

**Safety Questions Related to Aircraft Performance:**

1. AOPA and Honeywell Aerospace studies list ASE as the #1 most challenging airport in the country. How does that rating influence the kind of equipment that is safe to fly in here? For example, what is the turning radius of different designs, and at what speed and load in case of an aborted landing or take off?
  - a. Are larger or smaller aircraft inherently any safer or easier to maneuver in the approach and departure airspace around ASE?
2. Does performance data exist for the newest regional jets, specifically the CRJ550, the E-175SC and the prototype Mitsubishi MRJ70? If not, when do we expect such data to be available?
3. If Aspen upgrades its airport to full Group 3 status, and this accommodates larger commercial aircraft such as Airbuses and 737's, would these aircraft be able to safely abort a landing from low altitude and go around, if they needed to, on a single engine?
  - a. The Boeing 737 Max 8, in addition to its tragic and well-publicized design flaws, is apparently unable to operate at "hot/high" airports. Does our airport meet the definition of a hot/high facility? Are other existing larger regional jets subject to the same operational limitations?
  - b. If larger jets are allowed, will that not put pressure on the curfew, since aircraft would want to wait for cooler late or very early morning and evening temperatures to help mitigate the density altitude issue?

**Safety Questions Related to Airspace:**

4. Is the airport's airspace "expandable" or is it at its maximum based on the unique characteristics of the airport, the proximity of Eagle/Vail and other factors?
5. Assuming most are private, and given citizen demands likely falling on deaf ears for increased pilot hours for private aircraft, can we direct private flights to Rifle, a much more user-friendly valley and altitude?
6. If the Aspen Airport need to increase the separation between its runway and taxiway, would moving the runway west increase the hazard represented by Shale Bluffs? For safety reasons, would moving the taxiway east make more sense than moving the runway west?
7. Are there any other Colorado airports at equivalent ASE elevation that take commercial traffic?

**Safety Questions Related to ASE's Ability to Implement Site Specific Safety Standards:**

8. Since all accidents have been private (GA) aircraft, can we direct private (GA) flights to Rifle, a much more user friendly valley and altitude?

Community Questions Raised about Safety at Aspen-Pitkin County Airport  
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9. Because ASE is rated by some pilot surveys as being the most challenging airport in the U.S, could the FAA require GA pilots flying into Aspen for the first time to review special informational material about approaching and departing from the airport and the various unique challenges of flying in and out of ASE? If the FAA cannot require GA pilots to review such information, could such information be made available online as an option for GA pilots to review before flying to ASE?
10. Landing in high tailwind has caused general aviation accidents and near accidents at ASE. Could the Aspen Tower give more strongly worded warnings to GA aircraft when potentially dangerous tailwinds pose a threat? Could the tower actually direct an aircraft to go around if the tailwind is excessive?

**Emergency Management and Safety Data Questions:**

11. Is there an accurate and accessible record of all airplane accidents into ASE in the last 10 years?
12. Can we deal with an emergency crash of a 737?
13. What interim safety improvements are we or can we do now since the terminal won't be built for over five years?