



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 130 Community Volunteers comprised five (5) Airport Advisory Groups that resulted in 47 public meetings with presentations and discussions that included 16 experts from across the airline industry.

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 information, began their process by conducting two public work sessions to seek comments prior to working together to address each of the recommendations. The first was a COVID-19 restricted, in person public comment on August 13th, followed by one virtual public comment on August 17th. Since that time, following numerous work sessions and taking into account continued written comments and professional advice the BOCC has developed their initial findings. Those draft findings are included below and are now available for public review and comment. All of the work sessions and information received by the BOCC can be found on the Pitkin County Website at <https://pitkincounty.com/164/Airport>.



Pitkin County Board of Commissioners 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 recognizing that the airport is a valued asset in maintaining our economic vitality while conserving the natural environment.

ASE VISION COMMUNITY VALUES

BOCC RECOMMENDATION: Approve with addition(s)

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.

Environmental Responsibility. 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

- 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
- “Small is important” “Don’t build it too big”
- “Reasonable growth” “Modest expansion”
- Control growth through number of gates, etc.
- “Just Big Enough” “Right-Sized”

Economic Vitality

- Adaptable to the economic sustainability of our resort **and our community**
- Convenience: More direct flights
- More carriers and competition
- Take valley growth into consideration



Warm and Welcoming

- Friendly and personable for both residents and visitors
- Comfortable with excellent food & drink amenities
- Guest-friendly for stranded 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.
- Maintain curfew

Convenient & Easy Ground Transportation

- Multi-modal transit options
- Seamless connectivity to transit



Core Community Goals for the Pitkin County-Aspen Airport

BOCC RECOMMENDATION: Modified

1. Safety
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**. ~~approximately 8% growth per year~~
 - Use an Airport Advisory Board to assist in vetting the terminal size and number of gates to attain the managed growth goal.
 - Board of County Commissioners recognizes growth is not controlled at the airport. Further community discussions are needed about other influences and factors that pertain to growth in the valley.
4. Reduce noise by **at least 30%**

15 Goals and Sub Recommendations

Goal #1 - Maximize the Safety of Our Airport
BOCC RECOMMENDATION: Approve with addition(s)

Goal #2 - Maximize the Sustainability of Our New Airport
BOCC RECOMMENDATION: Approve with addition(s)

Goal #3 - Seamless Ground Connectivity
BOCC RECOMMENDATION: Approve with addition(s)

Goal #4 - Improve Airline Service Reliability
BOCC RECOMMENDATION: Approve with addition(s)

Goal #5 - Non-airline reserved parking (ramp space) -
BOCC RECOMMENDATION: Approve with addition(s)

Goal #6 - FBO Reflects Community Values
BOCC RECOMMENDATION: Approve with addition(s)

Goal #7 - Build New Terminal
BOCC RECOMMENDATION: Approve with addition(s)

Goal #8 - Enhance the Traveler and Staff Experience
BOCC RECOMMENDATION: Approve with addition(s)



Goal #9 - Open air Jetways

BOCC RECOMMENDATION: Approve with addition(s)

Goal #10 - Provide 7 gates with comfortable waiting spaces

BOCC RECOMMENDATION: Modified

Goal #11 - Flexible gates

BOCC RECOMMENDATION: Approve with addition(s)

Goal #12 - Reconfigure the airfield to accommodate ADG III aircraft with wingspans greater than 95'...AS LONG AS Airlines agree that... .-

BOCC RECOMMENDATION: Modified

Goal #13 - Leave the runway where it is -

BOCC RECOMMENDATION: Approve with addition(s)

Goal #14 - Construction Phasing

BOCC RECOMMENDATION: Approve with addition(s)

Goal #15 - Common Ground Recommendation Airport Map.

BOCC RECOMMENDATION: Approve as submitted

#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. (This may reduce flow rate during peak periods)

#2 - Maximize the Sustainability of Our New Airport

- Design all facilities to Net Zero
- Strive towards carbon neutral/free
- To Implement short and long-term energy efficiency measures available for airfield and facilities, including but not limited to LED lighting and on-site renewables such as solar and geothermal
- Reduce overall use of aviation leaded fuel
- Maintain and strictly enforce the curfew.
- Electrify the airfield for both GA and commercial operations.
- 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.
- Employ both modeling and local monitoring to track GHG and criteria pollutants, such as volatile organic compounds (VOCs) and particulates.

- Incorporate biofuels that genuinely reduce the overall carbon footprint.
- Use berms and sound walls to mitigate noise impacts. Use landscaping to enhance the visual appearance of berms and walls.
- Incentivize quieter planes.
- Emphasize public transport (aviation and ground) as a “first choice” solution for all users.
- 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.
- Build an airport solar farm and install solar panel on the terminal, FBO and other roof structures.
- Pursue other fuel options as they become available.
- Optimize onsite renewable energy generation (with regard to aesthetics),
- Pursue all options including solar, geothermal etc. for facilities.
- Both onsite and community wide - tie decisions to the Climate Action Plan.
- Create a balance between solar panels and need to have open space.
- When establishing air quality baseline and mitigation strategies, bring in air quality specialists.
- Off-site mitigation should be considered if it helps achieve emission reduction goals can be achieved
- Emphasize public transportation and commercial flights as first choice solutions.
- Ensure we include everything (water, recycling, and operational opportunities, including food packaging with an effort to eliminate single use items, etc.
- Carbon offsets need to be included in the overall sustainability plan.

#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 Ruby Park and Brush Creek.
- Improve baggage transport options for all traveling public to and from the terminal
- ~~Explore aerial and/or rail connections between the Airport, Aspen and Snowmass. Maintain future space for them~~
- 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. Pursue with the knowledge that the reservation system proved unsuccessful in past applications.
- Consider a Peak Period GA Pricing Program (if reservation system isn't sufficient).

- Request BOCC seek further actions that other airports may have implemented Work with the FAA to enhance safety by increasing the separation between aircraft. (This may reduce flow rate during peak periods)
- East side taxiway design and moving GA to the north allows airliners to queue up more quickly for take offs.
- **Support similar goals in recommendations [Goal #1 Maximize the Safety of our Airport.](#)**

#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 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 ALP.**
- **Phasing of ICAO implementation allows analysis on increased impacts of drop and go’s and charter flights.**
- **These goals tie into [Goal #13 Leave Runway Where It Is](#)**

#6 - FBO Reflects Community Values

- The new FBO terminal should be designed **striving towards carbon neutral/free netzero** 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 source 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 feel 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, ~~not ads~~, local advertisements, historical exhibits (including pre-historic relics and artifacts), 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 based on the Aspen Idea and 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 the good traveler carbon offset program.
- 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 close.

#9 - Open air Jetways

- Jetways may be used, if supported by the future terminal design chosen, with defined parameters as defined by the BoCC 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.
- During terminal design, when the use becomes more defined, consideration shall be given as to when to use Jetways.

#10 – Provide and Design for 7 6 to 8 Gates with Comfortable Waiting Spaces

- ~~7 gates slightly flattens out the schedule to reflect community values and goals and presents a reasonable constraint to long-range market demands without impacting current market needs.~~
- Begin with six (6) gates as starting point with ability to add up to eight (8) gates to be determined during design.
- Design terminal and ramp with sufficient space to add additional gates a 7th and 8th gate quickly if necessary for safe and efficient airport operations. ~~while considering the 0.8% growth target.~~
- Design would be for a terminal that's core functions can accommodate up to an eight-gate volume.
- Permit an additional gates 8th gate only if approved by BOCC 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.**
- **Consideration should be given as to impacts on all staff when determining number of gates.**

#11 - Flexible gates

- Provide **6 to 8 gates** for 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 BoCC 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.**

#12 - Reconfigure the airfield to accommodate ADG III aircraft with

wingspans greater than 95’ ... AS LONG AS Airlines agree that... Their greenhouse gas and other emissions are significantly lower than the CRJ-700 They are quieter than the CRJ-700 They have no more than 110% to 120% of the number of seats of the BAE-146 (100 passengers) that previously served Aspen Airlines’ “fleet forecast” includes only planes weighing less than 140,000 lbs. (MTOW). Design runway, taxiway and ramp to this weight limit. ONCE... the County understands the aircraft likely to operate at ASE, the impact on community goals, and the ability to negotiate and/or incentivize aircraft that meet community goals.

- **Utilize the most current/updated Fleet Study as a baseline to negotiate on:**
 - Greenhouse gas and other emissions that are significantly lower than the CRJ-700.
 - Quieter than the CRJ-700
- **Design of runway, taxiway and ramp should be constructed to allow for “fleet forecast” that includes:**
 - No more than 110% to 120% of the number of seats of the BAE-146 (100 passengers) that previously served Aspen Airlines
 - Weighing less than 140,000 lbs. (MTOW).
- Include the voluntary noise restriction
- Negotiation with airlines
- Separate the runway from the taxiway by 400’ between centerlines
- Widen the runway to 150’
- **The discussion points should include, greenhouse, when considering all items above**
- **Reconvene Vision Committee Established an Airport Advisory Board for no more than 14 days to evaluate the success of stakeholder negotiations and make an alternate airport recommendation if necessary.**

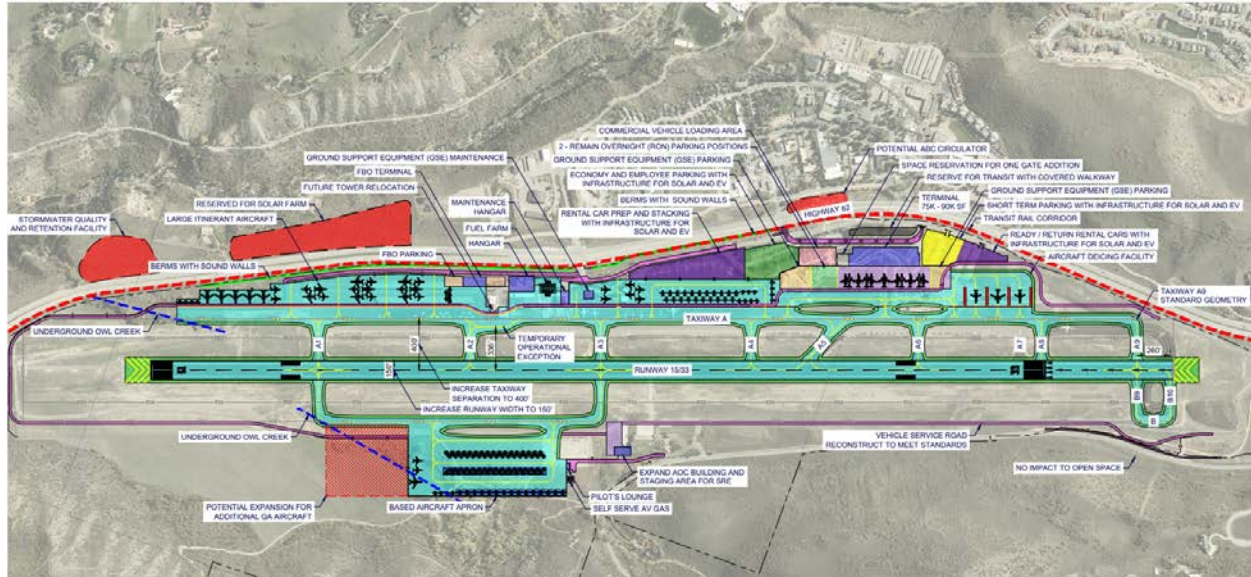
#13 - Leave the runway where it is.

- Work with FAA
- Requires future relocation of tower. Operating exception for GA aircraft movements until the tower is relocated or alternative options (cameras or virtual tower) are implemented.
- 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 leaving the runway as is, a more methodical approach to phasing the west side GA development is requested. Collection of data over time to monitor:**
 - **If air taxi increases, does the need for added ramp space decrease for GA.**
 - **To determine if lack of parking space for GA increases or decreases drop and go activity.**

#14 - Construction Phasing

- Terminal improvements, airfield improvements and new aircraft should be synced appropriately to minimize community disruption. We urge the BOCC to carefully consider the order of improvements.
- **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 aircrafts.**
- **Accelerate Terminal to highest priority when looking at phasing of overall construction projects.**
 - **Be informed that if accepting FAA money for terminal what does that commit ASE to regarding ADG designation and runway improvements.**

Goal #15 - Common Ground Recommendation Airport Map



COMMON GROUND RECOMMENDATIONS



BOCC RECOMMENDATION Approved as Submitted

- 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 convenience as our top priorities.
- Additional length of west side taxiway may be an option if the mid-crossing is an issue with FAA.
- Any major deviations will be brought back by the Board of County Commissioners to the Pitkin County Airport Advisory Board Vision Committee for further discussion and refinement.

Community Safeguards and Great Data Measurements

BOCC RECOMMENDATION Approve as written

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

DRAFT