

Aspen/Pitkin County Airport Advisory Board

Meeting Minutes March 17, 2022

I. Call Meeting to order: 3:00PM

II. Roll Call:

In Person: Meg Haynes, Valerie Braun, Michael Solondz, Rich Englehart, and Dan Bartholomew

Virtul: Rick Heede, Bruce Gordan, Howie Mallory, Richard Burkley, Clint Kinney, Sara Ott, and Catherine Christoff

Not in attendance: Jacquelyn Francis, Auden Schendler

Gallery: Wayne Ethridge

III. Approval of Meeting Minutes: Minutes approved from 2/17 with one spelling correction

IV. Board Comments:

-Mike asked if he is expected to vote when someone is missing. Rich replied that Richard would vote if there were only 6 voting members present and Mike would also vote if there were only 5 voting members.

-Howie asked when the minutes went out. Sandra responded that moving forward they would receive them a couple of days after the Agenda Meeting between Dan, Meg and Jacque.

a. Revisit Objectives and Responsibilities of the AAB – Meg: Purpose and function is to assist and advise the BoCC on topics and community goals related to ASE – not on daily operations. We should try to accommodate the communities air service needs and reflect changes in air service and the aviation industry while also remaining true to the community's values. The recommendations of the board will be used by the BoCC to develop county policy and legislation.

-Rich added that the bylaws are policy driven. In addition, in the next 3 to 5 years there will be a lot of advice being sought from this board on the ALP, noise and emissions. Finally, he said that day-to-day operations at the airport are not part of the duties of this board.

Questions: Mike asked if Rich is the liaison between the board and the Bocc. Rich answered yes, but this is Dan's board.

V. Public Comments: Wayne Ethridge, once a County Commissioner, commented for Ellen Anderson who was the former Emergency Management Coordinator for Pitkin County. Ellen was also present for all of the ASE Vision Committee meetings.

Letter and article attached:

Questions/Comments: Valerie did ask if her Minority Report should be added to our info but Dan did not agree.

-Mike asked if each committee submitted a Minority Report and yes was the answer. He also asked if Valerie's report was treated the same as the others and again, yes was the answer.

-Rich added that all minority reports were part of the overall information submitted to and taken into consideration by the BoCC before approving Resolution 105-2020.

-Valerie said that she agreed with the recommendations for the most part – her report was very specific.

-Wayne Ethridge commented that he did not feel like the recommendations followed those of the Community Character Working Group that he sat on.

VI. Old Business:

-Meg stated that they still had not received Priority Topics from all but Dan suggested that most will naturally find their way based on timing of when certain things will need to happen.

- ALP
- FBO – look forward
- ALP Consultants will come in and do a deep dive
- Environmental – Noise and Emissions

-Howie stated that Noise and Emission should be discussed now not later. Dan added that we do not monitor emissions on a daily basis as it would be too difficult with wind to differentiate between highway, town and airport emissions. We model those at least once a year by taking inventory of the amount of fuel we sell, where employees are coming from, the number of passengers... As far as Noise is concerned, we have a permanent monitor in Woody Creek and would like to discuss with this group where we can put another. Noise monitoring happens twice a year- during Fourth of July and Presidents weekend. In May or June, we would like to bring in our Environmental Consultant to get feedback.

-Valerie asked if modeling is a sort of algorithm representative of what is happening at our airport as far as wind, altitude, etc. Dan replied that the Noise does use the airport's unique conditions but he is not sure if the Emissions modeling is pertinent.

-Rick commented that the goal is to reduce carbon emissions by 30% by 2023. This should not be difficult. He would like to weigh in when this topic comes up to help establish a reasonable baseline to measure progress.

-Dan added that when the Environmental Consultants come in they will have done modeling to acquire those baseline conditions but will definitely take your input.

-Howie asked what the financial responsibility is of the GA plane regarding the airport shutdown. Dan responded that depending on the final report of the NTSB a pilot may lose license/job if they were at fault. Insurance covers material used by the airport or mutual aid. Disruption to the airlines or other GA's are not addressed, as there is no tangible amount. Dan compared it to a traffic accident.

VII. New Business:

a. Airport Layout Plan Presentation (High Level) – Dan:

What is an ALP

- Graphical reorientation of existing and proposed future conditions at the airport facility.
- Is it a public document? Yes, it is not SSI – nothing of a security nature.

Purpose of an ALP

- To ensure compliance with Airport design standards and for airspace obstruction management
 - Mike asked Dan to explain FSD Office and he replied they are responsible for all safety standards – eyes on the ground
- Dimensional Criteria – dimensions will be applied to everything
- Allows us to be eligible for Federal Grants
- Asset Management
- Planning Blueprint
- Primary purpose of a new ALP is to incorporate the Common Ground Recommendations and get FAA approval.
 - Rich asked if this is part of the Airport Master Plan. Dan answered that typically, a Master Plan creates recommendations – the ASE Vision Process was akin to a Master Plan. We are taking these community recommendations and applying them to the ALP.
 - Meg asked why we have not heard of an ALP before. Dan said it is recommended the ALP be updated every 5 years but if there are no significant changes, it is not required. The last was done in 2015/2016 that showed the runway shift.
 - Valerie asked if the new ALP will require another Environmental Impact Study. Yes, there will be aspects to that. Typically if there have not been too many projects/changes since the original study, we may be able to do a written evaluation instead of the entire process.
- ALP Contents
 - i. Airport Layout Plan – stamped and signed by the FAA and the Airport sponsor
 - ii. Airport Property Map (Exhibit A)
 - iii. Runway Airspace Diagrams – Inner Approach and Departure
 - iv. Airspace Obstructions Tables – over 25 pages
 - v. Horizontal Airspace
 - vi. Airport Land Use. Aeronautical (FBO) and Non Aeronautical (Parking Lots)
- ASE ALP Objective
 - i. Take the Common Ground Recommendations and place them on the ALP and then get FAA approval
 - ii. Move forward with projects – terminal, tower, etc.

- ALP Process
 - i. FAA Grant Application earlier this year
 - ii. Consultant Selection – RFQ, Scope, Contract then Independent fee analysis
 - iii. FAA Grant Release - in a holding pattern as the grants have not been release yet. Cannot begin work until then.
 - iv. Inventory – Arial photography, LIDAR Mapping, Planimetrics, Attribution
- Obstruction Analysis
- Aviation Forecasts – ALP Drawings and Narrative Reports
 - Rich asked if Fleet forecasting part of this. Dan replied yes. Aviation Forecasts includes fleet mix, operations, and number of passengers.
 - Mike asked if the Airport is currently asking for funds for the planning portion or for the entire scope of the project. Dan replied only the development of the ALP (everything in the presentation). That will then help decide how much we will need for development.
- ALP Submission to FAA
- FAA Evaluation
 - Valerie asked if we are tracking GA Enplanements and Dan answered that they are not required to release their passenger numbers on an aircraft. We have very accurate commercial number but the lowest we can break it down for GA is the number of operations. Mike commented that he was surprised the FAA did not require is and Dan said they may but they do not give it to us.
 - Meg asked for a timetable for the consultants. Dan replied that in 12 to 14 months they should have all their work completed if there are no major problems or changes. He also said we will start the minute the grant is released. Rich added that we hope to fast track the terminal portion.
- FAA Approval (Signature)
 - Valerie asked if the terminal design was set in stone. Dan replied that the FAA is not concerned with the design – the terminal just needs to be where it is depicted on the ALP - a general footprint. Valerie asked if the airport had official been survey – do we know there is room. Dan replied yes. She also asked if LIDAR is done with a drone and Dan explained that is it with an aircraft that does many fly overs.
- Process will include reports to the AAB, reports to the BoCC and constant FAA consultation.
 - Rich stated that the terminal design will be a huge public process
 - Sara asked if there is a copy of the ALP in the Admin Office and if she could stop by to look at it and Dan replied yes. She also asked that if Nosie and

Emissions are not included in this when would they be addressed. Dan answered they would be addressed in a subsequent study before implementation (written evaluation).

-Howie asked how does the Airport Terminal Process interface with the ALP Process – where would it be in this timeline. They are separate projects – ALP will only show notation of the terminal. We could start design process as soon as we get funding– can be done independently.

- Leveraging ALP Data
 - i. Pavement Management
 - ii. Work Orders
 - iii. Leaseholder Management
 - iv. Property Management
 - v. Document Management and Access
 - vi. Airspace/Obstruction Evaluations
 - vii. Inspections/Compliance
 - viii. Airport Land Use
 - ix. Mobile/Remote Information Access/Input

- Questions

-Valerie asked how far out are the Obstruction limitations. Dan replied 5 miles from the end of each runway and 10 miles from the centerline. The new housing going up will have to go through the FAA.

-Meg asked if we would be talking about moving the tower and the FBO concurrently while the broader scope is happening. Dan replied yes, we will know generally, where the FBO will go but it is a private development so it will be between the Airport, the County and the FBO

b. TSA Mask Mandate Extended: From 3/18 to 4/18 but Dan does expect it to be extended further. We will not remove our COVID precautions yet. Pitkin County had lifted their restrictions.

c. Hot Topics:

- Feb 21, 2022 at 11:33AM local time, a Hawker 800XP with 2 crew and 4 passengers went off the end of the runway into snow, which absorbed most of the impact. NTSB investigation is underway but preliminary report states that they could not get enough lift so brakes were applied and flight was aborted. No injuries were reported. As a result, the airport was closed for 9 hours. NTSB commented that this was a model response and recovery effort.
- Friday of the same week and Aircraft landed and the brakes locked up causing it to go off the edge of the runway. An FAA FSD Officer was on the plane when it happened.

-Rick asked if there was any structural damage to either of the planes. Dan replied the Hawker in the first incident was totaled and no damage to the plane in the second incident.

- Question submitted by Howie: Why are fractional ownership jet deliver and/or charter operations at the FBO not classified as commercial operators?
 - i. Private (Private Aircraft) vs Public Charter (Similar to Airline)
 - Size of Aircraft can also have an impact(> or < 30 Seats) FBO vs TSA
 - ii. Different Operational Regulations (Federal Aviation Regulations of FARs)
 - FAR Part 91 Private Aircraft (Including Fractional Ownership). May include Private Charters (ex. Football Team)...
 - Ground Transportation example: Uber – Private person/s hiring a ride. No commercial driver’s license required and fewer operational restrictions.
 - iii. FAR Part 135 = Air Carrier Operator (Public Charter and Airlines)
 - Ground Transportation example: Municipal Bus – Commercial driver’s license required and more operational restrictions.
 - iv. Term “Commercial” is confusing. Both Aircraft Operations require at least a commercial pilot’s license. Part 135 typically requires an ATP Cert.
 - Mike added an example: if an operator is being hired it is a Part 121/135 Charter. If the operator is privately owned, you cannot hire them (Part 91)
 - Howie asked if charter’s with 30 passengers can be included in the total commercial take offs and landings. Dan replied yes they could, as they have to report those numbers where the GA operations do not.
 - Dan added that Wildcat and Aero are a very small number of out GA traffic and not as frequent.
 - Rich also added that there is a growing interest for these types of operations and that the FBO have turned down several offers, as they do not have the space at this time.
 - Howie stated that during the Aviation Forecast process data from the growth patterns (Part 135 and Part 91) will be important. Dan agreed that it would be and added that the data will be captured.
- Reminder of the Airport closure 5/2 – 5/15 for maintenance and repairs
- Next Meeting April 21, 2022 at 3:00PM using provided laptops. (Please attend in person if at all possible)

VIII. Meeting Adjourned 4:52PM

