



ASE Vision Process Public Comments February - October 2019

**Comments below appear as they were written. No edits have been made to spelling, grammar or content. Personal information has been removed to protect privacy.*

Date	Advisory Group	Outreach Channel	Comment
2/7/2019	Airport Experience	Email	<p><i>Subject: Disaster Recovery Reform Act - pay attention</i></p> <p>Buried in the Federal Aviation Administration reauthorization act at the end of the last Congress was the Disaster Recovery Reform Act. Of great potential interest is section 1236 which requires FEMA to develop guidance and training on coordination of emergency response plans within 180 days. See the attached for the table of contents and section 1236.</p> <p>In a DC meeting yesterday, I volunteered NASTTPO to assist FEMA in trying to accomplish this task, which is obviously going to be nightmarishly difficult.</p> <p>If you want the entire Disaster Recovery Reform Act just let me know. Below I have reproduced FEMA's description of all of the new tasks assigned to FEMA.</p> <p><i>Attachment:</i></p> <div style="background-color: #e0e0e0; padding: 5px; margin: 5px 0;"> <p>contents and section 1236 DRRRA.pdf431 KB</p> </div> <p>Download FAA Reauthorization Act of interest.</p>
2/24/19	Airport Experience	Email	<p><i>Subject: Aspen Airport Vision: The Whole Picture</i></p> <p>Action Items At the ASE Vision meeting at Doerr-Hosier. I feel most attending were very shallow on facts. Please do an educational Mail Chimp and email handout to prevent stupid questions. Allow immediate input to an ASE</p>

			<p>webwindow for questions, like university students do in classes, rather than wasting huge periods of time on “questions”.</p> <ol style="list-style-type: none"> 1. FAA pays for 90% of runway improvements, the county pays for the terminal (issues bonds that are paid back by airline, shop and other fees). 2. Describe each regional aircraft manufacturer: Embraer and Bombardier wing length in present aircraft and futures...including more sophisticated innovations such as the upturned wingtips that help with fuel economy. 3. How is Aspen Valley Hospital with 15 beds going to handle 80 or more casualties in larger aircraft? 4. Can the terminal building be built where general aviation is now and bury a basement floor to lower the building dimension profile. 5. No one has mentioned the Stapleton property on the other side of the airport. Place General Aviation on that 60 acre parcel. 6. Cancelled flights backup passengers overnight. The airport needs an an airport hotel built across Hwy 82 at the AABC, such as an Element Hotel. The hotel needs to be built NOW. 7. Immediate changes can be made to the current terminal building to add length to the arrival section in the direction of the long term parking with a temporary room on the Aspen side of the baggage. <p>Please provide coffee, and adequate coffee when sessions BEGIN. Be more generous with snacks for those missing dinner and becoming hypoglycemic.</p> <p>Consider having the meetings at the Wheeler, Paepcke, the District Theater or the St. Regis</p>
2/22/2019	Vision	Email	<p><i>Subject: Information for Tonight’s ASE Vision Airport Advisory Group Meeting</i></p> <p>I hope this message goes to Melissa. Good job last night and really good launch.</p> <p>I have a few observations that could be helpful: there was a bit of a cart before the horse going on and I know this community doesn’t respond well to that. I think it’s important to make sure the product is created before we are asked to start promoting it (hope that makes sense)</p> <p>people were looking for “tribes” or allies – which is silly. If we want to develop a “product” then tribes are not useful. I’m sure your team has the expertise to address this type of behavior.</p>

			<p>I heard working groups felt like they didn't have a clear understanding of how their voices would be heard. My understanding is they will be putting together their piece of the "product" and that their work is essential. I heard that one of the working group session was basically a gripe session.</p> <p>Again, you and your team did a great job and I'm just trying to help the process be successful. I think the vision group is fine – there is definitely a spectrum of strong-willed people.</p>
2/22/2019	Focus Group	Email	<p><i>Subject: Question for ASE Vision process group...</i></p> <p>I'm a Focus group member and have the following question/concern which I feel would help us all in understanding what is possible: "Please give us a better understanding just what the existing EA permits, so that we have a target against which to measure various proposals."</p>
2/23/2019	Focus Group	Email	Crowded terminal: standing room only
4/10/2019	Airport Experience	Email	<p><i>Subject: A new ASE for 30 years: Take into account this Air taxi startup: the future in aviation</i></p> <p>The mission statement has described that we are planning a new ASE for 30 years. Take into account the future of aviation is including small air taxis as shown in this weblink to Joby Aviation, which I expect will become popular with the wealthy. For that reason I suggest, as I've suggested, that the general aviation at ASE be part of this 30 year picture and be moved to the Stapleton parcel to accommodate such air taxis and a heliport pod. Then the present general aviation can be the location for a large Terminal building. The general aviation location for the new Terminal also will not interfere with traveler traffic in and out of the current building during construction.</p>
4/10/2019	Airport Experience	Email	<p><i>Subject: Air taxi startup: the future in aviation</i></p> <p>The largest amount of investment funding for any one company went to secretive air taxi startup Joby Aviation, which raised \$100 million in February 2018. Their investors included Intel, JetBlue and Toyota.</p>
5/10/2019	Community Character	Hotline	<p>Notes from call:</p> <ul style="list-style-type: none"> • Would like questions answered before 5/23 meeting • Distrustful of process, thinks set agenda/outcome already decided by the BOCC • Doesn't like process, too consultant driven • Thinks consultants' approach is condescending • Thinks we do not need to listen to FAA – has battled them before w/ desired outcome • Thinks not enough information • and also too much information, the "average" participant can't understand

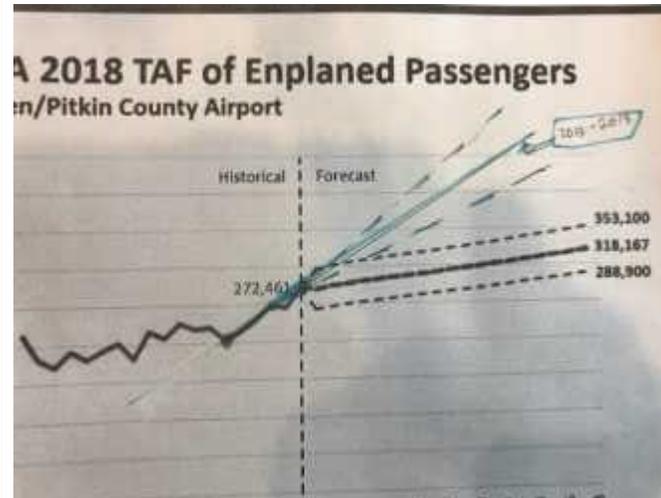
5/10/2019	Community Character	Email	<p>I'm on the community character subcommittee. This is Mother's Day weekend and I should have realized I would have a problem parking this weekend at the airport, but I was busy running errands in Aspen before going to the airport and did not see a message from Pitkin Alert. When I got to the airport at 10:30 am yesterday for an 11:25 flight, the long term lot was full. I was saved from missing my plane by a very nice airport employee who guided me to one of the few illegal spots remaining and helped me maneuver into it. But for that employee, I would have missed my flight, just like some other locals I heard about recently, who had to drive all the way to Denver to complete their trip. Not just based on my experience yesterday, there is clearly a need for more parking at the airport. I continually get notices from Pitkin Alert about the parking lots being full or nearing capacity.</p> <p>This matter should be top of our agenda on the Airport Vision Committee, but we've talked about everything but. My suggestion would be to build much more parking and put it underground (which admittedly is expensive), make it flexible space so it can be used for other purposes when the parking is not needed. It's nice to think about not using cars, but most of us do not have a choice. Yesterday, I had to run a number of errands in Aspen and then get to my plane with all my luggage. RFTA would not have served my purposes. I live in Old Snowmass and could possibly have taken more car trips to accomplish what I had to do, which would have been much less fuel efficient.</p>
5/10/2019	Community Character	Email	<p>Underground parking should allow us to free up a lot of surface acreage for other purposes, particularly well-landscaped open space in the front and possibly allow us to do something about the Highway 82 morning bottleneck, where traffic coming from the airport complicates the merger of traffic lanes.</p> <p>I'm finding our discussions way too theoretical, with a lot of people going to their preferred camps (growth/no growth). The sooner we can get down to something practical, the better. Those themes (growth/no growth) will still be heard, but in a more structured context.</p>
5/15/2019	Airport Experience	Email	<p>https://www.bombardier.com/en/media/newsList/details.bca-20180206-bombardier-launches-new-innovative-50-seater-aircra.bombardiercom.html</p> <p>These new Bombardier CRJs are smaller, not bigger and have no gate check bags since overhead luggage is bigger.</p>
5/24/2019	Technical	Email	<p><i>Subject: Comment regarding the FAA TAF enplanement projection and sizing for a proposed new terminal</i></p> <p>It appears that the FAA TAF future enplanement projection for ASE is low for many reasons. I believe their projections are based on the all the available historical enplanement records. A future projection may look similar to attachment 2002-20018 if graphed using the last 16 years of data, or like the 2013-2018 graph.</p> <p>The 2013-2018 has the most recent data but is a short period of time. I have worked at Airport Guest Services for 11 years and have recently noticed a recent substantial winter enplanement increase, something like the 2013-2018 projection. Remember, winter passengers are both from the US and many other countries. For example, if</p>

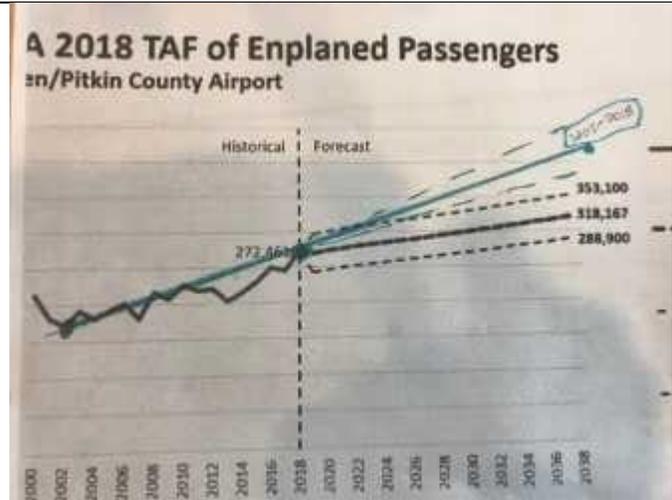
the Brits and Australians spoke another language, at times English would not be the most spoken language at the airport.

I feel this international and US constituency will continue to be a strong market and draw being there are still going to be many people that can afford Aspen. Aspen is a world class resort, has an international group, is an area of great appeal, probably the only winter ski/snowboard destination airport in the world with the City is only three miles away and a ski area that one could literally walk to. In addition, the runway expansion will probably increase enplanements with larger planes holding greater capacity and arriving from more distant and larger cities.

Neither my or FAA's projections are appropriate because they use yearly historical averages. The facility needs to be planned for peak usage that occurs in the winter. As such, we should make a case to the FAA that terminal sizing enplanement projection should be based upon the winter time period enplanements.

Attachments:





5/23/2019

Vision

Email

First of all, I really appreciate the effort that is going into this process, I think it is valuable and appropriate, and as difficult as I know it is your efforts to date are to be lauded.

I just finished the survey and wanted to make the following suggestion.

Many of us have asked questions to which answers have been promised (some I suppose that can never be definitively answered). I have yet to get feedback on my questions and wondered if it might help all of us feel better about this if there was a place on the ASE web site where all questions are listed and the status of the answers and or answers themselves are noted. That way we can all go see if a question has been asked and know our question is in process.

This could serve several purposes –

This could serve as a central communications hub. It will give volunteers a place to “chat” or exchange info with staff that is open to everyone to learn from. Or just provide the list of questions and status of answers.

It would encourage members to go to the web site for answers.

For those still noodling potential questions they could see all the questions asked to date and decide the answers to the existing questions will suffice – thereby potentially reducing redundancy in questions asked.

It will make those of us who have asked questions comfortable that we have been heard and the staff is working on the answers. EG I asked a question when I first was appointed about historic emplacements, back as far as possible. I asked the same question at the last meeting and it felt like it was the first time any heard it.

			<p>It could be a place where people could add new questions and a formal portal for all questions, I would think that would help unify the process around what is certainly a difficult task answering everyone's questions.</p> <p>Perhaps the questions could be broken up into groups, EG:</p> <ol style="list-style-type: none"> 1) questions that have a factual answer – EG what have the historic emplacements been? 2) legal opinion - EG can Pitkin County charge landing fees in whatever amount they choose based on whatever standards they choose? 3) Projections – EG what is projected growth of air travel to Aspen and surrounding. Or does the airport development / size drive growth? 4) Questions that cannot be answered factually or are purely opinion 5) Questions that haven't been categorized yet <p>Anyway, food for thought. Thanks for your consideration</p> <p>Also, would you please send me John Bennett's email address? He is my committee chair, and I would like the ability to communicate with him.</p>
6/4/2019	Airport Experience	Email	<p>VIDEO</p> <p>https://www.bing.com/videos/search?q=aspen+airport+dangerous+airport&&view=detail&mid=CA6E7A15E63DEA09A7EDCA6E7A15E63DEA09A7ED&&FORM=VRDGAR</p> <p>ARTICLES</p> <p>https://www.forbes.com/sites/jimdobson/2018/11/08/the-17-most-dangerous-airports-in-the-world-and-why-you-must-experience-them/</p> <p>https://www.bizjournals.com/hrill/news/2017/03/21/two-colorado-airports-are-among-the10-most.html</p> <p>https://www.aspentimes.com/opinion/paul-andersen-aspen-is-the-wrong-airport-to-expand/</p> <p>https://petergreenberg.com/2014/01/06/know-dangerous-airport-in-the-us/</p> <p>https://www.rd.com/advice/travel/most-dangerous-airports-in-the-world/</p> <p>https://www.thrillist.com/cars/the-hardest-airports-to-land-at-in-the-world-most-dangerous-runways-toncontinent-martin-nepal</p> <p>https://blogs.mprnews.org/newscut/2014/01/aspen-jet-crash-shows-why-its-among-nations-deadliest-airports/</p>

7/1/2019	Focus	Email	<p>I'm on the focus committee.</p> <p>People from Snowmass ask me if changes in the airport will alter the flight paths over them, and if so where and how.</p>
7/19/2019	Focus	Email	<p>some people have suggested to me that the overcrowding in the airport parking lot is due to wealthy people storing cars there. Is that true?</p> <p>Private jets I landed once at the private terminal at our airport (that should be part of the airport tour as well as the building off Owl Creek road) when I paid for an emergency medical evacuation Lear Jet to bring my sick husband home from New Jersey. It was worth every penny because my husband had better care for health at AVH and Valley View.</p> <p>I would like to know about the other Colorado airports that might already be able to handle the larger new private jets. The need for these was mentioned at the breakfast for the safety meeting.</p>
7/26/2019	Vision	Email	<p>I am hoping this email will go to John, Meg, and Judy....as well as Jon Peacock and John Kinney</p> <p>John Kinney offered to me, as a member of the Woody Creek Caucus leadership team, to bring all the entities (sheriff, fire, EMS, airport safety. Etc.) who deal with safety and emergency response to a Woody Creek Caucus meeting to address concerns that have been expressed regarding the response to a catastrophic crash with mass casualties. I really appreciate his offer and I think it would be best served if the presentation was made the ASEvision committee. It would benefit every subcommittee as well as the vision committee to have an in-depth discussion on the topic. Can we truly handle an airliner with 75-150 passengers going down at this end of the valley?</p> <p>Could you please consider the idea and let me know if it will be put on the ASEvision schedule?</p> <p>Thank you so much.</p>
7/30/2019	Airport Experience	Email	<p>ASE is going to need to be accommodated</p> <p>for these small electric jet taxis</p> <p>skipping over the traffic.</p>
8/12/2019	Focus	Email	<p>As an airline pilot, I fly the Boeing 757 into Eagle. My airline has developed an RNAV (RNP) approach which reduces the minimum visibility to one mile and 450 feet ceiling, from the LDA approach minimums of three miles and 1790</p>

			<p>feet ceiling. The procedure is safe and certified by the FAA, requiring annual pilot training and recertification. The result has been schedule integrity with far fewer cancellations and diversions.</p> <p>Aspen has additional challenges and cannot accommodate the 757. However, future advanced airline aircraft could similarly be certified for lower approaches minimums.</p> <p>Unfortunately I am out of town and cannot attend tonight's meeting. Please address the following concern to the airline representatives attending:</p> <p>SkyWest Airlines president and CEO Chip Childs recently warned Congress of a "growing pilot shortage that could become pronounced over the next three years, ultimately grounding as much as two-thirds of the US regional airline fleet in operation today!"</p>
9/16/2019	Technical	Email	<p>Terminal sizing "just right" at 0.8% growth questioned</p> <p>It appears that the FAA TAF future enplanement projection of 0.8% per year annual enplanement growth was used for ASE's Committee's "just right" amount. I think this figure is low and does not reflect a larger number of future enplanements and problems in the winter.</p> <p>I believe the FAA's ASE 0.8% annual enplanement projection was based upon connecting the first enplanement data point to the latest data point and extending that line directly into the future. If so, that is a statistically incorrect projection method to make a projection. A future projection should be based upon calculation of individual historical line slope averages.</p> <p>According to the TAF FAA chart, the historical future growth is 1.3% not 0.8%. If one looks at the 2002-20018 line (below) the growth is about twice the annual growth projected by the FAA. The growth rate would be about 3% per year if we looked at the 2013-2018 graph. The terminal may be too small If the enplanements grow in the 1.3% to 3% and 0.8% is used. Also, this 0.8% growth may be limiting tourism. I do not think Ski CO. the FAA or the tourist related business would like to have an airport that limits its customer base.</p> <p>I feel it is a fallacy to use annual enplanement numbers to determine terminal size. One should build a terminal based upon historical data based upon the maximum usage, not average use. The three months of the winter creates half the users and all if not most all the enplanement problems. In addition, cancelations related to poor visibility due to snow will further stress terminal capacity as it does now. This weather related overcrowding can last for a few days after the cancelation.</p> <p>I have worked at Airport Guest Services for 11 years and have recently noticed a recent substantial winter enplanement increase, like the 2013-2018 projection. Remember, winter passengers are both from the US and many other countries. For example, if the Brits and Australians spoke another language, at times English would not be the most spoken language at the airport.</p>

			<p>I feel this international and US constituency will continue be a strong market and draw being there are still going to be many people that can and will afford Aspen despite unfavorable economic conditions. Interestingly, it appears that the more costly are the airfares, the more people travel here in the winter. Aspen is a world class ski resort, has an international group, is an area of great appeal, probably the only winter ski/snowboard destination airport in the world with the City is only three miles away and a ski area that one could literally walk to. In addition, the runway expansion will probably increase enplanements with larger planes holding greater capacity and arriving from more distant and larger cities.</p> <p>We really need to rethink this 0.8% growth is “just right”. If not, we may be building an expensive terminal that may be undersized and have to be enlarged quickly. FAA’s data should be statically analyzed and accurately represented. The facility needs to be planned for peak usage that occurs in the winter, not based upon yearly averages.</p>
9/18/2019	Focus	Email	<p>In preparation for tomorrow’s meeting, I strongly emphasize again that Aspen airport must not limit airline service solely to regional aircraft due to the regional pilot shortage:</p> <p>SkyWest Inc. president and CEO Chip Childs warned the US Congress of a “growing pilot shortage” that could become significantly more pronounced over the next three years, leading to the grounding of large numbers of aircraft in US regional airlines’ fleets.</p> <p>http://m.atwonline.com/government-affairs/skywest-ceo-warns-pilot-shortage-could-lead-big-service-cuts</p>
10/2/2019	Airport Experience	Email	<p>I’m a member of the Experience Working Group.</p> <p>At tonight's Experience Working Group meeting, in the vote on the number of gates and how to determine future gate expansions, an older gentleman member of our Working Group walked out after we voted in favor of 8 gates with future gate expansions to be determined by similar reviews.</p> <p>This older gentleman was firm on 8 gates period and nothing further, being worried that Aspen would possibly grow from "4,000 to 68,000" and promised to write a "minority report".</p> <p>I wish to express my respect to this person. Yet being 81 years old myself, I can remember as a child that there were 150M in the US and there are now 330M. And, when I came to Colorado in 1965, Colorado's population was 1.9M and now is 4.3M. So, our Colorado and US population are expanding, where we have more than 8 gates or not. In addition, compare Aspen to Vail, which has 500 room hotels 10 stories high.</p> <p>Again, I have ultimate respect for this gentleman; and, I will patiently listen further to his concerns. On the other hand, preoccupation with this in the public media will stoke inappropriate opposition to even handed resolution.</p>

10/3/2019	Community Character	Email	<p>While waiting for yesterday's meeting to begin, a member of the Vision Committee and I spoke about what would/should happen after the BOCC approves the work of the Vision process. It seemed to us that there needs to be continued oversight throughout the planning process to provide transparency to the community that the recommendations made to and approved were carried out.</p> <p>Our idea is to create an oversight committee composed of 3-4 members from each working group and the Vision committee to meet periodically to review the planning progress. Any alleged divergence from the approvals would be brought to the BOCC's attention for review and discussion at a public meeting.</p> <p>Just as the BOCC has made every effort to make the Vision process transparent, transparency during the planning process is equally important.</p> <p>After the Character Committee presentation, I sat in on the Technical Committee meeting. I noticed during Mary Vigilante's presentation on noise and emission that she was focused on the overall (annual) effects of these pollutants. I wish to point out that the Character Committee's recommendations are based on local (daily) effects of these pollutants. To state that there is less emission over the course of the year with larger planes is not the point the CC was trying to make. We were concerned about the immediate emission from each landing and takeoff.</p> <p>Ms. Vigilante's presentation approach seemed to favor larger planes carrying more passengers which contradicts the Character Committee's success factors.</p> <p>Thanks for your time and all the effort put into this process.</p>
10/7/2019	Focus	Email	<p>I respectfully and strongly disagree with the Community Character Working Group recommendation to limit future aircraft to 76 seats, which will lead to a significant loss of future airline service.</p> <p>The CRJ700 has been discontinued. Replacement aircraft exceed 76 seats and current ASE wingspan/weight limitations. The Aspen/Pitkin County Airport Improvements Environmental Impact 2.4 identifies future regional/non-regional aircraft. All the future ASE Performance Capable Aircraft exceed the 76 seat and wingspan/weight limitations.</p> <p>SkyWest Inc. president and CEO Chip Childs recently warned the US Congress of a "growing pilot shortage" over the next three years, leading to the grounding of up to two thirds of the US regional airlines' fleets, causing a significant loss of air service in smaller markets across the US.</p> <p>http://m.atwonline.com/government-affairs/skywest-ceo-warns-pilot-shortage-could-lead-big-service-cuts</p>