PITKIN COUNTY BOARD OF COMMISSIONERS AMENDMENTS AND ADDITIONS, TO THE ASE VISION COMMITTEE COMMON GROUND RECOMMENDATIONS AND AIRPORT MAP FOR THE ASPEN/PITKIN COUNTY AIRPORT

Introduction

On January 23, 2019, the BOCC approved Resolution 006-2019 establishing the Airport Vision Committee, the Community Character Working Group, the Technical Working Group, the Airport Experience Working Group and the Focus Group. The purpose of establishing these groups was to understand Federal decisions that apply to the Aspen/Pitkin County Airport, determine future air service needs and the trade-offs associated with achieving it, consider the improvements and risks, and develop the Vision for the Aspen/Pitkin County Airport that will help prioritize future improvements and/or investments.

Over the course of 12 months over 130 Community Volunteers comprised the five (5) different Airport Advisory Groups that met regularly in 47 public meetings with presentations and that included 16 experts from across the airline industry. On December 5, 2019, the Technical Working Group, Airport Experience Working Group, Community Character Working Group and Focus Group presented their reports to the Vision Committee.

Beginning January 9, 2020, the Vision Committee received recommendations from each of the Working Groups and met weekly to develop their final recommendations. On March 20, 2020, the Vision Committee voted 20-1 to submit to the Board of County Commissioners (BOCC) what is known as the Common Ground Recommendations. The Common Ground Recommendations report includes supporting data and each of the Working Groups recommendations.

On April 16, 2020, the Vision Committee presented their Common Ground Recommendations to the Board of County Commissioners. The BOCC, having reviewed all of the Common Ground Recommendation report, began their process. Two public work sessions were conducted in the summer of 2020 to seek additional public comments on the Common Ground Recommendations prior to beginning the BOCC's own review. The first was a COVID-19 restricted, in person public comment session on August 13, 2020 followed by one virtual public comment session on August 17, 2020.

Since that initial public input, the BOCC conducted numerous work sessions to review each of the recommendations, consider additional written comments, and seek additional third party professional input to develop a BOCC redline of the Common Ground Recommendation. The BOCC hosted an extended work session on November 10, 2020 to take public comment on the BOCC redlines. Those comments were taken into consideration and are reflected in the BOCC finalized recommendations in this document.

The recommendations below is a culmination of all these efforts over the past two years that can be found on the Pitkin County Website at https://pitkincounty.com/164/Airport. This resolution now serves as a blueprint for the County and community to achieve the BOCC aspirational goals for the Aspen/Pitkin County Airport over the next 30 years. Those goals and recommendations are as follows:

Pitkin County Board of Commissioners Goals and Recommendations

Vision Statement

The Board of County Commissioners will assure that the Aspen Pitkin County Airport safely meets the community's and resort's dynamic air service needs while remaining true to the unique community character of Pitkin County. We will continue to support the overall quality of life of residents and visitors of Pitkin County, recognizing that the airport is a vital economic asset and reflects our commitment to sustainability and stewardship of the natural environment.

ASE VISION COMMUNITY VALUES

Safety in the Air and on the Ground

Adaptable, Flexible, Future-Proof
- Ability to serve aircraft of the future
- Ability to adapt to future uses. Preserve space for future uses

Environmental Responsibility to Address
- Noise Pollution
- Air Pollution
- Water Quality
- Carbon emissions – aspire to net carbon neutrality
- Light Pollution
- Sustainability – energy efficiency
- Respect wildlife habitat, open space and natural surroundings

Community Character – Reflect local culture and values
- Maintain community input into the airport's future by creating an Citizen Airport Advisory Board
- Connection to place: It should *feel like* Aspen and Pitkin County
- Unique mountain airport feeling – unpretentious
- Tell Aspen story: reflect culture, mining heritage, skiing, ranching, etc.

- Retain rural and small-town feel
- Reasonable growth - Modest expansion
- Control growth of emplacements and operations through a number of gates, etc.
- "Just Big Enough" "Right-Sized"

Economic Vitality
- Growth is not controlled at the airport, but the airport is a component of community discussions about growth management plans
- Adaptable to the economic sustainability of our resort and our community
- Convenience: More direct flights
- More carriers and competition

Warm and Welcoming
- Friendly and personable for both residents and visitors
- Comfortable with excellent food & drink amenities
- Guest-friendly for passengers and peak crowds
- Stress free
- Improved, but not so different from today
- Still welcoming
- Views of mountains
- A practical airport: Better waiting rooms and employee areas
- Convenient access to/from airport

Design Excellence
- Unique – Distinctive – Great architecture
- Should look like Aspen – Small is important – Small but beautiful
- Incorporate mountain surroundings
- Awe-inspiring views
- It should be surprising!

Efficiency – an airport that works well
- Well planned
- Better functionality than today
- Incorporate new technology
- Efficient in service, time, operations
- In design, give commercial passengers priority over private planes
- Reliable gateway for visitors

Preserve High Quality of Life
- Neighbor Friendly
- Mitigate noise and emissions
- Maintain curfew

Convenient & Easy Ground Transportation
• Mitigate noise and emissions
• Multi-modal transit options
• Seamless connectivity to transit

Core Community Goals for the Pitkin County-Aspen Airport

1. Safety in the air and on the ground

2. Reduce greenhouse gas and other pollutant emissions by **at least 30%**

3. Manage the growth of airline enplanements to be consistent with community growth management plans with input and assistance from the Airport Advisory Board to attain the core community goals for the Pitkin County-Aspen Airport.

4. Reduce noise by **at least 30%**

Goals and Recommendations

#1 - Maximize the Safety of Our Airport

• Work with non-airline pilots and insurance providers to encourage and provide training and safety resources related to the unique characteristics and challenges of flying into ASE
• Work with FAA and Airlines on implementing NEXTGEN program, which includes safe clearances, enhanced efficiency, and precision approaches
• Work with the FAA to enhance safety by increasing the separation between aircraft in the air and on the ground (This may reduce flow rate during peak periods)

#2 - Maximize the Sustainability of Our New Airport

• Strive towards carbon neutral/free and tie decisions to the Climate Action Plan
  o Implement short and long-term energy goals for airfield, landside and facilities, pursue and optimize renewable energy and storage both onsite and offsite, including ground and roof solar, geothermal, etc. while honoring view planes and open spaces
  o Utilize the most energy efficient technologies throughout the landside, terminal, and airside, such as LED lighting
  o Include carbon offsets as a strategy to increase the overall sustainability
• Fuel and Emissions

- o Establish the most accurate emissions baseline possible as a starting point by using industry best practices and experts in the field. Implement strategies to reduce emissions by at least 30% as soon as possible, but no later than 2030
  - o Employ both modeling and local monitoring to track GHG and criteria pollutants, such as volatile organic compounds (VOCs) and particulates
  - o Reduce overall use of aviation leaded fuel
  - o Incorporate biofuels that genuinely reduce the overall carbon footprint
  - o Pursue other fuel options as they become available
  - o Create financial incentives through things like landing fees and fuel prices by allocating airport costs from excessive GHG emissions to the aircraft operations that create those costs and, thus, rewarding aircraft operators that meet the airport emission goals
  - o Emphasize public transportation and commercial flights as first choice solutions
- Noise
  - o Maintain and strictly enforce the curfew
  - o Electrify the airfield for both GA and commercial operations
  - o Use berms and sound walls to mitigate noise impacts. Use landscaping to enhance the visual appearance of berms and walls
  - o Incentivize quieter planes
- Other sustainability goals should be pursued to ensure water conservation, elimination of single use items, and promotion of recycling are happening throughout the airport

#3 - Seamless Ground Connectivity

- Increase utilization of RFTA
- Provide internal and external wayfinding to promote transportation modes into town
- Infrastructure encourages electric ground transportation
- Encourage multi-passenger and ride-sharing opportunities in hotel shuttles, taxis and TNCs / ride hailing (Uber/Lyft), reducing reliance on single-occupancy vehicle trips to and from the airport
- Develop airport-specific circulator(s) with luggage capacity connecting to Rubey Park and Brush Creek Park and Ride
- Improve baggage transport options for all traveling public to and from the terminal
- Reserve space for future multimodal opportunities which may be included in future planning processes, in concert with the Multi-Modal Upper Valley Transportation Plan

#4 - Improve Airline Service Reliability

- Work with the FAA and Airlines to institute a NEXTGEN and/or a Reservation System for commercial and GA operations during peak periods to protect airline schedules –as part of this, evaluate the past reservation system and reasons for its elimination
- Consider a Peak Period GA Pricing Program (if reservation system isn't sufficient)
- Seek further actions that other airports may have implemented

- East side taxiway and ramp design and moving GA to the north allows airliners to queue up more quickly for take offs

#5 Non-airline Reserved Parking (ramp space)

- Reconfigure GA ramp space to move large GA and Air Taxi to the north end of the airport away from noise-sensitive residential areas
- Provide electrical and tempered air hook-ups at each parking space
- Implement International Civil Aviation Organization (ICAO) spacing standards
- Avoid crowded "aircraft carrier parking"
- County requires aircraft to plug in and minimize auxiliary power unit (APU) use. If County can't require plugin, County should subsidize to incentivize plug in use
- Maintain current number of aircraft parking spots to avoid increases in drop and go's County should add non-airline parking spaces incrementally and measure impacts before adding additional space to reduce drop-and-go's
- Analyze if the addition of hangars would reduce drop-and-go's
- Phased incremental approach to construction buildout with space reservations as shown as part of Airport Layout Plan (ALP)
- Reserve space in the ALP for the current number of general aviation aircraft parking spots

#6 - FBO Reflects Community Values

- The new FBO terminal should be designed striving towards carbon neutral/free emissions
- Include the voluntary noise abatement into any design RFP
- Require FBO to convey community character, values and culture in the same way as the commercial terminal when a new GA terminal is constructed

#7 - Build New Terminal

- Meet best practices for travelers and employees, including sterile spaces, pet areas, re-composure areas, overflow area for luggage needs, and operational efficiency
- Create spaces that are peaceful with comfortable, appealing dwell time
- Design terminal around arts and culture that reflect our community
- Locally sourced programming, food, engagement, education from local institutions
- Welcome booth and information desk should be visible and accessible
- Accommodate all levels of mobility
- Build terminal spaces that can handle peak capacity but not the feeling of built for peak capacity
- Integrate helpful technology but don't let it dominate the visitor experience
- Expand curbside check-in and provide space for automated kiosks

- Sponsor exhibits, local advertisements, (pre)historical exhibits to reflect a cultural and recreational experience
- Sell character
- Promotion of health and environmental ethics - best practice/values including recycling

#8 - Enhance the Traveler and Staff Experience

- Implement traveler satisfaction survey
- County will monitor gate utilization during regular and irregular operations and the impacts on staff
- Design of new terminal shall improve traveler and staff experience and provide sufficient surge capacity for irregular operations
- Emphasize ease of information, efficiency, comfort and service to our airline traveling public
- Have architecture that is both memorable and outstanding that reflects our unique history and vision of the future
- Emphasize our place in the natural world and foster a sense of respect, appreciation and responsibility to the environment
- Continue to promote carbon offset programs
- Develop coordinated strategy for greeting and delivering visitors to Aspen whose flights are diverted and end up arriving and departing by ground transportation after the Airport is closed.

#9 - Open air Jetways

- Jetways may be used, if supported by the future terminal design chosen, with defined parameters as defined by the Board of County Commissioners such as customer comfort, safety, and open-air experience. This will allow for electrical hookups, tempered air, and allow greater accessibility. The County has the authority without federal funds.
- Maintain the visibility of the natural environment.

#10 – Provide and Design for 6 to 8 Gates with Comfortable Waiting Spaces

- Begin the design concept of the terminal and ramp with six (6) functioning gates/jetways with sufficient space to add the additional gates/jetways if necessary for safe and efficient airport operations. Consideration should be given as to impacts on staff as well as passengers when determining number of gates
- A design with six functioning gates and space for two additions will allow for constructing a terminal with the core functions accommodating up to an eight-gate volume.

- Addition of gates/jetways over and above six, either during design or post construction are to be determined upon an Airport Advisory Board recommendation approved by Board of County Commissioners resolution or ordinance after public hearings and input.
- Comfortable gate seating to accommodate every person on the aircraft under normal regular operations.
- Design space to be comfortable with the intent to find a balance between limiting and overbuilt.

#11 - Flexible gates

- Provide 6 to 8 gates for smaller regional aircraft but fewer for larger aircraft. Gates "flex" down for larger aircraft, thus keeping total enplanement/deplanement at approximately the same level, regardless of aircraft size.
- Create a special arrival-only process to facilitate rapid deplaning of flights delayed by weather events and arriving together.
- The Board of County Commissioners upon advice from the Airport Advisory Board, will define parameters and policy for the use of how the gates will be expanded or contracted when the gates become more defined during design.

Preface to following goals:

Pursuit of the work in the proposed Airport Layout Plan will not be approved by the Board of County Commissioners until such time as either negotiations with the FAA and/or the airlines, and other partners, or clear and convincing evidence in an updated fleet mix study indicate that only aircraft which are cleaner, quieter, and of certain size that will serve ASE

#12: Replace the current ADGIII Airport Layout Plan with an improved ADGIII Airport Layout Plan that accommodates aircraft that meet community goals

- Commission an updated fleet mix study after allowing airline industry to recalibrate after the disruptions caused by the COVID 19 pandemic
- Negotiate with airlines and FAA to achieve agreements with the county that ASE will be served by aircraft with the following characteristics:
  - greenhouse gas and other emissions that are significantly lower than the CRJ-700
  - quieter than the CRJ-700
  - weight limit of 140,000 MTOW
  - seat limitation of no more than 100-120 passengers
- Retain and strengthen the voluntary noise restriction
- Separate the runway from the taxiway by 400' between centerlines
- Widen the runway to 150'

- Charge the Airport Advisory Board to evaluate the success of the negotiations and/or the outcome of update fleet mix studies and make an alternate recommendation if necessary.

#13 - Shift the runway 80' to the West

- Move deicing pads to the east and relocate of surface vehicle parking to the north.
- GA parking on the west side will be required to maintain the same number of GA/Air Taxi parking spaces.
- Future ramp expansion space to be reserved based on "drop and go" analysis.
- With shifting the runway, a more methodical approach to begin separation for safety is by phasing the west side GA development. By phasing, the collection of data over time will help determine:
  - Whether the need for added ramp space for GA decreases if air taxi operations increase
  - If lack of parking space for GA increases or decreases drop and go activity.

#14 - Construction Phasing

- Minimize community disruptions while considering the phasing of various terminal, airfield and landside improvements.
- Time projects based on technical requirements and ability to fund in consideration of new aircraft.
- Terminal is a priority when looking at phasing of overall construction projects.

Goal #15 - Common Ground Recommendation Airport Map
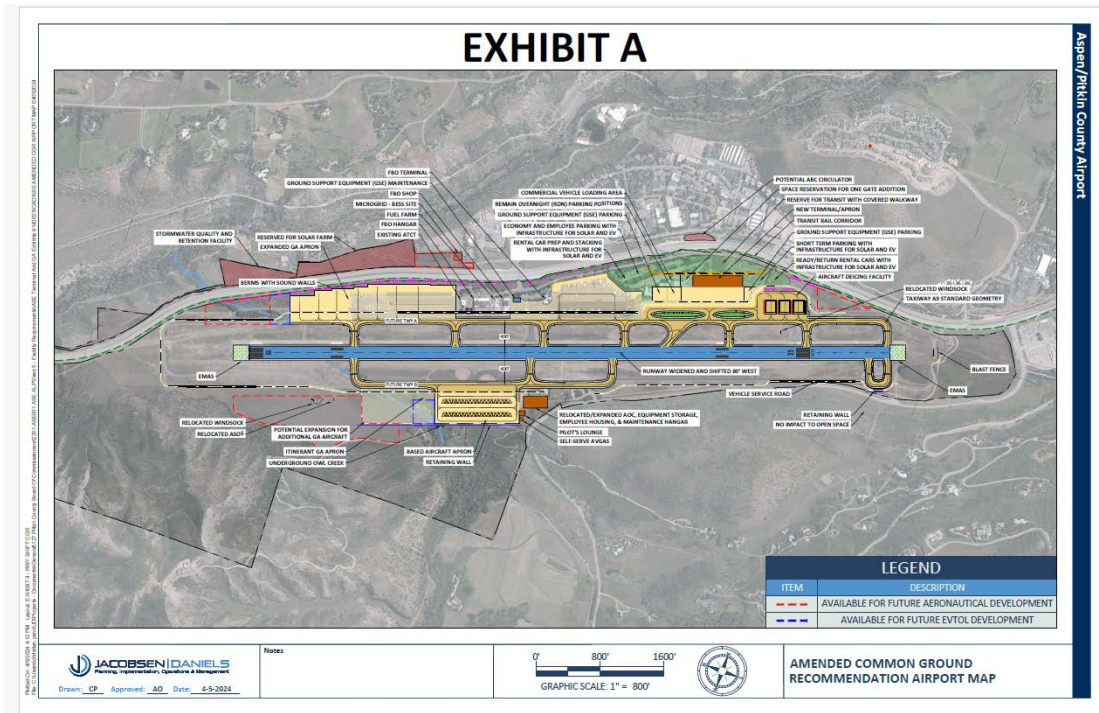
- The attached Common Ground Recommendation airport map offers a visual depiction of the design ideas, values and goals taken together. The map depicts the CGR as the environmental choice for our community that reflects safety, environmental sustainability and functionality as our top priorities.
- By shifting the runway will relieve Pitkin County from the financial responsibility to relocate the tower, removes the operation exception for GA aircraft movement in order to gain FAA safety separation.
- During the past couple of years, the runway has been demonstrating significant signs of distress. Additional investigation has determined that the runway cannot be maintained or reconditioned due to the nature of the conditions and will require a complete reconstruction. On February 12, 2024, the FAA determined that the condition has reached a point where the federal government will no longer allocate funds to maintain the runway and all costs shall be borne by the Airport Sponsor until such time that the runway is reconstructed as depicted on the "Approved Airport Layout Plan."

Community Safeguards

- Adopt this plan by Ordinance or Resolution
- Appoint Citizen Airport Advisory Board
- Annual Airport Report to BOCC and Airport Advisory Board to assure achieving goals

Great Data & Measurements

- 2020 & 2021: Solid Baseline for Greenhouse Gas, NOx emissions, etc. Derived from both models and actual testing
- Future years: Measure, Measure, Measure; use models and air quality testing
- Every year: Progress Report to BOCC and Airport Advisory Board