

Technical Working Group

10-23-19

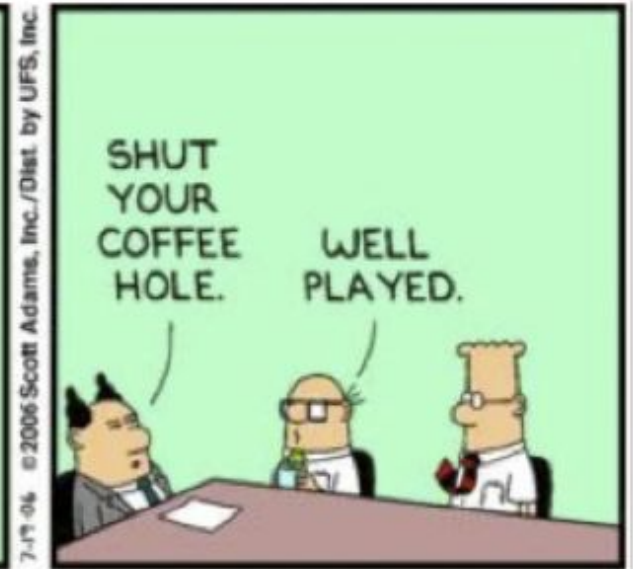
Agenda

1. Review of Agenda
2. Review of 10/16 meeting
3. Follow-up from October 16 meeting
 - a. Modification to Standards
 - i. Review and History at ASE
 - b. Options for Meeting Community Goals with ADG III airfield
 - i. Growth
 - ii. Noise
 - iii. Emissions
 - iv. Other
4. Discussion Airport Design Group Recommendations
5. Questions
6. Adjourn

Debrief of October 16 Meeting



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Understanding Modification of Standards

AC 150/5300-13A – Airport Design regarding existing airports:

“Every effort should be made to bring an airport up to current standards. It may not, however, be feasible to meet all current standards at existing airports, and in the case of federal assistance programs, funding of improvements may be subject to FAA criteria.”

“For non-standard conditions associated with such projects, the FAA may consider alternative means of ensuring an acceptable level of safety.”

How we Got Here...

1998 Airport Layout Plan	Recommended increasing runway/taxiway separation from 220' to 320'
1999 FAA Approval	<p>“Although the proposal [for a taxiway centerline at a separation of 320 feet from the runway centerline] does not meet criteria for all of Design Group III, the County is prepared to enact an ordinance restricting aircraft with wingspans greater than 95 feet. . . . This 95-foot restriction will establish that this modification is contingent upon the ordinance being enacted and that the modified standard applies only to operations by aircraft with wingspans less than 95 feet. Should regular operations by a larger aircraft occur, the modification would be rescinded and the airport would be required to meet the standard separation. This will ensure the airport meets the [Runway Object Free Area] standard even at the busiest times.”</p>

How we Got Here...

<p>2001 BoCC Ordinance</p>	<p>The Board of County Commissioners (BOCC) adopted the ordinance restricting wingspan on October 3, 2001.</p>
<p>2005 Readoption</p>	<p>In 2005, the BOCC adopted a resolution reaffirming the 95' wingspan restriction and requiring that the restriction be codified as part of amendments to Title 10 of the County Code then under consideration</p>

How we Got Here...

2012 Airport
Layout Plan
(ALP)

2012 ALP did not recommend changing the runway/taxiway separation or 95' wingspan modification to standard

In August 2013, the FAA approved the ALP with the following exception, **“The FAA’s approval of this ALP does not apply to the proposed runway/taxiway separation distance of 320 feet on the west side of Runway 15/33....”**

How we Got Here...

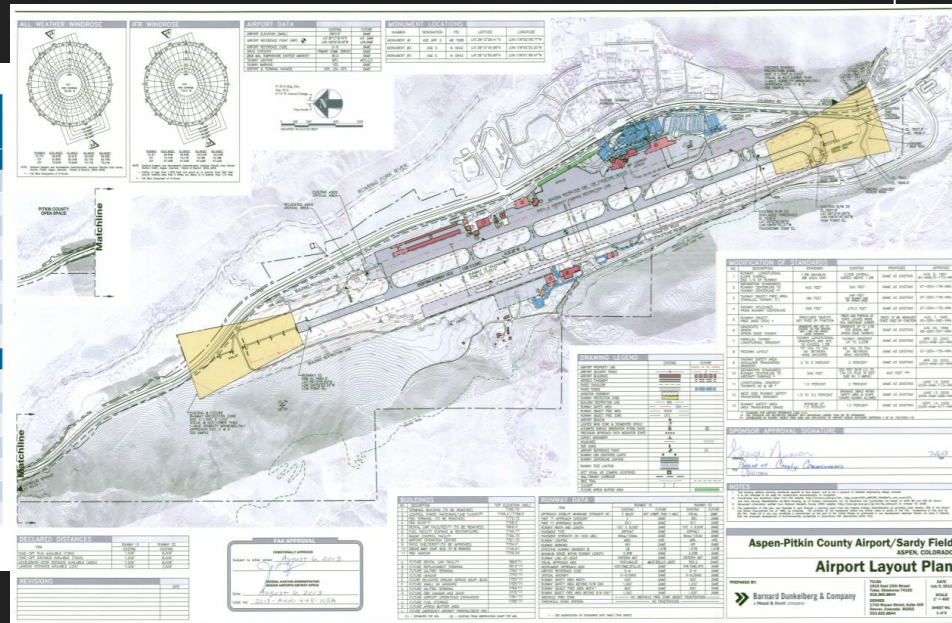
2014 Air Services Study and 2015 Updated ALP

Future commercial aircraft analyzed. 16 alternative airfield alignments studied to show which ADGIII standards could and could not be met.

Table 1: Aircraft Technical Specifications

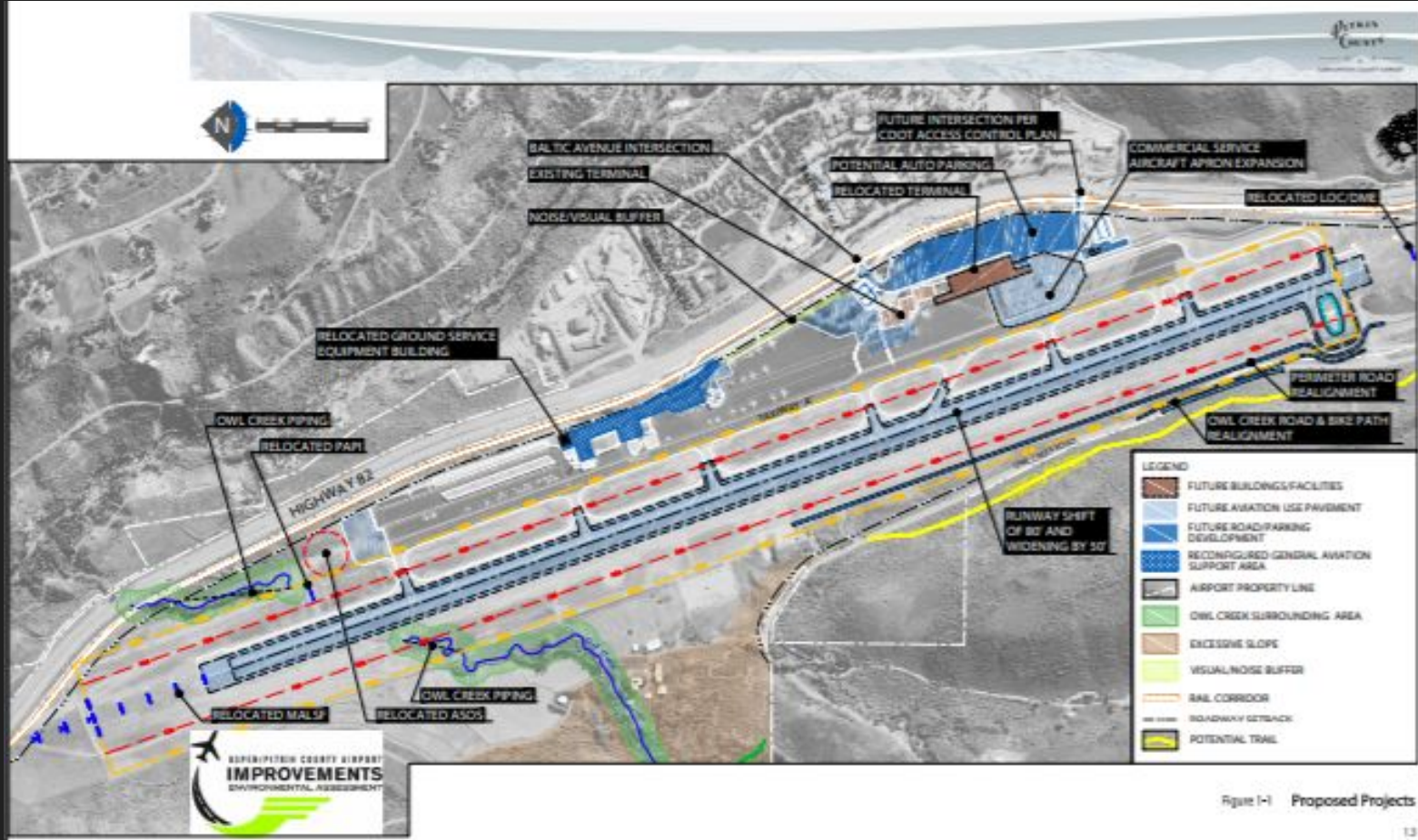
Aircraft Type	Wingspan		Max LW (Lbs.)	ASE Performance Capable	Meets/Does Not Meet Current Operational Restrictions
	Feet/Inches	Meters			
Current Regional Aircraft					
CRJ-700	76' 3"	23.2	67,000	Yes	Meets
Q-400	93' 3"	28.4	62,000	Yes	Meets
CRJ-900	81' 7"	24.9	73,500	No	Meets
CRJ-1000	85' 11"	26.2	81,500	No	Meets
E-170	85' 4"	26	72,312	No	Meets
E-175	85' 4"	26	74,957	No	Meets
E-190	94' 3"	28.7	94,799	No	Meets
E-195	94' 3"	28.7	99,208	No	Meets
Future Regional Aircraft					
E175-E2	101' 8"	31	86,201	Yes*	Does Not Meet
E190-E2	110' 7"	33.7	107,431	Yes*	Does Not Meet
E195-E2	110' 7"	33.7	116,911	TBD*	Does Not Meet
MRJ-70 Standard	95' 9"	29.2	79,807	TBD	Does Not Meet
MRJ-90 Standard	95' 9"	29.2	83,776	TBD	Does Not Meet
CS100 Base	115' 1"	35.1	110,000	Yes	Does Not Meet
CS300 Base	115' 1"	35.1	121,500	Yes	Does Not Meet

Source: Manufacturers; *E-Jets E2 data are preliminary



Aspen-Pitkin County Airport/Sardy Field
 Avon, Colorado
Airport Layout Plan
 Barndt Dunkeberg & Company
 10000 E. Highway 100, Suite 100
 Denver, CO 80231
 303.751.1000
 www.barndtdunkeberg.com

2015-2018 Environmental Assessment



Options for Aligning ADG III Airfield with Community Values

Mitigation Options	Description	Consistency with FAA Rules & Guidance	Enhance Safety	Mitigates Emissions	Mitigates Noise	Mitigates Growth	Unintended Consequences and other Notes
Peak Operations Frequency / Spacing	Work with FAA to enhance safety by reducing flow rate	Unknown/FAA Preemption	X	X	X	X	Potentially adds to passenger delays, reduces overall airport capacity. May spread operations throughout the day.
Build Gates to Community Targets	Provide gates consistent with Community Values and Affordability	Yes/County Decision		X	X	X	Potentially adds to passenger delays if growth is not anticipated
Negotiate with Airlines	Engage airlines on aircraft type and frequency serving ASE	Unknown		X	X	X	New airline begins to serve ASE without an agreement. May not be enforceable.
Electrify Airfield	Provide for electric Ground Support Equipment, Ground Power and Air Tempering	Yes/County Decision		X	X		Costly to implement without using Jet Bridges for commercial. May be difficult to design for GA parking.
Design Runway Weight Limits for Desired Design Aircraft	Design Runway around A220-100 Design Aircraft	Unknown/FAA Preemption			X	X	
Reconfigure FBO	Move heavy GA aircraft to North end of airport away from ABC	Yes/County Decision			X		Moves APU emissions & noise away from ABC but doesn't reduce total amount of emissions.
Air Space	Encourage NextGen Avionics and Precision Approaches	Yes/FAA Preemption	X				Potentially concentrates sound over narrow corridors
Carbon Pricing	Base landing fees and/or fuel costs on efficiency	Unknown/FAA Preemption		X			
Sound attenuation along HWY 82	Increase Berm / Soundwalls along HWY 82 to reduce noise at ABC	Yes/County Decision			X		Potentially unsightly and conflicts with current standards

Discussion - Airport Design Group Recommendation

- Aligning Airfield Recommendations with Community Values:
 - What mitigation options should we be looking at? Which should we not?
 - What if any mitigation options help build consensus on Airport Design Group?
 - What mitigation options would you like further information on?

Questions



Next Steps

- Next Meeting
 - More detailed review of potential mitigation opportunities.
 - Overview of Next Generation Avionics
 - Work towards consensus recommendation
 - Vote on final recommendation
 - Minority report if necessary



Thank
you