Aspen/Pitkin County Airport
ASE VISION PROCESS
May 7, 2019
Meeting Purpose

**EXPLORE**
potential implications of forecasted industry changes in service, aircraft/fleet and air space from a regional growth management perspective

**ESTABLISH**
baseline of past and present air service and current conditions at ASE

**BETTER UNDERSTAND**
projected future trends in the air service industry
Agenda

Welcome and Introductions

Setting the Growth Context: Roaring Fork Valley

Past, Present and Projected: Air Service, Aircraft/Fleet and Air Space

Moderated Q&A

Next Steps
Tonight’s Speakers

• **Gabe Preston** | RPI Consulting
  - 19 years of experience as community planner and economic analyst
  - Project lead on over 200 technical planning projects including economic analyses, demographic and market studies, fiscal analyses/impact fees, and transportation/connectivity planning
  - MA, Geography, University of Colorado, Boulder; BA, Mathematics and Philosophy, St. John’s College, Santa Fe

• **Linda Perry** | Leigh Fisher
  - 34 years of experience in forecasting and economics
  - Specializes in economic analyses, aviation demand forecasting, and comparative evaluations of airline service, route networks, and airfares
  - Bachelors, Economics and Government, St. Lawrence University; Masters Economics, Boston College
Announcements
Additional Meetings

Visit [www.asevision.com/meetings](http://www.asevision.com/meetings) for all upcoming meetings and materials.

- Thursday, June 6th is the next joint meeting
- Community Character Working Group is meeting Thursday, May 23rd at the Pitkin County Offices, 4-6 PM.

Airport Tours

Monday, May 20th, 2-4 PM and Thursday, May 29th, 9-11 AM

- Limited to 8 people per tour, additional dates can be added depending on level of interest.
Setting the Growth Context: Roaring Fork Valley
Local and Regional Growth Indicators
Total Jobs in Pitkin County, 2001-2017

- **2001:** 19,991
- **2008:** 21,942
- **2010:** 19,335
- **2017:** 20,966

Sources: DOLA State Demography Office

- **PEAKED** in 2008
- **MODERATE GROWTH since 2010**
- 1.2% annual growth
Pitkin County Housing Units and Households

Housing and household units grow at nearly the same rate.
Average Housing Vacancy Rate by Decade, Pitkin County

- Vacancy Rate is a sound indicator of part-time residences
- Vacancy Rate has not changed significantly over four decades
- 2006 NWCOG Second Home Study estimated 49.6%-55.2% part-time residences
Roaring Fork Valley Population Trends

Source: US Census Bureau

Eagle (in Roaring Fork)  
2004: 47,811  
2013: 56,687  
2017: 57,945

Pitkin  
2004: 14,834  
2013: 17,173  
2017: 17,747

Garfield  
2004: 8,392  
2013: 8,484  
2017: 8,515

<table>
<thead>
<tr>
<th>County</th>
<th>2004-2013 Annual % Change</th>
<th>2013-2017 Annual % Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eagle (in Roaring Fork)</td>
<td>0.1%</td>
<td>0.1%</td>
</tr>
<tr>
<td>Pitkin</td>
<td>1.8%</td>
<td>0.8%</td>
</tr>
<tr>
<td>Garfield</td>
<td>2.1%</td>
<td>0.6%</td>
</tr>
</tbody>
</table>
Components of Peak Population

<table>
<thead>
<tr>
<th></th>
<th>Annual Average</th>
<th>Low Season</th>
<th>Peak Season</th>
</tr>
</thead>
<tbody>
<tr>
<td>Full-Time Population</td>
<td>17,747</td>
<td>17,747</td>
<td>17,747</td>
</tr>
<tr>
<td>Commuters</td>
<td>7,319</td>
<td>5,855</td>
<td>8,271</td>
</tr>
<tr>
<td>Overnight Accommodations Occupants</td>
<td>12,597</td>
<td>6,011</td>
<td>17,036</td>
</tr>
<tr>
<td>Part Time Residents</td>
<td>6,102</td>
<td>4,211</td>
<td>10,008</td>
</tr>
<tr>
<td>Total</td>
<td>43,766</td>
<td>33,824</td>
<td>53,062</td>
</tr>
</tbody>
</table>
Skier days grew beyond the pre-recession peak in 2013-2017

Total Skier Days by Season

Source: Revised Carbon Footprints 2000-2017, Aspen Skiing Company
Aspen Consolidated Sanitation District Boundary Map

Source: Aspen Consolidated Sanitation District Website
According to sanitation flows, July is typically the busiest month.
Wastewater flows are an indicator of activity levels and peak population.

Flows have not again reached the peak, recorded in July 2010.
- **Peak winter** occupancy is almost as high as peak summer
- Recent **low season** occupancy is **higher than pre-recession**
- Haven’t reached pre-recession high season occupancy, **but getting close**
Monthly Average Occupancy, 2016-2018

- Paid occupancy typically **peaks in mid-July** and lower peak in Jan./Feb.
- Peak and off-season occupancy have slowly increased since 2009
- Reaching **full capacity during July** (practical capacity = 80%-90%)
Lodging and Professionally Managed Short-Term Rentals Inventory and Trends
Total units have been flat/slightly fluctuating since 2009

Included: traditional lodging, professional managed short-term rental units, fractional ownership units, does not include RBOs
Aspen & Snowmass Combined Pillows

- Practical capacity other seasons = **80% occupancy**
- Overall 2018 practical guest capacity = **15,000 guests**
• **GROWTH:** hotel/lodge pillows  // **DECLINE:** condominium pillows
Source: DestiMetrics, Stay Aspen Snowmass Transient Inventory Study, July 2018

Pillows by Location, 2009 and 2018

• **GROWTH:** Aspen pillows // **DECLINE:** Snowmass Village pillows
• Deluxe rated units have **declined** since 2009
• Moderate and Economy units have **increased** since 2009

**Source:** DestiMetrics, Stay Aspen Snowmass Transient Inventory Study, July 2018
Most of the units inventoried were **constructed prior to 1995**

Moderate units have **increased** since 2012
Rental by Owner Inventory and Trends
RBO Analysis Definitions

Why different? Owners decide when units are available.

- **LISTINGS** - The count of listed units that were advertised for rent during the month or had a booked day in the month.
- **BOOKED LISTINGS** - The count of Airbnb listings that had at least one booked day in the month.
- **LISTING NIGHTS** - The sum of all nights that were available for rent and were booked in the month.
- **OCCUPANCY** - Booked Listing Nights divided by Available Listing Nights
- **ROOM NIGHTS** - Listing Nights/month multiplied by the number of bedrooms in each listing. One room = 1 pillow
- **BOOKED ROOM NIGHTS** – Number of available room nights that were booked during the month.
RBO Listings and Booked Listings - Oct. 2014 to May 2017
(Airbnb and Homeaway only)

- RBOs listed & booked **increased** through May 2017

*Data does not include VRBO platform until June 2017*
• RBO occupancy **grew** along with the available listings
• Peak occupancy **rose** from just **over 40% to just under 60%**
• **Slow decline** in listed units June 2017 – March 2019
• Booked listings fluctuate, trendline is flat
• **Remarkable stability** in listings, given fluidity of the market
- Seasonal occupancy appears to have **stabilized since June 2017**
- Winter occupancy rivals peak summer occupancy
- **Peak occupancy lower** compared to paid lodging (>80%)
- **Off season occupancy is higher** compared to paid lodging (≈30%)
Room nights are the best proxy for pillows

Peak winter booked (occupied) similar to July booked roomnights
Current Overnight Visitor Capacity
• Peak summer overnight visitors exceeded peak winter by 705 visitors
• Winter visitors staying in RBOs exceeded summer
• Peak season overnight visitor population is about triple May’s visitors
### Peak Summer Overnight Visitors Capacity (July)
- Total Average Peak Season Overnight Capacity: 20,180
- Traditional Lodging and Professionally Managed Units: 16,702
- Rental by Owner: 3,478

### 2018 Peak Winter Overnight Visitor Capacity (Jan. and Feb.)
- Total Average Peak Season Overnight Capacity: 20,891
- Traditional Lodging and Professionally Managed Units: 16,702
- Rental by Owner: 4,189

### 2018 Low Season Overnight Visitor Capacity (May)
- Total Average Peak Season Overnight Capacity: 15,627
- Traditional Lodging and Professionally Managed Units: 14,846
- Rental by Owner: 781

- Peak summer overnight visitors exceeded peak winter by 705 visitors
- Winter visitors staying in RBOs exceeded summer
- Peak season overnight visitor population is about triple May’s visitors
Source: DestiMetrics, Stay Aspen Snowmass Transient Inventory Study, July 2018 and Airdna Custom Report, April 2019

- Average daily capacity 2018
- RBOs: 1 room = 1 pillow equivalent
- Practical capacity is 80% of maximum capacity

<table>
<thead>
<tr>
<th></th>
<th>2018 Peak Summer (July)</th>
<th>2018 Peak Winter (Jan. and Feb.)</th>
<th>2018 Low Season (May)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Overnight Visitors</td>
<td>17,036</td>
<td>16,341</td>
<td>6,011</td>
</tr>
<tr>
<td>Total Overnight Visitor Capacity</td>
<td>20,180</td>
<td>20,891</td>
<td>15,627</td>
</tr>
<tr>
<td>Remaining Capacity</td>
<td>3,144</td>
<td>4,551</td>
<td>9,616</td>
</tr>
</tbody>
</table>
Key Findings

- **Continued modest growth** in Pitkin County population, jobs, housing units
- Significant **population growth** in Garfield County
- Aspen-Snowmass peak population and occupancy bottomed out in 2009 and again in 2013/2014, have nearly **recovered to pre-recession levels today**
- **Skier days have been on the rise**, so has winter occupancy
- Traditional lodging and professionally managed short-term rentals have been flat/fluctuating since 2009, but **occupancy has risen**
- RBO supply **accelerated** 2014-2017 then leveled off

- Today, RBOs can **accommodate nearly 3,500 visitors** during peak season
- **Peak population** is 34,000 low season and 53,000 peak season
- Existing lodging and RBO inventory could accommodate **3,000-4,500 additional overnight visitors** during peak season
Past, Present and Projected: Air Service, Aircraft/Fleet and Air Space
Topics

- The Aviation Forecasting Process
- ASE’s Service Region
- Key Drivers of Airline Traffic
- Airport Role
- Historical Passenger Airline Traffic
- General Aviation Activity
- Aviation Activity Forecasts
The Aviation Forecasting Process

The key elements, decisions and input for preparing forecasts for planning

1. Collect Data
   ➢ Review of existing forecasts
   ➢ Collect aviation and socioeconomic data
   ➢ Identify key issues/trends
   ➢ Obtain input from key stakeholders

2. Prepare Analysis
   ➢ Trend analysis
   ➢ Market share forecasting
   ➢ Econometric analysis
   ➢ Probability analysis
   ➢ Choice analysis

3. Evaluate Airport Role
   ➢ O&D airport
   ➢ Market-Level Analysis
   ➢ Connecting hub
   ➢ International gateway

4. Define Key Drivers of Aviation Activity

5. Prepare Annual Forecasts
   ➢ Enplaned passengers
   ➢ Air cargo

6. Translate Annual Forecasts into Aircraft Operations
   ➢ Enplaned passenger load factor
   ➢ Average seats per departure
   ➢ Enplaned cargo per departure
   ➢ Aircraft fleet mix

7. Obtain FAA Approval

8. Prepare Derivative Forecasts
Forecast Approach for ASE
The key elements, decisions and input for preparing forecasts for planning

1. Local Data Collection
   ➢ Roaring Fork Valley population of 84,200
   ➢ Pitkin County peak population of 33,800 to 53,100
   ➢ Peak overnight visitor capacity of approximately 20,000

2. Prepare Analysis
   ➢ Historical passenger growth trend of 2.0% per year between 2000 and 2018
   ➢ Peak winter season accounts for more than half of annual passengers
   ➢ Service to airline connecting hubs

3. ASE’s Role
   ➢ Destination airport for visitors
   ➢ Origin airport for residents
   ➢ Spoke in airline networks

4. Define Key Drivers of Aviation Activity

5. Prepare Annual Forecasts
   ➢ Enplaned passengers
   ➢ Air cargo

6. Translate Annual Forecasts into Aircraft Operations
   ➢ Enplaned passenger load factor
   ➢ Average seats per departure
   ➢ Enplaned cargo per departure
   ➢ Aircraft fleet mix

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8. Prepare Derivative Forecasts
ASE’s Service Region
ASE’s overall Airport Service Region includes Pitkin, Eagle, and Garfield counties with a combined population of 132,724 in 2017, according to the U.S. Census Bureau.

The Roaring Fork Valley is the primary area within the Airport Service Region, with a population of 84,207 in 2017, 63% of the entire region.

In 2018, the number of trips per person in the Roaring Forks Valley averaged 3.4 (283,877 enplaned passengers divided by a population of 84,207 = 3.4).

Of the average 3.4 trips per person, Roaring Fork Valley resident took an average of one airline trip per year, while visitors accounted for the remaining 2.4 trips, on average.
ASE Key Passenger Traffic Components and Drivers

Key Drivers

- Underlying socioeconomic conditions (population, employment, per capita income)
- Visitor infrastructure (hotel rooms)
- Cost of travel (airfares and ancillary fees)
- Route networks of hubbing airlines
- Airline service decisions related to connecting hub and international gateway operations
- Alternate transportation modes (ground)

Key Drivers of Airline Traffic
Defining the Key Drivers of ASE Airline Traffic

FAA Forecast Guidance

- Forecast methods used to project airport activity should reflect the underlying causal relationships that drive aviation activity
- The demand for aviation is largely a function of demographic and economic activity
- Aviation activity levels result from the interaction of demand and supply factors
- Supply factors that influence activity levels include cost and competition

Historical Passenger Traffic Growth Rates: 1990-2018

Aspen and Selected Resort Destination Airports:

- **Eagle**: 11.4%
- **Montrose**: 6.3%
- **Bozeman**: 6.0%
- **Kalispell**: 5.4%
- **Missoula**: 4.0%
- **Hayden**: 2.9%
- **Jackson Hole**: 3.3%
- **Sun Valley**: 3.5%
- **Aspen**: 0.9%
- **All 9 airports**: 4.1%

Compound annual growth rate in enplaned passengers: 1990-2018

Regional Economic Activity

Regional economic activity accounts for 18% to 64% of the historical variation in ASE passengers

[Graph showing ASE enplaned passengers from 2000 to 2018 with actual and predicted data for population, employment, total personal income, per capita personal income, and Aspen skier days.]
Cost of Travel

The cost of travel accounts for an insignificant share of the historical variation in ASE passengers.
Average Annual Snowfall

Average annual snowfall accounts for an insignificant share of the historical variation in ASE passengers.

![Average Annual Snowfall Chart](chart.png)
Representative Model—ASE Passengers

Population and airline yield together account for 90% of the historical variation in ASE passengers.

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ASE Enplaned passengers

- **Actual**
- **Predicted from a regression model that explains 90% of the historical variation in ASE enplaned passengers**

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Graph showing ASE enplaned passengers from 2000 to 2018.
Airport Role
Passenger Airlines Serving ASE
ASE is a Spoke in Airline Networks

Airline Shares of Enplaned Passengers in 2018

- United-Skywest 69%
- American-Skywest 18%
- Delta-Skywest 13%

Enplaned Passengers by Nonstop Flight Segment

Service to Nine Markets on One Regional Airline
Affiliated with Three Airlines

- Denver 2010: 300,000
  - Los Angeles: 50,000
  - Chicago: 50,000
- Denver 2018: 300,000
  - Los Angeles: 50,000
  - Chicago: 50,000

Note: ASE’s peak month is March.
Source: U.S. Department of Transportation, Schedule T100, online database, access April 2019.
Passenger Service to Airline Hubs
ASE is a Spoke in Airline Networks

Note: ASE’s peak month is March.
Passenger Service to Airline Hubs
ASE is a Spoke in Airline Networks

Regional Airline Pilot Shortage Threatens Passenger Airline Service to Small Communities

- Outsourcing to regional airlines limited by pilot contracts
- Decrease in military pilots (Navy and Air Force expect shortages in 2020 and 2022, respectively)
- High expense of flight training
- Legislative changes reduced the supply of pilots
  - In 2009, the hours flown for new pilots increased to a minimum of 1,500 from 250 hours
  - In 2010, the duty time rule decreased to mitigate pilot fatigue
- In 2009, the mandatory retirement for airline pilots changed from 60 to 65 to offset decreases in the pilot workforce

Loss of 24,000 U.S. Commercial Pilots Between 2010 and 2018

Historical Passenger Airline Traffic
Origin-Destination (O&D) Passenger Traffic Increases Despite Airfare Increases

Aspen/Pitkin County Airport

ASE's Busiest 10 Domestic O&D Markets
Passenger Traffic Increases in 9 of 10 Markets Despite Airfare Increases

Seasonality  
Aspen/Pitkin County Airport

- March is the peak month for enplaned passengers at ASE and accounts for approximately 15% of annual activity
- December through March together account for more than half of annual passengers

Note: ASE’s peak month is March.
Source: U.S. Department of Transportation, Schedule T100, online database, access April 2019.
The **Airplane Design Group** (ADG) is an FAA-defined grouping of aircraft types which has six groups based on wingspan and tail height.

### Table 1-1. Airplane Design Groups (ADG)

<table>
<thead>
<tr>
<th>Group #</th>
<th>Tail Height (ft)</th>
<th>Wingspan (ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>I</td>
<td>&lt;20</td>
<td>&lt;49</td>
</tr>
<tr>
<td>II</td>
<td>20 - &lt;30</td>
<td>49 - &lt;79</td>
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<tr>
<td>III</td>
<td>30 - &lt;45</td>
<td>79 - &lt;118</td>
</tr>
<tr>
<td>IV</td>
<td>45 - &lt;60</td>
<td>118 - &lt;171</td>
</tr>
<tr>
<td>V</td>
<td>60 - &lt;66</td>
<td>171 - &lt;214</td>
</tr>
<tr>
<td>VI</td>
<td>66 - &lt;80</td>
<td>214 - &lt;262</td>
</tr>
</tbody>
</table>

Scheduled Departures by Airplane Design Group
Aspen and Selected Resort Destination Airports

Note: Airplane Design Group (ADG). A classification of aircraft based on wingspan and tail height. When the aircraft wingspan and tail height fall in different groups, the higher group is used. FAA Advisory Circular, AC 150/5300-13A, February 26, 2014.
SkyWest operates all scheduled flights at ASE under agreements with American, Delta, and United Airlines.

<table>
<thead>
<tr>
<th>Aircraft type</th>
<th>Equipment</th>
<th>Aircraft fleet</th>
<th>Seat configuration</th>
<th>Average age (years)</th>
<th>Orders</th>
<th>Removals from fleet</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional jets</td>
<td>CRJ200s</td>
<td>200</td>
<td>50</td>
<td>16.3</td>
<td></td>
<td>-16 (a)</td>
</tr>
<tr>
<td></td>
<td>E175s</td>
<td>146</td>
<td>70-76</td>
<td>2.2</td>
<td>12</td>
<td></td>
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<tr>
<td>CRJ700s (b)</td>
<td></td>
<td>109</td>
<td>65-70</td>
<td>12.9</td>
<td></td>
<td>-15 (b)</td>
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<tr>
<td>CRJ900s (c)</td>
<td></td>
<td>41</td>
<td>76</td>
<td>10.2</td>
<td>15</td>
<td>-9 (c)</td>
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<tr>
<td>Total fleet</td>
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<td>496</td>
<td>76</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Note: ExpressJet, formerly a subsidiary of Skywest, Inc., was acquired by a United Airlines venture in January 2019. Data exclude 100 ERJ145 operated by ExpressJet under a fixed-fee agreement and aircraft lease with United.

(a) Leased to ExpressJet beginning in January 2019.
(b) Removed from service for Delta with the addition of 15 new CRJ900 aircraft.
(c) Removed from service for Delta with the addition of 12 new E175 aircraft.

General Aviation Activity
General Aviation Aircraft
Aspen-Pitkin County Airport

Single engine aircraft accounted for 71% of aircraft based at ASE in 2018

- Jet: 2%
- Multi-engine: 22%
- Helicopter: 5%
- Single engine: 71%

In 2018, 21% of general aviation operations were local; the remaining 79% itinerant.

General Aviation Operations
Aspen-Pitkin County Airport

General aviation operations accounted for 48% of total operations in 2018

In 2018, 21% of general aviation operations were local; the remaining 79% itinerant

Sources: Federal Aviation Administration, Air Traffic Activity System (ATADS), www.aspm.faa.gov.
Aviation Activity Forecasts
FAA 2018 TAF of Enplaned Passengers
Aspen/Pitkin County Airport

Historical (CAGR 2000-2018 = 1.3%)  
FAA 2018 TAF (CAGR 2018-2038 = 0.8%)  
Allowed Variance Higher than FAA 2018 TAF (CAGR 2018-2038 = 1.3%)  
Allowed Variance Lower than FAA 2018 TAF (CAGR 2018-2038 = 0.2%)  

CAGR = Compound annual growth rate  
Comparison of ASE Planning Forecasts with the FAA 2018 TAF

FAA Forecast Guidance

Locally developed forecasts for operations, based aircraft, and enplaned passengers are considered consistent with FAA’s Terminal Area Forecasts (TAF) if they meet the following criteria:

• Forecast differs by less than 10 percent in the 5-year forecast period and 15 percent in the 10-year period, or

• Forecast activity levels do not affect the timing or scale of an airport project

In order to facilitate the process of approving a forecast, the FAA also suggests completion of a template which covers the key forecast elements and calculates the percentage differences between the airport planning forecast and the TAF

Allow time (30 to 45 days) in the project schedule for FAA approval of the forecasts

FAA Forecasts of Passenger Traffic Growth
ASE and Selected Resort Destination Airports

<table>
<thead>
<tr>
<th>Airport</th>
<th>Compound Annual Growth Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eagle</td>
<td>0.6%</td>
</tr>
<tr>
<td>Montrose</td>
<td>2.4%</td>
</tr>
<tr>
<td>Bozeman</td>
<td>2.2%</td>
</tr>
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<tr>
<td>Missoula</td>
<td>2.9%</td>
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<td>All 9 airports</td>
<td>2.6%</td>
</tr>
</tbody>
</table>

Compound annual growth rate in enplaned passengers: 2018-2038

FAA 2018 TAF of Commercial Aircraft Operations
Aspen/Pitkin County Airport

Historical (CAGR 2000-2018 = 2.3%)
FAA 2018 TAF (CAGR 2018-2038 = 0.9%)
Allowed Variance Higher than FAA 2018 TAF (CAGR 2018-2038 = 1.4%)
Allowed Variance Lower than FAA 2018 TAF (CAGR 2018-2038 = 0.4%)

Note: Commercial aircraft operations include air carrier and air taxi. CAGR = Compound average growth rate
FAA 2018 TAF of Total Aircraft Operations
Aspen/Pitkin County Airport

Historical (CAGR 2000-2018 = -0.9%)
FAA 2018 TAF (CAGR 2018-2038 = 0.8%)
Allowed Variance Higher than FAA 2018 TAF (CAGR 2018-2038 = 1.3%)
Allowed Variance Lower than FAA 2018 TAF (CAGR 2018-2038 = 0.3%)

Note: Commercial aircraft operations include air carrier and air taxi. CAGR = Compound average growth rate
FAA 2018 TAF of General Aviation Aircraft Operations
Aspen/Pitkin County Airport

Historical (CAGR 2000-2018 = -2.9%)
FAA 2018 TAF (CAGR 2018-2038 = 0.6%)
Allowed Variance Higher than FAA 2018 TAF (CAGR 2018-2038 = 1.1%)
Allowed Variance Lower than FAA 2018 TAF (CAGR 2018-2038 = 0.1%)

Note: Commercial aircraft operations include air carrier and air taxi. CAGR = Compound average growth rate
Key Takeaways

- ASE’s overall Airport Service Region includes Pitkin, Eagle, and Garfield counties with a combined population of 132,724 in 2017.

- ASE is Spoke in airline networks, a destination airport for visitors, and an origin airport for residents.

- Residents accounted for 28% of ASE passengers in 2018; the remaining 72% are visitors.

- December through March together account for more than half of ASE’s annual passengers.

- A shortage of regional airline pilots threatens passenger airline service to small communities.

- General aviation operations accounted for 48% of total operations in 2018.

- The FAA forecasts enplaned passengers at ASE to increase an average of 0.8% per year between 2018 and 2038.
Moderated Q&A
Your Questions. Answered.

- Tonight’s meeting includes Q&A
- Panel: John Kinney, Jon Peacock, Linda Perry, Gabe Preston
- Continue to send questions to info@asevision.com
Questions and Comments
Next Steps
Mid-Point Evaluation

Take the survey!

ASEvision.com/survey

You will get an email from the project team prompting you to take a survey to evaluate the meetings and interactions to date.
Your Questions. Answered.

DO YOU HAVE FOLLOW-UP QUESTIONS?
Send them to info@asevision.com