INITIAL DRAFT: *We will continue to add as we progress through our discussions*

SECTION 5:

A. Relatively Easy Recommendations

1. VALUE: *Safety in the Air and on the Ground*

Early on, the ASE Vision participants recognized "safety in the air and on the ground" as the number one priority for our community. In order to reflect this value, the County and Airport should prioritize investments in policies, procedures and technology that minimize the risk of crashes, accidents, and hazardous materials spills by establishing and maintaining best practices and the highest standards. Additional specific recommendations include:

<u>Infrastructure</u>

-

<u>Operations</u>

- Work with non-airline pilots and insurance providers to encourage and provide training and safety resources related to the unique characteristics and challenges of flying into ASE
- Work with FAA on implementing NEXTGEN program which includes safe clearances, enhanced efficiency, and precision approaches

2. VALUE: *Environmental Responsibility. Address…*
- *Air pollution*
- *Carbon Emissions*
- *Sustainability – Energy Efficiency*

COMMUNITY GOAL: Reduce greenhouse gas and other air pollution emissions by 30%

Environmental responsibility is a cornerstone of our community and should also be a cornerstone of our Airport. It should be integrated into the Airport's culture for both commercial and GA operations and passengers – a part of the Airport's core mission. We encourage the County to fully explore federal, state and local policies to incentivize and accommodate aviation innovation in clean emissions and work with partners to stay on the leading edge of environmental sustainability. To meet our community value of environmental sustainability, our citizens set a goal of aggressively reducing greenhouse gas and other pollution emissions. The Vision Committee recommends that the County establish baselines for emissions and noise and seek every opportunity in both new construction and deconstruction to reduce its emissions while pursuing the highest level of environmental stewardship in design and materials.

Other recommendations:

Infrastructure

- Implement energy efficiency measures available for airfield and facilities, including but not limited to LED lighting and on-site renewables such as solar and geothermal
- Design all facilities to *Net Zero*
- Electrify the airfield for both GA and commercial operations, including but not limited to:
  - (a) ground support equipment
  - (b) ground power (APUs)
  - (c) air tempering units
- Prioritize public transport (aviation and ground) as a "first-choice" solution for all users.

Operations

- Complete baseline emissions studies, including particulates and volatile organic compounds (VOCs) and establish 30% reductions from those baseline emissions
- Implement local monitoring for GHG, VOCs and particulates tied to airport operations.
- Create financial incentives through things like landing fees and fuel costs to reward aircraft that meet emission goals
- Implement biofuel sales
- Reduce overall use of aviation leaded fuel
- Implement Carbon offset program, but only to *compliment* - not replace - onsite carbon reduction innovations. Prioritize offset that are local and within the community. Ensure that they are real, permanent, verifiable, and implemented *in addition to* business-as-usual, ongoing practices.

INITIAL DRAFT: *We will continue to add as we progress through our discussions*

3. *VALUE: Environmental Responsibility. Address Noise Pollution*
COMMUNITY GOAL: *Reduce airport noise pollution in our valley by 30%*

In addition to many of the recommendations called out above to address reducing local emissions and local pollutants, the Vision Committee recommends additional specific measures to address our goal of reducing airport noise pollution:

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<tr><th>Infrastructure</th><th>Operations</th></tr>
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- Provide electrical hook-ups to reduce APU usage
- Reconfigure FBO ramps to move heavy GA and Air Taxi aircraft to the north end of the airport away from North 40 residents
- Increase berms and sound walls where appropriate to mitigate noise impacts. Use landscaping to enhance the visual appearance of berms and walls

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- Reduce APU idling similar to town idling-ordinance
- Maintain and strictly enforce the curfew

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4. *VALUE: Community Character – Reflect local culture and values*
- *Connection to place: It should feel like Aspen and Pitkin County*
- *Unique mountain airport feeling – unpretentious*
- *Tell Aspen story: reflect culture, mining heritage, skiing, ranching, etc.*
- *Retain rural and small-town feel*
- *"Small is important" "Don't build it too big" "One story above ground"*
- *"Reasonable growth" "Modest expansion"*
- *Control growth through number of gates, etc.*
- *"Just Big Enough" "Right-Sized"*

VALUE: Warm and Welcoming
- *Friendly and personable for both residents and visitors*
- *Comfortable with excellent food & drink amenities*
- *Guest-friendly for stranded passengers and peak crowds.*
- *Stress free*
- *Improved, but not so different from today. Still welcoming.*
- *Views of mountains*
- *A practical airport: Better waiting rooms and employee areas*
- *Convenient access to/from airport*

VALUE: Design Excellence
- *Unique – Distinctive – Great architecture*
- *Should look like Aspen – Small is important – Small but beautiful*
- *Incorporate mountain surroundings*
- *No jet bridges*

INITIAL DRAFT: *We will continue to add as we progress through our discussions*

- *Awe-inspiring views*
- *It should be surprising!*

VALUE: Efficiency – an airport that works well
- *Well planned. Better functionality than today*
- *Incorporate new technology*
- *Efficient in service, time, operations*
- *In design, give commercial passengers priority over private planes*
- *Reliable gateway for visitors*

To meet the above community values identified by ASE Vision participants, the County should rebuild the airport terminal, but it should not feel like a typical "anywhere" airport. Our terminal should integrate the Aspen Experience into its design and layout, helping to orient travelers to our community's unique history, special pace, character, and values. Its design should relieve them of whatever tensions and hurried expectations may have accompanied them. The terminal should be an iconic and innovative building that is recognized immediately as "Aspen's Airport," unique and appropriate to a town that has hosted internationally renowned design conferences.

To further reflect these values, additional specific recommendations include:

Infrastructure

- Meet best practices worldwide of an airport terminal for travelers and employees, including sterile spaces, pet areas, re-composure areas, overflow area for luggage needs, and operational efficiency.
- Build terminal spaces that can handle peak capacity but not feel built for peak capacity.
- Create spaces that are peaceful with appealing dwell time.
- Accommodate all levels of mobility
- Expand curbside check-in for all airlines and provide space for automated kiosks
- Welcome booth and information desk should be visible and accessible
- Ensure public engagement in design process. Construction should meet Pitkin County/Aspen design guidelines

Operations

- Design the terminal around the arts and culture that reflect our community. Locally source programming, food, engagement, education from local institutions.
- Sponsor exhibits, not ads, to reflect a cultural experience. Sell character. Any commercial experience should be local and low key
- Integrate helpful technology, but don't allow it to dominate the visitor experience.
- Require FBOs to convey community character, values and culture in the same way as at the commercial terminal

INITIAL DRAFT: *We will continue to add as we progress through our discussions*

5. *VALUE: Convenient and Easy Ground Transportation*
- *Multi-modal transit options*
- *Seamless connectivity to transit*

COMMUNITY GOAL: Reduce Greenhouse gas and other air pollution emissions by 30%

Convenient and easy ground transportation will assist in achieving the ASE Vision goals of reducing air pollution emissions by 30% through multi-modal transit, seamless connectivity and a reduction of overall number of vehicle trips to and from the airport. To this end, the Vision Committee recommends the Airport act as an important multi-modal transport center that ensures a mix of public and private transportation. The County should work to improve and prioritize the accessibility and convenience of public transportation but also recognize that that transit alone will not fully address connectivity needs. Many passengers will continue to arrive at the Airport by car, and the Airport needs to maintain accessibility for all travelers.

To reflect this vision, here are additional specific recommendations:

<u>Infrastructure</u>
- Infrastructure should encourage electric ground transportation

<u>Operations</u>
- Increase utilization of RFTA
- Develop airport-specific circulator(s) with luggage capacity connecting to Ruby Park and Brush Creek.
- Encourage multi-passenger and ride-sharing opportunities in hotel shuttles, taxis and TNCs (Uber/Lyft), thereby reducing reliance on single-occupancy vehicle trips to and from the airport
- Provide incentives for electric car use
- Coordinate traffic flow of arrival/ departure connectivity through a combination of internal and external wayfinding and timing of transportation modes into town
- Improve baggage transport options for all traveling public to and from the terminal