ASE Vision Process Kickoff Meeting
Airport Advisory Groups: Meeting #1 Minutes
February 21st | 4pm – 7pm
Aspen Meadows Doerr-Hosier Center

Meeting Goals and Purpose
- Establish purpose, roles and responsibilities of advisory groups
- Gain a common understanding of the vision effort, history and decision-making process
- Listen. And begin to identify community values that will inform the vision process

Welcome, Introductions and Opening Remarks

Note: A video recording of the meeting leading up to the breakout sessions can be viewed here.

Following opening remarks by Board of County Commissioners (BOCC) Chairman Poschman, County Manager Jon Peacock covered the meeting purpose, agenda and project history, emphasizing that the community visioning process around the future of the airport is just beginning, with many questions yet to be answered.

Mr. Peacock reviewed the role of the County's strategic plan in the vision process, namely to provide guiding principles to balance community priorities centered on the following:

LIVABLE & SUPPORTIVE COMMUNITY
- *Improved community engagement and participation*
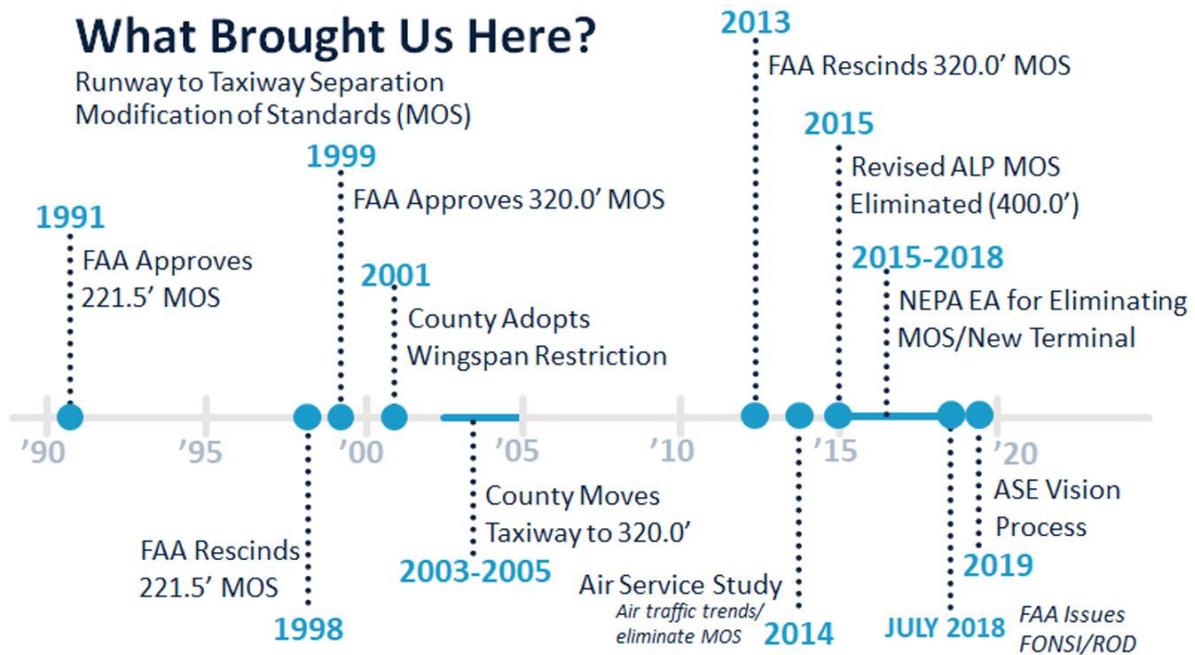- *A sense of personal and community safety*

FLOURISHING NATURAL & BUILT ENVIRONMENT
- *Conserved natural resources and environment*
- *Ease of mobility via safe and efficient transportation systems*
- *Well planned and livable built environment*

PROSPEROUS ECONOMY
- *Sustainable economy and employment*
- *Responsible and accountable stewardship of county assets*

While the vision process is just beginning, a larger conversation around the airport has been taking place for nearly seventy-five years. Recent planning efforts achieved key milestones to move the project forward, as highlighted in the timeline below.

What Brought Us Here?
Runway to Taxiway Separation Modification of Standards (MOS)

2013 — FAA Rescinds 320.0' MOS

2015 — Revised ALP MOS Eliminated (400.0')

2015-2018 — NEPA EA for Eliminating MOS/New Terminal

1999 — FAA Approves 320.0' MOS

1991 — FAA Approves 221.5' MOS

2001 — County Adopts Wingspan Restriction

Timeline markers: '90   '95   '00   '05   '10   '15   '20

2003-2005 — County Moves Taxiway to 320.0'

Air Service Study — Air traffic trends/ eliminate MOS **2014**

FAA Rescinds 221.5' MOS — **1998**

ASE Vision Process

2019 — FAA Issues FONSI/ROD

JULY 2018

Airport Director John Kinney shared additional background on the founding of the airport and subsequent changes. In 1946, Walter Paepcke and John Spachner founded the Aspen/Pitkin County Airport as a privately owned, public use, gravel landing strip. Changes have since been made to accommodate changing technology, but, more importantly, the changing needs and wants of the community. These steps led to the current effort that has been underway in order to:

- "Right-size" the terminal, airside, and landside facilities to match current and future passenger demand
- Design more efficient and sustainable facilities
- Support a higher level of passenger service and create a positive and lasting first impression upon entering the community
- Improve the convenience and use of public transportation
- Continue being a good neighbor to the residents of the valley and craft a plan that best serves local residents and visitors of the community

The EA completed in 2018 cleared an umbrella of improvements for the airport and environmental considerations and addressed a process needed for federal approval and federal funding. The process beginning now will lead to refining the next steps for the airport, informed by the community's vision.

Vision Process Overview

Mr. Kinney reviewed external factors meriting consideration as part of the process. The project team aims to:

- Reflect the community's identity, values, & sustainability goals
- Meet the community's current & future air service needs for the next 30 years
- Provide safe, efficient, accessible, reliable, & environmentally-responsible airport services & facilities
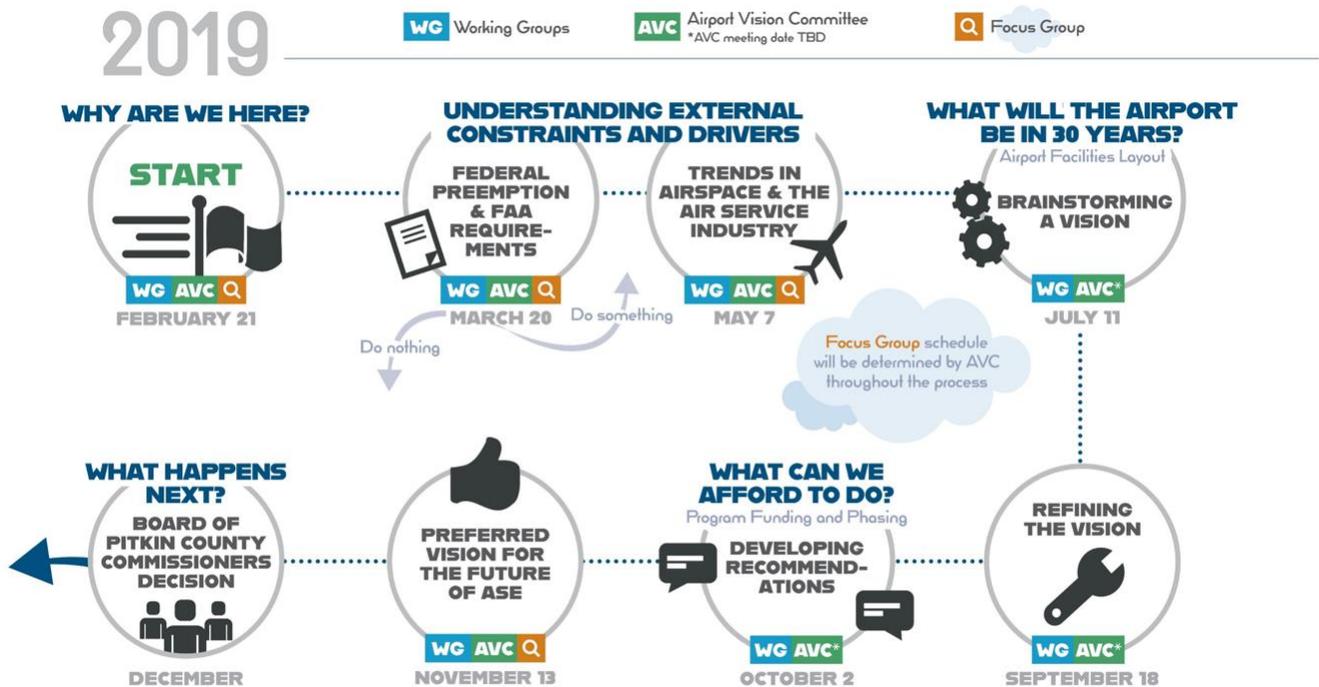
The vision process will answer several key questions, including:

- What are the community's goals and concerns related to the airport and air service?
- What are the external constraints and drivers affecting the airport?
- What are the physical and financial constraints affecting the airport?
- What are the community's recommendations for modernization of ASE?

Similarly, the long-term vision consists of three basic components:

- What is the role of the airport and the long-term air service needs of the community?
- What is the customer experience the community wants to present?
- What facilities are required to meet the air service and customer experience goals of the community?

Project technical team lead Mike Hermann explained the 2019 ASE Vision process in more detail. Advisory group meetings in 2019 will be to inform, involve and collaborate with the community. A community roadmap outlines this process to lead to final recommendations for the BOCC:

To support this process, advisory groups each have a distinct focus and role:

AIRPORT VISION COMMITTEE
- Provides overall guidance, direction and oversight
- Consolidates and integrates findings of the advisory groups
- Makes recommendations to inform BOCC decision-making

COMMUNITY CHARACTER WORKGROUP
- Defines the airport from the perspective of the community

TECHNICAL WORKGROUP
- Defines the airport in terms of facility requirements

AIRPORT EXPERIENCE WORKGROUP
- Defines the airport from the perspective of the users

FOCUS GROUP
- Tests ideas, refines on key topics and complex concepts

Moderated Q&A

Mr. Hermann moderated audience Q&A with Mr. Peacock and Mr. Kinney, who began by answering common questions to-date, namely:

- Why is the vision process needed and how is it different?
- Is the airport being expanded to allow larger jets (i.e., 737s)?
- What role does the FAA play and how much control do we really have locally?

A comprehensive list of subsequent questions from advisory group members is included in Appendix A.

Breakout Group Discussion

Working group members organized into breakout sessions according to their group. Each went through introductions as well as an overview of the roles, responsibilities and chartering for the advisory groups. Introductions included a brief statement from each member on what they see as the single biggest issue facing the future of the airport. Groups also began discussion of their key questions and values driving the vision, using a topic prioritization survey as a guide. Those discussion points are captured in Appendix B.

Advisory group members were given a homework assignment to meet with 5-10 of their fellow community members to get a sense for their priorities to report back at the next meeting.

Survey Results

Mr. Peacock reviewed the real-time results of the prioritization survey, showing the initial thoughts on the group's priorities.

Which Airport Advisory Group are you a part of?
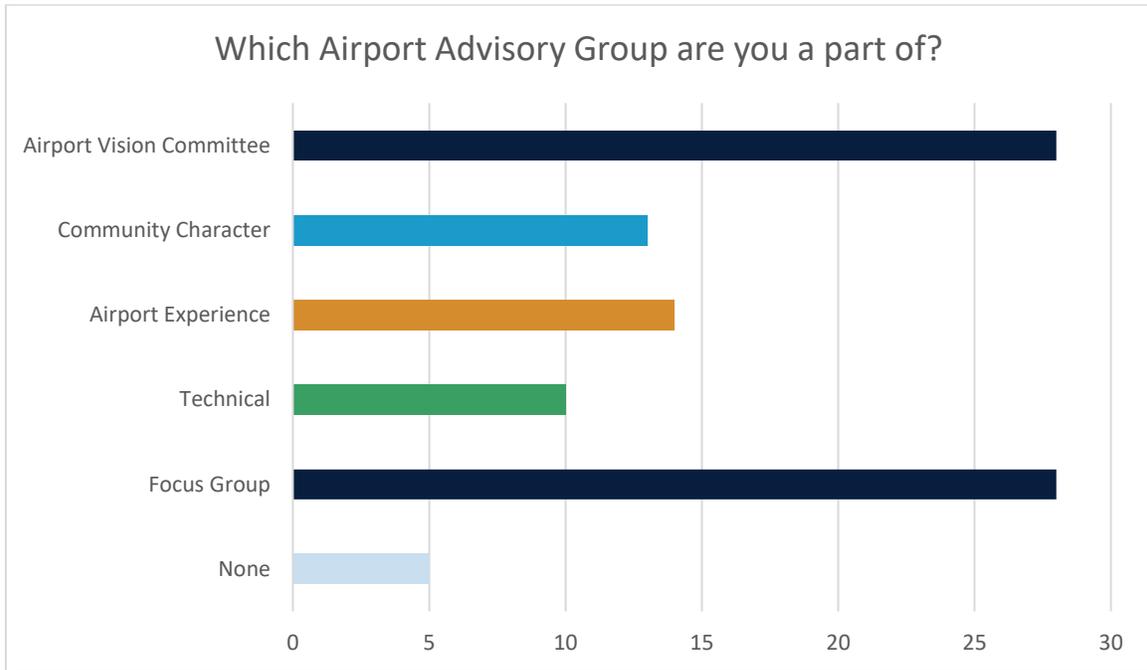
Advisory Group	Number Respondents	Percentage
Airport Vision Committee	28	28.6%
Community Character	13	13.3%
Airport Experience	14	14.3%
Technical	10	10.2%
Focus Group	28	28.6%
None	5	5.1%
Total	98	~100%

How would you prioritize the following airport issues over the next 30-years (1 being the highest priority and 10 being the lowest priority)?
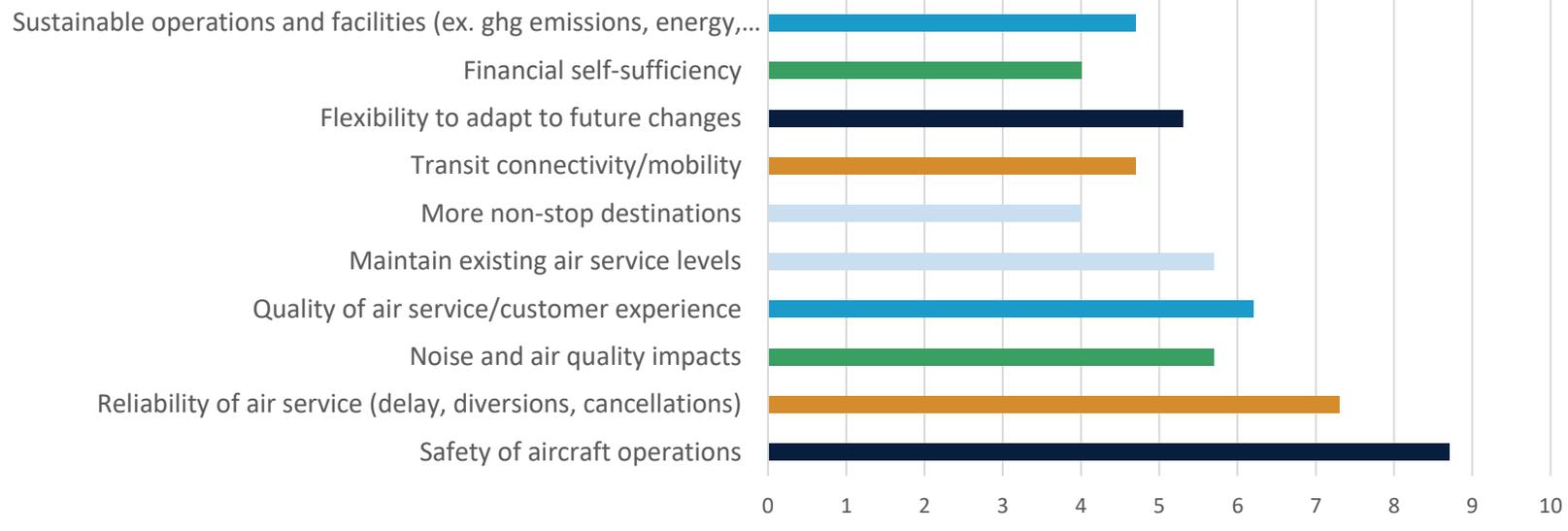
Table of full results on following page.

Issue	1	2	3	4	5	6	7	8	9	10	Total	Score
Safety of aircraft operations	69.9% 51	6.9% 5	2.7% 2	4.1% 3	4.1% 3	4.1% 3	0% 0	1.4% 1	2.7% 2	4.1% 3	73	8.7
Reliability of air service (delay, diversions, cancellations)	9.2% 7	29.0% 22	13.2% 10	19.7% 15	10.5% 8	5.3% 4	5.3% 4	4.0% 3	4.0% 3	0% 0	76	7.3
Noise and air quality impacts	0% 0	17.1% 13	18.4% 14	7.9% 6	14.5% 11	5.3% 4	10.5% 8	10.5% 8	10.5% 8	5.3% 4	76	5.7
Quality of air service/customer experience	1.3% 1	14.3% 11	15.6% 12	19.5% 15	16.9% 13	10.4% 8	7.8% 6	5.2% 4	7.8% 6	1.3% 1	77	6.2
Maintain existing air service levels	5.0% 4	13.8% 11	15% 12	10.0% 8	10.0% 8	10.0% 8	7.5% 6	12.5% 10	8.8% 7	7.5% 6	80	5.7
More non-stop desinations	3.9% 3	1.3% 1	9.1% 7	7.8% 6	7.8% 6	13.0% 10	6.5% 5	13.0% 10	7.8% 6	29.9% 23	77	4.0
Transit connectivity/mobility	3.8% 3	3.8% 3	7.5% 6	6.3% 5	13.4% 11	15.0% 12	20.0% 16	8.8% 7	11.3% 9	10.0% 8	80	4.7
Flexibility to adapt to future changes	5.3% 4	6.6% 5	7.9% 6	14.5% 11	7.9% 6	15.8% 12	15.8% 12	15.8% 12	9.2% 7	1.3% 1	76	5.3
Financial self-sufficiency	0% 0	3.7% 3	7.4% 6	8.6% 7	12.4% 10	7.4% 6	7.4% 6	18.5% 15	23.5% 19	11.1% 9	81	4.1
Sustainable operations and facilities (ex. ghg emissions, energy, climate change)	2.5% 2	12.4% 10	12.4% 10	4.9% 4	4.9% 4	11.1% 9	12.4% 10	7.4% 6	8.6% 7	23.5% 19	81	4.7

Next Steps

Mr. Peacock thanked everyone for attending and emphasized the importance of continuity in participation so that priorities can be developed as a group to help inform the BOCC's decision. The next meeting will be March 20, 2019.

Advisory Group Members in Attendance

Airport Vision Committee

- Richard Arnold
- John Bennett
- Valerie Braun
- Stan Clauson
- Linda Crockett
- Charles Cunniffe
- Andrew Doremus
- Ralph "Rally" Dupps
- Jacquelyn Francis
- Thomas Fridstein
- Meg Haynes
- Michael Kaplan
- Clint Kinney
- Thomas Kosich
- Tish Leslie
- John McBride
- Tom Melberg
- Jacqueline Merrill
- Roger Nicholson
- Mona Newton
- Steven Rittvo
- Harrison Sachs
- John Sarpa
- Michael Tunte
- Scott Writer

Community Character Working Group

- Rose Abello
- Debbie Braun
- Suzanne Caskey
- Barbara Conviser
- Bill Dinsmoor
- Wayne Ethridge
- Sara Garton
- Lisa Hancock
- Brian Hazen
- Kirk Hinderberger
- Michael Miracle
- Ashley Perl
- Sandra Simpson
- Bob Sirkus
- Jasmine Tygre
- Frieda Wallison

Airport Experience Working Group

- Monique Agnew
- Ellen W. Anderson
- Jeff Bay
- Rich Burkley
- Chris Davenport
- Gary Feldman
- Sheldon Fingerman
- Ward Hauenstein
- James (Jay) Hughes
- David Knight
- Tom Kurt, MD, MPH
- Donnie Lee
- Cindy Maetzold
- Virginia McNellis
- Eliza Voss
- Toni Kronberg

Technical Working Group

- Mariana Azevedo
- Chris Bendon
- David Corbin
- Lanny Curtis
- Michael Goldberg
- Bruce Gordon
- Richard Heede
- Philip Holstein
- David Johnson
- George Johnson
- Jonathan Jones
- Howie Mallory
- David Peckler
- Peter Petrie
- Michael Solondz
- Bill Tomcich
- Michael Waters

Project Team in Attendance

- Jon Peacock (County Manager)
- Rich Englehart (Deputy County Manager)
- Cindy Houben (County Director, Community Development)
- Brian Pettet (County Director, Public Works)
- John Kinney (Airport Director)
- Mike Hermann (KHA)
- Melissa DuMond (KHA)
- Bob Jones (KHA)
- Bryce Christensen (KHA)
- Mike Boyles (KHA)
- Tom Schnetzer (KHA)
- Abbey Dade (KHA)
- Jerry Haliw (KHA)
- Miles Graham (GBSM)
- Rachele DiFebbo (GBSM)
- Mavis Fitzgerald (PR Studio)
- Bryana Starbuck (PR Studio)
- Kathleen Wanatowicz (PR Studio)

APPENDIX A

Advisory group members posed questions to the project team through a moderated Q&A session. Questions asked include the following:

- Are you thinking about safety?

- Speak to FAA modification of standards categories and the FAA's role in funding for both commercial and general aviation?

- Can we look to other communities that were successful in going through something similar?

- Are Rifle and other (Eagle) local airports having these same discussions? Can we use these other airports for our service?

- Expansion of Airport = growth generator. Are you studying whether this would turn ASE into a hub airport (from regional to hub)?

- Can we differentiate between people paid to be here who could profit from the results? This could be a conflict of interest.

  - Need a process on bow questions are answered. We need to be heard.

  - Can't we control the growth (from regional to hub) by limiting the improvements?

- What is the total cost of the ASE modernized airport and who is paying for it?

- What is the budget for this ASE Vision process and who is paying for it?

- Budget vs. Cost: How much? % GA vs. % Commercial?

- Is the AAG doing full public outreach before getting to the BOCC? Encourage us to do more with the general public.

- Would we be better off if private carriers had special training like commercial pilots?

- With the uniqueness of ASE, how can the FAA have one study for all airports?

- Can the County communications team make corrections to misinformation, if it is in the paper or elsewhere? It is important we have a factual dialogue.

- Themes and concerns: accidents, safety, noise. We need statistics at the airport. How do we measure up against other airports?

- Can we deal with emergency crash of 737? Can we make this part of the analysis?

- Provide information on number of diverted or canceled flights.

- United acquisitions CRJ550 that would serve ASE (within standards). Are we considering this with the airport improvements?

Following the moderated Q&A session, advisory group members split into breakout sessions for each of their respective groups. The following reflect transcribed flip chart notes from the breakout sessions.

Airport Vision Committee
- Regional transportation connections
- Commercial air service is a must
- Sustainability
- Adaptability
- Safety
- Quality of life (2)
- Concern about regional growth
- Regional integration and down valley growth
- Visitor experience
- Community nodes/spaces – airport needs improvement
- Air service that meets community needs
- Protect the beauty and look/feel of Aspen
- Ensuring the community has a say in decision-making
- Support economic and tourism needs

Community Character
- Overblown airport (Eagle)
- Safety
- Environmental
- Air pollution
- Noise
- Small town feel – fits rather than shape, preservation of character
- Improvements
- Service community
- Consequences (change or not)
- Interior design (LAX feel) terminal
- Traffic/transit
- Bigger picture
- Growth generator
- Guest experience
- Quality of life – capacity
- Safety
    - Aircraft operations
    - Broad-based
- Community values – define either way (airport to community or vice versa)
- Identity
- Terminal character – local feel
- Buildout analysis
- Bias from airport management
- Limitations on character perspective
- Number of flights – benchmark and potential enplanements
- Terminal
- Parking

Airport Experience
- Economic sustainability
- Terminal security
- Smart choices
- Air service/connectivity
- Safety and quality of life
- Medical response and capacity
- Visitor first impression (terminal)
- Departure experience (terminal)
- Reliability/past experience
- Improved (terminal) aesthetics
- Consistency in service
- Overall community mobility
- Sustainability
- Aspen experience (sustainable?)
- Terminal as a comfy hangout
- Urgency to fix terminal issues

- Can airlines add staff to improve service (employer attraction/retention)

- Impact of mid-Valley growth and their travel habits

Technical
- Guest experience (defining the guest)
- Commercial service
- Viable airport into the future
- Environment/carbon footprint
- Safety
- General aviation/supported
- Sustainability – climate change/net zero

- Regional
- Growth
- Arrivals/departures
- Impacts
- Planes/how safe
- More reliable
- Balanced everything

Focus Group
- Safety (16)
- Service to customers (4)
- Financial cost (1)
- Competition – 2 FBOs (3)
- Needs (2)
- Functionality (4)
- Economy (4)
- Roaring Fork Valley impact (1)
- Visitor experience (5)
- Community values (4)
- Environmental impact (2)
- Industrial tourism (1)
- Expansion (1)
- Uncontrolled growth (2)

- How impact (1)
    - Transportation
    - Quality
    - Character
- Process – open/BOCC access
- Transparency/Conflicts of Interest (3)
- FBO users (2)
- Customs
- EA impact on community
    - Holistic look
    - Impact to down valley
    - Noise
- Do nothing risk to local economy