not as high an FAA priority as runway width and the distance between taxi and runway. ASE is one of the only airports we know that uses landing weight as a local rule and we don't have scales. Most use take-off weight as the airport design metric. As designers, we are designing pavement strength – that is what FAA is looking at. They will use fleet mix looking at what wants to be coming and going and out of that it will become a design aircraft. That aircraft will have a maximum takeoff weight, and we'll look at the number of operations in the fleet mix to determine pavement strength – just like you would with a roadway. Engineering will be max take-off weight based on the design aircraft that comes out of the approved fleet mix and forecast. FAA approves the official forecast, but the county can influence that decision based on the development that they are going to support in the future.



Q (FG): In the previous master plan there is another FBO on the Owl Creek side, but it was eliminated in current master plan. Is there enough room on the north side of the airport along Highway 82 for second FBO?

A: There are a significant amount of restraints with the ASE airfield geometry – from taxiways and buffers to landside facilities – and a lot of operational restrictions based on the amount of room. The current airport layout plan still does have a west side FBO and west side taxiway. It was not part of the Environmental Assessment (EA) because there was no funding in the foreseeable future for development of that infrastructure. The opportunity now with community input is to re-look at that plan and establish a long-term vision.

Q (TWG): Has the FAA looked at approaches for a new runway alignment (i.e. moved 80')? Are the procedures available for the pilots to look at?

A: That is an FAA question, but as part of the Environmental Assessment the FAA has blessed the approach to arrival and departure procedures if the runway was moved. Not sure whether pilots have seen new procedures – we will have to ask FAA as it relates to safety and reliability.

Q (CCWG): Can the County restrict the number of flights/passengers or incentivize based on fees?

A: Regarding an incentive fee structure, the FAA could approve peak period pricing for congested airports – a new philosophy for FAA. To do this the FAA would need to determine that the airport was “congested.” Then the airport would propose peak period pricing and the FAA would need to approve it, if it's not discriminatory

Q (CCWG): Is the runway configuration or airspace a greater limiting factor or are they equal?

A: We are constrained given our geography, location and small airport footprint. Not sure the answer is known currently, more to come on airspace at the May 7th meeting. Geometric and clearance issues from the FAA are more of a safety concern as opposed to how things operate at the terminal and on the ground side.

Q (FG): Would larger aircraft offset the airspace constraint and number of operations? Or would larger aircraft just increase the total capacity?

A: People fly in to Pitkin County for our community experience and amenities, not for the airport. The number of people coming in are not necessarily related to the airport infrastructure. If that is true, larger airplanes may equal fewer operations. On the other hand, larger airplanes mean potential for more people coming into the community if operations remain the same. There will be an air service demand forecast at the May meeting and we will look at development, capacity and potential future build out for future of the airport in July. The key will be to design a facility that supports the level of service the community prefers.



ASE VISION PROCESS

INFORM. INVOLVE.
COLLABORATE.

Follow-up Questions – below is a summary of questions from the February meeting that will be more completely addressed in May:

- Are larger planes more capable of landing in adverse conditions (could we reduce the number of cancellations)?
- What are the trends with aircraft and noise profiles? Is there data available on noise and/or GHG emissions?
- How is commercial vs. general aviation prioritized and airspace balanced? Is that a call made by FAA air traffic control or local decision-makers?
- What are the operations vs. legal constraints for airspace and approach/departure management? What systems/protocols/agencies exist to control safety?
- Would airport updates create more new routes that might help address airspace and terminal congestion? Do modifications equal more service and how many operations can we accommodate?
- Is the runway configuration a greater limiting factor or airspace or are they equal?
- Would larger aircraft offset number of operations because they are not flying as many routes per day? Or just increase the total capacity?

NEXT STEPS

Mr. Peacock concluded the meeting by thanking attendees and reminding participants of the next confirmed meeting on May 7, 2019 and the potential for an April meeting to allow for breakout group discussion.