Double Eagle II Airport

Final Environmental Assessment For a Proposed Runway Extension at the Airport

January 2010

FINAL
ENVIRONMENTAL ASSESSMENT

For a Proposed Runway Extension at
DOUBLE EAGLE II AIRPORT
Albuquerque, New Mexico

Prepared for the
Federal Aviation Administration, Lead Federal Agency
and the
National Park Service, Cooperating Agency
on Behalf of the
City of Albuquerque Aviation Department

By
COFFMAN ASSOCIATES, INC.

January 2010

This Environmental Assessment becomes a Federal Document when evaluated and signed by the responsible FAA Official.

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Responsible FAA Official Date

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Albuquerque, New Mexico

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Chapter One

PURPOSE AND NEED

Chapter One
PURPOSE AND NEED

Double Eagle II Airport is a general aviation facility located seven miles northwest of the Albuquerque central business district and 13.5 miles northwest of the Albuquerque International Sunport. The airport is located within the City Limits of Albuquerque on the West Mesa. **Exhibit 1A** depicts the location of the airport in its regional setting. Refer to Chapter Three for more information regarding the airport's existing facilities and general location.

1.1 PROJECT BACKGROUND

An update to the airport's Master Plan was completed in 2002. The purpose of the Master Plan update was to evaluate the airport's ability to meet design standards and provide a safe and efficient operating facility for existing and anticipated future users of the airport. This update provided an inventory of existing facilities, projected aviation demand forecasts, and identified facility requirements to accommodate forecasted demand. The study also examined airside and landside alternatives and recommended an airport layout and improvement schedule. Among other things, this document identified the need to provide additional runway length at the airport. In 2005, the City of Albuquerque decided to pursue the extension of one or more of the runways at the airport which triggered the preparation of this Environmental Assessment (EA).

The EA process requires the evaluation of project alternatives from an environmental perspective. During previous planning efforts, specifically the preparation of an EA in 2004 for the construction of the airport's airport traffic control tower (ATCT), the National Park Service (NPS) indicated concerns regarding noise and the overflight of the Petroglyph National Monument and Northern Geo-

logic Window. The Monument is located adjacent to the airport to the east and the Northern Geologic Window is located northeast of the airport. The FAA made verbal commitments to the NPS during the 2004 EA that during future planning or environmental documentation endeavors, runway alternatives would be examined that could potentially reduce noise and overflights of the Monument. This commitment from the FAA, coupled with the availability of additional wind data, resulted in the re-evaluation of the future potential development at the airport.

As mentioned previously, the 2002 Airport Master Plan called for the extension of both of the existing runways at the airport, the construction of a crosswind runway, and the construction of a parallel Runway 4-22 to accommodate smaller general aviation aircraft. Each of these improvements would be undertaken as demand warrants at the airport. At the onset of this EA, it was determined that existing demand warranted the extension of only one runway at the airport. In accordance with the commitment to the NPS, to evaluate alternate runway alignment alternatives that could reduce overflights of the Petroglyph National Monument, analysis was undertaken to determine which runway should be extended first. Analysis, above what was undertaken for the 2002 Master Plan, was possible due to additional wind data provided by the airport's Automated Weather Observation System (AWOS). The AWOS was installed at the airport in 2001; therefore, only a relatively small amount of data was available for the Master Plan. The availability of additional wind data triggered the preparation of an updated and detailed wind analysis as well as an airfield capacity analysis. These studies are contained in **Appendix E** and summarized in the following sections.

1.1.1 Wind Analysis

As described in **Appendix E**, neither Runway 4-22 nor Runway 17-35 provides the minimum 95 percent wind coverage specified by the FAA in AC 150/5300-13, *Airport Design*, for all crosswind components, individually or combined. The primary reason for not meeting 95 percent wind coverage is the lack of a runway orientation at the airport that can accommodate the strong winds from the west/northwest and east/southeast. Winds above the 10.5 knot crosswind component that cannot be served by either Runway 4-22 or Runway 17-35 occur approximately 7.0 percent of the time. Essentially, during these times the Double Eagle II Airport is closed to small aircraft operations as the crosswind components are excessive for aircraft such as the Cessna 150, which fall within this range. The addition of the aforementioned "crosswind," east-west aligned runway, increases wind coverage over the minimum 95 percent as specified by the FAA. This analysis supports the 2002 Master Plan findings regarding the need for a future crosswind runway at Double Eagle II Airport. This runway is not being pursued at this time as the priority is to provide a runway length capable of accommodating business aircraft at Double Eagle II Airport.

With the understanding that the crosswind runway would be constructed in the future, the wind analysis was focused on the airport's two existing runways. The purpose of this analysis was to determine if either runway could safely serve the aircraft that currently use and are expected to use the airport in the future. As previously mentioned, existing airport demand only supports the extension of one runway at the airport. Runway 4-22 is currently the longest runway at the airport with a length of 7,600 feet. Runway 17-35 is currently 5,999 feet long. Therefore, analysis focused

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Exhibit 1A
LOCATION MAP

on which runway was best suited for the extension considering wind coverage, airfield capacity, and the commitment made with the NPS by the FAA during the 2004 EA.

The analysis described in **Appendix E** determined that, when compared with Runway 4-22, Runway 17-35 provides marginally better wind coverage; therefore, it can be concluded that Runway 17-35 can be safely used by all aircraft piloted at Double Eagle II Airport. In particular, Runway 17-35 provides the highest wind coverage for small aircraft within the 10.5 knot crosswind component. These aircraft are most susceptible to crosswind conditions. Runway 17-35 also provides 95 percent or higher wind coverage during instrument flight rules (IFR) conditions. Taking into account the need for a crosswind runway, the best combination of runways for wind coverage would be Runway 8-26 and Runway 17-35. Combined, these runways provide 98.26 percent coverage at 10.5 knots on an annual basis compared with 94.05 percent for the combination of Runways 4-22 and 8-26. This is a difference of 4.21 percent.

1.1.2 Airfield Capacity

The study of airfield capacity is important to an airport as it assists in determining when additional runways are needed to handle operations at an airport. Airfield planning and development focuses on providing the combination of runways that ensure the highest levels of airfield capacity. In contrast to the 2002 Master Plan, the analysis undertaken and summarized in Section 1.1.1 that Runway 17-35 provided marginally better wind coverage than Runway 4-22, necessitated the re-evaluation of airfield capacity at the airport to include considerations for parallel Runway 17-35 in addition to parallel Runway 4-22.

FAA Order 5090.3C, *Field Formulation of the National Plan of Integrated Airport Systems* (NPIAS), indicates that improvements for airfield capacity purposes should begin to be considered once operations reach 60 to 75 percent of the annual service volume. Double Eagle II Airport is already within this range. As shown in **Appendix E**, the airport is estimated to be operating at approximately 97.5 percent of existing annual service volume. Therefore, the airport should be considering capacity enhancements.

As shown in **Appendix E**, the construction of Runway 8-26 increases annual capacity as this runway orientation allows aircraft to continue to operate at the airport during periods when there are strong winds from the west/southwest or east/southeast. Presently, aircraft cannot operate at the airport during these conditions.

Even with the construction of Runway 8-26, the airport would be expected to exceed 75 percent capacity at operational levels above 182,000 annual operations. The only means to provide the necessary capacity to accommodate projected long term growth and reduce delays is through the construction of a parallel runway. As discussed above and shown in **Appendix E**, there are two different configurations possible for parallel runways at Double Eagle II Airport, with the greatest capacity achieved with Runway 17-35 in a parallel runway configuration. With parallel Runway 17-35s, Runway 4-22, and Runway 8-26, the projected long term airfield capacity is 351,000 annual operations. Projected annual operations would reach 71 percent of this capacity. With parallel

Runway 4-22s, Runway 8-26, and Runway 17-35, the project airfield capacity is 332,000 annual operations. Assuming projected long term annual operations, the airport would be operating at approximately 76 percent of annual service volume.

1.1.3 Airport Planning Summary

Based on the results of the wind and airfield capacity analyses, either of the existing runways at the airport could be extended without significantly compromising safety or capacity. Runway 17-35 has marginally better wind coverage and the future development scenario that includes a parallel Runway 17-35 and crosswind Runway 8-26 has a higher projected airfield capacity when compared to a parallel Runway 4-22 scenario. **Appendix E** contains additional information regarding the wind and airfield capacity modeling.

This EA will evaluate a proposed runway extension at Double Eagle II Airport by first outlining the need for airport improvements (Chapter One); followed by an evaluation of project alternatives (Chapter Two); a discussion of the existing environmental resources surrounding the proposed development (Chapter Three); and concluding with a discussion of the potential environmental impacts of development on identified environmental resources and means to mitigate any potential negative environmental consequences (Chapter Four).

1.2 PURPOSE AND NEED FOR PROPOSED ACTION

The purpose of the proposed improvements to Double Eagle II Airport is to provide an aviation facility that safely meets the runway length needs of existing and anticipated future airport users. Currently, the longest runway (Runway 4-22) at Double Eagle II Airport is 7,400 feet long. Through coordination with existing and potential future users, it has been determined that this length is not sufficient to accommodate the needs for a majority of business jet users, particularly during the warm summer months when density altitude (the altitude at which the air density would be equal to the actual air density at the place of observation) is highest at the airport. A density altitude that is greater than the actual physical altitude has a negative effect on the operation of an aircraft. The need for additional length is supported by the following:

- 49 United States Code (USC) § 47101(a)(3) states that it is the policy of the United States to give special emphasis to developing reliever airports, such as Double Eagle II Airport, which provides operational relief to Albuquerque International Sunport (Sunport).
- An ongoing transition in the critical design aircraft, defined as the most demanding category of aircraft which conducts at least 500 operations per year, at Double Eagle II Airport.
- Letters of support.
- 52 percent of survey respondents indicated a need for a longer runway.
- The City of Albuquerque's policy to encourage general aviation use of Double Eagle II Airport rather than the Sunport.

The determination of the appropriate runway length for Double Eagle II Airport was made with the use of FAA Advisory Circular (AC) 150/5325-4B, *Runway Length Requirements for Airport Design*, in conjunction with selected aircraft performance manuals for the business jets that currently use either Double Eagle II Airport or the Sunport.

According to AC 150/5325-4B, a runway length of 8,900 feet is needed to accommodate 75 percent of large airplanes at 90 percent useful load. (The 90 percent useful load represents the higher passenger and fuel loading that is most desired by the existing and potential users of the airport.) A review of specific aircraft landing lengths provided within the aircraft performance manuals indicates that 8,900 feet of runway would adequately accommodate all of the business jet aircraft utilizing Double Eagle II Airport or the Sunport with the exception of the Lear 35 and the Lear 45. Up to 9,300 feet of runway length is needed for these two aircraft to operate at Double Eagle II Airport.

Considering both the FAA recommended runway lengths and individual aircraft runway length requirements, a runway length of 9,000 feet balances the needs of the Lear aircraft with the remaining mix of aircraft that utilize the Sunport and Double Eagle II Airport. This length will enable more business jet users to operate from Double Eagle II Airport without incurring payload restrictions. Existing business jet users of the Sunport would also then find Double Eagle II Airport an attractive alternative, thereby allowing Double Eagle II Airport to more adequately serve as a reliever to the Sunport.

Additional information regarding runway length needs at the airport can be found in **Appendix C**.

1.3 AVIATION FORECASTS

The need for the improvements is supported due to Double Eagle II Airport's role within the *National Plan of Integrated Airport Systems 2009-2013* (NPIAS) as a reliever airport. The airport's designation as a reliever airport translates to its level of importance within the national aviation system. Forecasts and facility requirements contained within the NPIAS assume that the airport will continue to fulfill its role within the national aviation system as a reliever airport to the Sunport. In order to allow the airport to continue to fulfill its assigned role, the airport needs to be able to accommodate the requirements of the general aviation community by providing a safe operating environment for all aircraft, including the most demanding aircraft in the business jet community. **Appendix D** contains detailed forecast information for Double Eagle II Airport.

1.4 PROPOSED ACTION

The City of Albuquerque is requesting the following airport improvements to safely meet the runway length needs of existing and anticipated future airport users:

- Extension of Runway 17-35 and its parallel taxiway from their current lengths of 5,999 feet to a length of 9,000 feet. This will include a 2,001-foot extension to the north and a 1,000-foot extension to the south.
- Extension of runway and taxiway lights.
- If possible, relocate the existing ILS and medium intensity approach light system with runway alignment indicator lights (MALSR) from Runway 22 to Runway 17.If it determined the existing equipment needs to be replaced, a new system will be installed. The existing ILS consists of localizer, glideslope, middle marker, and locator outer marker. If newer technology is used for the ILS, it is anticipated marker beacons will not be needed.
- Construction of additional entrance/exit taxiways to connect to new runway ends to the parallel taxiway, additional exit taxiways to reduce runway occupancy times after landing, as well as connector taxiways to the main apron area.
- Relocation of the airport entrance road to provide sufficient approach and departure clearance as specified in Appendix 2 of FAA AC 150/5300-13, Change 14, and to remove the roadway from the extended Runway 17-35 runway safety area.
- Development of new air traffic procedures (ILS and GPS) For Runway 17-35.

The components of the proposed airport development (proposed action) are depicted on **Exhibit 1B**.

1.5 REQUESTED FEDERAL ACTION

The requested approval action includes the following:

- Airport layout plan (ALP) approval to reflect the proposed action alternative as described in Section 1.4.
- Approval of further processing of an application for federal assistance to implement those Airport Improvement Program (AIP) eligible projects.
- Development of new air traffic procedures to reflect the new runway ends and the relocated instrument landing system to Runway 17. This will include revisions to the GPS approach to Runway 22.

1.6 DOCUMENTATION REQUIREMENTS AND STANDARDS

This EA has been prepared in accordance with the requirements of Section 102(2)(c) of the *National Environmental Policy Act* (NEPA) *of 1969* (PL 91-190, 42 USC 4321 et. seq.) and Title V of the *Airport and Airway Improvement Act of 1982*, as amended. NEPA stipulates that projects funded by the federal government, in part or whole, require an assessment of the environmental consequences. The environmental consequences of maintaining the existing airport facility will be evaluated as the no action alternative. The environmental consequences of the proposed airport improvements will be evaluated as the proposed action.

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Exhibit 1B
PROPOSED ACTION
IMPROVEMENTS TO RUNWAY 17-35

The Federal Aviation Administration (FAA) is the lead federal agency for NEPA compliance. Due to the proximity of the Petroglyph National Monument to the airport, the NPS is a cooperating agency. The format and subject matter included within this report conform to the requirements and standards set forth by the FAA as contained within FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures,* and FAA Order 5050.4B, *National Environmental Policy Act* (NEPA) *Implementing Instructions for Airport Actions.*

This EA incorporates by reference all, or portions of, other technical documents that are a matter of public record. These documents either relate to the proposed action alternative or provide additional information concerning the proposed action's environmental setting. **Appendix A** contains a listing of documents utilized in the preparation of this EA.

1.7 IMPLEMENTATION TIMEFRAME

All items discussed in Section 1.4 and illustrated on **Exhibit 1B** are expected to be developed within the next five years (2009-2013). **Table 1A** outlines the anticipated development schedule. The FAA has federal oversight for the implementation of the proposed Airport Master Plan Update near-term project improvements.

TABLE 1A
Schedule of Proposed Improvements, 2009-2013
Double Eagle II Airport

Project Description	Anticipated Start Date
Project Design	2009*
Construction of runway improvements and ILS installation	2011

* Contingent on issuance of a finding of no significant impact (FONSI) by FAA in 2009

Chapter Two

ALTERNATIVES

Chapter Two
ALTERNATIVES

The objective of this alternatives analysis is to identify reasonable alternatives which accommodate the purpose and need identified in Chapter One. Once identified, each alternative is evaluated in terms of its ability to satisfy the objectives of the purpose and need for the project and its potential for an effect on the surrounding environment. The result of this evaluation is to determine which alternatives will be considered reasonable and practicable, thereby warranting further consideration. The alternatives under consideration are more closely evaluated in Chapter Four of this document.

Under the *National Environmental Policy Act* (NEPA), as stated in the Federal Aviation Administration (FAA) Order 1050.1E, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act* (NEPA) *Implementing Instructions for Airport Actions*, alternatives can be eliminated from further consideration when they do not fulfill the purpose and need for the action or cannot be reasonably implemented. In general, if an alternative's cost would likely exceed the benefits, or when the environmental consequences are excessive, that alternative can be eliminated from further consideration. Alternatives that do not meet the purpose and need stated in Chapter One or are deemed to not be reasonable will be eliminated and will not be discussed further in this Environmental Assessment (EA), with the exception of the no action alternative. The Council on Environmental Quality (CEQ), Section 1502.14(c), requires the evaluation of the no action alternative for comparison purposes, regardless of whether it meets the stated purpose and need or is reasonable to implement.

2.1 NO ACTION ALTERNATIVE

The no action alternative considers retaining the airfield in its present condition. The existing runway lengths would be maintained and aircraft would continue to operate in a manner similar to today. This alternative limits the ability of Double Eagle II Airport to properly serve as a reliever airport to the Albuquerque International Sunport (Sunport) by not providing sufficient runway length to accommodate those business aircraft that must now operate at the Sunport. The airport needs to be able to accommodate the requirements of the general aviation community by meeting landing and departure length requirements and providing a safe operating environment for all aircraft, including the most demanding aircraft in the business jet community. As identified in Chapter One, a number of aircraft currently utilize the Sunport due to the runway length limitations of Double Eagle II Airport.

The no action alternative does not meet the identified purpose and need for the facility, as identified in Chapter One, as it does not provide additional runway length. However, in accordance with CEQ 1502.14, it is further analyzed with regard to its potential environmental impact in Chapter Four of this environmental document.

2.2 BUILD ALTERNATIVE BACKGROUND

During the preparation of the Airport Master Plan in 2002, a number of airport development alternatives were evaluated. As described in Chapter One, through this EA process, the master plan alternatives were again evaluated from an environmental perspective, and due to the availability of new or updated information, additional alternatives were developed.

Consideration was given to a number of issues and concerns in developing alternatives to meet the project purpose and need. These issues and concerns were raised during previous planning or NEPA studies or during the public outreach undertaken for this EA. The issues and concerns included:

- *Property acquisition limitations*. In accordance with the Memorandum of Understanding (MOU) established during the May 1994 *Final Environmental Assessment for Proposed On-Airport Access Road, Double Eagle II Airport*, between the City of Albuquerque and the Sandia, Zia, and Santa Ana Pueblos, land located east of Paseo Del Volcan has been set aside as open space[1], thereby limiting development east of Paseo Del Volcan.

[1] The re-designation of this area as open space allowed for a buffer between the airport and the Petroglyph National Monument which contains symbolic icons known as petroglyphs as well as a number of volcanoes. Both the volcanoes and petroglyphs figure prominently in Pueblo religious thought. Pueblo people use the area for a variety of religious ceremonial activities, including community and individual ceremonies and prayers. The City of Albuquerque and the National Park Service cooperatively manage the lands within the boundaries of the neighboring Petroglyph National Monument consistent with a Memorandum of Understanding which was established when the monument was included as a unit of the National Park Service. The history of the City's role with the establishment and management of the Monument is a driving force in rationale behind the City's desire to protect the resource. In a meeting held with the National Park Service, City of Albuquerque, and the FAA during the preparation of the EA for the ATCT, the City and the FAA stated that runway alternatives would be thoroughly evaluated within this EA.

- *Potential impacts on the Petroglyph National Monument*. During previous planning efforts, including the May 1994 EA mentioned in the previous bullet, the 2002 Airport Master Plan, and the 2004 EA for the construction of the airport's airport traffic control tower (ATCT), the NPS indicated concerns regarding noise and the overflight of the Monument and the geologic window located northeast of the airport. The FAA made verbal commitments to the NPS during the 2004 EA that runway alternatives would be examined that could potentially reduce noise and overflights of the Monument.
- *Taxi distances from the airside facilities to the runway ends.* During the public involvement process for this EA, the distance a pilot must taxi an aircraft to each runway end was a concern of pilots that operate frequently at Double Eagle II Airport. The primary landside facilities are currently located at the northern end of the runway system and pilots face a long taxi to or from the southern runway ends. The shortest taxi distance at Double Eagle II Airport is to the existing Runway 22 end. The preponderance of calm wind conditions (approximately 57 percent of winds are below six knots) at Double Eagle II Airport and short taxi distance has led to greater use of Runway 22.
- *Southeasterly wind flows.* Pilots noted at a series of public information workshops that when winds are from the southeast, the volcanoes located east of the airport can cause turbulence when landing on Runway 17-35 or even sometimes on Runway 22. Southeasterly wind flows at Double Eagle II Airport are discussed in the *East Wind Events at Double Eagle II Airport* report included in **Appendix E**. This report discusses the fact that easterly winds at Double Eagle II Airport are predominately from the southeast, which requires the use of Runway 17 now. Runway 17 will continue to be used when winds are from the east-southeast under both build alternatives as aircraft landing on Runway 17 will experience the least amount of crosswind when landing on Runway 17 when winds are from the east.
- *Stronger westerly winds during the afternoon and evening.* Pilots that use Double Eagle II Airport on a regular basis have commented that winds are stronger and from the southwest in the afternoon, which leads to a greater use of Runway 22. The pilots' contention is that Runway 4-22 should be the longest runway at the airport because it is needed more often during the afternoon and evening hours due to stronger winds from the southwest. This contention that winds are stronger in the early afternoon is true. As shown in **Table 2A**, on an annual basis considering all hours of the day, calm winds occur 57 percent of the time. During the period from 12:00 to 16:00, calm winds occur less than 50 percent of the time, falling as low as 35.4 percent between 15:00 and 17:00. However, as shown in **Table 2B**, while the winds are stronger, Runway 17-35 stills provides higher wind coverage than Runway 4-22 throughout the day. For example, Runway 17-35 provides higher wind coverage than Runway 4-22 on an annual basis and during any time period studied. In fact, during the period from 12:00 to 16:00, Runway 17-35 provides over five percent higher wind coverage than Runway 4-22. When comparing Runway 4-22 and Runway 17-35, there is only one occurrence when Runway 4-22 provides higher wind coverage than Runway 17-35. This is only at crosswind components in excess of 16 knots and during the period from 16:00 to 20:00, or early evening. This is due to the southwesterly orientation of Runway 4-22 which is more aligned with the southwesterly winds. During these periods, Runway 22 would continue to be used under both build alternatives.

TABLE 2A
Wind Speed by Time of Day

Time of Day	Wind Speed (knots)							
	Calm	6-10	11-16	17-21	22-27	28-33	34-40	>41
0:00	70.8%	19.1%	8.1%	1.5%	0.4%	0.0%	0.0%	0.0%
1:00	54.7%	27.4%	12.0%	3.4%	1.5%	1.0%	0.1%	0.0%
2:00	57.2%	28.6%	10.0%	2.6%	1.2%	0.4%	0.0%	0.1%
3:00	57.8%	28.5%	10.1%	2.4%	1.0%	0.2%	0.0%	0.0%
4:00	62.9%	22.9%	8.8%	2.6%	2.0%	0.7%	0.0%	0.0%
5:00	72.0%	16.0%	8.2%	1.8%	1.2%	0.5%	0.2%	0.0%
6:00	81.5%	13.3%	3.8%	0.9%	0.4%	0.1%	0.0%	0.0%
7:00	76.7%	14.4%	6.0%	2.1%	0.8%	0.1%	0.0%	0.0%
8:00	62.9%	22.4%	11.1%	2.6%	1.0%	0.0%	0.0%	0.0%
9:00	59.3%	26.3%	9.7%	3.0%	1.3%	0.4%	0.0%	0.0%
10:00	51.3%	25.8%	13.8%	5.2%	2.8%	0.9%	0.2%	0.0%
11:00	55.0%	26.5%	10.9%	4.2%	2.3%	0.9%	0.2%	0.0%
12:00	49.5%	30.7%	12.6%	3.9%	2.5%	0.9%	0.1%	0.0%
13:00	43.6%	29.8%	16.1%	5.7%	3.5%	1.2%	0.1%	0.0%
14:00	39.6%	32.4%	18.0%	5.7%	3.0%	1.0%	0.2%	0.0%
15:00	35.4%	30.4%	19.9%	7.7%	4.6%	1.7%	0.1%	0.1%
16:00	35.4%	30.4%	19.9%	7.7%	4.6%	1.7%	0.1%	0.1%
17:00	59.2%	20.7%	12.7%	4.0%	2.7%	0.6%	0.1%	0.0%
18:00	74.3%	12.3%	7.5%	3.3%	1.8%	0.6%	0.1%	0.0%
19:00	42.1%	29.7%	19.2%	5.0%	2.6%	1.0%	0.3%	0.0%
20:00	42.1%	29.7%	19.2%	5.0%	2.6%	1.0%	0.3%	0.0%
21:00	51.5%	25.9%	17.1%	4.3%	1.0%	0.1%	0.0%	0.0%
22:00	70.6%	17.6%	9.2%	1.8%	0.7%	0.2%	0.0%	0.0%
23:00	74.8%	15.5%	7.6%	1.5%	0.5%	0.1%	0.0%	0.0%

Source: Double Eagle II AWOS, Coffman Associates analysis

TABLE 2B
Wind Coverage Summary – 10.5 Knot Crosswind
Runway 17-35 and Runway 4-22

	Annual All Weather	Time Period 08:00 to 12:00	12:00 to 16:00	16:00 to 20:00	08:00 to 20:00
10.5 Knots					
Runway 17-35	90.78%	92.75%	88.20%	92.82%	91.38%
Runway 4-22	88.49%	87.74%	83.01%	91.71%	87.82%
13.0 Knots					
Runway 17-35	94.27%	95.19%	94.88%	95.11%	94.26%
Runway 4-22	92.71%	91.43%	88.30%	94.63%	91.70%
16.0 Knots					
Runway 17-35	97.24%	97.21%	95.97%	97.21%	96.83%
Runway 4-22	96.97%	95.51%	93.71%	97.33%	95.66%

Wind Coverage Comparison – 10.5 Knot Crosswind
Runway 17-35 to Runway 4-22 Comparison

	Annual All Weather	Time Period 08:00 to 12:00	12:00 to 16:00	16:00 to 20:00	08:00 to 20:00
10.5 Knots	2.29%	5.01%	5.19%	1.11%	3.56%
13.0 Knots	1.56%	3.76%	6.58%	0.48%	2.56%
16.0 Knots	0.27%	1.70%	2.26%	-0.12%	1.17%

Notes:
A positive number indicates that Runway 17-35 provides higher wind coverage.
A negative number indicates Runway 4-22 provides higher wind coverage.

Source: Coffman Associates analysis

The following sections describe the alternatives which were considered during the alternatives screening process. Each alternative takes into consideration the issues and concerns stated above.

2.3 EVALUATION OF BUILD ALTERNATIVES

The evaluation of build alternatives began with first dismissing any alternative that would result in the construction of a new runway at the airport or the construction of an entirely new airport at a different location. The City of Albuquerque and the FAA have a significant investment in the facilities at Double Eagle II Airport. Runway 17-35 was recently reconstructed at a cost of approximately 3.3 million dollars, and the design for the reconstruction of Runway 4-22 and Taxiway A is currently underway. Its reconstruction is expected to cost 4.6 million dollars. The construction of a new airport would require not just the construction of runway facilities to meet the project's purpose and need, but also access roads, taxiways, parking areas, aprons, and airside development such as hangars and fixed base operator facilities to replace facilities that currently exist at Double Eagle II Airport. The construction of a new runway or new airport

at a different location was eliminated due to the investment already placed on the facilities at Double Eagle II Airport and the cost of constructing entirely new facilities.

The elimination of the aforementioned alternatives results in the alternative analysis being focused on the two existing runways at Double Eagle II Airport, Runway 4-22, and Runway 17-35. An analysis of the wind coverage of Runway 17-35 and Runway 4-22 is found in **Appendix E**. This analysis was undertaken to ensure that both Runway 17-35 and Runway 4-22 individually and collectively meet to the greatest extent of FAA specifications for wind coverage. As detailed in **Appendix E**, Paragraph 203(b) of FAA Advisory Circular 5300-13 Change 14, *Airport Design*, states that "…when a runway orientation provides less than 95 percent coverage for any aircraft forecasted to use the airport on a regular basis, a crosswind runway is recommended." The analysis in **Appendix E** reveals that 95 percent wind coverage is only met when combining the wind coverage of both runways for all crosswind conditions. Having established that two runway orientations are needed at the airport, the individual runway wind coverage is considered. As shown in **Table 2C**, Runway 17-35 provides higher wind coverage than Runway 4-22 for all crosswind conditions. While pilots prefer the use of Runway 4-22 at the airport now due to its proximity to the terminal area and afternoon southwesterly wind flows, this wind coverage analysis reveals that Runway 17-35 can be safely used in the same manner as Runway 4-22. Utilizing Runway 17-35 benefits pilots as its higher wind coverage percentage reduces crosswind conditions. Based on this analysis, Runway 17-35 meets minimum FAA standards for wind coverage just as Runway 4-22 does, so other factors must be considered in evaluating the build alternatives.

TABLE 2C
Wind Coverage Summary

	Annual All Weather
10.5 Knot Crosswind Component	
Runway 17-35	90.78%
Runway 4-22	88.49%
Difference	2.29%
13 Knot Crosswind Component	
Runway 17-35	94.27%
Runway 4-22	92.71%
Difference	1.56%
16 Knot Crosswind Component	
Runway 17-35	97.24%
Runway 4-22	96.97%
Difference	0.27%

Notes:
A positive number indicates that Runway 17-35 provides higher wind coverage.
A negative number indicates Runway 4-22 provides higher wind coverage.

Source: Coffman Associates analysis from wind collected at Double Eagle II Airport

The alternatives presented in the following sections will be carried forward for further analysis within Chapter Four of this EA.

2.3.1 Alternative A - Extension of Runway 17-35

When evaluating runway extension alternatives for Runway 17-35, the taxi distance for aircraft using the runway is a consideration. Presently, the Runway 17 end is approximately 2,480 feet from an assumed common point along the midpoint of the taxilane extending along the eastern edge of the main apron as depicted on **Exhibit 2A**. The Runway 35 end is approximately 8,479 feet from the same point. Minimizing taxi distances is important to airport users as longer taxi distances increase fuel usage. Therefore, it was important to minimize any extension of the runway to the south so as not to significantly increase taxi distance to Runway 35.

Taking into consideration the location of the existing ATCT, it was determined that Runway 17-35 could only be extended by 2,001 feet to the north without impacting visibility of the extended taxiway and runway surface from the ATCT[2]. If the runway would be extended farther north, the relocation of hangar facilities may be required to eliminate potential ATCT visibility limitations. Therefore, to achieve a total runway length of 9,000 feet to meet the Purpose and Need, Runway 17-35 must be extended 1,000 feet south in addition to the 2,001-foot extension to the north.

In summary, Alternative A, depicted on **Exhibit 2B**, includes the following projects:

- Extension of Runway 17-35 and its parallel taxiway by 2,001 feet to the north and 1,000 feet to the south for a total runway length of 9,000 feet.
- Extension of runway and taxiway lights.
- If possible, relocate the existing instrument landing system (ILS) and medium intensity approach light system with runway alignment indicator lights (MALSR) from Runway 22 to Runway 17. If it determined the existing equipment needs to be replaced, a new system will be installed. The existing ILS consists of localizer, glideslope, middle marker, and locator outer marker. If newer technology is used for the ILS, it is anticipated marker beacons will not be needed.
- Construction of additional entrance/exit taxiways to connect the new runway ends to the parallel taxiway, additional exit taxiways to reduce runway occupancy times after landing, as well as connector taxiways to the main apron area.
- Relocation of the airport entrance road to provide sufficient approach and departure clearance as specified in Appendix 2 of FAA AC 150/5300-13, Change 14, and to remove the roadway from the extended Runway 17-35 runway safety area.
- Development of new approaches (ILS and GPS) to the new Runway 17-35 ends.

[2] FAA Order 6480.4A, *Airport Traffic Control Tower Siting Process*, Paragraph, 201, Visibility Performance Requirements, (b) Unobstructed View, Visibility from the ATCT Cab shall allow an unobstructed view of all controlled movement areas of an airport, including all runways, taxiways, and any other landing areas, and of air traffic in the vicinity of the airport.

The relocation of the ILS and MALSR from Runway 22 to Runway 17 can reduce aircraft activity over the Petroglyph National Monument's northern boundary. Presently, the ILS approach path extends over the geologic window and northwest portions of the Monument. Installing the ILS and MALSR to the Runway 17 end would move the flight path of both ILS training flights and flights under instrument flight rules to the northwest away from the Monument. The remaining overflights of the geologic window would remain as they are now – straight-out Runway 4 departures and straight-in visual approaches to landing on Runway 22. The existing GPS approach to Runway 22 is assumed to remain. However, the relocation of the MALSR could increase visibility minimums on this approach to three quarters of a mile. This is not expected to significantly impact users as visual conditions occur nearly 99 percent of the time at Double Eagle II Airport.

An analysis was completed to ensure that the ILS could be placed on the Runway 17 end and not impact aircraft operations during Category I IMC[3]. As shown on Exhibit E2 in **Appendix E**, based upon wind data collected at Double Eagle II Airport from the on-airport automated weather observations system, the winds are predominately calm during Category I IMC conditions at Double Eagle II Airport. During these periods, any runway end could safely serve Category I IMC aircraft operations. When winds increase above six knots, winds that support the use of Runway 17 occur approximately 18.5 percent of the time, whereas winds that support the use of Runway 22 occur approximately 18.3 percent of the time. Therefore, the ILS and MALSR could be placed on Runway 17 and still safely serve aircraft operations during Category I IMC conditions just as Runway 22 does now. Relocating the ILS and MALSR in this alternative also has the advantage of situating the ILS on the longest runway at the airport so that it may be used by all aircraft using the airport. As discussed in the Purpose and Need, the additional runway length is needed by larger business aircraft. Therefore, it is appropriate to include the relocation of the ILS and MALSR to Runway 17 in this alternative to ensure that the aircraft that require the longer runway length can also safely and reliably use Double Eagle II Airport during all weather conditions.

After formulating this alternative, an assessment was made regarding how the alternative addresses concerns identified early in the NEPA process. The following is a summary of the findings.

Property acquisition limitations. Alternative A does not require any property acquisition; therefore, the existing property buffer between the airport and the Petroglyph National Monument would remain.

Potential impacts on the Petroglyph National Monument. As discussed above, relocating the ILS and MALSR from Runway 22 to Runway 17 could reduce overflights of the geologic window and northwest portions of the Monument. Based upon the aircraft flight track and noise modeling contained within **Appendix F**, overflights of the geologic window and northwest portions of the Monument could be reduced by approximately 3,190 operations annually in 2015. Alternative A projects 5,360 overflights of the geologic window and northwest portions of the Monument in 2015, whereas Alternative B projects 8,550 overflights in 2015.

[3] Category I IMC – Cloud ceilings 200 feet above the ground and/or visibility one-half mile

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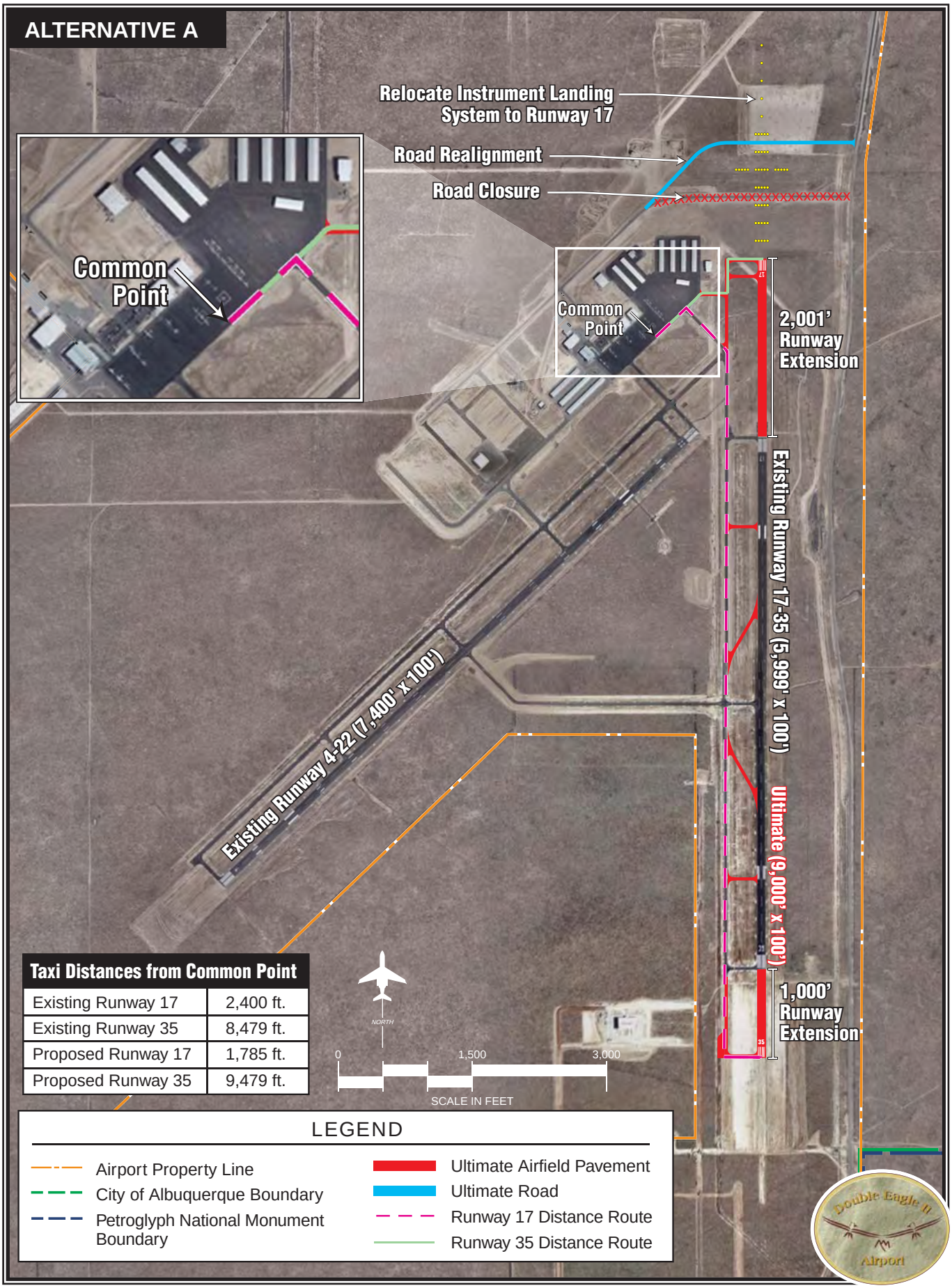

Taxi Distances from Common Point	
Existing Runway 17	2,400 ft.
Existing Runway 35	8,479 ft.
Proposed Runway 17	1,785 ft.
Proposed Runway 35	9,479 ft.

Exhibit 2A
ALTERNATIVE A TAXI DISTANCES

05SP12-B-1/8/09

Exhibit 2B
ALTERNATIVE A
IMPROVEMENTS TO RUNWAY 17-35

The extension of Runway 17-35 may potentially increase the overflights of the volcanoes east of Runway 17-35 as a result of more aircraft using this runway due to its longer length. Actual runway use will be a factor of ATCT workload, air traffic levels, and weather conditions. While larger business aircraft that need the runway length will most likely have limited overflights of the volcanoes, as these aircraft will approach and depart along the extended runway centerline which is west of the Monument, touch-and-go training activity will continue to operate east of Runway 17-35 over the volcanoes. As shown in **Appendix D**, aircraft activity at Double Eagle II Airport is projected to increase as the local community grows and general aviation activity moves from the Albuquerque International Sunport to Double Eagle II Airport. As discussed in **Appendix F** and Chapter Four, Section 4.8, the potential increase in activity over the volcanoes in this alternative could increase aircraft noise levels. For purposes of evaluation, aircraft noise levels were calculated at five different points along the volcanoes east of Runway 17-35 (grid points 3, 4 , 5, 6, 7). When compared to Alternative B, implementation of Alternative A results in higher day/night noise levels (DNL) at grid points 3, 5, and 6 when compared with Alternative B and lower DNL levels at grid points 4 and 7.

To offset this potential increase in activity over the Monument, and potential increased noise levels over grid points 3, 5, and 6, the City of Albuquerque plans to fulfill its obligations formed according to Public Law 101-313, through the establishment of a Fly Friendly program at Double Eagle II Airport. The agreement to establish such a program was made as part of the 2004 EA for the construction of the ATCT. The purpose of the Fly Friendly program will be to reduce the quantity of overflights of the Monument. The Fly Friendly program will be a cooperative program formed in conjunction with the Petroglyph National Monument staff, airport operators, the City of Albuquerque, and the FAA. The Fly Friendly program will be reviewed by FAA.

Fly Friendly programs have been established at many airports across the nation. These programs are primarily put into place in situations when residential or other noise-sensitive development is located in close proximity to an airport. Fly Friendly programs may include: preferred ingress/egress routes for helicopters and/or VFR aircraft; strategically placed reporting points; and preferred traffic patterns and altitudes. Without an operating ATCT, Fly Friendly programs are usually limited in their effectiveness. This is particularly true when many of the aircraft operating at the airport are not locally based and are, therefore, unfamiliar with the local program.

The purpose of the Fly Friendly program at Double Eagle II Airport will be to not only educate pilots of the proximity of the airport to the NPS unit, but to also develop informal procedures which will, whenever safe and practicable, potentially direct aircraft away from portions of the Monument. While air traffic control will always retain the right and responsibility to direct aircraft as necessary for safety and/or emergencies, the ATCT will play a critical role by issuing instructions to aircraft within the tower's designated airspace in accordance with the Fly Friendly program whenever feasible.

During the preparation of this EA, the ATCT at Double Eagle II Airport became operational. Initial coordination with the ATCT staff was undertaken to identify potential measures that could

be undertaken through implementation of a Fly Friendly program[4]. ATCT staff indicated that possible components of the Fly Friendly program could include shifting Runway 17-35 touch-and-go operations to the west side of the runway and re-routing two arrival flight paths and one departure flight path to reduce overflight of the Monument. These changes to the operational environment at Double Eagle II Airport were modeled and the results are described within Chapter Four, Section 4.8. Based on the analysis undertaken with the input of the ATCT manager, noise impacts at grid points 3, 5, and 6 are reduced with implementation of the Fly Friendly program to near measured levels. Refer to Section 4.8 for additional discussion.

Taxi distances from the landside facilities to the runway ends. **Exhibit 2A** depicts taxi distances to each runway end in this alternative. In this alternative, the taxi distance from the assumed common point on the main apron to the Runway 17 end is 1,785 feet. This is approximately 695 feet shorter than the distance from the existing main apron area to the existing Runway 17 end. The distance to the Runway 35 end is increased by 1,000 feet to approximately 9,479 feet.

Southeasterly wind flows. Runway 17 would continue to be the best runway to use during southeasterly wind flows as Runway 17 would result in the least crosswind component for pilots.

Stronger southwesterly winds during the afternoon and evening. Runway 22 would continue to be the best runway to use during strong wind conditions from the southwest for aircraft susceptible to strong crosswind conditions. In this alternative, the existing length of Runway 4-22 would be maintained. During certain periods when density altitude is high, Runway 22 may not provide sufficient runway length to accommodate the takeoff requirements of some business aircraft. If pilots chose to use Runway 22 during these conditions, they may be required to reduce payload to be able to depart. Pilots would also have the choice of using the longer Runway 17 during these periods. **Table 2B** previously showed that for the 13 and 16 knot crosswind components, Runway 17-35 provides the same or slightly higher wind coverage as Runway 4-22. The higher crosswind components are applicable to the business aircraft that require the longer runway length. Therefore, the business aircraft could utilize Runway 17 without incurring payload restrictions and remain within the crosswind component requirements for takeoff.

Statutory or regulatory requirements applicable to this alternative include the following:

- Modification of the airport's existing operations-related National Pollutant Discharge Elimination System (NPDES) permit to reflect the additional impervious surfaces at the airport as well as the changes to airport drainage.
- Compliance with an NPDES permit for construction activities.
- *Migratory Bird Treaty Act* which applies to the timing of construction activities.

[4] The City of Albuquerque Aviation Department plans to initiate the preparation of a Fly Friendly program at Double Eagle II Airport upon the completion of this EA. The planned runway extension at the airport will be a large factor in the formulation of such a program.

- Coordination with the U.S. Army Corps of Engineers regarding impacts to Ordnance Operable Unit 4, an area located north of the airport that may contain undetonated ordnance dating from World War II pilot training exercises.

2.3.2 Alternative B – Extension of Runway 4-22

Alternatives for the extension of Runway 4-22 are limited to an extension to the southwest as any extension to the northeast will require development within the designated open space buffer between the airport and the Petroglyph National Monument. Furthermore, extending Runway 4-22 to the northeast would intersect Runway 17-35. Intersecting Runway 17-35 would reduce overall airfield capacity as intersecting runways cannot be used as efficiently as the existing runway configuration. A northeasterly extension would also require the relocation of the existing glideslope and MALSR to the Runway 22 end. Aircraft using the ILS or on visual approach would be at a lower altitude over the geologic window and northern portions of the Monument due to the shifting of the Runway 22 end to the northeast.

To achieve the needed runway length of 9,000 feet as described in Chapter One, a 1,600-foot extension to Runway 4-22 will be needed. **Exhibit 2C** depicts an extension to Runway 4-22 to the southwest as well as the following connected actions:

- Extension of the parallel taxiway by 1,600 feet.
- Extension of runway and taxiway lights.
- Construction of an additional taxiway to connect to the new runway end.

After formulating this alternative, an assessment was made regarding how the alternative addresses concerns identified early in the NEPA process. The following is a summary of the findings.

Property acquisition limitations. Alternative B does not require any property acquisition; therefore, the existing property buffer between the airport and the Petroglyph National Monument would remain.

Potential impacts on the Petroglyph National Monument. As described previously, a review of flight track data identified a "corridor" of flight tracks over the geologic window as well as the northernmost volcano. This corridor is likely a result of aircraft utilizing the ILS on Runway 4-22. Implementation of Alternative B will not result in a change to this overflight pattern; therefore, as operations grow at the airport, the overflight of these areas will also likely increase.

As previously discussed, coordination was undertaken with the ATCT regarding potential measures that could be included within a Fly Friendly program at the airport. The results of this coordination were incorporated into the analysis described in Chapter Four, Section 4.8. Implementation of Alternative B, in conjunction with a Fly Friendly program at the airport, results in a decrease in noise at the Monument with the exception of grid point 1. This grid point is

located beneath the ILS corridor. No additional measures could be incorporated into the Fly Friendly program to address this increase due to the need of aircraft to line up with the ILS prior to landing on Runway 22.

Taxi distances from the landside facilities to the runway ends. As shown on **Exhibit 2D**, in this alternative, the taxi distance to the Runway 22 end would remain the same at 1,457 feet. However, the distance to the Runway 4 end would increase by 1,600 feet to 10,057 feet.

Easterly wind flows. Runway 17 would continue to be the best runway to use during easterly wind flows as Runway 17 would result in the least crosswind component for pilots. However, Runway 17 would remain at its existing length in Alternative B. During certain periods when density altitude is high, Runway 17 may not provide sufficient runway length to accommodate the takeoff requirements of some business aircraft. If pilots choose to use Runway 17 during these conditions, they may be required to reduce payload to be able to depart. Pilots would also have the choice of using the longer Runway 22 during these periods. Runway 4-22 provides nearly the same wind coverage as Runway 17-35 for the 13 and 16 knot crosswind components applicable to the business aircraft that require the longer runway length. Therefore, the business aircraft could utilize Runway 22 without incurring payload restrictions and remain within the crosswind component requirements for takeoff.

Stronger southwesterly winds during the afternoon and evening. Runway 22 would continue to be the best runway to use during strong wind conditions from the southwest for aircraft susceptible to strong crosswind conditions. In this alternative, the length of Runway 4-22 would be increased. Therefore, there would be no limitations of business aircraft use of Runway 22 during these periods.

Statutory or regulatory requirements applicable to this alternative include the following:

- Modification of the airport's existing operations-related National Pollutant Discharge Elimination System (NPDES) permit to reflect the additional impervious surfaces at the airport as well as the changes to airport drainage.
- Compliance with an NPDES permit for construction activities.
- *Migratory Bird Treaty Act.*

2.4 SUMMARY OF ALTERNATIVES ANALYSIS

Alternative A is the City of Albuquerque Aviation Department's proposed action because it meets the airport's Purpose and Need and is anticipated to have less impact on the Petroglyph National Monument. The City of Albuquerque Aviation Department arrived at Alternative A following consultation with the NPS. The City of Albuquerque and the National Park Service cooperatively manage the lands within the boundaries of the neighboring Petroglyph National Monument consistent with a Memorandum of Understanding[5].

The National Park Service conducts interpretive and educational programs and natural and cultural research, patrols all Monument lands, operates the Las Imágines Visitor Center (an old adobe home built in 1953 and pur-

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Exhibit 2C
ALTERNATIVE B
IMPROVEMENTS TO RUNWAY 4-22

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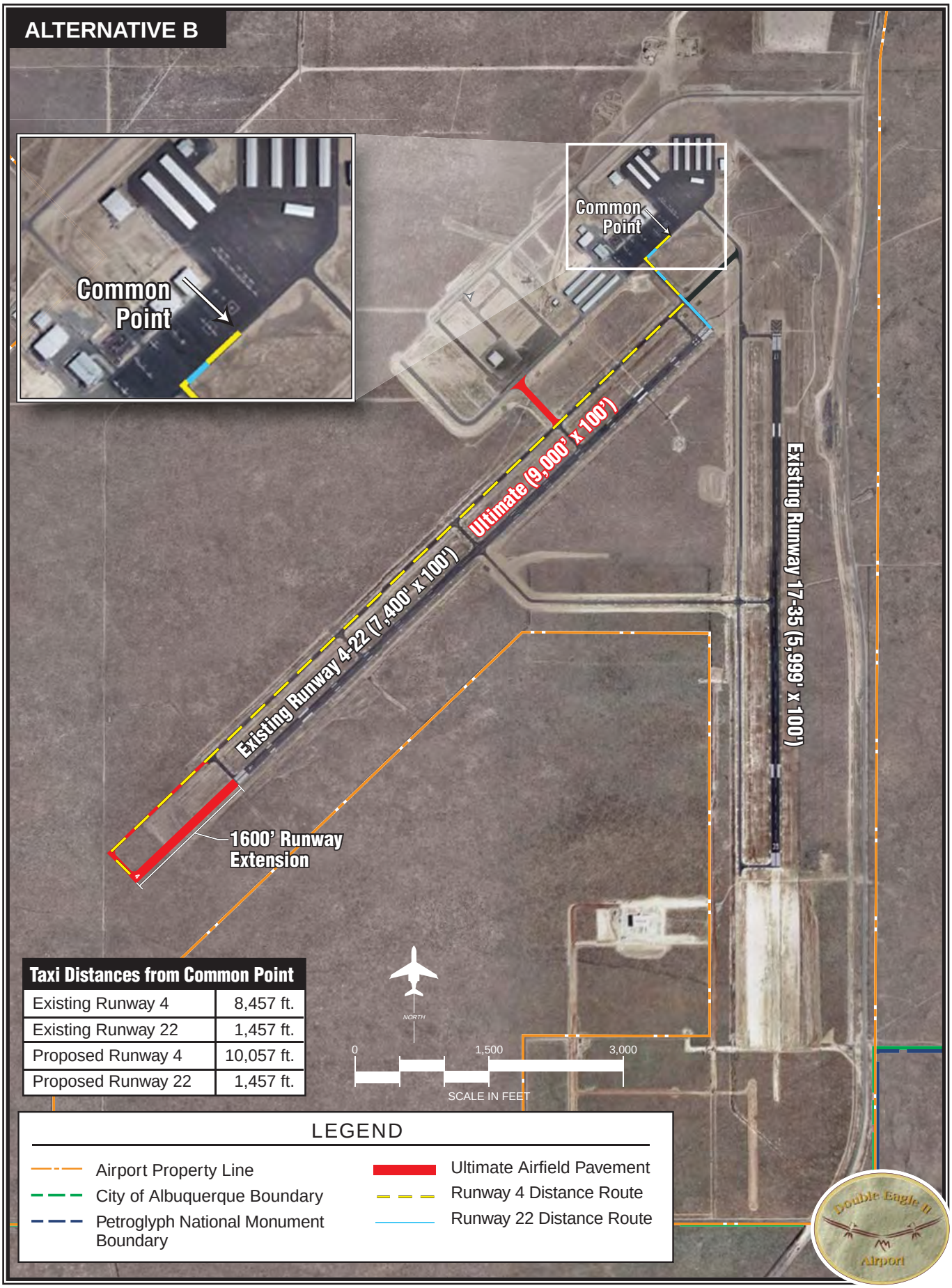

Taxi Distances from Common Point	
Existing Runway 4	8,457 ft.
Existing Runway 22	1,457 ft.
Proposed Runway 4	10,057 ft.
Proposed Runway 22	1,457 ft.

Exhibit 2D
ALTERNATIVE B TAXI DISTANCES

The history of the City's role with the establishment and management of the Monument is a driving force in rationale behind the City's desire to protect the resource (refer to Chapter Three for additional information regarding the history of the Monument.) In a meeting held with the National Park Service, City of Albuquerque, and the FAA during the preparation of the EA for the ATCT, the City and the FAA stated that runway alternatives would be thoroughly evaluated within this EA. Alternative A is reasonable to implement and meets the stated project Purpose and Need; therefore, it is considered further within Chapter Four of this EA.

Alternative B, the extension of Runway 4-22, is also fully evaluated in Chapter Four of this EA based on input received from airport users during the Public Information Workshops, held on May 16, 2006, August 23, 2007, and June 26, 2008 (refer to **Appendix K**). User concerns primarily related to wind coverage and taxi distances. User support for the extension of Runway 4-22 called for it to be evaluated in more detail to determine its reasonableness and potential environmental impacts. To assist with this determination, agency scoping was undertaken for both Alternatives A and B, and detailed field investigations were undertaken for the areas which would be disturbed for both alternatives.

In conclusion, implementation of Alternative A could reduce overflights of the Petroglyph National Monument's northern boundary by approximately 3,190 annual operations by 2015. This is primarily due to the relocation of the ILS and MALSR from Runway 22 to the Runway 17 end. The implementation of a Fly Friendly program in cooperation with the ATCT as required by the 2004 EA for the construction of the ATCT may be able to further reduce overflights of the volcanoes located east of Runway 17-35 in both build alternatives. In a letter included in **Appendix B**, the National Park Service indicated their support for Alternative A due to the reductions in overflights over the Monument's northern boundary achieved through the extension of Runway 17-35 combined with the relocation of the ILS and MALSR to Runway 17 from Runway 22. Based upon this consideration and given that Runway 17-35 has nearly the same or slightly higher wind coverage than Runway 4-22, Alternative A is reasonable to implement. Alternative B would result in greater impacts than Alternative A as it maintains the same ILS approach path over the Monument's northern boundary resulting in more overflights of the Monument. The extension of the runway would increase activity to Runway 22. This is not consistent with the position of the National Park Service as described above which desires to see a reduction in the overflights of the Monument's northern boundary.

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chased from Dr. Sophie Aberle) and constructs and maintains facilities in the Atrisco Unit. The City of Albuquerque manages both the Boca Negra Unit (in which the State of New Mexico acquired 140 acres of land) and Piedras Marcadas Units and also conducts interpretive programs and law enforcement patrols. The City's involvement in the land which would become the Monument began in the late 1960s when the City invested millions of dollars, matched with federal Land and Water Conservation Funds, to buy and protect the volcanoes and surrounding mesa land. Due to the role of the City's Open Space Division in acquiring land and managing it for several decades, Congress envisioned a cooperative partnership with the National Park Service in managing the park unit.

Chapter Three

AFFECTED ENVIRONMENT

Chapter Three
AFFECTED ENVIRONMENT

The purpose of this chapter is to identify or highlight any important background information that describes the existing environment at Double Eagle II Airport.

3.1 AIRPORT BACKGROUND

Double Eagle II Airport is located in within the City of Albuquerque's City Limits, approximately seven miles northwest of Albuquerque central business district on the West Mesa. The airport's location is identified on Exhibit 1A. Double Eagle II Airport is one of two airports owned and operated by the City of Albuquerque. Daily operations, maintenance, planning, and design of the airport are overseen by the City of Albuquerque Aviation Department. Initial construction of the airport was completed in 1983 with a single runway, general aviation parking apron, and an access road to Interstate 40. The second runway was constructed in 1984. Northern vehicular access to the airport was completed in the mid-1990s.

3.2 AIRPORT FACILITIES

Facilities at an airport can be divided into two distinct categories: airside facilities and landside facilities. Airside facilities include those directly associated with aircraft operation. Landside facilities include those necessary to provide an interface between surface and air transportation, as well as support aircraft servicing, storage, maintenance, and operational safety. These include the terminal building, aircraft hangars, aircraft parking aprons, and support facilities

such as automobile parking lots, roadway access, and fuel storage. Basic airport facilities are depicted on **Exhibit 3A** and summarized in **Table 3A.**

TABLE 3A
Runway Information
Double Eagle II Airport

	Runway 4-22		Runway 17-35	
Runway Length (feet) Runway Width (feet)	7,400 100		5,999 100	
Runway Surface Material	Asphalt		Asphalt	
Runway Load-Bearing Strength Single Wheel Loading (SWL)	30,000 lbs.		30,000 lbs.	
Pavement Edge Lighting	MIRL		MIRL	
Approach Aids	RWY 4 PAPI	RWY 22 MALSR	RWY 17 PAPI REIL	RWY 35 REIL
Instrument Approach Procedures	RWY 4 *None*	RWY 22 ILS GPS	RWY 17 *None*	RWY 35 *None*
Fixed Wing Aircraft Traffic Pattern	Left	Right	Left	Right
Weather or Navigational Aid	AWOS			

MIRL - Medium Intensity Runway Lighting
PAPI – Precision Approach Path Indicator
REIL – Runway End Identifier Lights
ILS – Instrument Landing System
GPS – Global Positioning System
MALSR – Medium Intensity Approach Lighting System with Runway Alignment Indicator Lighting
AWOS – Automated Weather Observing System

Source: *Airport Facility Directory, Southwest U.S. April 10, 2008 – June 5, 2008*.

3.3 LAND USE

3.3.1 Existing Land Use

Double Eagle II Airport is located in a largely undeveloped area in northwest Albuquerque. Land uses within the vicinity of the airport are depicted on **Exhibit 3B**. As shown on the exhibit, the land directly east of the airport is the Volcanoes Day Use area of the Petroglyph National Monument. This park unit is jointly managed by the National Park Service and the City of Albuquerque and protects a variety of cultural and natural resources within its grounds. A detailed discussion of the Petroglyph National Monument is included later in this chapter.

West of the airport is the City of Albuquerque's Soil Amendment Facility used to compost green waste collected from the city. West of the Soil Amendment Facility is the Grassland Preserve

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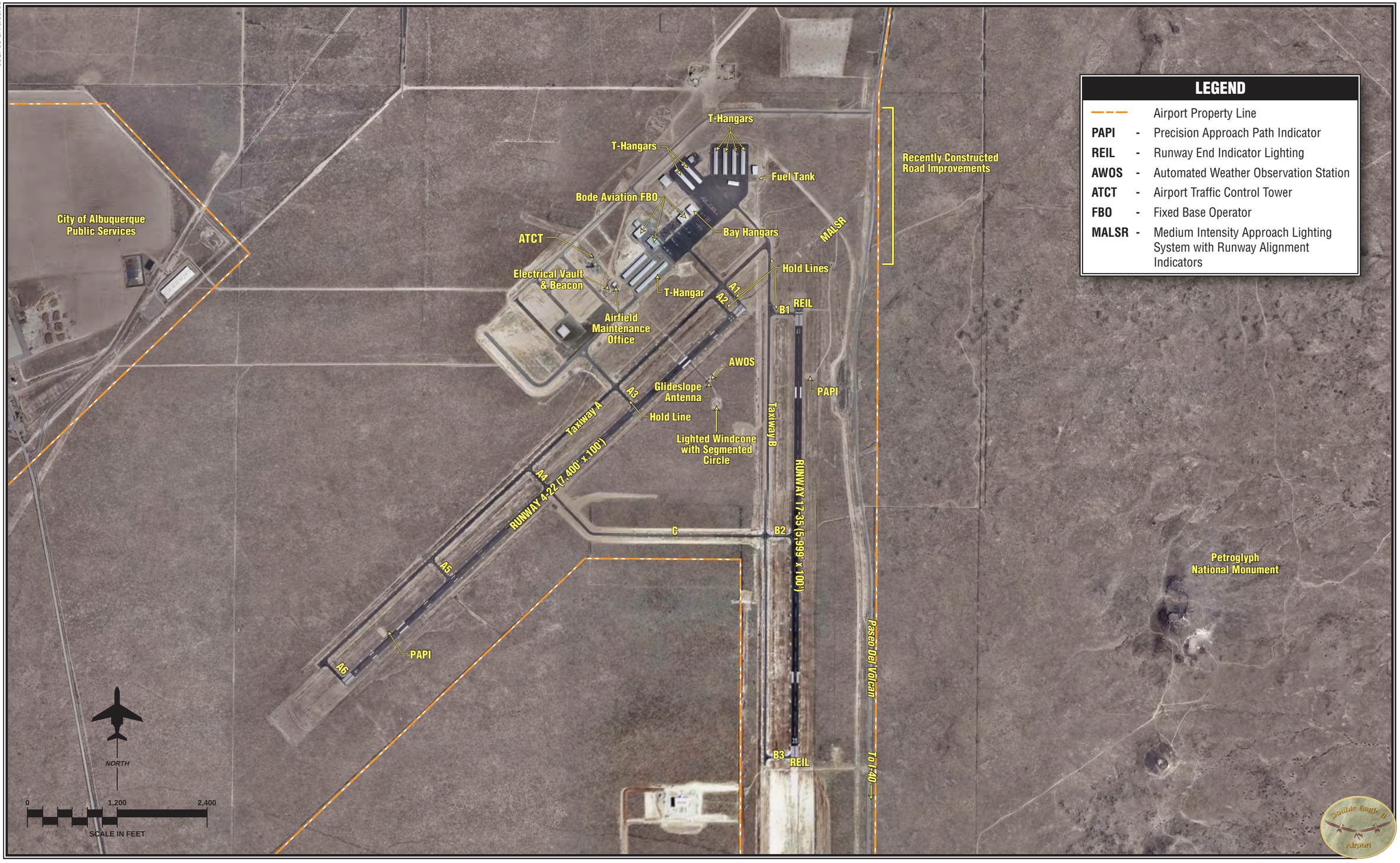

Exhibit 3A
AIRPORT FACILITIES

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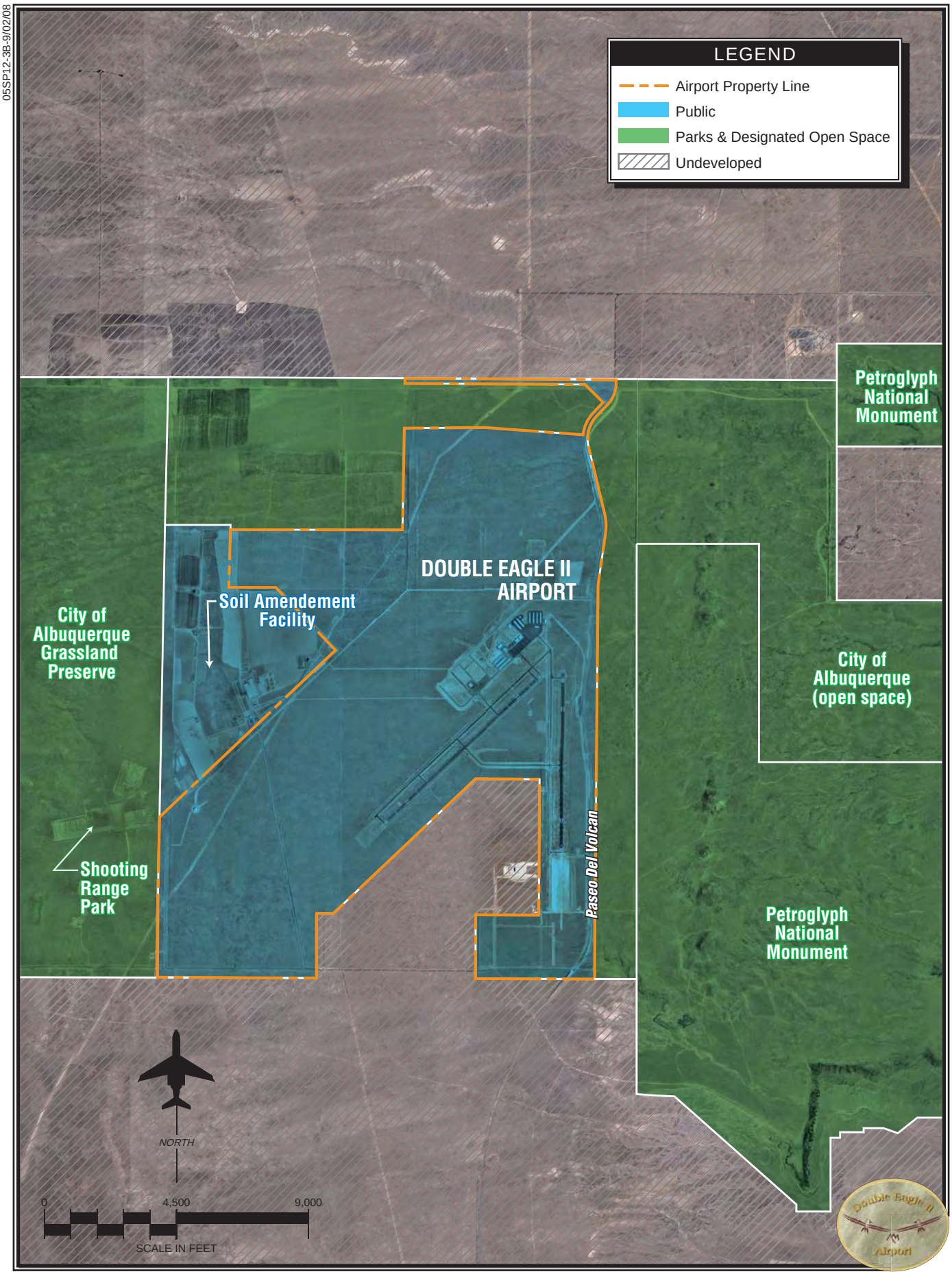

Exhibit 3B
EXISTING LAND USE

open space area managed by the City of Albuquerque. This area also includes the City's Shooting Range Park, an area designated for the safe discharge of firearms.

Land immediately north of the airport is owned by the City of Albuquerque and the New Mexico State Land Department. Beyond the publicly owned tracts, approximately 3 miles from the airport hangar facilities, is the Quail Ranch Development which will contain a planned community consisting of residences and commercial development. Immediately south of the airport, between Runways 17-35 and 4-22, is the Aerospace Technology Park. South of this area, property is currently undeveloped but is planned for development in the future.

Future Land Use

As previously stated, Double Eagle II Airport is located within the City of Albuquerque, which has land use planning jurisdiction over the lands surrounding the airport. The City of Albuquerque and Bernalillo County have adopted a jointly prepared Comprehensive Plan. Amended in 2003, the Comprehensive Plan includes policies and maps to guide land use development throughout the Albuquerque area. As shown on **Exhibit 3C**, the areas surrounding the airport are designated as Reserve within the Comprehensive Plan. The plan provides two approaches for development within Reserve Areas: conventional development or planned communities. The conventional approach would result in clustered development with a housing density of one dwelling unit per acre. The planned community approach would require a separate master plan for the community that must meet specific criteria outlined in the Comprehensive Plan. The criteria are intended to create a self-sufficient community that retains a link to the larger community.

Further development guidance for the West Mesa is provided by the City of Albuquerque's West Side Strategic Plan. Amended in 2002, this plan outlines development strategies for managing growth on Albuquerque's West Side which includes Double Eagle II Airport and its environs. The West Side Strategic Plan outlines development approaches for three neighborhood developments adjacent to the airport: Black Ranch, Far West Mesa, and Westland North. Black Ranch, also referred to as Quail Ranch, is a planned community of 7,000 acres that will have approximately 19,000 housing units at full build-out. The Far West Mesa area, located southwest of the airport, encompasses over 17,000 acres and is capable of accommodating three to five planned communities, but is not anticipated to be developed within the next 50 years. The Westland North community encompasses 6,500 acres southeast of the airport and is expected to support approximately 22,500 housing units.

A substantial amount of undeveloped land exists in the vicinity of the airport. The *2002 Double Eagle II Airport Master Plan* identifies ongoing development projects, as well as the recommended long-term development for the airport.

Land Use Planning Policies

Height and hazard zoning establishes height limits for new construction near the airport and within the runway approaches. The zoning is based upon an approach plan which describes artificial surfaces defining the edges of airspace which are to remain free of obstructions for the purpose of safe air navigation. It requires that anyone who is proposing to construct or alter an object that affects airspace must notify the FAA prior to construction. The City of Albuquerque has adopted an airport height and hazard zone ordinance under Chapter 14, Article 15 of the *Albuquerque Code of Ordinances.*

3.4 EXISTING ENVIRONMENT

This section provides background information on the existing natural and cultural environment within and surrounding Double Eagle II Airport. Sources of this information include coordination received from various resource agencies (copies contained within **Appendix B**), as well as field surveys and studies. Environmental resources (as described within Appendix A of FAA Order 1050.1E) which are not located within the project area include: Coastal Resources, Farmland, Floodplains, and Wild and Scenic Rivers. A field survey was conducted to determine the presence of biological resources. A review of previous environmental documentation prepared for Double Eagle II Airport was used to determine the presence of Architectural, Archaeological, and Cultural Resources. The presence of Coastal Resources, Environmental Justice Areas, Farmlands, Floodplains, and Wild and Scenic Rivers was determined through internet research.

The following sections describe the existing natural, cultural, and socioeconomic resources within the airport environs. **Appendix G** provides a detailed description of the environmental impact categories discussed within this report as defined within FAA Order 1050.1E.

3.4.1 Natural Resources

Air Quality

Double Eagle II Airport is located in Bernalillo County, which is in attainment for all federal criteria pollutants as defined by the U.S. Environmental Protection Agency[1].

Fish, Wildlife, and Plants

In May 2007, biologists with Taschek Environmental Consulting conducted a field evaluation of the project area to allow for an evaluation of sensitive biological resources or protected species. The survey findings are documented within the September 2007 *Biological Evaluation Memorandum*, a copy of which is contained within **Appendix H.**

[1] According to the EPA Greenbook accessed September 2008, http://www.epa.gov/oar/oaqps/greenbk/ancl.html#NEW%20MEXICO.

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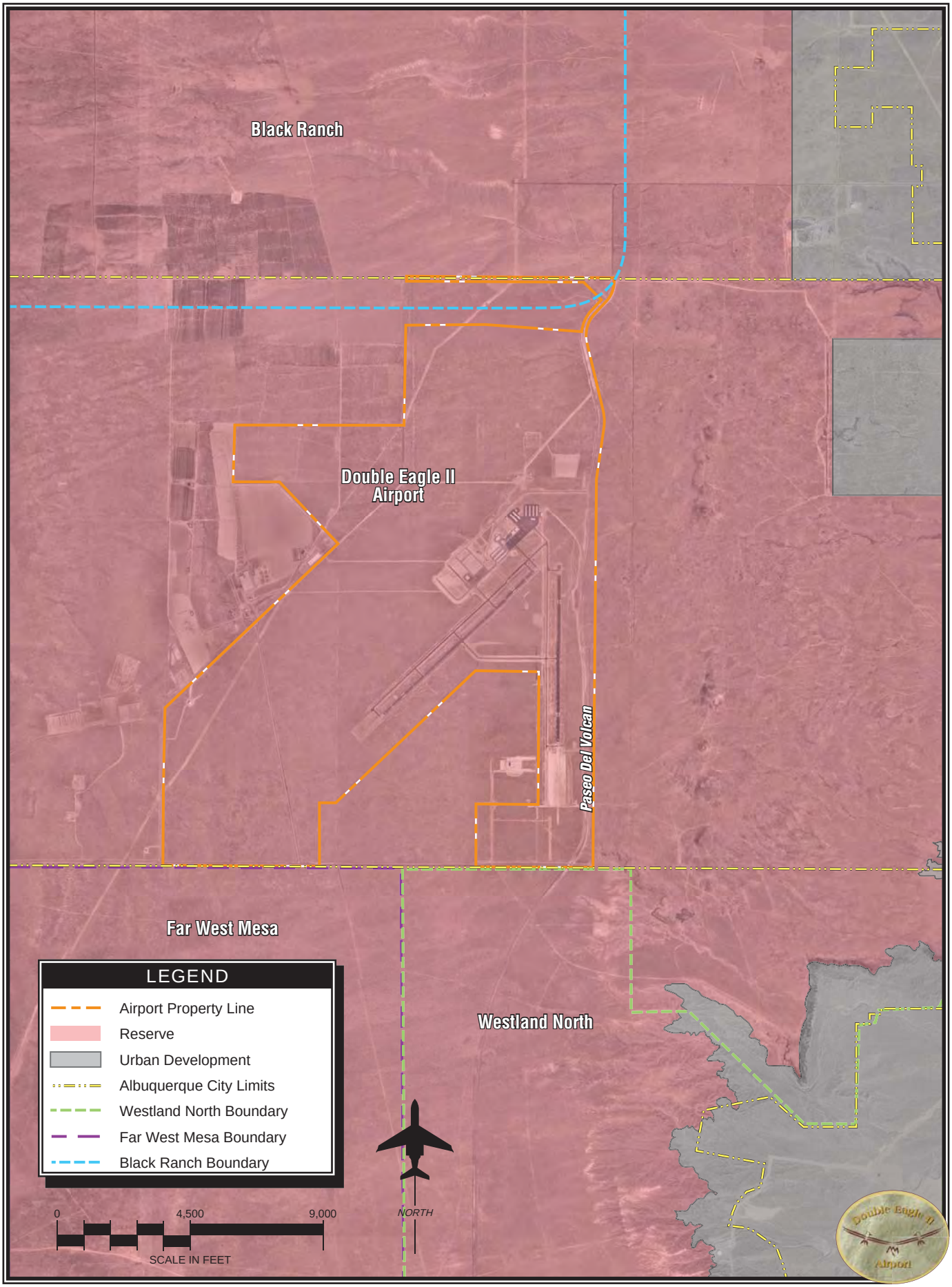

Source: Albuquerque/Bernilillo County Comprehensive Plan
City of Albuquerque West Side Srategic Plan

Exhibit 3C
FUTURE LAND USE

According to the report, the project area contains two biotic community types: desert grasslands and plains-mesa grasslands. During the field survey, there were no threatened or endangered species or their habitat observed. Two burrowing owls, classified as a federal species of special concern, were observed southwest of the project area between Runway 17-35 and its parallel taxiway.

A prairie dog colony was observed in the easternmost portions of airport property. The location of the colony is depicted on **Exhibit 3D**. Prairie dogs are not listed as protected species by any federal or state agencies, but the City of Albuquerque maintains a "no-kill" policy toward prairie dogs that are on City property.

The Biological Evaluation (BE) concludes that there is no critical habitat for federally listed species within project area. Federally listed species which are known to occur in Bernalillo County are included in **Table 3B** and a copy of the BE is presented in **Appendix H**.

TABLE 3B
Federally Listed and Candidate Species in Bernalillo County

Species	Federal Status	State Status	Potential to Occur in Study Area
Birds			
Bald eagle	Threatened[1]	Threatened	Unlikely
Southwestern willow flycatcher	Endangered	Endangered	Unlikely
Yellow billed cuckoo	Candidate	Sensitive	Unlikely
Mexican spotted owl	Threatened	Sensitive	Unlikely
Mammals			
Black-footed ferret	Endangered	-	Unlikely
Fishes			
Rio Grande silvery minnow	Endangered	Endangered	Unlikely

NMFS: Under jurisdiction of National Marine Fisheries Service
* An Unlikely determination indicates no suitable habitat within the project area.
[1] – At the time of the Biological Evaluation, this species was identified as "Threatened, Proposed Delisting." The current status is "Delisted Taxon, Recovered, Being Monitored First Five Years."

Source: *Taschek Environmental Consulting, Biological Environmental Memorandum, Double Eagle II Airport, September 2007*

Water Quality, Waters of the U.S., and Wetlands

According to the New Mexico Environment Department (NMED), Surface Water Quality Bureau website, the proposed project area does not contain any waters listed in the *Clean Water Act,* Section 303(d) list (Impaired Waters List).

The only water supply source to the project area is the Santa Fe Group Aquifer. In 2002, the NMED conducted a Source Water Assessment to determine how susceptible the Santa Fe

Group aquifer wells are to contamination. NMED concluded that the wells are well-maintained and operated, and are generally protected from potential sources of contamination. Wells near known contamination sites are ranked highly susceptible to contamination. Potential sources of contamination include businesses that use hazardous chemicals such as automotive repair shops, gas stations, dry cleaners, paint and hardware stores, car washes, construction sites, golf courses, interstate highways and city streets, military facilities, sewer lines and septic tanks, and unlined arroyos, ditches, and drainage canals. The airport is not considered a significant source of contamination due to its relatively remote location.

Recently, the Albuquerque area began using water obtained through the San Juan-Chama Drinking Water Project. This project diverts San Juan-Chama river water to a new, state-of-the-art water treatment plant north of Albuquerque. The finished water is distributed to customers for drinking water and is blended with ground water supplies during the summer or in times of drought.

As discussed in the previous section, a BE was conducted for the project vicinity in May 2007. As part of the evaluation, the presence of wetlands was assessed. Results of the evaluation indicated that there were no wetland plants, soils, or hydrology observed within the project area. All three of these components are required to define a wetland; therefore, no wetland issues are associated with the proposed project. Additionally, previous coordination with the U.S. Army Corps of Engineers (USACE) for projects at the airport indicates that there are no areas within the airport environs that meet the definition of wetlands. Finally, the Biological Evaluation did not identify any arroyos which are classified as Waters of the United States within the project area. The USACE responded to the agency scoping letters to indicate that no Waters of the United States are located within the project site. A copy of the response letter is included in **Appendix B**.

3.4.2 Cultural, Historic, and Archaeological Resources

3.4.2.1 On-Airport Resources

Several field surveys have been undertaken at and in the vicinity of the airport to identify the presence of artifacts or sites eligible for listing on the National Register of Historic Places (NRHP). Most recently, in the spring of 2004, 5,743 acres were surveyed in the vicinity of the airport, including most of the airport property. During this survey, seven previously recorded sites and eight new sites were identified. Nine of these sites were recommended potentially eligible for inclusion in the NRHP. (The precise locations of the sites cannot be disclosed to ensure they are not disturbed until further analysis is undertaken.) A copy of the 2004 survey report is contained in **Appendix I**.

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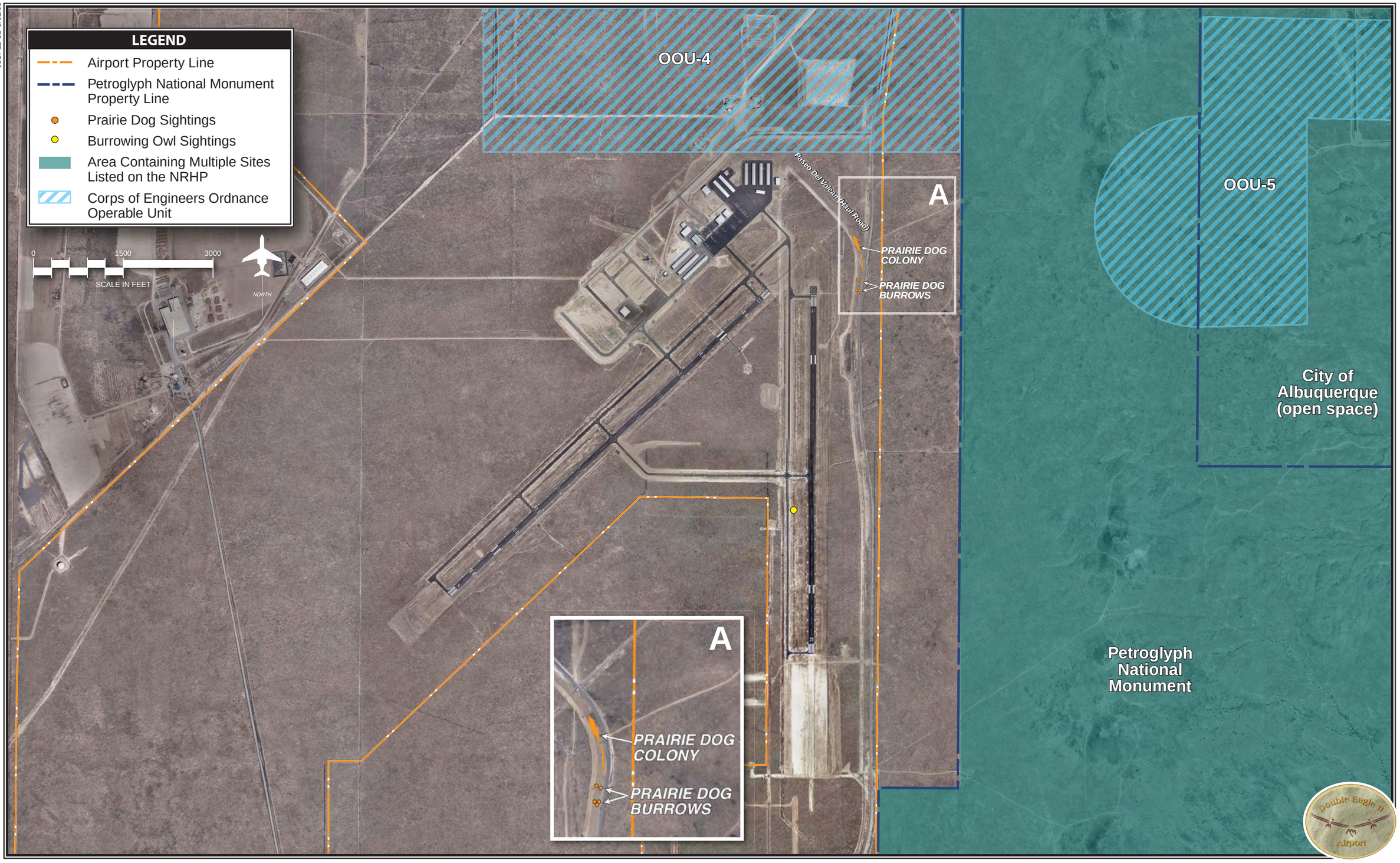

Exhibit 3D
ENVIRONMENTAL SENSITIVITIES

3.4.2.2 Off-Airport Resources

A number of off-airport cultural, historic, and archaeological resource sites have been identified and documented within the vicinity of the airport. The most significant of these sites is the entirety of the Petroglyph National Monument. As depicted on **Exhibit 3E**, the Monument is located just east of the airport. The Monument was established in 1990 and is cooperatively managed by the National Park Service and the City of Albuquerque Open Space Division. Prior to becoming a national monument, in 1986 the area was listed on the National Register of Historic Places as the Las Imágines National Register District. The Monument is home to a variety of cultural and natural resources including volcanoes, archeological sites, an estimated 20,000 carved images, and numerous plant and animal species. Many of the animal species are nocturnal, thereby active in the Volcano Day Use Area only at night.

Response to recreational use, vandalism, and development pressure on the West Mesa led to the creation of the Monument. A proposal in the late 1960s to divide the mesa top and volcanoes into five-acre parcels spurred public interest in the area. To ensure that the area would not be developed, the City of Albuquerque invested millions of dollars, matched with federal Land and Water Conservation Funds, to buy and protect the volcanoes and surrounding mesa land.

This area became the Petroglyph National Monument through enabling legislation passed in June 1990. Due to the role of the City's Open Space Division in acquiring land and managing it for several decades, Congress envisioned a cooperative partnership between the City and the National Park Service in managing this park unit. Therefore, consistent with a Memorandum of Understanding (MOU), the land within the boundary of the monument is cooperatively managed by the City of Albuquerque and the National Park Service. In accordance with the MOU, the National Park Service conducts interpretive and educational programs and natural and cultural research, patrols all Monument lands, operates the Las Imágines Visitor Center (an old adobe home built in 1953 and purchased from Dr. Sophie Aberle) and constructs and maintains facilities in the Atrisco Unit. The City of Albuquerque manages both the Boca Negra Unit (in which the State of New Mexico acquired 140 acres of land) and Piedras Marcadas Units and also conducts interpretive programs and law enforcement patrols.

The natural environment of the Petroglyph National Monument includes two primary geologic features: the basalt escarpment and the volcanoes. The basalt escarpment is part of a 17-mile feature known as the West Mesa because of its rise above the Rio Grande valley to the east. Five volcanoes, referred to as the Butte, Bond, Vulcan, Black, and JA volcanoes, are located within the Monument. The volcanic activity in the area resulted in a variety of related geologic formations including caves and lava flows. These impressive geologic features provide the context for the notable cultural features found in the area. The following sections describe the public and traditional use of the Monument.

Public Monument Use

Within the Monument are six lava flows and five volcanic cones that formed about 150,000 years ago. The first two flows traveled the farthest creating the lava-covered plateau of the West Mesa and extended east to what is now the boulder-strewn volcanic escarpment, whose location is depicted on **Exhibit 3E**. The boulders within the escarpment were used by American Indians and settlers of mixed Spanish, Mexican, and Indian backgrounds to create more than 20,000 petroglyphs. Visitors to the Monument typically utilize hiking trails to access the peaks of the volcanoes as well as portions of the escarpment. Due to the unique geography and geology, the Monument is also home to a number of plant and animal species that are unique to the area such as the millipede and numerous medicinal plants.

Traditional Monument Use

The Petroglyph National Monument area was used by a variety of American Indian and Spanish heritage peoples for thousands of years. As a result, these various groups each have a unique perspective on the cultural and natural importance of the features found within the Monument. These include: the archaeological sites, petroglyphs, plants, animals, and sacred places such as ceremonial areas, vistas, shrines, and spirit trails.

As a means of documenting the traditional use of the Monument, the NPS has overseen the preparation of several Ethnographic Landscape Reports (ELRs). The purpose of such reports is to identify those American Indian Tribes, Pueblos, and Spanish heritage groups that had traditional ties to the Monument as well as to determine the most prudent means for protecting the resources contained within the Monument boundaries. The most recent report, entitled *"That Place People Talk About": The Petroglyph National Monument Ethnographic Landscape Report*, was prepared by the Rio Grande Foundation and was published in May 2002.

According to the ELRs, the traditional uses of the Monument extend back to at least the latter Paleoindian period (10,000/9500-5500 B.C.) During interviews undertaken with various tribes and pueblos during the preparation of the ELRs, it was documented that while the petroglyphs and volcanoes were important artifacts, the Petroglyph symbols could not be pulled out of the context in which they are found and still retain any significant meaning for the Pueblo people. The spatial, geographical, and Petroglyph-grouping contexts in which these symbols are observed provide the meaning of the symbols to Pueblo people. Furthermore, Pueblo people do not view the spiritual significance of the Monument in terms of the specific sites, rather the relationship between the Monument area and the Sandia Mountains. It is believed there are spiritual pathways in the area of the volcanoes that connect the petroglyphs on the escarpment with the mountain range. The geologic windows, the locations of which are depicted on **Exhibit 3E**, have special importance as they constitute links in the ethnographic landscape connecting the pueblo people to the Sandia Mountain. The geologic windows are similar to kivas, with the breeze blowing down the canyons analogous to air coming in a ventilator shaft. It is believed the windows "breathe" hot and cold air.

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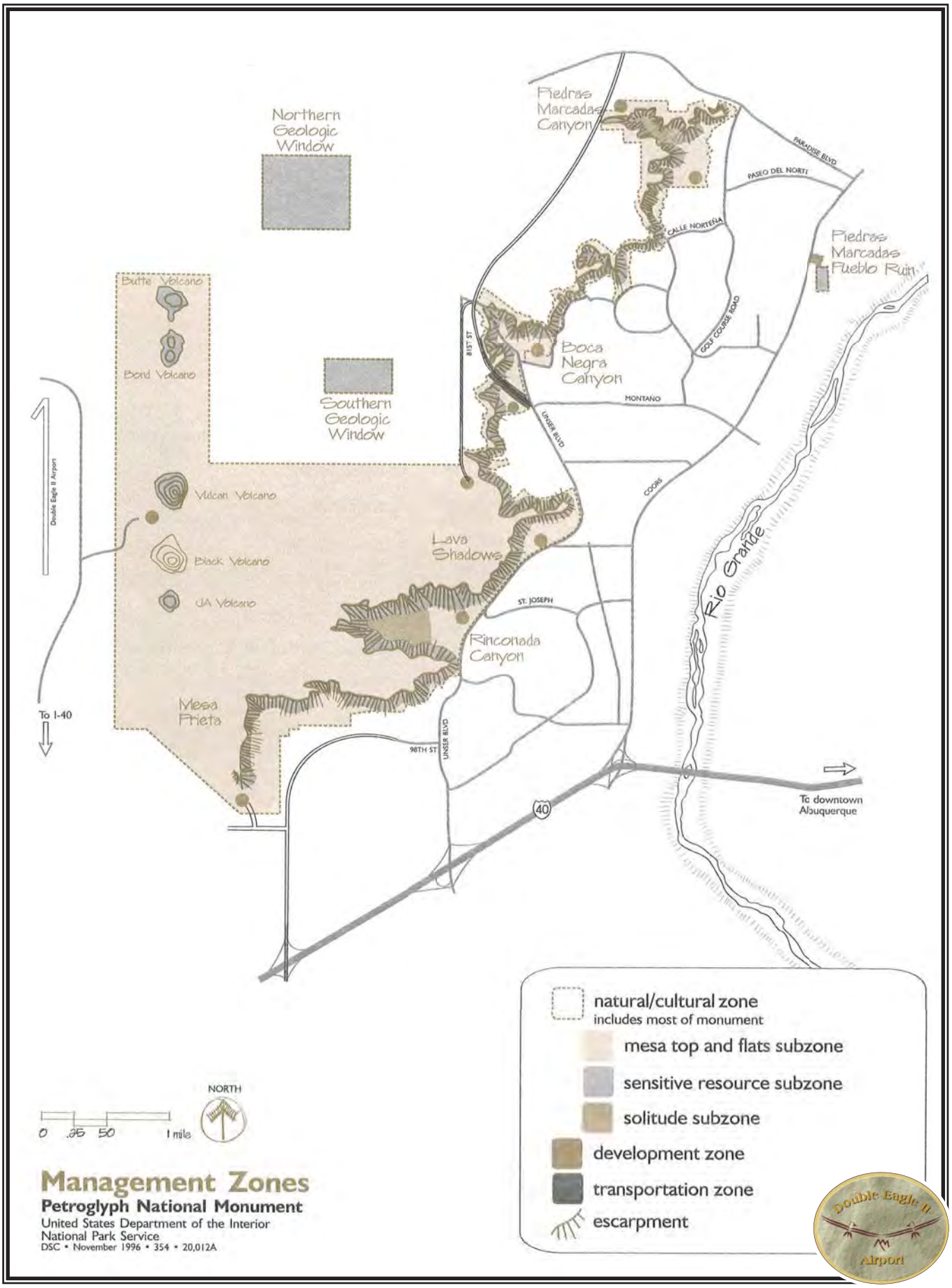

Exhibit 3E
PETROGLYPH NATIONAL MONUMENT FEATURES

According to the NPS, the Monument can be visited at any time by any of the groups with traditional ties to the area. It is unknown when or what parts of the monument are visited regularly. However, there have been past efforts by tribes and pueblos to remove access to specific areas within the monument such as the Northern Geologic Window.

3.4.3 Hazardous Materials, Pollution Prevention, and Solid Waste

Coordination with the USACE indicates that an area north of the proposed project area is designated as Ordinance Operable Unit (OOU) 4, which identifies the "New" Demolition Area that was used for training pilots during World War II. Identified on **Exhibit 3D**, the area is suspected of containing munitions as large as 250 lb. High Explosives (HE) General Purpose (GP) bombs. A 100 pound HE GP bomb was unearthed during road construction in this area in 1996. Much of OOU 4 has not been surveyed and the USACE states that there is sufficient historical information and field investigative data to conclude the area may contain unexploded munitions. The USACE has requested that these munitions be removed; however, no timeline has been established for their removal.

The USACE also indicated that OOU 4 area was used to "train" pilots and the accuracy of the trainees may not have been of exceptional quality, and care should be taken anywhere near the HE target area vicinity.

As previously discussed, the City of Albuquerque's Soil Amendment Facility is located west of the airport. The Soil Amendment Facility is used to convert green waste into compost which is then used at the City's parks.

The airport currently maintains a National Pollutant Discharge Elimination System (NPDES) Permit (NMR05A992) and associated Stormwater Pollution Prevention Plan (SWPPP) to control water pollution.

According to the Environmental Protection Agency's Enviromapper website, there are no designated Superfund sites within the vicinity of the airport. There are five regulated sites on the Enviromapper webpage listed for air emissions. These include the following: Albuquerque Southwest, Climate Roofing, the City of Albuquerque Westside Correction facility located west of the airport, and two Alsup petroleum facilities, one located southwest of the airport and one located north of the airport. Each of these facilities is categorized as having potential uncontrolled emissions of less than 100 tons per year.

3.4.4 Parks

Within the vicinity of Double Eagle II Airport are a number of park and open space areas, the largest of which is the Petroglyph National Monument which was described in a previous section.

West of the airport are two park facilities that are managed by the City of Albuquerque. These include the Grassland Preserve Open Space area and the Shooting Range Park.

3.4.5. Noise

Exhibit 3F depicts the existing noise condition at the airport. As indicated on the exhibit, the 65 DNL noise contour is entirely contained on airport property.

3.5 SOCIOECONOMIC RESOURCES

The area within the immediate vicinity of Double Eagle II Airport is sparsely populated. **Exhibit 3G** depicts the U.S. Census block groups for areas surrounding Double Eagle II Airport. As indicated on the exhibit, the block group including and near the airport has a low percentage of population below the poverty level; each block group is below 10 percent. The minority populations within these block groups range between 20 and 40 percent, with a greater percent minority in the block group south of the airport.

Information regarding the socioeconomic characteristics of the study was obtained from the U.S. Census Bureau. The purpose of this section is to provide background material which will be utilized in the socioeconomic discussions within Chapter Four of this EA.

- **POPULATION**

Historical population estimates for the City of Albuquerque, Bernalillo County, and the State of New Mexico are presented in **Table 3C**. As indicated in the table, the population of the city, county, and state have increased since 1990. **Table 3D** provides additional socioeconomic information for the area.

TABLE 3C
Population Trends (1990-2005)

Year	City of Albuquerque	Bernalillo County	State of New Mexico
1990	384,736	480,577	1,515,069
2000	448,607	556,678	1,819,046
2006	493,438	615,099	1,954,599

Source: U.S. Census Bureau: 1990, 2000, 2006

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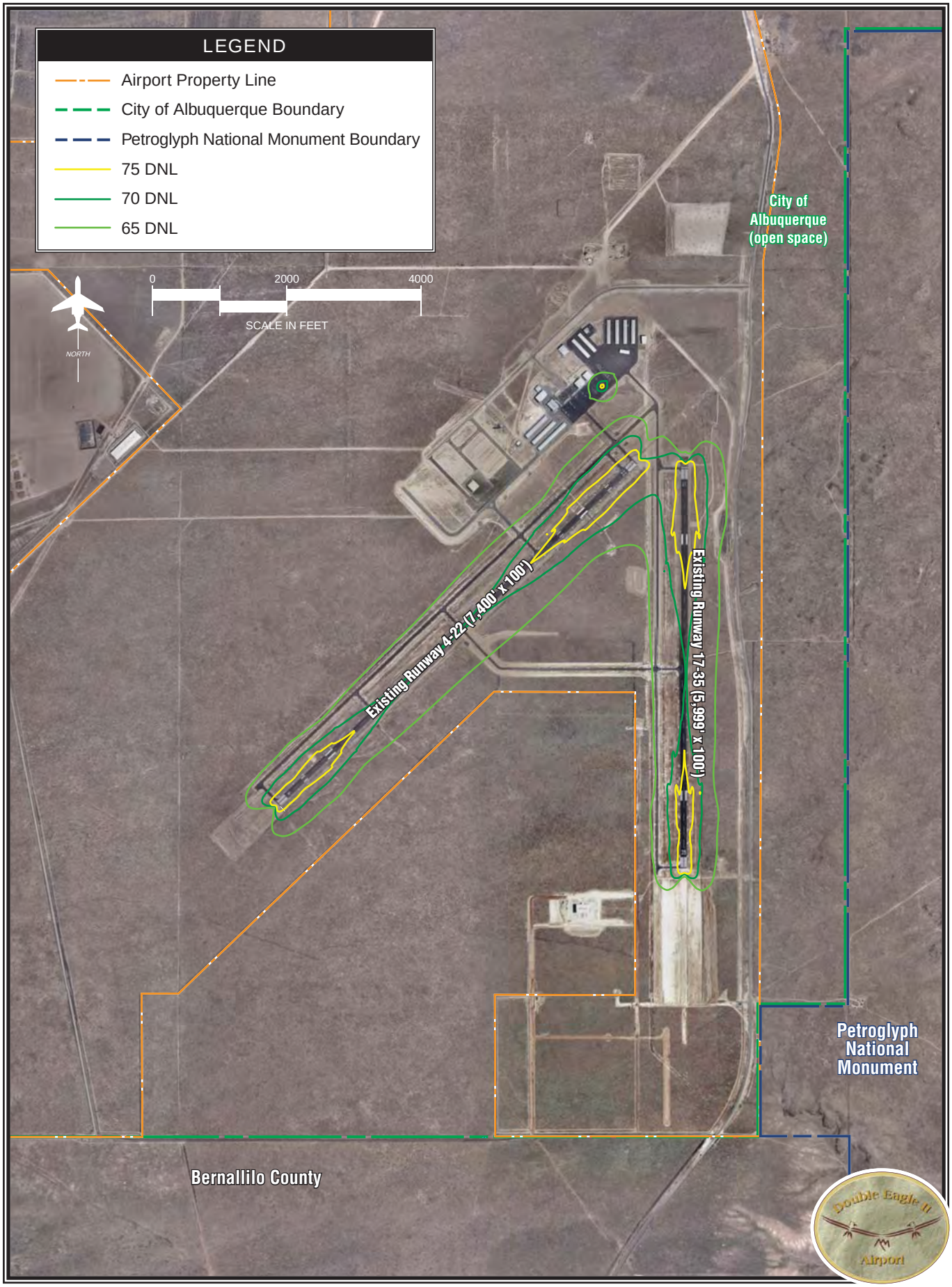

Exhibit 3F
EXISTING NOISE CONTOURS

06SP12-3G-4/22/09

Exhibit 3G
MINORITY POPULATION AND POVERTY
RATES BY CENSUS BLOCK GROUP

TABLE 3D
Demographic Information

Income	City of Albuquerque	Bernalillo County
Demographic Information		
Median Family Income	$43,021	$55,439
Per Capita Income	$24,497	$24,545
Percent of Individuals below Poverty Level	14.6%	15.5%

Source: U.S. Census Bureau: 1990, 2000, 2006

3.6 PAST, PRESENT, AND REASONABLY FORESEEABLE FUTURE ACTIONS

The purpose of this section is to outline those projects which will need to be considered during the cumulative impact analysis in Chapter Four of this EA. The Council on Environmental Quality (CEQ), Section 1508.7, defines cumulative impact as the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions, regardless of what agency (federal or non-federal) or person undertakes such actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

Past projects are defined as those which have been undertaken over the past few years. Foreseeable future actions are defined as those which are likely to become a reality and have begun the approval design or construction processes. Projects which are conceptual in nature are not considered as they may or may not be undertaken.

- **AIRPORT DEVELOPMENT**

The following developments have recently been completed at the airport:

- Airport Traffic Control Tower
- Sewer, water, and communication infrastructure
- Taxiway improvements
- Additional security fencing
- Hangar construction
- Runway 4-22 resurfacing
- Relocation of Paseo Del Volcan

For these projects, appropriate environmental documentation was prepared and submitted to the FAA.

- **OFF-AIRPORT DEVELOPMENT**

The following projects have been undertaken, approved, or are in the planning stages:

Eclipse Aviation opened its Customer Training Center on a parcel adjacent to Double Eagle II Airport. Eclipse Aviation plans to build a manufacturing facility on property north of the airport that will produce 1,500 aircraft per year and employ approximately 1,500 people.

Access roads for the Aerospace Technology Park have been constructed south of the airport, between Runway 17-35 and Runway 4-22.

Chapter Four

ENVIRONMENTAL CONSEQUENCES AND MITIGATION

Chapter Four
ENVIRONMENTAL CONSEQUENCES AND MITIGATION

FAA Orders 1050.1E, *Environmental Impacts: Policies and Procedures*, and 5050.4B, *National Environmental Policy Act* (NEPA) *Implementing Instructions for Airport Actions*, defines the form and content of Environmental Assessments (EAs), and requires that an impact analysis be conducted for a number of specific categories to determine whether a potential for significant environmental impact from the proposed improvements exists. Impacts are determined by comparing the anticipated local environmental condition after development (implementation of Alternatives A or B) to the conditions on and around the airport should no project be developed (implementation of the No Action Alternative). Data regarding the existing condition is provided in Chapter Three as background and supplemental information. Where necessary, mitigation measures are discussed which will reduce or eliminate anticipated environmental impacts for each of the alternatives.

For the purposes of this EA, the environmental consequences were determined for the following:

- No Action Alternative.
- Alternative A, Proposed Action Alternative, Runway 17-35 Improvements.
- Alternative B, Runway 4-22 Improvements.

Please note, if impacts for Alternatives A and B are similar, the impact discussions will be combined.

In accordance with the Council on Environmental Quality (CEQ) guidance, as contained within 40 CFR 1508, the environmental consequences of each impact category include consideration of the direct, indirect, and cumulative effects of the alternatives under consideration. Where necessary, mitigation measures are discussed which will reduce or eliminate anticipated environmental impacts for each of the alternatives. Special purpose laws which protect various environmental resources will also be discussed. The No Action Alternative establishes the baseline impact level for the environmental consequences analysis.

The following sections contain a detailed impact analysis for those categories as defined within Appendix A of FAA Order 1050.1E and Table 7-1 of FAA Order 5050.4B. The order of the impact categories deviates from what is presented within the appendix in order to allow for a more streamlined presentation of the potential impacts. **Appendix G** provides detailed descriptions of each of the resource categories analyzed within this chapter. Only the results of the analysis undertaken are included within Chapter Four.

4.1 RESOURCES NOT IMPACTED BY PROJECT ALTERNATIVES

As outlined within paragraph 706.f of FAA Order 5050.4B, concise analysis was undertaken *only* for the potential impacts the alternatives under consideration may cause. A number of resources will not be impacted by implementation of any of the alternatives under consideration and are, therefore, not discussed in detail within this chapter of the EA. Resources which are not present within the study area or are not impacted by any of the alternatives include the following:

- RESOURCES NOT PRESENT
    - *Coastal resources*
    - *Farmland*
    - *Floodplains*
    - *Wetlands*
    - *Wild and Scenic Rivers*

4.2 NOISE

In accordance with FAA Orders 1050.1E and 5050.4B, the anticipated noise condition was prepared for the existing condition as well as the alternatives under consideration. Future analysis time periods include the anticipated year of project implementation (2010) and five years from the implementation date (2015). Detailed descriptions of the modeling inputs are contained within the noise discussion in **Appendix G**. The following sections outline the results of the noise modeling efforts for the existing condition, Alternative A, Alternative B, and the No Action Alternative.

Alternative A (Proposed Action) and Alternative B

Exhibits 4A and **4B** depict the 65, 70, and 75 DNL noise contours for Alternatives A and B for the year of project implementation (2010) and five years beyond (2015). As indicated on the exhibits, the 65 DNL noise contour remains on airport property for both forecast years under either alternative scenario. No noise-sensitive development is contained within any of the depicted contours.

Indirect noise impacts primarily relate to those that occur during construction of the proposed airport improvements. These impacts are discussed further within Section 4.14.

No Action

For comparison purposes, the No Action Alternative noise contours are also depicted on **Exhibits 4A** and **4B**. The contours are contained on airport property for both forecast years. No noise-sensitive development is contained within any of the depicted contours.

ANALYSIS AND MITIGATION

Implementation of Alternative A, the extension of Runway 17-35, results in the noise contour for the runway extending along the length commensurate with the proposed extension. When compared to the No Action Alternative, the contours extend to the north and south of the runway. A similar situation occurs with implementation of Alternative B, as the noise contour for Runway 4-22 extends to the southwest when compared to the No Action Alternative.

When compared to the No Action Alternative, implementation of either alternative under consideration does not result in a significant noise impact as defined by the FAA. A significant noise impact is defined as one which will occur if the proposed action will cause noise-sensitive areas to experience an increase in noise of 1.5 DNL or more, at or above the 65 DNL noise exposure level when compared to the No Action Alternative for the same timeframe. The 65 DNL noise contour remains on airport property for all alternatives.

Potential noise impacts on the neighboring National Park Unit are discussed in detail within Section 4.8.

4.3 COMPATIBLE LAND USE

As discussed within Chapter Three, existing land uses surrounding Double Eagle II Airport consist of portions of the Petroglyph National Monument to the east; the City of Albuquerque's Soil Amendment Facility to the west; the Aerospace Technology Park located between the runways, southwest of the Runway 35 end; and large expanses of undeveloped areas to the north and south.

Alternative A (Proposed Action)

As discussed within Section 4.2, Noise, no noise-sensitive development is contained within the 2010 or 2015 65 DNL noise contours. Land within these contours is compatible with airport operations as it is utilized for airport operations.

A number of new developments (Quail Ranch, Far West Mesa, and Westland North) are planned for the undeveloped areas located north and south of the airport. The City of Albuquerque Aviation Department has been very open with each of the developers regarding the planned development at the airport. The developers have communicated a willingness to sign avigation easements and will ensure that compatible land uses, such as light industrial or commercial, are placed in the areas within closest proximity to the airport or areas that will experience low overflights.

No wetland and floodplain impacts will result from implementation of this alternative and the alternative does not conflict with local or state regulatory land use compatibility plans, as the planned future land uses surrounding the airport will be compatible with airport operations. Alternative A is consistent with local land use plans, policies, and controls for the airport environs. The National Park Service indicated a preference for Alternative A in their letter dated November 3, 2008 (a copy of this letter is contained in **Appendix B**, Page B-66). Impacts to this resource are further discussed in Section 4.8, Historical, Architectural, Archaeological, and Cultural Resources.

Alternative B

No noise-sensitive development is contained within the 2010 or 2015 65 DNL noise contours for this alternative. Aircraft will continue to operate in a manner similar to today; therefore, no change in flight patterns will result from alternative implementation.

No wetland or floodplain impacts will result from implementation of this alternative and the alternative does not conflict with local or state regulatory land use compatibility plans, as the planned future land uses surrounding the airport will be compatible with airport operations. Alternative B is consistent with local land use plans, policies, and controls for the airport environs with the exception of the National Park Service's *General Management Plan*. This plan states that "The cumulative impacts of individual airport improvements should be addressed in an environmental document." In accordance with this plan, analyses of the proposed airport improvements were undertaken and the results provided to the NPS. Coordination received from the NPS in November 2008 indicated support for Alternative A. A copy of the letter received from the NPS is contained in **Appendix B**, page B-66.

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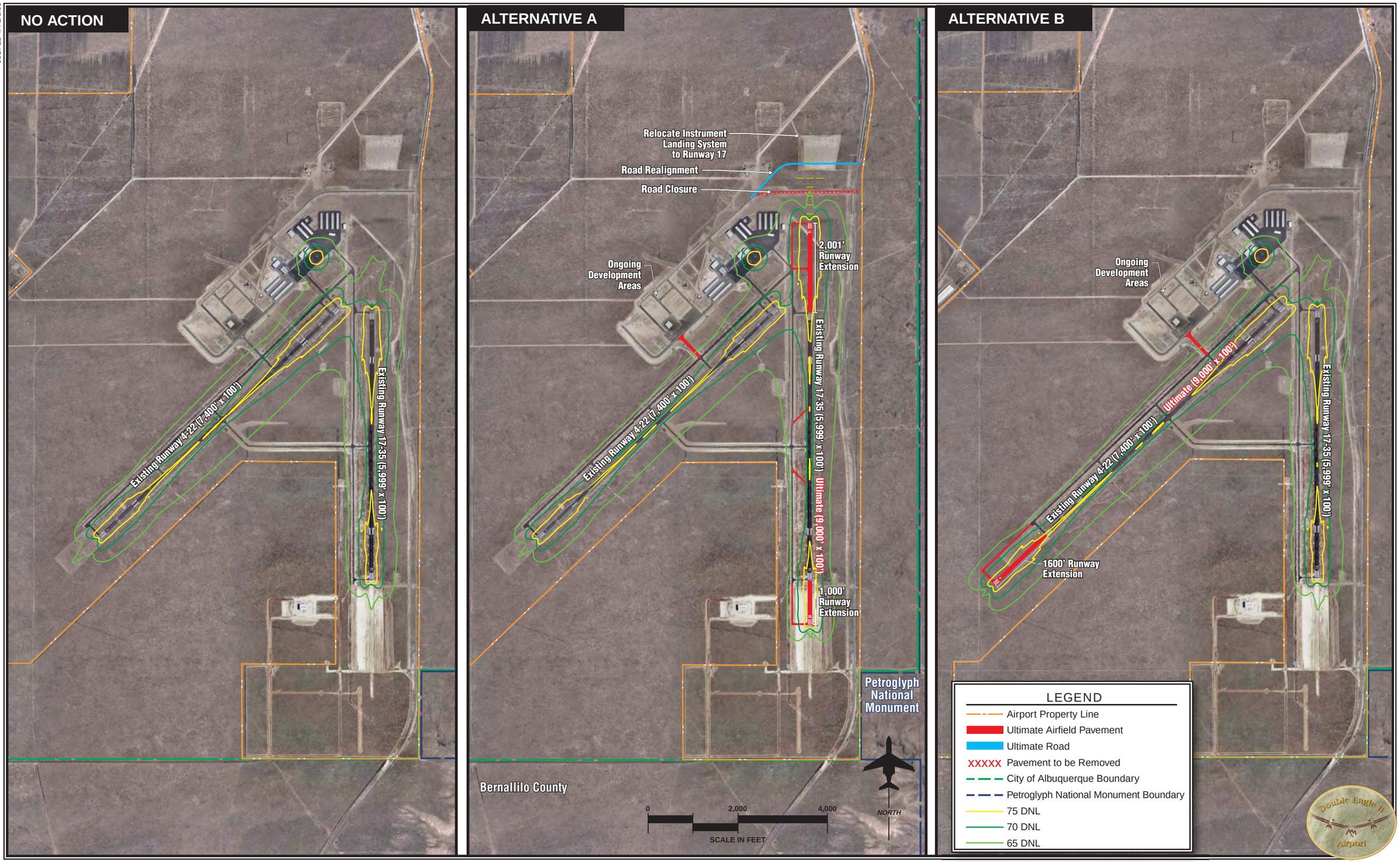

Exhibit 4A
2010 NOISE CONTOURS

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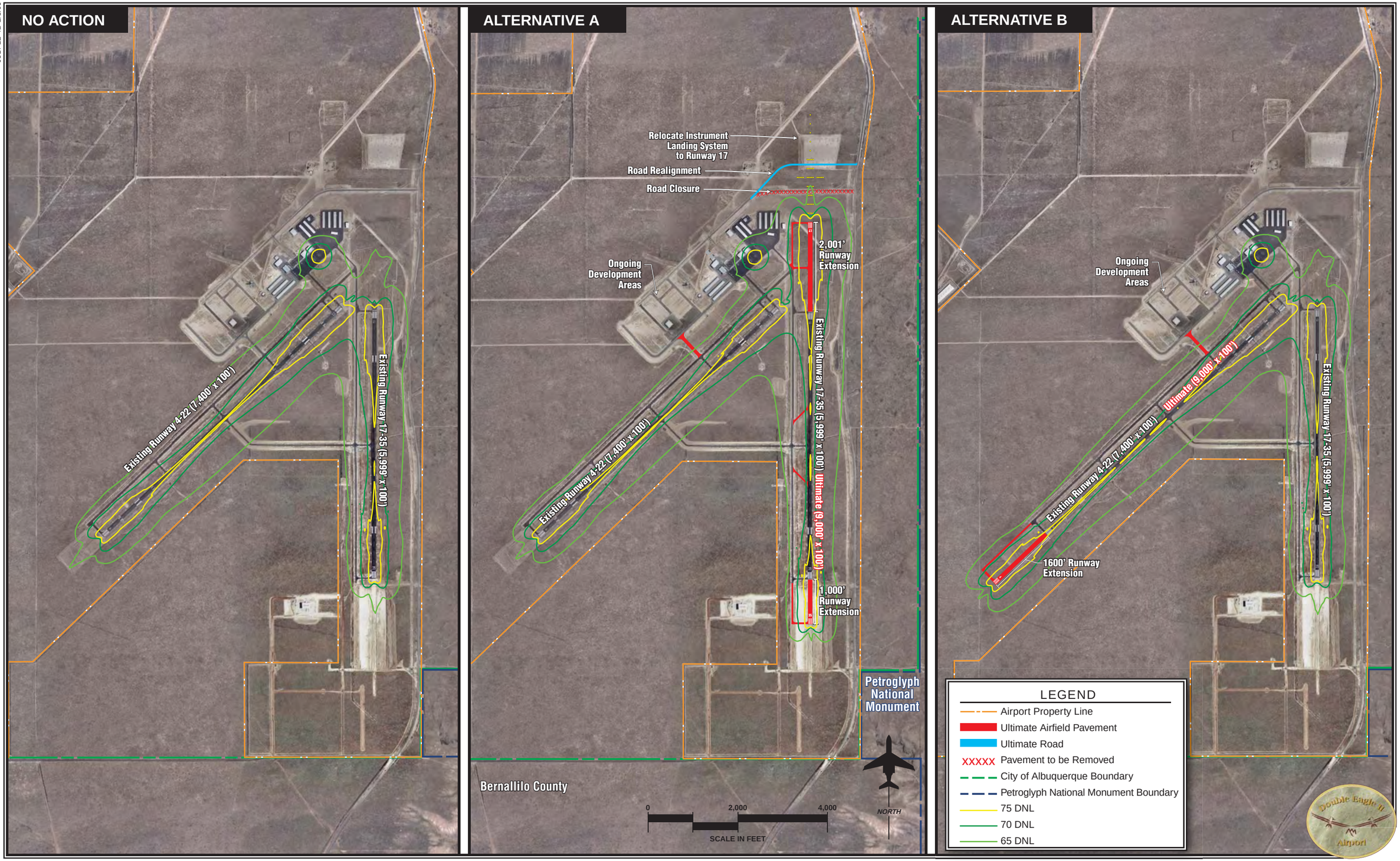

Exhibit 4B
2015 NOISE CONTOURS

No Action

No noise-sensitive development is contained within the 2010 or 2015 65 DNL noise contours for the No Action Alternative. Implementation of the No Action Alternative will result in the airport operating in a manner similar to today. No changes to the overflight patterns over the Monument and geologic window will occur, and these operations will increase as overall operations at the airport continue to grow. No resource impacts occur with alternative implementation.

ANALYSIS AND MITIGATION

No noise-sensitive development is impacted with implementation of Alternative A, Alternative B, or the No Action Alternative. Alternatives A and B are consistent with plans, policies, and land use controls for the area. Additionally, neither Alternative A nor Alternative B will divide or disrupt an established community; require residential or business relocations; result in induced socioeconomic impacts; or result in wetland, floodplain, or critical habitat impacts which exceed thresholds of significance established by any involved regulatory or advisory agencies.

As discussed previously in this EA, the National Park Service indicated concerns regarding the impact of potential airport development on the neighboring Petroglyph National Monument. In a letter dated November 3, 2008, the NPS indicated support for Alternative A. This is discussed further within Section 4.8, Historical, Architectural, Archaeological, and Cultural Resources.

Established thresholds of significance will not be exceeded by any of the alternatives under consideration. The threshold of significance for this impact category is defined as impacts which will occur when the noise analysis determines that a significant impact will occur over noise-sensitive areas within the 65 DNL noise contour.

4.4 SOCIOECONOMIC IMPACTS, ENVIRONMENTAL JUSTICE, AND CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS

The socioeconomic profile of the study area is described fully within Chapter Three of this EA. **Appendix G** contains a description of the required analyses for this impact category.

Alternative A (Proposed Action) and Alternative B

Socioeconomic Impacts. No land acquisition, business or residential relocations, or road realignments or construction will occur with implementation of Alternative A or B.

Environmental Justice Impacts. No environmental justice areas are located in proximity to the airport.

Children's Environmental Health and Safety. Pursuant to Executive Order 13045, *Protection of Children from Environmental Health Risks and Safety Risks,* federal agencies are directed to identify and assess environmental health and safety risks that may disproportionately affect children. These risks include those that are attributable to products or substances that a child is likely to come in contact with or ingest, such as air, food, drinking water, recreational waters, soil, or products they may be exposed to. Products or substances which are utilized at the airport include aircraft and vehicle fuel, materials used for the restoration and maintenance of aircraft, and materials which are used for the cleaning and maintenance of office areas. Access to these materials by children is prevented or limited due to the presence of an airport security fence as well as locked storage cabinets.

After implementation of the proposed airport improvements, the airport will continue to operate in a manner similar as it does today. Therefore, access to substances which could affect a child's health or safety will still be limited. The perimeter fence will be relocated around the proposed improvements and maintained to restrict unauthorized persons from gaining access to the runway and other areas of potential health and safety risks.

No Action

Socioeconomic impacts, environmental justice impacts, and impacts to children's environmental health and safety are not anticipated with implementation of the No Action Alternative.

ANALYSIS AND MITIGATION

No socioeconomic or environmental justice impacts occur under any of the alternatives being evaluated. With implementation of Alternatives A and B, potential health and safety risks to children will be minimized through adherence to standard construction and safety practices implemented by the construction contractor. The disturbance and/or stockpiling of contaminated soils are not anticipated. Fugitive dust will be controlled by the application and maintenance of standard erosion and sedimentation control measures. The airport security fence will be relocated during construction; however, a secure perimeter will be maintained at all times.

The construction contractor will employ best management practices (BMPs) to restrict children from the construction site. These practices may include the posting of signs around the construction site, prohibiting access, fencing, warnings posted around areas of open excavation, and site policing.

The thresholds of significance for this impact category are reached if the project negatively affects a disproportionately high number of minority or low-income populations or if children will be exposed to a disproportionate number of health and safety risks. Significant socio-economic impacts will result if an extensive number of residents need to be relocated and sufficient replacement housing is unavailable; if extensive relocation of business is required and this relocation will create a severe economic hardship for the affected communities; if disruptions of local

traffic patterns will substantially reduce the level of service of the roads serving the airport and the surrounding community; or, if there will be a substantial loss in the community tax base. None of the alternatives under consideration are anticipated to exceed these stated thresholds of significance.

4.5 SECONDARY (INDUCED) IMPACTS

Alternative A (Proposed Action)

Alternative A is being advanced by the City of Albuquerque and is consistent with the city's planning and economic development objectives. Implementation of this alternative will not result in the direct displacement of residences, businesses, agricultural operations, or result in the disruption of established communities.

The proposed airport improvements are being undertaken to meet runway length needs for aircraft that may currently utilize the Albuquerque International Sunport (Sunport). The extension of Runway 17-35 will allow the airport to be utilized by more corporate aircraft. This will allow the airport to fully act as a reliever airport to the Sunport as general aviation traffic that currently use the busy Sunport could more fully utilize Double Eagle II Airport. The extension of the runway could introduce new general aviation or corporate aircraft to the currently based fleet at the airport. This will likely result in a socioeconomic benefit to the immediate area due to increased fuel sales and a potential need for support businesses such as restaurants or automobile fueling stations.

Development of Alternative A also has the potential to reduce the overflight of portions of the Petroglyph National Monument. The placement of the ILS on Runway 17-35 could reduce the overflights of the northern volcano and the geologic window by aircraft practicing ILS approaches and using the ILS during periods when visibility is low and/or cloud ceilings are low. The extension of Runway 17-35 provides the City with more flexibility for implementation of a future Fly Friendly Program to further reduce overflights of the area[1]. Currently, as depicted on the flight track exhibits contained in **Appendix F**, a large percentage of the touch-and-go training activity at the airport occurs on Runway 17-35. This is likely done to allow Runway 22 to remain available for departing aircraft, which can depart simultaneously with touch-and-go activity. With the extension of Runway 17-35, and the relocation of the ILS, during certain wind conditions, this situation could be reversed with departing traffic being placed on Runway 17 and the touch-and-go traffic being placed on Runway 22. (This type of an arrangement would need to be coordinated with the airport traffic control tower [ATCT].)

[1] For noise modeling purposes within this EA, the assumptions do not assume the implementation of a Fly Friendly Program. Therefore, for Alternative A, a large percentage of touch-and-go activity was modeled on Runway 17-35 due to its longer length and increased wind coverage. These two factors could lead to additional runway use, and additional overflights of the western and southern portions of the Monument, until a Fly Friendly Program can be put into place.

Alternative B

Implementation of this alternative will not result in the direct displacement of residences, businesses, agricultural operations, or result in the disruption of established communities. As with Alternative A, the extension of Runway 4-22 will allow the airport to be utilized by more business aircraft. This will allow the airport to fully serve its role as a reliever to the Sunport as general aviation traffic that currently use the Sunport could more fully utilize Double Eagle II Airport. The extension of the runway could introduce new general aviation or corporate aircraft to the currently based fleet at the airport. This will likely result in a socioeconomic benefit to the immediate area due to increased fuel sales and a potential need for support businesses such as restaurants or automobile fueling stations.

No Action

Implementation of the No Action Alternative will not address the runway length needs of the existing Sunport airport users, thereby, not allowing Double Eagle II Airport to fully act as a reliever airport to the Sunport. This alternative is not consistent with the City of Albuquerque's airport development plans.

ANALYSIS AND MITIGATION

Implementation of Alternatives A and B will allow the airport to meet the runway length requirements of corporate aircraft that currently utilize the Sunport. This change in airport users could result in the development of service businesses such as gas stations or restaurants.

An induced benefit of implementation of Alternative A is the potential for a further reduction in overflight of the Petroglyph National Monument as previously discussed. If the ILS remains on Runway 22, overflights of the northern volcano in the Petroglyph National Monument and the overflights of the geologic window will continue, and increase as operations at the airport grow. Aircraft utilizing the Runway 22 ILS join the extended runway centerline up to five miles from the Runway 22 end, which causes the overflight of both the northern volcano and the geologic window.

No mitigation measures are required.

4.6 AIR QUALITY

Alternative A (Proposed Action) and Alternative B

As discussed in Chapter Three, the airport is located in Bernalillo County which is designated as in attainment for all federal criteria pollutants as defined by the U.S. Environmental Protection Agency (EPA). Federal criteria pollutants are regulated under the National Ambient Air Quality

Standards (NAAQS) and include carbon monoxide (CO), ozone (O3), sulfur dioxide (SO2), nitrogen dioxide (NO_2), particulate matter (PM_{10} and $PM_{2.5}$), and lead (Pb).

Two Acts have been federally adopted to control air quality emissions, the *Clean Air Act* (CAA) and NEPA. Each Act has separate requirements for evaluating a proposed action's impact on air quality, but the same analysis can fulfill the requirements of both Acts.

Clean Air Act

The following sections address CAA provisions for general conformity, transportation conformity, and indirect source review.

General Conformity

To ensure that a federal action complies with the NAAQS, the CAA establishes the General Conformity Rule for all general federal actions, which includes all airport improvement projects. The General Conformity Rule (40 CFR Part 93) applies to federal actions that are:

- Federally funded or federally approved;
- Not a highway or transit project;
- Not identified as an exempt project under the CAA and is not listed on the federal agency's Presumed to Conform list; and
- Located within a non-attainment or maintenance area.

If a federal action meets all of the above criteria, the General Conformity Rule is applicable. The General Conformity Rule does not apply to Alternative A or Alternative B as Double Eagle II Airport is located in Bernalillo County, which is designated as in attainment for all criteria pollutants.

Transportation Conformity

The CAA also establishes Transportation Conformity provisions for federal actions. Transportation Conformity is applicable to highway or transit projects that are not included in the region's Transportation Plan or Transportation Improvement Plan, such as the proposed improvements at Double Eagle II Airport. However, neither Alternative A nor Alternative B meet the CAA's definition of a transportation project[2] which includes highway and transit projects. Alternative A will affect the relocation of the airport access road which is not classified as a highway; therefore, the Transportation Conformity provisions do not apply. Alternative B does not affect any roadways; therefore, the Transportation Conformity provisions do not apply.

[2] 40 CFR 93.101, see definition of "transportation project."

Indirect Source Review

Under the CAA General Conformity provisions, indirect source review is required in some states when a Federal Action has the potential to cause an increase in emissions from indirect sources. As indicated in the FAA *Air Quality Handbook*, the State of New Mexico does not require indirect source review for either Alternative A or Alternative B.

National Environmental Policy Act

NEPA requires that an air quality emissions inventory be prepared for federal actions at airports where forecast general aviation operations exceed 180,000. Forecast operations for 2010 at Double Eagle II Airport are estimated to reach 189,000; therefore, an emissions inventory has been prepared.

Emissions Inventory

Alternative A and Alternative B are likely to cause direct or reasonably foreseeable indirect emissions; therefore, an emissions inventory was prepared for both alternatives. The emissions inventories for both alternatives were calculated using the FAA's Emissions and Dispersion Modeling System (EDMS), Version 5.1. EDMS is listed among the EPA's preferred guideline models and has been identified by the FAA as the only acceptable model for estimating aircraft emissions at airports. It calculates emissions of pollutants associated with an airport, including aircraft, ground support equipment, and automobiles.

EDMS does not calculate lead emissions; therefore, an assessment of these impacts cannot be made. Additionally, ozone emissions are not calculated by EDMS; however, volatile organic compounds (VOC) and nitrogen (NO_X) are precursors to ozone. Ground-level ozone is not emitted directly into the air, but is created by chemical reactions between oxides of nitrogen (NO_x) and volatile organic compounds (VOC) in the presence of sunlight. As a result, VOC and NO_x emissions are used to estimate ozone emissions. The fleet mix and operations levels utilized for the preparation of noise contours (**Appendix G**, page G-4) were utilized for the emissions analysis.

Automobile trips associated with Double Eagle II Airport were also included in the analysis. For purposes of this study, the annual vehicle trips associated with the airport were calculated according to the Institute of Transportation Engineer's Trip Generation Manual, 7th Edition, based on average daily operations at the airport. Vehicle emissions associated with operation of the airport are included in the EDMS output report shown in **Appendix J**.

Output data from the EDMS program are in tons per year. **Table 4A** provides the projected air pollutant emissions associated with the operations at Double Eagle II Airport under the existing condition (2008), year of implementation (2010) for Alternative A, Alternative B, and No Action Alternative and five years following implementation for Alternative A, Alternative B, and the No

Action Alternative. This includes emissions from aircraft, automobiles, ground support equipment, and fueling operations. Because the Proposed Action will occur in an area designated as in attainment, there are no *de minimis* thresholds for comparison of the emissions inventory levels.

TABLE 4A
Emissions Inventory (Tons per Year)
Double Eagle II Airport

	2008	2010		2015	
Pollutant[1]	**Existing Condition**	**Alternative A and Alternative B**	**No Action**	**Alternative A and Alternative B**	**No Action**
CO	1116.52	1414.12	1407.48	1738.08	1727.79
VOC	40.39	75.97	74.31	120.81	117.89
NO_X	4.36	9.87	9.39	13.00	12.01
SO_X	1.53	2.76	2.67	4.17	3.96
PM_{10}	0.060	0.49	0.48	1.16	1.11
$PM_{2.5}$	0.050	0.48	0.46	1.15	1.09

[1] EDMS does not calculate emissions for lead
Source: Coffman Associates analysis.

EDMS output tables depicting emissions by source (aircraft, automobiles, ground support equipment) are included in **Appendix J**.

The number and type of aircraft for Alternative A and Alternative B are not anticipated to change within each time horizon (2008, 2010, 2015); therefore, the emission inventory results are equal. As indicated in **Appendix C**, the forecast operations for the No Action condition are anticipated to be lower than Alternative A and Alternative B; therefore, the project emissions levels are lower.

Construction emissions were also evaluated for Alternative A and Alternative B. A construction emissions inventory was prepared using the Environmental Protection Agency's NONROAD and MOBILE6.2 emissions models. The NONROAD model estimates emissions related to non-highway approved vehicles such as heavy construction equipment. The MOBILE6 model evaluates highway vehicle emissions such as those from dump trucks or light-duty work trucks.

The NONROAD and MOBILE6.2 models do not calculate lead emissions; therefore, an assessment of these impacts cannot be made. Additionally, ozone emissions are not calculated by the emissions models; however, volatile organic compounds (VOC) are a precursor to ozone. VOCs combine with sunlight and oxides of nitrogen (NOx) to form ozone. Therefore, VOC emissions are used to estimate ozone emissions.

Construction emissions for Alternative A and Alternative B are included in **Table 4B**. Output data from the NONROAD and MOBILE6.2 emissions models are expressed in tons per year. A summary of the construction emissions assumptions used for this analysis is included in **Appendix J**.

TABLE 4B
Construction Emissions (Tons per Year)
Double Eagle II Airport

	2010	
Pollutant[1]	**Alternative A (Proposed Action)**	**Alternative B**
CO	166.2	125.2
VOC	29.3	22.1
NO_X	300.4	228.4
SO_X	51.6	39.4
PM_{10}	28.7	21.8
$PM_{2.5}$	27.8	21.1

[1] NONROAD and MOBILE6.2 do not calculate emissions for lead
Source: Coffman Associates analysis.

As indicated in **Table 4B**, construction emissions are greater for Alternative A. As previously discussed, the proposed action will occur in an area designated as in attainment, and there are no *de minimis* thresholds for comparison of the emissions inventory levels.

No Action

Under federal air quality modeling and analysis guidelines, the No Action Alternative represents the baseline condition to which the Proposed Action Alternative is compared. The No Action Alternative will not have air quality impacts as no development at the airport will take place under this scenario.

ANALYSIS AND MITIGATION

Implementation of Alternative A or Alternative B will not result in impacts which exceed one or more of the NAAQS for any of the time periods analyzed; therefore, impacts do not exceed the established threshold of significance.

Construction-related emissions will be short term and localized to the construction area. Best management practices (BMPs) will be implemented to reduce particulate emissions and were not considered as part of this analysis. Indirect impacts experienced during project construction are addressed in Section 4.14, Construction.

In addition to the BMPs, the City of Albuquerque requires that a Fugitive Dust Control Construction Permit application be submitted to the City Environmental Health Department at least 10 days prior to construction. This permit requires that BMPs will be implemented during construction.

The No Action Alternative will not result in any air quality impacts as the airport will continue to operate in a manner similar to what it does today.

4.7 WATER QUALITY

Alternative A (Proposed Action) and Alternative B

Implementation of either alternative will result in an increase of impermeable surfaces on the airport which could result in an increase in surface water runoff at the airport. The airport's current National Pollutant Discharge Elimination System (NPDES) Permit NMR05A992 and associated *Stormwater Pollution Prevention Plan* (SWPPP) will require a modification to reflect the new surfaces under each alternative. In addition, construction of the proposed improvements may have limited, near-term effects on surface water quality, particularly an increase in suspended sediments during and shortly after precipitation events occurring during the construction phase. A construction-related NPDES permit will be required prior to construction of the proposed improvements under either alternative. This permit requires a Notice of Intent for all construction activities disturbing one acre or more of land. A SWPPP will be designed and implemented in the field prior to construction, and inspected and maintained during construction in compliance with the NPDES permit. In their letter, dated June 6, 2007, the New Mexico Environment Department did not indicate concern with implementation of either alternative. No difficulties have been identified regarding modifying the existing NPDES permit or obtaining the construction NPDES permit. The construction NPDES permit will be obtained after project design and before construction is initiated. The airport's existing NPDES operational permit will be modified after construction of the proposed improvements to reflect the additional impervious surfaces and changes in drainage patterns.

These alternatives will not impact any *Clean Water Act*, Section 303(d), listed waters or any groundwater wells. Indirect impacts may occur to water quality as an increase in impermeable surfaces occurs in the area.

No Action

Implementation of the No Action Alternative will result in no development activities at the airport; therefore, no impacts to water quality are anticipated.

ANALYSIS AND MITIGATION

Implementation of Alternatives A and B will require a NPDES construction permit (discussed further within Section 4.14). The airport's existing NPDES operating permit will need to be modified to include the additional impervious surfaces at the airport.

The No Action Alternative will not result in impacts to water quality, as no construction will occur.

Mitigation measures for Alternatives A and B relate primarily to construction-related impacts. These measures are discussed within Section 4.14.

Difficulties in obtaining needed permits for the project, such as National Pollutant Discharge Elimination System (NPDES) permits, typically indicate a potential for significant water quality impacts. No difficulties in obtaining these permits have been identified for either alternative.

4.8 HISTORICAL, ARCHITECTURAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES

At the onset of the environmental review process, an area of potential effect (APE) was defined for those areas which could be affected by either Alternative A or Alternative B. The APE is depicted on **Exhibit 4C** and was communicated by letter to the State Historic Preservation Officer (SHPO) on January 16, 2009. A copy of the letter is included in **Appendix I**. The Section 106 Consultation processes between the FAA, tribal leaders, and the SHPO is being conducted concurrently with NEPA as allowed by 36 CFR (Code of Federal Regulations) 800.8. The SHPO was advised in the FAA's January 16, 2009 letter that the processes have been joined.

At the onset of this EA, and at the request of the NPS, noise measurements were performed at various locations on the airport as well as the NPS's areas of concern[3]. The APE, therefore, includes most of the airport property as well as the areas noise measurements were taken at the Monument. The areas of concern noted by NPS staff included the five volcanic cones as well as the Northern Geologic Window. The volcanic cones are currently overflown by aircraft performing touch-and-go activity on Runway 17-35 as well as, to some extent, aircraft approaching the airport from the south and east. The Northern Geologic Window is overflown primarily by aircraft approaching or departing Runway 4-22 as well as some aircraft transitioning from Runway 17-35.

For discussion purposes, the potential impacts to historical, archeological, and cultural resources by each alternative have been divided into two categories, Impacts to On-Airport Resources and Impacts to Off-Airport Resources. These resources are summarized within the following two sections followed by a discussion of each alternative's potential impacts to identified resources.

4.8.1 On-Airport Resources

As discussed within Chapter Three, previous surveys at the airport have identified nine sites on airport property which are potentially eligible for listing on the National Register of Historic Places (NRHP).

In June 2007, the project team gave a presentation before the All Indians Pueblo Council in Albuquerque. The purpose of the presentation was to inform the tribal leaders of the proposed

[3] The purpose of the noise measurement program was to provide field-collected data for comparison with the computer-predicted values generated from the Integrated Noise Model. Futher information regarding the noise measurement process and results is contained within Appendix L.

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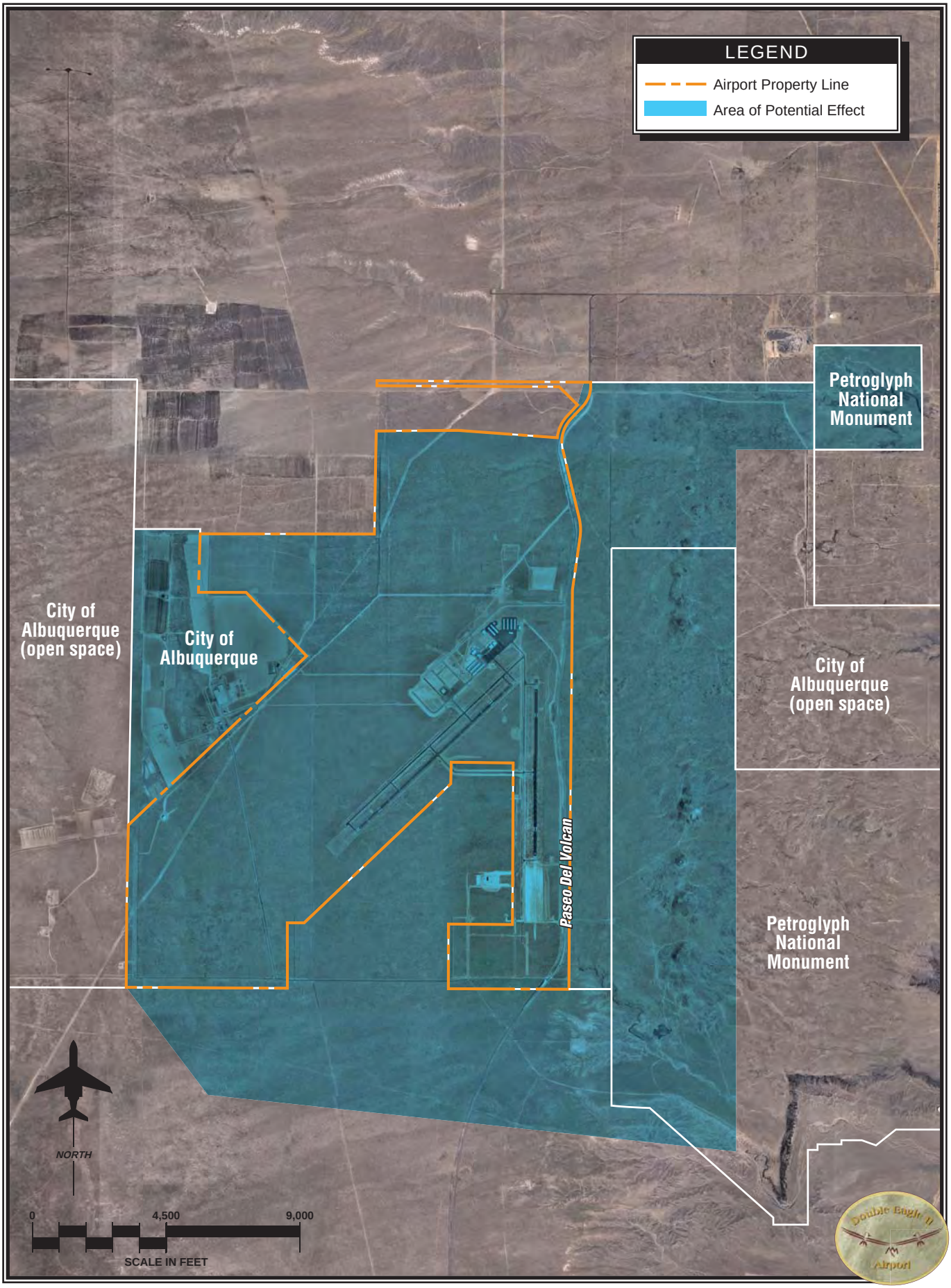

Exhibit 4C
AREA OF POTENTIAL EFFECT

development activities at the airport and the alternatives undergoing evaluation. Concerns raised by two pueblos in attendance were primarily related to overflights and noise impacts on the Petroglyph National Monument. (These concerns are addressed later in this section.) As a follow-up, the FAA sent letters to the area tribal governors in November 2008 to further identify any concerns related to potential impacts to tribal resources. As of the printing of this Preliminary Draft EA, three Native American tribes or pueblos have responded to the FAA letters. The Pueblo of Isleta indicated that the project will not have an impact on religious or cultural sites affiliated with the pueblo; the White Mountain Apache Tribe indicated that the project will not have an effect on the tribe's heritage resources; and the Hopi Tribe requested the opportunity to review the Draft EA once it becomes available for public review (this request will be complied with.)

4.8.2 Off-Airport Resources

As previously discussed, Double Eagle II Airport is located in the immediate vicinity of the Petroglyph National Monument, which is jointly managed by the City of Albuquerque Open Space Division and the NPS. During previous consultation processes, the City of Albuquerque and the National Park Service have indicated concerns regarding the potential impacts of airport development on the Monument. These concerns are documented within the *Final Environmental Assessment for Proposed On-Airport Access Road,* Double Eagle II Airport, May 1994, and the *Air Traffic Control Tower Final Environmental Assessment*, November 2004. Due to the recent concerns of the NPS, they were included as a cooperating agency for this EA and were kept abreast of the EA analysis through multiple meetings and teleconferences.

The concerns of the NPS, regarding development at the airport, relate primarily to the overflights of the volcanoes within the Monument as well as the Northern Geologic Window located northeast of the airport. As discussed within Chapter Three, the volcanoes are regularly visited by park visitors and are culturally and traditionally significant to the area pueblos and tribes. The geologic window is a depression into the mesa's geologic strata which contains petroglyphs and also has traditional and cultural significance to various pueblos. Conversations with NPS staff indicate that overflights of this area are amplified due to the acoustics resulting from the terrain.

Within the November 2004 EA for the construction of the ATCT, the City of Albuquerque pledged to establish a Fly Friendly Program at Double Eagle II Airport once an ATCT is operational and flight patterns have been observed for a period of time. The purpose of the program will be to reduce the quantity of overflights of the Monument and will be a cooperative program formed between the Petroglyph National Monument staff, airport operators, the City of Albuquerque, and the FAA. It is anticipated that through this program, informal and voluntary procedures will be established to, whenever safe and practicable, potentially direct aircraft away from portions of the Monument. It is anticipated that implementation of this program could result in fewer touch-and-go operations over the volcanoes as well as a change in the manner in which helicopters operate at the airport. Touch-and-go operations are undertaken by pilots to practice landings and takeoffs. During certain conditions, these types of operations

could occur on either runway at the airport. For the sole purposes of analysis within this EA, a potential Fly Friendly Program was developed for the airport. This potential program was developed with input from the Double Eagle II Airport Traffic Control Tower (ATCT) Manager and includes measures that could reduce some overflights of the Monument. The measures contained within this potential program are not currently being utilized by the airport, and will require a great deal of coordination with airport users, the FAA, the ATCT, the NPS, and the City of Albuquerque prior to implementation. The final Fly Friendly Program, once established, may not mirror the assumptions included within this EA. The analysis contained within the alternatives evaluation includes potential impacts with and without the potential Fly Friendly Program.

During discussions regarding the formulation of the potential Fly Friendly Program, the ATCT manager indicated that since the ATCT became operational, only one runway is considered operational at any given time. However, it was indicated that as traffic levels permit, aircraft are allowed to depart Runway 22 when Runway 17 is the active runway and Runway 17 when Runway 22 is active. These allowances were included within the modeling scenarios and assumptions.

Exhibits 4D and **4E** depict the flight tracks modeled under the two noise modeling scenarios, with and without the potential Fly Friendly Program. The left side of **Exhibit 4D**, depicts the arrival flight tracks which were integrated into the INM for the noise analysis described within Sections 4.2 and 4.3. The right side of the exhibit depicts the arrival flight tracks which could potentially be relocated with implementation of a Fly Friendly Program. As depicted on the exhibit, the arrival corridors that are currently on the east side of Runway 17-35 have been relocated to west side. Aircraft arriving to Runway 35 would now fly on the west side of the airport as would the arrivals to Runway 17. Additionally, the touch-and-go operations for Runway 17-35 were relocated from the east side of the runway to the west.

Exhibit 4E depicts the modeled departure flight tracks under the two modeling scenarios. As with **Exhibit 4D**, the left side of the exhibit depicts the departure flight tracks which were integrated into the INM for the noise analysis described within Sections 4.2 and 4.3 and the right side of the exhibit depicts the departure flight tracks which could potentially be relocated with implementation of a Fly Friendly Program. As depicted on the exhibit, only one track is assumed to change with implementation of the potential Fly Friendly Program. Aircraft departing Runway 35 could be directed to turn left, over the western portions of the airfield.

The flight tracks input into the INM were the same for Alternative A, B, and the No Action Alternative; only the number of operations assigned to each of the tracks varied depending on which alternative was being evaluated. The primary modeling difference between Alternatives A and B were the number of operations assigned to the flight track. Under Alternative A, the ILS is relocated to Runway 35; therefore, the traffic that formerly utilized the ILS to Runway 22 was reassigned to the straight-in approach to Runway 35[4].

[4] There is little flexibility in the manner in which aircraft utilize an ILS system. An ILS approach procedure is specified by the FAA and published in the *United States Government Flight Information Publication, U.S. Terminal Procedures, Southwest, January 15, 2009*. Pilots are required to fly these procedures during inclement weather conditions and as directed by ATCT. To provide for a safe landing, aircraft utilizing the ILS approach procedure to a run-

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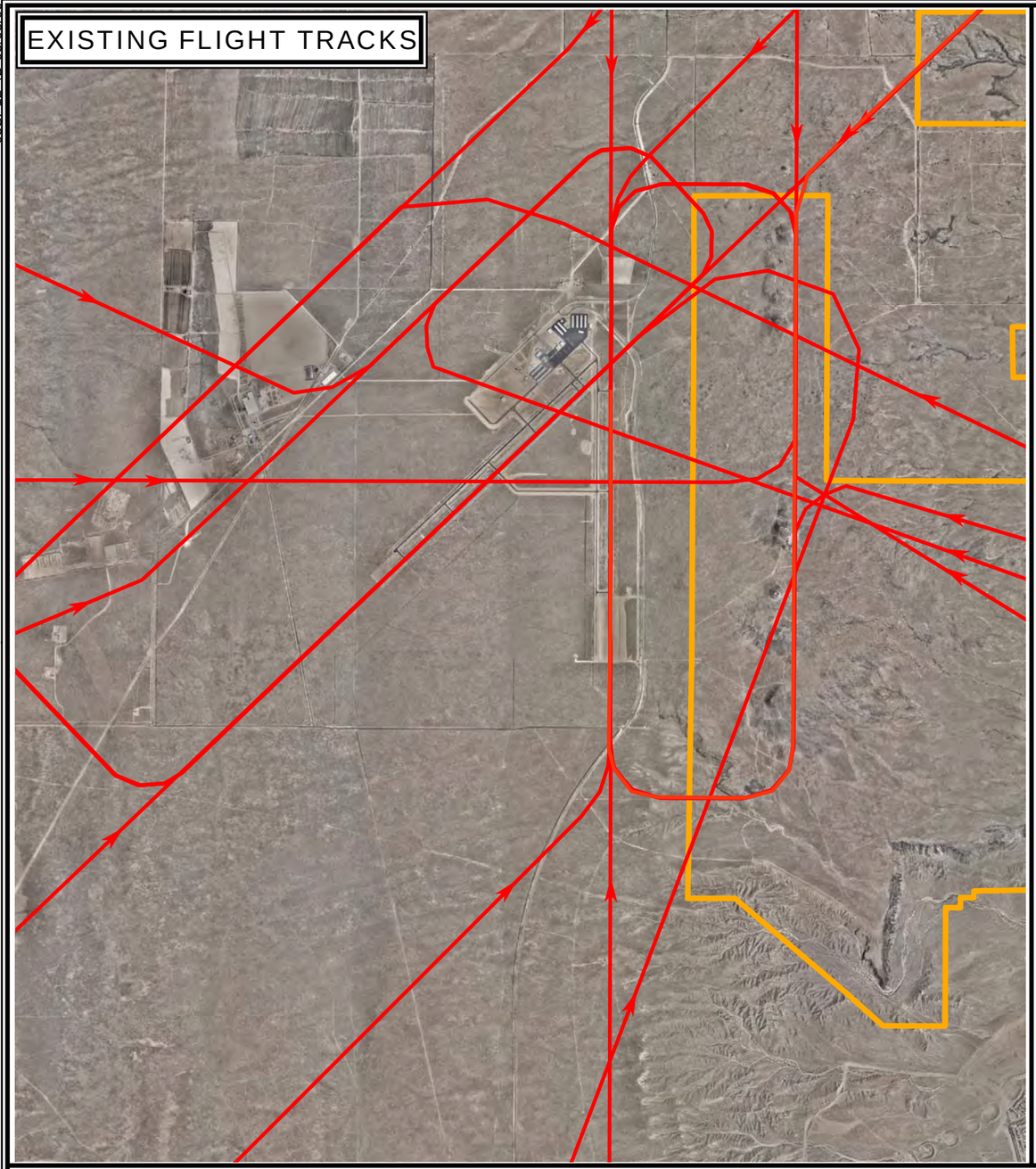

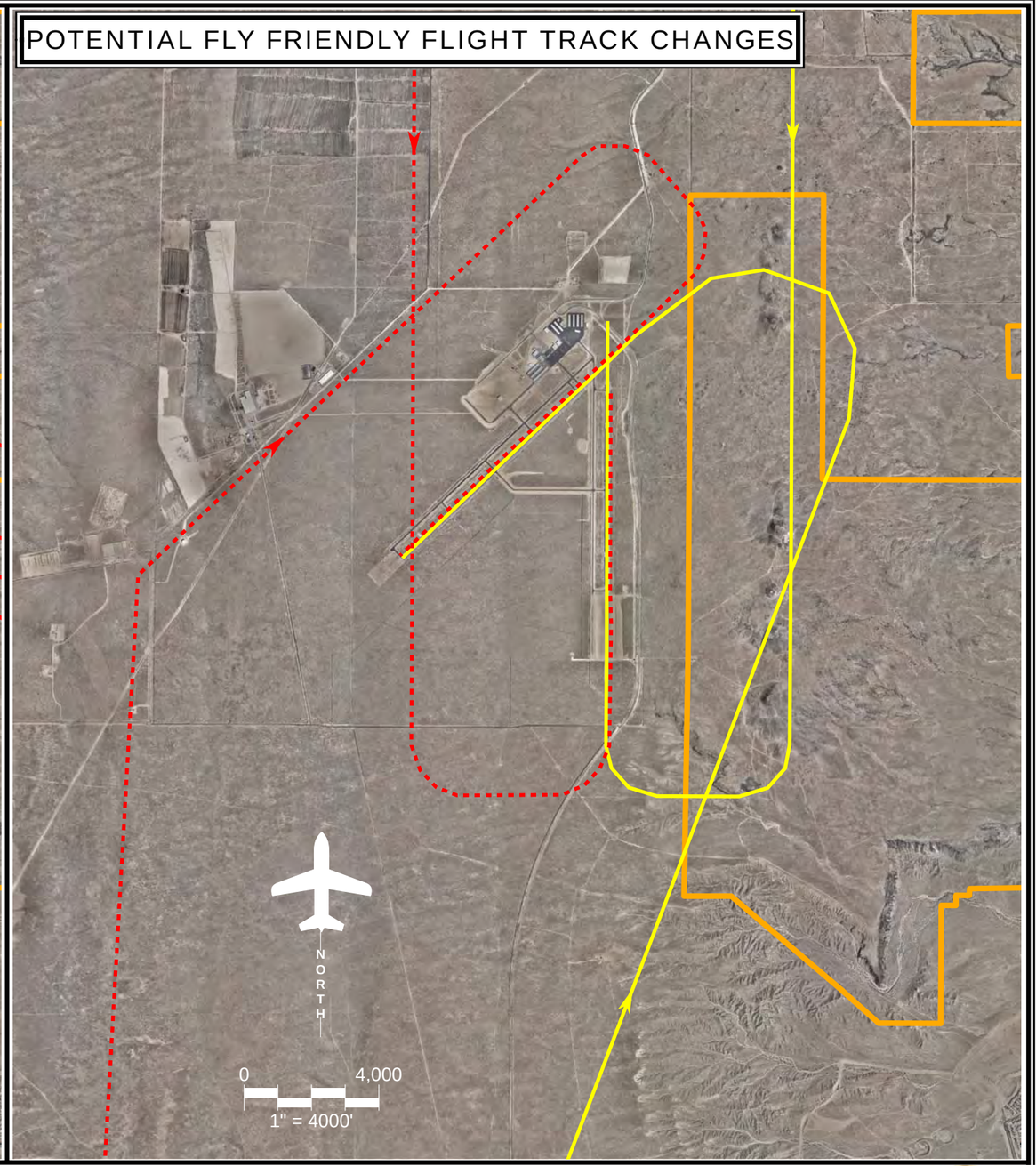

LEGEND

- Monument Boundary
- Generalized Arrival Tracks
- Arrival Tracks that could be discouraged through implementation of a "Fly Friendly" program.
- Potential Fly Friendly Arrival Tracks

Source: Coffman Associates Analysis.

Exhibit 4D
POTENTIAL ARRIVAL TRACKS WITH IMPLEMENTATION OF A "FLY FRIENDLY" PROGRAM

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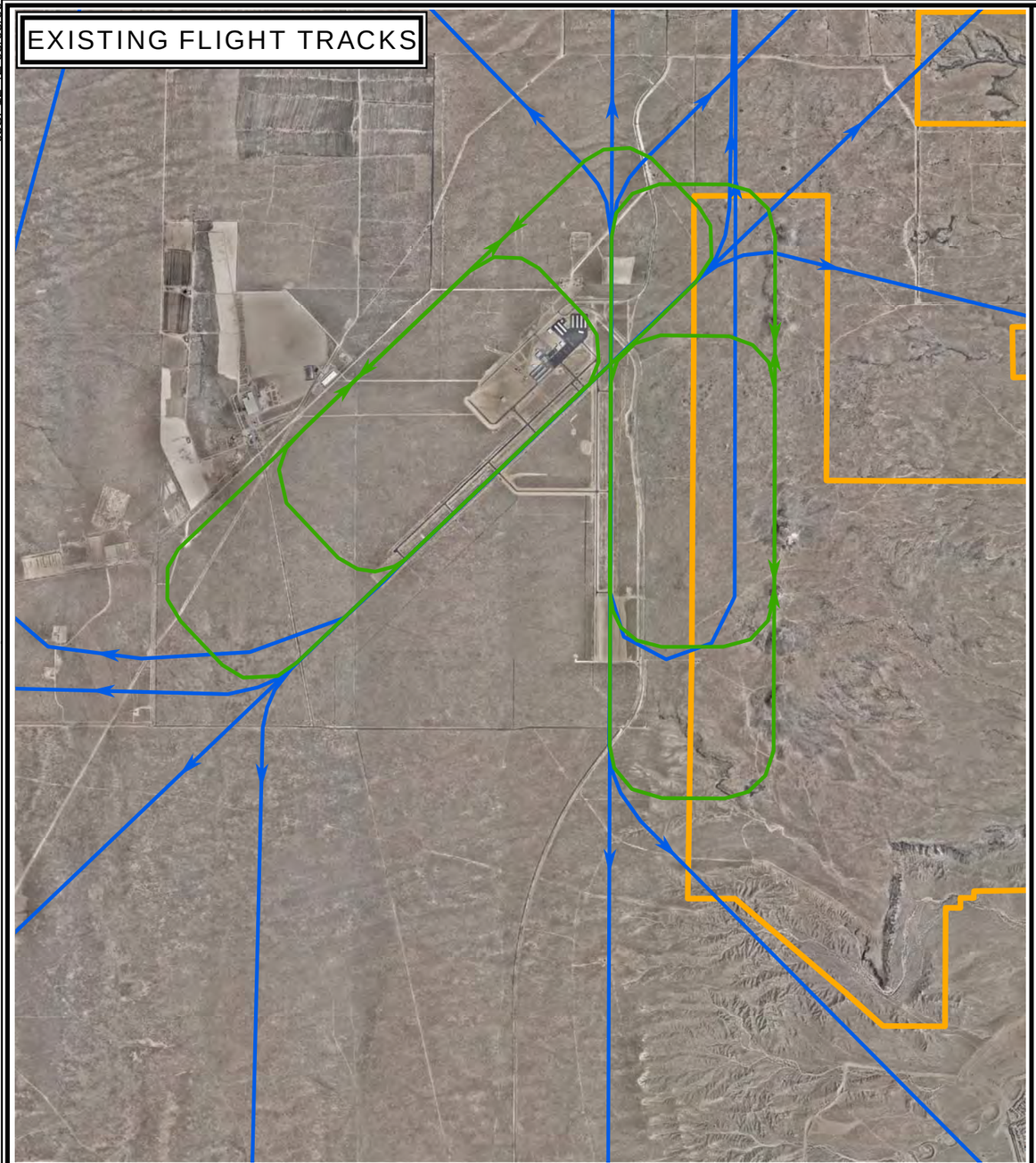

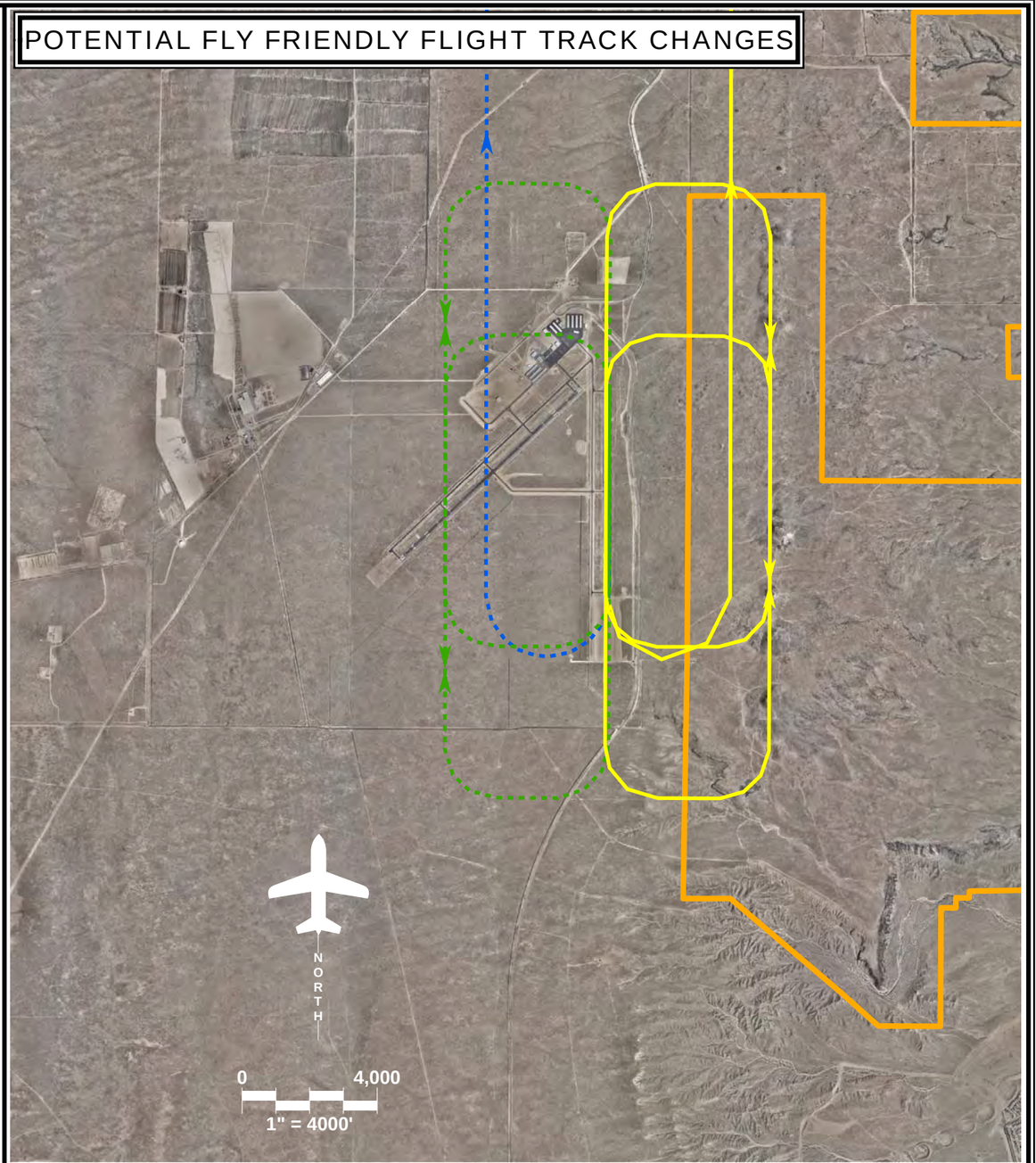

LEGEND

- Monument Boundary
- Generalized Departure Tracks
- Departure and Touch & Go Tracks that are discouraged through implementation of a "Fly Friendly" program.
- Generalized Touch and Go Tracks
- Potential Fly Friendly Departure Tracks
- Potential Fly Friendly Touch & Go Tracks

Source: Coffman Associates Analysis.

Exhibit 4E
POTENTIAL DEPARTURE TRACKS WITH IMPLEMENTATION OF A "FLY FRIENDLY" PROGRAM

Portions of the analysis described below were presented to the NPS at the most recent project meeting held on May 14, 2008 (a copy of the meeting sign-in sheet and presentation is contained in **Appendix L**). Since that meeting, the ATCT became operational and the potential Fly Friendly Program was developed. The methodology for analyzing potential impacts on the Petroglyph National Monument was two-fold and focused on aircraft noise and overflights.

4.8.2.1 Monument and Northern Geologic Window Aircraft Noise Analysis

To assess the potential changes in noise exposure resulting from implementation of the alternatives under consideration, a grid point analysis for both modeling scenarios was undertaken for seven points within the Monument and geologic window boundaries. (A grid point analysis provides estimated noise levels at precise points selected by the user during the noise modeling process.)

The grid point locations depicted on **Exhibit 4F** were selected based on input received from NPS staff during the noise monitoring efforts. As depicted on the exhibit, the existing modeled noise condition at the seven points ranges from 41.0 day/night noise level (DNL) in the northern portions of the geologic window to 52.7 DNL on the western edges of the Monument. To allow for a comparison, these same points were modeled for Alternatives A, B, and the No Action Alternative for the years 2010 and 2015, and the year 2015 assuming implementation of the potential Fly Friendly Program. These results are provided within later discussions regarding each alternative. Please note, the data regarding the existing condition is provided for informational purposes only. The impact analysis will be undertaken for only Alternatives A, B, and the No Action Alternative.

4.8.2.2 Monument and Northern Geologic Window Overflight Analysis

To obtain a perspective of the current overflight condition, actual aircraft flight track data was obtained from the FAA's Airport Surveillance Radar (ASR) at the Albuquerque International Sunport. This data was evaluated to assess runway use at the airport as well as typical flight paths for aircraft arriving and departing Double Eagle II Airport. **Appendix F** contains exhibits prepared for the flight track analysis.

The overflight analysis focused on the existing arrival flight patterns over the northern portions of the Monument as well as the geologic window. As depicted on **Exhibit 4G**, an evaluation of flight tracks from January 1, 2008 to January 19, 2008 indicates that over this 18-day period, the northern portion of the Monument experienced approximately 131 arrival overflights and the geologic window experienced 126 arrival overflights. (Total annual overflights of these areas were estimated to be 4,656 in 2006.) Again, data regarding the existing condition is provided for informational purposes only. Analysis is focused on the alternatives being evaluated.

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way aircraft join the extended runway centerline up to five miles from the runway end. Under Alternative A it was assumed that aircraft would line up on the Runway 35 centerline approximately five to six miles from the airport and under Alternative B, it was assumed that aircraft would continue to utilize the ILS as they do today.

4.8.3 Alternatives Evaluation

Utilizing the analyses methodology described within the previous sections, an evaluation of potential impacts resulting from implementation of the project alternatives was undertaken.

Alternative A (Proposed Action)

Potential Impacts to On-Airport Resources

As discussed within Chapter Three, previous surveys at the airport have identified nine sites which are potentially eligible for listing on the National Register of Historic Places (NRHP). None of these sites are located in proximity to the development projects contained in Alternative A; therefore, no impacts will occur.

Potential Impacts to Off-Airport Resources

The results of the Alternative A grid point analysis at the seven points within the Monument are summarized on **Exhibit 4F.** These results reflect the likely increase in operations to Runway 17-35 resulting from the relocation of the ILS and the additional runway length provided to this runway as well as the projected increase in operations through the planning period. As depicted on the exhibit, in the year 2010 the noise condition modeled at the seven points ranges from 42.1 DNL in the Northern Geologic Window to 54.1 on the western edge of the Monument, immediately beyond the Runway 4-22 end. In the year 2015, these values increase to 43.0 DNL in the Northern Geologic Window and 55.0 DNL on the western edge of the monument. **Table 4C** further summarizes the Alternative A grid point analysis.

TABLE 4C
Alternative A Grid Point Analysis

	Grid Point Number						
	1	2	3	4	5	6	7
2010	44.1	45.5	53.6	56.1	50.5	54.2	48.2
2015	44.8	46.2	54.2	56.8	51.1	54.8	48.9
2015 "Fly Friendly"	44.5	45.8	52.8	56.2	48.6	48.3	45.7

As described in **Table 4C**, the noise levels over the Monument are anticipated to increase as operations at the airport increase. The decibel (dB) DNL increase ranges from 0.6 dB DNL at grid points 3, 5, and 6 to 0.7 dB DNL at grid points 1, 2, 4, and 7. With implementation of the potential Fly Friendly Program, the noise exposure at four of the seven grid points falls below the forecasted 2010 levels. Grid points 1, 2, and 4 have noise levels that are higher than the anticipated 2010 levels, but are lower than the anticipated 2015 noise condition without the potential Fly Friendly Program.

Exhibit 4G summarizes the existing northern Monument overflights and provides a summary of the future modeled operations that overfly both the Northern Geologic Window and the northern portions of the Monument (Flight Track 22A). As with the grid point analysis, the results of

Table of INM Grid Point Values (DNL)

Grid Point ID	1	2	3	4	5	6	7
Existing	41	42.3	49.3	52.7	47.1	51	46.8
2010							
Alternative A	44.1	45.5	53.6	56.1	50.5	54.2	48.2
Alternative B	44.9	46.2	52.7	56.5	49.8	52.9	48.7
No Action	44.9	46.2	52.9	56.6	49.9	52.8	48.6
2015							
Alternative A	44.8	46.2	54.2	56.8	51.1	54.8	48.9
Alternative B	45.6	46.9	53.4	57.1	50.4	53.5	49.3
No Action	45.6	46.9	53.5	57.2	50.5	53.4	49.3
2015 With Implementation of Potential Fly Friendly Program							
Alternative A	44.5	45.8	52.8	56.2	48.6	48.3	45.7
Alternative B	45.5	46.7	52.3	56.5	47.7	48.4	45.8
No Action	45.4	46.7	52.5	56.7	47.8	48.4	45.8

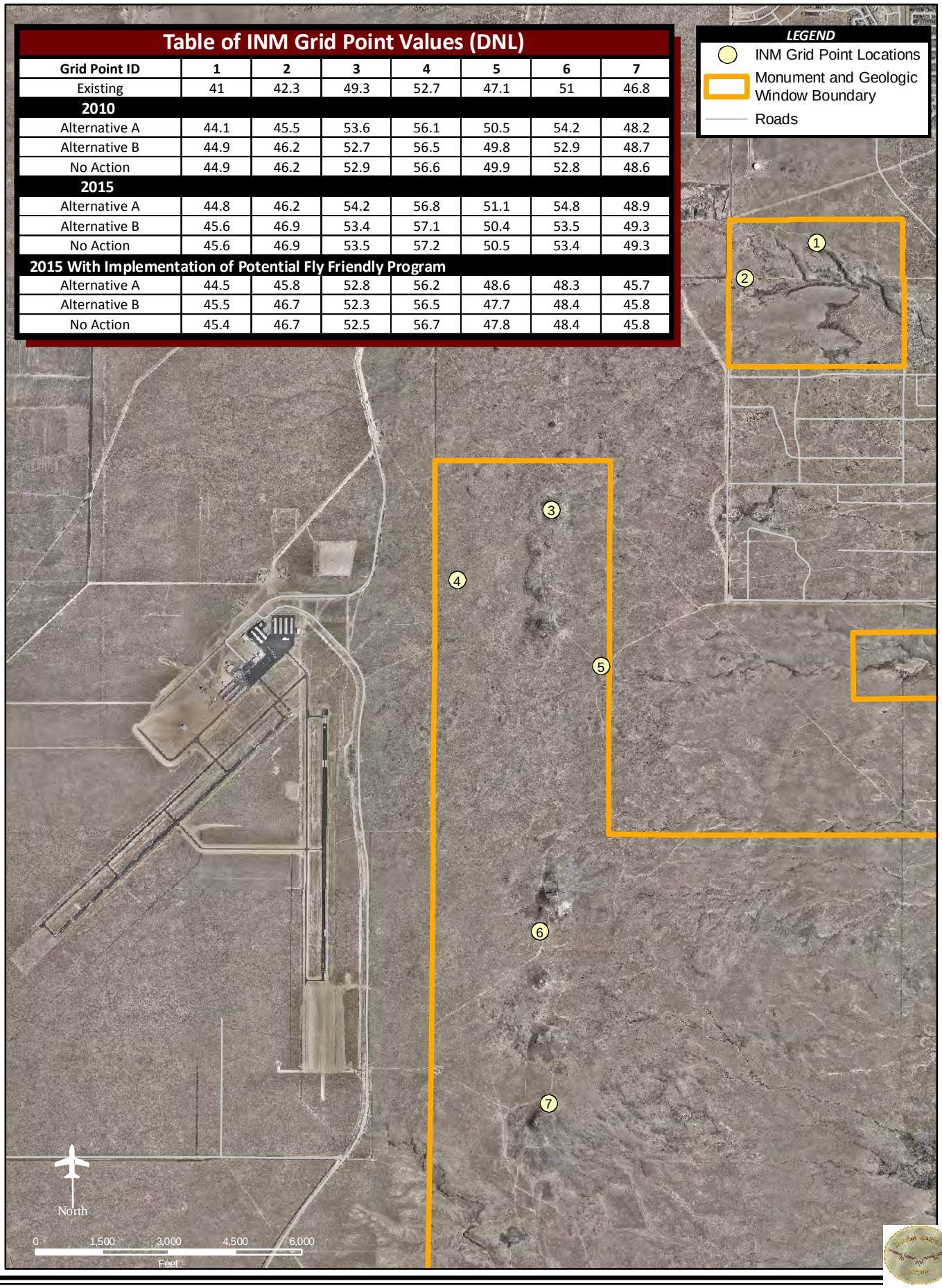
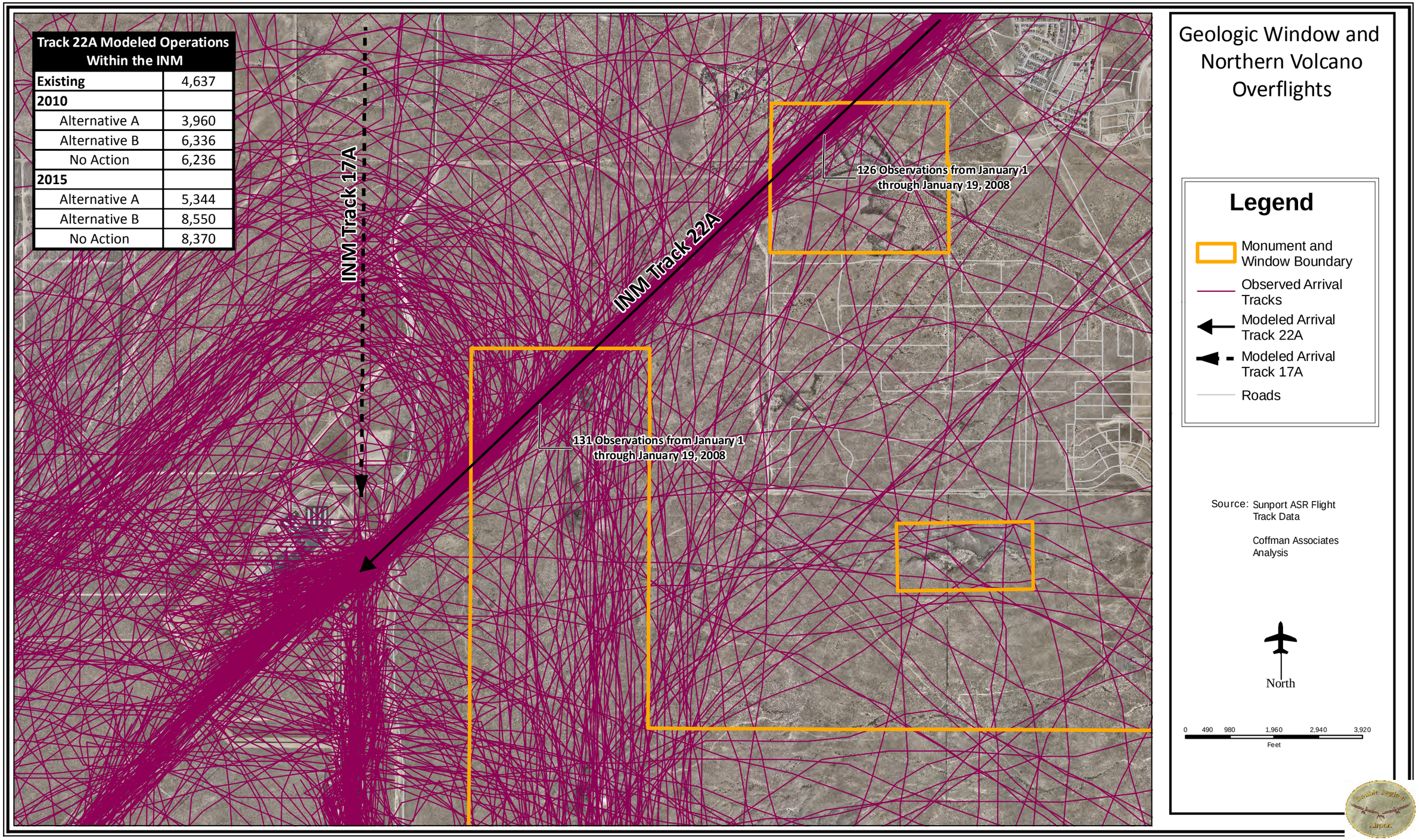


Exhibit 4F
AREA OF CONCERN GRID POINT NOISE ANALYSIS RESULTS



Track 22A Modeled Operations Within the INM	
Existing	4,637
2010	
Alternative A	3,960
Alternative B	6,336
No Action	6,236
2015	
Alternative A	5,344
Alternative B	8,550
No Action	8,370

Exhibit 4G
AREAS OF CONCERN OVERFLIGHT ANALYSIS

the overflight analysis are reflective of the relocation of the ILS from Runway 22 to Runway 17. During the noise modeling process, aircraft arrivals from the northeast, over the geologic window and northern portions of the Monument, were assigned to Track 22A. Therefore, for the existing condition, Track 22A contains flights that would arrive to Runway 22 from the northeast, some of which would utilize the ILS or the GPS approach to Runway 22. Since Alternative A results in the relocation of the ILS to Runway 17, the number of flights assigned to Track 22A decrease and those arrivals assigned to Track 17A are increased to reflect the change in ILS operations. (Implementation of the potential Fly Friendly Program does not result in a change to the number of operations assigned to or location of Track 22A; therefore, no changes to the overflights on Track 22A would occur.)

Alternative B

Potential Impacts to On-Airport Resources

Implementation of Alternative B will not result in any impacts to the nine on-airport sites which are potentially eligible for listing on the National Register of Historic Places (NRHP).

Potential Impacts to Off-Airport Resources

Results of the Alternative B grid point analysis at the seven points within the Monument are also summarized on **Exhibit 4F** and the Alternative B anticipated overflights are summarized on **Exhibit 4G**. The grid point and overflight analysis results reflect a continuation of the existing runway use with an increase in business aircraft operations which correlates with the additional runway length provided on Runway 4-22. As depicted on the exhibit, in the year 2010 the noise condition modeled at the seven points ranges from 44.9 DNL in the Northern Geologic Window to 56.5 on the western edge of the Monument, immediately beyond the Runway 4-22 end. In the year 2015, these values increase to 46.9 DNL in the Northern Geologic Window and 57.1 DNL on the western edge of the monument. **Table 4C** further summarizes the Alternative B grid point analysis.

TABLE 4D
Alternative B Grid Point Analysis

	Grid Point Number						
	1	2	3	4	5	6	7
2010 DNL	44.9	46.2	52.7	56.5	49.8	52.9	48.7
2015 DNL	45.6	46.9	53.4	57.1	50.4	53.5	49.3
2015 "Fly Friendly" DNL	45.5	46.7	52.3	56.5	47.7	48.4	45.8

As described in **Table 4D**, the noise levels over the Monument are anticipated to increase as operations at the airport increase. The dB DNL increase ranges from 0.7 dB DNL increase for grid points 1, 2, and 3 to 0.6 dB DNL increase at grid points 4, 5, 6, and 7. With implementation of the potential Fly Friendly Program, the noise exposure at grid points 1, 2, 3, and 4 approaches the year 2010 anticipated noise levels and the exposure at grid points 5, 6, and 7 falls well below the 2010 anticipated noise condition.

Exhibit 4G summarizes the existing northern monument overflights and provides a summary of the future modeled operations that overfly both the Northern Geologic Window and the northern portions of the Monument (Flight Track 22A). As with the grid point analysis, the results of the overflight analysis are reflective of the ILS remaining on Runway 22. For Alternative B, Track 22A contains flights that would arrive to Runway 22 from the northeast, some of which would utilize the ILS or the GPS approach to Runway 22.

No Action

No development will occur with implementation of the No Action Alternative; therefore, no impacts to on-airport historic or cultural resources are anticipated. Results of the No Action Alternative grid point analysis at the seven points within the Monument are summarized on **Exhibit 4F** and within **Table 4E.** The introduction of a potential Fly Friendly Program was not analyzed as part of the No Action Alternative as it is assumed aircraft will continue to operate in a manner similar to today.

TABLE 4E
No Action Grid Point Analysis

	Grid Point Number						
	1	2	3	4	5	6	7
2010 DNL	43.0	44.2	51.0	54.4	48.4	52.1	47.9
2015 DNL	43.9	45.2	51.9	55.3	49.2	52.8	48.6

The overflight analysis results are summarized on **Exhibit 4G**. These results reflect a continuation of the existing runway use at the airport by aircraft which do not require additional runway length and a projected increase in operations at the airport.

ANALYSIS AND MITIGATION

None of the alternatives will result in direct impacts to sites eligible for listing, or listed on the NHRP. Should resources be unearthed during construction, all construction activities in the vicinity of the find will cease until a determination can be made as to its/their significance and, if necessary, a data recovery plan be implemented. If further on-site investigation is required, all subsequent recommendations shall conform to Section 106 of the *National Historic Preservation Act*. See Section 4.9 regarding potential indirect impacts on resources contained within the neighboring Petroglyph National Monument.

To assess potential impacts on the Petroglyph National Monument and Northern Geologic Window, a comparison of each of the alternatives to the No Action Alternative was performed both in regards to noise and overflights.

According to the grid point analysis, in 2010 and 2015 implementation of Alternative A will result in a decrease in noise over the No Action Alternative for grid points 1, 2, 4, and 7. With implementation of the potential Fly Friendly Program, Alternative A results in a decrease in noise

at all grid points except grid points 3 and 5. These grid points are located at the convergence of flight tracks arriving from the east with the tracks from north. The decreases experienced under Alternative A range from 0.1 dB DNL at grid points 6 and 7 to 0.9 dB DNL at grid points 1 and 2. As previously discussed, these decreases are a result of the relocation of the ILS to Runway 17 which moves the arriving traffic to the west, in line with Runway 17, as well as a change in the manner in which touch-and-go's are conducted.

Overflights of the northern portions of the Monument and geologic window decrease with implementation of Alternative A versus the No Action Alternative. In 2010, the forecast overflights decrease from 6,236 operations anticipated under the No Action Alternative to 3,960 operations anticipated under Alternative A. This decrease carries into 2015 where 8,370 overflights are anticipated under the No Action Alternative and 5,344 operations are anticipated under Alternative A.

The analysis results of Alternative B and the No Action Alternative are very similar as implementation of Alternative B results in aircraft operating in a similar manner as the No Action Alternative. The primary difference between the alternatives is the number of operations at the airport. The longer runway provided through Alternative B allows for greater use of the airport by business aircraft, thereby resulting in more overflights of the Monument and geologic window when compared to the No Action Alternative. Alternative B further assumes that Runway 4-22 will continue to accommodate the majority of operations due to its longer length. With implementation of a potential Fly Friendly Program, Alternative B results in a decrease in noise at grid points 3, 4, and 5; an increase at grid point 1; and no change at grid points 2, 6, and 7. In 2015, overflights of the northern portions of the Monument and the Geologic Window increase from 8,370 to 8,550 as more business jets will be able to utilize the airport.

As previously mentioned, due to the proximity of the Petroglyph National Monument to the airport, the NPS was coordinated with throughout this EA process. After reviewing the data presented within this section, the NPS, in a letter dated November 3, 2008, stated support for Alternative A, which "appears to reduce the amount of landing overflight traffic on Petroglyph National Monument's northern boundary. We believe the primary designation (relocation of the ILS) and extension of Runway 17-35 will best protect the resources of the Petroglyph National Monument." Due to the input received from the NPS, the City of Albuquerque has selected Alternative A as the Proposed Action Alternative; therefore, no additional analysis, coordination, or documentation is required. Implementation of Alternative B will require additional coordination between the FAA and the NPS as well as, potentially, additional analysis and documentation.

Impacts resulting from the implementation of Alternative A or Alterative B will not exceed the established threshold of significance for this impact category.

4.9 DEPARTMENT OF TRANSPORTATION ACT: SECTION 4(f)

As discussed in the previous section, Double Eagle II Airport is located in close proximity to the Petroglyph National Monument, which is jointly managed by the City of Albuquerque Open Space Division and the NPS. During previous consultation processes, the City of Albuquerque and the National Park Service have indicated concerns regarding the potential impacts of airport development on the Monument. Appendix A, Section 6, Paragraph 6.3 of FAA Order 1050.1E, states that a significant impact to Section 4(f) resources will occur when a proposed action either involves more than a minimal use of a Section 4(f) property or is deemed a "constructive use," thereby substantially impairing the Section 4(f) property, and mitigation measures do not eliminate or reduce the effects. Substantial impairment will occur when impacts to Section 4(f) lands are sufficiently serious so that the value of the site in terms of its prior significance and enjoyment are reduced or lost.

To determine if implementation of Alternative A or B will result in impacts to the neighboring Section 4(f) resources, analysis was undertaken to assess whether or not the runway improvements will involve more than a minimal or "constructive" use of the Section 4(f) property.

4.9.1 Alternatives Evaluation

Utilizing the analyses methodology described within Section 4.8, an evaluation of potential impacts resulting from implementation of the project alternatives was developed.

Alternative A (Proposed Action)

The results of the Alternative A grid point analysis at the seven points within the Monument were summarized on **Exhibit 4F.** These results reflect the likely increase in operations to Runway 17-35 resulting from the relocation of the ILS and the additional runway length provided to this runway as well as the projected increase in operations through the planning period. The changes in noise at the Monument with implementation of Alternative A will not likely be perceivable to the human ear. A study conducted for NASA in 1984 found that when comparing sounds over the same frequency range, most people cannot distinguish between sounds varying by less than two or three dB[5].

Input received from the NPS, in a letter dated November 3, 2008, stated support for Alternative A, which "appears to reduce the amount of landing overflight traffic on Petroglyph National Monument's northern boundary. We believe the primary designation (relocation of the ILS) and extension of Runway 17-35 will best protect the resources of the Petroglyph National Monument."

[5] Kryter, K.D. 1984. *Physiological, Psychological, and Social Effects of Noise*, NASA Reference Publication 1115.

Alternative B

Implementation of Alternative B will not result in changes to the manner in which aircraft operate over the Monument. The aircraft will continue the use of the ILS on Runway 4-22 and as operations at the airport increase, too, so will ILS overflights. Implementation of the potential Fly Friendly Program discussed within in Section 4.8 cannot reduce the ILS overflights as there is little flexibility in the manner in which aircraft utilize the ILS system. The ILS approach procedure is specified by the FAA and published in the *United States Government Flight Information Publication, U.S. Terminal Procedures, Southwest, January 15, 2009*. Pilots are required to fly these procedures during inclement weather conditions and as directed by ATCT. To provide for a safe landing, aircraft utilizing the ILS approach procedure to Runway 22 join the extended Runway 22 centerline up to five miles northeast of the airport, thereby resulting in overflight of the northern portions of the volcano and the Northern Geologic Window.

Similar to Alternative A, the incremental increases in noise are at levels that will not likely be perceptible to the human ear.

ANALYSIS AND MITIGATION

Appendix A, Section 6, Paragraph 6.3 of FAA Order 1050.1E, states that a significant impact to Section 4(f) resources will occur when a proposed action either involves more than a minimal use of a Section 4(f) property or is deemed a "constructive use," thereby substantially impairing the Section 4(f) property, and mitigation measures do not eliminate or reduce the effects. Based on the grid point analysis, it is not anticipated that either Alternative A or Alternative B will result in substantial impairment that will reduce the value of the Monument. Based on input received from the NPS, the City of Albuquerque has selected Alterantive A as the Proposed Action Alternative.

Neither Alternative A, B, nor the No Action alternative is anticipated to exceed the thresholds of significance for this impact category.

4.10 FISH, WILDLIFE, AND PLANTS

Alternative A (Proposed Action)

In accordance with the requirements of FAA Orders 1050.1E and 5050.4B, coordination was undertaken with the agencies charged with oversight of the *Endangered Species Act*, the *Sikes Act*, the *Fish and Wildlife Coordination Act*, and the *Migratory Bird Treaty Act*. Field surveys were undertaken in May 2007 to assist with this coordination. The results of these surveys are documented within the Biological Evaluation Memorandum contained in **Appendix H**. Protected species lists were obtained from the U.S. Fish and Wildlife Service's (FWS) website and through coordination with the New Mexico Department of Game and Fish.

Impacts to biotic resources. As outlined within Chapter Three, the project area contains two biotic community types: desert grasslands and plains-mesa grasslands. Two burrowing owls, classified as a federal species of special concern and a migratory bird species, were observed southwest of the project area between Runway 17-35 and its parallel taxiway. This area is not anticipated to be disturbed. If possible, to minimize potential impacts, ground disturbances will be undertaken outside of the nesting season (March through September) to minimize impacts to this, and all, migratory birds.

As described in Chapter Three, a prairie dog colony was observed in the easternmost portions of airport property. Prairie dogs are not listed as protected species by any federal or state agencies, but the City of Albuquerque maintains a "no-kill" policy toward prairie dogs that are on City property. The location of the colony in relation to Alternative A is depicted on **Exhibit 4H**. As indicated on the exhibit, implementation of Alternative A will not impact this colony. The wildlife species noted in Chapter Three as occurring within the Petroglyph National Monument will not likely be impacted by the proposed improvements at the airport as they are primarily nocturnal and are active at times the airport does not experience a high volume of activity.

Impacts to state or federally listed species. Field surveys and a review of available records indicate that implementation of Alternative A is not likely to adversely affect any listed species or their habitat. During the field surveys undertaken in May 2007, no habitat for listed species was located within the airport environs. Additionally, according to the U.S. Fish and Wildlife Service critical habitat database, no critical habitat for listed species is located within the project area. Therefore, no species listed as federally threatened or endangered will be impacted by Alternative A.

Alternative B

Impacts to fish, wildlife, and plants resulting from implementation of Alternative B are very similar to those of Alternative A, with the exception of the proximity of the prairie dog colony and burrowing owls to the alternative. The proposed Runway 4-22 improvements will occur within the southwestern portions of airport property, well away from the location of the observed owls and prairie dog colony.

No Action

No construction will occur with implementation of the No Action Alternative; therefore, no impacts to biological resources are anticipated.

05SP12-4H-1/13/09

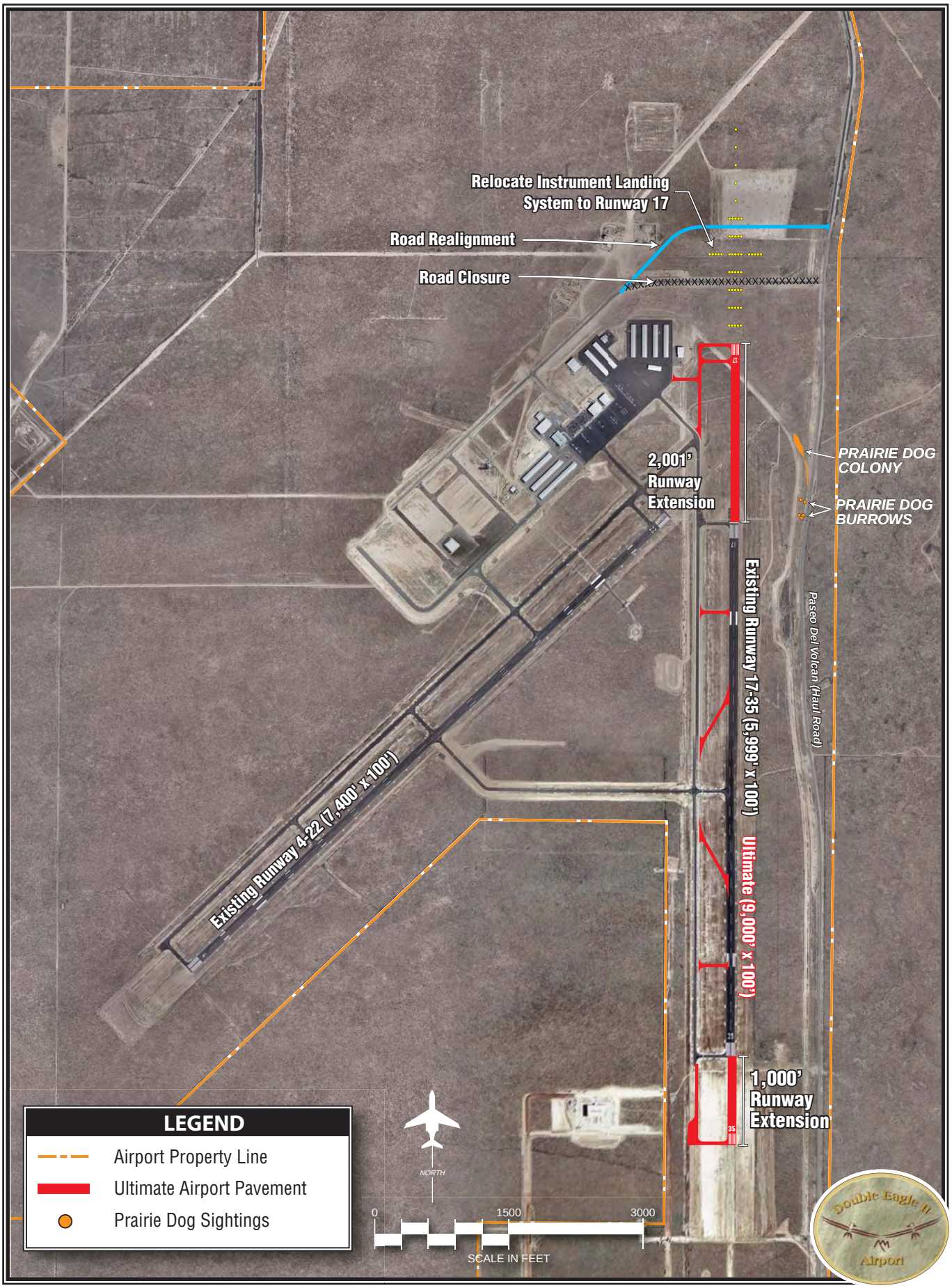


Exhibit 4H
PROXIMITY OF PRAIRIE DOG SIGHTINGS
TO ALTERNATIVE A

Analysis and Mitigation

Implementation of Alternative A or Alternative B is not expected to result in impacts to biological resources that exceed the established threshold of significance. No resource agencies have indicated concerns regarding either alternative. To minimize impacts to migratory birds, clearing will be undertaken outside of the nesting season (March through September) to minimize impacts to migratory birds.

No impacts to threatened or endangered species will occur with either alternative. The FAA concurred with the "no effect" finding. FAA Order 1050.1E, Appendix A, Paragraph 8.2d, states that if the proposed action is not likely to adversely affect any listed species or critical habitat, no consultation needs to occur with the Fish and Wildlife Service (see 50 CFR 402.14). A significant impact to federally listed threatened or endangered species would occur when the FWS or NMFS determines that the proposed action would likely jeopardize the continued existence of the species in question or would result in the destruction or adverse modification of critical habitat for the species. Neither alternative results in impacts which exceed this established threshold of significance.

4.11 NATURAL RESOURCES AND ENERGY SUPPLY

Alternative A (Proposed Action)

The primary impact on natural resources resulting from alternative implementation is related to fuel usage during both construction and operation of the proposed airport improvements. During the public outreach process for this EA, concerns were raised by pilots regarding the potential for increased taxi distances, thereby resulting in increased fuel usage. To address this concern, taxi distances were calculated from a common point on the existing airfield apron. The common point was selected based on the location of the airport's main apron area near fueling and aircraft services, a typical location that would be passed by both transient and based aircraft using either runway at the airport. **Exhibit 4I** depicts the anticipated taxi route from the common apron point to the proposed extended runway ends. As described on the exhibit, the taxi distance from the common point to the ultimate Runway 17 end is approximately 1,785 feet and the taxi distance from the common point to the ultimate Runway 35 end is approximately 9,479 feet. When compared to the No Action Alternative, aircraft will taxi a lesser distance to the Runway 17 end and greater distance to the Runway 35 end. When utilizing Runway 17, there will be a fuel savings and when using Runway 35, there will be an increase in fuel usage.

Indirect impacts attributed to construction activities could temporarily increase the use of some or all of the following: electricity, fuel, oil, chemicals, water, and other forms of energy and resources needed to construct the proposed improvements.

Alternative B

Impacts of Alternative B mirror those of Alternative A with the exception of aircraft fuel usage for taxiing. **Exhibit 4I** depicts the anticipated taxi routes from the common apron point to the proposed runway ends. The threshold for Runway 22 will not change with implementation of Alternative B. Its threshold is located 1,457 feet from the common point. The Runway 4 threshold will be 10,057 feet from the common point. Aircraft will need to travel a greater distance to the Runway 4 end when compared to the No Action Alternative, thereby resulting in an increase in fuel usage.

Indirect impacts attributed to construction activities could temporarily increase the use of some or all of the following: electricity, fuel, oil, chemicals, water, and other forms of energy and resources needed to construct the proposed improvements.

No Action

For comparative purposes, the no action taxi (existing) distances are 2,480 feet from the common point to the existing Runway 17 end; 8,479 feet from the common point to the existing Runway 35; 1,457 feet to the Runway 22 end; and 8,457 feet to the Runway 4 end.

No construction will occur with implementation of the No Action Alternative; therefore, natural resources and energy supply will be utilized in a manner similar as to what is experienced today.

ANALYSIS AND MITIGATION

Implementation of Alternatives A and B will result in an increased use of energy and natural resources during construction. In regards to aircraft taxi distances and fuel usage, **Table 4C** summarizes the taxi distances for each alternative utilizing the common starting (or ending) point.

TABLE 4C
Summary of Alternative Taxi Distances from Common Point

	Runway 17	Runway 35	Runway 4	Runway 22
No Action (Existing Condition)	2,480 feet	8,479 feet	8,457 feet	1,457 feet
Alternative A	1,785 feet	9,479 feet	8,457 feet	1,457 feet
Alternative B	2,480 feet	8,479 feet	10,057 feet	1,457 feet

As described in the table, Alternative A results in a shorter taxi distance from the common point to the Runway 17 end when compared to the No Action Alternative and Alternative B, but a longer distance to the Runway 35 end. Alternative B results in the longest distance to the Runway 4 end with the remaining taxi distances being unchanged. Both Alternatives A and B result in changes to the existing taxi distances, thereby correlating with an increase in fuel usage.

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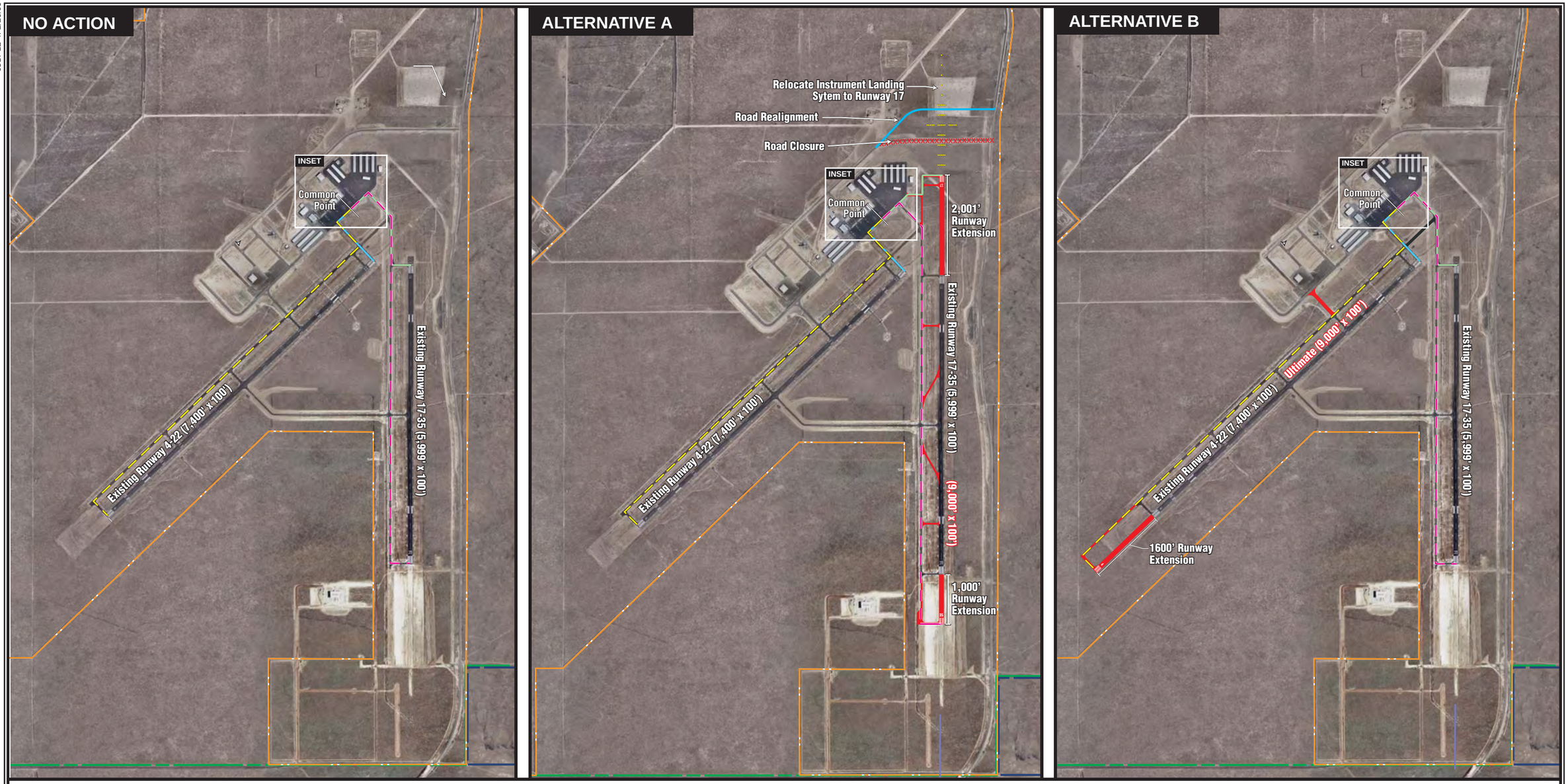
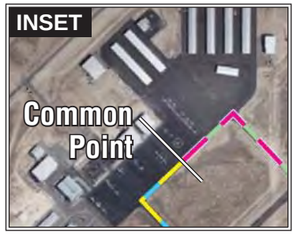


Summary of Alternative Taxi Distances from Common Point (in feet)

	Runway 17	Runway 35	Runway 4	Runway 22
No Action (Existing Condition)	2,480	8,479	8,457	1,457
Alternative A	1,785	9,479	8,457	1,457
Alternative B	2,480	8,479	10,057	1,457



LEGEND

- Airport Property Line
- City of Albuquerque Boundary
- Petroglyph National Monument Boundary
- Ultimate Airfield Pavement
- Ultimate Road
- XXXXXX Pavement to be Removed
- Runway 17 Distance Route
- Runway 35 Distance Route
- Runway 4 Distance Route
- Runway 22 Distance Route

NORTH

0 2000 4000
SCALE IN FEET

Double Eagle II Airport

Exhibit 4I
TAXI DISTANCE COMPARISON

It is not anticipated that the demand for these natural resources or energy will exceed supply; therefore, neither alternative results in impacts which exceed this established threshold of significance.

No mitigation measures are required.

4.12 LIGHT EMISSIONS AND VISUAL IMPACTS

Alternative A (Proposed Action)

Improvements proposed with Alternative A primarily occur in the eastern portions of airport property. Implementation of Alternative A will result in the extension of Runway 17-35, and its associated taxiway and lighting systems, 2,001 feet to the north and 1,000 feet to the south. Additionally, the medium intensity approach lighting system with runway alignment indicator lights (MALSR) will be relocated from Runway 22 to Runway 17. The introduction of additional runway and taxiway lighting at the airport will be most noticeable on days of low visibility or at night.

Aesthetic impacts which could result from the development of Alternative A primarily relate to the overflights of the Petroglyph National Monument by fixed wing aircraft. As previously discussed, the extension of Runway 17-35 and relocation of the ILS system could result in fewer overflights of the northern monument volcano and the geologic window.

Alternative B

Implementation of Alternative B will result in airport improvements primarily occurring in the southwestern portions of airport property. The extension of Runway 4-22 to the southwest will extend runway and taxiway lighting; however, due to the relatively isolated nature of the area, these changes will likely go unnoticed.

Aesthetic impacts will be similar to the existing condition due to the location of the proposed improvements and the likelihood for aircraft to be operating in a manner similar to today.

No Action

As no development will occur with implementation of the No Action Alternative, no lighting or visual impacts are anticipated.

ANALYSIS AND MITIGATION

Implementation of Alternatives A and B will result in the MALSR and Runway 17 PAPI being shifted north of its current location. No mitigation measures are required.

4.13 HAZARDOUS MATERIALS, POLLUTION PREVENTION, AND SOLID WASTE

Alternative A

Hazardous Materials. As described in Chapter Three, areas north of existing airport facilities are designated as Ordnance Operable Unit (OOU) 4 by the USACE. During World War II, the military used areas around Albuquerque to train pilots. Areas around the airport are suspected of containing munitions as large as 250-pound High Explosives General Purpose bombs. Additional information regarding this site is contained within the scoping letter response from the USACE dated May 11, 2007. A copy of this letter is contained within **Appendix B**, page B-37.

As depicted on **Exhibit 4J,** implementation of Alternative A will result in the construction of airport improvements within OOU 4. Coordination, undertaken with Mr. David Henry of the USACE, indicates that, with proper notice, the area could be cleared either prior to, or during, construction. As of September 2008, no clearance activities had occurred in OOU 4.

Pollution Prevention. As discussed within Section 4.7, Water Quality, the City of Albuquerque maintains an NPDES permit for continuing operation of an industrial facility. Implementation of Alternative A will require a modification of this permit to reflect the additional impervious surfaces and any mitigation measures which could be implemented during the final design of the project. Additionally, a construction-related NPDES permit will be required prior to construction of the proposed improvements. This permit requires a Notice of Intent for all construction activities disturbing one acre or more of land. Construction-related water quality impacts are discussed under Section 4.14, Construction, and will be minimized through the use of best management practices (BMPs).

Solid Waste. Implementation of Alternative A could increase capacity at the airport, thereby resulting in an increase of solid waste generated. No concerns were raised during the agency scoping process regarding this increase. The City of Albuquerque's Soil Amendment Facility, located west of the airport, will not be impacted by the development or operation of Alternative A.

Alternative B

Hazardous Materials. Development of Alternative B will occur within the southwestern portions of airport property. This area is located outside of OOU 4. Additionally, no munitions

05SP12-4J-1/13/09

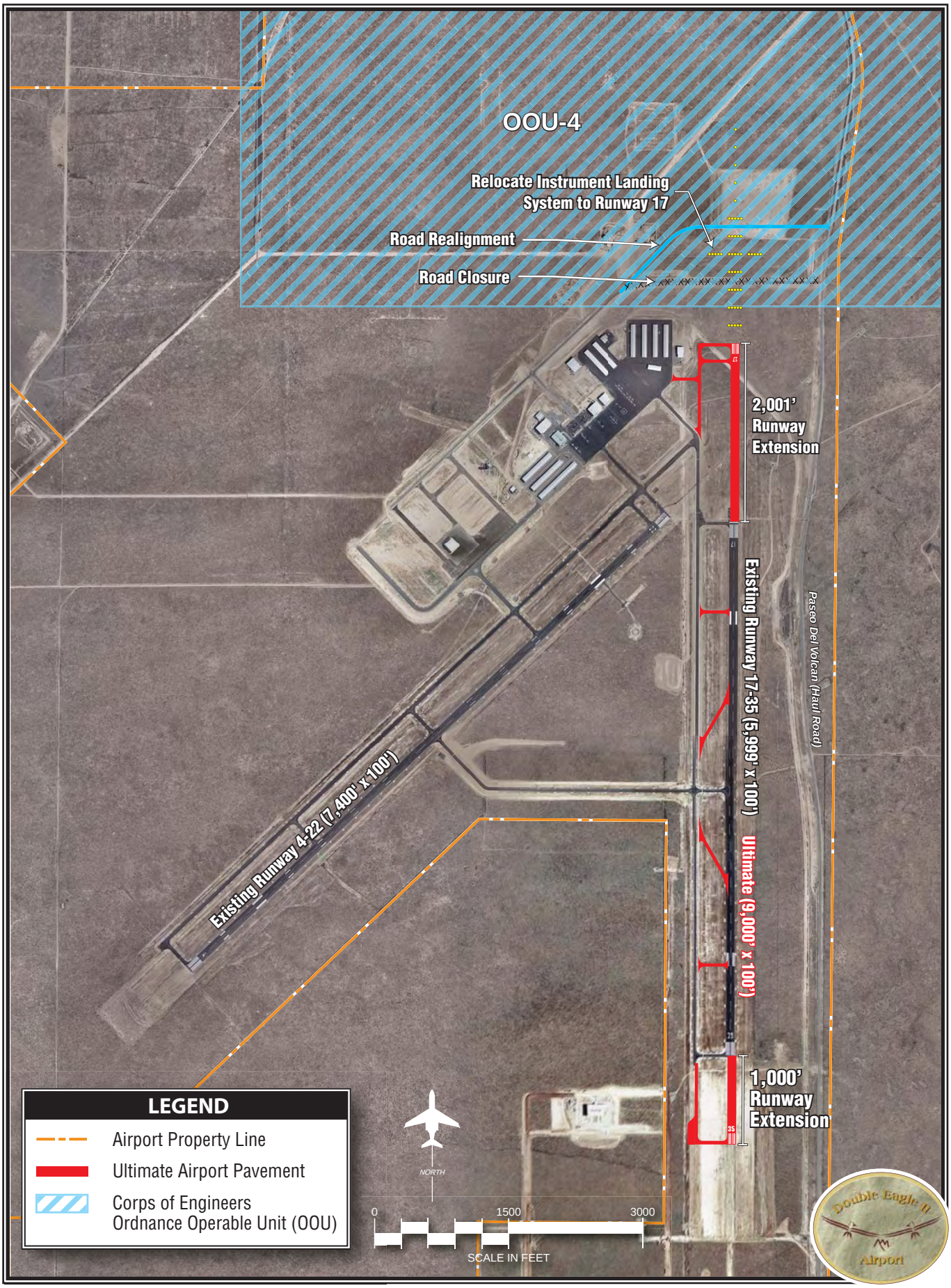


Exhibit 4J
PROXIMITY OF
OOU-4 TO ALTERNATIVE A

have been uncovered in the southern portions of airport property. It is not anticipated that earthwork will expose any hazardous materials in this area.

Pollution Prevention. As stated within the Alternative A discussion, Water Quality, the City of Albuquerque maintains an NPDES permit for continuing operation of an industrial facility. Implementation of Alternative B will require a modification of this permit to reflect the additional impervious surfaces and any mitigation measures which could be implemented during the final design of the project. Additionally, a construction-related NPDES permit will be required prior to construction of the proposed improvements. This permit requires a Notice of Intent for all construction activities disturbing one acre or more of land. Construction-related water quality impacts are discussed under Section 4.14, Construction, and will be minimized through the use of best management practices (BMPs).

Solid Waste. Implementation of Alternative B results in impacts that mirror those of Alternative A.

No Action

No construction will occur with implementation of the No Action Alternative; therefore, no impacts to hazardous materials are anticipated to result from alternative implementation. Additionally, the airport will continue to operate in a manner similar to today; therefore, ongoing pollution prevention measures will be employed and solid waste will continue to be generated.

ANALYSIS AND MITIGATION

Implementation of Alternative A results in the disturbance of OOU 4. Additional coordination will need to be undertaken with the USACE during project design to ensure the development area is cleared of munitions. If the area cannot be cleared prior to construction, a monitoring plan will need to be prepared in cooperation with the USACE to ensure the safety of construction crews. Alternative B does not impact this OOU.

For Alternatives A and B, the city will obtain and modify necessary permits for operation of the airport and construction of the proposed improvements. These actions will help ensure that any potential impacts are properly mitigated. Initial coordination with affected resource agencies has not identified any mitigation measures which may be required beyond those described within Section 4.14.

4.14 CONSTRUCTION IMPACTS

Alternatives A and B

Construction impacts for Alternatives A and B are anticipated to be similar and will be expected to be temporary in nature.

Noise. Noise-related construction impacts at airports result from the use of construction equipment. Noise impacts from construction activities are closely related to the type of construction equipment being used during each phase of construction. The construction phases are expected to include earthwork/grading, paving, building construction, and landscaping. Each phase necessitates different types of construction equipment.

At Double Eagle II Airport, construction of the airport improvements is not expected to result in excessive construction equipment noise impacts as the construction activities will be occurring in undeveloped, rural areas and are considered short-term.

Air Quality. The generation of fugitive dust as a result of construction activities is anticipated due to the movement of heavy construction equipment and the exposure and disturbance of surface soils. This impact is expected to be both temporary and localized. Mitigation measures, as outlined below, can reduce this impact to levels below significance.

Water Quality. Construction activities also have the potential to result in temporary water quality impacts, particularly suspended sediments, during and shortly after precipitation events in the construction phase. Recommendations established in FAA Advisory Circular 150/5371-10, *Standards for Specifying Construction of Airports, Item P-156, Temporary Air and Water Pollution, Soil Erosion and Siltation Control,* will be incorporated in project design specifications to further mitigate potential impacts. These standards include temporary measures to control water pollution, soil erosion, and siltation through the use of berms, fiber mats, gravels, mulches, slope drains, and other erosion control methods.

In addition, the airport sponsor will comply with the Federal National Pollutant Discharge Elimination System (NPDES) program regarding filing Notice of Intent prior to construction activities affecting more than one acre. This program is managed by the State of New Mexico through the NPDES permit program.

The project design and construction of the proposed airport improvements will incorporate BMPs to reduce erosion, minimize sedimentation, and control non-storm water discharges in order to protect the quality of surface water features on and off the airport. BMPs are defined as nonstructural and structural practices that provide the most efficient and practical means of reducing or preventing pollution of storm water.

No Action

No development is proposed under the No Action Alternative; therefore, no construction impacts will occur.

ANALYSIS AND MITIGATION

Implementation of Alternative A or B will result in short-term construction impacts. The following preventive and mitigative measures are recommended during construction.

Site Preparation

- Minimize land disturbance.
- Use watering trucks to minimize dust.
- Cover trucks when hauling dirt.
- Stabilize the surface of dirt piles if not removed immediately.
- Use windbreaks to prevent accidental dust pollution.
- Limit vehicular paths and stabilize these temporary roads.
- Grade to prevent soil from washing onto paved roadways.
- Pave all unpaved construction roads and parking areas to road grade for a length no less than 50 feet where such roads and parking areas exit the construction site to prevent dirt from washing onto paved roadways.

Construction

- Cover trucks when transferring materials.
- Use dust suppressants on traveled paths which are not paved.
- Minimize unnecessary vehicular and machinery activities.
- Minimize dirt track-out by washing or cleaning trucks before leaving the construction site.

Post-Construction

- Revegetate any disturbed land not used.
- Remove unused material.
- Remove dirt piles.
- Revegetate all vehicular paths created during construction to avoid future off-road vehicular activities.

Construction Scheduling

- Sequence construction activities so that areas void of vegetation are not exposed for long periods of time.
- Schedule landscaping and other work that permanently stabilizes the area to be done immediately after the land has been graded to its final contour.
- Alter the project schedule to minimize the amount of denuded areas during wet months.
- Construct permanent storm water control facilities early in the project schedule and then utilize these structures for controlling erosion and sedimentation.

Limiting Exposed Areas

- Divert up-slope water from entering the denuded areas of the construction site by constructing dikes and swales.
- Divert or intercept storm water before it reaches long and/or steep slopes.
- Release captured storm water at a slow and controlled rate to prevent damage to downstream drainageways and structures.
- Increase the soil's ability to absorb moisture through vegetative means, surface roughening, and/or mulching.
- Stage grading so that the native vegetation provides a buffer to slow and disperse run-off.

Runoff Velocity Reduction

- Build check dams or other energy dissipation structures in unlined drainage channels to slow runoff velocity and encourage settlement of sediments.
- Limit slopes to 3:1 wherever practical.
- Intercept runoff before it reaches steep slopes using diversion dikes, swales, or other barriers.
- Protect slopes with mulches, matting, or other types of temporary or permanent soil stabilization.
- Provide velocity-reducing structures or rip rap linings at storm water outfalls.

Sediment Trapping

- Direct sediment-laden storm water to temporary sediment traps.
- Construct temporary sediment traps or basins at the drainage outlet for the site.
- Use temporary sediment barriers such as silt fences, straw bale barriers, sand bag barriers, and gravel filter barriers for construction sites with relatively flat slopes that produce sheet flow runoff.

Good Housekeeping

- Schedule regular inspections of storm water and sediment control devices.
- Repair and/or replace storm water and sediment control devices as often as necessary to maintain their effectiveness.

4.15 CUMULATIVE IMPACTS

Analysis of the cumulative overall impact of a proposed action and the consequences of subsequent related actions is required to determine the significance of the impact on the environment resulting from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions, regardless of the actions' originator.

Cumulative impacts can result from individually minor, but collectively significant, actions taking place over a period of time. Cumulative impact analysis considers connected actions, projects related and dependent upon the completion of the proposed airport project; cumulative actions, reasonably foreseeable independent projects; and similar actions or projects having a

common geography or timing that provide a basis for considering their impact together with the proposed airport project.

As discussed within Chapter Three, a number of projects, on and off airport property, have been undertaken or are planned to be undertaken in the near-term. These projects include the following.

- Construction of the ATCT
- Construction of sewer, water, and communication infrastructure for the ATCT as well as the Aerospace Technology Park
- Taxiway improvements, specifically the construction of taxiways connecting Runway 17-35 to the Aerospace Technology Park
- Installation of additional security fencing
- Construction of hangars south of the FBO facilities, along Runway 4-22
- Resurfacing of Runways 4-22 and 17-35
- Improvements to Paseo del Volcan to eliminate a series of curves near the airport entrance
- Eclipse Aviation opened its Customer Training Center on a parcel adjacent to Double Eagle II Airport. Eclipse Aviation plans to build a manufacturing facility on property north of the airport that will produce 1,500 aircraft per year and employ approximately 1,500 people
- Access roads for the Aerospace Technology Park have been constructed south of the airport, between Runway 17-35 and Runway 4-22
- Relocation of Paseo Del Volcan

The airport improvements included within Alternatives A and B provide for additional runway length at the airport, which allows Double Eagle II Airport to perform as a suitable reliever airport to the Albuquerque International Sunport.

Preview of applicable resource materials and coordination with appropriate agencies has resulted in the determination that the following resources are not present and require no further analysis. These resources include environmental justice areas, wetlands, coastal resources, farmland, floodplains, and wild and scenic rivers.

Resource issues that are appropriate for analysis under a cumulative impact assessment are addressed below. Much of the discussion contained within the following sections is also reflected within the various impact analyses in Sections 4.2 through 4.15. The discussions have been consolidated within this section to summarize the qualitative cumulative impact analysis which was completed for the project.

NOISE

Neither Alternative A nor B result in noise impacts which exceed FAA's threshold of significance. The continuing development at the airport will likely introduce new aircraft to the airport's based aircraft fleet. The introduction of these aircraft is reflected within the facility forecasts and is, therefore, accounted for within the noise analysis described in Section 4.2.

COMPATIBLE LAND USE

The proposed airport improvements are being advanced by the City of Albuquerque Aviation Department and much of the land surrounding the airport is under the jurisdiction of Bernalillo County. To ensure that future development around the airport is compatible with airport operations, the Aviation Department is in regular contact with the county as well as any developers proposing projects within the airport vicinity. When needed, the airport requests that avigation easements be placed upon neighboring property to ensure that future landowners area aware of the operations at the airport. Currently, the county's zoning, land use policies, and ordinances encourage land use and development that is compatible with airport operations. Based on this information, no cumulative land use or zoning impacts are anticipated, and all reasonably foreseeable development in the area around the airport will be compatible with airport operations.

SOCIOECONOMIC AND SECONDARY (INDUCED) IMPACTS

The proposed alternative does not result in the displacement of residences, businesses, or agricultural operations, or result in the division or disruption of established communities. Other development projects ongoing within the airport environs could result in induced development impacts including shifts in patterns of population and growth, demand for public services, or changes in business and economic activity. As the City of Albuquerque continues to grow, it is anticipated that the area surrounding the airport will develop. The presence of the airport may encourage the development of businesses that utilize aircraft for transportation purposes.

Current and reasonably foreseeable development within the Albuquerque area is being planned under the current population, employment, income, and economic growth trends. Along with the Sunport, Double Eagle II Airport directly and indirectly influences the land use and economic structure of the City of Albuquerque metropolitan area. It is reasonable to assume that the population, income, and economic growth trends of the past will continue into the future under the proposed development, consistent with the city's land use and development planning policies and objectives.

AIR QUALITY

Coordination received from the State of New Mexico did not indicate any concerns regarding cumulative air quality impacts within the project area. Cumulative construction-related air quality impacts are not anticipated as the projects described within this EA will likely not be undertaken at the same time as the projects planned for completion in the project area.

WATER QUALITY, WETLANDS, AND WATERS OF THE U.S.

Due to the project's proposed increase of impervious runway surface, a modification of the existing NPDES permit will be required as well as an NPDES construction permit. Reasonably foreseeable projects may also have individual impacts on water supply and water quality. These impacts will be subject to regulatory agency permit review and approval. Permit issuance verifies agency concurrence with the proposed resource impacts as not being individually significant.

During this process of obtaining and modifying permits, review by agencies having jurisdiction over water supply and quality issues will be conducted. The permit programs implemented by these agencies take into account the cumulative impact of actions and projects on the regulated resources. Periodic program reviews are conducted to ensure that the loss of regulated resources authorized through the permit programs do not constitute an individual or cumulatively unacceptable impact. The proposed alternative, as well as all reasonably foreseeable actions, will be subject to this regulatory review process, as applicable. In reviewing the additional projects planned in the project area, additional impacts to ephemeral streams may occur.

FISH, WILDLIFE, AND PLANTS

Alternatives A or B will not impact unique or significant biological features or habitat that supports rare species or promotes the spread of invasive species or noxious weeds. The reasonably foreseeable projects are proposed for locations that are consistent with the airport's master plan and the city's zoning and land use policies. These plans and policies have been developed in consultation with various environmental resource agencies. These agencies have varied oversight and protection powers over significant biotic communities under their respective jurisdictions. The proposed alternative and reasonably foreseeable projects are consistent with the airport master plan, zoning, and land use policies. No significant cumulative impact to biotic communities is anticipated.

Likewise, Alternatives A and B are not likely to result in a trend toward federal listing for the list of species identified through coordination with the U.S. Fish and Wildlife Service and the New Mexico Department of Game and Fish. The reasonably foreseeable projects are proposed for areas currently zoned for respective development, on airport property, and on or adjacent to existing development.

NATURAL RESOURCES AND ENERGY SUPPLY

The proposed alternative will not result in a significant increase in use of energy or natural resources over current trends. Projected demands for energy and natural resources will increase commensurate with the growth of population. The proposed alternative and reasonably foreseeable projects will account for only a minor portion of the projected growth and, therefore, will not result in a significant cumulative impact on energy and natural resources.

LIGHT EMISSIONS AND VISUAL IMPACTS

The proposed runway extension under the proposed alternative will include the relocation of existing runway lights and potential relocation of the MALSR. The proposed lighting will not involve any substantial changes to the type or intensity of the lights currently used at the airport. The location of the existing rotating beacon light will not be changed. Other development projects in the area will also likely introduce new lighting to the area. However, due to the relatively industrial nature of the area, no cumulative impacts due to light emissions are reasonably foreseeable.

CONSTRUCTION IMPACTS

Construction activities result in temporary impacts with recovery of the natural and social environments after construction is completed. Issues of more long-term cumulative impacts to the natural, social, economic, and cultural environments were discussed previously under this section. During construction, temporary construction-related increases in noise levels, fugitive dust, erosion and sedimentation, and traffic congestion are anticipated with recovery upon completion of construction. No significant cumulative construction impacts are anticipated as the projects evaluated within this EA and the projects planned to occur in the airport environs will not occur concurrently.

Appendix A

REFERENCES AND PREPARERS

Appendix A
REFERENCES AND PREPARERS

REFERENCES

The following documents and websites were utilized during the preparation of this Environmental Assessment:

Coffman Associates*, Final Environmental Assessment for Proposed On-Airport Access Road,* Double Eagle II Airport, May 1994

Coffman Associates, *Air Traffic Control Tower Environmental Assessment*, November 2004

URS Corporation, *Double Eagle II Airport Master Plan Update*, 2002

Albuquerque/Bernalillo County Comprehensive Plan, City of Albuquerque and Bernalillo County, 2003

West Side Strategic Plan, City of Albuquerque, 2002

Federal Aviation Administration (FAA), FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, March, 2006

FAA, FAA Order 5050.4B, *National Environmental Policy Act* (NEPA) *Implementing Instructions for Airport Actions,* April, 2006

FAA, *National Plan of Integrated Airport Systems 2009-2013*

Advisory Circular 150/5300-13, Change 14, *Airport Design*

Advisory Circular 150/5325-4B, *Runway Length Requirements for Airport Design*

FAA Order 7050.1, *Runway Safety Programs*

National Park Service, *Final General Management Plan/Development Concept Plan Environmental Impact Statement Petroglyph National Monument*, November, 1996.

United Stated Department of Agriculture – Natural Resources Conservation Service, NCSS Web Soil Survey, http://websoilsurvey.nrcs.usda.gov/app/

United States Census Bureau, *U.S. Census 2000*,
http://www.census.gov/main/www/cen2000.html

U.S. Environmental Protection Agency, *EnviroMapper*,
http://www.epa.gov/enviro/ej/

U.S. Environmental Protection Agency, Green Book Nonattainment Areas for Criteria Pollutants, http://www.epa.gov/oar/oaqps/greenbk/

U.S. Environmental Protection Agency, National Priorities List,
http://www.epa.gov/superfund/sites/npl/tx.htm

U.S. Fish and Wildlife Service, *Endangered Species List*,
http://www.fws.gov/ifw2es/EndangeredSpecies/lists/ListSpecies.cfm

National Park Service, Petroglyph National Monument,
http://www.nps.gov/petr/planyourvisit/volcanoes.htm

"That Place People Talk About": The Petroglyph National Monument Ethnographic Landscape Report, Anschuetz, Ferguson, Francis, Kelley, Scheick, May, 2002

Petroglyph National Monument Rapid Ethnographic Assessment Project, Evans, Stoffle, Pinel, January, 1993

PREPARERS

Persons responsible for preparation of this Environmental Assessment document and significant supporting background analysis and materials are listed on the next page.

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Appendix B

PROJECT SCOPING MATERIALS AND AGENCY COORDINATION

Appendix B
PROJECT SCOPING MATERIALS AND AGENCY COORDINATION

The purpose of this appendix is to provide additional background information regarding the projects proposed within this Environmental Assessment (EA). At the onset of the EA, letters were sent to the following entities seeking input regarding potential environmental resources which could be impacted by the proposed airport improvements. A copy of the letter sent to them and the response received (if any) follows the table of contents within this appendix.

Please note, the scoping letters sent to the following agencies requested input regarding the runway extension alternatives as well as the relocated airport access road. For timing purposes, the relocation of the access road was evaluated within a separate *National Environmental Policy Act* (NEPA) document and portions of the relocated road have been constructed.

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Albuquerque District, April 10, 2007 ..... B-37

Response email from City of Albuquerque,
April 10, 2007 ..... B-41

Response email from New Mexico State Land Office
April 16, 2007 ..... B-42

Response letter from Natural Resources Conservation Service
April 18, 2007 ..... B-43

Response letter from Bernalillo County
Public Works, April 20, 2007 ..... B-44

Response letter from State of New Mexico Department of Game and Fish
April 23, 2007 ..... B-45

Response email from Bernalillo County
Public Works, May 1, 2007 ..... B-47

Response from U.S. Army Corps of Engineers,
Albuquerque District, May 11, 2007 ..... B-48

Response email from U.S. Army Corps of Engineers,
Albuquerque District, May 14, 2007 ..... B-56

Response letter from Bernalillo County Zoning, Building,
and Environmental Health Department, May 14, 2007 ..... B-59

Response letter from City of Albuquerque, Planning Department
May 14, 2007 ..... B-60

Response email from City of Rio Rancho, Development Services Department
June 5, 2007 ..... B-62

Response letter from State of New Mexico Environment Department
June 6, 2007 ..... B-63

Response letter from National Park Service, Intermountain Region
November 3, 2008 ..... B-66

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Response letter from Pueblo of Isleta
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Response letter from White Mountain Apache Tribe Heritage Program
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Response letter from the Hopi Tribe
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Coffman Associates
Airport Consultants

April 4, 2007

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District/Field Office Manager
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Re: Environmental Assessment for Proposed Improvements at Double Eagle II Airport in Albuquerque, New Mexico

Dear Mr. Singleton:

Coffman Associates has been contracted by the City of Albuquerque, New Mexico to prepare an Environmental Assessment (EA) for proposed improvements at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the Federal Aviation Administration (FAA) as contained in FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. The FAA will act as the lead agency for the project. Due to the proximity of Petroglyph National Monument to the airport, the National Park Service will act as a cooperating agency.

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Kansas City • Phoenix
237 N.W. Blue Parkway, Suite 100, Lee's Summit, MO 64063 • Phone: 816.524.3500 • FAX: 816.524.2575

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Please send any written comments to me by May 15, 2007, at the address on the letterhead. As another option, you may fax or e-mail your comments to:

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E-mail: mwaller@coffmanassociates.com

If you have any questions or need additional information, please feel free to contact either me or Chris Hugunin at 816.524.3500. Thank you for your consideration and timely response.

Sincerely,

Molly Waller
Airport/Environmental Planner

Enclosure

Cc: Mr. James Hinde, City of Albuquerque
Mr. Tim Tandy, FAA
Dr. Joseph Sanchez, Petroglyph National Monument
Mr. Christopher Hugunin, Coffman Associates

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Airport Consultants

April 4, 2007

Dr. Signa Larralde
Planning and NEPA
Bureau of Land Management
New Mexico State Office
1474 Rodeo Road
Santa Fe, NM 87505

Re: Environmental Assessment for Proposed Improvements at Double Eagle II Airport in Albuquerque, New Mexico

Dear Dr. Larralde:

Coffman Associates has been contracted by the City of Albuquerque, New Mexico to prepare an Environmental Assessment (EA) for proposed improvements at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the Federal Aviation Administration (FAA) as contained in FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. The FAA will act as the lead agency for the project. Due to the proximity of Petroglyph National Monument to the airport, the National Park Service will act as a cooperating agency.

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Mr. Christopher Hugunin, Coffman Associates

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Coffman Associates
Airport Consultants

April 4, 2007

Mr. Richard Greene
Regional Administrator
EPA, Region 6
1445 Ross Avenue, Suite 1200
Dallas, TX 75202-2733

Re: Environmental Assessment for Proposed Improvements at Double Eagle II Airport in Albuquerque, New Mexico

Dear Mr. Greene:

Coffman Associates has been contracted by the City of Albuquerque, New Mexico to prepare an Environmental Assessment (EA) for proposed improvements at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the Federal Aviation Administration (FAA) as contained in FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. The FAA will act as the lead agency for the project. Due to the proximity of Petroglyph National Monument to the airport, the National Park Service will act as a cooperating agency.

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Mr. Christopher Hugunin, Coffman Associates

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April 4, 2007

Mr. Jay Hart
Director
Parks and Recreation Department
City of Albuquerque
1801 4th Street, NW
Albuquerque, NM 87102

Re: Environmental Assessment for Proposed Improvements at Double Eagle II Airport in Albuquerque, New Mexico

Dear Mr. Hart:

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Mr. Christopher Hugunin, Coffman Associates

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April 4, 2007

Dr. Joseph Sanchez
Director
National Park Service, Intermountain Region
Petroglyph National Monument
6001 Unser Blvd. NW
Albuquerque, NM 87110

Re: Environmental Assessment for Proposed Improvements at Double Eagle II Airport in Albuquerque, New Mexico

Dear Dr. Sanchez:

Coffman Associates has been contracted by the City of Albuquerque, New Mexico to prepare an Environmental Assessment (EA) for proposed improvements at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the Federal Aviation Administration (FAA) as contained in FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. The FAA will act as the lead agency for the project. Due to the proximity of Petroglyph National Monument to the airport, the National Park Service will act as a cooperating agency.

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Enclosure

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Mr. Christopher Hugunin, Coffman Associates

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Airport Consultants

April 4, 2007

Mr. Dennis Alexander
State Conservationist
U.S. Department of Agriculture
Natural Resource Conservation Service
6200 Jefferson NE
Albuquerque, NM 87109

Re: Environmental Assessment for Proposed Improvements at Double Eagle II Airport in Albuquerque, New Mexico

Dear Mr. Alexander:

Coffman Associates has been contracted by the City of Albuquerque, New Mexico to prepare an Environmental Assessment (EA) for proposed improvements at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the Federal Aviation Administration (FAA) as contained in FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. The FAA will act as the lead agency for the project. Due to the proximity of Petroglyph National Monument to the airport, the National Park Service will act as a cooperating agency.

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Mr. Tim Tandy, FAA
Dr. Joseph Sanchez, Petroglyph National Monument
Mr. Christopher Hugunin, Coffman Associates

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April 4, 2007

Mr. Larry Morrin
Regional Director
Bureau of Indian Affairs, Southwest Regional Office
1001 Indian School Road, NW
P.O. Box 26567
Albuquerque, NM 87125-6567

Re: Environmental Assessment for Proposed Improvements at Double Eagle II Airport in Albuquerque, New Mexico

Dear Mr. Morrin:

Coffman Associates has been contracted by the City of Albuquerque, New Mexico to prepare an Environmental Assessment (EA) for proposed improvements at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the Federal Aviation Administration (FAA) as contained in FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. The FAA will act as the lead agency for the project. Due to the proximity of Petroglyph National Monument to the airport, the National Park Service will act as a cooperating agency.

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Mr. Christopher Hugunin, Coffman Associates

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April 4, 2007

Mr. Donald Borda
Chief
U.S. Army Corps of Engineers
Albuquerque District
4101 Jefferson Plaza NE
Albuquerque, NM 87109-3435

Re: Environmental Assessment for Proposed Improvements at Double Eagle II Airport in Albuquerque, New Mexico

Dear Mr. Borda:

Coffman Associates has been contracted by the City of Albuquerque, New Mexico to prepare an Environmental Assessment (EA) for proposed improvements at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the Federal Aviation Administration (FAA) as contained in FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. The FAA will act as the lead agency for the project. Due to the proximity of Petroglyph National Monument to the airport, the National Park Service will act as a cooperating agency.

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Mr. Christopher Hugunin, Coffman Associates

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April 4, 2007

Mr. David Henry
Geologist
U.S. Army Corps of Engineers
Albuquerque District
4101 Jefferson Plaza NE
Albuquerque, NM 87109-3435

Re: Environmental Assessment for Proposed Improvements at Double Eagle II Airport in Albuquerque, New Mexico

Dear Mr. Henry:

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Airport Consultants

April 4, 2007

Ms. Mary Uhl
Air Quality Bureau
New Mexico Environment Department
P.O. Box 26110
1190 St. Francis Drive, Suite N4050
Santa Fe, NM 87502

Re: Environmental Assessment for Proposed Improvements at Double Eagle II Airport in Albuquerque, New Mexico

Dear Ms. Uhl:

Coffman Associates has been contracted by the City of Albuquerque, New Mexico to prepare an Environmental Assessment (EA) for proposed improvements at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the Federal Aviation Administration (FAA) as contained in FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. The FAA will act as the lead agency for the project. Due to the proximity of Petroglyph National Monument to the airport, the National Park Service will act as a cooperating agency.

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Coffman Associates
Airport Consultants

April 4, 2007

Mr. Jim Norton
Environmental Protection Division
New Mexico Environment Department
P.O. Box 26110
1190 St. Francis Drive, Suite N4050
Santa Fe, NM 87502

Re: Environmental Assessment for Proposed Improvements at Double Eagle II Airport in Albuquerque, New Mexico

Dear Mr. Norton:

Coffman Associates has been contracted by the City of Albuquerque, New Mexico to prepare an Environmental Assessment (EA) for proposed improvements at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the Federal Aviation Administration (FAA) as contained in FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. The FAA will act as the lead agency for the project. Due to the proximity of Petroglyph National Monument to the airport, the National Park Service will act as a cooperating agency.

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Please send any written comments to me by May 15, 2007, at the address on the letterhead. As another option, you may fax or e-mail your comments to:

FAX: 816.524.2575
E-mail: mwaller@coffmanassociates.com

If you have any questions or need additional information, please feel free to contact either me or Chris Hugunin at 816.524.3500. Thank you for your consideration and timely response.

Sincerely,

Molly Waller
Airport/Environmental Planner

Enclosure

Cc: Mr. James Hinde, City of Albuquerque
Mr. Tim Tandy, FAA
Dr. Joseph Sanchez, Petroglyph National Monument
Mr. Christopher Hugunin, Coffman Associates

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Airport Consultants

April 4, 2007

Ms. Marcy Leavitt
Surface Water Quality Bureau
New Mexico Environment Department
P.O. Box 26110
1190 St. Francis Drive, Suite N4050
Santa Fe, NM 87502

Re: Environmental Assessment for Proposed Improvements at Double Eagle II Airport in Albuquerque, New Mexico

Dear Ms. Leavitt:

Coffman Associates has been contracted by the City of Albuquerque, New Mexico to prepare an Environmental Assessment (EA) for proposed improvements at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the Federal Aviation Administration (FAA) as contained in FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. The FAA will act as the lead agency for the project. Due to the proximity of Petroglyph National Monument to the airport, the National Park Service will act as a cooperating agency.

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237 N.W. Blue Parkway, Suite 100, Lee's Summit, MO 64063 • Phone: 816.524.3500 • FAX: 816.524.2575

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Airport Consultants

April 4, 2007

Mr. Jeremy Kruger
New Mexico State Land Office
1009 Bradbury SE, #21
Albuquerque, NM 87106

Re: Environmental Assessment for Proposed Improvements at Double Eagle II Airport in Albuquerque, New Mexico

Dear Mr. Kruger:

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Airport Consultants

April 4, 2007

Mr. Bill Olson
Groundwater Quality Bureau
New Mexico Environment Department
P.O. Box 26110
1190 St. Francis Drive, Suite N4050
Santa Fe, NM 87502

Re: Environmental Assessment for Proposed Improvements at Double Eagle II Airport in Albuquerque, New Mexico

Dear Mr. Olson:

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April 4, 2007

Mr. Tom Baca
Division Director
New Mexico Department of Transportation
1550 Pacheco Street
Santa Fe, NM 87505

Re: Environmental Assessment for Proposed Improvements at Double Eagle II Airport in Albuquerque, New Mexico

Dear Mr. Baca:

Coffman Associates has been contracted by the City of Albuquerque, New Mexico to prepare an Environmental Assessment (EA) for proposed improvements at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the Federal Aviation Administration (FAA) as contained in FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. The FAA will act as the lead agency for the project. Due to the proximity of Petroglyph National Monument to the airport, the National Park Service will act as a cooperating agency.

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Mr. Christopher Hugunin, Coffman Associates

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Airport Consultants

April 4, 2007

Mr. Tom Raught
District III Engineer
New Mexico Department of Transportation
7500 Pan American Freeway NE
P.O. Box 91750
Albuquerque, NM 87102

Re: Environmental Assessment for Proposed Improvements at Double Eagle II Airport in Albuquerque, New Mexico

Dear Mr. Raught:

Coffman Associates has been contracted by the City of Albuquerque, New Mexico to prepare an Environmental Assessment (EA) for proposed improvements at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the Federal Aviation Administration (FAA) as contained in FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. The FAA will act as the lead agency for the project. Due to the proximity of Petroglyph National Monument to the airport, the National Park Service will act as a cooperating agency.

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Airport Consultants

April 4, 2007

Mr. Mike Rice
New Mexico Department of Transportation
Aviation District
P.O. Box 1149
Santa Fe, NM 87504-1149

Re: Environmental Assessment for Proposed Improvements at Double Eagle II Airport in Albuquerque, New Mexico

Dear Mr. Rice:

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Airport Consultants

April 4, 2007

Ms. Lisa Kirkpatrick
Division Chief
New Mexico Game and Fish
Conservation Services Division
P.O. Box 25112
Santa Fe, NM 87504

Re: Environmental Assessment for Proposed Improvements at Double Eagle II Airport in Albuquerque, New Mexico

Dear Ms. Kirkpatrick:

Coffman Associates has been contracted by the City of Albuquerque, New Mexico to prepare an Environmental Assessment (EA) for proposed improvements at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the Federal Aviation Administration (FAA) as contained in FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. The FAA will act as the lead agency for the project. Due to the proximity of Petroglyph National Monument to the airport, the National Park Service will act as a cooperating agency.

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Airport Consultants

April 4, 2007

Mr. Richard Dourte
City Engineer
City of Albuquerque
600 2nd Street NW
Albuquerque, NM 87102

Re: Environmental Assessment for Proposed Improvements at Double Eagle II Airport in Albuquerque, New Mexico

Dear Mr. Dourte:

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April 4, 2007

Mr. Richard Dineen
Planning Director
City of Albuquerque
600 2nd Street NW
Albuquerque, NM 87102

Re: Environmental Assessment for Proposed Improvements at Double Eagle II Airport in Albuquerque, New Mexico

Dear Mr. Dineen:

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April 4, 2007

Mr. Isreal Tavarez
Environmental Engineering Manager
City of Albuquerque
P.O. Box 1293
Albuquerque, NM 87103

Re: Environmental Assessment for Proposed Improvements at Double Eagle II Airport in Albuquerque, New Mexico

Dear Mr. Tavarez:

Coffman Associates has been contracted by the City of Albuquerque, New Mexico to prepare an Environmental Assessment (EA) for proposed improvements at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the Federal Aviation Administration (FAA) as contained in FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. The FAA will act as the lead agency for the project. Due to the proximity of Petroglyph National Monument to the airport, the National Park Service will act as a cooperating agency.

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Kansas City • Phoenix
237 N.W. Blue Parkway, Suite 100, Lee's Summit, MO 64063 • Phone: 816.524.3500 • FAX: 816.524.2575

The purpose of this letter is to solicit your comments or concerns regarding potential environmental or social resources located at, or in close proximity to, Double Eagle II Airport. Alternatives which will be evaluated within the EA may differ from those which are contained on Exhibit B and Exhibit C and may impact other portions of airport property.

Please send any written comments to me by May 15, 2007, at the address on the letterhead. As another option, you may fax or e-mail your comments to:

FAX: 816.524.2575
E-mail: mwaller@coffmanassociates.com

If you have any questions or need additional information, please feel free to contact either me or Chris Hugunin at 816.524.3500. Thank you for your consideration and timely response.

Sincerely,

Molly Waller
Airport/Environmental Planner

Enclosure

Cc: Mr. James Hinde, City of Albuquerque
Mr. Tim Tandy, FAA
Dr. Joseph Sanchez, Petroglyph National Monument
Mr. Christopher Hugunin, Coffman Associates

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Coffman Associates
Airport Consultants

April 4, 2007

Mr. Tim West
Deputy County Manager
Bernalillo County
2400 Broadway SE
Building N
Albuquerque, NM 87102

Re: Environmental Assessment for Proposed Improvements at Double Eagle II Airport in Albuquerque, New Mexico

Dear Mr. West:

Coffman Associates has been contracted by the City of Albuquerque, New Mexico to prepare an Environmental Assessment (EA) for proposed improvements at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the Federal Aviation Administration (FAA) as contained in FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. The FAA will act as the lead agency for the project. Due to the proximity of Petroglyph National Monument to the airport, the National Park Service will act as a cooperating agency.

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Coffman Associates
Airport Consultants

April 4, 2007

Ms. Julie M. Baca
Deputy County Manager
Bernalillo County
One Civic Plaza, NW
Albuquerque, NM 87102

Re: Environmental Assessment for Proposed Improvements at Double Eagle II Airport in Albuquerque, New Mexico

Dear Ms. Baca:

Coffman Associates has been contracted by the City of Albuquerque, New Mexico to prepare an Environmental Assessment (EA) for proposed improvements at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the Federal Aviation Administration (FAA) as contained in FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. The FAA will act as the lead agency for the project. Due to the proximity of Petroglyph National Monument to the airport, the National Park Service will act as a cooperating agency.

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Molly Waller
Airport/Environmental Planner

Enclosure

Cc: Mr. James Hinde, City of Albuquerque
Mr. Tim Tandy, FAA
Dr. Joseph Sanchez, Petroglyph National Monument
Mr. Christopher Hugunin, Coffman Associates

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Coffman Associates
Airport Consultants

April 4, 2007

Mr. Chris Blewett
Director of Transportation and Planning Services
Mid-Region Council of Governments
809 Copper Avenue, NW
Albuquerque, NM 87102

Re: Environmental Assessment for Proposed Improvements at Double Eagle II Airport in Albuquerque, New Mexico

Dear Mr. Blewett:

Coffman Associates has been contracted by the City of Albuquerque, New Mexico to prepare an Environmental Assessment (EA) for proposed improvements at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the Federal Aviation Administration (FAA) as contained in FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. The FAA will act as the lead agency for the project. Due to the proximity of Petroglyph National Monument to the airport, the National Park Service will act as a cooperating agency.

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Molly Waller
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Cc: Mr. James Hinde, City of Albuquerque
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Mr. Christopher Hugunin, Coffman Associates

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Coffman Associates
Airport Consultants

April 4, 2007

Mr. Rob Anderson
Development Director
City of Rio Rancho
3900 Souther Boulevard SE
Rio Rancho, NM 87124

Re: Environmental Assessment for Proposed Improvements at Double Eagle II Airport in Albuquerque, New Mexico

Dear Mr. Anderson:

Coffman Associates has been contracted by the City of Albuquerque, New Mexico to prepare an Environmental Assessment (EA) for proposed improvements at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the Federal Aviation Administration (FAA) as contained in FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. The FAA will act as the lead agency for the project. Due to the proximity of Petroglyph National Monument to the airport, the National Park Service will act as a cooperating agency.

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Please send any written comments to me by May 15, 2007, at the address on the letterhead. As another option, you may fax or e-mail your comments to:

FAX: 816.524.2575
E-mail: mwaller@coffmanassociates.com

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Sincerely,

Molly Waller
Airport/Environmental Planner

Enclosure

Cc: Mr. James Hinde, City of Albuquerque
Mr. Tim Tandy, FAA
Dr. Joseph Sanchez, Petroglyph National Monument
Mr. Christopher Hugunin, Coffman Associates

Project Description
Double Eagle II Airport Environmental Assessment

The following sections outline the current limitations of the Double Eagle II Airport in Albuquerque, New Mexico. Three exhibits are attached to assist with your review of the project. **Exhibit A** depicts the location of the airport in its local and regional setting, and **Exhibit B** and **Exhibit C** depict two of the development concepts under consideration at the airport. Through the Environmental Assessment (EA) process additional alternatives may be evaluated; therefore, the precise location of the various airport projects may differ at the conclusion of the environmental analysis and documentation.

Runway Length Limitations

Currently, Runway 4-22 is 7,400 feet long and Runway 17-35 is 5,999 feet long. After analysis of the current turbojet activity at Double Eagle II Airport and Albuquerque International Sunport, it was determined that these runway lengths do not meet the needs of many of the turbojets that currently utilize these airports. These findings were reinforced through surveys which were mailed to owners of turbojets operating to the Albuquerque area over the past year. It was determined that a runway length of 9,000 feet is needed to accommodate the types of business jets which currently operate in Albuquerque.

Two alternatives to accommodate a 9,000-foot runway at Double Eagle II Airport are being considered. The first alternative extends Runway 17-35 to 9,000 feet. **Exhibit B** depicts an extension scenario which will likely meet the project purpose and need and be the most cost-effective. The extension of Runway 17-35 to the north would require a realignment of the airport's existing access road and instrument landing system (ILS) as depicted on **Exhibit B**. The road improvements are discussed further within the following section. Presently, the Double Eagle II Airport Instrument Landing System (ILS) is associated with Runway 22. Should Runway 17-35 be extended, the primary runway designation at the airport would change from Runway 4-22 to Runway 17-35. Based on this information, consideration is being given to moving the ILS from Runway 22 to Runway 17. The ILS is a navigational aid used by pilots to locate and land at the airport during periods of poor visibility and/or cloud coverage. **Exhibit B** depicts the alternative that includes the relocation of the ILS equipment including the medium intensity approach lighting system with runway alignment indicator lights (MALSR) to the Runway 17 end.

Exhibit C depicts the second airport development alternative which is currently under consideration. This alternative was evaluated within the airport's 1999 Airport Master Plan and results in Runway 4-22 being extended by 1,600 feet to a total length of 9,000 feet.

Realignment of Paseo Del Norte

In 1994, an EA was prepared for the construction of an access road from the airport to Paseo Del Norte. At the time, access to the airport was limited to one corridor from the south, utilizing Haul Road, which ultimately connected to Interstate 40. The access road connected the airport to a thoroughfare north of the airport. The City's purpose in constructing the access road was to shorten the car travel for many of the region's aviation aircraft owners and potential airport users who live northeast of the airport. During the preparation of the EA, concerns were raised regarding the potential for the project to result in increased noise impacts on areas deemed sacred by the pueblos.

A Memorandum of Understanding (MOU) between the City of Albuquerque Aviation Department, the Sandia Pueblo, the Zia Pueblo, and the Santa Ana Pueblo was prepared to address concerns raised by the pueblos. As part of this MOU, the aviation department agreed to prepare plans for the road that followed the agreed upon Alternative E. This alternative was constructed and the "y" interchange was created. Since construction of the access road, the "y" intersection has become problematic as is evident on the attached aerial photograph by the dirt paths which have been made to straighten the intersection. As part of this NEPA effort, the placement of this access road will be revisited and evaluated as part of **Exhibit B** and **Exhibit C**.

05SP12-A-2/1/07

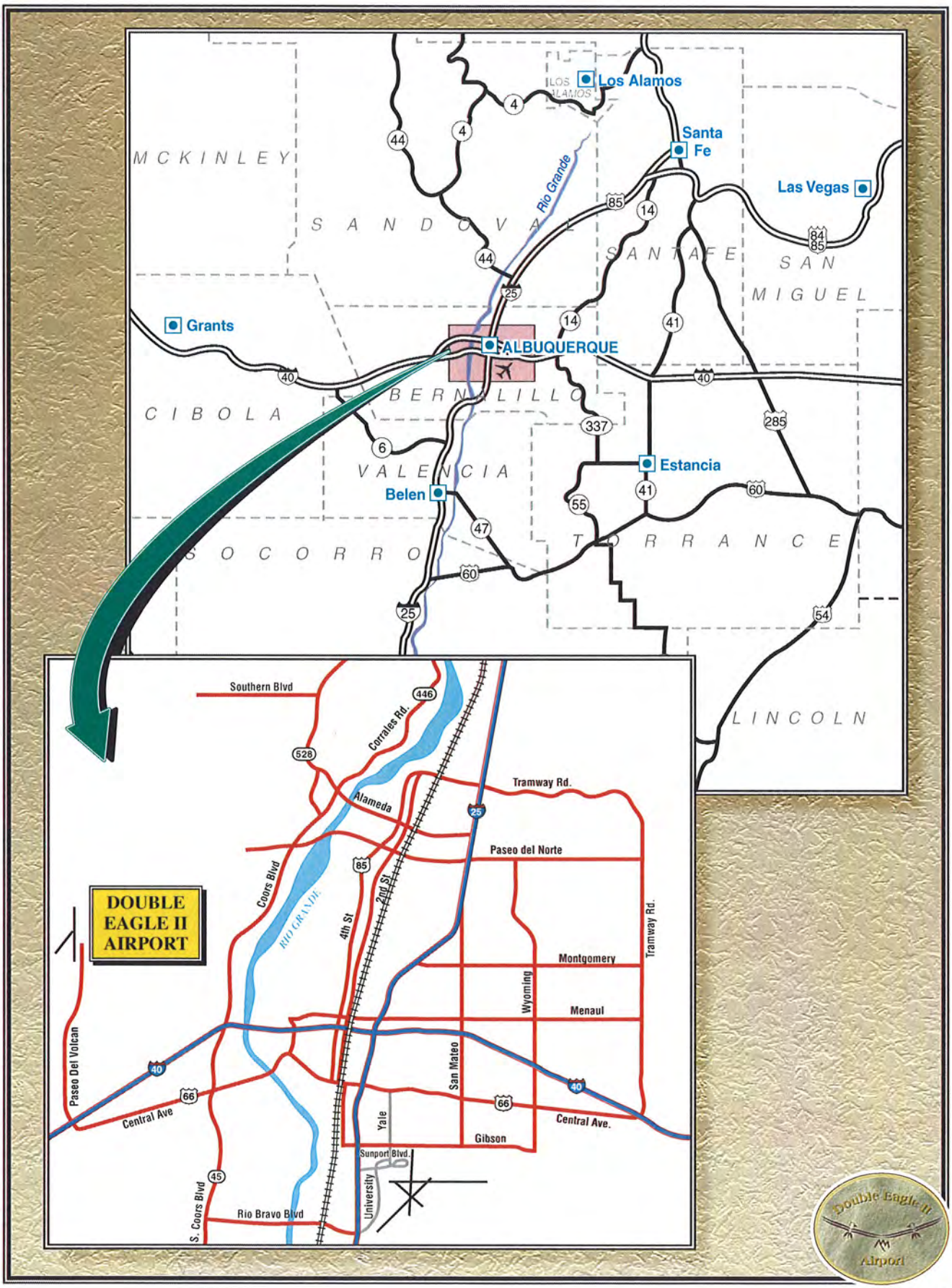

Exhibit A
LOCATION MAP

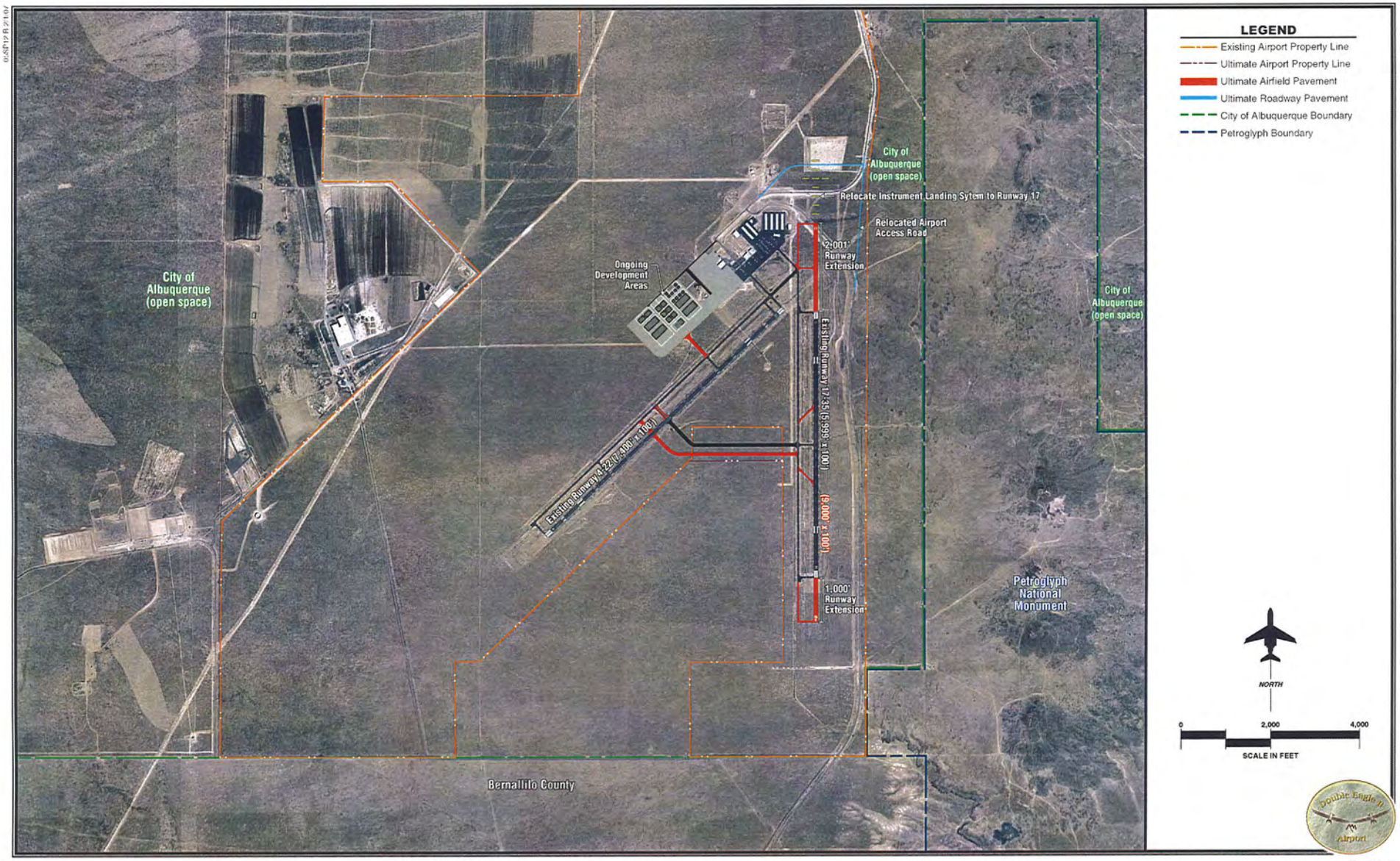

Exhibit B
ALTERNATIVE A
IMPROVEMENTS TO RUNWAY 17-35

Exhibit C
ALTERNATIVE B
IMPROVEMENTS TO RUNWAY 4-22

DEPARTMENT OF THE ARMY
ALBUQUERQUE DISTRICT, CORPS OF ENGINEERS
4101 JEFFERSON PLAZA NE
ALBUQUERQUE NM 87109-3435

April 10, 2007

Operations Division
Regulatory Branch

Ms. Molly Waller
Coffman Associates
237 NW Blue Parkway, Ste 100
Lees Summit, MO 64063-1888

Dear Ms. Waller:

This replies to your April 4, 2007, letter regarding the proposed runway and access road improvements at the Double Eagle II Airport located in uplands in Albuquerque, Bernalillo County, New Mexico. We have assigned Action No. SPA-2007-182-ABQ to this activity.

We have evaluated the information you provided and studied the project description, other records, and documents available to us. It appears that no waters of the United States are located within the project site. However, a site visit was not made and waters of the United States may be located on the site. The proposed runway and access road improvement project is not regulated under the provisions of Section 404 of the Clean Water Act and a Department of the Army permit will not be required if there are no Corps of Engineers' jurisdictional waters on the site.

Our disclaimer of jurisdiction is only for Section 404 of the Federal Clean Water Act. Other Federal, state and local laws may apply to the activities. Therefore, the City of Albuquerque should also contact other Federal, state and local regulatory authorities to determine whether the activities may require other authorizations or permits.

This letter contains an approved jurisdictional determination for the *proposed project. If you or the City of Albuquerque object to this determination, you may request an administrative appeal under Corps' regulations at 33 CFR Part 331. Enclosed you will find a Notification of Appeal Process (NAP) fact sheet and Request for Appeal (RFA) form. If you request to appeal this determination a completed RFA form must be submitted to the South Pacific Division Office at the following address:

Mr. Douglas R. Pomeroy
Division Review Office
South Pacific Division, CESPD-PDS-O
1455 Market Street, Room 1760
San Francisco, CA 94103-1399
(ph (415)503-6574, fax (415)503-6646)

In order for an RFA to be accepted by the Corps, the Corps must determine that it is complete, that it meets the criteria for appeal under 33 CFR Part 331.5, and that it has been received by the Division Office within 60 days of the date of the NAP. Should you decide to submit an RFA form, it must be received at the above address by June 8, 2007.

It is not necessary to submit an RFA form to the Division office if you do not object to the determination in this letter.

This determination will be valid for 2 years from the date of this letter unless new information warrants revision of the determination within that time.

If you have any questions, please feel free to contact me at (505) 342-3284 or e-mail me at william.m.oberle@usace.army.mil. For more information about the regulatory program, please see our web site at www.spa.usace.army.mil/reg/

Sincerely,

William M. Oberle

William M. Oberle
Regulatory Specialist

Enclosures

NOTIFICATION OF
ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND
REQUEST FOR APPEAL

Applicant: City of Albuquerque, NM, Double Eagle Airport	File Number: SPA-2007-182-ABQ	Date: 04/10/07
Attached is:		See Section below
	INITIAL PROFFERED PERMIT (Standard Permit or Letter of Permission)	A
	PROFFERED PERMIT (Standard Permit or Letter of Permission)	B
	PERMIT DENIAL	C
X	APPROVED JURISDICTIONAL DETERMINATION	D
	PRELIMINARY JURISDICTIONAL DETERMINATION	E

SECTION I - The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at http://usace.army.mil/inet/functions/cw/cecwo/reg or Corps regulations at 33 CFR Part 331.

A: INITIAL PROFFERED PERMIT: You may accept or object to the permit.

ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the DISTRICT ENGINEER for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.

OBJECT: If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district engineer. Your objections must be received by the DISTRICT ENGINEER within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the DISTRICT ENGINEER will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the DISTRICT ENGINEER will send you a proffered permit for your reconsideration, as indicated in Section B below.

B: PROFFERED PERMIT: You may accept or appeal the permit

ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the DISTRICT ENGINEER for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.

APPEAL: If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the DIVISION (not district) ENGINEER (address on reverse). This form must be received by the DIVISION ENGINEER within 60 days of the date of this notice.

C: PERMIT DENIAL: You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the DIVISION (not district) ENGINEER. This form must be received by the DIVISION (not district) ENGINEER within 60 days of the date of this notice.

D: APPROVED JURISDICTIONAL DETERMINATION: You may accept or appeal the approved JD or provide new information.

ACCEPT: You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice, means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.

APPEAL: If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the DIVISION (not district) ENGINEER (address on reverse). This form must be received by the DIVISION ENGINEER within 60 days of the date of this notice. Exception: JD appeals based on new information must he submitted to the DISTRICT ENGINEER within 60 days of the date of this notice.

EXCEPTION: Appeals of Approved Jurisdictional Determinations based on new information must be submitted to the District engineer within 60 days of the date of this notice.

E: PRELIMINARY JURISDICTIONAL DETERMINATION: You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also you may provide new information for further consideration by the Corps to reevaluate the JD.

SECTION II - REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

POINT OF CONTACT FOR QUESTIONS OR INFORMATION:

If you have questions regarding this decision and/or the appeal process you may contact: DISTRICT ENGINEER Albuquerque District, Corps of Engineers Attn: CESPA-OD-R, Regulatory Branch 4101 Jefferson Plaza NE Albuquerque, New Mexico 87109-3435 (505) 342-3283	If you only have questions regarding the appeal process you may also contact: DIVISION ENGINEER Army Engineer Division, South Pacific, CESPD-CM-O Attn: Doug Pomeroy, Administrative Appeal Review Officer 333 Market Street, Room 923 San Francisco, CA 94105 (415-977-8035) (Use this address for submittals to the DIVISION ENGINEER)

RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15 day notice of any site investigation, and will have the opportunity to participate in all site investigations.

_____ Signature of appellant or agent.	Date:	Telephone number:

Molly A. Waller

From: Dourte, Richard H. [RDourte@cabq.gov]
Sent: Tuesday, April 10, 2007 5:12 PM
To: Molly A. Waller
Subject: FW: Double Eagle II Airport

Molly Waller,

Thank you for your letter regarding the Environmental Assessment for Proposed Improvements at Double Eagle II Airport in Albuquerque, New Mexico and have the following issues.

Sincerely,

Richard Dourte

From: Bingham, Brad L.
Sent: Tuesday, April 10, 2007 3:49 PM
To: Gallegos, Wilfred A.; Dourte, Richard H.
Subject: RE: Double Eagle II Airport

The Hydrology section has no adverse comments to add to this EA. It has already been analyzed in the approved DEII DMP.

From: Gallegos, Wilfred A.
Sent: Tuesday, April 10, 2007 2:52 PM
To: Dourte, Richard H.; Bingham, Brad L.
Subject: Double Eagle II Airport

Richard,

The environmental assessment for the runway lengthening should include the impacts to rerouting the airport access road. In addition, the assessment should include an analysis of the impacts to the transportation network. I am assuming that the lengthening is being made to accommodate more air traffic which should create more vehicle traffic to the airport. This effect will need to be quantified.

Wilfred

Molly A. Waller

From: Callahan, Tim [tcallaha@slo.state.nm.us]
Sent: Monday, April 16, 2007 12:44 PM
To: Molly A. Waller
Cc: Martin, Jason
Subject: Double Eagle Impacts to NM Trust Lands

Dear Ms Waller,

Thank you for the notice on your Environmental Assessment for proposed Improvements to the Double Eagle Airport. Of particular concern to the State Land Office (SLO) is the proposed 1,600 foot extension to the SW runway which may have noise or clear zone impacts to abutting Trust Lands located in Section 35 (approximately 250 acres, and Section 2, approximately 273 acres.

Could you please provide the SLO with an overlay map indicating current and proposed **Ldn** contours and clear zones on the abutting Trust Lands and possible impacts to existing zoning.

Thanks, Tim Callahan
Project Manager, New Mexico State Land Office
Albuquerque, New Mexico 505-272-7330.

This email has been scanned by the MessageLabs Email Security System.
For more information please visit http://www.messagelabs.com/email

United States Department of Agriculture

NRCS
Natural Resources Conservation Service
6200 Jefferson NE
Albuquerque, New Mexico 87109
Phone: (505) 761-4400 **Fax:** (505) 761-4462
Web site: www.nm.nrcs.usda.gov

April 18, 2007

Ms. Molly Waller, Environmental Planner
Coffman Associates
237 N. W. Blue Parkway, Suite 100
Lee's Summit, MO 64063

RE: Environmental Assessment for Proposed Improvements at Double Eagle II Airport in Albuquerque, New Mexico

Dear Ms. Waller:

We have received your request for consultation on the above referenced project. There is no prime farmland or soils of statewide importance in the project area. The Natural Resources Conservation Service has no objections to the proposed project.

Thank you for the opportunity to comment.

Sincerely,

DENNIS L. ALEXANDER
State Conservationist

Helping People Help the Land

An Equal Opportunity Provider and Employer

County of Bernalillo
State of New Mexico

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April 20, 2007

Ms. Molly Waller, Environmental Planner
Coffman Associates Airport Consultants
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063

Dear Ms. Waller:

The Bernalillo County Public Works Division (BCPWD) has reviewed the document, Environmental Assessment for the Proposed Improvements at Double Eagle II Airport in Albuquerque, New Mexico, submitted on April 10, 2007. The improvements to the airport are within the City of Albuquerque's jurisdiction.

The airport is accessed by two roads which have been designated as Limited Access Roadways by the Middle Rio Grande Council of Governments. A portion of the northbound access road, Paseo Del Norte, is in the County's jurisdiction and is approximately 2.5 miles in length. The southbound access road, Paseo Del Volcan is maintained by the New Mexico Department of Transportation and connects to a County road approximately 7.25 miles south of the airport.

The BCPWD Infrastructure Planning Department will not require the submittal of a Traffic Impact Analysis. Lengthening the runway is not an independent variable used in the ITE Trip Generation Manual to assess increase in airport traffic volume. The length of the current runways is stated as not meeting the needs of current business jets using this type of facility. The City of Albuquerque may direct that a Traffic Impact Study be prepared. If so, BCPWD requests a copy for review. If you have any questions, please contact Kevin Grovet at (505) 848-1532.

Sincerely,

Tim West
Deputy County Manager for Public Works

Cc: Roger A. Paul, P.E., Technical Services Director
Brad Catanach, P.E., Engineering Manager
Kevin Grovet, P.E., Development Engineer
David Lorenzo, Development Engineer

GOVERNOR
Bill Richardson

DIRECTOR AND SECRETARY
TO THE COMMISSION
Bruce C. Thompson, Ph.D.

Tod Stevenson, Deputy Director

STATE OF NEW MEXICO
DEPARTMENT OF GAME & FISH

One Wildlife Way
Post Office Box 25112
Santa Fe, NM 87504
Phone: (505) 476-8008
Fax: (505) 476-8124

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Tijeras, NM

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Silver City, NM

Leo V. Sims, II, Commissioner
Hobbs, NM

April 23, 2007

Molly Walker
Coffman Associates
237 N.W. Blue Parkway suite 100
Lee's Summit, MO 64063

Re: Environmental Assessment for Proposed Improvements a Double Eagle II Airport in Albuquerque, NM
NMGF No. 11381

Dear Ms. Walker,

In response to your letter dated April 4, 2007, regarding the above referenced project, the Department of Game and Fish (Department) does not anticipate significant impacts to wildlife or sensitive habitats. For your information, we have enclosed a list of sensitive, threatened and endangered species that occur in Bernalillo County.

For more information on listed and other species of concern, contact the following sources:

1. BISON-M Species Accounts, Searches, and County lists: http://www.bison-m.org
2. Habitat Handbook Project Guidelines: http://wildlife.state.nm.us/conservation/habitat_handbook/index.htm
3. For custom, site-specific database searches on plants and wildlife. Go to Data then to Free On-Line Data and follow the directions go to: http://nmnhp.unm.edu
4. New Mexico State Forestry Division (505-827-5830) or http://nmrareplants.unm.edu/index.html for state-listed plants
5. For the most current listing of federally listed species **always** check the U.S. Fish and Wildlife Service at (505-346-2525) or http://www.fws.gov/ifw2es/NewMexico/index.cfm .

Thank you for the opportunity to review and comment on your project. If you have any questions, please contact Mark Olson, Northwest Habitat Specialist, at (505) 222-4708or mark.olson@state.nm.us .

Sincerely,

Janell Ward

Janell Ward, Assistant Chief
Conservation Services Division

JW/mo
xc: Wally Murphy, Ecological Services Field Supervisor, USFWS
Brian Gleadle, Northwest Area Operations Chief, NMGF
Mark Olson, Northwest Area Habitat Specialist, NMGF

NEW MEXICO WILDLIFE OF CONCERN
BERNALILLO COUNTY

For complete up-dated information on federal-listed species, including plants, see the US Fish & Wildlife Service NM Ecological Services Field Office website at http://www.fws.gov/ifw2es/NewMexico/SBC.cfm. For information on state-listed plants, contact the NM Energy, Minerals and Natural Resources Department, Division of Forestry, or go to http://nmrareplants.unm.edu/. If your project is on Bureau of Land Management, contact the local BLM Field Office for information on species of particular concern. If your project is on a National Forest, contact the Forest Supervisor's office for species information.

Common Name	Scientific Name	NMGF	US FWS	critical habitat
Rio Grande Chub	Gila pandora	s		
Rio Grande Silvery Minnow	Hybognathus amarus	E	E	Y
Brown Pelican	Pelecanus occidentalis	E		
Neotropic Cormorant	Phalacrocorax brasilianus	T		
Bald Eagle	Haliaeetus leucocephalus	T	T	
Northern Goshawk	Accipiter gentilis	s	SOC	
Common Black-Hawk	Buteogallus anthracinus	T	SOC	
Aplomado Falcon	Falco femoralis	E	E	
Peregrine Falcon	Falco peregrinus	T	SOC	
Mountain Plover	Charadrius montanus	s	SOC	
Black Tern	Chlidonias niger surinamensis		SOC	
Yellow-billed Cuckoo	Coccyzus americanus	s	C	
Mexican Spotted Owl	Strix occidentalis lucida	s	T	Y
Burrowing Owl	Athene cunicularia		SOC	
Black Swift	Cypseloides niger	s		
Broad-billed Hummingbird	Cynanthus latirostris	T		
White-eared Hummingbird	Hylocharis leucotis	T		
Southwestern Willow Flycatcher	Empidonax traillii extimus	E	E	Y
Loggerhead Shrike	Lanius ludovicianus	s		
Bell's Vireo	Vireo bellii	T	SOC	
Gray Vireo	Vireo vicinior	T		
Baird's Sparrow	Ammodramus bairdii	T	SOC	
Western Small-footed Myotis Bat	Myotis ciliolabrum melanorhinus	s		
Yuma Myotis Bat	Myotis yumanensis yumanensis	s		
Occult Little Brown Myotis Bat	Myotis lucifugus occultus	s		
Long-legged Myotis Bat	Myotis volans interior	s		
Fringed Myotis Bat	Myotis thysanodes thysanodes	s		
Spotted Bat	Euderma maculatum	T		
Pale Townsend's Big-eared Bat	Corynorhinus townsendii pallescens	s	SOC	
Big Free-tailed Bat	Nyctinomops macrotis	s		
Gunnison's Prairie Dog	Cynomys gunnisoni	s		
New Mexican Jumping Mouse	Zapus hudsonius luteus	T	SOC	
Red Fox	Vulpes vulpes	s		
Western Spotted Skunk	Spilogale gracilis	s		
Socorro Mountainsnail	Oreohelix neomexicana	s		
Slate Millipede	Comanchelus chihuanus	s	SOC	

Molly A. Waller

From: Kevin Grovet [kgrovet@bernco.gov]
Sent: Tuesday, May 01, 2007 6:33 PM
To: Molly A. Waller
Subject: FW: Double Eagle II Airport Runway Project

Molly,

Bernalillo County Public Works Division staff reviewed the information you submitted to Tim West regarding the Double Eagle II Airport Expansion project and from this review a letter was sent to you by Tim. In response to the following information request by one of the staff, I was wondering if you had the activity forecasts for the FAA Airport Improvement Program (AIP) for the runway expansion or might know how to obtain it.

Thanks,

Kevin Grovet
Bernalillo County Public Works Division
2400 Broadway, SE
Albuquerque, NM 87102
Phone: (505) 848-1532
Fax: (505) 848-1510
e-mail: kgrovet@bernco.gov

Kevin, this Monday I received a newly published report on "Airport Aviation Activity Forecasting". It provides insight into the processes behind airport activity forecasting to obtain federal funding to expand a runway. I realize Double Eagle is within the City; however, if the opportunity arises, it would be interesting to receive a copy of the activity forecasts for the FAA Airport Improvement Program (AIP) for the runway expansion. This could provide some insight into the traffic requirements, and why road improvements are under discussion.

DEPARTMENT OF THE ARMY
ALBUQUERQUE DISTRICT, CORPS OF ENGINEERS
4101 Jefferson Plaza, NE
Albuquerque, New Mexico 87109-3435
Fax (505) 342-3199

May 11, 2007

Geotechnical Engineering/HTRW Branch
Engineering and Construction Division

Ms. Molly Waller
Airport Environmental Planner
Coffman Associates, Airport Consultants
237 N.W Blue Parkway, Suite 100
Lee's Summit, MO 64063

Subject: Environmental Assessment for Proposed Improvements at Double Eagle II Airport in Albuquerque, New Mexico

Ms. Waller:

Per request in your letter submitted to the U.S. Army Corps of Engineers, Albuquerque District (USACE), dated April 4, 2007, the following information is provided regarding the proposed runway extension at Double Eagle II Airport. Of the two alternates presented, Exhibit C - Alternative B (runway 4-22) presents the least risk (Figure 1). Exhibit B - Alternative A (runway 17-35) includes the installation of the Instrument Landing System (ILS) within the boundaries identified as an area of imminent hazard during our Engineering Evaluation and Cost Analysis (EE/CA) (Figure 2). The findings of the EE/CA recommended a removal action to depth of detect in this area, referred to as Ordnance Operable Unit (OOU) 4 (refer to Figures 3 and 4).

OOU 4 includes an area referred to as the "New" Demolition Area. This area was used for training pilots during World War II and is suspected of containing munitions as large as 250 lb High Explosives (HE) General Purpose (GP) bombs. During road work near Double Eagle II Airport, a 100 lb HE GP bomb was unearthed in 1996 (Figure 5). The exact road or the location of this bomb is not known and was not determined during the EE/CA, but Army records indicate this area was used for HE bombing practice. As noted in the Figures provided, there are large areas not surveyed in OOU 4 and many of the anomalies detected were not investigated. There is; however, sufficient historical information and field investigative data to lead us to conclude the area may contain

legacy munitions having the potential to cause serious injury and/or death, and therefore, this OOU was recommended for a removal action. The approval for the removal action is pending, and the exact time frame to execute the removal action is not known at this time.

Both Exhibits B and C indicate the "y" intersection is no longer an option, and the "Relocated Airport Access Road" appears to be the selected alternative. Of the two access roads, the "Relocated Access Road" presents the least risk. It should be noted though, this area was used to "train" and accuracy of these pilots may not have been of exceptional quality. Care should be taken anywhere near the HE target area vicinity. As noted above, there was an HE filled bomb unearthed in the past during road work near Double Eagle II Airport.

If USACE receives adequate notice, there may be an opportunity for USACE to acquire funding to provide construction support during intrusive activities. Please be mindful that funding requests for such actions require planning a minimum of one year in advance. As provided in the EE/CA report, the remaining lands (excluding the OOU 4) will be evaluated in the Remedial Investigation and Feasibility Study (RI/FS). The RI/FS is a Comprehensive, Environmental Response, Compensation and Liability Act (CERCLA) phase to establish long term mitigation strategies for the entire 15,000 acre site. The RI/FS will commence this year and will be completed in approximately 18 months. Alternatives noted in your letter are not within the boundaries of OOU 4 (the exception is the ILS), and therefore, there is no established or negotiated mechanisms in place, or decisions made, regarding how to mitigate safety hazards for the entire airport property. Once the RI/FS is complete, there will be established mechanisms in place to support these types of activities at and around Double Eagle II Airport.

USACE appreciates the opportunity to participate in these discussions. The earlier USACE is in involved in future planning, the more effective we can be to ensure safety of workers and citizens when construction activities are undertaken. Please keep us informed as to the dates of this activity and other future development. USACE will provide as much assistance as practicable to support construction activities. As noted above; however, we do require time to budget for these activities.

In summary, of the two alternatives, alternative B presents the least risk to workers. The alternate road location should be considered as a safety concern due to the HE item discovered and detonated by Kirtland Air Force Base - Explosive Ordnance Disposal (EOD) unit in 1996. We have not been able to ascertain the exact

location of the event. The southern portion of Double Eagle II Airport, south of both runways, found very few anomalies during the geophysical surveys performed while executing the EE/CA (Figures 3 and 4). Hence, this area is considered to present a lower risk in respect to areas north, northwest and west of the airport.

If you have any questions, concerns or require more information, please contact Mr. Henry of my staff at 505-342-3139 or email david.w.henry@spa02.usace.army.mil.

Sincerely,

K. Carrol McKinney, R.P.G.
Chief, Geotechnical and HTRW Branch

Cc: Mr. James Hinde, City of Albuquerque
Mr. Tim Tandy, FAA
Dr. Joseph Sanchez, Petroglyph National Monument
Mr. Christopher Hugunin, Coffman Associates

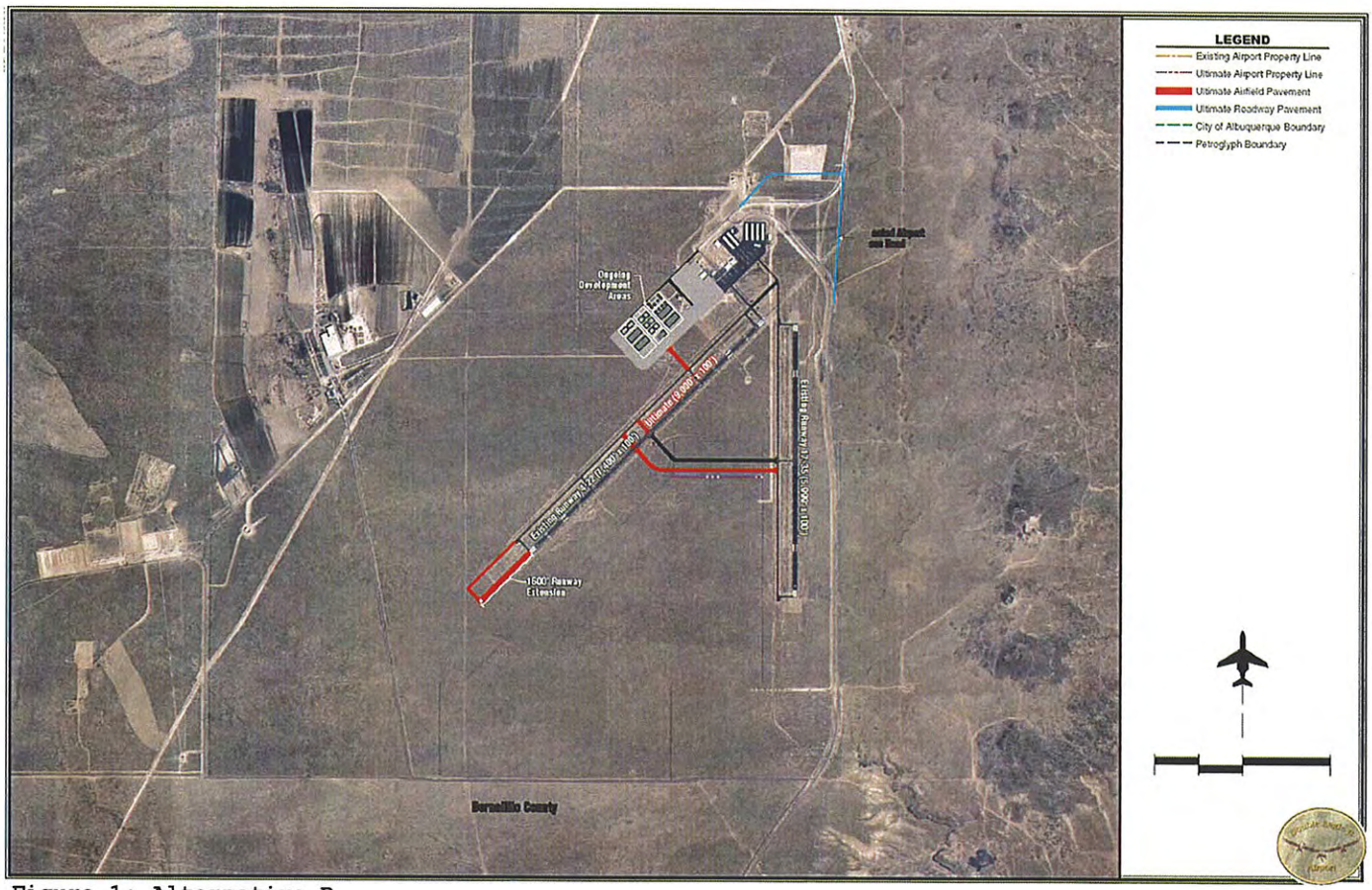

Figure 1: Alternative B

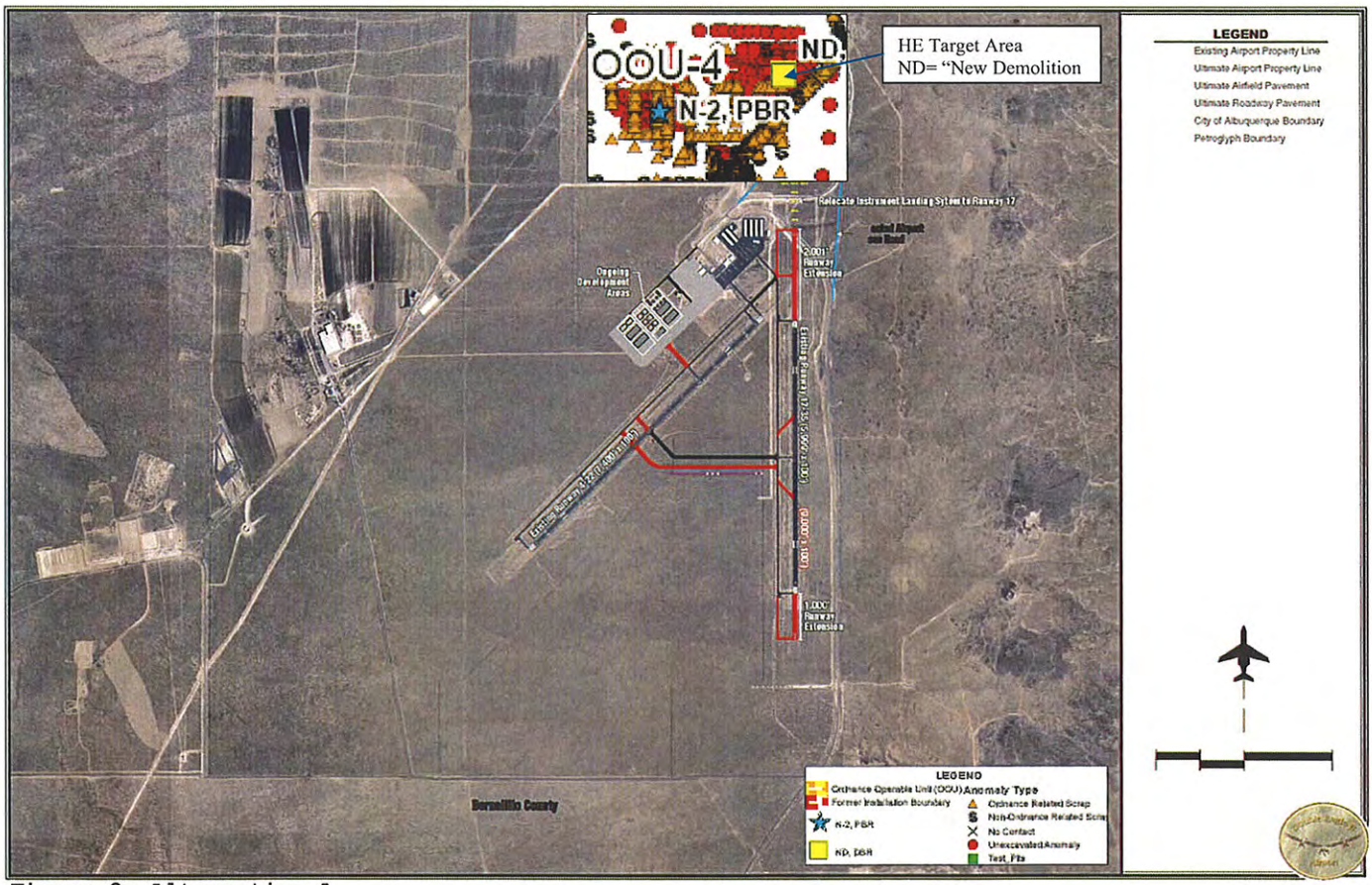

Figure 2: Alternative A

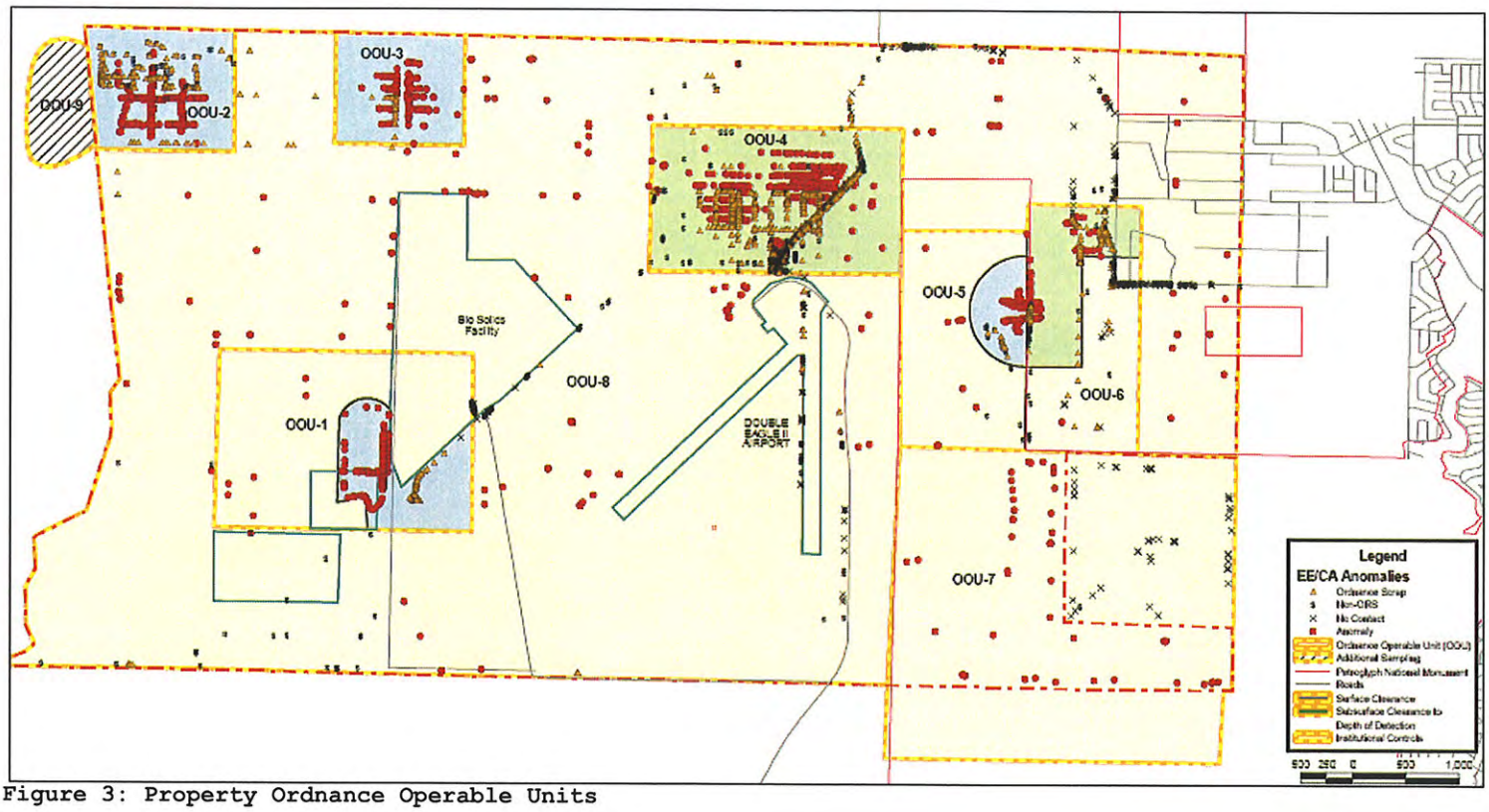

Figure 3: Property Ordnance Operable Units

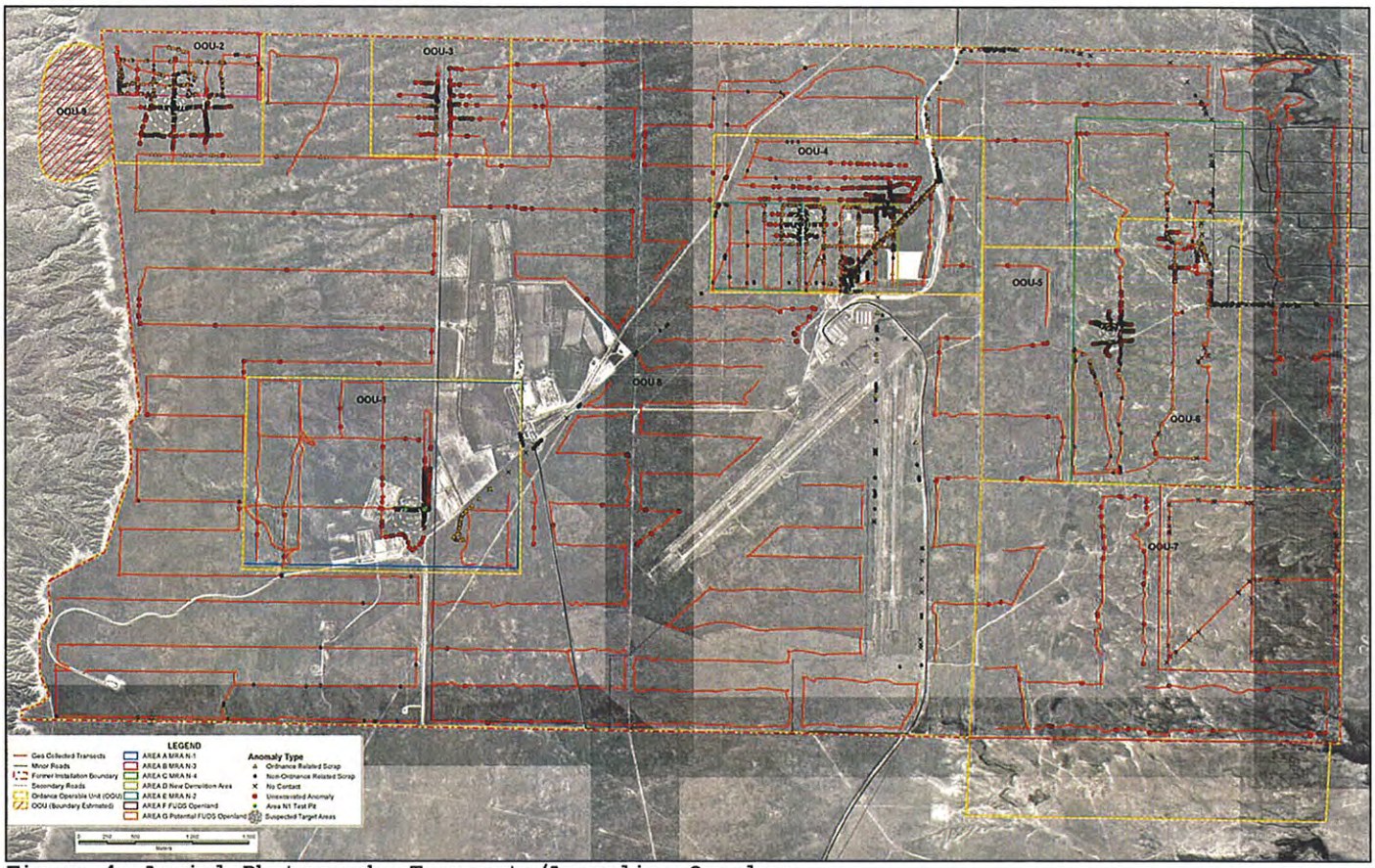

Figure 4: Aerial Photography Transects/Anomalies Overlay

WEST MESA

ALBUQ Journal 11 OCT 96

Bomb Found Near Airport

Experts Detonate WWII Explosive

BY STEVE SHOUP
Journal Staff Writer

A World War II bomb accidentally dug up by construction workers on a remote West Mesa road was safely detonated in a thunderous explosion Thursday.

No one was injured when the 100-pound bomb was intentionally exploded by bomb technicians where it was found north of the Double Eagle II Airport.

No one knew how the bomb got there, but technicians for the explosive ordnance disposal squad from Kirtland Air Force Base identified it as an AM series GP bomb from World War II, said Sgt. Ben Wyne of the Albuquerque Police Department bomb squad.

The bomb was found around 2:30 p.m. by workers building the Airport Interim Access Road, which links Paseo del Volcan and Paradise Boulevard NW.

Vince DeMenno, owner of DeMenno Construction Co., was running a large front-end loader, helping to build drainage channels.

"We were just moving some dirt and stacking it up and I saw this cylinder fall and thought it was an oxygen cylinder," DeMenno said. "Then I saw some hooks and marks and that Army green and I decided it was something different."

DeMenno said he called a friend who uses explosives in construction. The friend told him it was probably a bomb.

"He said it was (strong) enough to take out a pickup truck," DeMenno said.

APD and Kirtland bomb technicians moved the bomb into a 3-foot deep pit that had been dug near the road. With Albuquerque Fire Department, Albuquerque Ambulance personnel, bomb technicians and construction workers standing by about 100 yards away, the APD bomb squad detonated the 50-year-old bomb minutes before 5

See BOMB on PAGE 2

DON ARMSTRONG/FOR THE JOURNAL

THUNDEROUS END: A World War II bomb was detonated by technicians Thursday. The explosive was found by construction workers north of the Double Eagle II Airport.

Bomb Unearthed on West Mesa

From PAGE 1

p.m.

A geyser of dirt and smoke shot about 60 feet into the air in eerie silence for a heartbeat or two before the thunderclap reached observers.

"Dear God!" DeMenno said as the huge concussion hit. "Could you imagine if that would have gone off (when he dug it up), it would have made scrap of that tractor!"

Wyne said that his squad deals with a few grenades a year, but had never handled anything so big before.

Wyne said he was guessing that the bomb fell off or was dropped from a plane years ago.

DON ARMSTRONG/FOR THE JOURNAL

BLAST AFTERMATH: A bomb technician displays pieces of a World War II bomb found and detonated on the West Mesa on Thursday.

Figure 5: 1996 Article

Molly A. Waller

From: Henry, David W SPA [David.W.Henry@spa02.usace.army.mil]
Sent: Monday, May 14, 2007 10:25 AM
To: Molly A. Waller
Cc: Beasley, Lara E SPA; Ostermann, Monique M SPA; Horner, Cecilia V SPA
Subject: RE: DEII EA Response Letter

Molly:

That is good news. Hopefully, we would have conducted some clearance activity by then. We can certainly plan for funds to provide for construction support at a minimum (no guarantees though). I think it is fairly safe to say that we are two years out and can tentatively schedule construction support for Fiscal Year 2009.

From: Molly A. Waller [mailto:mwaller@coffmanassociates.com]
Sent: Monday, May 14, 2007 9:16 AM
To: Henry, David W SPA
Subject: RE: DEII EA Response Letter

Henry,

We need to get through the EA process and select a preferred alternative (determine which runway will be extended). It will probably take 9 months to a year to complete the EA. Project design will begin at that point and will probably take 6 months to a year. I'd say that, best case, the project would begin construction in 1 ½ to 2 years.

Molly

From: Henry, David W SPA [mailto:David.W.Henry@spa02.usace.army.mil]
Sent: Monday, May 14, 2007 10:14 AM
To: Molly A. Waller
Cc: Ostermann, Monique M SPA
Subject: RE: DEII EA Response Letter

Molly:

Do you have an idea of when the construction may start for this project.

From: Molly A. Waller [mailto:mwaller@coffmanassociates.com]
Sent: Monday, May 14, 2007 9:11 AM
To: Henry, David W SPA
Subject: RE: DEII EA Response Letter

I got it this morning. Thanks for all of the great information! We will be in touch as the EA progresses.

From: Henry, David W SPA [mailto:David.W.Henry@spa02.usace.army.mil]
Sent: Monday, May 14, 2007 10:03 AM
To: Molly A. Waller
Subject: RE: DEII EA Response Letter

Molly:

The letter went out Friday, overnight. You should get it this morning or afternoon.

From: Molly A. Waller [mailto:mwaller@coffmanassociates.com]
Sent: Friday, May 11, 2007 1:01 PM
To: Henry, David W SPA
Subject: RE: DEII EA Response Letter

No problem! Go have lunch!!

From: Henry, David W SPA [mailto:David.W.Henry@spa02.usace.army.mil]
Sent: Friday, May 11, 2007 1:32 PM
To: Molly A. Waller
Subject: RE: DEII EA Response Letter

Thanks. We should have this signed and in the mail today. Sorry about the choppy email. I think I need food.

From: Molly A. Waller [mailto:mwaller@coffmanassociates.com]
Sent: Friday, May 11, 2007 12:17 PM
To: Henry, David W SPA
Subject: RE: DEII EA Response Letter

No problem. Here they are:

Jim Hinde
Planning Manager
City of Albuquerque Aviation Department
P.O. Box 9948
Albuquerque, NM 87119-1048

Tim Tandy
Planning and Programming Branch, ASW-640
2601 Meacham Boulevard
Fort Worth, TX 76137-4298
United States of America

Dr. Joseph Sanchez
Petroglyph National Monument
6001 Unser Blvd. NW
Albuquerque, NM 87120

Chris Hugunin is at the same address as I am.

Molly

From: Henry, David W SPA [mailto:David.W.Henry@spa02.usace.army.mil]
Sent: Friday, May 11, 2007 1:14 PM
To: Henry, David W SPA; Molly A. Waller
Cc: jhinde@cabq.gov; Horner, Cecilia V SPA; Ostermann, Monique M SPA; Houidobre, Grace S SPA
Subject: RE: DEII EA Response Letter

Ms. Waller:

Can you provide me the addresses of the CCed individuals?

From: Henry, David W SPA
Sent: Friday, May 11, 2007 12:02 PM
To: 'Molly A. Waller'
Cc: jhinde@cabq.gov; Horner, Cecilia V SPA; Ostermann, Monique M SPA
Subject: DEII EA Response Letter

Ms. Waller:

Atttached is a pdf of the our response to you request information regarding environmental issue at DEII. Hopefully, we will get this in the mail today for the May 15th deadline.

<< File: DEII Airport EA Response Letter_05-07.pdf >>

County of Bernalillo
Zoning, Building, Planning and
Environmental Health Department
111 Union Square SE
Albuquerque, NM 87102
505-314-0350

May 14, 2007

Molly Waller
Airport/Environmental Planner
Coffman Associates
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063

Dear Ms. Waller:

Thank you very much for the opportunity to comment on proposed improvements to Double Eagle II Airport on Albuquerque's West Mesa. At this time the County of Bernalillo does not have any specific concerns regarding the potential improvements at Double Eagle II, but we would like to be kept informed as details of the project are developed. As indicated on the exhibits included with your letter, there is a large area of unincorporated land extending from south of the airport to Interstate 40 and beyond. There is also a small portion of unincorporated land northeast of the airport between the municipal limits of Albuquerque and Rio Rancho.

This county land is zoned A-1, with potential future development of a mixture of uses including residential, commercial and industrial, as well as open space and recreation activity. We would like to make sure that any changes at the airport, both for aircraft operations and access-road alignments, consider the potential impact on this territory, as well as on the adjacent lands of the Petroglyph National Monument.

You can direct future correspondence or questions to me at the address above.

Sincerely,

Sanford Fish, AICP
Director

CITY OF ALBUQUERQUE

May 14, 2007

Coffman Associates
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063
(816) 524-3500 voice
(816) 524-2575 fax

Re: Response to inquiry regarding Environmental Assessment for Proposed Improvements at Double Eagle-II Airport in Albuquerque, New Mexico

Dear Ms. Waller:

Thank-you for your letter informing me that Coffman Associates will be preparing the EA for improvements at Double Eagle-II Airport. The area surrounding the Double Eagle –II Airport is becoming an important focal point in the upcoming development of Albuquerque's west mesa. The City is interested in helping the airport grow and the area surrounding the airport develop in the best possible way.

I see that the EA can be broken into two pieces; the first is an assessment regarding an airside facility, the extension of Runway 17-35 (both north and south) and various taxiways. Since this portion of the EA is 'within the fence' of the airport, I regard it as a function of airport uses. The other piece of the assessment concerns a landside facility – the access road, Paseo del Volcan. I am more interested with the landside facility as that is where my decisions matter. Also, the airside facility is a direct concern with the FAA and the City's Aviation Department, and therefore, they would be better at addressing this issue.

Since all of Paseo del Volcan is 'outside the fence' of airport operations, I will comment on it. The road is the only access for the airport and thus, essential to its operation as well as tying the airport to the continuing development of the west mesa. The road was initially built as access from Interstate-40, then another piece was added to access the developments north of the airport. These two roads have a common terminus at the operations area of the airport. Overtime, this road has become a commonly used transportation route connecting Albuquerque's far west mesa developments to I-40.

The elimination of the common terminus at the airport and connecting the two roads with a straight continuous piece will help this route to be easier to use. The

P.O. Box 1293

Albuquerque

New Mexico 87103

www.cabq.gov

new road that accesses the airport also makes sense as it provides a direct connection from the 'straightened out' Paseo del Volcan. Further, this also will provide for the airport being a more secure facility by removing it as a necessary destination for vehicles traveling the north-south Paseo del Volcan route. One other obvious benefit from the realignment of the road and intersection of the airport's access road is that additional room will be provided for the possible northern extension of Runway 17-35.

I hope that your work will result in allowing the airport's runways to be upgraded and the access road to be realigned.

Thank-you,

Richard Dineen, Planning Director
City of Albuquerque

Molly A. Waller

From: STEVE tollefson [STOLLEFSON@ci.rio-rancho.nm.us]
Sent: Tuesday, June 05, 2007 9:39 AM
To: Molly A. Waller
Subject: Double Eagle II Environmental Assessment

Ms. Molly Waller or Mr. Chris Hugunin,
Please provide a copy of the Environmental Analysis to the City of Rio Rancho, New Mexico to my attention as this particular project impacts future development within two significant subdivisions comprising approximately 12,000 acres (Quail Ranch and Paradise West). Your attention to this matter is greatly appreciated. Thank you.

Attn:
City of Rio Rancho
Development Services Department
Steve Tollefson, AICP
Principal Planner
3900 Southern Boulevard SE #103
Rio Rancho, NM 87124

Steve Tollefson, AICP
Principal Planner
Development Services Dept.
stollefson@ci.rio-rancho.nm.us
tel. 891-5005
fax 896-8994

State of New Mexico
ENVIRONMENT DEPARTMENT
Office of the Secretary
Harold Runnels Building
1190 St. Francis Drive, P.O. Box 26110
Santa Fe, New Mexico 87502-6110
Telephone (505) 827-2855

BILL RICHARDSON
GOVERNOR

RON CURRY
SECRETARY

CINDY PADILLA
DEPUTY SECRETARY

June 6, 2007

Molly Waller
Airport/Environmental Planner
237 N.W. Blue Parkway, Suite 100
Lee's Summit
MO 64063

Fax: 816.524.2575

Dear Ms. Waller:

RE: EA: PROPOSED IMPROVEMENTS AT DOUBLE EAGLE II AIRPORT IN ALBUQUERQUE, NM

The New Mexico Environment Department (NMED) staff reviewed the information on the above-referenced project included in your April 4, 2007 correspondence to the Department. The review is based on the received correspondence.

Surface Water Quality

The U.S. Environmental Protection Agency (USEPA) requires National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP) coverage for storm water discharges from construction projects (common plans of development) that will result in the disturbance (or re-disturbance) of one or more acres, including expansions, of total land area. Because this project appears to exceed one acre (including staging areas, etc.), it may require appropriate NPDES permit coverage prior to beginning construction (small, one - five acre, construction projects may be able to qualify for a waiver in lieu of permit coverage - see Appendix D).

Among other things, this permit requires that a Storm Water Pollution Prevention Plan (SWPPP) be prepared for the site and that appropriate Best Management Practices (BMPs) be installed and maintained both during and after construction to prevent, to the extent practicable, pollutants (primarily sediment, oil & grease and construction materials from construction sites) in storm water runoff from entering waters of the U.S. This permit

also requires that permanent stabilization measures (revegetation, paving, etc.), and permanent storm water management measures (storm water detention/retention structures, velocity dissipation devices, etc.) be implemented post construction to minimize, in the long term, pollutants in storm water runoff from entering these waters. In addition, permittees must ensure that there is no increase in sediment yield and flow velocity from the construction site (both during and after construction) compared to pre-construction, undisturbed conditions (see Subpart 9.C.1)

You should also be aware that EPA requires that all "operators" (see Appendix A) obtain NPDES permit coverage for construction projects. Generally, this means that at least two parties will require permit coverage. The owner/developer of this construction project who has operational control over project specifications (probably the City of Albuquerque in this case), the general contractor who has day-to-day operational control of those activities at the site, which are necessary to ensure compliance with the storm water pollution plan and other permit conditions, and possibly other "operators" will require appropriate NPDES permit coverage for this project.

The CGP was re-issued effective July 1, 2003 (see **Federal Register/Vol. 68, No. 126/Tuesday, July 1, 2003** pg. 39087). The CGP, Notice of Intent (NOI), Fact Sheet, and Federal Register notice can be downloaded at: http://cfpub.epa.gov/npdes/stormwater/cgp.cfm

In addition, operation of these types of facilities requires Storm Water Multi-sector General Permit (MSGP - see **Federal Register/Vol. 65, No. 210/Monday, October 30, 2000)** coverage. This permit requires preparation of a Storm Water Pollution Prevention Plan (SWPPP), and installation of appropriate Best Management Practices (BMPs), such as oil/water separators, dikes or berms, use of absorptive materials during fueling operations, use of dry cleanup methods, or other practices to prevent or reduce the pollution of waters of the United States (per the SWPPP). The City of Albuquerque/Double Eagle II Airport has NPDES permit coverage (NMR05A992) and has presumably implemented a SWPPP which addresses pollutants in storm water runoff, and drainage systems.

Activities at airports result in the creation of various pollutant sources including, but not limited to, the following:

- Aircraft, Ground Vehicle, and Equipment Maintenance and Washing - Spills and leaks of fuels, engine oils, hydraulic fluids, transmission oil, radiator fluids, and chemical solvents used for parts cleaning; disposal of used parts, batteries, oil, filters, and oily rags;
- Runway Maintenance - tire rubber, oil and grease, paint chips, and fuel from runway surface cleaning operations.

Generally, the airport authority (i.e., the City of Albuquerque) and all "tenants" of the airport that conduct "industrial activities" as described in **40 CFR Part 122.26(b)(14)** (e.g., fueling concession or other Fixed Base Operators, as well as all other facilities "engaging in industrial activity") are required to apply for NPDES storm water permit coverage for discharges from their areas of operation. The airport authority and tenants of the airport should work in partnership in the development and implementation of a SWPPP. However,

SWPPPs developed separately for areas of the airport facility occupied by these tenants must be integrated into the SWPPP for the entire airport facility.

We appreciate the opportunity to comment on this project.

Sincerely,

Gedi Cibas, Ph.D.
Environmental Impact Review Coordinator

NMED File No. 2441ER

United States Department of the Interior
NATIONAL PARK SERVICE
INTERMOUNTAIN REGION
Petroglyph National Monument
6001 Unser Blvd., NW
Albuquerque, New Mexico 87120

In reply refer to:
L7619(PETR)

November 3, 2008

Ms. Molly Waller
Coffman and Associates
237 N.W. Blue Parkway, Suite 100
Lee's Summit, Missouri 64063

RE: Double Eagle II Draft Environmental Assessment Comments

Dear Ms. Waller:

Thank you for the presentation you made to Petroglyph National Monument staff on the draft alternatives for the Double Eagle II Environmental Assessment. At the present time we support Alternative A, which appears to reduce the amount of landing overflight traffic on Petroglyph National Monument's northern boundary. We believe the primary designation (relocation of the ILS) and extension of Runway 17-35 will best protect the resources of Petroglyph National Monument.

Should you have any questions please contact Mike Medrano, Chief, Division of Resource Management at (505) 899-0205 ext. 334 or myself at 899-0205 ext. 221.

Sincerely,

Joseph P. Sánchez

Joseph P. Sánchez, Ph.D.
Superintendent

U.S. Department of Transportation
Federal Aviation Administration

Airports Division
Southwest Region
Arkansas, Louisiana, New Mexico, Oklahoma, Texas

2601 Meacham Blvd
Fort Worth, Texas 76193-0600

December 5, 2008

Pawnee Tribal Business Council
President Ron Rice
P.O. Box 470
Pawnee, OK 74058

Re: Notice of Intent to Prepare an Environmental Assessment for Proposed Runway Extension at Double Eagle II Airport, Albuquerque, New Mexico

Dear President Rice:

The purpose of this letter is to inform you that the City of Albuquerque Aviation Department, with the assistance of the consulting firm Coffman Associates, intends to prepare an Environmental Assessment (EA) for a proposed runway extension at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the FAA as contained in FAA Order 1050.1E *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. We, the Federal Aviation Administration (FAA), will act as the lead agency for the project and are, through this letter, initiating government-to-government consultation for the proposed airport improvements. The National Park Service, proprietor of the adjacent Petroglyph National Monument, will participate as a cooperating agency.

This letter is sent to you for the following reasons:

1. To advise you of the initiation of the study.
2. To solicit comments from your tribe regarding known environmental, historical, cultural or archaeological resources and sensitive receptors associated with the proposed runway extension project.
3. To obtain an understanding of any issues, concerns, policies, or regulations that your tribe may have regarding the analysis that will be undertaken in the EA.

As part of the EA development process, we are requesting your comments on the proposed action. To assist in your response, we have included a project description (Enclosure 1), a map of the area surrounding the airport (Enclosure 2, Exhibit A), figures depicting the runway extension alternatives under consideration (Enclosures 3 and 4, Exhibits B and C), and a figure depicting the overflight/noise area of potential effect (Enclosure 5, Exhibit D).

We request that you include the name of the contact person for your tribe when responding. Please also indicate if you are interested in commenting on the Draft EA when it is published.

We would greatly appreciate receiving any response you may have within 30 days of receiving this letter. Your response should be directed to:

Federal Aviation Administration
Attn: Mr. Tim Tandy
Environmental Specialist
Louisiana/New Mexico Airports Development Office, ASW-640
Fort Worth, TX 76193-0640

If you have any questions or require further information, Mr. Tandy may also be reached at telephone (817) 222-5644 or e-mail tim.tandy@faa.gov.

Sincerely,

Original signed by:
Lacey D. Spriggs, Manager
Louisiana/New Mexico Airports Development Office

5 Enclosures

cc: w/enclosures

Mr. Jim Hinde, Planning Manager,
Aviation Department, City of Albuquerque
2200 Sunport Boulevard SE
Albuquerque, NM 87106

Ms. Molly Waller, Coffmann Engineers,
237 NW Blue Parkway, Suite 100
Lee's Summit, MO 64063

Ms. Katherine Slick, State Historic Preservation Officer,
Department of Cultural Affairs, Historic Preservation Division,
Bataan Memorial Building,
407 Galisteo Street, Suite 236
Santa Fe, NM 87501

Joseph P. Sanchez, Ph.D., Superintendent,
Petroglyph National Monument
6001 Unser Blvd NW
Albuquerque, NM 87120

U.S. Department of Transportation
Federal Aviation Administration

Airports Division
Southwest Region
Arkansas, Louisiana, New Mexico, Oklahoma, Texas

2601 Meacham Blvd
Fort Worth, Texas 76193-0600

December 5, 2008

Fort Sill Apache Tribe of Oklahoma
Chairman Jeff Houser
Route 2, Box 121
Apache, OK 73006

Re: Notice of Intent to Prepare an Environmental Assessment for Proposed Runway Extension at Double Eagle II Airport, Albuquerque, New Mexico

Dear Chairman Houser:

The purpose of this letter is to inform you that the City of Albuquerque Aviation Department, with the assistance of the consulting firm Coffman Associates, intends to prepare an Environmental Assessment (EA) for a proposed runway extension at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the FAA as contained in FAA Order 1050.1E *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. We, the Federal Aviation Administration (FAA), will act as the lead agency for the project and are, through this letter, initiating government-to-government consultation for the proposed airport improvements. The National Park Service, proprietor of the adjacent Petroglyph National Monument, will participate as a cooperating agency.

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Fort Worth, TX 76193-0640

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Sincerely,

Original signed by:
Lacey D. Spriggs, Manager
Louisiana/New Mexico Airports Development Office

5 Enclosures

cc: w/enclosures

Mr. Jim Hinde, Planning Manager,
Aviation Department, City of Albuquerque
2200 Sunport Boulevard SE
Albuquerque, NM 87106

Ms. Molly Waller, Coffmann Engineers,
237 NW Blue Parkway, Suite 100
Lee's Summit, MO 64063

Ms. Katherine Slick, State Historic Preservation Officer,
Department of Cultural Affairs, Historic Preservation Division,
Bataan Memorial Building,
407 Galisteo Street, Suite 236
Santa Fe, NM 87501

Joseph P. Sanchez, Ph.D., Superintendent,
Petroglyph National Monument
6001 Unser Blvd NW
Albuquerque, NM 87120

U.S. Department of Transportation
Federal Aviation Administration

Airports Division
Southwest Region
Arkansas, Louisiana, New Mexico, Oklahoma, Texas

2601 Meacham Blvd
Fort Worth, Texas 76193-0600

December 5, 2008

Comanche Indian Tribe
Chairman Wallace Coffey
P.O. Box 908
Lawton, OK 73502

Re: Notice of Intent to Prepare an Environmental Assessment for Proposed Runway Extension at Double Eagle II Airport, Albuquerque, New Mexico

Dear Chairman Coffey:

The purpose of this letter is to inform you that the City of Albuquerque Aviation Department, with the assistance of the consulting firm Coffman Associates, intends to prepare an Environmental Assessment (EA) for a proposed runway extension at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the FAA as contained in FAA Order 1050.1E *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. We, the Federal Aviation Administration (FAA), will act as the lead agency for the project and are, through this letter, initiating government-to-government consultation for the proposed airport improvements. The National Park Service, proprietor of the adjacent Petroglyph National Monument, will participate as a cooperating agency.

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Fort Worth, TX 76193-0640

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Sincerely,

Original signed by:
Lacey D. Spriggs, Manager
Louisiana/New Mexico Airports Development Office

5 Enclosures

cc: w/enclosures

Mr. Jim Hinde, Planning Manager,
Aviation Department, City of Albuquerque
2200 Sunport Boulevard SE
Albuquerque, NM 87106

Ms. Molly Waller, Coffmann Engineers,
237 NW Blue Parkway, Suite 100
Lee's Summit, MO 64063

Ms. Katherine Slick, State Historic Preservation Officer,
Department of Cultural Affairs, Historic Preservation Division,
Bataan Memorial Building,
407 Galisteo Street, Suite 236
Santa Fe, NM 87501

Joseph P. Sanchez, Ph.D., Superintendent,
Petroglyph National Monument
6001 Unser Blvd NW
Albuquerque, NM 87120

U.S. Department of Transportation
Federal Aviation Administration

Airports Division
Southwest Region
Arkansas, Louisiana, New Mexico, Oklahoma, Texas

2601 Meacham Blvd
Fort Worth, Texas 76193-0600

December 5, 2008

Ute Mountain Tribe
Chairman Manuel Heartk
General Delivery
Towaoc, CO 81334

Re: Notice of Intent to Prepare an Environmental Assessment for Proposed Runway Extension at Double Eagle II Airport, Albuquerque, New Mexico

Dear Chairman Heartk:

The purpose of this letter is to inform you that the City of Albuquerque Aviation Department, with the assistance of the consulting firm Coffman Associates, intends to prepare an Environmental Assessment (EA) for a proposed runway extension at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the FAA as contained in FAA Order 1050.1E *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. We, the Federal Aviation Administration (FAA), will act as the lead agency for the project and are, through this letter, initiating government-to-government consultation for the proposed airport improvements. The National Park Service, proprietor of the adjacent Petroglyph National Monument, will participate as a cooperating agency.

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Fort Worth, TX 76193-0640

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Sincerely,

Original signed by:
Lacey D. Spriggs, Manager
Louisiana/New Mexico Airports Development Office

5 Enclosures

cc: w/enclosures

Mr. Jim Hinde, Planning Manager,
Aviation Department, City of Albuquerque
2200 Sunport Boulevard SE
Albuquerque, NM 87106

Ms. Molly Waller, Coffmann Engineers,
237 NW Blue Parkway, Suite 100
Lee's Summit, MO 64063

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Department of Cultural Affairs, Historic Preservation Division,
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Santa Fe, NM 87501

Joseph P. Sanchez, Ph.D., Superintendent,
Petroglyph National Monument
6001 Unser Blvd NW
Albuquerque, NM 87120

U.S. Department of Transportation
Federal Aviation Administration

Airports Division
Southwest Region
Arkansas, Louisiana, New Mexico, Oklahoma, Texas

2601 Meacham Blvd
Fort Worth, Texas 76193-0600

December 5, 2008

Pueblo of San Felipe
Governor Ronald Tenorio
P.O. Box 4339
San Felipe Pueblo, NM 87001

Re: Notice of Intent to Prepare an Environmental Assessment for Proposed Runway Extension at Double Eagle II Airport, Albuquerque, New Mexico

Dear Governor Tenorio:

The purpose of this letter is to inform you that the City of Albuquerque Aviation Department, with the assistance of the consulting firm Coffman Associates, intends to prepare an Environmental Assessment (EA) for a proposed runway extension at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the FAA as contained in FAA Order 1050.1E *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. We, the Federal Aviation Administration (FAA), will act as the lead agency for the project and are, through this letter, initiating government-to-government consultation for the proposed airport improvements. The National Park Service, proprietor of the adjacent Petroglyph National Monument, will participate as a cooperating agency.

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Environmental Specialist
Louisiana/New Mexico Airports Development Office, ASW-640
Fort Worth, TX 76193-0640

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Sincerely,

Original signed by:
Lacey D. Spriggs, Manager
Louisiana/New Mexico Airports Development Office

5 Enclosures

cc: w/enclosures

Mr. Jim Hinde, Planning Manager,
Aviation Department, City of Albuquerque
2200 Sunport Boulevard SE
Albuquerque, NM 87106

Ms. Molly Waller, Coffmann Engineers,
237 NW Blue Parkway, Suite 100
Lee's Summit, MO 64063

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Department of Cultural Affairs, Historic Preservation Division,
Bataan Memorial Building,
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Petroglyph National Monument
6001 Unser Blvd NW
Albuquerque, NM 87120

U.S. Department of Transportation
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Airports Division
Southwest Region
Arkansas, Louisiana, New Mexico, Oklahoma, Texas

2601 Meacham Blvd
Fort Worth, Texas 76193-0600

December 5, 2008

Pueblo of San Ildefonso
Governor Leon T. Roybal
Route 5, Box 315-A
Santa Fe, NM 87506

Re: Notice of Intent to Prepare an Environmental Assessment for Proposed Runway Extension at Double Eagle II Airport, Albuquerque, New Mexico

Dear Governor Roybal:

The purpose of this letter is to inform you that the City of Albuquerque Aviation Department, with the assistance of the consulting firm Coffman Associates, intends to prepare an Environmental Assessment (EA) for a proposed runway extension at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the FAA as contained in FAA Order 1050.1E *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. We, the Federal Aviation Administration (FAA), will act as the lead agency for the project and are, through this letter, initiating government-to-government consultation for the proposed airport improvements. The National Park Service, proprietor of the adjacent Petroglyph National Monument, will participate as a cooperating agency.

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2

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Federal Aviation Administration
Attn: Mr. Tim Tandy
Environmental Specialist
Louisiana/New Mexico Airports Development Office, ASW-640
Fort Worth, TX 76193-0640

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Sincerely,

Original signed by:
Lacey D. Spriggs, Manager
Louisiana/New Mexico Airports Development Office

5 Enclosures

cc: w/enclosures

Mr. Jim Hinde, Planning Manager,
Aviation Department, City of Albuquerque
2200 Sunport Boulevard SE
Albuquerque, NM 87106

Ms. Molly Waller, Coffmann Engineers,
237 NW Blue Parkway, Suite 100
Lee's Summit, MO 64063

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Department of Cultural Affairs, Historic Preservation Division,
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U.S. Department of Transportation
Federal Aviation Administration

Airports Division
Southwest Region
Arkansas, Louisiana, New Mexico, Oklahoma, Texas

2601 Meacham Blvd
Fort Worth, Texas 76193-0600

December 5, 2008

Pueblo of Santa Ana
Governor Ulysses Leon
2 Dove Road
Santa Ana Pueblo, NM 87004

Re: Notice of Intent to Prepare an Environmental Assessment for Proposed Runway Extension at Double Eagle II Airport, Albuquerque, New Mexico

Dear Governor Leon:

The purpose of this letter is to inform you that the City of Albuquerque Aviation Department, with the assistance of the consulting firm Coffman Associates, intends to prepare an Environmental Assessment (EA) for a proposed runway extension at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the FAA as contained in FAA Order 1050.1E *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. We, the Federal Aviation Administration (FAA), will act as the lead agency for the project and are, through this letter, initiating government-to-government consultation for the proposed airport improvements. The National Park Service, proprietor of the adjacent Petroglyph National Monument, will participate as a cooperating agency.

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Fort Worth, TX 76193-0640

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Sincerely,

Original signed by:
Lacey D. Spriggs, Manager
Louisiana/New Mexico Airports Development Office

5 Enclosures

cc: w/enclosures

Mr. Jim Hinde, Planning Manager,
Aviation Department, City of Albuquerque
2200 Sunport Boulevard SE
Albuquerque, NM 87106

Ms. Molly Waller, Coffmann Engineers,
237 NW Blue Parkway, Suite 100
Lee's Summit, MO 64063

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Department of Cultural Affairs, Historic Preservation Division,
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Petroglyph National Monument
6001 Unser Blvd NW
Albuquerque, NM 87120

U.S. Department of Transportation
Federal Aviation Administration

Airports Division
Southwest Region
Arkansas, Louisiana, New Mexico, Oklahoma, Texas

2601 Meacham Blvd
Fort Worth, Texas 76193-0600

December 4, 2008

Pueblo of Laguna
Governor John Antonio, Sr.
P.O. Box 194
Laguna Pueblo, NM 87026

Re: Notice of Intent to Prepare an Environmental Assessment for Proposed Runway Extension at Double Eagle II Airport, Albuquerque, New Mexico

Dear Governor Antonio:

The purpose of this letter is to inform you that the City of Albuquerque Aviation Department, with the assistance of the consulting firm Coffman Associates, intends to prepare an Environmental Assessment (EA) for a proposed runway extension at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the FAA as contained in FAA Order 1050.1E *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. We, the Federal Aviation Administration (FAA), will act as the lead agency for the project and are, through this letter, initiating government-to-government consultation for the proposed airport improvements. The National Park Service, proprietor of the adjacent Petroglyph National Monument, will participate as a cooperating agency.

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We request that you include the name of the contact person for your tribe when responding. Please also indicate if you are interested in commenting on the Draft EA when it is published.

We would greatly appreciate receiving any response you may have within 30 days of receiving this letter. Your response should be directed to:

Federal Aviation Administration
Attn: Mr. Tim Tandy
Environmental Specialist
Louisiana/New Mexico Airports Development Office, ASW-640
Fort Worth, TX 76193-0640

If you have any questions or require further information, Mr. Tandy may also be reached at telephone (817) 222-5644 or e-mail tim.tandy@faa.gov.

Sincerely,

Original signed by:
Lacey D. Spriggs, Manager
Louisiana/New Mexico Airports Development Office

5 Enclosures

cc: w/enclosures:

Mr. Jim Hinde, Planning Manager,
Aviation Department, City of Albuquerque
2200 Sunport Boulevard SE
Albuquerque, NM 87106

Ms. Molly Waller, Coffmann Engineers,
237 NW Blue Parkway, Suite 100
Lee's Summit, MO 64063

Ms. Katherine Slick, State Historic Preservation Officer,
Department of Cultural Affairs, Historic Preservation Division,
Bataan Memorial Building,
407 Galisteo Street, Suite 236
Santa Fe, NM 87501

Joseph P. Sanchez, Ph.D., Superintendent,
Petroglyph National Monument
6001 Unser Blvd NW
Albuquerque, NM 87120

U.S. Department of Transportation
Federal Aviation Administration

Airports Division
Southwest Region
Arkansas, Louisiana, New Mexico, Oklahoma, Texas

2601 Meacham Blvd
Fort Worth, Texas 76193-0600

December 5, 2008

Southern Ute Tribe
Chairman Clement Frost
P.O. Box 737
Ignacio, CO 81137

Re: Notice of Intent to Prepare an Environmental Assessment for Proposed Runway Extension at Double Eagle II Airport, Albuquerque, New Mexico

Dear Chairman Frost:

The purpose of this letter is to inform you that the City of Albuquerque Aviation Department, with the assistance of the consulting firm Coffman Associates, intends to prepare an Environmental Assessment (EA) for a proposed runway extension at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the FAA as contained in FAA Order 1050.1E *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. We, the Federal Aviation Administration (FAA), will act as the lead agency for the project and are, through this letter, initiating government-to-government consultation for the proposed airport improvements. The National Park Service, proprietor of the adjacent Petroglyph National Monument, will participate as a cooperating agency.

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Fort Worth, TX 76193-0640

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Sincerely,

Original signed by:
Lacey D. Spriggs, Manager
Louisiana/New Mexico Airports Development Office

5 Enclosures

cc: w/enclosures

Mr. Jim Hinde, Planning Manager,
Aviation Department, City of Albuquerque
2200 Sunport Boulevard SE
Albuquerque, NM 87106

Ms. Molly Waller, Coffmann Engineers,
237 NW Blue Parkway, Suite 100
Lee's Summit, MO 64063

Ms. Katherine Slick, State Historic Preservation Officer,
Department of Cultural Affairs, Historic Preservation Division,
Bataan Memorial Building,
407 Galisteo Street, Suite 236
Santa Fe, NM 87501

Joseph P. Sanchez, Ph.D., Superintendent,
Petroglyph National Monument
6001 Unser Blvd NW
Albuquerque, NM 87120

U.S. Department of Transportation
Federal Aviation Administration

Airports Division
Southwest Region
Arkansas, Louisiana, New Mexico, Oklahoma, Texas

2601 Meacham Blvd
Fort Worth, Texas 76193-0600

December 5, 2008

San Carlos Apache Tribe
Chairman Wendsler Nosie, Sr.
P.O. Box 0
San Carlos, AZ 85550

Re: Notice of Intent to Prepare an Environmental Assessment for Proposed Runway Extension at Double Eagle II Airport, Albuquerque, New Mexico

Dear Chairman Nosie:

The purpose of this letter is to inform you that the City of Albuquerque Aviation Department, with the assistance of the consulting firm Coffman Associates, intends to prepare an Environmental Assessment (EA) for a proposed runway extension at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the FAA as contained in FAA Order 1050.1E *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. We, the Federal Aviation Administration (FAA), will act as the lead agency for the project and are, through this letter, initiating government-to-government consultation for the proposed airport improvements. The National Park Service, proprietor of the adjacent Petroglyph National Monument, will participate as a cooperating agency.

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Environmental Specialist
Louisiana/New Mexico Airports Development Office, ASW-640
Fort Worth, TX 76193-0640

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Sincerely,

Original signed by:
Lacey D. Spriggs, Manager
Louisiana/New Mexico Airports Development Office

5 Enclosures

cc: w/enclosures

Mr. Jim Hinde, Planning Manager,
Aviation Department, City of Albuquerque
2200 Sunport Boulevard SE
Albuquerque, NM 87106

Ms. Molly Waller, Coffmann Engineers,
237 NW Blue Parkway, Suite 100
Lee's Summit, MO 64063

Ms. Katherine Slick, State Historic Preservation Officer,
Department of Cultural Affairs, Historic Preservation Division,
Bataan Memorial Building,
407 Galisteo Street, Suite 236
Santa Fe, NM 87501

Joseph P. Sanchez, Ph.D., Superintendent,
Petroglyph National Monument
6001 Unser Blvd NW
Albuquerque, NM 87120

U.S. Department of Transportation
Federal Aviation Administration

Airports Division
Southwest Region
Arkansas, Louisiana, New Mexico, Oklahoma, Texas

2601 Meacham Blvd
Fort Worth, Texas 76193-0600

December 5, 2008

White Mountain Apache Tribe
Chairman Ronnie Lupe
P.O. Box 700
Whiteriver, AZ 85941

Re: Notice of Intent to Prepare an Environmental Assessment for Proposed Runway Extension at Double Eagle II Airport, Albuquerque, New Mexico

Dear Chairman Lupe:

The purpose of this letter is to inform you that the City of Albuquerque Aviation Department, with the assistance of the consulting firm Coffman Associates, intends to prepare an Environmental Assessment (EA) for a proposed runway extension at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the FAA as contained in FAA Order 1050.1E *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. We, the Federal Aviation Administration (FAA), will act as the lead agency for the project and are, through this letter, initiating government-to-government consultation for the proposed airport improvements. The National Park Service, proprietor of the adjacent Petroglyph National Monument, will participate as a cooperating agency.

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Environmental Specialist
Louisiana/New Mexico Airports Development Office, ASW-640
Fort Worth, TX 76193-0640

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Sincerely,

Original signed by:
Lacey D. Spriggs, Manager
Louisiana/New Mexico Airports Development Office

5 Enclosures

cc: w/enclosures

Mr. Jim Hinde, Planning Manager,
Aviation Department, City of Albuquerque
2200 Sunport Boulevard SE
Albuquerque, NM 87106

Ms. Molly Waller, Coffmann Engineers,
237 NW Blue Parkway, Suite 100
Lee's Summit, MO 64063

Ms. Katherine Slick, State Historic Preservation Officer,
Department of Cultural Affairs, Historic Preservation Division,
Bataan Memorial Building,
407 Galisteo Street, Suite 236
Santa Fe, NM 87501

Joseph P. Sanchez, Ph.D., Superintendent,
Petroglyph National Monument
6001 Unser Blvd NW
Albuquerque, NM 87120

U.S. Department of Transportation
Federal Aviation Administration

Airports Division
Southwest Region
Arkansas, Louisiana, New Mexico, Oklahoma, Texas

2601 Meacham Blvd
Fort Worth, Texas 76193-0600

December 5, 2008

Ysleta Del Sur Pueblo
Governor Arturo Senclair
119 South Old Pueblo Road
P.O. Box 17579 – Ysleta Station
El Paso, TX 79917

Re: Notice of Intent to Prepare an Environmental Assessment for Proposed Runway Extension at Double Eagle II Airport, Albuquerque, New Mexico

Dear Governor Senclair:

The purpose of this letter is to inform you that the City of Albuquerque Aviation Department, with the assistance of the consulting firm Coffman Associates, intends to prepare an Environmental Assessment (EA) for a proposed runway extension at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the FAA as contained in FAA Order 1050.1E *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. We, the Federal Aviation Administration (FAA), will act as the lead agency for the project and are, through this letter, initiating government-to-government consultation for the proposed airport improvements. The National Park Service, proprietor of the adjacent Petroglyph National Monument, will participate as a cooperating agency.

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Fort Worth, TX 76193-0640

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Sincerely,

Original signed by:
Lacey D. Spriggs, Manager
Louisiana/New Mexico Airports Development Office

5 Enclosures

cc: w/enclosures

Mr. Jim Hinde, Planning Manager,
Aviation Department, City of Albuquerque
2200 Sunport Boulevard SE
Albuquerque, NM 87106

Ms. Molly Waller, Coffmann Engineers,
237 NW Blue Parkway, Suite 100
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6001 Unser Blvd NW
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U.S. Department of Transportation
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Airports Division
Southwest Region
Arkansas, Louisiana, New Mexico, Oklahoma, Texas

2601 Meacham Blvd
Fort Worth, Texas 76193-0600

December 5, 2008

Hopi Tribe
Chairman Wayne Taylor, Jr.
P.O. Box 123
Kykotsmovi, AZ 86039

Re: Notice of Intent to Prepare an Environmental Assessment for Proposed Runway Extension at Double Eagle II Airport, Albuquerque, New Mexico

Dear Chairman Taylor:

The purpose of this letter is to inform you that the City of Albuquerque Aviation Department, with the assistance of the consulting firm Coffman Associates, intends to prepare an Environmental Assessment (EA) for a proposed runway extension at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the FAA as contained in FAA Order 1050.1E *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. We, the Federal Aviation Administration (FAA), will act as the lead agency for the project and are, through this letter, initiating government-to-government consultation for the proposed airport improvements. The National Park Service, proprietor of the adjacent Petroglyph National Monument, will participate as a cooperating agency.

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Environmental Specialist
Louisiana/New Mexico Airports Development Office, ASW-640
Fort Worth, TX 76193-0640

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Sincerely,

Original signed by:
Lacey D. Spriggs, Manager
Louisiana/New Mexico Airports Development Office

5 Enclosures

cc: w/enclosures

Mr. Jim Hinde, Planning Manager,
Aviation Department, City of Albuquerque
2200 Sunport Boulevard SE
Albuquerque, NM 87106

Ms. Molly Waller, Coffmann Engineers,
237 NW Blue Parkway, Suite 100
Lee's Summit, MO 64063

Ms. Katherine Slick, State Historic Preservation Officer,
Department of Cultural Affairs, Historic Preservation Division,
Bataan Memorial Building,
407 Galisteo Street, Suite 236
Santa Fe, NM 87501

Joseph P. Sanchez, Ph.D., Superintendent,
Petroglyph National Monument
6001 Unser Blvd NW
Albuquerque, NM 87120

U.S. Department of Transportation
Federal Aviation Administration

Airports Division
Southwest Region
Arkansas, Louisiana, New Mexico, Oklahoma, Texas

2601 Meacham Blvd
Fort Worth, Texas 76193-0600

December 5, 2008

Pueblo of Santo Domingo
Governor Sisto Quintana
P.O. Box 99
Santo Domingo Pueblo, NM 87052

Re: Notice of Intent to Prepare an Environmental Assessment for Proposed Runway Extension at Double Eagle II Airport, Albuquerque, New Mexico

Dear Governor Quintana:

The purpose of this letter is to inform you that the City of Albuquerque Aviation Department, with the assistance of the consulting firm Coffman Associates, intends to prepare an Environmental Assessment (EA) for a proposed runway extension at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the FAA as contained in FAA Order 1050.1E *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. We, the Federal Aviation Administration (FAA), will act as the lead agency for the project and are, through this letter, initiating government-to-government consultation for the proposed airport improvements. The National Park Service, proprietor of the adjacent Petroglyph National Monument, will participate as a cooperating agency.

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Fort Worth, TX 76193-0640

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Sincerely,

Original signed by:
Lacey D. Spriggs, Manager
Louisiana/New Mexico Airports Development Office

5 Enclosures

cc: w/enclosures:

Mr. Jim Hinde, Planning Manager,
Aviation Department, City of Albuquerque
2200 Sunport Boulevard SE
Albuquerque, NM 87106

Ms. Molly Waller, Coffmann Engineers,
237 NW Blue Parkway, Suite 100
Lee's Summit, MO 64063

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Department of Cultural Affairs, Historic Preservation Division,
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Petroglyph National Monument
6001 Unser Blvd NW
Albuquerque, NM 87120

U.S. Department of Transportation
Federal Aviation Administration

Airports Division
Southwest Region
Arkansas, Louisiana, New Mexico, Oklahoma, Texas

2601 Meacham Blvd
Fort Worth, Texas 76193-0600

December 5, 2008

Pueblo of Taos
Governor Paul T. Martinez
P.O. Box 1846
Taos, NM 87571

Re: Notice of Intent to Prepare an Environmental Assessment for Proposed Runway Extension at Double Eagle II Airport, Albuquerque, New Mexico

Dear Governor Martinez:

The purpose of this letter is to inform you that the City of Albuquerque Aviation Department, with the assistance of the consulting firm Coffman Associates, intends to prepare an Environmental Assessment (EA) for a proposed runway extension at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the FAA as contained in FAA Order 1050.1E *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. We, the Federal Aviation Administration (FAA), will act as the lead agency for the project and are, through this letter, initiating government-to-government consultation for the proposed airport improvements. The National Park Service, proprietor of the adjacent Petroglyph National Monument, will participate as a cooperating agency.

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Fort Worth, TX 76193-0640

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Sincerely,

Original signed by:
Lacey D. Spriggs, Manager
Louisiana/New Mexico Airports Development Office

5 Enclosures

cc: w/enclosures:

Mr. Jim Hinde, Planning Manager,
Aviation Department, City of Albuquerque
2200 Sunport Boulevard SE
Albuquerque, NM 87106

Ms. Molly Waller, Coffmann Engineers,
237 NW Blue Parkway, Suite 100
Lee's Summit, MO 64063

Ms. Katherine Slick, State Historic Preservation Officer,
Department of Cultural Affairs, Historic Preservation Division,
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Santa Fe, NM 87501

Joseph P. Sanchez, Ph.D., Superintendent,
Petroglyph National Monument
6001 Unser Blvd NW
Albuquerque, NM 87120

U.S. Department of Transportation
Federal Aviation Administration

Airports Division
Southwest Region
Arkansas, Louisiana, New Mexico, Oklahoma, Texas

2601 Meacham Blvd
Fort Worth, Texas 76193-0600

December 5, 2008

Pueblo of Tesuque
Governor Robert Mora
Route 42, Box 360-T
Santa Fe, NM 87506

Re: Notice of Intent to Prepare an Environmental Assessment for Proposed Runway Extension at Double Eagle II Airport, Albuquerque, New Mexico

Dear Governor Mora:

The purpose of this letter is to inform you that the City of Albuquerque Aviation Department, with the assistance of the consulting firm Coffman Associates, intends to prepare an Environmental Assessment (EA) for a proposed runway extension at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the FAA as contained in FAA Order 1050.1E *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. We, the Federal Aviation Administration (FAA), will act as the lead agency for the project and are, through this letter, initiating government-to-government consultation for the proposed airport improvements. The National Park Service, proprietor of the adjacent Petroglyph National Monument, will participate as a cooperating agency.

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Fort Worth, TX 76193-0640

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Sincerely,

Original signed by:
Lacey D. Spriggs, Manager
Louisiana/New Mexico Airports Development Office

5 Enclosures

cc: w/enclosures:

Mr. Jim Hinde, Planning Manager,
Aviation Department, City of Albuquerque
2200 Sunport Boulevard SE
Albuquerque, NM 87106

Ms. Molly Waller, Coffmann Engineers,
237 NW Blue Parkway, Suite 100
Lee's Summit, MO 64063

Ms. Katherine Slick, State Historic Preservation Officer,
Department of Cultural Affairs, Historic Preservation Division,
Bataan Memorial Building,
407 Galisteo Street, Suite 236
Santa Fe, NM 87501

Joseph P. Sanchez, Ph.D., Superintendent,
Petroglyph National Monument
6001 Unser Blvd NW
Albuquerque, NM 87120

U.S. Department of Transportation
Federal Aviation Administration

Airports Division
Southwest Region
Arkansas, Louisiana, New Mexico, Oklahoma, Texas

2601 Meacham Blvd
Fort Worth, Texas 76193-0600

December 4, 2008

Pueblo of Pojoaque
Governor George Rivera
78 Cities of Gold Road
Santa Fe, NM 87506

Re: ***Notice of Intent to Prepare an Environmental Assessment for Proposed Runway Extension at Double Eagle II Airport, Albuquerque, New Mexico***

Dear Governor Rivera:

The purpose of this letter is to inform you that the City of Albuquerque Aviation Department, with the assistance of the consulting firm Coffman Associates, intends to prepare an Environmental Assessment (EA) for a proposed runway extension at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the FAA as contained in FAA Order 1050.1E *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. We, the Federal Aviation Administration (FAA), will act as the lead agency for the project and are, through this letter, initiating government-to-government consultation for the proposed airport improvements. The National Park Service, proprietor of the adjacent Petroglyph National Monument, will participate as a cooperating agency.

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We would greatly appreciate receiving any response you may have within 30 days of receiving this letter. Your response should be directed to:

Federal Aviation Administration
Attn: Mr. Tim Tandy
Environmental Specialist
Louisiana/New Mexico Airports Development Office, ASW-640
Fort Worth, TX 76193-0640

If you have any questions or require further information, Mr. Tandy may also be reached at telephone (817) 222-5644 or e-mail tim.tandy@faa.gov.

Sincerely,

Original signed by:
Lacey D. Spriggs, Manager
Louisiana/New Mexico Airports Development Office

5 Enclosures

cc: w/enclosures:

Mr. Jim Hinde, Planning Manager,
Aviation Department, City of Albuquerque
2200 Sunport Boulevard SE
Albuquerque, NM 87106

Ms. Molly Waller, Coffmann Engineers,
237 NW Blue Parkway, Suite 100
Lee's Summit, MO 64063

Ms. Katherine Slick, State Historic Preservation Officer,
Department of Cultural Affairs, Historic Preservation Division,
Bataan Memorial Building,
407 Galisteo Street, Suite 236
Santa Fe, NM 87501

Joseph P. Sanchez, Ph.D., Superintendent,
Petroglyph National Monument
6001 Unser Blvd NW
Albuquerque, NM 87120

U.S. Department of Transportation
Federal Aviation Administration

Airports Division
Southwest Region
Arkansas, Louisiana, New Mexico, Oklahoma, Texas

2601 Meacham Blvd
Fort Worth, Texas 76193-0600

December 4, 2008

Ohkay Owingeh
Governor Earl Salazar
P.O. Box 1099
San Juan Pueblo, NM 87566

Re: ***Notice of Intent to Prepare an Environmental Assessment for Proposed Runway Extension at Double Eagle II Airport, Albuquerque, New Mexico***

Dear Governor Salazar:

The purpose of this letter is to inform you that the City of Albuquerque Aviation Department, with the assistance of the consulting firm Coffman Associates, intends to prepare an Environmental Assessment (EA) for a proposed runway extension at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the FAA as contained in FAA Order 1050.1E *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. We, the Federal Aviation Administration (FAA), will act as the lead agency for the project and are, through this letter, initiating government-to-government consultation for the proposed airport improvements. The National Park Service, proprietor of the adjacent Petroglyph National Monument, will participate as a cooperating agency.

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2200 Sunport Boulevard SE
Albuquerque, NM 87106

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6001 Unser Blvd NW
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U.S. Department of Transportation
Federal Aviation Administration

Airports Division
Southwest Region
Arkansas, Louisiana, New Mexico, Oklahoma, Texas

2601 Meacham Blvd
Fort Worth, Texas 76193-0600

December 4, 2008

Pueblo of Picuris
Governor Craig Quanchello
P.O. Box 127
Penasco, NM 87553

Re: ***Notice of Intent to Prepare an Environmental Assessment for Proposed Runway Extension at Double Eagle II Airport, Albuquerque, New Mexico***

Dear Governor Quanchello:

The purpose of this letter is to inform you that the City of Albuquerque Aviation Department, with the assistance of the consulting firm Coffman Associates, intends to prepare an Environmental Assessment (EA) for a proposed runway extension at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the FAA as contained in FAA Order 1050.1E *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. We, the Federal Aviation Administration (FAA), will act as the lead agency for the project and are, through this letter, initiating government-to-government consultation for the proposed airport improvements. The National Park Service, proprietor of the adjacent Petroglyph National Monument, will participate as a cooperating agency.

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Fort Worth, TX 76193-0640

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2200 Sunport Boulevard SE
Albuquerque, NM 87106

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237 NW Blue Parkway, Suite 100
Lee's Summit, MO 64063

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Santa Fe, NM 87501

Joseph P. Sanchez, Ph.D., Superintendent,
Petroglyph National Monument
6001 Unser Blvd NW
Albuquerque, NM 87120

U.S. Department of Transportation
Federal Aviation Administration

Airports Division
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Arkansas, Louisiana, New Mexico, Oklahoma, Texas

2601 Meacham Blvd
Fort Worth, Texas 76193-0600

December 4, 2008

Pueblo of Nambe
Governor Ernest Mirabal
Route 1, Box 117-BB
Santa Fe, NM 87506

Re: ***Notice of Intent to Prepare an Environmental Assessment for Proposed Runway Extension at Double Eagle II Airport, Albuquerque, New Mexico***

Dear Governor Mirabal:

The purpose of this letter is to inform you that the City of Albuquerque Aviation Department, with the assistance of the consulting firm Coffman Associates, intends to prepare an Environmental Assessment (EA) for a proposed runway extension at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the FAA as contained in FAA Order 1050.1E *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. We, the Federal Aviation Administration (FAA), will act as the lead agency for the project and are, through this letter, initiating government-to-government consultation for the proposed airport improvements. The National Park Service, proprietor of the adjacent Petroglyph National Monument, will participate as a cooperating agency.

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Lacey D. Spriggs, Manager
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5 Enclosures

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2200 Sunport Boulevard SE
Albuquerque, NM 87106

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Lee's Summit, MO 64063

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2601 Meacham Blvd
Fort Worth, Texas 76193-0600

December 4, 2008

Pueblo of Jimez
Governor Paul Chinana
P.O. Box 100
Jemez Pueblo, NM 87024

Re: ***Notice of Intent to Prepare an Environmental Assessment for Proposed Runway Extension at Double Eagle II Airport, Albuquerque, New Mexico***

Dear Governor Chinana:

The purpose of this letter is to inform you that the City of Albuquerque Aviation Department, with the assistance of the consulting firm Coffman Associates, intends to prepare an Environmental Assessment (EA) for a proposed runway extension at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the FAA as contained in FAA Order 1050.1E *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. We, the Federal Aviation Administration (FAA), will act as the lead agency for the project and are, through this letter, initiating government-to-government consultation for the proposed airport improvements. The National Park Service, proprietor of the adjacent Petroglyph National Monument, will participate as a cooperating agency.

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5 Enclosures

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Arkansas, Louisiana, New Mexico, Oklahoma, Texas

2601 Meacham Blvd
Fort Worth, Texas 76193-0600

December 4, 2008

Pueblo of Isleta
Governor Robert Benavides
P.O. Box 1270
Isleta Pueblo, NM 87022

Re: ***Notice of Intent to Prepare an Environmental Assessment for Proposed Runway Extension at Double Eagle II Airport, Albuquerque, New Mexico***

Dear Governor Benavides:

The purpose of this letter is to inform you that the City of Albuquerque Aviation Department, with the assistance of the consulting firm Coffman Associates, intends to prepare an Environmental Assessment (EA) for a proposed runway extension at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the FAA as contained in FAA Order 1050.1E *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. We, the Federal Aviation Administration (FAA), will act as the lead agency for the project and are, through this letter, initiating government-to-government consultation for the proposed airport improvements. The National Park Service, proprietor of the adjacent Petroglyph National Monument, will participate as a cooperating agency.

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Fort Worth, TX 76193-0640

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Louisiana/New Mexico Airports Development Office

5 Enclosures

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Aviation Department, City of Albuquerque
2200 Sunport Boulevard SE
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6001 Unser Blvd NW
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Arkansas, Louisiana, New Mexico, Oklahoma, Texas

2601 Meacham Blvd
Fort Worth, Texas 76193-0600

December 4, 2008

Pueblo of Acoma
Governor Chandler Sanchez
P.O. Box 309
Acoma, NM 87034

Re: Notice of Intent to Prepare an Environmental Assessment for Proposed Runway Extension at Double Eagle II Airport, Albuquerque, New Mexico

Dear Governor Sanchez:

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Arkansas, Louisiana, New Mexico, Oklahoma, Texas

2601 Meacham Blvd
Fort Worth, Texas 76193-0600

December 4, 2008

Pueblo of Cochiti
Governor Ernest Suina
P.O. Box 70
Cochiti Pueblo, NM 87072

Re: Notice of Intent to Prepare an Environmental Assessment for Proposed Runway Extension at Double Eagle II Airport, Albuquerque, New Mexico

Dear Governor Suina:

The purpose of this letter is to inform you that the City of Albuquerque Aviation Department, with the assistance of the consulting firm Coffman Associates, intends to prepare an Environmental Assessment (EA) for a proposed runway extension at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the FAA as contained in FAA Order 1050.1E *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. We, the Federal Aviation Administration (FAA), will act as the lead agency for the project and are, through this letter, initiating government-to-government consultation for the proposed airport improvements. The National Park Service, proprietor of the adjacent Petroglyph National Monument, will participate as a cooperating agency.

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Louisiana/New Mexico Airports Development Office

5 Enclosures

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U.S. Department of Transportation
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Arkansas, Louisiana, New Mexico, Oklahoma, Texas

2601 Meacham Blvd
Fort Worth, Texas 76193-0600

December 4, 2008

Pueblo of San Ildefonso
Governor Leon T. Roybal
Route 5, Box 315-A
Santa Fe, NM 87506

Re: Notice of Intent to Prepare an Environmental Assessment for Proposed Runway Extension at Double Eagle II Airport, Albuquerque, New Mexico

Dear Governor Roybal:

The purpose of this letter is to inform you that the City of Albuquerque Aviation Department, with the assistance of the consulting firm Coffman Associates, intends to prepare an Environmental Assessment (EA) for a proposed runway extension at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the FAA as contained in FAA Order 1050.1E *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. We, the Federal Aviation Administration (FAA), will act as the lead agency for the project and are, through this letter, initiating government-to-government consultation for the proposed airport improvements. The National Park Service, proprietor of the adjacent Petroglyph National Monument, will participate as a cooperating agency.

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5 Enclosures

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U.S. Department of Transportation
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Airports Division
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Arkansas, Louisiana, New Mexico, Oklahoma, Texas

2601 Meacham Blvd
Fort Worth, Texas 76193-0600

December 4, 2008

Pueblo of Sandia
Governor Robert Montoya
481 Sandia Loop
Bernalillo, NM 87004

Re: Notice of Intent to Prepare an Environmental Assessment for Proposed Runway Extension at Double Eagle II Airport, Albuquerque, New Mexico

Dear Governor Montoya:

The purpose of this letter is to inform you that the City of Albuquerque Aviation Department, with the assistance of the consulting firm Coffman Associates, intends to prepare an Environmental Assessment (EA) for a proposed runway extension at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the FAA as contained in FAA Order 1050.1E *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. We, the Federal Aviation Administration (FAA), will act as the lead agency for the project and are, through this letter, initiating government-to-government consultation for the proposed airport improvements. The National Park Service, proprietor of the adjacent Petroglyph National Monument, will participate as a cooperating agency.

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We request that you include the name of the contact person for your tribe when responding. Please also indicate if you are interested in commenting on the Draft EA when it is published.

We would greatly appreciate receiving any response you may have within 30 days of receiving this letter. Your response should be directed to:

Federal Aviation Administration
Attn: Mr. Tim Tandy
Environmental Specialist
Louisiana/New Mexico Airports Development Office, ASW-640
Fort Worth, TX 76193-0640

If you have any questions or require further information, Mr. Tandy may also be reached at telephone (817) 222-5644 or e-mail tim.tandy@faa.gov.

Sincerely,

Original signed by:
Lacey D. Spriggs, Manager
Louisiana/New Mexico Airports Development Office

5 Enclosures

cc: w/enclosures:

Mr. Jim Hinde, Planning Manager,
Aviation Department, City of Albuquerque
2200 Sunport Boulevard SE
Albuquerque, NM 87106

Ms. Molly Waller, Coffmann Engineers,
237 NW Blue Parkway, Suite 100
Lee's Summit, MO 64063

Ms. Katherine Slick, State Historic Preservation Officer,
Department of Cultural Affairs, Historic Preservation Division,
Bataan Memorial Building,
407 Galisteo Street, Suite 236
Santa Fe, NM 87501

Joseph P. Sanchez, Ph.D., Superintendent,
Petroglyph National Monument
6001 Unser Blvd NW
Albuquerque, NM 87120

U.S. Department of Transportation
Federal Aviation Administration

Airports Division
Southwest Region
Arkansas, Louisiana, New Mexico, Oklahoma, Texas

2601 Meacham Blvd
Fort Worth, Texas 76193-0600

December 5, 2008

Pueblo of Zia
Governor Ivan Pino
135 Capitol Square Drive
Zia Pueblo, NM 87053-6013

Re: Notice of Intent to Prepare an Environmental Assessment for Proposed Runway Extension at Double Eagle II Airport, Albuquerque, New Mexico

Dear Governor Pino:

The purpose of this letter is to inform you that the City of Albuquerque Aviation Department, with the assistance of the consulting firm Coffman Associates, intends to prepare an Environmental Assessment (EA) for a proposed runway extension at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the FAA as contained in FAA Order 1050.1E *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. We, the Federal Aviation Administration (FAA), will act as the lead agency for the project and are, through this letter, initiating government-to-government consultation for the proposed airport improvements. The National Park Service, proprietor of the adjacent Petroglyph National Monument, will participate as a cooperating agency.

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Louisiana/New Mexico Airports Development Office

5 Enclosures

cc: w/enclosures

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Aviation Department, City of Albuquerque
2200 Sunport Boulevard SE
Albuquerque, NM 87106

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237 NW Blue Parkway, Suite 100
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Joseph P. Sanchez, Ph.D., Superintendent,
Petroglyph National Monument
6001 Unser Blvd NW
Albuquerque, NM 87120

U.S. Department of Transportation
Federal Aviation Administration

Airports Division
Southwest Region
Arkansas, Louisiana, New Mexico, Oklahoma, Texas

2601 Meacham Blvd
Fort Worth, Texas 76193-0600

December 5, 2008

Pueblo of Zuni
Governor Norman Cooeyate
P.O. Box 339
Zuni, NM 87327

Re: Notice of Intent to Prepare an Environmental Assessment for Proposed Runway Extension at Double Eagle II Airport, Albuquerque, New Mexico

Dear Governor Cooeyate:

The purpose of this letter is to inform you that the City of Albuquerque Aviation Department, with the assistance of the consulting firm Coffman Associates, intends to prepare an Environmental Assessment (EA) for a proposed runway extension at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the FAA as contained in FAA Order 1050.1E *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. We, the Federal Aviation Administration (FAA), will act as the lead agency for the project and are, through this letter, initiating government-to-government consultation for the proposed airport improvements. The National Park Service, proprietor of the adjacent Petroglyph National Monument, will participate as a cooperating agency.

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Sincerely,

Original signed by:
Lacey D. Spriggs, Manager
Louisiana/New Mexico Airports Development Office

5 Enclosures

cc: w/enclosures

Mr. Jim Hinde, Planning Manager,
Aviation Department, City of Albuquerque
2200 Sunport Boulevard SE
Albuquerque, NM 87106

Ms. Molly Waller, Coffmann Engineers,
237 NW Blue Parkway, Suite 100
Lee's Summit, MO 64063

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Department of Cultural Affairs, Historic Preservation Division,
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Santa Fe, NM 87501

Joseph P. Sanchez, Ph.D., Superintendent,
Petroglyph National Monument
6001 Unser Blvd NW
Albuquerque, NM 87120

U.S. Department of Transportation
Federal Aviation Administration

Airports Division
Southwest Region
Arkansas, Louisiana, New Mexico, Oklahoma, Texas

2601 Meacham Blvd
Fort Worth, Texas 76193-0600

December 4, 2008

Pueblo of Santa Clara
Governor J. Michael Chavarria
P.O. Box 580
Espanola, NM 87532

Re: Notice of Intent to Prepare an Environmental Assessment for Proposed Runway Extension at Double Eagle II Airport, Albuquerque, New Mexico

Dear Governor Chavarria:

The purpose of this letter is to inform you that the City of Albuquerque Aviation Department, with the assistance of the consulting firm Coffman Associates, intends to prepare an Environmental Assessment (EA) for a proposed runway extension at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the FAA as contained in FAA Order 1050.1E *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. We, the Federal Aviation Administration (FAA), will act as the lead agency for the project and are, through this letter, initiating government-to-government consultation for the proposed airport improvements. The National Park Service, proprietor of the adjacent Petroglyph National Monument, will participate as a cooperating agency.

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Fort Worth, TX 76193-0640

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Sincerely,

Original signed by:
Lacey D. Spriggs, Manager
Louisiana/New Mexico Airports Development Office

5 Enclosures

cc: w/enclosures:

Mr. Jim Hinde, Planning Manager,
Aviation Department, City of Albuquerque
2200 Sunport Boulevard SE
Albuquerque, NM 87106

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Lee's Summit, MO 64063

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6001 Unser Blvd NW
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Arkansas, Louisiana, New Mexico, Oklahoma, Texas

2601 Meacham Blvd
Fort Worth, Texas 76193-0600

December 5, 2008

Navajo Nation
President Joe Shirley, Jr.
P.O. Box 9000
Window Rock, AZ 86515

Re: Notice of Intent to Prepare an Environmental Assessment for Proposed Runway Extension at Double Eagle II Airport, Albuquerque, New Mexico

Dear President Shirley:

The purpose of this letter is to inform you that the City of Albuquerque Aviation Department, with the assistance of the consulting firm Coffman Associates, intends to prepare an Environmental Assessment (EA) for a proposed runway extension at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the FAA as contained in FAA Order 1050.1E *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. We, the Federal Aviation Administration (FAA), will act as the lead agency for the project and are, through this letter, initiating government-to-government consultation for the proposed airport improvements. The National Park Service, proprietor of the adjacent Petroglyph National Monument, will participate as a cooperating agency.

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Fort Worth, TX 76193-0640

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Sincerely,

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Louisiana/New Mexico Airports Development Office

5 Enclosures

cc: w/enclosures

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Aviation Department, City of Albuquerque
2200 Sunport Boulevard SE
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U.S. Department of Transportation
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Arkansas, Louisiana, New Mexico, Oklahoma, Texas

2601 Meacham Blvd
Fort Worth, Texas 76193-0600

December 5, 2008

Kiowa Tribe of Oklahoma
Chairman Billy Evans Horse
P.O. Box 369
Carnegie, OK 73015

Re: Notice of Intent to Prepare an Environmental Assessment for Proposed Runway Extension at Double Eagle II Airport, Albuquerque, New Mexico

Dear Chairman Horse:

The purpose of this letter is to inform you that the City of Albuquerque Aviation Department, with the assistance of the consulting firm Coffman Associates, intends to prepare an Environmental Assessment (EA) for a proposed runway extension at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the FAA as contained in FAA Order 1050.1E *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. We, the Federal Aviation Administration (FAA), will act as the lead agency for the project and are, through this letter, initiating government-to-government consultation for the proposed airport improvements. The National Park Service, proprietor of the adjacent Petroglyph National Monument, will participate as a cooperating agency.

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Fort Worth, TX 76193-0640

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Sincerely,

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Louisiana/New Mexico Airports Development Office

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cc: w/enclosures

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Aviation Department, City of Albuquerque
2200 Sunport Boulevard SE
Albuquerque, NM 87106

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Arkansas, Louisiana, New Mexico, Oklahoma, Texas

2601 Meacham Blvd
Fort Worth, Texas 76193-0600

December 5, 2008

Mescalero Apache Tribe
President Mark Chino
P.O. Box 227
Mescalero, NM 88340

Re: Notice of Intent to Prepare an Environmental Assessment for Proposed Runway Extension at Double Eagle II Airport, Albuquerque, New Mexico

Dear President Chino:

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Louisiana/New Mexico Airports Development Office

5 Enclosures

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Aviation Department, City of Albuquerque
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U.S. Department of Transportation
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Arkansas, Louisiana, New Mexico, Oklahoma, Texas

2601 Meacham Blvd
Fort Worth, Texas 76193-0600

December 5, 2008

Apache Tribe of Oklahoma
Tribal Administrator Wallace Bitsedy
P.O. Box 1220
Anadarko, OK 73005

Re: Notice of Intent to Prepare an Environmental Assessment for Proposed Runway Extension at Double Eagle II Airport, Albuquerque, New Mexico

Dear Tribal Administrator Bitsedy:

The purpose of this letter is to inform you that the City of Albuquerque Aviation Department, with the assistance of the consulting firm Coffman Associates, intends to prepare an Environmental Assessment (EA) for a proposed runway extension at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the FAA as contained in FAA Order 1050.1E *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. We, the Federal Aviation Administration (FAA), will act as the lead agency for the project and are, through this letter, initiating government-to-government consultation for the proposed airport improvements. The National Park Service, proprietor of the adjacent Petroglyph National Monument, will participate as a cooperating agency.

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Fort Worth, TX 76193-0640

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Lacey D. Spriggs, Manager
Louisiana/New Mexico Airports Development Office

5 Enclosures

cc: w/enclosures

Mr. Jim Hinde, Planning Manager,
Aviation Department, City of Albuquerque
2200 Sunport Boulevard SE
Albuquerque, NM 87106

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U.S. Department of Transportation
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Arkansas, Louisiana, New Mexico, Oklahoma, Texas

2601 Meacham Blvd
Fort Worth, Texas 76193-0600

December 5, 2008

Wichita and Affiliated Tribes
President Gary McAdams
P.O. Box 729
Anadarko, OK 73005

Re: Notice of Intent to Prepare an Environmental Assessment for Proposed Runway Extension at Double Eagle II Airport, Albuquerque, New Mexico

Dear President McAdams:

The purpose of this letter is to inform you that the City of Albuquerque Aviation Department, with the assistance of the consulting firm Coffman Associates, intends to prepare an Environmental Assessment (EA) for a proposed runway extension at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the FAA as contained in FAA Order 1050.1E *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. We, the Federal Aviation Administration (FAA), will act as the lead agency for the project and are, through this letter, initiating government-to-government consultation for the proposed airport improvements. The National Park Service, proprietor of the adjacent Petroglyph National Monument, will participate as a cooperating agency.

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Louisiana/New Mexico Airports Development Office

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U.S. Department of Transportation
Federal Aviation Administration

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Southwest Region
Arkansas, Louisiana, New Mexico, Oklahoma, Texas

2601 Meacham Blvd
Fort Worth, Texas 76193-0600

December 5, 2008

Jicarilla Apache Nation
President Levi Pesata
P.O. Box 507
Dulce, NM 87528

Re: Notice of Intent to Prepare an Environmental Assessment for Proposed Runway Extension at Double Eagle II Airport, Albuquerque, New Mexico

Dear President Pesata:

The purpose of this letter is to inform you that the City of Albuquerque Aviation Department, with the assistance of the consulting firm Coffman Associates, intends to prepare an Environmental Assessment (EA) for a proposed runway extension at Double Eagle II Airport. This EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the FAA as contained in FAA Order 1050.1E *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. We, the Federal Aviation Administration (FAA), will act as the lead agency for the project and are, through this letter, initiating government-to-government consultation for the proposed airport improvements. The National Park Service, proprietor of the adjacent Petroglyph National Monument, will participate as a cooperating agency.

This letter is sent to you for the following reasons:

1. To advise you of the initiation of the study.
2. To solicit comments from your tribe regarding known environmental, historical, cultural or archaeological resources and sensitive receptors associated with the proposed runway extension project.
3. To obtain an understanding of any issues, concerns, policies, or regulations that your tribe may have regarding the analysis that will be undertaken in the EA.

As part of the EA development process, we are requesting your comments on the proposed action. To assist in your response, we have included a project description (Enclosure 1), a map of the area surrounding the airport (Enclosure 2, Exhibit A), figures depicting the runway extension alternatives under consideration (Enclosures 3 and 4, Exhibits B and C), and a figure depicting the overflight/noise area of potential effect (Enclosure 5, Exhibit D).

We request that you include the name of the contact person for your tribe when responding. Please also indicate if you are interested in commenting on the Draft EA when it is published.

We would greatly appreciate receiving any response you may have within 30 days of receiving this letter. Your response should be directed to:

Federal Aviation Administration
Attn: Mr. Tim Tandy
Environmental Specialist
Louisiana/New Mexico Airports Development Office, ASW-640
Fort Worth, TX 76193-0640

If you have any questions or require further information, Mr. Tandy may also be reached at telephone (817) 222-5644 or e-mail tim.tandy@faa.gov.

Sincerely,

Original signed by:
Lacey D. Spriggs, Manager
Louisiana/New Mexico Airports Development Office

5 Enclosures

cc: w/enclosures

Mr. Jim Hinde, Planning Manager,
Aviation Department, City of Albuquerque
2200 Sunport Boulevard SE
Albuquerque, NM 87106

Ms. Molly Waller, Coffmann Engineers,
237 NW Blue Parkway, Suite 100
Lee's Summit, MO 64063

Ms. Katherine Slick, State Historic Preservation Officer,
Department of Cultural Affairs, Historic Preservation Division,
Bataan Memorial Building,
407 Galisteo Street, Suite 236
Santa Fe, NM 87501

Joseph P. Sanchez, Ph.D., Superintendent,
Petroglyph National Monument
6001 Unser Blvd NW
Albuquerque, NM 87120

Description of Proposed Improvements at Double Eagle II Airport

Background and Responsibilities

Coffman Associates has been contracted by the City of Albuquerque, New Mexico to prepare an Environmental Assessment (EA) for a proposed runway extension at Double Eagle II Airport, which is located adjacent to Petroglyph National Monument.

The Federal Aviation Administration (FAA) is acting as the lead federal agency for the EA. Due to the proximity of Petroglyph National Monument to the airport, the National Park Service is acting as a cooperating agency.

The proposed improvements at Double Eagle II Airport are being undertaken to meet the aviation needs of the users of the Albuquerque airport system. The improvements described below were presented before the All Indians Pueblo Council meeting on June 21, 2007.

The discussion below describes the current limitations of Double Eagle II Airport in Albuquerque, New Mexico. The four exhibits provide additional information regarding the project. **Exhibit A** depicts the location of the airport in its local and regional setting, **Exhibits B and C** depict the two runway extension alternatives under consideration, and **Exhibit D** depicts the area of potential effect (APE) for aircraft overflights and noise. Since the EA process may yield additional alternatives for evaluation, the precise location of the proposed improvements may differ at the conclusion of the environmental analysis and documentation.

Runway Length Limitations and Extension Alternatives

Currently, Runway 04/22 is 7,400 feet long and Runway 17/35 is 5,999 feet long. After analysis of the current turbojet activity at Double Eagle II Airport and Albuquerque International Sunport, it was determined that these runway lengths do not meet the needs of many of the turbojets which currently utilize these airports. These findings were reinforced through surveys conducted with owners of turbojets operating in the Albuquerque area over the past year. It was determined that a runway length of 9,000 feet is needed to accommodate the types of business jets which currently operate in Albuquerque.

Two alternatives to accommodate a 9,000-foot runway at Double Eagle II Airport are being considered. The first alternative extends Runway 17/35 to 9,000 feet. **Exhibit B** depicts an extension of Runway 17/35 to the north, which would require a realignment of the airport's existing access road and instrument landing system (ILS) as depicted on **Exhibit B**. Presently, the Double Eagle II Airport Instrument Landing System (ILS) is associated with Runway 22. Should Runway 17/35 be extended, the primary runway designation at the airport would change from Runway 04/22 to Runway 17/35. Based on this information, consideration is being given to moving the ILS from Runway 22 to Runway 17. The ILS is a navigational aid used by pilots to locate and land at the airport during periods of poor visibility and/or cloud coverage. **Exhibit B** depicts the alternative featuring the relocation of the ILS equipment, including the medium intensity approach lighting system with runway alignment indicator lights (MALSR), to the Runway 17 end.

Exhibit C depicts the second airport development alternative. This alternative was evaluated during the airport's 1999 Airport Master Plan, and results in Runway 4-22 being extended by 1,600 feet to a total length of 9,000 feet.

05SP12-A-2/1/07

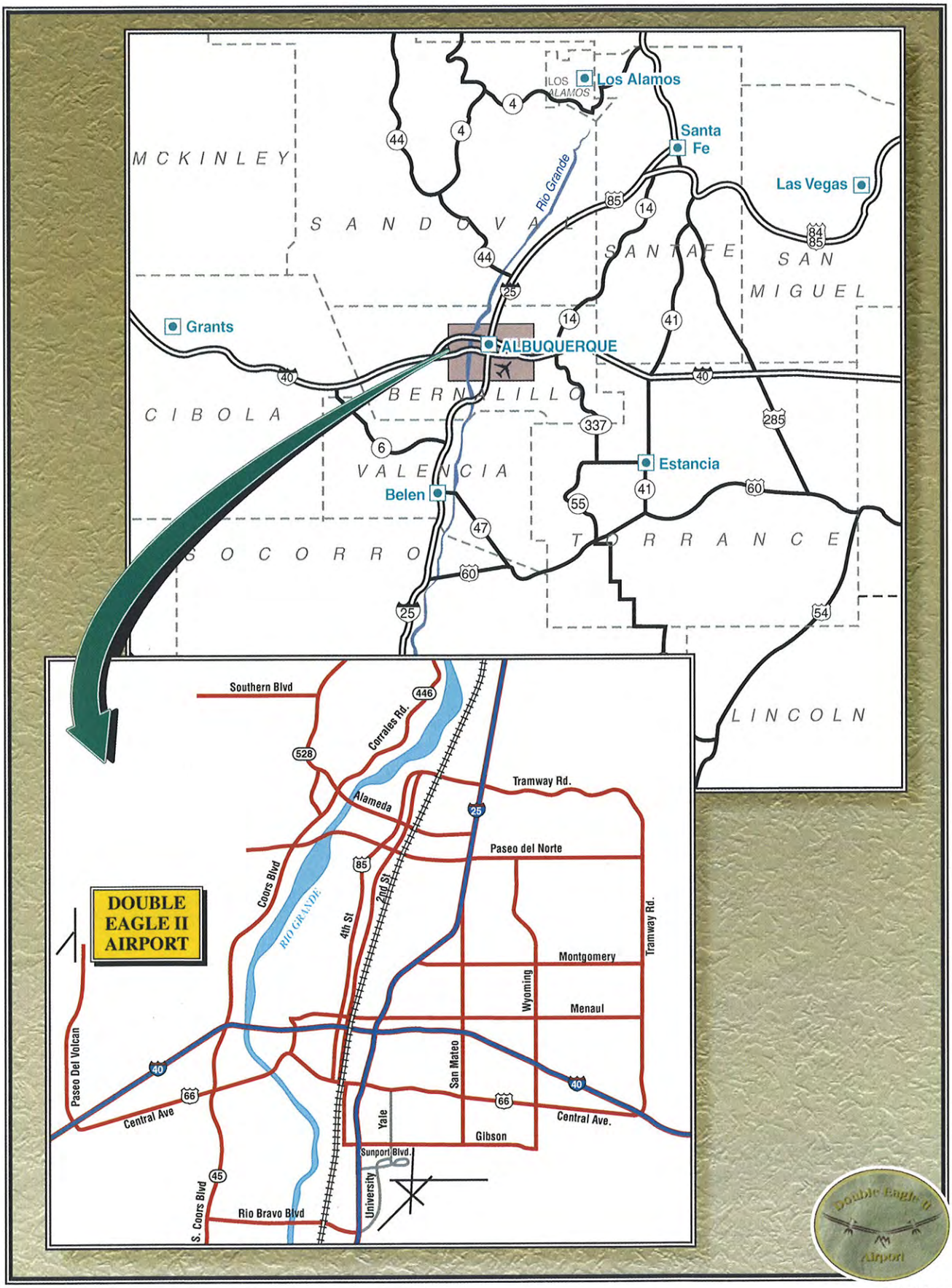

Exhibit A
LOCATION MAP

Exhibit B
ALTERNATIVE A
IMPROVEMENTS TO RUNWAY 17-35

Exhibit C
ALTERNATIVE B
IMPROVEMENTS TO RUNWAY 4-22

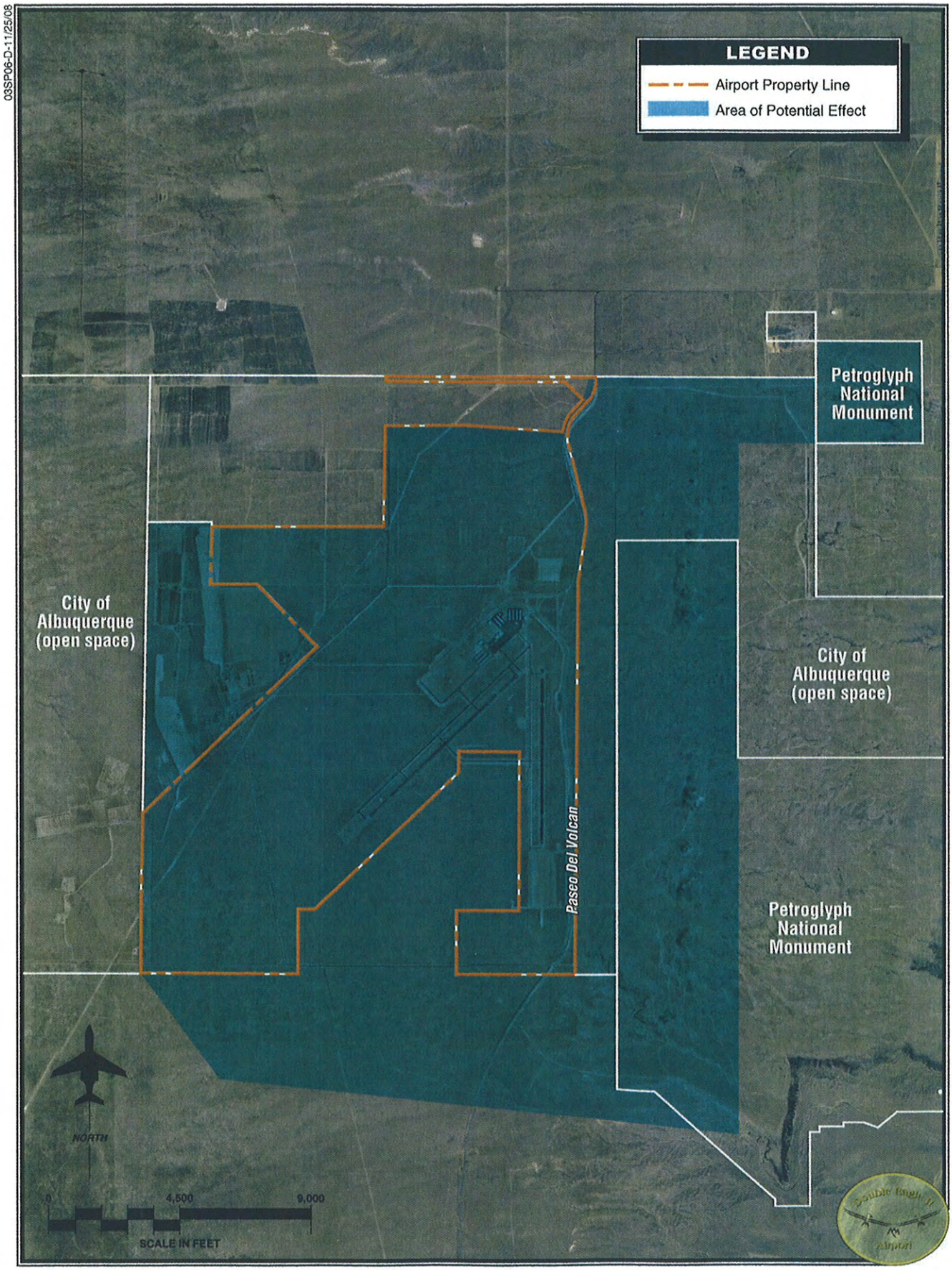

Exhibit D
AREA OF POTENTIAL EFFECT

OFFICE OF THE GOVERNOR

505 869-3111 [illegible]
FAX 505 869 [illegible]

PUEBLO OF ISLETA

P.O. BOX 1270 ISLETA, N.M. 87022

December 17, 2008

Ms. Lacy Spriggs
US Department of Transportation
2601 Meacham BLVD
Fort Worth, TX 76193

RE: Notice of Intent to Prepare an Environmental Assessment for Proposed Runway Extension at Double Eagle II Airport

Dear Ms. Spriggs,

This letter is in response to your correspondence received on December 12, 2008 regarding the proposed project.

I am pleased to inform you that this project will not have an impact on religious or cultural sites affiliated with the Pueblo of Isleta.

However, in the event that discoveries are found during construction, we would appreciate being advised of such findings. Please forward all environmental assessment plans to our office.

Thank you for your consideration in contacting this office to express our concerns.

Sincerely,

PUEBLO OF ISLETA

J. Robert Benavides
Governor

cc: files

White Mountain Apache Tribe Heritage Program
PO Box 507 Fort Apache,AZ 85926
1 (928) 338-3033 Fax: (928) 338-6055

To: Tim Tandy, Federal Aviation Administration Environmental Specialist.
Date: December 19, 2008
Proposed Project: EA for the Proposed Runway Extension at Double Eagle II Airport, NM.

.....

The White Mountain Apache Historic Preservation Office (THPO) appreciates receiving information on the proposed project, dated December 5, 2008 In regards to this, please attend to the checked items below:

▶ ***There is no need to send additional information unless project planning or implementation results in the discovery of sites and/or items having known or suspected Apache Cultural affiliation.***

☐ The proposed project is located within an area of probable cultural or historical importance to the White Mountain Apache Tribe (WMAT). As part of the effort to identify historical properties that maybe affected by the project we recommend an ethno-historic study and interviews with Apache Elders. The Cultural Resource Director, ***Mr. Ramon Riley*** would be the contact person at (928) 338-4625 should this become necessary.

☐ The proposed project is located within or adjacent to a known historic property of cultural concern and/or historical importance to the White Mountain Apache Tribe and will most likely result in adverse affect to said property. Considering this, please refrain from further steps in project planning and/or implementation.

▶ Please refer to the attached additional notes in regards to the proposed project:

We have received and reviewed the information in regards to the above proposed project and we've determined the proposed action ***will not have an effect*** to the White Mountain Apache tribe's Cultural Heritage Resources and/or historic properties and ADOT may move forward with the Phase I construction in these area. The project may proceed with the understanding that all ground disturbance should be monitored ***if*** there are reasons to believe that human remains and/or funerary objects are present, if they are encountered all construction activities are to be stopped and the proper authorities and/or affiliated tribe(s) be notified to evaluate the situation.

We look forward to continued collaborations in the protection and preservation of places of cultural and historical significance.

Sincerely,

Mark T. Altaha
White Mountain Apache Tribe
Historic Preservation Officer
Email: markaltaha@wmat.nsn.us

THE HOPI TRIBE

Benjamin H. Nuvamsa
CHAIRMAN

Todd Honyaoma, Sr.
VICE-CHAIRMAN

December 22, 2008

Lacey D. Spriggs, Manager, Louisiana / New Mexico Airports Development Office
Federal Aviation Administration
2601 Meacham Blvd.
Fort Worth, Texas 76193-0600

Dear Ms. Spriggs,

This letter is in response your correspondence dated December 5, 2008, regarding a Notice of Intent to Prepare an Environmental Assessment for Proposed Runway Extension at Double Eagle II Airport in Albuquerque. The Hopi Tribe claims cultural affiliation to prehistoric cultures in New Mexico, and the Hopi Cultural Preservation Office supports the identification and avoidance of prehistoric archaeological sites and Traditional Cultural Properties. Therefore, we appreciate the Federal Aviation Administration's solicitation of our input and your efforts to address our concerns.

The Hopi Cultural Preservation Office considers the prehistoric archaeological sites of our ancestors to be Traditional Cultural Properties. Therefore, we are interested in reviewing and commenting on the draft Environmental Assessment. If prehistoric cultural sites are identified in the project area that will be adversely affected by project activities, we will also request to be provided with copies of the cultural resource survey report on the area of potential effect and any proposed draft treatment plans for review and comment.

In addition, appreciate that if any cultural features or deposits are encountered during project activities, these activities must be discontinued in the immediate area of the remains, and the State Historic Preservation Office and Hopi Tribe will be consulted to evaluate their nature and significance. If any Native American human remains and funerary objects are discovered they shall be immediately reported as required by law.

Should you have any questions or need additional information, please contact Terry Morgart at the Hopi Cultural Preservation Office at tmorgart@hopi.nsn.us. Thank you for your consideration

Respectfully,

Leigh J. Kuwanwisiwma, Director
Hopi Cultural Preservation Office

cc: Tom Lundy, FAA, LA - NM Airports Development Office, ASW-640, Fort Worth, TX [illegible]
New Mexico State Historic Preservation Office

Appendix C

FACILITY REQUIREMENTS

Appendix C
FACILITY REQUIREMENTS

The purpose of this appendix is to provide additional information regarding the need for a runway extension at Double Eagle II Airport. Presently, the longest runway at Double Eagle II Airport (Runway 4-22) is 7,400 feet long. Through coordination with existing and potential users of Double Eagle II Airport, it was determined that this length is not sufficient to accommodate the needs for a majority of business jet users, particularly during the warm summer months when density altitude is highest at the airport.

OPERATIONAL SUMMARY

While the mix of based aircraft at Double Eagle II Airport is predominately single engine piston-powered aircraft, the mix of transient aircraft using the airport is more diverse and includes a wide range of business aircraft. To derive an understanding of the mix of transient aircraft using the airport, a review of completed instrument flight plans for turbojet-powered aircraft was conducted for calendar year 2005 and calendar year 2006. Data on completed instrument flight plans was derived from the website *AirportIQ* maintained by GCR & Associates, Inc., the same firm that maintains the FAA national 5010 database. The *AirportIQ* system captures the aircraft make and model, owner, date, time, and arriving and departing destinations from actual instrument flight plans. However, it should be noted that the *AirportIQ* system only captures flight plan data for flight plans that were cancelled or opened while on the airport. If the flight plan was closed early before arrival or not opened until after departure, it is not credited to Double Eagle II Airport. Therefore, it is likely that the activity collected for this report does not represent all turbojet activity at the airport, and the turbojet activity is actually higher.

As shown in **Table C1**, the *AirportIQ* system captured 402 turbojet operations at Double Eagle II Airport in 2005. This increased to 452 operations in 2006. Nearly 99 percent of these operations were conducted by turbojet aircraft weighing less than 60,000 pounds. This is expected as the existing pavement strength and runway lengths are not adequate for significant operations by aircraft over 60,000 pounds.

TABLE C1
Business Jet Operations
Double Eagle II Airport

	Operations			
	2005	**%**	**2006**	**%**
12,500 Pounds and Under				
Cessna 500 Citation I	44	**29.4%**	42	**39.8%**
Cessna 501 Citation I/SP	28		34	
Cessna 525 Citation Jet (CJ-1)	26		52	
Raytheon 390 Premier	0		16	
Cessna 525A Citation Jet (CJ-2)	10		28	
Cessna 551 Citation II/SP	10		8	
Total	**118**		**180**	
75% of Fleet Under 60,000 Pounds				
Dassault Falcon 10	16	**64.7%**	4	**52.7%**
Mitsubishi Mu-300 Diamond	14		8	
Cessna 550 Citation II	56		12	
Cessna S550 Citation S/II	6		16	
Cessna 560 Citation V Ultra	36		22	
Cessna 560 Citation Encore	8		0	
Cessna 560 Citation Excel	22		36	
Dassault Falcon 20	2		2	
Dassault Falcon 50	2		0	
Beechjet 400A	10		20	
IAI Westwind 1123/1124	8		4	
Lear 24	4		4	
Lear 25	22		44	
Lear 31	22		30	
Lear 35/36	24		22	
Lear 45	0		10	
Bae 125-700	4		2	
Hawker-Siddeley 125-600	4		2	
Total	**260**		**238**	
100% of Fleet Under 60,000 Pounds				
Dassault Falcon 2000	2	**5.5%**	0	**6.6%**
Raytheon/Hawker 125/800	4		10	
Lear 55	0		8	
Cessna 650 Citation III/V	4		2	
Cessna 750 Citation X	10		0	
IAI Astra 1125	0		4	
Lear 60	2		6	
Total	**22**		**30**	
Over 60,000 Pounds				
Gulfstream IV	2	**0.5%**	4	**0.9%**
Total	**2**		**4**	
GRAND TOTAL	**402**	**100.0%**	**452**	**100.0%**

FAA Advisory Circular (AC) 150/5235-4B, *Runway Length Requirements for Airport Design,* identifies the substantial use threshold for identifying the critical design aircraft when determining runway length requirements. The substantial use threshold states that all federally funded projects require that critical design aircraft have at least 500 or more annual itinerant operations at the airport for an individual aircraft or a family grouping of aircraft.

As evidenced in **Table C1**, no single aircraft conducted more than 500 annual itinerant operations at Double Eagle II Airport in 2005 or 2006. Therefore, the critical design aircraft for determining runway length at Double Eagle II Airport will comprise a family grouping of aircraft. FAA AC 150/5235-4B provides family groupings for large aircraft less than 60,000 pounds. **Table C1** consolidates turbojet operations for 2005 and 2006 according to the groupings specified in AC 150/5325-4B. At Double Eagle II Airport, the majority of operations are currently conducted by aircraft representing 75 percent of the national fleet; however, the number of itinerant operations in this grouping is currently less than the substantial use threshold.

Turbojet activity at Double Eagle II Airport is presently below the substantial use threshold due to the limited runway length at Double Eagle II Airport. As noted in the letter from Bode Aviation, Inc., included at the end of this appendix, Bode Aviation "aircraft are required to use Albuquerque International on a regular basis due to the limited runway lengths at the Double Eagle II Airport." Bode Aviation mentions that these limitations are most dramatic in the summer when the temperatures and density altitude are high. Bode Aero Services, as the primary fueling agent at Double Eagle II Airport, also notes that they have "been advised on numerous occasions by transient traffic that Double Eagle II would be a preferred refueling destination if the runways were longer and could accommodate jet traffic." Bode Aviation, Inc. specifies a runway length requirement of up to 10,000 feet for their mix of aircraft operating at Double Eagle II Airport.

A transient pilot survey was also conducted to determine the use patterns of Double Eagle II Airport. The results of this survey are provided in **Table C2**. The survey was sent to approximately 1,000 aircraft owners that used the Double Eagle II Airport or Albuquerque International Sunport in 2005. As shown in the table, 52 percent of the survey respondents noted that the lack of runway length at Double Eagle II Airport prevented them from using the airport. Twenty-nine percent of the survey respondents noted that they would prefer to use Double Eagle II Airport rather than Albuquerque International Sunport (which they currently use) if the runway were longer.

An indicated in the survey, 29 percent of the users that presently use Albuquerque International Sunport would rather use Double Eagle II Airport. While preferences for use are different, ideally a greater percentage of traffic from Albuquerque International Sunport should be using Double Eagle II Airport.

As a reliever for Albuquerque International Sunport, Double Eagle II Airport is expected to accommodate a significant level of the local general aviation activity. While Double Eagle II Airport currently accommodates a large percentage of the piston-powered aircraft operations, the airport does not serve many turbojet users.

TABLE C2
Survey Results

Total surveys sent	1,000
Survey responses	31
Percent of total	3%
Respondents that use ABQ now but prefer to use AEG	9
Percent of respondents	29%
Reasons for not using AEG	Insufficient runway length at AEG
AEG users that indicated need for longer runway	7
Percent of respondents	23%
Total respondents desiring longer runway at AEG	**16**
Percent of respondents	**52%**
Respondents that would continue to use ABQ	13
Percent of respondents	42%
Respondents that did not indicate any preferences	2

Source: Coffman Associates analysis

Albuquerque International Sunport accommodates a substantial number of turbojet operations, primarily due to the longer runway lengths at the Sunport. As shown in **Table C3**, the Sunport accommodated nearly 4,000 turbojet operations in 2005 and nearly 4,300 operations in 2006**. A transfer of only a small percentage of the operations from the Sunport would meet the substantial use threshold and allow Double Eagle II Airport to more fully serve its role as a reliever to the Sunport.**

The *2002 Albuquerque International Sunport Master Plan* assumed that Double Eagle II Airport would accommodate future growth in general aviation activity for the region. The Master Plan cited the policy of the Aviation Department to encourage the use of Double Eagle II Airport by general aviation aircraft as a means for both the Sunport and Double Eagle II Airport to fulfill their respective roles in the aviation system.

The unconstrained forecasts of aviation demand for Double Eagle II Airport, included in **Appendix D** of this EA, anticipate growth in turbojet operations at the airport as a result of business and corporate growth in the airport service area. The Double Eagle II Airport service area includes the western portions of Bernalillo County and portions of Sandoval County to the north, which does not have a public-use airport.

TABLE C3
Business Jet Operations
Albuquerque International Sunport

	Operations			
	2005	**%**	**2006**	**%**
12,500 Pounds and Under				
Cessna 500 Citation I	97	**18.7%**	100	**27.7%**
Cessna 501 Citation I/SP	156		178	
Cessna 525 Citation Jet (CJ-1)	294		304	
Raytheon 390 Premier	43		266	
Cessna 525A Citation Jet (CJ-2)	131		318	
Cessna 551 Citation II/SP	19		20	
Lear 23	2		0	
Total	**742**		**1,186**	
75% of Fleet Under 60,000 Pounds				
Dassault Falcon 10	77	**47.1%**	114	**43.0%**
Lear 28/29	2		4	
Mitsubishi Mu-300 Diamond	64		56	
Sabreliner 40	2		0	
Cessna 550 Citation II	410		268	
Cessna S550 Citation S/II	89		82	
Cessna 560 Citation V Ultra	222		242	
Cessna 560 Citation Excel	82		182	
Dassault Falcon 20	14		20	
Dassault Falcon 50	53		54	
Beechjet 400A	151		186	
IAI Westwind 1123/1124	80		70	
Lear 24	7		6	
Lear 25	65		56	
Lear 31	126		90	
Lear 35/36	195		200	
Lear 45	119		92	
Sabreliner 60	6		8	
Bae 125-700	93		100	
Hawker-Siddeley 125-400	0		2	
Hawker-Siddeley 125-600	10		12	
Sabreliner 75a/80	4		0	
Total	**1,871**		**1,844**	

TABLE C3 (Continued)
Business Jet Operations
Albuquerque International Sunport

	Operations			
	2005	**%**	**2006**	**%**
100% of Fleet Under 60,000 Pounds				
Dassault Falcon 2000	75	**23.4%**	70	**20.1%**
Dassault Falcon 900	43		38	
Raytheon/Hawker 125/800	226		126	
Lear 55	22		92	
Bombardier CL-600 Challenger	138		112	
Bombardier CL-601 Challenger	6		0	
Cessna 650 Citation III/V	122		124	
Cessna 750 Citation X	53		64	
Dassault Falcon 900EX	25		4	
Raytheon/Hawker 125-1000 Horizon	4		8	
IAI Astra 1125	33		82	
IAI Galaxy 1126	49		30	
Sabreliner 65	45		18	
Lear 60	87		94	
Total	**928**		**862**	
Over 60,000 Pounds				
Gulfstream III	14	**5.8%**	0	**6.6%**
Bombardier CL-700 Global Express	11		10	
Gulfstream II	69		138	
Gulfstream IV	99		98	
Gulfstream V	37		36	
Total	**230**		**282**	
OTHER JETS	**201**	**5.1%**	**114**	**2.7%**
GRAND TOTAL	**3,972**	**100.0%**	**4,288**	**100.0%**

RUNWAY LENGTH NEEDS

The determination of the appropriate runway length for Double Eagle II Airport considers both FAA recommended runway lengths as provided in AC 150/5325-4B and individual aircraft length requirements.

Runway length requirements are based upon five primary elements: airport elevation, the mean maximum daily temperature of the hottest month, runway gradient, critical aircraft type expected to use the runway, and aircraft loading. Aircraft performance declines as elevation, temperature, and runway gradient factors increase. For calculating runway length requirements at Double Eagle II Airport, elevation is 5,837 feet above mean sea level (MSL) and the mean maximum daily temperature of the hottest month is 92.5 degrees Fahrenheit. At the airport, the maximum gradient is currently experienced on Runway 4-22. As shown in **Table C4**, Runway 4-22 has a nearly 27-foot difference in runway end elevations.

TABLE C4
FAA Recommended Runway Lengths
Double Eagle II Airport

Airport and Runway Data	
Airport Elevation	5,837 feet MSL
Mean Daily Maximum Temperature of the Hottest Month (July)	92.5 degrees F
Maximum Difference in Runway End Elevations - Runway 4-22	26.9 feet
Maximum Difference in Runway End Elevations - Runway 17-35	7 feet
Runway Lengths Recommended for Airport Design	
Aircraft 12,500 pounds or less	7,300 feet
Large Airplanes less than 60,000 pounds	
75% of these large airplanes at 60 percent useful load	7,500
75% of these large airplanes at 90 percent useful load	8,900

MSL – Mean Sea Level
F – Fahrenheit
Source: FAA AC 150/5325-4B, *Runway Length Requirements for Airport Design*

Runway 4-22 is presently the longest runway at the airport at 7,400 feet. As noted in **Table C4**, this length is sufficient only to serve those aircraft 12,500 pounds or less according to FAA AC 150/5325-4B.

As noted previously, the critical design aircraft are those aircraft over 12,500 pounds but less than 60,000 pounds. For Double Eagle II Airport, this includes a wide range of business turbojet aircraft. A review of **Table C4** reveals that additional runway length is needed to serve these large aircraft.

Over 52 percent of the business jets using Double Eagle II Airport fall within 75 percent of the national fleet under 60,000 pounds. Of the business jets using the Albuquerque International Sunport, 43 percent fall within this same category. Therefore, since the majority of business jet users fall within this category, it is appropriate to provide a runway length for their use. As shown in **Table C4**, 8,900 feet of runway length is needed to serve 75 percent of large airplanes at 90 percent useful load. The 90 percent useful load represents the higher passenger and fuel loading that is most desired by the existing and potential users of the airport.

To ensure that the departure lengths of individual aircraft are met, runway length requirements for individual aircraft that comprise 75 percent of a large aircraft family grouping and use Double Eagle II Airport or the Albuquerque International Sunport now are shown in **Table C5**. As indicated in the table, the 8,900 feet of runway length provided by FAA AC 150/5325-4B accommodates all but the Lear 35 and Lear 45. Up to 9,300 feet is needed for these aircraft to operate from Double Eagle II Airport.

TABLE C5
Takeoff Distances (Selected Aircraft)

Aircraft	Takeoff Weight (Lbs)	Takeoff Distance (Feet)
Lear 31	15,700	8,400
Lear 35	16,800	9,300
Lear 45	19,000	9,300
Cessna Citation II	13,300	8,700
Cessna Citation 560	15,000	5,900
Falcon 10	18,740	7,000
Falcon 50	37,480	8,600

Source: Selected Aircraft Performance Manuals

Considering both the FAA recommended runway lengths and individual aircraft runway lengths requirements, a runway length of 9,000 feet is recommended for Double Eagle II Airport. This length will enable more business jet users to operate from Double Eagle II Airport without incurring payload restrictions. Existing users of Albuquerque International Sunport would then find Double Eagle II Airport an attractive alternative.

SUMMARY

AC 150/5325-4B recommends that "general aviation airports that receive regular use (substantial use) by large airplanes over 12,500 pounds, in addition to business jets, should provide a runway length comparable to non-GA airports." As noted above, Double Eagle II Airport is presently limited from receiving regular use by large aircraft due to the present runway length only being sufficient for aircraft 12,500 pounds or less.

A runway extension at Double Eagle II Airport is justified for the following reasons:

1. Double Eagle II Airport cannot fulfill its role as a reliever airport without a runway extension to accommodate business jets over 12,500 pounds. These aircraft currently have to use Albuquerque International Sunport instead. This is contrary to Double Eagle II Airport's role in the national air transportation system and the City of Albuquerque policy to accommodate general aviation activity at Double Eagle II Airport rather than at the Albuquerque International Sunport.

2. Fifty-two percent of the survey responses from transient business users noted a need for a longer runway at Double Eagle II Airport.

3. Twenty-nine percent of the survey respondents that presently use Albuquerque International Sunport would use Double Eagle II Airport instead if there were a longer runway at Double Eagle II Airport.

4. Bode Aviation, Inc., the primary FBO at Double Eagle II Airport, requires a longer runway in support of their charter services.

ECLIPSE
AVIATION

June 25, 2007

Mr. Jim Hinde
Planning Manager
City of Albuquerque
Aviation Department
P.O. Box 9948
Albuquerque, NM 87119

Jim,

Eclipse Aviation concurs with the projections of Coffman Associates for future flight operations activities at Double Eagle II Airport referenced in your letter dated May 24, 2007. The totals in Coffman's assessment take into consideration multiple models of aircraft at high rate production volumes and assume constant steady production growth through the year 2025. Eclipse Aviation contributed to the formulation of the operations numbers compiled by Coffman Associates.

The operational totals include estimates of yearly manufacturing/airworthiness operations, engineering flight test operations, corporate and customer pilot training operation, Sales and Marketing/EAC fleet operations and ABQ Service Center flight operations.

The requirement for an 8,000-foot runway length is needed to support EAC Engineering Flight Test and Research/Development activities at the Double Eagle II airport. Certain Research and Development and regulatory Certification testing requires extended runway lengths longer than our normal operating distances. An 8,000 foot runway will allow Eclipse to perform all Engineering validation, research and development and FAA and International Airworthiness Certification activities at the Double Eagle II airport. This will eliminate the need to schedule access at another airport location with adequate runway capacity.

Please contact me for further information.

Sincerely,

Larry R. Jones
Facilities Director
Eclipse Aviation

2503 CLARK CARR LOOP SE
ALBUQUERQUE, NM 87106
TEL 505 245-7555
FAX 505 245-7888
WWW.ECLIPSEAVIATION.COM

BODE AVIATION

Flight Instruction | Executive & Leisure Air Charter | Maintenance

Mr. Jim Hinde
City of Albuquerque
Aviation Department
2200 Sunport Blvd S.E.
Albuquerque, New Mexico 87106

Dear Sir:

Bode Aviation, Inc. operates a fleet of aircraft for charter purposes throughout New Mexico and the southwest. We our unable to meet safety requirements dictated by Federal Aviation Regulations when operating Turbojet aircraft at Double Eagle during summer months. In these months our aircraft are required to use Albuquerque International on a regular basis due to the limited runway lengths at the Double Eagle II airport. Lengthening runway 22 to approximately 10000 feet would allow more operations and increase the safety parameters.

In addition our company, Bode Aero Services, which operates an FBO at Double Eagle II airport has been advised on numerous occasions by transient traffic that Double Eagle II would be a preferred refueling destination if the runways were longer and could accommodate the jet traffic.

Double Eagle II airport is well positioned to serve Albuquerque. The development and extension of the runway complex would improve the safety and operational utility of the airport.

Thank you for your consideration.

Sincerely,

John Hall Bode
President

BODE AVIATION INC.

Double Eagle II Airport
7401 Paseo del Volcan NW
Albuquerque, NM 87121

Mailing Address: Post Office Box 19006
Albuquerque, NM 87119-0006
505-884-4530 fax: 505-884-4551

Albuquerque International
2505 Clark Carr Loop SE
Albuquerque, NM 87106

DOUBLE EAGLE II AIRPORT
TRANSIENT AIRCRAFT SURVEY

The City of Albuquerque Aviation Department has initiated work on an Environmental Assessment (EA) for airfield improvements at Double Eagle II Airport (AEG). Of particular importance to the EA is the runway requirements of airport users. This questionnaire has been designed to assist in the collection of specific information which will aid in determining runway length needs and the length of any runway extensions at the airport. To ensure the airport can continue to meet your needs, it is advantageous for you to complete and return this form by no later than March 15, 2006. Your cooperation is greatly appreciated.

1. What is your base airport? Richmond International Airport (RIC)

2. Which airport do you most frequently use when visiting Albuquerque? (Please circle your choice.)

   (a.) Albuquerque International Sunport b. Double Eagle II Airport

3. Please indicate below your reasons for not using Double Eagle II Airport. (Please select all that apply.)

   ____ Lack of sufficient runway length at Double Eagle II Airport
   ____ Lack of crosswind runway at Double Eagle II Airport
   ✓ Other

4. Would you use Double Eagle II Airport if there were a longer runway at the airport? (Please circle your choice.)

   (a) Yes b. No

2. What aircraft do you, your company, or organization, currently operate? What runway length does your aircraft, operating policy, or insurance require to operate at Double Eagle II Airport?

	Aircraft 1	Aircraft 2	Aircraft 3
Aircraft Type (Make/Model)	Learjet 31	Learjet 35	Learjet 45
Visits/year	1	1	1
N-Number	N319SC	N804TF	N45KX
a) Reason(s) for length requirement:	take-off	take-off	take-off
b) Typical longest trip destination from Albuquerque:	Salina, KS	Richmond, VA	Richmond, VA
c) Frequency of trip:	1/yr.	1/yr.	1/yr.
d) Departure runway length requirement @ 92.5° F and 5,837' MSL:	7,800'	8,000'	8,500'
e) Landing distance required on dry runway:	3600/5500 (31/13)	5,300'	3450/5700 (31/13)
f) Landing distance required on wet (contaminated) runway:	4100/6400	6,100'	4200/6550

Thank you for your time and participation. Please return your survey in the enclosed stamped, window envelope by March 15, 2006. If the return envelope has been lost or misplaced, please mail survey to the address listed on the back of this form.

(Over)

DOUBLE EAGLE II AIRPORT
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1. What is your base airport? SUS

2. Which airport do you most frequently use when visiting Albuquerque? (Please circle your choice.)

   a. Albuquerque International Sunport b. Double Eagle II Airport

3. Please indicate below your reasons for not using Double Eagle II Airport. (Please select all that apply.)

   ____ Lack of sufficient runway length at Double Eagle II Airport
   ____ Lack of crosswind runway at Double Eagle II Airport
   X Other - Passenger choice

4. Would you use Double Eagle II Airport if there were a longer runway at the airport? (Please circle your choice.)

   a. Yes b. No

2. What aircraft do you, your company, or organization, currently operate? What runway length does your aircraft, operating policy, or insurance require to operate at Double Eagle II Airport?

	Aircraft 1	Aircraft 2	Aircraft 3
Aircraft Type (Make/Model)	CE650	CE560	
Visits/year	1-2	1-2	
N-Number	N174VP	N154VP	
a) Reason(s) for length requirement:	SOP	SOP	
b) Typical longest trip destination from Albuquerque:	750nm	750nm	
c) Frequency of trip:	1-2/yr	1-2/yr	
d) Departure runway length requirement @ 92.5° F and 5,837' MSL:	8,500'	5,500'	
e) Landing distance required on dry runway:	3,500'	3,370'	
f) Landing distance required on wet (contaminated) runway:	4,775'	6,600'	

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1. What is your base airport? MONROE, NC (EQY)

2. Which airport do you most frequently use when visiting Albuquerque? (Please circle your choice.)

   a. Albuquerque International Sunport b. Double Eagle II Airport

3. Please indicate below your reasons for not using Double Eagle II Airport. (Please select all that apply.)

   X Lack of sufficient runway length at Double Eagle II Airport
   ___ Lack of crosswind runway at Double Eagle II Airport
   ___ Other

4. Would you use Double Eagle II Airport if there were a longer runway at the airport? (Please circle your choice.)

   a. Yes b. No

2. What aircraft do you, your company, or organization, currently operate? What runway length does your aircraft, operating policy, or insurance require to operate at Double Eagle II Airport?

	Aircraft 1	Aircraft 2	Aircraft 3
Aircraft Type (Make/Model)	LJ45		
Visits/year	2		
N-Number	N720CC		
a) Reason(s) for length requirement:	OPERATIONAL		
b) Typical longest trip destination from Albuquerque:	1200 NM		
c) Frequency of trip:	2		
d) Departure runway length requirement @ 92.5° F and 5,837' MSL:	10335		
e) Landing distance required on dry runway:	5701		
f) Landing distance required on wet (contaminated) runway:	6556 (WET)		

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1. What is your base airport? KFSM

2. Which airport do you most frequently use when visiting Albuquerque? (Please circle your choice.)

   (a.) Albuquerque International Sunport b. Double Eagle II Airport

3. Please indicate below your reasons for not using Double Eagle II Airport. (Please select all that apply.)

   ✓ Lack of sufficient runway length at Double Eagle II Airport
   ____ Lack of crosswind runway at Double Eagle II Airport
   ____ Other

4. Would you use Double Eagle II Airport if there were a longer runway at the airport? (Please circle your choice.)

   (a.) Yes b. No

2. What aircraft do you, your company, or organization, currently operate? What runway length does your aircraft, operating policy, or insurance require to operate at Double Eagle II Airport?

	Aircraft 1	Aircraft 2	Aircraft 3
Aircraft Type (Make/Model)	EXCEL		
Visits/year	4		
N-Number	N422AB		
a) Reason(s) for length requirement:	performance		
b) Typical longest trip destination from Albuquerque:	1600 nm		
c) Frequency of trip:	4 x year		
d) Departure runway length requirement @ 92.5° F and 5,837' MSL:	unusable		
e) Landing distance required on dry runway:	3800		
f) Landing distance required on wet (contaminated) runway:	6000		

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DOUBLE EAGLE II AIRPORT
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1. What is your base airport? KBM1

2. Which airport do you most frequently use when visiting Albuquerque? (Please circle your choice.)

   a. Albuquerque International Sunport b. Double Eagle II Airport

3. Please indicate below your reasons for not using Double Eagle II Airport. (Please select all that apply.)

   X Lack of sufficient runway length at Double Eagle II Airport
   ___ Lack of crosswind runway at Double Eagle II Airport
   X Other PROXIMITY TO GND DESTINATION

4. Would you use Double Eagle II Airport if there were a longer runway at the airport? (Please circle your choice.)

   a. Yes b. No

2. What aircraft do you, your company, or organization, currently operate? What runway length does your aircraft, operating policy, or insurance require to operate at Double Eagle II Airport?

	Aircraft 1	Aircraft 2	Aircraft 3
Aircraft Type (Make/Model)	CL-604	"	"
Visits/year			
N-Number	N225F		
a) Reason(s) for length requirement:	AFM		
b) Typical longest trip destination from Albuquerque:	BM1		
c) Frequency of trip:	± 2/YR		
d) Departure runway length requirement @ 92.5° F and 5,837' MSL:	7400		
e) Landing distance required on dry runway:	3300		
f) Landing distance required on wet (contaminated) runway:	6400		

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1. What is your base airport? PRX

2. Which airport do you most frequently use when visiting Albuquerque? (Please circle your choice.)

   a. Albuquerque International Sunport b. Double Eagle II Airport

3. Please indicate below your reasons for not using Double Eagle II Airport. (Please select all that apply.)

   X Lack of sufficient runway length at Double Eagle II Airport
   ___ Lack of crosswind runway at Double Eagle II Airport
   ___ Other

4. Would you use Double Eagle II Airport if there were a longer runway at the airport? (Please circle your choice.)

   a. Yes b. No

2. What aircraft do you, your company, or organization, currently operate? What runway length does your aircraft, operating policy, or insurance require to operate at Double Eagle II Airport?

	Aircraft 1	Aircraft 2	Aircraft 3
Aircraft Type (Make/Model)	CE525		
Visits/year	6+		
N-Number	53CG		
a) Reason(s) for length requirement:	PERFORMANCE		
b) Typical longest trip destination from Albuquerque:	SDM		
c) Frequency of trip:	5-6/yr		
d) Departure runway length requirement @ 92.5° F and 5,837' MSL:	9,600'		
e) Landing distance required on dry runway:	3,150		
f) Landing distance required on wet (contaminated) runway:	3937		

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1. What is your base airport? KADS

2. Which airport do you most frequently use when visiting Albuquerque? (Please circle your choice.)

   a. Albuquerque International Sunport b. Double Eagle II Airport

3. Please indicate below your reasons for not using Double Eagle II Airport. (Please select all that apply.)

   X Lack of sufficient runway length at Double Eagle II Airport
   ___ Lack of crosswind runway at Double Eagle II Airport
   ___ Other

4. Would you use Double Eagle II Airport if there were a longer runway at the airport? (Please circle your choice.)

   a. Yes b. No

2. What aircraft do you, your company, or organization, currently operate? What runway length does your aircraft, operating policy, or insurance require to operate at Double Eagle II Airport?

	Aircraft 1	Aircraft 2	Aircraft 3
Aircraft Type (Make/Model)	HA 125-700		
Visits/year	2-3		
N-Number	N322BC		
a) Reason(s) for length requirement:	OPERATIONAL		
b) Typical longest trip destination from Albuquerque:	600 NM		
c) Frequency of trip:	2-3-4/n		
d) Departure runway length requirement @ 92.5° F and 5,837' MSL:	8000		
e) Landing distance required on dry runway:	5000		
f) Landing distance required on wet (contaminated) runway:	9000		

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1. What is your base airport? APA

2. Which airport do you most frequently use when visiting Albuquerque? (Please circle your choice.)

   a. Albuquerque International Sunport b. Double Eagle II Airport

3. Please indicate below your reasons for not using Double Eagle II Airport. (Please select all that apply.)

   ✓ Lack of sufficient runway length at Double Eagle II Airport
   ____ Lack of crosswind runway at Double Eagle II Airport
   ____ Other

4. Would you use Double Eagle II Airport if there were a longer runway at the airport? (Please circle your choice.)

   a. Yes b. No

2. What aircraft do you, your company, or organization, currently operate? What runway length does your aircraft, operating policy, or insurance require to operate at Double Eagle II Airport?

	Aircraft 1	Aircraft 2	Aircraft 3
Aircraft Type (Make/Model)	CITATION JET		
Visits/year	5		
N-Number	68CJ		
a) Reason(s) for length requirement:	Safety		
b) Typical longest trip destination from Albuquerque:	Colorado		
c) Frequency of trip:			
d) Departure runway length requirement @ 92.5° F and 5,837' MSL:	10,000		
e) Landing distance required on dry runway:	5000		
f) Landing distance required on wet (contaminated) runway:			

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1. What is your base airport? mkc

2. Which airport do you most frequently use when visiting Albuquerque? (Please circle your choice.)

   a. Albuquerque International Sunport b. Double Eagle II Airport

3. Please indicate below your reasons for not using Double Eagle II Airport. (Please select all that apply.)

   X Lack of sufficient runway length at Double Eagle II Airport
   ___ Lack of crosswind runway at Double Eagle II Airport
   ___ Other

4. Would you use Double Eagle II Airport if there were a longer runway at the airport? (Please circle your choice.)

   a. Yes b. No

2. What aircraft do you, your company, or organization, currently operate? What runway length does your aircraft, operating policy, or insurance require to operate at Double Eagle II Airport?

	Aircraft 1	Aircraft 2	Aircraft 3
Aircraft Type (Make/Model)	CE750	HS125	
Visits/year	2	4	
N-Number	N721VT	N700VT	
a) Reason(s) for length requirement:	WT. LIMITED	WT. LIMITED	
b) Typical longest trip destination from Albuquerque:	mkc	mkc	
c) Frequency of trip:	2/yr	4/yr	
d) Departure runway length requirement @ 92.5° F and 5,837' MSL:	12,000	12,000	
e) Landing distance required on dry runway:	9,000	9,000	
f) Landing distance required on wet (contaminated) runway:	12,000	12,000	

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1. What is your base airport? KWVI, Watsonville, CA

2. Which airport do you most frequently use when visiting Albuquerque? (Please circle your choice.)

   a. Albuquerque International Sunport (b.) Double Eagle II Airport

3. Please indicate below your reasons for not using Double Eagle II Airport. (Please select all that apply.)

   ✓ Lack of sufficient runway length at Double Eagle II Airport
   ____ Lack of crosswind runway at Double Eagle II Airport
   ____ Other

4. Would you use Double Eagle II Airport if there were a longer runway at the airport? (Please circle your choice.)

   (a.) Yes b. No

2. What aircraft do you, your company, or organization, currently operate? What runway length does your aircraft, operating policy, or insurance require to operate at Double Eagle II Airport?

	Aircraft 1	Aircraft 2	Aircraft 3
Aircraft Type (Make/Model)	Citation CJ2		
Visits/year	4		
N-Number	N1277E		
a) Reason(s) for length requirement:	Max Weight T/O at high temperature		
b) Typical longest trip destination from Albuquerque:	Florida!		
c) Frequency of trip:	2/yr		
d) Departure runway length requirement @ 92.5° F and 5,837' MSL:	13000' (rwy 22)		
e) Landing distance required on dry runway:	3660'		
f) Landing distance required on wet (contaminated) runway:	5400'		

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1. What is your base airport? RENO

2. Which airport do you most frequently use when visiting Albuquerque? (Please circle your choice.)

   a. Albuquerque International Sunport b. Double Eagle II Airport

3. Please indicate below your reasons for not using Double Eagle II Airport. (Please select all that apply.)

   _____ Lack of sufficient runway length at Double Eagle II Airport
   _____ Lack of crosswind runway at Double Eagle II Airport
   _____ Other

4. Would you use Double Eagle II Airport if there were a longer runway at the airport? (Please circle your choice.)

   a. Yes N/A b. No

2. What aircraft do you, your company, or organization, currently operate? What runway length does your aircraft, operating policy, or insurance require to operate at Double Eagle II Airport?

	Aircraft 1	Aircraft 2	Aircraft 3
Aircraft Type (Make/Model)	LEAR 31	PA31-T	
Visits/year	2	0	
N-Number	801CT	431AC	
a) Reason(s) for length requirement:	N/A	N/A	
b) Typical longest trip destination from Albuquerque:	1400	N/A	
c) Frequency of trip:	3+5 A YEAR	N/A	
d) Departure runway length requirement @ 92.5° F and 5,837' MSL:	5,000	N/A	
e) Landing distance required on dry runway:	3,500	N/A	
f) Landing distance required on wet (contaminated) runway:	4,010	N/A	

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1. What is your base airport? SNA

2. Which airport do you most frequently use when visiting Albuquerque? (Please circle your choice.)

   a. Albuquerque International Sunport b. Double Eagle II Airport

3. Please indicate below your reasons for not using Double Eagle II Airport. (Please select all that apply.)

   _____ Lack of sufficient runway length at Double Eagle II Airport — OCCASIONALLY
   _____ Lack of crosswind runway at Double Eagle II Airport
   _____ Other

4. Would you use Double Eagle II Airport if there were a longer runway at the airport? (Please circle your choice.)

   a. Yes b. No

2. What aircraft do you, your company, or organization, currently operate? What runway length does your aircraft, operating policy, or insurance require to operate at Double Eagle II Airport?

	Aircraft 1	Aircraft 2	Aircraft 3
Aircraft Type (Make/Model)	CE-501		
Visits/year	4-6		
N-Number	204 CA		
a) Reason(s) for length requirement:	High/Hot Combination		
b) Typical longest trip destination from Albuquerque:	600 NM		
c) Frequency of trip:	90 DAYS		
d) Departure runway length requirement @ 92.5° F and 5,837' MSL:	VNABLE @ GROSS WGT		
e) Landing distance required on dry runway:	3000'		
f) Landing distance required on wet (contaminated) runway:	4500'		

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1. What is your base airport? KGJT

2. Which airport do you most frequently use when visiting Albuquerque? (Please circle your choice.)

   a. Albuquerque International Sunport b. Double Eagle II Airport

3. Please indicate below your reasons for not using Double Eagle II Airport. (Please select all that apply.)

   X Lack of sufficient runway length at Double Eagle II Airport
   ___ Lack of crosswind runway at Double Eagle II Airport
   X Other

4. Would you use Double Eagle II Airport if there were a longer runway at the airport? (Please circle your choice.)

   a. Yes b. No

2. What aircraft do you, your company, or organization, currently operate? What runway length does your aircraft, operating policy, or insurance require to operate at Double Eagle II Airport?

	Aircraft 1	Aircraft 2	Aircraft 3
Aircraft Type (Make/Model)	King		
Visits/year	2		
N-Number			
a) Reason(s) for length requirement:	Safety		
b) Typical longest trip destination from Albuquerque:	1 hr		
c) Frequency of trip:			
d) Departure runway length requirement @ 92.5° F and 5,837' MSL:			
e) Landing distance required on dry runway:			
f) Landing distance required on wet (contaminated) runway:			

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1. What is your base airport? KMYF

2. Which airport do you most frequently use when visiting Albuquerque? (Please circle your choice.)

   a. Albuquerque International Sunport b. Double Eagle II Airport

3. Please indicate below your reasons for not using Double Eagle II Airport. (Please select all that apply.)

   X Lack of sufficient runway length at Double Eagle II Airport
   ___ Lack of crosswind runway at Double Eagle II Airport
   ___ Other

4. Would you use Double Eagle II Airport if there were a longer runway at the airport? (Please circle your choice.)

   a. Yes b. No

2. What aircraft do you, your company, or organization, currently operate? What runway length does your aircraft, operating policy, or insurance require to operate at Double Eagle II Airport?

	Aircraft 1	Aircraft 2	Aircraft 3
Aircraft Type (Make/Model)	C2 550		
Visits/year	1		
N-Number	N25FS		
a) Reason(s) for length requirement:	DENSITY ALTITUDE		
b) Typical longest trip destination from Albuquerque:	1000 mi		
c) Frequency of trip:	2 X YEAR		
d) Departure runway length requirement @ 92.5° F and 5,837' MSL:	7500		
e) Landing distance required on dry runway:	4000		
f) Landing distance required on wet (contaminated) runway:	6000		

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(Over)

DOUBLE EAGLE II AIRPORT
TRANSIENT AIRCRAFT SURVEY

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1. What is your base airport? DWH

2. Which airport do you most frequently use when visiting Albuquerque? (Please circle your choice.)

   a. Albuquerque International Sunport (b.) Double Eagle II Airport

3. Please indicate below your reasons for not using Double Eagle II Airport. (Please select all that apply.)

   X Lack of sufficient runway length at Double Eagle II Airport
   ___ Lack of crosswind runway at Double Eagle II Airport
   ___ Other

4. Would you use Double Eagle II Airport if there were a longer runway at the airport? (Please circle your choice.)

   (a. Yes) b. No

2. What aircraft do you, your company, or organization, currently operate? What runway length does your aircraft, operating policy, or insurance require to operate at Double Eagle II Airport?

	Aircraft 1	Aircraft 2	Aircraft 3
Aircraft Type (Make/Model)	SABR-65	SABR-65	
Visits/year	2	2	
N-Number	N75VC	N25VC	
a) Reason(s) for length requirement:	WEIGHT		
b) Typical longest trip destination from Albuquerque:	DWH	DWH	
c) Frequency of trip:			
d) Departure runway length requirement @ 92.5° F and 5,837' MSL:	9200	9200	
e) Landing distance required on dry runway:	6000		
f) Landing distance required on wet (contaminated) runway:	6000		

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1. What is your base airport? KMYF

2. Which airport do you most frequently use when visiting Albuquerque? (Please circle your choice.)

   a. Albuquerque International Sunport b. Double Eagle II Airport

3. Please indicate below your reasons for not using Double Eagle II Airport. (Please select all that apply.)

   _____ Lack of sufficient runway length at Double Eagle II Airport
   _____ Lack of crosswind runway at Double Eagle II Airport
   _____ Other

4. Would you use Double Eagle II Airport if there were a longer runway at the airport? (Please circle your choice.)

   a. Yes b. No

2. What aircraft do you, your company, or organization, currently operate? What runway length does your aircraft, operating policy, or insurance require to operate at Double Eagle II Airport?

	Aircraft 1	Aircraft 2	Aircraft 3
Aircraft Type (Make/Model)	CE 525A		
Visits/year	3-4		
N-Number	N28MH		
a) Reason(s) for length requirement:	N/A		
b) Typical longest trip destination from Albuquerque:	550		
c) Frequency of trip:	N/A		
d) Departure runway length requirement @ 92.5° F and 5,837' MSL:	7121 @ reduced weight		
e) Landing distance required on dry runway:	3700		
f) Landing distance required on wet (contaminated) runway:	6000		

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1. What is your base airport? PWM

2. Which airport do you most frequently use when visiting Albuquerque? (Please circle your choice.)

   a. Albuquerque International Sunport b. Double Eagle II Airport

3. Please indicate below your reasons for not using Double Eagle II Airport. (Please select all that apply.)

   ____ Lack of sufficient runway length at Double Eagle II Airport
   ____ Lack of crosswind runway at Double Eagle II Airport
   X Other None

4. Would you use Double Eagle II Airport if there were a longer runway at the airport? (Please circle your choice.)

   a. Yes b. No X

2. What aircraft do you, your company, or organization, currently operate? What runway length does your aircraft, operating policy, or insurance require to operate at Double Eagle II Airport?

	Aircraft 1	Aircraft 2	Aircraft 3
Aircraft Type (Make/Model)	CITATION VII		
Visits/year	1		
N-Number	876G		
a) Reason(s) for length requirement:	Its what the book SAYS I Need		
b) Typical longest trip destination from Albuquerque:	SLN OR SAN		
c) Frequency of trip:	1		
d) Departure runway length requirement @ 92.5° F and 5,837' MSL:	9200 At MAX gross		
e) Landing distance required on dry runway:	4660		
f) Landing distance required on wet (contaminated) runway:	5359		

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1. What is your base airport? PUW

2. Which airport do you most frequently use when visiting Albuquerque? (Please circle your choice.)

   (a.) Albuquerque International Sunport b. Double Eagle II Airport

3. Please indicate below your reasons for not using Double Eagle II Airport. (Please select all that apply.)

   ____ Lack of sufficient runway length at Double Eagle II Airport
   ____ Lack of crosswind runway at Double Eagle II Airport
   ✓ Other customs

4. Would you use Double Eagle II Airport if there were a longer runway at the airport? (Please circle your choice.)

   a. Yes (b.) No

2. What aircraft do you, your company, or organization, currently operate? What runway length does your aircraft, operating policy, or insurance require to operate at Double Eagle II Airport?

	Aircraft 1	Aircraft 2	Aircraft 3
Aircraft Type (Make/Model)	C-750	C-750	C-550
Visits/year	2-3	0	2-3
N-Number	N87SL	N78SL	N21SL
a) Reason(s) for length requirement:	T/O performance	→	→
b) Typical longest trip destination from Albuquerque:	1200 nm	1200 nm	1200 nm
c) Frequency of trip:	2-3	2-3	2-3
d) Departure runway length requirement @ 92.5° F and 5,837' MSL:	7000	7000	5600
e) Landing distance required on dry runway:	4543	4543	3000
f) Landing distance required on wet (contaminated) runway:	6540	6540	3800

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1. What is your base airport? FCM

2. Which airport do you most frequently use when visiting Albuquerque? (Please circle your choice.)

   a. Albuquerque International Sunport b. Double Eagle II Airport

3. Please indicate below your reasons for not using Double Eagle II Airport. (Please select all that apply.)

   X Lack of sufficient runway length at Double Eagle II Airport
   ___ Lack of crosswind runway at Double Eagle II Airport
   X Other

4. Would you use Double Eagle II Airport if there were a longer runway at the airport? (Please circle your choice.)

   a. Yes b. No

2. What aircraft do you, your company, or organization, currently operate? What runway length does your aircraft, operating policy, or insurance require to operate at Double Eagle II Airport?

	Aircraft 1	Aircraft 2	Aircraft 3
Aircraft Type (Make/Model)	C525		
Visits/year	1-2		
N-Number	N82AE		
a) Reason(s) for length requirement:	elev. & temp.		
b) Typical longest trip destination from Albuquerque:	FCM		
c) Frequency of trip:	2/yr		
d) Departure runway length requirement @ 92.5° F and 5,837' MSL: (34)	8500'		
e) Landing distance required on dry runway:	3340'		
f) Landing distance required on wet (contaminated) runway:	4650'		

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1. What is your base airport? KERV - Kerrville, Tx

2. Which airport do you most frequently use when visiting Albuquerque? (Please circle your choice.)

   (a.) Albuquerque International Sunport b. Double Eagle II Airport

3. Please indicate below your reasons for not using Double Eagle II Airport. (Please select all that apply.)

   ____ Lack of sufficient runway length at Double Eagle II Airport
   ____ Lack of crosswind runway at Double Eagle II Airport
   X Other

4. Would you use Double Eagle II Airport if there were a longer runway at the airport? (Please circle your choice.)

   a. Yes (b. No)

2. What aircraft do you, your company, or organization, currently operate? What runway length does your aircraft, operating policy, or insurance require to operate at Double Eagle II Airport?

	Aircraft 1	Aircraft 2	Aircraft 3
Aircraft Type (Make/Model)	CE 525		
Visits/year	2-3		
N-Number	N4108E		
a) Reason(s) for length requirement:	N/A		
b) Typical longest trip destination from Albuquerque:	400 MI		
c) Frequency of trip:	2/YR		
d) Departure runway length requirement @ 92.5° F and 5,837' MSL:	4,000'		
e) Landing distance required on dry runway:	2600'		
f) Landing distance required on wet (contaminated) runway:	3600'		

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1. What is your base airport? KLIU

2. Which airport do you most frequently use when visiting Albuquerque? (Please circle your choice.)

   a. Albuquerque International Sunport b. Double Eagle II Airport

3. Please indicate below your reasons for not using Double Eagle II Airport. (Please select all that apply.)

   ____ Lack of sufficient runway length at Double Eagle II Airport
   ____ Lack of crosswind runway at Double Eagle II Airport
   ✓ Other

4. Would you use Double Eagle II Airport if there were a longer runway at the airport? (Please circle your choice.)

   a. Yes b. No

2. What aircraft do you, your company, or organization, currently operate? What runway length does your aircraft, operating policy, or insurance require to operate at Double Eagle II Airport?

	Aircraft 1	Aircraft 2	Aircraft 3
Aircraft Type (Make/Model)	C 501	PA34 200T	
Visits/year	10	2	
N-Number	64BH	461RL	
a) Reason(s) for length requirement:			
b) Typical longest trip destination from Albuquerque:			
c) Frequency of trip:			
d) Departure runway length requirement @ 92.5° F and 5,837' MSL:			
e) Landing distance required on dry runway:	3000'	2500'	
f) Landing distance required on wet (contaminated) runway:	4000'	3500'	

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1. What is your base airport? STG

2. Which airport do you most frequently use when visiting Albuquerque? (Please circle your choice.)

   a. Albuquerque International Sunport b. Double Eagle II Airport

3. Please indicate below your reasons for not using Double Eagle II Airport. (Please select all that apply.)

   ____ Lack of sufficient runway length at Double Eagle II Airport
   ____ Lack of crosswind runway at Double Eagle II Airport
   X Other

4. Would you use Double Eagle II Airport if there were a longer runway at the airport? (Please circle your choice.)

   a. Yes b. No

2. What aircraft do you, your company, or organization, currently operate? What runway length does your aircraft, operating policy, or insurance require to operate at Double Eagle II Airport?

	Aircraft 1	Aircraft 2	Aircraft 3
Aircraft Type (Make/Model)	C560		
Visits/year	0		
N-Number	N92DE		
a) Reason(s) for length requirement:	NONE		
b) Typical longest trip destination from Albuquerque:	—		
c) Frequency of trip:	—		
d) Departure runway length requirement @ 92.5° F and 5,837' MSL:	4900		
e) Landing distance required on dry runway:	3400		
f) Landing distance required on wet (contaminated) runway:	4200		

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1. What is your base airport? KBJC

2. Which airport do you most frequently use when visiting Albuquerque? (Please circle your choice.)

   (a) Albuquerque International Sunport b. Double Eagle II Airport

3. Please indicate below your reasons for not using Double Eagle II Airport. (Please select all that apply.)

   ____ Lack of sufficient runway length at Double Eagle II Airport
   ____ Lack of crosswind runway at Double Eagle II Airport
   X Other

4. Would you use Double Eagle II Airport if there were a longer runway at the airport? (Please circle your choice.)

   a. Yes (b) No X

2. What aircraft do you, your company, or organization, currently operate? What runway length does your aircraft, operating policy, or insurance require to operate at Double Eagle II Airport?
   RUNWAY LENGTH ON 4/22 OK AT AEG. LOCATE IS WHY WE USE ABQ.

	Aircraft 1	Aircraft 2	Aircraft 3
Aircraft Type (Make/Model)	CL601	CL300	
Visits/year	2	2	
N-Number	N300BC	N304BC	
a) Reason(s) for length requirement:			
b) Typical longest trip destination from Albuquerque:	1450nm	1450nm	
c) Frequency of trip:	2/YR	2/YR	
d) Departure runway length requirement @ 92.5° F and 5,837' MSL:	7400	6484	
e) Landing distance required on dry runway:	3030	2962	
f) Landing distance required on wet (contaminated) runway:	5480	5677	

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1. What is your base airport? GEU

2. Which airport do you most frequently use when visiting Albuquerque? (Please circle your choice.)

   (a.) Albuquerque International Sunport b. Double Eagle II Airport

3. Please indicate below your reasons for not using Double Eagle II Airport. (Please select all that apply.)

   ____ Lack of sufficient runway length at Double Eagle II Airport
   ____ Lack of crosswind runway at Double Eagle II Airport
   X Other HOTEL CLOSE TO APT.

4. Would you use Double Eagle II Airport if there were a longer runway at the airport? (Please circle your choice.)

   a. Yes RUNWAY NOT FACTOR (b. No)

2. What aircraft do you, your company, or organization, currently operate? What runway length does your aircraft, operating policy, or insurance require to operate at Double Eagle II Airport?

	Aircraft 1	Aircraft 2	Aircraft 3
Aircraft Type (Make/Model)	PIPER PA-28		
Visits/year	1966		
N-Number	N814M		
a) Reason(s) for length requirement:	HOT + HIGH		
b) Typical longest trip destination from Albuquerque:	PHX		
c) Frequency of trip:	TWICE YEAR		
d) Departure runway length requirement @ 92.5° F and 5,837' MSL:	4000		
e) Landing distance required on dry runway:	2500		
f) Landing distance required on wet (contaminated) runway:	2700		

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1. What is your base airport? KJAC

2. Which ~~airport do you most~~ frequently use when visiting Albuquerque? (Please circle your choice.)

   a. Albuquerque International Sunport b. Double Eagle II Airport

3. Please indicate below your reasons for not using Double Eagle II Airport. (Please select all that apply.)

   _____ Lack of sufficient runway length at Double Eagle II Airport
   _____ Lack of crosswind runway at Double Eagle II Airport
   X Other Closer to business

4. Would you use Double Eagle II Airport if there were a longer runway at the airport? (Please circle your choice.)

   a. Yes b. No

2. What aircraft do you, your company, or organization, currently operate? What runway length does your aircraft, operating policy, or insurance require to operate at Double Eagle II Airport?

	Aircraft 1	Aircraft 2	Aircraft 3
Aircraft Type (Make/Model)	PC 12		
Visits/year	5-10		
N-Number	660WA		
a) Reason(s) for length requirement:	NA		
b) Typical longest trip destination from Albuquerque:	2.5 hrs		
c) Frequency of trip:	5-10		
d) Departure runway length requirement @ 92.5° F and 5,837' MSL:	< 3500'		
e) Landing distance required on dry runway:	< 2000'		
f) Landing distance required on wet (contaminated) runway:	< 3500'		

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1. What is your base airport? DTW

2. Which airport do you most frequently use when visiting Albuquerque? (Please circle your choice.)

   a. Albuquerque International Sunport b. Double Eagle II Airport

3. Please indicate below your reasons for not using Double Eagle II Airport. (Please select all that apply.)

   ____ Lack of sufficient runway length at Double Eagle II Airport
   ____ Lack of crosswind runway at Double Eagle II Airport
   X Other width

4. Would you use Double Eagle II Airport if there were a longer runway at the airport? (Please circle your choice.)

   a. Yes b. No

2. What aircraft do you, your company, or organization, currently operate? What runway length does your aircraft, operating policy, or insurance require to operate at Double Eagle II Airport?

	Aircraft 1	Aircraft 2	Aircraft 3
Aircraft Type (Make/Model)	727-200		
Visits/year	1		
N-Number	N727M		
a) Reason(s) for length requirement:			
b) Typical longest trip destination from Albuquerque:	3.5 hrs		
c) Frequency of trip:	1		
d) Departure runway length requirement @ 92.5° F and 5,837' MSL:			
e) Landing distance required on dry runway:			
f) Landing distance required on wet (contaminated) runway:			

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1. What is your base airport? Roswell N M

2. Which airport do you most frequently use when visiting Albuquerque? (Please circle your choice.)

   a. Albuquerque International Sunport b. Double Eagle II Airport

3. Please indicate below your reasons for not using Double Eagle II Airport. (Please select all that apply.)

   ____ Lack of sufficient runway length at Double Eagle II Airport
   ____ Lack of crosswind runway at Double Eagle II Airport
   ✓ Other farther out of town

4. Would you use Double Eagle II Airport if there were a longer runway at the airport? (Please circle your choice.)

   a. Yes b. No ✓

2. What aircraft do you, your company, or organization, currently operate? What runway length does your aircraft, operating policy, or insurance require to operate at Double Eagle II Airport?

	Aircraft 1	Aircraft 2	Aircraft 3
Aircraft Type (Make/Model)	Cessna 500		
Visits/year	6		
N-Number	NIDA		
a) Reason(s) for length requirement:			
b) Typical longest trip destination from Albuquerque:			
c) Frequency of trip:			
d) Departure runway length requirement @ 92.5° F and 5,837' MSL:			
e) Landing distance required on dry runway:			
f) Landing distance required on wet (contaminated) runway:			

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1. What is your base airport? ARTESIA, NM - KATS

2. Which airport do you most frequently use when visiting Albuquerque? (Please circle your choice.)

   a. Albuquerque International Sunport b. Double Eagle II Airport

3. Please indicate below your reasons for not using Double Eagle II Airport. (Please select all that apply.)

   ___ Lack of sufficient runway length at Double Eagle II Airport
   ✓ Lack of crosswind runway at Double Eagle II Airport
   ___ Other

4. Would you use Double Eagle II Airport if there were a longer runway at the airport? (Please circle your choice.)

   a. Yes b. No ✓

2. What aircraft do you, your company, or organization, currently operate? What runway length does your aircraft, operating policy, or insurance require to operate at Double Eagle II Airport?

	Aircraft 1	Aircraft 2	Aircraft 3
Aircraft Type (Make/Model)	KA350	PREMIER 1	
Visits/year	ϕ	ϕ	
N-Number	N60YP	N24YP	
a) Reason(s) for length requirement:			
b) Typical longest trip destination from Albuquerque:	600 NM	600 NM	
c) Frequency of trip:			
d) Departure runway length requirement @ 92.5° F and 5,837' MSL:			
e) Landing distance required on dry runway:			
f) Landing distance required on wet (contaminated) runway:			

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1. What is your base airport? Kalispell, MT GPI

2. Which airport do you most frequently use when visiting Albuquerque? (Please circle your choice.)

   a. Albuquerque International Sunport b. Double Eagle II Airport

3. Please indicate below your reasons for not using Double Eagle II Airport. (Please select all that apply.)

   ___ Lack of sufficient runway length at Double Eagle II Airport
   X Lack of crosswind runway at Double Eagle II Airport
   ___ Other

4. Would you use Double Eagle II Airport if there were a longer runway at the airport? (Please circle your choice.)

   a. Yes b. No

2. What aircraft do you, your company, or organization, currently operate? What runway length does your aircraft, operating policy, or insurance require to operate at Double Eagle II Airport?

	Aircraft 1	Aircraft 2	Aircraft 3
Aircraft Type (Make/Model)	Falcon 20-5		
Visits/year	3		
N-Number	N15H		
a) Reason(s) for length requirement:	Jet Aircraft	Needs Runway	
b) Typical longest trip destination from Albuquerque:	Kalispell, MT		
c) Frequency of trip:	3		
d) Departure runway length requirement @ 92.5° F and 5,837' MSL:	6350' —	However only Give us 3600 #E of Fuel	
e) Landing distance required on dry runway:	5000		
f) Landing distance required on wet (contaminated) runway:	7500'		

Thank you for your time and participation. Please return your survey in the enclosed stamped, window envelope by March 15, 2006. If the return envelope has been lost or misplaced, please mail survey to the address listed on the back of this form.

(Over)

DOUBLE EAGLE II AIRPORT
TRANSIENT AIRCRAFT SURVEY

The City of Albuquerque Aviation Department has initiated work on an Environmental Assessment (EA) for airfield improvements at Double Eagle II Airport (AEG). Of particular importance to the EA is the runway requirements of airport users. This questionnaire has been designed to assist in the collection of specific information which will aid in determining runway length needs and the length of any runway extensions at the airport. To ensure the airport can continue to meet your needs, it is advantageous for you to complete and return this form by no later than March 15, 2006. Your cooperation is greatly appreciated.

1. What is your base airport? PENO

2. Which airport do you most frequently use when visiting Albuquerque? (Please circle your choice.)

   a. Albuquerque International Sunport b. Double Eagle II Airport

3. Please indicate below your reasons for not using Double Eagle II Airport. (Please select all that apply.)

   _____ Lack of sufficient runway length at Double Eagle II Airport
   _____ Lack of crosswind runway at Double Eagle II Airport
   _____ Other

4. Would you use Double Eagle II Airport if there were a longer runway at the airport? (Please circle your choice.)

   a. Yes NA b. No

2. What aircraft do you, your company, or organization, currently operate? What runway length does your aircraft, operating policy, or insurance require to operate at Double Eagle II Airport?

	Aircraft 1	Aircraft 2	Aircraft 3
Aircraft Type (Make/Model)	LEAR 31	PA31-T	
Visits/year	2	6	
N-Number	80KT	43IAC	
a) Reason(s) for length requirement:	N/A	N/A	
b) Typical longest trip destination from Albuquerque:	1400		
c) Frequency of trip:	3 x's YEAR		
d) Departure runway length requirement @ 92.5° F and 5,837' MSL:	5000		
e) Landing distance required on dry runway:	3,500		
f) Landing distance required on wet (contaminated) runway:	4000		

Thank you for your time and participation. Please return your survey in the enclosed stamped, window envelope by March 15, 2006. If the return envelope has been lost or misplaced, please mail survey to the address listed on the back of this form.

(Over)

DOUBLE EAGLE II AIRPORT
TRANSIENT AIRCRAFT SURVEY

The City of Albuquerque Aviation Department has initiated work on an Environmental Assessment (EA) for airfield improvements at Double Eagle II Airport (AEG). Of particular importance to the EA is the runway requirements of airport users. This questionnaire has been designed to assist in the collection of specific information which will aid in determining runway length needs and the length of any runway extensions at the airport. To ensure the airport can continue to meet your needs, it is advantageous for you to complete and return this form by no later than March 15, 2006. Your cooperation is greatly appreciated.

1. What is your base airport? VBW

2. Which airport do you most frequently use when visiting Albuquerque? (Please circle your choice.)

   a. Albuquerque International Sunport b. Double Eagle II Airport

3. Please indicate below your reasons for not using Double Eagle II Airport. (Please select all that apply.)

   _____ Lack of sufficient runway length at Double Eagle II Airport
   _____ Lack of crosswind runway at Double Eagle II Airport
   _____ Other

4. Would you use Double Eagle II Airport if there were a longer runway at the airport? (Please circle your choice.)

   a. Yes b. No

2. What aircraft do you, your company, or organization, currently operate? What runway length does your aircraft, operating policy, or insurance require to operate at Double Eagle II Airport?

	Aircraft 1	Aircraft 2	Aircraft 3
Aircraft Type (Make/Model)	BE 200	BE 90	
Visits/year	SEVERAL	MANY	
N-Number	4000	3000	
a) Reason(s) for length requirement:	VBW	VBW	
b) Typical longest trip destination from Albuquerque:	1/YR	2/YR	
c) Frequency of trip:	4000	3000	
d) Departure runway length requirement @ 92.5° F and 5,837' MSL:	4000	3000	
e) Landing distance required on dry runway:	4000	3000	
f) Landing distance required on wet (contaminated) runway:			

Thank you for your time and participation. Please return your survey in the enclosed stamped, window envelope by March 15, 2006. If the return envelope has been lost or misplaced, please mail survey to the address listed on the back of this form.

(Over)

Appendix D

AVIATION DEMAND FORECASTS

Appendix D
AVIATION DEMAND FORECASTS

This appendix presents the Aviation Demand Forecasts used for analysis in this Environmental Assessment (EA).

Air transportation is a unique industry that has experienced wide fluctuations in growth and recession. For this reason, it is important that from time to time an airport re-evaluate its current position and examine future demand trends and potential. The primary objective of this forecasting effort is to define the magnitude of change in aviation demand that can be expected over time at Double Eagle II Airport.

Because of the cyclical nature of the economy, it is virtually impossible to predict, with certainty, year-to-year fluctuations in activity when looking more than 20 years into the future. However, a trend can be established which delineates long-term growth potential. While a single line is often used to express the anticipated growth, it is important to remember that actual growth may fluctuate above and below this line. The point to remember about forecasts is that they serve only as guidelines, and planning and implementation must remain flexible to respond to unforeseen facility needs. This is because aviation activity is affected by many external influences, as well as by the types of aircraft used and the nature of available facilities.

In order to fully assess current and future aviation demand for Double Eagle II Airport, an examination of several key factors is needed. These include national and regional aviation trends, historical and forecast socioeconomic and demographic information of the area, and historical trends at the airport.

NATIONAL GENERAL AVIATION TRENDS

In the 13 years since the passage of the *General Aviation Revitalization Act of 1994* (federal legislation which limits the liability on general aviation aircraft to 18 years from the date of manufacture), it is clear that the Act has successfully infused new life into the general aviation industry. This legislation sparked an interest to renew the manufacturing of general aviation aircraft due to the reduction in product liability, as well as renewed optimism for the industry.

After the passage of this legislation, annual shipments of new aircraft rose every year between 1994 and 2000. According to the General Aviation Manufacturers Association (GAMA), between 1994 and 2000, general aviation aircraft shipments increased at an average annual rate of more than 20 percent, increasing from 928 shipments in 1994 to 3,140 shipments in 2000. As shown in **Table A**, the growth in the general aviation industry slowed considerably after 2000, negatively impacted by the national economic recession and the events surrounding 9/11. In 2003, there were over 450 fewer aircraft shipments than in 2000, a decline of 14 percent.

TABLE A
Annual General Aviation Airplane Shipments
Manufactured Worldwide and Factory Net Billings

Year	Total	SEP	MEP	TP	J	Net Billings ($ millions)
2000	3,140	1,862	103	415	760	13,497.0
2001	2,994	1,644	147	421	782	13,866.6
2002	2,687	1,601	130	280	676	11,823.1
2003	2,686	1,825	71	272	518	9,994.8
2004	2,963	1,999	52	321	591	11,903.8
2005	3,580	2,326	139	365	750	15,140.0
2006	4,042	2,508	242	407	885	18,793.0

SEP - Single Engine Piston; MEP - Multi-Engine Piston; TP - Turboprop; J – Turbofan/Turbojet

Source: GAMA

In 2004, the general aviation production showed a significant increase, returning to near pre-9/11 levels for most indicators. With the exception of multi-engine piston aircraft deliveries, deliveries of new aircraft in all categories increased. In 2006, total aircraft deliveries increased 13 percent. The largest increase was in single engine piston aircraft deliveries that increased seven percent, or by over 180 aircraft. Turbojet and multi-engine piston aircraft also increased significantly from the previous year. As evidenced in the table, new aircraft deliveries in 2006 exceeded pre-9/11 levels by over 900 aircraft.

On July 21, 2004, the Federal Aviation Administration (FAA) published the final rule for sport aircraft: The *Certification of Aircraft and Airmen for the Operation of Light-Sport Aircraft* rules, which went into effect on September 1, 2004. This final rule establishes new light-sport aircraft categories and allows aircraft manufacturers to build and sell completed aircraft without obtaining type and production certificates. Instead, aircraft manufacturers will build to industry

consensus standards. This reduces development costs and subsequent aircraft acquisition costs. This new category places specific conditions on the design of the aircraft to limit them to "slow (less than 120 knots maximum) and simple" performance aircraft. New pilot training times are reduced and offer more flexibility in the type of aircraft the pilot would be allowed to operate.

Viewed by many within the general aviation industry as a revolutionary change in the regulation of recreational aircraft, this new rule is anticipated to significantly increase access to general aviation by reducing the time required to earn a pilot's license and the cost of owning and operating an aircraft. Since 2004, there have been over 30 new product offerings in the airplane category alone. These regulations are aimed primarily at the recreational aircraft owner/operator. By 2020, there are expected to be 13,200 of these aircraft in the national fleet.

While impacting aircraft production and delivery, the events of 9/11 and the subsequent economic downturn have not had the same negative impact on the business/corporate side of general aviation. The increased security measures placed on commercial flights have increased interest in fractional and corporate aircraft ownership, as well as on-demand charter flights. According to GAMA, the total number of corporate operators increased by approximately 2,200 between 2000 and 2006. Corporate operators are defined as those companies that have their own flight departments and utilize general aviation aircraft to enhance productivity. **Table B** summarizes the number of U.S. companies operating fixed-wing turbine aircraft between 1991 and 2006.

TABLE B
U.S. Companies Operating Fixed-Wing Turbine Business Aircraft and Number of Aircraft, 1991-2005

Year	Number of Operators	Number of Aircraft
1991	6,584	9,504
1992	6,492	9,504
1993	6,747	9,594
1994	6,869	10,044
1995	7,126	10,321
1996	7,406	11,285
1997	7,805	11,774
1998	8,236	12,425
1999	8,778	13,148
2000	9,317	14,079
2001	9,709	14,837
2002	10,191	15,569
2003	10,661	15,870
2004	10,735	16,369
2005	10,809	16,867
2006	11,611	16,965

Source: GAMA/NBAA

The growth in corporate operators comes at a time when fractional aircraft programs are experiencing significant growth. Fractional ownership programs sell a share in an aircraft at a fixed

cost. This cost, plus monthly maintenance fees, allows the shareholder a set number of hours of use per year and provides for the management and pilot services associated with the aircraft's operation. These programs guarantee the aircraft is available at any time, with short notice. Fractional ownership programs offer the shareholder a more efficient use of time (when compared with commercial air service) by providing faster point-to-point travel times and the ability to conduct business confidentially while flying. The lower initial startup costs (when compared with acquiring and establishing a flight department) and easier exiting options are also positive benefits.

Since beginning in 1986, fractional jet programs have flourished. **Table C** summarizes the growth in fractional shares between 1986 and 2006. The number of aircraft in fractional jet programs grew rapidly from 2001 to 2006, increasing by approximately 288 aircraft.

TABLE C
Fractional Shares and
Number of Aircraft in Use

Year	Number of Shares	Number of Aircraft
1986	3	N/A
1987	5	N/A
1988	26	N/A
1989	51	N/A
1990	57	N/A
1991	71	N/A
1992	84	N/A
1993	110	N/A
1994	158	N/A
1995	285	N/A
1996	548	N/A
1997	957	N/A
1998	1,551	N/A
1999	2,607	N/A
2000	3,834	N/A
2001	3,415	696
2002	4,098	776
2003	4,516	826
2004	4,765	865
2005	4,691	949
2006	4,903	984

Source: GAMA

Very light jets (VLJs) entered the operational fleet in 2006. Also known as microjets, the VLJ is commonly defined as a jet aircraft that weighs less than 10,000 pounds. There are several new aircraft that fall in this category, including the Eclipse 500 and Adams 700 jets. While not categorized by Cessna Aircraft as a VLJ, the Cessna Mustang is a competing aircraft to many of the VLJs expected to reach the market. These jets cost between $1 and $2 million, can takeoff on runways less than 3,000 feet, and cruise at 41,000 feet at speeds in excess of 300 knots. The VLJ is expected to redefine the business jet segment by expanding business jet flying and offering operational costs that can support on-demand air taxi point-to-point service. The FAA projects 350 VLJs in service in 2007.

In August 2007, the United States Government Accountability Office (GAO) issued a report GAO-07-1001, *Very Light Jets*, subtitled, Several Factors Could Influence Their Effect on the National Airspace System. This report was conducted in response to the VLJ phenomenon as many aviation forecasters feared the VLJ would eventually lead to significant airspace congestion. The report was not put forth to provide recommendations, but rather to provide information on the industry.

The following is the summary provided by the GAO report:

> *"The eight very light jet forecasts GAO examined provided a range of both the number of very light jets projected to be delivered (roughly 3,000 to 7,600) and the dates by which those numbers would be reached (from 2016 to 2025). The forecasts were based on limited information about the market for very light jets and varied based on a number of assumptions, particularly regarding the development of the air taxi market.*
>
> *The studies GAO reviewed and the experts GAO contacted expressed varying opinions about the impact of very light jets on NAS capacity; however, most of the experts believed that very light jets would have little overall effect on safety. The studies found that the type of airports used by very light jets will influence very light jets' effect on capacity. Experts also mentioned other factors that could affect capacity such as aircraft usage, trip length, and altitude. Most experts GAO contacted believed that very light jets will likely have little impact on safety due to FAA's certification procedures for aircraft, pilots, and maintenance. "*

The report provided limited forecast information developed by eight entities, one being the FAA projections presented in the previous section. All forecasts assumed moderate to strong economic growth. Other factors which will impact the VLJ industry were also considered.

Many believed that the replacement market will be positive for the VLJ industry as older twin engine piston and turboprop aircraft are retired, and some aircraft owners will likely replace them with VLJ aircraft. Another factor is the influence of high numbers of available VLJ models on the market. Rolls-Royce indicated in their analysis that there tends to be a correlation between total aircraft deliveries and number of models on the market. Other factors which will positively influence VLJ growth will be dissatisfaction with other transportation modes, low purchase price of VLJ aircraft, and access to airports with appropriate infrastructure. These factors will be more positive influences to the growth of VLJ markets. Negative factors could include uncertainty of success leading to hesitations in acquiring the VLJ, new training and high cost of insurance, as well as production constraints associated with new aircraft manufacturers.

The eight VLJ forecasts examined by the GAO were somewhat divergent. These forecasts ranged between 3,106 and 7,649 VLJ deliveries. The difficulty with comparing the forecasts, however, is that several have differing "out years." Some forecast through 2016, while others projected to 2020 and even 2025. **Table D** presents the VLJ forecast figures provided by the eight groups.

The FAA forecast assumes that the regulatory environment affecting general aviation will not change dramatically. It is expected that the U.S. economy will continue to expand through 2007 and 2008, and then continue to grow moderately (near three percent annually) thereafter. This will positively influence the aviation industry, leading to passenger, air cargo, and general aviation growth throughout the forecast period (assuming that there will not be any new successful terrorist incidents against either the U.S. or world aviation). The FAA does recognize that a major risk to continued economic growth is upward pressure on commodity prices, including the price of oil. However, FAA economic models predict a 4.8 percent decrease in the price of oil in 2007, followed by a 7.1 percent increase in 2008. The price of oil is expected to become somewhat less volatile through the remainder of the forecast period.

TABLE D
Total Forecast Number of VLJ Deliveries

Forecasting Entity	Forecast End Year	Forecast VLJs Delivered
Embraer – Without strong air taxi demand	2016	~3,000
Embraer – With strong air taxi demand	2016	~6,000
Forecast International (aerospace consulting firm)	2016	~6,000
Honeywell (manufacturer of airspace products)	2016	~5,000
PMI Media (aerospace/defense publisher)	2016	4,124
Teal Group (aerospace consulting firm)	2016	~3,000
Velocity Group (consulting firm) – Moderate air taxi growth	2016	~4,000
Velocity Group (consulting firm) – Strong air taxi growth	2016	~6,000
FAA	2020	6,300
Rolls-Royce	2025	~7,500

Source: FAA

The FAA projects the active general aviation aircraft fleet to increase at an average annual rate of 1.4 percent over the 14-year forecast period, increasing from 226,422 in 2006 to 274,914 in 2020. FAA forecasts identify two general aviation economies that follow different market patterns. The turbine aircraft fleet is expected to increase at an average annual rate of 6.0 percent, increasing from 18,058 in 2006 to 31,558 in 2020. Factors leading to this substantial growth include expected strong U.S. and global economic growth, the continued success of fractional-ownership programs, the growth of the VLJ/microjet market, and a continuation of the shift from commercial air travel to corporate/business air travel by business travelers and corporations. Piston-powered aircraft are projected to show minimal growth through 2020 at 0.3 percent annually. Single engine piston aircraft are projected to grow at 0.3 percent annually, while multi-engine piston aircraft are projected to decrease in number by 0.2 percent annually. Piston-powered rotorcraft aircraft are forecast to increase by 5.7 percent annually through 2020.

Aircraft utilization rates are projected to increase through the 14-year forecast period. The number of general aviation hours flown is projected to increase at 3.4 percent annually. Similar to active aircraft projections, there is projected disparity between piston and turbine aircraft hours flown. Hours flown in turbine aircraft are expected to increase at 6.1 percent annually,

compared with 1.3 percent for piston-powered aircraft. Jet aircraft are projected to increase at 9.4 percent annually over the next 14 years, being the largest increase in any one category for total aircraft hours flown.

The total pilot population is projected to increase by 51,000 in the next 14 years, from an estimated 455,000 in 2006 to 506,000 in 2020, which represents an average annual growth rate of 0.8 percent. The student pilot population is forecast to increase at an annual rate of 1.2 percent, reaching a total of 100,181 in 2020. Growth rates for other pilot categories over the forecast period are as follows: recreational pilots declining 0.1 percent; commercial pilots increasing 0.8 percent; airline transport pilots increasing 0.2 percent; rotorcraft-only pilots increasing 3.1 percent; glider-only pilots increasing 0.4 percent; and private pilots showing no change. The sport pilot is expected to grow significantly through 2020 at 22.6 percent annually. The decline in recreational pilots and no increase in private pilots is the result of the expectation that most new general aviation pilots will choose to obtain the sport pilot license instead.

Over the past several years, the general aviation industry has launched a series of programs and initiatives whose main goals are to promote and assure future growth within the industry. "No Plane, No Gain" is an advocacy program created in 1992 by GAMA and the National Business Aircraft Association (NBAA) to promote acceptance and increased use of general aviation as an essential, cost-effective tool for businesses. Other programs are intended to promote growth in new pilot starts and introduce people to general aviation. "Project Pilot," sponsored by the Aircraft Owners and Pilots Association (AOPA), promotes the training of new pilots in order to increase and maintain the size of the pilot population. The "Be A Pilot" program is jointly sponsored and supported by more than 100 industry organizations. The NBAA sponsors "AvKids," a program designed to educate elementary school students about the benefits of business aviation to the community and career opportunities available to them in business aviation. The Experimental Aircraft Association (EAA) promotes the "Young Eagles" program which introduces young children to aviation by offering them a free airplane ride courtesy of aircraft owners who are part of the association. Over the years, programs such as these have played an important role in the success of general aviation and will continue to be vital to its growth in the future.

LOCAL SOCIOECONOMIC PROJECTIONS

Similar to other industries, the size of the local population, that population's income, and employment levels are indicators of the underlying viability of the aviation industry. Projected growth in these areas can provide comparative growth rates for estimating future growth potential in aviation activity.

The local population relates to the size of the pilot population and aircraft ownership. Aircraft ownership is typically associated with a small portion of the total population; given a larger population, there is a greater likelihood of increased aircraft ownership. Strong employment levels support both business and recreational aircraft ownership and use.

Table E summarizes historical and forecast population, households, housing units, and total employment for Sandoval and Bernalillo Counties. **Table E** indicates that the total population of the two-county area has grown consistently over the past five years, growing from approximately 646,586 in 2000 to 704,875 in 2004. Metro projects the population to grow to 909,748 by 2025, or at an average annual rate of 1.2 percent.

TABLE E
Socioeconomic Summary
Airport Service Area (Sandoval and Bernalillo County)

	2000	2004	2010	2015	2025
Bernalillo County					
Population	556,678	602,413	631,851	666,084	729,750
Households	220,936	240,987	257,449	274,175	306,377
Housing Units	239,074	260,982	376,672	294,490	328,754
Employment	344,911	347,831	402,543	425,146	466,591
Sandoval County					
Population	89,908	102,462	126,288	144,381	179,998
Households	31,411	36,096	45,180	52,179	66,391
Housing Units	34,866	39,579	50,702	58,529	74,418
Employment	27,447	30,361	38,231	42,987	52,418
Total Service Area					
Population	646,586	704,875	758,139	810,465	909,748
Households	252,347	277,083	302,629	326,354	372,768
Housing Units	273,940	300,561	427,374	353,019	403,172
Employment	372,358	378,192	440,774	468,133	519,009

Source: Mid-Region Council of Governments Small Area (DASZ) Data and Forecasts

There has also been consistent growth in households and employment. **Table F** presents the expected growth rates in each of these categories through 2025. Employment growth is expected to outpace growth in housing and population. The higher growth in employment versus population indicates a trend towards declining unemployment rates.

When comparing Bernalillo County and Sandoval County growth, Sandoval County is expected to grow at a stronger rate. For example, Sandoval County's population is expected to grow at 2.7 percent annually through 2025, whereas Bernalillo County is expected to growth at less than 1.0 percent annually. Similar disparities are projected for households, housing units, and total employment. These growth rates are summarized in **Table F**.

TABLE F
Socioeconomic Summary
Sandoval and Bernalillo Counties

	Population	Households	Housing Units	Employment
Forecast Period Summary				
Bernalillo Change (2004-2025)	127,337	65,390	67,772	118,760
Bernalillo % Change (2004-2015)	17.4%	21.3%	20.6%	25.5%
Bernalillo Avg. Annual Rate (2004-2015)	0.9%	1.1%	1.1%	1.4%
Sandoval Change (2004-2025)	77,536	30,295	34,839	22,057
Sandoval % Change (2004-2015)	43.1%	45.6%	46.8%	42.1%
Sandoval Avg. Annual Rate (2004-2015)	2.7%	2.9%	3.1%	2.6%
Total Change (2015-2025)	204,873	95,685	102,611	140,817
Total % Change (2015-2015)	22.5%	25.7%	25.5%	27.1%
Avg. Annual Rate (2004-2015)	1.2%	1.4%	1.4%	1.5%

Source: Mid-Region Council of Governments Small Area (DASZ) Data and Forecasts

AIRPORT SERVICE AREA

The local airport service area is defined by the proximity of other airports and the facilities they are able to provide owners/operators of general aviation aircraft. General aviation service areas are limited by nearby airports, which provide similar aircraft tie-down, fuel, and hangar services.

Bernalillo County is served by two public use airports providing general aviation services: Albuquerque International Sunport and Double Eagle II Airport. Albuquerque International Sunport provides general aviation services in addition to being the primary commercial airline and air cargo airport in the state. The Sunport also accommodates military activity from Kirtland Air Force Base. Double Eagle II Airport is the designated reliever airport for the Sunport, primarily accommodating general aviation activity. Double Eagle II Airport also accommodates some military training activities. There are no existing or planned airports in Sandoval County.

The zip code of Double Eagle II Airport based aircraft owners was collected to gain an understanding of the existing service area for based aircraft demand. This review indicated that the airport's based aircraft service area encompasses almost the entire Albuquerque Metropolitan Area. Double Eagle II Airport drew favorably from the western areas of the community and the West Mesa. Lower ownership rates existed for zip codes on the eastern side of the City. It is assumed that aircraft owners on the eastern side of the City choose to base at the Sunport, which is located closer to this portion of the City, rather than Double Eagle II Airport. Double Eagle II Airport also draws from Rio Rancho and other communities in Sandoval County. Presently, approximately 77 percent of the based aircraft owners reside in Bernalillo County; most of the remaining aircraft owners reside in Sandoval County.

A feasibility study for a new airport in Sandoval County was underway when this analysis was prepared. A new airport in Sandoval County could compete for based aircraft that now go to Double Eagle II Airport. The extent that this would impact Double Eagle II Airport is unknown

until this airport is developed and competitive factors such as cost, access, hangar availability, and service levels are established. This feasibility study is ongoing and no decision has been made on the development of this new airport at the time of this printing.

As expected through this analysis, the Double Eagle II Airport based aircraft service area overlaps the service areas of Albuquerque International Sunport, which is located in zip codes of Double Eagle II Airport based aircraft owners. This is primarily due to these being the only public use airports in the metropolitan area serving general aviation.

The service area for transient aircraft users of Double Eagle II Airport can comprise a slightly larger area, extending into all the eastern portions of the metropolitan area and overlapping the general aviation service area of Albuquerque International Sunport. Typically, transient users will use the airport located closest to their destination. However, airport capabilities, general aviation services, and aircraft owner preferences are also factored into their decision. The Sunport is more conveniently located to eastern metropolitan areas than Double Eagle II Airport and provides adequate runway length, navigational aids, and general aviation services. Therefore, some transient users coming to the metropolitan area will choose the Sunport over Double Eagle II Airport, especially if they are accessing the eastern portions of the metropolitan area. However, since the Sunport is centrally located and provides a longer runway length than Double Eagle II Airport, the Sunport presently serves a larger portion of the transient general aviation users to the local community than Double Eagle II Airport. This is especially true for business and corporate users whose business jet aircraft cannot operate at Double Eagle II Airport.

FORECASTING APPROACH

The development of aviation forecasts proceeds through both analytical and judgmental processes. A series of mathematical relationships are tested to establish logic and a rationale for projected growth. However, the judgment of the forecast analyst, based upon professional experience, knowledge of the aviation industry, and assessment of the local situation, is important in the final determination of the preferred forecast.

The most reliable approach to estimating aviation demand is through the utilization of more than one analytical technique. Methodologies frequently considered include trend line/time-series projections, correlation/regression analysis, and market share analysis.

Trend line/time-series projections are probably the simplest and most familiar of the forecasting techniques. By fitting growth curves to historical data, then extending them into the future, a basic trend line projection is produced. A basic assumption of this technique is that outside factors will continue to affect aviation demand in much the same manner as in the past. As broad as this assumption may be, the trend line projection does serve as a reliable benchmark for comparing other projections.

Correlation analysis provides a measure of direct relationship between two or more separate sets of historical data. Should there be a reasonable correlation between the data sets, further evaluation using regression analysis may be employed.

Regression analysis measures statistical relationships between dependent and independent variables yielding a "correlation coefficient." The correlation coefficient (Pearson's "r") measures association between the change in a dependent variable and the independent variable(s). The higher the "r^2" value (coefficient determination), the greater the predictive reliability.

Market share analysis involves a historical review of the airport activity as a percentage, or share, of a larger regional, state, or national aviation market. A historical aviation market share trend is determined providing an expected market share for the future. These shares are then multiplied by the forecasts of the larger geographical area to produce a market share projection. This method has the same limitations as trend line projections, but can provide a useful check on the validity of other forecasting techniques.

AVIATION ACTIVITY FORECASTS

The following forecast analysis examines each of the aviation demand categories expected at Double Eagle II Airport through 2025. Each segment will be examined individually, and then collectively, to provide an understanding of the overall aviation activity at the airport.

The remainder of this chapter presents the forecasts for aviation demand, which includes the following:

- Based Aircraft
- Based Aircraft Fleet Mix
- Local and Itinerant Operations
- Peak Activity
- Operational Mix and Critical Airport Reference Code
- Annual Instrument Approaches

AIRCRAFT OWNERSHIP

The number of aircraft based at an airport is, to some degree, dependent upon the nature and magnitude of aircraft ownership in the local service area. Therefore, the process of developing forecasts of based aircraft for Double Eagle II Airport begins with a review of historical aircraft registrations in the area.

Historical records of aircraft ownership in Bernalillo County were obtained from the FAA-maintained database of aircraft ownership. **Table G** summarizes total aircraft registrations from 1993 to 2004 for Bernalillo County. In examining the specific type of aircraft growth, it is evident that turbine-powered aircraft have enjoyed the strongest growth rates. The number of

turboprop aircraft registered to residents of the county has grown at an average annual rate of 2.9 percent, while the number of registered turbojet aircraft has grown at an annual rate of 11.6 percent. Single engine piston-powered aircraft have had the largest numerical growth, growing by 48 aircraft, yet have grown at an average annual rate of only 0.8 percent. There was a net addition of 20 helicopters in the County between 1993 and 2004.

TABLE G
Registered Aircraft
Bernalillo County

Year	Total	Single Engine Piston	Multi-Engine Piston	Turboprop	Turbojet	Helicopter
1993	666	532	81	22	6	25
1994	682	536	93	21	7	25
1995	703	547	94	29	8	25
1996	729	574	92	29	9	25
1997	704	554	82	32	8	28
1998	706	559	80	29	9	29
1999	747	587	81	36	12	31
2000	780	608	91	34	12	35
2001	789	603	95	42	12	37
2002	785	596	97	41	13	38
2003	785	590	105	30	17	43
2004	784	580	109	30	20	45
Avg. Ann.	1.5%	0.8%	2.7%	2.9%	11.6%	5.5%
% Growth	15.05%	8.28%	25.69%	26.67%	70.00%	44.44%
Actual	118	48	28	8	14	20

Source: FAA Records

A review of the aircraft registrations reveals a couple of trends. First, business class aircraft registrations (turboprop and turbojet) are growing faster than all other types of aircraft in the county. Secondly, aircraft registrations in the county are growing. This indicates a potential growing demand for based aircraft at Double Eagle II Airport.

Since there are no recent forecasts of Bernalillo County registered aircraft, new forecasts of aircraft registrations have been prepared for this study. First, a time series analysis of aircraft registrations since 1993 was completed, which resulted in a correlation coefficient of 0.874. Next, a regression analysis was completed which compared historical registered aircraft to population in Bernalillo County since 1993. This resulted in a correlation coefficient of 0.773. Since neither of these analyses achieved a correlation coefficient higher than 0.90 (which indicates good predictive potential), these analyses were discarded from consideration, and forecasts of future registered aircraft were considered by making comparisons against local population and U.S. Active Aircraft.

Table H compares registered aircraft in Bernalillo County to U.S. active general aviation aircraft. As shown in the table, the percentage of U.S. active general aviation aircraft registered in Bernalillo County has fluctuated annually since 1993 from a low of 0.34 percent to a high of 0.394

percent. Since 1993, U.S. active aircraft have grown on average 1.9 percent annually, and Bernalillo County registered aircraft have grown at 2.1 percent annually.

As shown in **Table H**, maintaining the average share of U.S. active aircraft from 1993 to 2005 (0.385 percent) constant through the planning period results in 1,081 registered aircraft in Bernalillo County by the year 2025.

TABLE H
Share of U.S. Active Aircraft
Airport Service Area

Year	Bernalillo County Registered Aircraft	U.S. Active Aircraft	Bernalillo County Share
HISTORICAL			
1993	666	177,119	0.376%
1994	682	172,936	0.394%
1995	703	188,089	0.374%
1996	729	191,129	0.381%
1997	704	192,414	0.366%
1998	706	204,710	0.345%
1999	747	219,464	0.340%
2000	780	217,533	0.359%
2001	789	211,447	0.373%
2002	785	211,244	0.372%
2003	785	209,606	0.375%
2004	784	212,390	0.369%
2005	795	214,591	0.370%
2006	872	226422	0.385%
Avg. Ann. Growth Rate	2.1%	1.9%	
FORECAST			
2010	901	234,030	0.385%
2015	955	248,120	0.385%
2020	1,018	264,324	0.385%
2025	1,081	280,876	0.385%
Avg. Ann. Growth Rate	1.5%	1.2%	

Source for Historical Registered Aircraft: FAA Records
Source for Historical and Forecast U.S. Active Aircraft: 2006 FAA Aerospace Forecasts, Selected Years, 2020 and 2025 Extrapolated
Registered Aircraft Forecasts: Coffman Associates analysis

Table J presents a forecast for future registered aircraft in Bernalillo County based upon the ratio of registered aircraft to forecast population in Bernalillo County. This forecast projects the ratio of registered aircraft to 10,000 residents remaining static through 2025 at approximately 13.3 registered aircraft per 10,000 residents. This represents the average ratio since 1993. This forecast projects registered aircraft growing at 1.0 percent annually, or by 99 aircraft, over the next 20 years.

The share of U.S. active aircraft has been selected as the preferred planning forecast. Registered aircraft in Bernalillo County have grown at a steady but slow rate since 1993, growing at

2.1 percent annually. This compares favorably with growth nationally in U.S. active aircraft, which grew at 1.9 percent annually during the same period. Therefore, for planning purposes, it is expected that registered aircraft will continue this trend through 2025.

TABLE J
Registered Aircraft Per 10,000 Residents
Airport Service Area

Year	Bernalillo County Registered Aircraft	Service Area Population	Ratio
HISTORICAL			
1993	666	515,914	12.9
1994	682	528,842	12.9
1995	703	538,615	13.1
1996	729	544,201	13.4
1997	704	547,997	12.8
1998	706	551,298	12.8
1999	747	556,002	13.4
2000	780	556,870	14.0
2001	789	561,881	14.0
2002	785	572,195	13.7
2003	785	581,663	13.5
2004	784	592,538	13.2
2005	795	603,562	13.2
2006	872	615,099	13.3
Avg. Ann. Growth Rate	2.1%	1.4%	
FORECAST			
2010	840	631,851	13.3
2015	886	666,084	13.3
2020	928	697,917	13.3
2025	971	729,750	13.3
Avg. Ann. Growth Rate	1.0%	1.0%	

Source for Historical Population: U.S. Dept. Of Commerce, Bureau of the Census, Population Estimates Program, Population Division.
Source For Forecast Population: Mid Region Council of Governments *Small Area Data and Forecasts,* 2020 Extrapolated
Source for Historical Registered Aircraft: FAA Records
Registered Aircraft Forecasts: Coffman Associates analysis

BASED AIRCRAFT

The number of based aircraft is the most basic indicator of general aviation demand at an airport. By first developing a forecast of based aircraft, the growth of other factors can be projected. **Table K** summarizes based aircraft totals at Double Eagle II Airport for 1996, 1999, 2000, 2003, 2005, and 2006. The 2006 based aircraft total was derived from the FAA Form 5010 which is based upon the national based aircraft inventory. As shown in **Table K**, based aircraft totals have fluctuated during this time period, reaching as high as 254 in 2006, and as low as 115 in 1996. Based aircraft levels have ranged from a low of 217 to a high of 254 since 1999. Since 1993, based aircraft have grown at an annual average rate of 8.2 percent.

TABLE K
Share of Bernalillo County Registered Aircraft

Year	Double Eagle II Based Aircraft	Registered Aircraft (Powered)	Double Eagle II Share
HISTORICAL			
1996	115	729	15.8%
1999	227	747	30.4%
2000	231	780	29.6%
2003	217	785	27.6%
2005	224	795	28.2%
2006	254	872	29.1%
Average Annual Growth Rate	8.2%	1.8%	
SCENARIO I			
2010	262	901	29%
2015	277	955	29%
2020	295	1,018	29%
2025	313	1,081	29%
Average Annual. Growth Rate	1.1%	1.1%	
SCENARIO II			
2010	288	901	32%
2015	353	955	37%
2020	428	1,018	42%
2025	530	1,081	49%
Average Annual Growth Rate	3.9%	1.1%	

Source for Historical Based Aircraft: 2002 Master Plan (1996, 1999, 2000), Airport Records (2003, 2005), FAA 2006
Source for Historical Registered Aircraft: FAA
Source for Forecast Registered Aircraft: Coffman Associates analysis
Based Aircraft Forecasts: Coffman Associates analysis

Because actual based aircraft levels were not available on an annual basis, statistical methods of projected based aircraft (such as time-series and regression analyses) were not performed. Furthermore, past based aircraft trends are most likely not indicative of future growth potential at Double Eagle II Airport. Statistical measures such as time-series analysis and regressions analyses rely on past performance, in part, for establishing indicators of future demand. Several factors will influence growth at Double Eagle II Airport in the future which has not occurred at the airport in the past. This includes the development of the Aerospace Technology Park at the south end of Runway 17-35, reliever status of Double Eagle II Airport, and Sandoval County population and economic growth.

The Aerospace Technology Park is currently planned for the ultimate Eclipse Aviation aircraft manufacturing, testing, training, and maintenance. The Aerospace Technology Park is also designed for taxiway access which could add additional users to the airport.

As a reliever airport, Double Eagle II Airport is designed to serve general aviation aircraft that would normally use Albuquerque International Sunport. In this manner, Double Eagle II Airport

reserves capacity at the Sunport for commercial airline and air cargo activity by providing an alternate landing area for general aviation. The Sunport presently accommodates a significant amount of general aviation activity for the region due to its central location in the City. There are nearly 350 based aircraft at the Sunport, and the Sunport has accommodated more than 50,000 annual general aviation operations each of the past five years. The City and Aviation Department's policy is to encourage the use of Double Eagle II Airport by general aviation aircraft.

The transfer of existing general aviation demand from the Sunport will affect future growth at Double Eagle II Airport. Factors which would affect a transfer of demand include a cost difference between Double Eagle II Airport and the Sunport and/or increased air carrier, military, and air cargo demand at the Sunport affecting general aviation users.

Incentives for relocating aircraft to Double Eagle II Airport are primarily related to costs. Fuel and hangars are cheaper at Double Eagle II Airport when compared to Albuquerque International Sunport. Air access to Double Eagle II Airport is much easier given that there are not all the large commercial airline and air cargo operations at Double Eagle II Airport that occur at Albuquerque International Sunport.

A transient pilot survey was conducted to determine the use patterns of Double Eagle II Airport. The results of this survey are provided in the table below. The survey was sent to approximately 1,000 aircraft owners that used the Double Eagle II Airport or Albuquerque International Sunport in 2005. As shown in the table, 52 percent of the survey respondents noted that the lack of runway length at Double Eagle II Airport prevented them from using the airport. Twenty-nine percent of the survey respondents noted that they would prefer to use Double Eagle II Airport rather than Albuquerque International Sunport (which they currently use) if the runway were longer.

Survey Results	
Total Surveys Sent	1,000
Survey Responses	31
Percent of Total	3%
Respondents that use ABQ now but prefer to use AEG	9
Percent of responders	29%
Reasons for not using AEG	Insufficient runway length at AEG
AEG users that indicated need for longer runway	7
Percent of Responders	23%
Total Respondents desiring longer runway at AEG	**16**
Percent of Responders	**52%**
Respondents that would continue to use ABQ	13
Percent of Responders	42%
Respondents that did not indicate any preferences	2

Source: Coffman Associates analysis

An indicated in the survey, 29 percent of the users that presently use Albuquerque International Sunport would rather use Double Eagle II Airport. While preferences for use are different,

ideally a greater percentage of traffic from Albuquerque International Sunport should be using Double Eagle II Airport.

Population growth will undoubtedly have an impact on future based aircraft growth. Sandoval County is expected to grow at a faster rate than the City of Albuquerque and is anticipated to account for nearly 40 percent of all population growth in the service area. Double Eagle II Airport is ideally situated to serve demand for portions of Sandoval County, which is currently without an existing public use general aviation airport. Although a general aviation airport is under study, it will be many years before that airport, if ever, comes to fruition.

Future based aircraft potential has been examined as a share of Bernalillo County registered aircraft. The Double Eagle II Airport share of Bernalillo County registered aircraft has generally remained static since 2000, ranging between 27 and 30 percent of registered aircraft. As shown in **Table K,** maintaining the 2006 share of Bernalillo County registered aircraft constant through the planning period results in based aircraft growing at a rate similar to that projected for Bernalillo County registered aircraft. This results in approximately 313 based aircraft at Double Eagle II Airport by the year 2025. An increasing share yields 530 aircraft by 2025.

The FAA and the New Mexico Department of Transportation Aviation Division have each independently examined future based aircraft for Double Eagle II Airport. The 2007 FAA *Terminal Area Forecast* (TAF) used a base year total of 254 based aircraft growing to 347 by 2025. The *2003 New Mexico State Airport System Plan* (NMASP) contained two projections of based aircraft for Double Eagle II Airport. The low growth forecast had based aircraft growing to 277 by 2021. The high range forecast had based aircraft growing to 451 by 2025.

The 2002 Double Eagle II Master Plan also contained two projections for based aircraft growth. The low growth forecast had based aircraft growing to 277 by 2021. The high range forecast had based aircraft growing to 451 by 2025 (similar to the 2003 NMASP).

A summary of all forecasts for based aircraft at Double Eagle II Airport and the selected planning forecast are shown on **Table L**. These forecasts indicate a wide growth opportunity for the airport. The lower range forecasts (Share of Bernalillo Registered Aircraft - Scenario I, 2003 NMASP Low Range Forecast), yield growth rates less than 1.1 percent annually with based aircraft increasing by less than 60 aircraft over the 20-year forecast period. Since 1996, nearly 140 based aircraft have been added at Double Eagle II Airport. This further indicates a greater growth potential than provided by these forecast scenarios. Considering the regional population growth and the potential for transfer of existing based aircraft at the Sunport, these forecasts would appear to underestimate future demand.

TABLE L
Based Aircraft Forecast Summary

Forecast	Existing	2010	2015	2020	2025
Share of Bernalillo Registered Aircraft (Scenario I)		262	277	295	313
Share of Bernalillo Registered Aircraft (Scenario II)		288	353	428	530
2002 Master Plan (Low Range Forecast)*		260	268	277	N/A
2002 Master Plan (High Range Forecast)*		300	430	451	N/A
2003 NMASP (Low Range Forecast)*		251	260	277	N/A
2003 NMASP (High Range Forecast)*		257	300	451	N/A
2007 FAA Terminal Area Forecast (TAF)		283	303	323	347
Preferred Planning Forecast (Airport Service Area)	**254**	**300**	**348**	**371**	**399**

These forecasts are for 2011, 2016, and 2021
NMASP - *New Mexico Aviation System Plan*

A planning forecast has been prepared which has based aircraft growing to 399 in 2025. The selected planning forecast begins at the lower end of the envelope, consistent with the FAA 2007 TAF for Double Eagle II Airport. This forecast results in based aircraft growing at an average annual rate of 2.9 percent through 2025.

Many factors appear to support future growth in based aircraft demand for Double Eagle II Airport. As shown earlier, there is growing aircraft ownership in the Bernalillo County area that could possibly be captured. In fulfilling its role as a reliever airport, Double Eagle II Airport could potentially be the base for aircraft located at Albuquerque International Sunport. Finally, the local population and economy is expected to continue to grow through the planning period. Strong growth for Sandoval County is projected, and Double Eagle II Airport is positioned to serve aviation demand that is not presently served by a public-use airport in this County.

Attachments to this chapter compare the Preferred Planning Forecast and the TAF. The December 23, 2004 memorandum from the Director of Airport Planning and Programming, *Revision to Guidance on Review and Approval of Aviation Forecasts*, states that "…locally developed forecasts for operations, based aircraft, and enplanements are considered consistent with the TAF if they … differ by less than 10 percent in the 5-year forecast period and 15 percent in the 10-year period." The 2010 forecast differs by 6 percent, whereas the 2015, 2020, and 2025 forecasts differ by 14.8, 14.8, and 14.9 percent, respectively.

BASED AIRCRAFT FLEET MIX

Knowing the aircraft fleet mix expected to utilize the airport is necessary to properly plan facilities that will best serve the level of activity and the type of activities occurring at the airport. **Table M** indicates the 2006 based aircraft fleet mix as being comprised mainly of single engine piston-powered aircraft. Comparing the 2006 fleet mix to the 2003 fleet mix indicates that the number of single engine piston aircraft and helicopters grew, while turboprop and multi-engine piston stayed static.

TABLE M
Total Based Aircraft Fleet Mix

Year	Total	Single Engine Piston	Multi-Engine Piston	Turboprop	Turbojet	Helicopter	Other*
HISTORICAL							
2003	217	178	20	1	2	15	1
2005	224	200	15	1	0	8	0
2006	254	212	20	1	0	17	4
Percentage Share							
2003	100%	82.0%	9.2%	0.5%	0.9%	6.9%	0.5%
2005	100%	89.3%	6.7%	0.4%	0.0%	3.6%	0.0%
2006	100%	83.5%	7.9%	0.4%	0.0%	6.7%	1.6%
FORECAST							
2010	300	252	21	3	3	18	3
2015	348	284	24	7	11	19	3
2020	371	292	26	11	18	20	3
2025	399	302	26	16	28	21	4
Percentage Share							
2010	100%	84.0%	7.0%	1.0%	1.0%	6.0%	1.0%
2015	100%	81.5%	7.0%	2.0%	3.0%	5.5%	1.0%
2020	100%	78.7%	7.0%	3.0%	5.0%	5.3%	1.0%
2025	100%	75.8%	7.0%	4.0%	7.0%	5.2%	1.0%
Change	145	90	8	15	28	4	0

Source: Coffman Associates analysis
* Gyroplanes, balloons, ultralights

The projected based aircraft fleet mix has been examined as a share of total based aircraft. This projection closely follows the national trend of growing business class aircraft (turboprops and turbojets) and declining percentages of single engine piston aircraft. Turboprop and turbojet aircraft are the fastest growing segments of active aircraft nationally. These categories are expected to grow significantly at Double Eagle II Airport. Based on national trends, more businesses will own and operate turboprop and turbojet aircraft through the planning period. This national trend will add turbine-powered aircraft through the planning period. Many of the new microjet owners are expected to be existing single engine and multi-engine piston aircraft owners upgrading their aircraft.

While the single engine piston category declines as a percentage of total based aircraft, the total number of single engine piston aircraft is expected to grow by 90, the highest numerical change of all aircraft categories. Local economic and population growth will add new private aircraft ownership. The new regulations for sport aircraft should increase single engine based aircraft levels as well. Multi-engine piston aircraft remain static as a percentage of total based aircraft, adding eight new aircraft through the planning period. The cost of a new multi-engine piston aircraft is comparable to many used turboprops, which has led to their decline in use. The operational costs are also too high for widespread recreational aircraft ownership and use. Nationally, a net addition of only 333 new multi-engine aircraft is expected over the next 12 years. This slow growth rate will cause slow growth in this category at the airport. For perspective, GAMA reports that only 242 new multi-engine piston aircraft were built and delivered

worldwide in 2006. This compares with over 2,500 new single engine piston aircraft and over 1,200 business jets and turboprops. Multi-engine piston aircraft will always have a place in new pilot training and some aircraft charter activities. Both are important components of activity at Double Eagle II Airport. Nationally, helicopters are growing at nearly three times the rate of fixed-wing piston-powered aircraft. This will lead to increases in helicopters at Double Eagle II Airport over the planning period.

ANNUAL OPERATIONS

An aircraft operation is either a takeoff or landing. Aircraft operations can be classified as either local or itinerant. Local operations are performed by aircraft which:

(a) Operate in the local traffic pattern or within sight of the airport;

(b) Are known to be departing for, or arriving from, flight in local practice areas located within a 20-mile radius of the airport;

(c) Execute simulated instrument approaches or low passes at the airport.

Itinerant operations are all other operations and essentially represent the originating or departing aircraft.

Generally, local operations are characterized by training operations. Typically, itinerant operations increase with business and commercial use since business aircraft are used primarily to carry people from one location to another.

Due to an absence of an airport traffic control tower (ATCT), actual historical counts of operations are not available for Double Eagle II Airport. Instead, only estimates of operations are available. In 2001, 2003, and 2005, the New Mexico Department of Transportation Aviation Division sampled air traffic levels at various times throughout the year to estimate annual operations. Their procedure included placing an acoustical counter on each runway which would record the takeoff and landing of an aircraft. The acoustical recording was used to verify that an aircraft set off the counter. A tally of operations over a two-week period was made and these totals extrapolated to derive an annual average. Since helicopters do not normally use the runway for departure, a factor was added to the overall count derived through the acoustical counter method to derive total annual operations. The 2006 total was obtained from the FAA TAF.

Table N summarizes historical operational estimates for Double Eagle II Airport. The method for estimating annual operations prior to 2001 is not readily known. As shown in the table, it is estimated that annual operations at Double Eagle II Airport exceed 100,000 annually.

TABLE N
Annual Operations

Year	Based Aircraft	Annual Operations	Operations Per Based Aircraft
Historical			
1996	115	51,100	444
1999	227	93,000	410
2001	229	120,900	528
2005	224	100,700	450
2006	254	131,600	518
Forecast			
2010	300	155,400	518
2015	348	180,300	518
2020	371	192,200	518
2025	399	206,700	518
Avg. Annual Growth Rate	2.4%	3.8%	

Source Historical Operations: 2002 Master Plan, NMDOT Estimates

Table N examines the relationship of annual operations to based aircraft. As shown in this table, the number of annual operations per based aircraft has varied from 410 operations in 1999 to 528 operations per based aircraft in 2001. These ratios are indicative of an airport that experiences a high number of local (training) operations which occur at Double Eagle II Airport. Double Eagle II Airport has active flight schools and training aircraft based at the airport and also accommodates training operations from aircraft based at the Sunport. The average number of operations per based aircraft in these selected years is 470. A forecast for annual operations has been made by carrying forward the 2006 average operation per based aircraft ratio through 2025. **Table N** indicates that general aviation itinerant operations could grow to 206,700 by 2025 under this scenario.

Table P depicts this historical share of Double Eagle II Airport total general aviation operations as a percentage of total general aviation operations at towered airports across the country. The Double Eagle II Airport share has grown during this period from a low of 0.18 percent to a high of 0.40 percent. The average market share over the period has been 0.26 percent. **Table P** presents a projection for Double Eagle II Airport based upon maintaining the peak 2006 share of the itinerant market at 0.40 percent through the planning period. This results in annual operations growing at 2.1 percent annually to 194,600 by 2025. A projection which continues the Double Eagle II Airport trend of a growing share of the itinerant market results in annual operations growing at 3.3 percent annually to 243,300 annual operations in 2025.

TABLE P
Share of U.S. Tower Total General Aviation Operations

Year	Double Eagle II Annual Operations	U.S. Total General Aviation Operations	Double Eagle II Share
1996	51,100	28,672,500	0.18%
1997	65,100	36,833,300	0.18%
1998	79,000	38,046,500	0.21%
1999	93,000	39,999,600	0.23%
2000	107,000	39,878,500	0.27%
2001	120,900	37,621,300	0.32%
2002	99,000	37,606,000	0.26%
2005	100,700	34,101,900	0.30%
2006	131,600	33,130,700	0.40%
Avg. Annual Rate	9.9%	1.5%	
Constant Share Forecast			
2010	148,000	36,994,700	0.40%
2015	164,600	41,150,300	0.40%
2020	179,400	44,856,600	0.40%
2025	194,600	48,661,700	0.40%
Avg. Annual Rate	2.1%	2.0%	
Increasing Share Forecast			
2010	155,400	36,994,700	0.42%
2015	185,200	41,150,300	0.45%
2020	215,300	44,856,600	0.48%
2025	243,300	48,661,700	0.50%
Avg. Annual Rate	3.3%	2.0%	

Source Historical Operations: 2002 Master Plan, NMDOT Estimates
Source for Forecast FAA Tower Operations: FAA Aerospace Forecasts, Selected Years

The FAA projects an increase in aircraft utilization and the number of general aviation hours flown nationally. These trends, along with projected growth in based aircraft, support future growth in annual operations at Double Eagle II Airport. Additionally, a larger share of general aviation activity now occurring at Albuquerque International Sunport is expected to transfer to Double Eagle II Airport as commercial aviation activity grows at the Sunport.

Table Q summarizes all annual operations forecasts for Double Eagle II Airport, including those forecasts prepared for the 2007 TAF and 2002 Master Plan. The 2003 (NMASP) operations forecasts were identical to the 2002 Master Plan forecasts.

TABLE Q
General Aviation Operations Forecast Summary

Forecast	Existing	2010	2015	2020	2025
Operations Per Based Aircraft		155,400	180,300	192,200	206,700
Share of U.S. General Aviation Operations (Scenario I)		148,000	164,600	179,400	194,600
Share of U.S. General Aviation Operations (Scenario II)		155,400	185,200	215,300	243,300
2002 Master Plan (Low Range Forecast)*		133,363	141,001	149,832	N/A
2002 Master Plan (High Range Forecast)*		147,786	181,917	240,458	N/A
2007 FAA Terminal Area Forecast (TAF)		157,340	177,040	197,487	218,643
Preferred Planning Forecast (Airport Service Area)	**131,600**	**164,100**	**201,800**	**225,300**	**249,600**

* These forecasts are for 2011, 2016, and 2021,
Source: Coffman Associates analysis

The selected planning forecast anticipates growth in annual operations due to the factors considered above. This forecast provides for an average annual growth rate of 3.3 percent.

MILITARY OPERATIONS

Military activity accounts for the smallest portion of the operational traffic at Double Eagle II Airport. While a specific historical estimate is unknown, Double Eagle II Airport has been used for military helicopter transient activity in the past. The military also uses the airport for night training using C-130 aircraft. Consistent with industry practices, annual military operations have been projected to remain static at 1,800 annual operations through the planning period due to the frequently changing missions of the military.

TOTAL ANNUAL OPERATIONS

Table R combines the annual general aviation operations forecasts with military operations to derive the total annual operations forecast for Double Eagle II Airport. Due to the high number of operations per based aircraft at Double Eagle II Airport, local operations are expected to account for approximately 65 percent of annual operations at the airport. For planning purposes, general aviation local operations are projected to account for the majority of operations through the planning period, although declining slightly to 63 percent by 2025, consistent with the 2007 TAF. All military operations are projected to be itinerant, consistent with the 2007 TAF.

TABLE R
Total Annual Operations

	2006	2010	2015	2020	2025
General Aviation Itinerant		57,400	70,600	81,100	92,400
General Aviation Local		106,700	131,200	144,200	157,200
Subtotal General Aviation		**164,100**	**201,800**	**225,300**	**249,600**
Military Itinerant		1,800	1,800	1,800	1,800
Subtotal Military		**1,800**	**1,800**	**1,800**	**1,800**
Total Itinerant		59,200	72,400	82,900	94,200
Total Local		106,700	131,200	144,200	157,200
Total Annual Operations	**131,600**	**165,900**	**203,600**	**227,100**	**251,400**
GA Itinerant Operations Percentage		35%	35%	36	37
GA Local Operations Percentage		65%	65%	64%	63%

Source: Coffman Associates analysis

OPERATIONAL MIX

The number and type of aircraft operating at the airport and how this might change over time is important to understand. This type of information is used in determining future noise emissions and air quality analyses. An estimate of the existing operational mix is provided in **Table S**. This estimate was derived from a review of filed instrument flight plans to the airport as well as actual observations of aircraft activity over a seven-day period in November 2005. This analysis concluded that the fixed wing aircraft represented approximately 95 percent of the total operations at the airport, while helicopters represented the remaining five percent. Single engine piston aircraft represent the majority of fixed-wing aircraft operations.

A forecast of the operational mix is also shown in **Table S**. This projection assumes that fixed wing aircraft will grow in number and percentage of the total mix through the planning period. This is consistent with projected based aircraft fleet mix changes for Double Eagle II Airport and national trends showing stronger growth rates for the number of active fixed wing aircraft versus rotorcraft.

For Double Eagle II Airport, jet aircraft use is expected to grow faster than all other categories at the airport. This is the result of the initiation and growth of Eclipse Aviation operations. Nearly all of their operations will consist of turbojet operations. Business/corporate use of the airport is also expected to increase as aircraft currently using Albuquerque International Sunport begin to use Double Eagle II Airport.

TABLE S
Operational Mix

Aircraft Type	Annual Operations	% of Mix
2006		
Single Engine Piston	119,200	90.5%
Multi-Engine Piston	3,900	3.0%
Turboprop	1,300	1.0%
Turbojet	700	0.5%
Helicopter	6,600	5.0%
Total	**131,700**	**100%**
2010		
Single Engine Piston	141,000	85.9%
Multi-Engine Piston	4,900	3.0%
Turboprop	2,500	1.0%
Turbojet	8,400	5.1%
Helicopter	9,100	5.0%
Total	**165,900**	**100%**
2015		
Single Engine Piston	161,200	79.9%
Multi-Engine Piston	6,100	3.0%
Turboprop	3,900	1.5%
Turbojet	21,400	10.6%
Helicopter	11,000	5.0%
Total	**203,600**	**100%**
2020		
Single Engine Piston	170,400	75.6%
Multi-Engine Piston	6,800	3.0%
Turboprop	5,400	2.0%
Turbojet	32,300	14.4%
Helicopter	12,200	5.0%
Total	**227,100**	**100%**
2025		
Single Engine Piston	180,800	72.4%
Multi-Engine Piston	7,500	3.0%
Turboprop	7,100	2.5%
Turbojet	42,600	17.1%
Helicopter	13,400	5.0%
Total	**251,400**	**100%**

AIRPORT REFERENCE CODE

Table T classifies 2006 and forecast fixed wing operations by FAA airport reference code (ARC). Rotorcraft are not assigned an ARC; therefore, the number of annual operations attributable to rotorcraft is removed from this analysis. Military aircraft operations have also been removed from this analysis as the FAA does not include military aircraft in airfield development funding decisions.

This FAA coding system relates airport design criteria to the operational and physical characteristics of aircraft expected to use the airport. The ARC has two components. The first component, depicted by a letter, is the aircraft approach category that relates to aircraft approach speed (operational characteristic); the second component, depicted by a Roman numeral, is the airplane design group that relates to aircraft wingspan (physical characteristic). Generally, aircraft approach speed applies to runways and runway-related facilities, while airplane wingspan primarily relates to separation criteria involving taxiways, taxilanes, and landside facilities.

TABLE T
Forecast by Airport Reference Code (Civil Aircraft)

Airport Reference Code	2006	2010	2015	2020	2025
A-I, A-II, B-I, B-II	124,869	153,580	187,364	207,425	228,425
C-I, C-II, D-I, D-II	224	2,265	4,238	6,377	8,300
C-III, D-III	7	55	98	198	375
Total	125,100	155,900	191,700	214,000	237,100

Source: Coffman Associates analysis
Note: Military operations and helicopters excluded

According to FAA Advisory Circular (AC) 150/5300-13, *Airport Design*, an aircraft's approach category is based upon 1.3 times its stall speed in landing configuration at that aircraft's maximum certificated weight. The five approach categories are as follows:

Category A: Speed less than 91 knots.

Category B: Speed 91 knots or more, but less than 121 knots.

Category C: Speed 121 knots or more, but less than 141 knots.

Category D: Speed 141 knots or more, but less than 166 knots.

Category E: Speed greater than 166 knots.

The airplane design group (ADG) is based upon the aircraft's wingspan or tail height. The six ADGs used in airport planning are as follows:

Group I: Wingspan up to but not including 49 feet or tail heights up to but not including 20 feet.

Group II: Wingspan above 49 feet but including 79 feet or tail heights above 20 but not including 30 feet.

Group III: Wingspan above 79 feet but including 118 feet or tail heights above 30 but not including 45 feet.

Group IV: Wingspan above 118 feet but including 171 feet or tail heights above 45 but not including 60 feet.

Group V: Wingspan above 171 feet but including 214 feet or tail heights above 60 but not including 66 feet.

Group VI: Wingspan above 214 feet but including 262 feet or tail heights above 66 but not including 80 feet.

All approach category C and D aircraft, as well as some category B aircraft, are turbojets. All civilian turboprop and piston engine aircraft are in categories A and B.

The most demanding ARC (highest approach category and ADG) with over 500 annual operations is used in determining the applicable FAA airport design criterion. As shown in the table, ARC C-I/D-II is expected to comprise the planning ARC through the planning period as this is expected to be the most demanding ARC with over 500 annual operations.

PEAKING CHARACTERISTICS

Many airport facility needs are related to the levels of activity during peak periods. The periods used in developing facility requirements for an airport are as follows:

- **Peak Month -** The calendar month when peak activity occurs.
- **Design Day -** The average day in a peak month. The indicator is easily derived by dividing the peak month activity by the number of days in the month.
- **Design Hour -** The peak hour within the design day.
- **Busy Day -** The busy day of a typical week in the peak month.

It is important to note that only the peak month is an absolute peak within a given year. All other peak periods will be exceeded at various times during the year. However, they do represent reasonable planning standards that can be applied without overbuilding or being too restrictive.

Without an airport traffic control tower, adequate operational information is not available to directly determine peak operational activity at the airport. Therefore, peak period forecasts have been determined according to trends experienced at similar airports. Typically, the peak month for activity at general aviation airports approximates 10 to 15 percent of the airport's annual operations. General aviation operations and total operations were estimated at 12 percent of total annual operations. The forecast of busy day operations was calculated as 1.25 times the design day activity. Existing design hour operations were estimated at 15 percent of design day operations. Over time, it is expected that the peak hour percentage would decline

to approximately 12 percent of design day operations. **Table U** summarizes peak operations forecasts for the airport.

TABLE U
Peak Period Forecasts

		Forecasts			
	2006	2010	2015	2020	2025
Annual	131,600	165,900	203,600	227,100	251,400
Peak Month	15,792	19,908	24,432	27,252	30,168
Design Day	509	642	788	879	973
Busy Day	637	803	985	1,099	1,216
Design Hour	76	96	110	114	117

Source: Coffman Associates analysis

ANNUAL INSTRUMENT APPROACHES FORECASTS

An instrument approach as defined by the FAA is "an approach to an airport with the intent to land an aircraft in accordance with an Instrument Flight Rule (IFR) flight plan, when visibility is less than three miles and/or when the ceiling is at or below the minimum initial approach altitude."

Available data on actual instrument approaches (AIAs) was obtained from the FAA for the period from 1996 to 2005. During this period, AIAs have ranged from a low of two in 1996 to a high of 30 in 1998. In 2005, there were four AIAs. No records are available for 2006. Future air taxi AIAs have been projected at 0.6 percent of future itinerant general aviation operations. The projected increase in AIAs is based upon the expectation of an increase in business jet operations at the airport and the relocation of Eclipse Aviation aircraft production to Double Eagle II Airport. Every aircraft produced by Eclipse Aviation requires a production certification flight and customer acceptance flight which are expected to require an instrument landing system (ILS) approach. Eclipse Aviation will also conduct transition flight training. It is expected that some of these certification and flight training flights may occur during actual instrument conditions, increasing the number of AIAs at the airport. These projections are consistent with general aviation AIAs experienced at the Albuquerque International Sunport in the past. **Table V** summarizes the annual instrument approach forecast.

TABLE V
Actual Instrument Approaches Forecast

		Forecasts			
	2005	2010	2015	2020	2025
Annual Itinerant Operations		59,200	72,400	82,900	94,200
Actual Instrument Approaches	4	355	434	497	565

SUMMARY

This chapter has provided forecasts for each sector of aviation demand anticipated to use Double Eagle II Airport through 2025. **Table W** presents a summary of the aviation forecasts developed for Double Eagle II Airport. The airport is expected to experience an increase in total based aircraft and annual operations throughout the planning period.

TABLE W
Forecast Summary

	2006	2010	2015	2020	2025
Annual Operations					
Itinerant		59,200	72,400	82,900	94,200
Local		106,700	131,200	144,200	157,200
Total Annual Operations	**131,600**	**165,900**	**203,600**	**227,100**	**251,400**
Peak Periods					
Peak Month	15,792	19,908	24,432	27,252	30,168
Design Day	509	642	788	879	973
Busy Day	637	803	985	1,099	1,216
Design Hour	76	96	110	114	117
Actual Instrument Approaches					
Total	4	355	434	497	565
Based Aircraft Fleet Mix					
Single Engine Piston	212	252	284	292	302
Multi-Engine Piston	20	21	24	26	28
Turboprop	1	3	7	11	16
Turbojet	0	3	11	18	28
Helicopter	17	18	19	20	21
Other	4	3	3	4	4
Total	**254**	**300**	**349**	**370**	**399**
Aircraft Mix					
Single Engine Piston	119,200	141,000	161,200	170,400	180,800
Multi-Engine Piston	3,900	4,900	6,100	6,800	7,500
Turboprop	1,300	2,500	3,900	5,400	7,100
Turbojet	700	8,400	21,400	32,300	42,600
Helicopter	6,600	9,100	11,000	12,200	13,400
Total	**131,600**	**165,900**	**203,600**	**227,100**	**251,400**

Appendix E

WIND ANALYSIS AND AIRFIELD CAPACITY

Appendix E
WIND ANALYSIS AND AIRFIELD CAPACITY

During the Environmental Assessment (EA) process for the construction of the Airport Traffic Control Tower (ATCT) at Double Eagle II Airport, assurances were made by the FAA to the National Park Service (NPS) that runway length and alignment alternatives would be fully evaluated within future EAs prepared for the airport. With the City of Albuquerque, the NPS cooperatively manages the Petroglyph National Monument which is located adjacent to the airport. The Monument contains numerous cultural, tribal, and archaeological resources. To ensure the future viability of the Monument and Double Eagle II Airport, the development of both facilities needs to consider its neighbor.

This appendix includes an analysis of the prevailing wind conditions at Double Eagle II Airport as well as an analysis of airfield capacity. These analyses, developed according to FAA methodologies, identifies the wind coverage of each runway alignment to the prevailing winds at the airport and the annual service volume of various runway configurations at the airport to meet projected long term needs. Combined, the wind analysis and airfield capacity analyses contributed to the determination of a Proposed Action Alternative.

The purpose of the following analysis was to analyze the current runway alignments at Double Eagle II Airport to determine if Runway 4-22 needed to remain the longest runway at the airport or if Runway 17-35 could also safely serve the airport. The goal of the alternatives analysis was to identify which runway alignment at Double Eagle II Airport provides the best wind coverage at the airport for the prevailing wind conditions, while at the same time protecting the uses and contents of the Monument.

WIND ANALYSIS

This appendix contains a wind analysis prepared by Coffman Associates as well as a report prepared by the National Weather Service Forecast Office in Albuquerque, New Mexico. This report, titled, *East Wind Events at Double Eagle II Airport*, May 2008 is included at the end of this appendix. This report examined the effects of easterly wind flows at Double Eagle II Airport and the runway alignment that is best used during easterly wind conditions.

For the operational safety and efficiency of an airport, it is desirable for the primary runway of an airport's runway system to be oriented as close as possible to the direction of the prevailing wind. This reduces the impact of wind components flowing across, or at an angle, to the direction of travel of an aircraft that is landing or taking off (defined as a crosswind).

Paragraph 203(b) of Federal Aviation Administration (FAA) Advisory Circular 5300-13 Change 14, *Airport Design*, states that, "…when a runway orientation provides less than 95 percent coverage for any aircraft forecasted to use the airport on a regular basis, a crosswind runway is recommended. The 95 percent wind coverage is computed on the basis of the crosswind not exceeding 10.5 knots for Airport Reference Codes (ARCs) A-I and B-I, 13 knots for ARCs A-II and B-II, 16 knots for ARCs A-III, B-III, and C-I through D-III, and 20 knots for ARCs A-IV through D-VI." For Double Eagle II Airport, consideration of crosswind components through 16 knots is critical as this includes all the aircraft expected to use the airport on a regular basis through the planning period. A description of ARC is provided on Page D-24 of **Appendix D**.

Wind data specific to Double Eagle II Airport has been collected to determine wind coverage for the airport. The source for the data is the Automated Weather Observation System (AWOS) located on the airport. For the analysis, data was collected between August 2001 and August 2006. Nearly 112,000 individual observations were collected and analyzed.

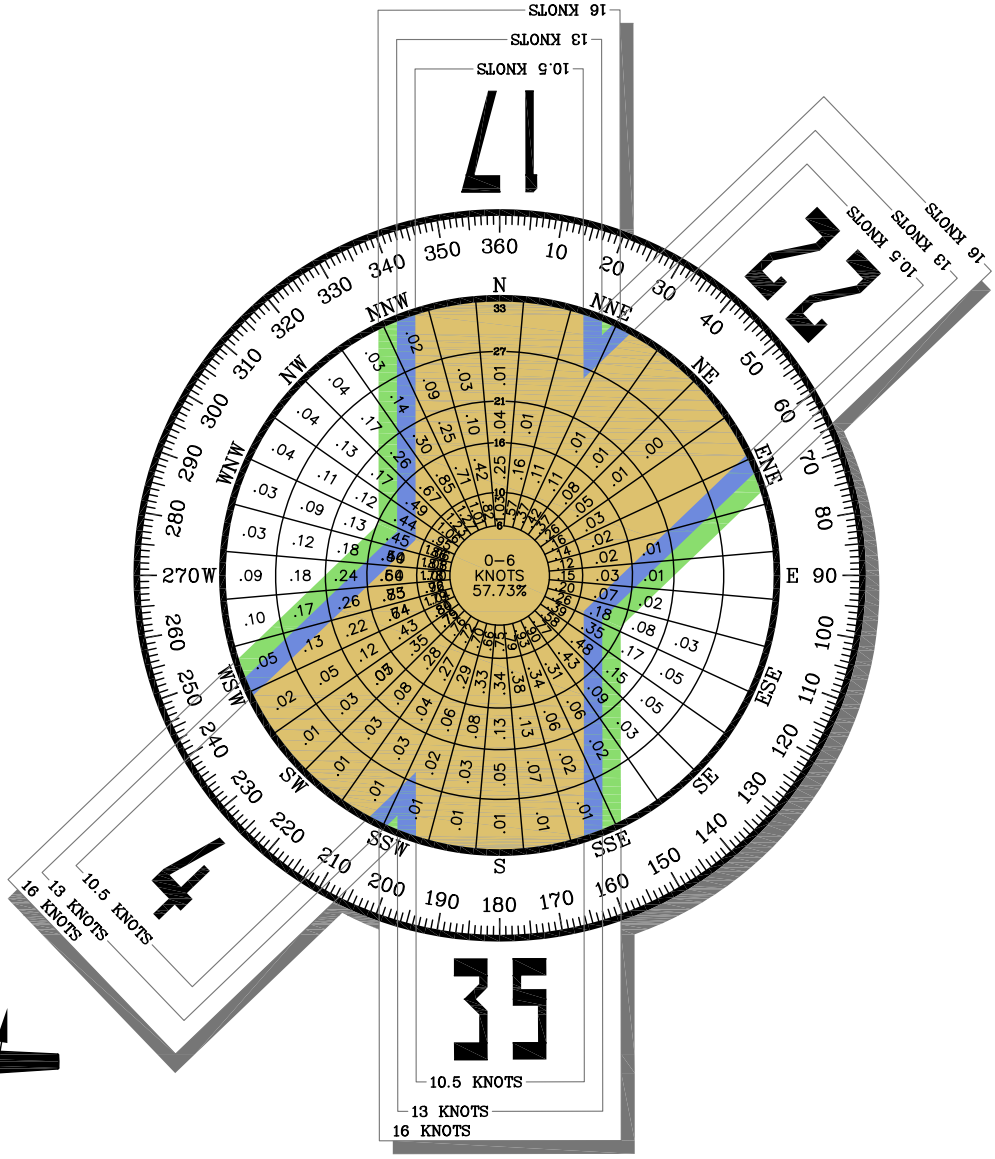
All-Weather Wind Coverage

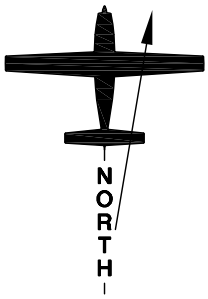
Exhibit E1 depicts the wind rose for all-weather conditions at the airport utilizing the wind data collected through the on-airport AWOS. **Exhibit E1** also summarizes the all-weather wind coverage for Runway 4-22 and Runway 17-35, individually and combined, for all available observations. As shown on the exhibit, Runway 4-22 alone provides 88.49 percent coverage for the 10.5 knot crosswind component, 92.71 percent coverage for the 13.0 knot crosswind component, and 96.97 percent wind coverage for the 16.0 knot crosswind component. Individually, Runway 17-35 provides 90.78 percent coverage for the 10.5 knot crosswind component, 94.27 percent coverage for the 13.0 knot crosswind component, and 97.24 percent wind coverage for the 16.0 knot crosswind component.

EAW 05SP12-E1-01/20/09

ALL WEATHER WIND COVERAGE

Runways	10.5 Knots	13 Knots	16 Knots
Runway 4–22	*88.49%*	*92.71%*	*96.97%*
Runway 17–35	*90.78%*	*94.27%*	*97.24%*
Combined	*94.50%*	*97.21%*	*98.89%*





Magnetic Variance
09° 34' East (January 2009)
Annual Rate of Change
00° 07' West (January 2009)

SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Double Eagle II (AEG)
Albuquerque, New Mexico

OBSERVATIONS:
111,946 All Weather Observations
2001–2006

Exhibit E1
ALL WEATHER WINDROSE
EXISTING RUNWAYS

Coffman Associates R:\CAD\LollyR\Master Plans\AEG (Double Eagle II)\Exhibits\AEG Exhibits E1, E2 and E3.dwg Printed Date: 1-04-10 02:56:39 PM dhopkins

TABLE E1
Wind Coverage Summary

		Knots								
		Runway 17-35			Runway 4-22			Runways 4-22/17-35 Combined		
		10.5	13	16	10.5	13	16	10.5	13	16
Annual All-Weather		90.78%	94.27%	**97.24%**	88.49%	92.71%	**96.97%**	94.50%	**97.21%**	**98.89%**
	January	94.36%	**96.57%**	**98.43%**	88.93%	93.03%	**97.37%**	**96.11%**	**98.04%**	**99.37%**
	February	90.94%	94.14%	**96.67%**	87.68%	91.76%	**96.02%**	93.75%	**96.26%**	**98.25%**
	March	85.97%	90.97%	**95.22%**	83.53%	88.85%	94.80%	90.71%	**95.09%**	**98.02%**
	April	83.31%	88.90%	**93.93%**	83.90%	89.36%	94.94%	90.85%	94.67%	**97.59%**
	May	86.04%	90.86%	**95.78%**	87.08%	92.62%	**97.38%**	93.84%	**97.04%**	**99.02%**
	June	87.81%	92.50%	**96.78%**	86.90%	92.30%	**97.35%**	92.82%	**96.53%**	**98.77%**
	July	94.53%	**97.00%**	**98.84%**	93.27%	**96.04%**	**98.93%**	**96.65%**	**98.56%**	**99.46%**
	August	92.81%	**96.35%**	**99.04%**	91.14%	94.85%	**98.57%**	**95.71%**	**98.36%**	**99.62%**
	September	**95.06%**	**97.25%**	**99.00%**	92.06%	**95.49%**	**98.82%**	**97.31%**	**98.97%**	**99.66%**
	October	**95.33%**	**97.44%**	**99.11%**	92.86%	**95.95%**	**98.70%**	**97.69%**	**99.08%**	**99.81%**
	November	92.97%	**95.68%**	**97.59%**	87.45%	91.73%	**96.48%**	**95.31%**	**97.60%**	**99.99%**
	December	94.30%	**96.49%**	**98.00%**	91.50%	93.95%	**96.79%**	**96.03%**	**98.06%**	**99.19%**
Annual IFR		**95.07%**	**96.79%**	**98.61%**	94.17%	**97.13%**	**99.16%**	**96.84%**	**98.60%**	**99.91%**

Source: Double Eagle II Airport AWOS
Note: Numbers in bold exceed 95% Wind Coverage

IFR CAT I Wind Coverage

Category I Instrument Flight Rules (IFR) conditions occur at Double Eagle II Airport when the cloud ceiling is 200 feet above the ground and/or the visibility is reduced to one-half mile. As shown on **Exhibit E2** and within **Table E1**, during these low visibility and cloud situations, Runway 17-35 provides 95.07 percent coverage for the 10.5 knot crosswind component, 96.79 percent coverage for the 13.0 knot crosswind component, and 98.91 percent wind coverage for the 16.0 knot crosswind component. Runway 4-22 alone provides 84.17 percent coverage for 10.5 knot crosswind component, 97.13 percent coverage for the 13.0 knot crosswind component, and 99.16 percent wind coverage for the 16.0 knot crosswind component.

Crosswind Runway

As indicated above, neither Runway 4-22 nor Runway 17-35 individually provides more than 95 percent coverage for the 10.5 knot or 13.0 knot crosswind components. When combined, Runway 4-22 and Runway 17-35 provide only 94.50 percent coverage for the 10.5 knot crosswind component. Even when combining the existing two runway orientations at the airport, the airport still does not provide 95 percent coverage for the 10.5 knot crosswind component.

The primary reason for not meeting 95 percent wind coverage for a single runway, or the two existing runway orientations combined, is the lack of a runway orientation at the airport that can accommodate the strong winds from the west/northwest and east/southeast. Winds above the 10.5 knot crosswind component that cannot be served by either Runway 4-22 or Runway 17-35 occur approximately 7.0 percent of the time. Essentially, during these times the Double Eagle II Airport is closed to small aircraft operations as the crosswind components are excessive for aircraft such as the Cessna 150, which fall within this range. Since the airport is not usable during these situations, this reduces overall airport ca-

pacity. A later section in this appendix reveals that the addition of Runway 8-26 can increase the annual capacity of the airport due to the ability to use more runways simultaneously.

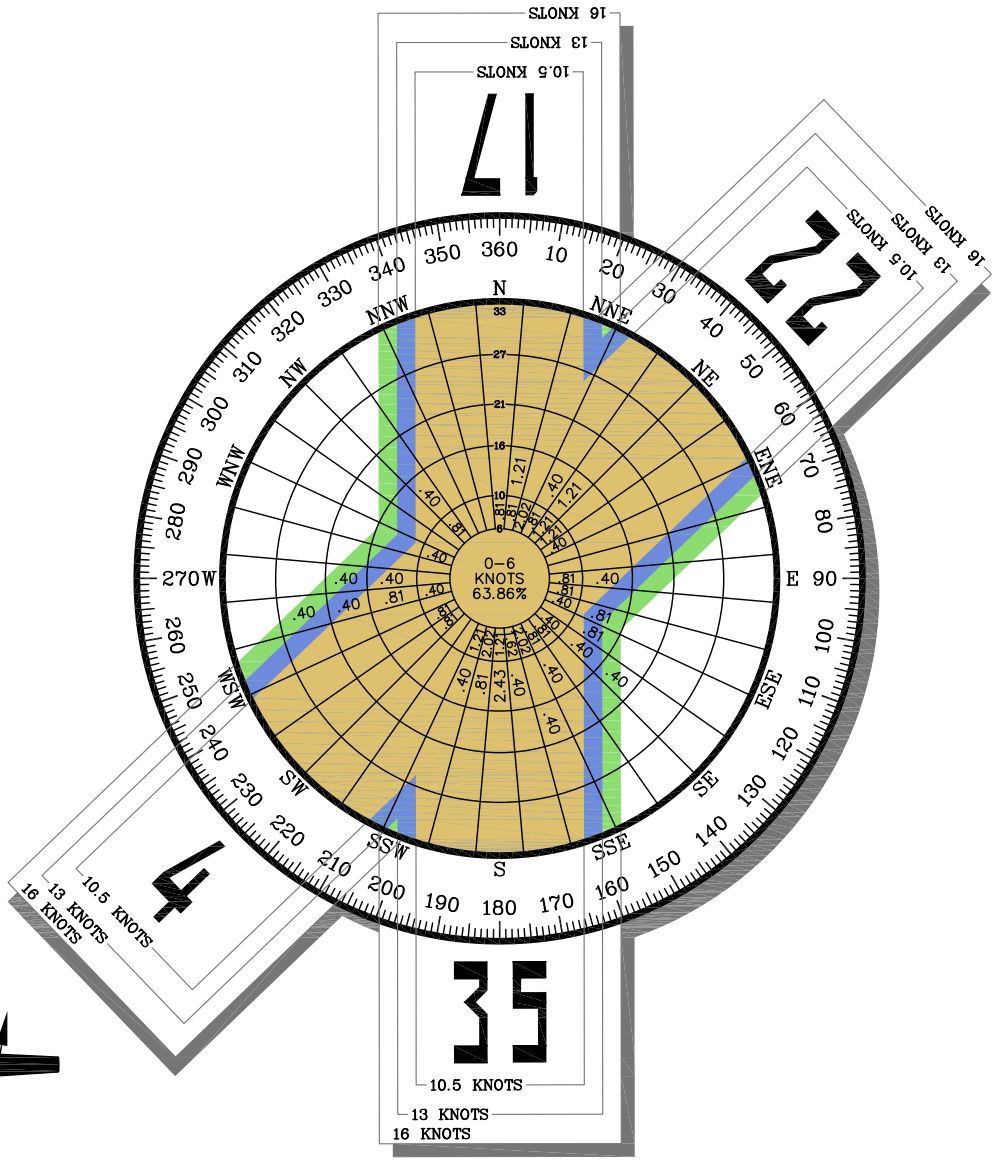
Exhibit E3 depicts the all-weather wind rose and wind coverage considering the addition of an east-west aligned runway. As shown in the wind coverage summary table, individually Runway 8-26 provides 91.57 percent coverage for the 10.5 knot crosswind component, and greater than 95 percent coverage for the 13 knot and 16 knot crosswind component. When combined with Runway 4-22 and Runway 17-35, Runway 8-26 increases the overall wind coverage for the airport to 98.55 percent coverage for the 10.5 crosswind component, 99.49 for the 13.0 knot crosswind component, and 99.87 percent coverage for the 16.0 knot crosswind component. This is considerably better coverage than provided by the existing two runway orientations. For the 10.5 knot crosswind component, the addition of Runway 8-26 increases wind coverage by 4.05 percent. Overall, wind coverage is increased by 2.28 percent and 0.98 percent for the 13 knot crosswind component and 16.0 knot crosswind component, respectively.

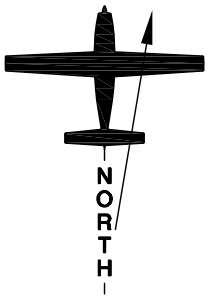
The primary benefit of an east-west oriented runway would be the reduction in crosswind components at the airport. **Table E2** demonstrates a specific example of the reduction in crosswind components with the development of Runway 8-26. The example assumes wind speeds between 11 and 16 miles per hour, which occur at the airport approximately 11.6 percent of the time. With the addition of Runway 8-26, crosswind components are reduced when the winds are between 070 and 120 and 250 and 300. For example, when the wind is from 070, the lowest crosswind component of 8.0 miles per hour is achieved when landing on Runway 4. However, if Runway 8-26 was constructed, this crosswind component would be reduced to 2.8 miles per hour when landing on Runway 8. As shown in the table, more significant reductions in crosswind components are achieved when the wind is from 080 to 120. Similar reductions in crosswinds components are experienced when the wind is from the west.

05SP12-E2-01/20/09

IFR CAT-I WIND COVERAGE

Runways	10.5 Knots	13 Knots	16 Knots
Runway 4-22	*95.07%*	*96.79%*	*98.61%*
Runway 17-35	*94.17%*	*97.13%*	*99.16%*
Combined	*96.84%*	*98.60%*	*99.91%*





Magnetic Variance
09° 34' East (January 2009)
Annual Rate of Change
00° 07' West (January 2009)

SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Double Eagle II (AEG)
Albuquerque, New Mexico

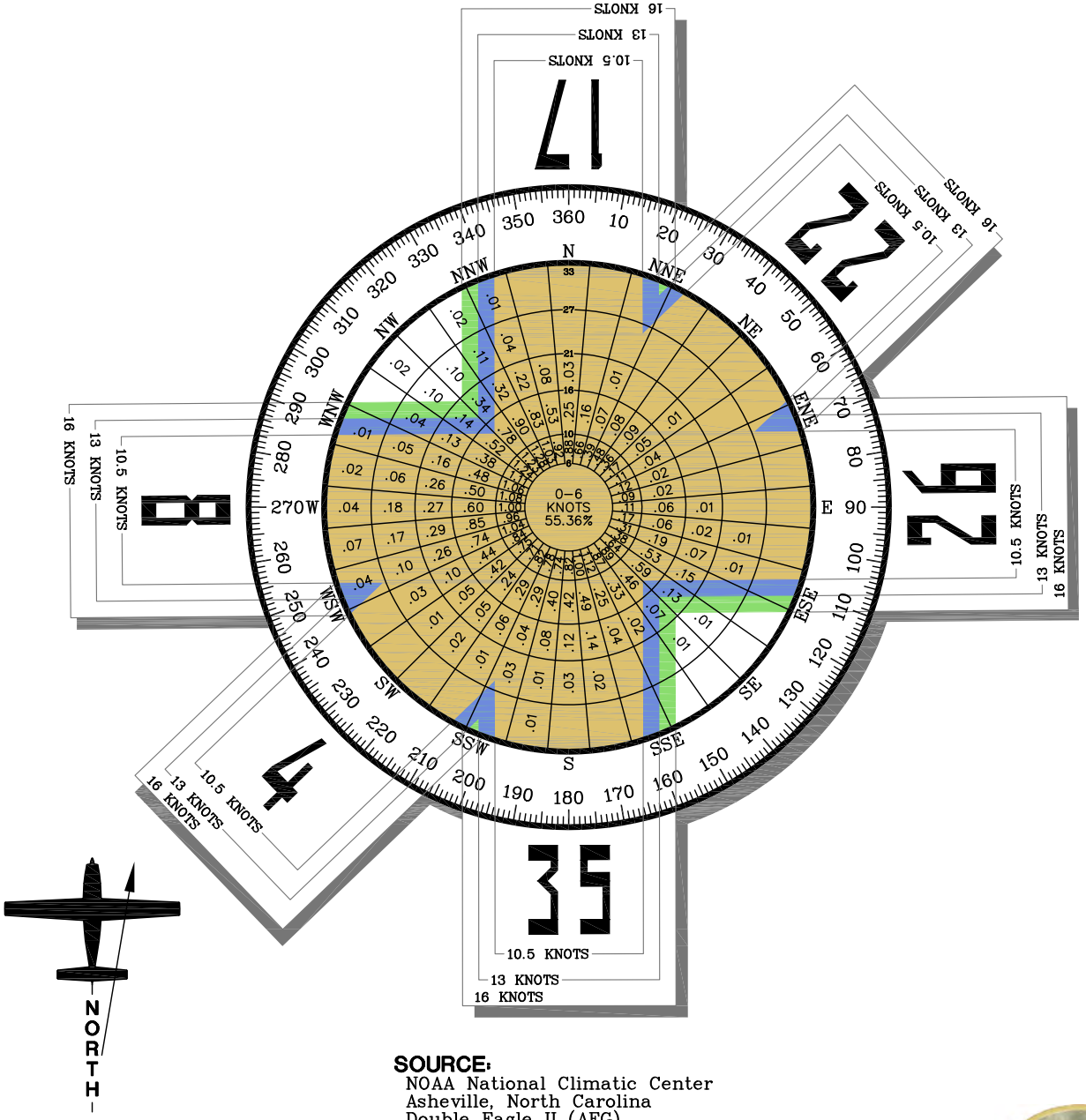
OBSERVATIONS:
247 IFR CAT-I Observations

Exhibit E2
IFR CAT-I WINDROSE

05SP12-E3-01/20/09

ALL WEATHER WIND COVERAGE

Runways	10.5 Knots	13 Knots	16 Knots
Runway 4-22	88.49%	92.71%	96.97%
Runway 8-26	91.57%	95.12%	98.29%
Runway 17-35	90.78%	94.27%	97.24%
Rwys 17-35, 4-22 & 8-26	98.55%	99.49%	99.87%
Rwys 17-35 & 8-26	98.26%	99.41%	99.86%
Rwys 8-26 & 4-22	94.05%	97.09%	98.96%



NORTH

Magnetic Variance
09° 34' East (January 2009)
Annual Rate of Change
00° 07' West (January 2009)

SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Double Eagle II (AEG)
Albuquerque, New Mexico

OBSERVATIONS:
25,488 All Weather Observations
2001-2005

Exhibit E3
ALL WEATHER WINDROSE
RUNWAY 4-22, RUNWAY 17-35, RUNWAY 8-26

TABLE E2
Crosswind Component Example

	Wind Speed - 11 to 16 Miles Per Hour			
	Existing Airfield		Add Runway 8-26	
Wind Direction	Runway In Use	Crosswind Component	Runway In Use	Crosswind Component
010	35	5.5	35	5.5
020	4	5.5	4	5.5
030	4	2.8	4	2.8
040	4	0.0	4	0.0
050	4	2.8	4	2.8
060	4	5.5	8	**5.5**
070	4	8.0	**8**	2.8
080	4	10.3	**8**	0.0
090	4	12.3	**8**	2.8
100	4	13.9	**8**	5.5
110	17	13.9	**8**	8.0
120	17	12.3	**8**	10.3
130	17	10.3	17	10.3
140	17	8.0	17	8.0
150	17	5.5	17	5.5
160	17	2.8	17	2.8
170	17	0.0	17	0.0
180	17	2.8	17	2.8
190	17	5.5	17	5.5
200	22	5.5	22	5.5
210	22	2.8	22	2.8
220	22	0.0	22	0.0
230	22	2.8	22	2.8
240	22	5.5	26	5.5
250	22	8.0	**26**	2.8
260	22	10.3	**26**	0.0
270	22	12.3	**26**	2.8
280	22	13.9	**26**	5.5
290	35	13.9	**26**	8.0
300	35	12.3	**26**	10.3
310	35	10.3	35	10.3
320	35	8.0	35	8.0
330	35	5.5	35	5.5
340	35	2.8	35	2.8
350	35	0.0	35	0.0
360	35	2.8	35	2.8

Source: Coffman Associates analysis

Notes:

Runway In Use – Runway with the lowest crosswind component

Crosswind component is determined by the wind speed multiplied by the *Sine* of the wind angle

WIND ANALYSIS SUMMARY

The 10.5 knot crosswind component is most important for runway alignment considerations at Double Eagle II Airport. The greatest majority of aircraft using Double Eagle II Airport fall within the 10.5 knot crosswind component. Therefore, facility planning and development should consider the single runway alignment that provides the best coverage for the 10.5 crosswind component.

When compared with Runway 4-22, Runway 17-35 provides better wind coverage. As shown in **Table E3**, Runway 17-35 provides 2.29 percent higher coverage than Runway 4-22 for the 10.5 knot crosswind component and 1.56 percent higher coverage for the 13.0 knot crosswind component. On a monthly basis, Runway 17-35 provides 95 percent or higher wind coverage in September and October for the 10.5 knot crosswind component, while Runway 4-22 never provides greater than 95 percent coverage for the 10.5 knot crosswind component in any month. For the 13.0 knot crosswind component, Runway 17-35 provides 95 percent or higher wind coverage for seven of the 12 months, whereas Runway 4-22 only provides the same coverage for three of 12 months. For low visibility and cloud ceiling situations, Runway 17-35 provides greater than 95 percent wind coverage for all crosswind components. Runway 4-22 only achieves this for the 13.0 and 16.0 knot crosswind components.

From this analysis, it can be concluded that Runway 17-35 can be safely used by all aircraft piloted at Double Eagle II Airport. In particular, Runway 17-35 provides the highest wind coverage for the small aircraft within the 10.5 knot crosswind component. These aircraft are most susceptible to crosswind conditions. Runway 17-35 also provides 95 percent or higher wind coverage during instrument flight rules (IFR) conditions.

TABLE E3
Wind Coverage Summary

	Annual All-Weather
10.5 Knots	
Runway 17-35	90.78%
Runway 4-22	88.49%
Difference	2.29%
13 Knots	
Runway 17-35	94.27%
Runway 4-22	92.71%
Difference	1.56%
16 Knots	
Runway 17-35	97.24%
Runway 4-22	96.97%
Difference	0.27%

A positive number indicates that Runway 17-35 provides better wind coverage.

As shown in **Table E4**, the best combination of runways for wind coverage is Runway 8-26 and Runway 17-35. Combined, Runway 8-26 and Runway 17-35 provide 98.26 percent coverage at 10.5 knots on an annual basis compared with 94.05 percent for the combination of Runways 4-22 and 8-26. This is a difference of 4.21 percent, and only 0.29 percent lower than when all three runways are combined. Moreover, the combination of Runways 8-26 and 17-35 achieve 95 percent or higher wind coverage for the 10.5 knot crosswind component for each month throughout the year. The combination of Runway 4-22 and Runway 8-26 achieve 95 percent or higher wind coverage for only five of 12 months. Considering the fact that a maximum of two runway orientations can be used at any one time for operational safety, operating the airport in such a manner that maximizes the use of Runway 17-35 and Runway 8-26 will provide greater capacity and less delay than operating the airport in any other manner. This is

due to the fact that these two runways allow the airport to be used 4.21 percent of the time more than the combination of Runways 4-22 and 8-26. This will be explored further in the next section.

	Runway 8-26			Runways 8-26/4-22 Combined			Runways 8-26/17-35 Combined		
	10.5	13	16	10.5	13	16	10.5	13	16
Annual All-Weather	91.57%	**95.12%**	**98.29%**	94.05%	**97.09%**	**98.96%**	**98.26%**	**99.41%**	**99.86%**
January	91.21%	**95.13%**	**98.65%**	92.96%	**96.67%**	**98.95%**	**98.54%**	**99.52%**	**99.91%**
February	90.95%	94.61%	**98.01%**	92.98%	**96.34%**	**98.45%**	**97.41%**	**98.69%**	**99.56%**
March	89.78%	93.94%	**97.78%**	91.83%	**95.56%**	**98.19%**	**96.68%**	**98.80%**	**99.72%**
April	88.67%	93.10%	**96.77%**	92.61%	**96.20%**	**98.50%**	**97.25%**	**99.10%**	**99.80%**
May	89.25%	93.47%	**97.48%**	93.54%	**96.82%**	**98.83%**	**98.58%**	**99.52%**	**99.89%**
June	91.57%	**95.50%**	**98.82%**	94.96%	**98.10%**	**99.50%**	**98.82%**	**99.82%**	**100.00%**
July	**95.70%**	**97.89%**	**99.53%**	**97.43%**	**99.13%**	**99.91%**	**99.25%**	**99.84%**	**99.97%**
August	94.04%	**97.00%**	**99.27%**	**96.15%**	**98.56%**	**99.73%**	**98.74%**	**99.71%**	**99.95%**
September	93.36%	**96.45%**	**99.09%**	**95.53%**	**98.15%**	**99.58%**	**99.22%**	**99.81%**	**99.98%**
October	92.52%	**95.65%**	**98.47%**	**95.72%**	**98.09%**	**99.42%**	**99.16%**	**99.80%**	**99.97%**
November	90.55%	94.65%	**98.31%**	92.64%	**96.34%**	**98.74%**	**98.41%**	**99.55%**	**99.87%**
December	93.94%	**96.00%**	**98.21%**	**95.02%**	**96.92%**	**98.70%**	**98.38%**	**99.44%**	**99.86%**
Annual IFR	92.57%	**96.02%**	**99.29%**	**97.47%**	**99.27%**	**99.68%**	**99.42%**	**99.87%**	**100.00%**

Source: Double Eagle II Airport AWOS 25,488 All-Weather Observations.
Note: Numbers in bold exceed 95% wind coverage

AIRFIELD CAPACITY

An airport's airfield capacity is expressed in terms of its annual service volume (ASV). Annual service volume is a reasonable estimate of the maximum level of aircraft operations that can be accommodated in a year without incurring significant delay factors. As aircraft operations surpass the ASV, delay factors increase exponentially. Annual service volume accounts for annual differences in runway use, aircraft mix, and weather conditions. The airport's annual service volume was examined utilizing Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5060-5, *Airport Capacity and Delay*.

Model Inputs

Various factors are included in the calculation of an airport's ASV. These include the airfield characteristics, meteorological conditions, aircraft mix, and demand characteristics (aircraft operations). The following describes the input factors as they relate to Double Eagle II Airport:

Runway Configuration – The airport presently is served by two runways which do not intersect. This allows for increased capacity as both runways can be used simultaneously. One runway can be used for takeoffs and landings while the other runway can be used for departures. For example, aircraft could depart Runway 22 when aircraft are in the pattern on Runway 17.

Three future runway configurations are included in this analysis. This includes the addition of Runway 8-26 and two potential parallel runway configurations. The first is a parallel to Runway 4-22 and the next is a parallel to Runway 17-35.

Runway Use – Wind direction and speed dictate runway use. Presently, Runway 22 accommodates the majority of operations at the airport as it is located in close proximity to the terminal area and is designated as the runway to be used under calm wind conditions.

Table E5 summarizes runway use based upon wind speed and direction. The base data for this analysis was all recorded hourly wind observations from the on-airport AWOS between 2001 and 2006. This totaled nearly 112,000 observations. For this analysis, it is assumed that pilots would choose the runway with the lowest crosswind component. This assumption led to the preferred runway determination, which was related to the occurrence of wind observations that the runway would support to derive the percentage of time that the particular runway may be in use. This analysis shows that calm winds occur 41 percent of the time. Based upon historical wind data collected on the airport, Runway 17 would be used 12 percent of the time, and Runway 35 would be used 17 percent of the time. **Table E5** summarizes runway use for the remaining runways at the airport, including Runway 8-26. This analysis confirms that actual wind occurrences that dictate the use of Runway 4 or Runway 22 occur less than 10 percent of the time. Runway 17-35 and Runway 8-26 could be used 19 percent of the time.

TABLE E5
Preferred Runway Use by Wind Speed

	Number of Wind Occurrences							
Runway	**<6 Knots**	**% Time**	**6-10 knots**	**% Time**	**>11 knots**	**% Time**	**Totals**	**% Time**
17	3,814	6%	6,014	22%	4,071	20%	13,899	12%
35	4,807	7%	8,238	31%	6,039	29%	19,084	17%
4	1,756	3%	1,340	5%	466	2%	3,562	3%
22	2,185	3%	3,329	12%	1,800	9%	7,314	7%
8	2,172	3%	1,423	5%	1,207	6%	4,802	4%
26	3,425	5%	6,410	24%	6,995	34%	16,830	15%
Calm	46,446	72%	NA	NA	NA	NA	46,446	41%
Totals	64,605	100%	26,754	100%	20,578	100%	111,937	100%

Source: Double Eagle II Airport AWOS Wind Collection (August 2001 to June 2006), Coffman Associates analysis
Notes:
Number of occurrences relates to the number of recorded wind observations within the wind speed category that dictated runway use.

While the previous analysis examined individual runway uses, more than one runway can be used simultaneously at Double Eagle II Airport. **Table E6** summarizes the operational scenarios at the airport that are used in the four separate capacity calculations in this report.

TABLE E6
Runway Use Scenarios

Existing Airfield Configuration

Runway In Use	Number of Occurrences	% Time In Use	Hourly Capacity	
Runway 22 and Runway 17 In Use				
All Wind < 6 knots	64,605	**66%**	Base Year	168
Runway 17 6-10 knots	6,014		2010	159
Runway 22 6-10 Knots	3,329		2015	161
Subtotal	**73,948**		2025	161
Single Runway In Use				
Runway 17 > 10 knots	4,071	**27%**	Base Year	136
Runway 35 > 6 knots	14,277		2010	129
Runway 4 > 6 knots	3,229		2015	132
Runway 22 > 10 Knots	8,210		2025	132
Subtotal	**29,787**			
Airfield Unusable				
Winds from West or East above 10 knots	8,202	**7%**	Base Year	0
			2010	0
			2015	0
			2025	0
Total	**111,937**	**100%**		

Source: FAA AC 150/5060-5 Change 2, Coffman Associates analysis

TABLE E6 (Continued)
Runway Use Scenarios

Add Runway 8-26

Runway In Use	Number of Occurrences	% Time In Use	Hourly Capacity	
Runway 22 and Runway 17 In Use				
All Wind < 6 knots	64,605	**63%**	Base Year	168
Runway 17 6-10 knots	6,014		2010	159
Subtotal	**70,619**		2015	161
			2025	161
Runway 22 and Runway 26 In Use				
Runway 22 6-10 knots	3,329	**9%**	Base Year	168
Runway 26 6-10 knots	6,410		2010	159
Subtotal	**9,739**		2015	161
			2025	161
Runway 4 and Runway 8 In Use				
Runway 4 6-10 knots	1,340	**2%**	Base Year	209
Runway 8 6-10 knots	1,423		2010	203
Subtotal	**2,763**		2015	205
			2025	205
Single Runway In Use				
Runway 17 > 10 knots	4,071	**26%**	Base Year	136
Runway 35 > 6 knots	14,277		2010	129
Runway 4 > 10 knots	466		2015	132
Runway 22 >10 Knots	1,800		2025	132
Runway 8 > 10 knots	1,207			
Runway 26 >10 Knots	6,995			
Subtotal	**28,816**			
Total	**111,937**	**100%**		

Source: FAA AC 150/5060-5 Change 2, Coffman Associates analysis

TABLE E6 (Continued)
Runway Use Scenarios

Parallel 4-22				
Runway In Use	**Number of Occurrences**	**% Time In Use**	**Hourly Capacity**	
Parallel 22 and Runway 17 In Use				
All Wind < 6 knots	64,605	**58%**	Base Year 2010 2015 2025	340 327 331 331
Parallel 4 or Parallel 22 In Use				
Runway 4 >10 knots Runway 22 >10 knots **Subtotal**	466 1,800 **2,266**	**2%**	Base Year 2010 2015 2025	256 245 249 249
Parallel 22 and Runway 26 In Use				
Runway 22 6-10 knots Runway 26 6-10 knots **Subtotal**	3,329 6,410 **9,739**	**9%**	Base Year 2010 2015 2025	340 327 331 331
Parallel 4 and Runway 8 In Use				
Runway 4 6-10 knots Runway 8 6-10 knots **Subtotal**	1,340 1,423 **2,763**	**2%**	Base Year 2010 2015 2025	283 277 279 279
Single Runway In Use				
Runway 17 > 6 knots Runway 35 > 6 knots Runway 8 > 10 knots Runway 26 >10 Knots **Subtotal**	10,085 14,277 1,207 6,995 **32,564**	**29%**	Base Year 2010 2015 2025	136 129 132 132
Total	**111,937**	**100%**		

Source: FAA AC 150/5060-5 Change 2, Coffman Associates analysis

TABLE E6 (Continued)
Runway Use Scenarios

Parallel 17-35				
Runway In Use	**Number of Occurrences**	**% Time In Use**	**Hourly Capacity**	
Parallel 17 and Runway 22 In Use				
All Wind < 6 knots	64,605	**58%**	Base Year 2010 2015 2025	256 245 249 249
Parallel 17 or Parallel 35 In Use				
Runway 17 > 6 knots Runway 35 > 6 knots **Subtotal**	10,085 14,277 **24,362**	**22%**	Base Year 2010 2015 2025	256 245 249 249
Parallel 22 and Runway 26 In Use				
Runway 22 6-10 knots Runway 26 6-10 knots **Subtotal**	3,329 6,410 **9,739**	**9%**	Base Year 2010 2015 2025	168 159 161 161
Parallel 4 and Runway 8 In Use				
Runway 4 6-10 knots Runway 8 6-10 knots **Subtotal**	1,340 1,423 **2,763**	**2%**	Base Year 2010 2015 2025	209 203 205 205
Single Runway In Use				
Runway 4 >10 knots Runway 22 >10 knots Runway 8 > 10 knots Runway 26 >10 Knots **Subtotal**	466 1,800 1,207 6,995 **10,468**	**9%**	Base Year 2010 2015 2025	136 129 132 132
Total	**111,937**	**100%**		

Source: FAA AC 150/5060-5 Change 2, Coffman Associates analysis

- **Exit Taxiways** - Based upon mix, only taxiways between 2,000 feet and 4,000 feet count in the exit rating. There are three exits available within this range at the airport. This reduces hourly capacity by approximately six to seven percent.

- **Weather Conditions** - The airport operates under visual meteorological conditions (VMC) over 99.5 percent of the time. Instrument meteorological conditions (IMC) occur when cloud ceilings are between 500 and 1,000 feet. Poor visibility conditions (PVC) apply for minimums below 500 feet and one mile. Consistent with the capacity model described in FAA AC 5060-5 and because IMC and PVC occur less than one percent of the time combined, they are considered negligible for this analysis and the airport is assumed to be VMC 100 percent of the time for capacity calculations.

- **Aircraft Mix** - Description of the classifications and the percentage mix for each planning horizon is presented on **Table E7**.

- **Percent Arrivals** - Generally follows the typical 50-50 percent split.

- **Touch-and-Go Activity** - Percentages of touch-and-go activity are presented in **Table E6**. This level of activity increases hourly capacity.

- **Operational Levels -** Operational planning horizons are outlined in **Appendix D**. General aviation operations and total operations were estimated at 12 percent of total annual operations. The forecast of busy day operations was calculated as 1.25 times the design day activity. Existing design hour operations were estimated at 15 percent of design day operations. Over time, it is expected that the peak hour percentage would decline to approximately 12 percent of design day operations. This increases ASV as peak periods become more spread-out throughout the day.

TABLE E7
Aircraft Operational Mix - Capacity Analysis

Aircraft Classification	Base Year	2010	2015	2025
VMC				
Classes A & B	99.5%	98.9%	97.9%	97.2%
Class C	0.5%	1.1%	2.1%	2.8%
Class D	0%	0%	0%%	0%%
Percent Local Operations (Touch-and-Go's)	65%	64%	64%	63%

Definitions:
Class A: Small single-engine aircraft with gross weights of 12,500 pounds or less.
Class B: Small twin-engine aircraft with gross weights of 12,500 pounds or less.
Class C: Large aircraft with gross weights over 12,500 pounds up to 300,000 pounds.
Class D: Large aircraft with gross weights over 300,000 pounds.

Hourly Runway Capacity

Based upon the input factors, current and future hourly capacities for the various operational scenarios at Double Eagle II Airport were determined. As the mix of aircraft operating at an airport changes to include a higher percentage of large aircraft (weighing over 12,500 pounds), the hourly capacity of the system declines slightly. As indicated on **Table E7**, the percentages of Class C aircraft will increase over time as business jet operations are projected to grow at the airport as activity is captured at Double Eagle II Airport that would have otherwise used Albuquerque International Sunport due to the available longer runway lengths. The current and future hourly capacities were depicted previously in **Table E6** for each runway use scenario.

Annual Service Volume

Annual service volume is determined by the following equation:

$$ASV = C \times D \times H$$

C = weighted hourly capacity;
D = ratio of annual demand to the average daily demand during the peak month; and
H = ratio of average daily demand to the design hour demand during the peak month.

The ratio of annual demand to average daily demand (D) and the ratio of average daily demand to average peak hour demand (H) is summarized in **Table E8**. The ratio of average daily demand to average peak hour demand increases due to the projected decrease in peak hour demand discussed above.

TABLE E8
Average Demand Ratios

	Base Year	2010	2015	2025
Ratio of Annual to Daily Demand	258	258	258	258
Ratio of Daily to Peak Hour Demand	6.7	6.7	7.1	8.3

- **Existing ASV**

The base year ASV was determined to be approximately 135,000 operations following the calculation methodology and runway use scenarios described above. The lack of an east-west oriented runway is the primary factor affecting annual service volume now. This is due to the fact that crosswind conditions in excess of 10.5 knots occur approximately 7.0 percent of the time. This essentially closes the airport to small aircraft operations. Over time, if no capacity enhancements were developed, airport operations would be expected to gradually grow beyond its ASV. At projected 2025 operational levels, the airport would exceed its ASV by 154 percent. The slight increase in Class C aircraft to operate at the airport in 2010 temporarily reduces ASV in that same year. As peak periods begin to spread out throughout the day, the ASV increases. **Table E9** summarizes the airport's ASV based upon the existing airfield configuration through the planning period.

TABLE E9
Runway Capacity Calculations

	Base Year	2010	2015	2025
Operations	131,600	165,900	203,600	251,400
Existing Runway System				
Weighted Hourly Capacity	78	74	76	76
Annual Service Volume	135,000	128,000	140,000	163,000
Percent Capacity	97.5%	129.6%	145.4%	154.2%
Runway 17-35/Ruwnay 4-22/Runway 8-26				
Weighted Hourly Capacity	142	134	137	137
Annual Service Volume	244,000	231,000	253,000	295,000
Percent Capacity	53.9%	71.8%	80.5%	85.2%
Parallel Runway 4-22/Runway 17-35/Runway 8-26				
Weighted Hourly Capacity	117	112	114	114
Annual Service Volume	273,000	260,000	284,000	332,000
Percent Capacity	48.2%	63.8%	71.7%	75.7%
Parallel Runway 17-35/Ruwnay 4-22/Runway 8-26				
Weighted Hourly Capacity	169	160	163	163
Annual Service Volume	291,000	276,000	301,000	351,000
Percent Capacity	45.2%	60.1%	67.6%	71.6%

Source: FAA AC 150/5060-5, Coffman Associates analysis

- **Add Runway 8-26**

Table E9 also summarizes the ASV with the addition of Runway 8-26. While Runway 8-26 allows for the airport to remain open to small aircraft use virtually all of the time, it allows added operational flexibility where Runway 8-26 can be used simultaneously with other runways at the airport. These factors increase the ASV to 273,000 operations considering base year activity and mix. The ASV grows to 310,000 operations considering the projected 2025 mix and activity.

- **Parallel Runway 4-22**

A third scenario considers the development of a "small aircraft only" runway, parallel to existing Runway 4-22, 700 feet northwest of the existing Runway 4-22 centerline. This closely follows previous facility planning which has included a parallel to Runway 4-22 to meet capacity needs. Adding a parallel runway to Runway 4-22 provides for an ASV of 257,000 considering Base Year operational mix and activity, and an ASV of 332,000 considering projected 2025 operations and mix.

- **Parallel Runway 17-35**

As shown in **Table E9**, constructing a parallel runway to Runway 17-35 instead of Runway 4-22 provides the highest hourly capacity and ASV for Double Eagle II Airport. Adding a parallel runway to Runway 17-35 provides for an ASV of 291,000 considering base year operational mix and activity, and an ASV of 351,000 considering projected 2025 operations and mix.

Capacity Analysis Conclusions

FAA Order 5090.3C, *Field Formulation of the National Plan of Integrated Airport Systems* (*NPIAS*), indicates that improvements for airfield capacity purposes should begin to be considered once operations reach 60 to 75 percent of the annual service volume. Double Eagle II Airport is already within this range. Therefore, the airport should be considering capacity enhancements. The construction of Runway 8-26 provides this needed capacity enhancement and also increases safety at the airport by providing for a reduction in crosswind components.

Even with the construction of Runway 8-26, the airport would be expected to exceed 75 percent capacity at operational levels above 189,000 operations. This is projected to occur in 2010. The only means to provide the necessary capacity to accommodate projected long term growth and reduce delays is through the construction of a parallel runway. As shown above, there are two different configurations possible for parallel runways at Double Eagle II Airport, with the greatest capacity achieved with Runway 17-35 in a parallel runway configuration. This achieves higher capacity than Runway 4-22 in a parallel configuration as it reduces the occurrences of a single runway in operation. As shown previously in **Table E6**, with parallel Runway 4-22, the airport would operate in a single runway configuration approximately 29.0 percent of the time, whereas with parallel Runway 17-35, the airport would operate in a single runway configuration only 9.0 percent of the time. Primarily, this is due to the fact that winds supporting Runway 4-22 occur only 9.0 percent of the time, whereas winds supporting Runway 17-35 occur 19.0 percent of the time.

East Wind Events at Double Eagle II Airport

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May 2008

1. Introduction

East canyon wind events are notorious for their strength and sudden onset in New Mexico's Rio Grande Valley. Locations below canyons opening into the valley from the east commonly experience surface winds at speeds from 15 to 25 mph with gusts around 35 mph during east canyon wind events, and these gap winds can be much stronger depending on the strength of the surface pressure gradient and other factors. Along with their gusty nature, east canyon winds can significantly impact aviation operations in the Albuquerque area because of the turbulence and wind shear they produce within the lowest few thousand feet of the atmosphere. Their quick development also forces changes in runway usage at both the Albuquerque International Sunport (Sunport) and Albuquerque's Double Eagle II Airport (Double Eagle). Furthermore, east canyon winds can produce significant crosswinds on takeoff and landing at Double Eagle. Forecasters at the Albuquerque National Weather Service Forecast Office are knowledgeable about both the development and impact of east winds on the Sunport, but less is known about east winds at Double Eagle. Therefore, this study focused on understanding the development and impact of east canyon wind events on Double Eagle II Airport. To help weather forecasters, Double Eagle management, and pilots better anticipate east wind events and their impacts, this web feature quantifies and describes the effects of 14 east wind events on Double Eagle II Airport. The feature begins by briefly describing the method used to obtain the data. Then, results are explained and findings summarized. View Full Length Report

2. Methodology

This study examined hourly wind reports from 14 east canyon wind events in the Rio Grande Valley to better understand the development and impact of east canyon winds at Double Eagle II Airport. Because weather observations at the Sunport respond quickly to the development and demise of east canyon winds in the Rio Grande Valley, Sunport weather observations were reviewed from 2002 to 2005 to identify numerous east wind events for potential study. Sunport observations of generally east winds (50° – 130°) with speeds greater than or equal to 15 m/s (29.2 kt) for at least one hour were identified. Consecutive observations were included until they trended below 9 m/s (17.5 kt) and/or their directions trended away from the generally easterly direction (i.e., out of the 50° – 130° range). The events for which Double Eagle also had data were included in the study. The number of events was increased by searching the Sunport data set for the top 34 east wind gusts within the range 50° – 130°, and identifying other time periods with matching data at Double Eagle II Airport. Two east wind events that occurred during June 2007 were later added to the list of events for study, even though the strength of the June 2007 events did not rank them among the top east wind events at the Sunport.

3. Results

Using observations from all 14 cases simultaneously, the wind roses and wind gust roses in Fig. 1 (below) illustrate wind direction and wind speed tendencies at both airports during east wind events. The wind roses depict the percentage of time that the sustained wind blew from various directions and at certain ranges of speed. The wind gust roses depict the same information for wind gusts.

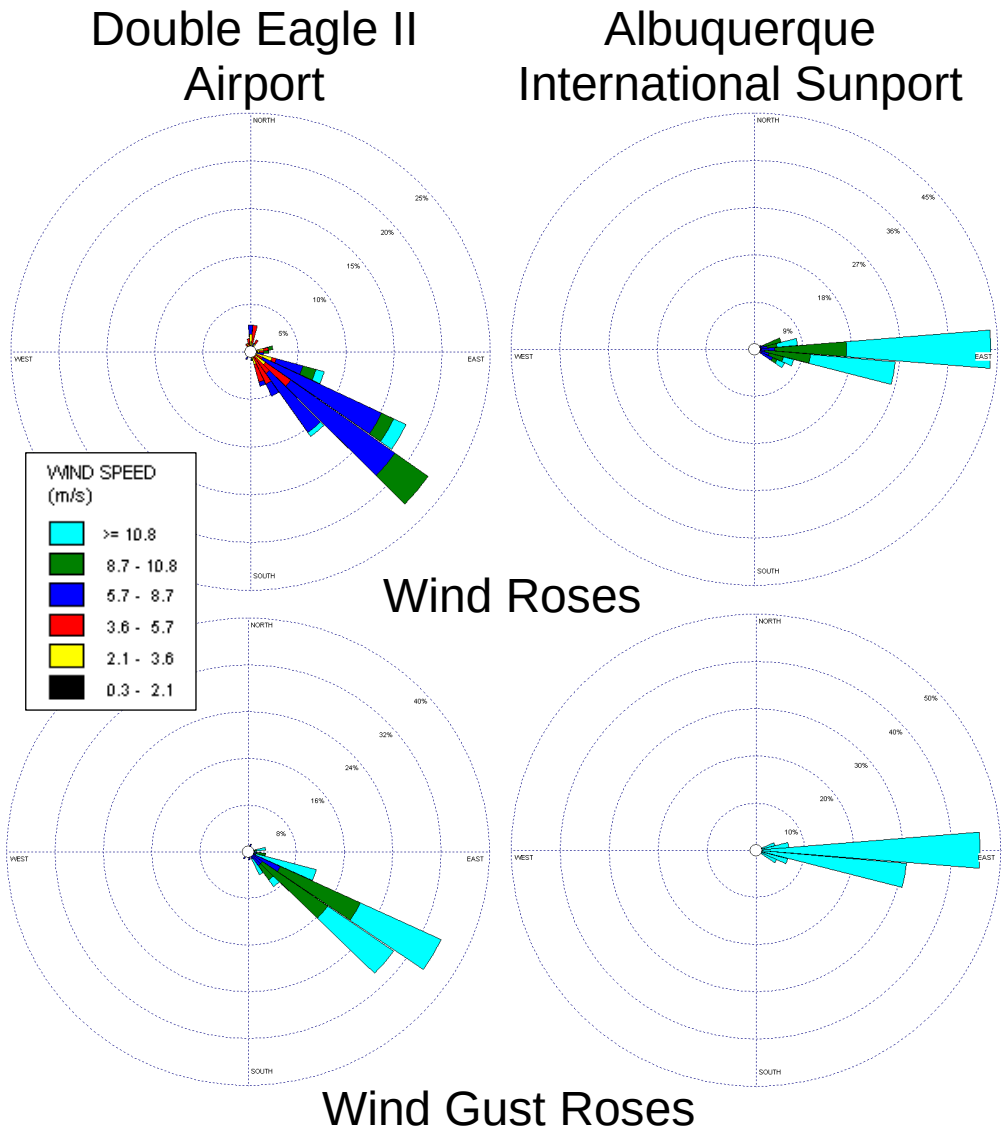


Figure 1. Wind roses (top) and wind gust roses (bottom) from Albuquerque's Double Eagle II Airport (left) and International Sunport (right) for the 14 east wind events studied. Plotted using Lakes Environmental's WRPlot View (Version 5.3).

a. Wind Direction Characteristics – As illustrated in Fig. 1, the wind direction data from these 14 east wind events indicates: (1) Winds blow primarily from the southeast at Double Eagle during east wind events, rather than the easterly direction common at the Sunport. (2) Double Eagle wind direction also tends to be more variable than winds at the Albuquerque Sunport during east wind events.

These wind direction and directional-variability differences between the two airports can be explained by differences in their distance and direction from Tijeras Canyon, and possibly also by the proximity of Double Eagle II Airport to the volcanoes and escarpment of the Petroglyph National Monument. Fig. 2 (below) depicts the location of both airports with respect to the Petroglyph National Monument and Tijeras Canyon. Since Tijeras canyon is only 12 miles due east of the Sunport, and there are no topographic obstructions between the canyon and the Sunport, the Sunport experiences persistent east winds as they exit the canyon. In contrast Double Eagle is approximately twice as far from Tijeras Canyon, is located northwest of the canyon's opening into the Rio Grande Valley, and east winds must cross over the Petroglyph National Monument in order to reach Double Eagle. As a result, Double Eagle experiences southeast winds after they exit the canyon. The volcanoes and southeast-to-northwest-oriented protrusions in the escarpment of the Petroglyph National Monument may also help to funnel east winds toward Double Eagle from the southeast after they exit Tijeras Canyon (see Photo 1 below). Upon exiting the canyon, as the east canyon wind spreads toward the northwest to reach Double Eagle, it tends to weaken and the direction becomes more variable due to frictional effects within the lowest levels of the atmosphere. Wind reports received by the National Weather Service during east canyon wind events consistently reflect this effect in weaker readings for portions of Albuquerque located northwest of Tijeras Canyon. Additionally, friction influences the east wind more significantly as terrain rises west of the Rio Grande River, and especially over the Petroglyph National Monument in route to Double Eagle.

Upon closer inspection, the Double Eagle wind rose indicates that there was a small percentage of time that the Double Eagle Automated Weather Observing System (AWOS) reported winds from the north and other directions besides the southeast during the 14 east wind events. This variability may have occurred at times when east canyon winds weakened enough to allow other influences to override them, like early morning drainage winds flowing southward across the airport from higher terrain further north, precipitation outflow boundaries and smaller scale pressure gradients. At times, east winds may also have washed around the northern end of the Sandia Mountains and into the Rio Grande Valley in a broad eddy with a northerly component to the wind flow in the vicinity of Double Eagle. When they occurred, winds from directions other than the southeast were generally much weaker than the southeasterly winds that commonly developed at Double Eagle during the east wind events. We will discuss the strength of east canyon winds at Double Eagle next.

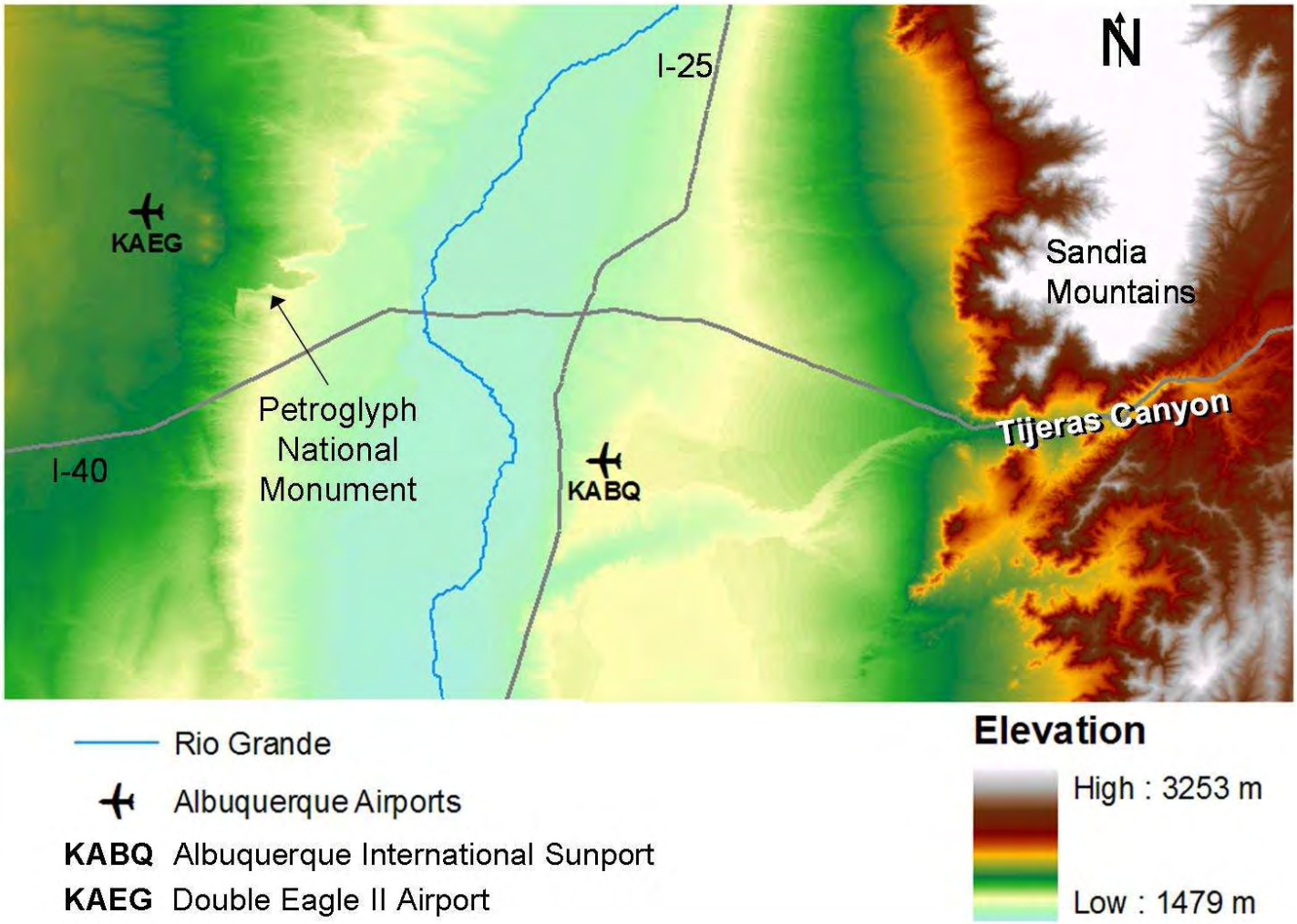


Figure 2. Topographic map of Tijeras Canyon, the Rio Grande Valley and Albuquerque's Airports.

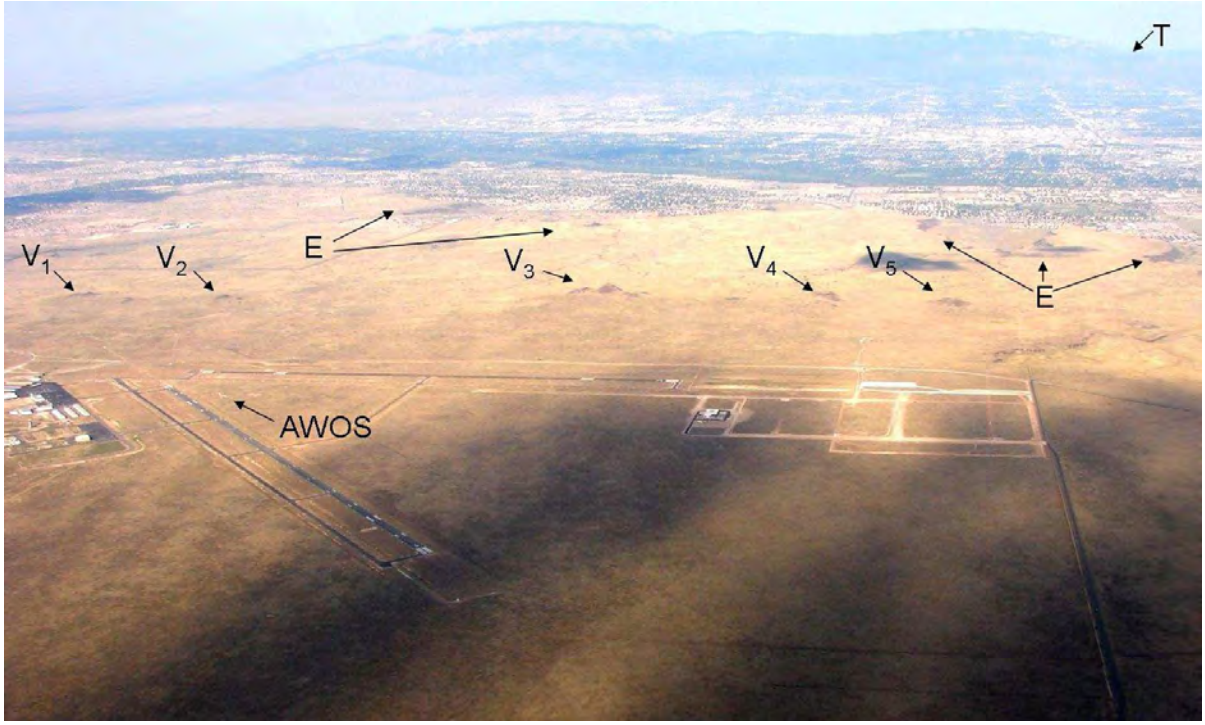
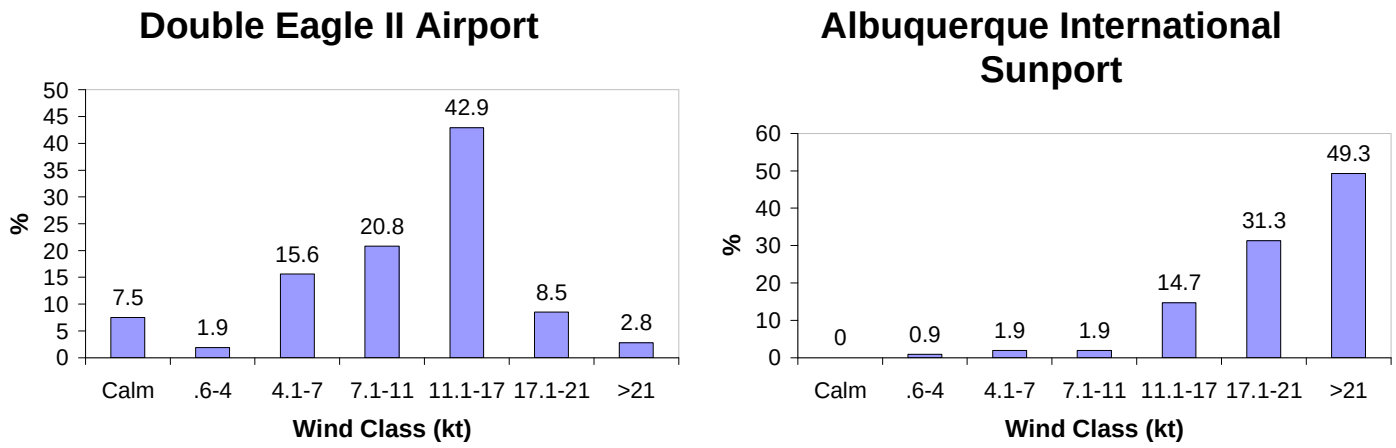


Photo 1. View of Double Eagle II Airport looking toward the east and northeast with the Rio Grande, Albuquerque and Sandia Mountains in the background. Note the location of the AWOS with respect to the volcanoes (V1 – V5) and the escarpment (E) of the Petroglyph National Monument. T points to Tijeras Canyon. Not shown are the Manzano Mountains south of Tijeras Canyon, and the Albuquerque International Sunport on the southeast end of Albuquerque. Photo taken in August 2007, courtesy of Gary Hoe.

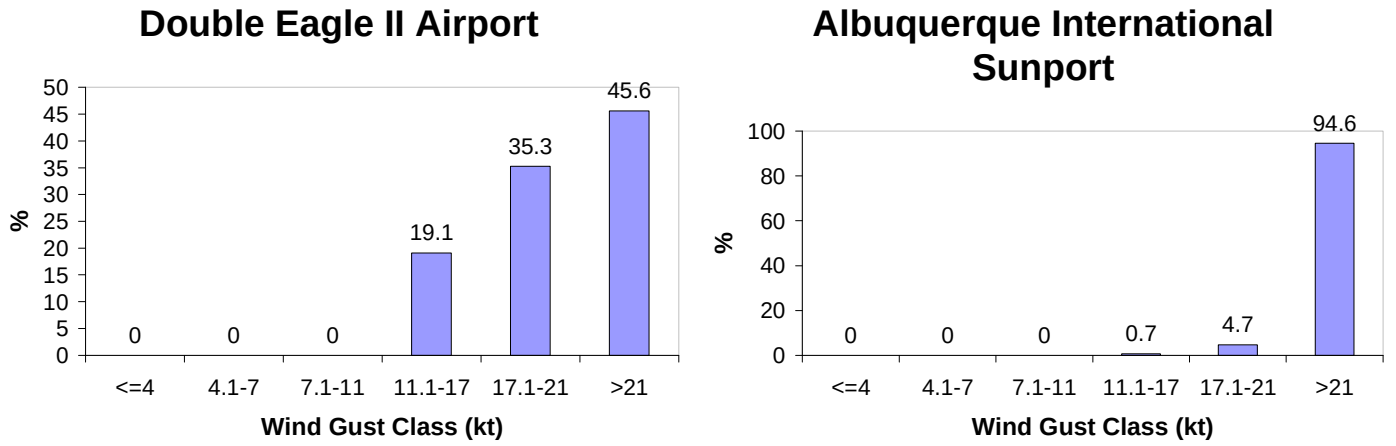
b. Wind Speed Characteristics – Wind speed data from these 14 east canyon wind events indicates that east winds tend to be weaker, less gusty, and less persistent at Double Eagle than they are at the Sunport. The wind class frequency distributions in Fig. 3 (below) illustrate this most clearly, with 80.6% of the Sunport's hourly wind reports in the two highest wind classes (greater than 17 kt) compared to only 11.3% at Double Eagle. At 42.9%, the third highest wind class was by far the most common wind class observed at Double Eagle. Meanwhile, Double Eagle wind gusts reached the highest wind class (greater than 21 kt) in 45.6% of observations with gusts, compared to 94% at the Sunport. During the east wind events studied, 32% of the hourly wind readings from Double Eagle reported gusts, compared to 70% at the Sunport. Also noticeable in Figure 3, is the difference in the percentage of hourly wind reports with calm winds at Double Eagle (7.5%) compared to the Sunport (0%). Thus, Double Eagle's winds tend to be more sporadic than the Sunport's during east wind events, sometimes changing directions (as mentioned previously) or briefly calming.

As described earlier, wind direction and directional-variability differences between the two airports can be explained by differences in their distance and direction from Tijeras Canyon, and possibly also by the proximity of Double Eagle II Airport to the volcanoes and escarpment of the Petroglyph National Monument. Double Eagle is located northwest of

Tijeras Canyon, which accounts for the southeast winds common at Double Eagle during east wind events, and it is almost twice as far from the mouth of the canyon, which results in friction having a greater influence on Double Eagle's wind speeds. Winds also encounter greater friction as they rise up the west bank of the Rio Grande and over the escarpment and volcanoes of the Petroglyph National Monument in order to reach Double Eagle. Pilots have reported that east and southeast winds interact with the terrain of the Petroglyph National Monument to produce updrafts with significant turbulence and wind shear along the volcanoes and the escarpment, especially on the approach end of Double Eagle's Runway 17/35. If these obstructions to the low level winds can impact airflow aloft, they should be able to influence the strength and direction of the surface winds at the AWOS location, which is only a little over a mile northwest of the widest and tallest volcano (V_3 in Photo 1). It is also worth noting that aircraft approaching Runway 17/35 from the south cross the main stream of the east wind in the vicinity of Interstate 40 (I-40), which is due west of Tijeras Canyon at that range. Since this runway approach encounters stronger winds near I-40, it is reasonable to expect greater turbulence and wind shear as the stronger winds rise over the higher terrain on the western edge of the Rio Grande Valley. The tendency for southeast winds to strengthen during east wind events not only impacts Double Eagle through greater wind shear and turbulence, but also through greater crosswinds.



Frequency Distribution of Wind Speeds

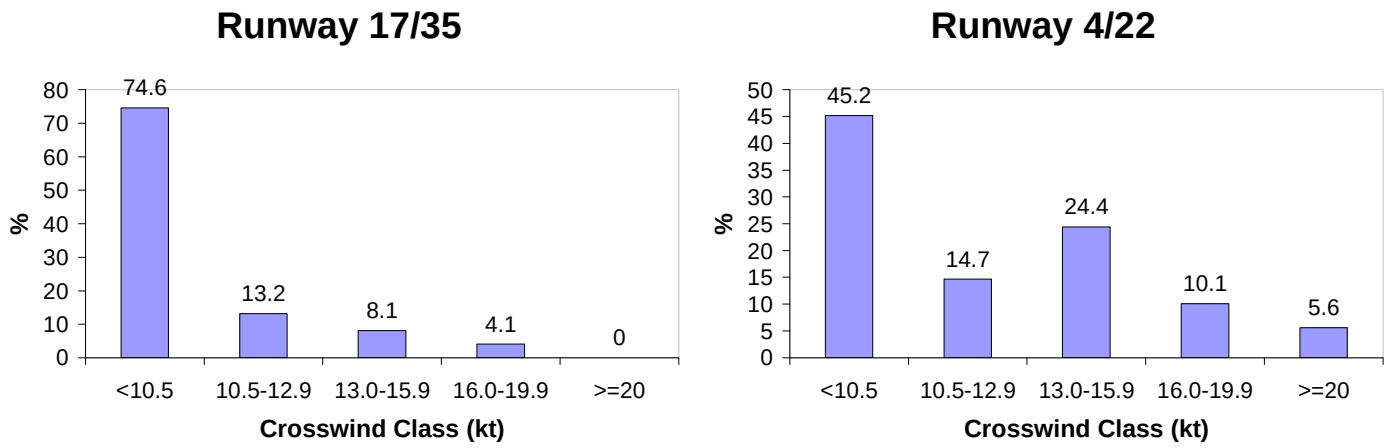


Frequency Distribution of Wind Gusts

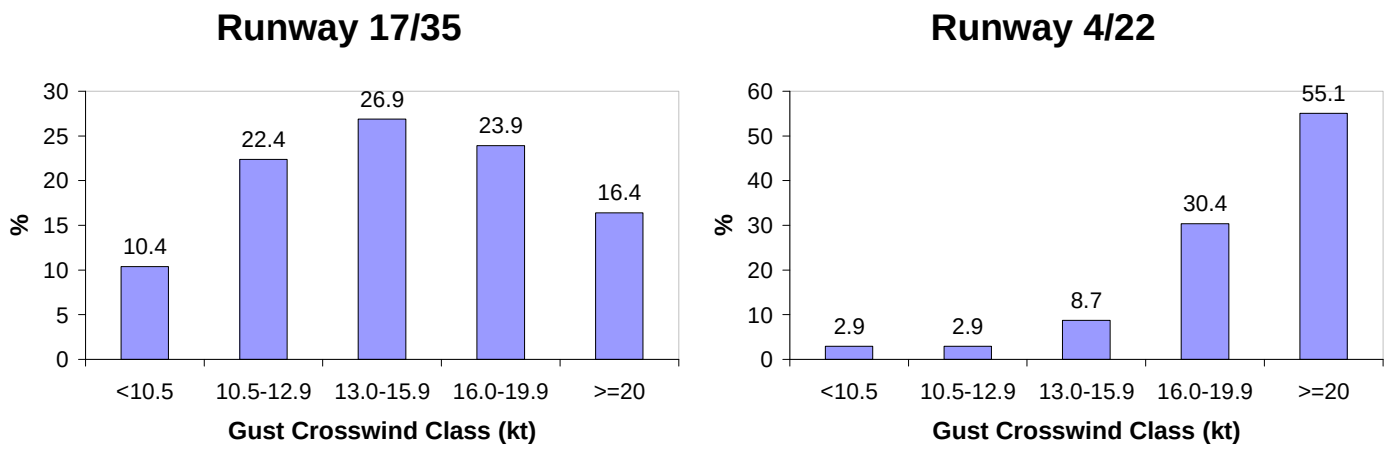
Figure 2. Frequency Distribution of wind speeds and wind gusts at Double Eagle II Airport and the Albuquerque International Sunport for the 14 Rio Grande Valley east wind events studied.

c. Crosswinds – According to the National Transportation Safety Board's accident database, 60.7% of the weather-related aircraft accidents that occurred in New Mexico between 1996 and 2006 were primarily attributed to strong and gusty winds or crosswinds. This is much more than any other weather hazard. Because crosswinds pose such a significant threat to aviation safety, this study also examined the occurrence of crosswinds at Double Eagle II Airport during the Rio Grande Valley east wind events. The Albuquerque International Sunport uses an east/west runway during east wind events, which mitigates the impact of crosswinds. However, this study found that Double Eagle's runway configuration can leave the airport susceptible to significant crosswinds during east wind events.

Fig. 4 (below) plots the frequency distribution of crosswind components for the sustained wind and wind gusts on Double Eagle's two runways: 17/35 and 4/22. Crosswinds generally have a greater impact on small aircraft, like those used at Double Eagle, than on large aircraft. Nearly all small general aviation aircraft can operate safely with crosswinds under 10.5 knots. With 74.6% of crosswinds under 10.5 knots, the data indicates that Runway 17/35 had the fewest crosswind problems during the east wind events, compared to only 45.2% on Runway 4/22. Crosswind components over 10.5 knots can become problematic for small aircraft, and crosswinds over 20 knots are especially dangerous. Fortunately, during the 14 east wind events studied, crosswind components of the sustained wind did not exceed 20 knots on Runway 17/35. However, 16.4% of wind gusts had crosswind components greater than or equal to 20 knots on 17/35. Because of its perpendicular orientation to the southeast wind that develops at Double Eagle during Rio Grande Valley east wind events, Runway 4/22 faired significantly worse, with 5.6% of sustained winds bearing crosswind components greater than or equal to 20 knots and over 55% of wind gusts exceeding that threshold. For this reason, aviators have indicated they prefer to use Runway 17/35 during east wind events. However, as mentioned previously, using Runway 17/35 during east wind events exposes aircraft more directly to wind shear and turbulence as east winds rise over the escarpment and volcanoes of the Petroglyph National Monument.



Frequency Distribution of Sustained Crosswinds



Frequency Distribution of Crosswinds due to Wind Gusts

Figure 3. Frequency distribution of crosswind components plotted by class (top) for the two runways at Double Eagle II Airport, from the 14 Rio Grande Valley east wind events studied. The frequency distribution of wind gust crosswind components is also plotted (bottom).

4. Summary

In this study, wind reports from 14 east canyon wind events in the Rio Grande Valley were analyzed to better understand the development and impact of east canyon winds at Double Eagle II Airport. The data revealed that east canyon winds blow from a southeasterly direction at Double Eagle (120°-140°), rather than an easterly direction like the Albuquerque International Sunport (90°-100°). Double Eagle winds also tend to be weaker, less gusty, and more variable than winds at the Sunport during east wind events, sometimes changing to another direction or becoming calm. The data also showed that significant crosswinds can develop during Rio

Grande Valley east wind events at Double Eagle II Airport. Because of their tendency to gust out of the southeast at this airport, Rio Grande Valley east wind events have a greater impact on Runway 4/22 than on Runway 17/35. Using Runway 17/35 will help pilots minimize the impact of crosswinds during east wind events; however, users of this runway must also deal with greater wind shear and turbulence on approach and landing because it is located very closely along the escarpment and volcanoes of the Petroglyph National Monument (see Photo 1).

There are many reasons why east canyon wind events impact Double Eagle II Airport differently than the Albuquerque International Suport. Some of the more important reasons discussed in this report include: (1) Double Eagle is almost twice as far from Tijeras Canyon as the Sunport, enabling frictional effects to more strongly influence Double Eagle's winds. (2) Unlike the Sunport, Double Eagle is not located directly in the main flow of the low level east wind exiting Tijeras Canyon, and instead is impacted by an east canyon wind that spreads in a northwesterly direction prior to reaching the airport. (3) The volcanoes and escarpment of the Petroglyph National Monument lie between Double Eagle and Tijeras Canyon, and probably block and channel the east canyon wind to some extent before reaching the Double Eagle AWOS.

5. References

a. Benchmark Maps, 2006: *New Mexico Road and Recreation Atlas*, Fifth Edition. Benchmark Maps, pp. 88-89.

b. Hoe, G., 2007: e-mail consultation.

c. McVinnie, D., 2007: e-mail consultation.

d. Slad, G. W., 2007: e-mail consultation.

e. Telfair, D., 2007: phone and e-mail consultations.

Appendix F

FLIGHT TRACK ANALYSIS

Appendix F
FLIGHT TRACK ANALYSIS

At the onset of this Environmental Assessment (EA), the airport's Airport Traffic Control Tower (ATCT) was not yet operational. To obtain information regarding the manner in which aircraft operate at Double Eagle II Airport, flight track data was obtained from the Albuquerque International Sunport Airport Surveillance Radar (ASR) facility. Obtaining this data was important to this study as it allowed for a detailed analysis of the current flight patterns at the airport. The information was used to formulate flight paths for input into the Integrated Noise Model (INM) for the noise analysis and also provided information regarding the current overflights of the Petroglyph National Monument. As discussed throughout this EA, the National Park Service (NPS) indicated concerns regarding the potential impacts of airport development on the neighboring Monument. The NPS recognizes the presence and value of Double Eagle II Airport, but wants to ensure the protection of resources contained within the Monument. This was communicated to the FAA and the City of Albuquerque Aviation Department during the preparation of the EA for the ATCT at Double Eagle II Airport.

Flight track data was requested for three periods to allow for a comparison of seasonal differences in the operational characteristics of the airport. Between requests, adjustments were made to the requested coverage area to include all critical portions of the study area. Copies of the letters sent to the FAA Southwest Region Freedom of Information Act (FOIA) Coordinator requesting the data are included at the end of this appendix.

Periods analyzed include the following:

- May 1, 2006 – May 10, 2006
- October 18, 2007 – October 31, 2007
- January 1, 2008 – January 19, 2008

The first two data sets were evaluated utilizing a process developed by Coffman Associates for use primarily in 14 CFR Part 150 Studies. The third data set was analyzed through a geographic information system (GIS) process developed in early 2008. The differences in analysis tools are indicated by the different manners in which the following data is presented.

May 1, 2006 through May 10, 2006 Data

Exhibits F1, F2, F3, and **F4** depict the flight track information obtained from May 1, 2006 through May 10, 2006. As indicated on the exhibits, the flight track window stopped at the northernmost edge of the Petroglyph National Monument and did not include overflights of the Northern Geologic Window. The arrival tracks depicted on **Exhibit F1** illustrate the predominant usage of Runway 4-22 for arrivals. This is likely due to the proximity of the Runway 22 end to the fixed base operator (FBO) facilities, the length of the runway, and the presence of the instrument landing system (ILS) on Runway 22. The departure tracks depicted on **Exhibit F2** were limited due to the manner in which the data was processed by the ASR facility. The tracks do verify the heavy use of Runway 4-22 for operations at the airport. **Exhibit F3** depicts the touch-and-go flight tracks. As indicated on the exhibit, these practice maneuvers utilized both runways during the period analyzed. The manner in which helicopters operated at the airport during the data period is depicted on **Exhibit F4**. As indicated by the flight tracks, helicopter operators at the airport currently fly "point to point."

October 18, 2007 through October 31, 2007 Data

The data obtained for this period was not able to be processed due to formatting issues.

January 1, 2008 – January 19, 2008 Data

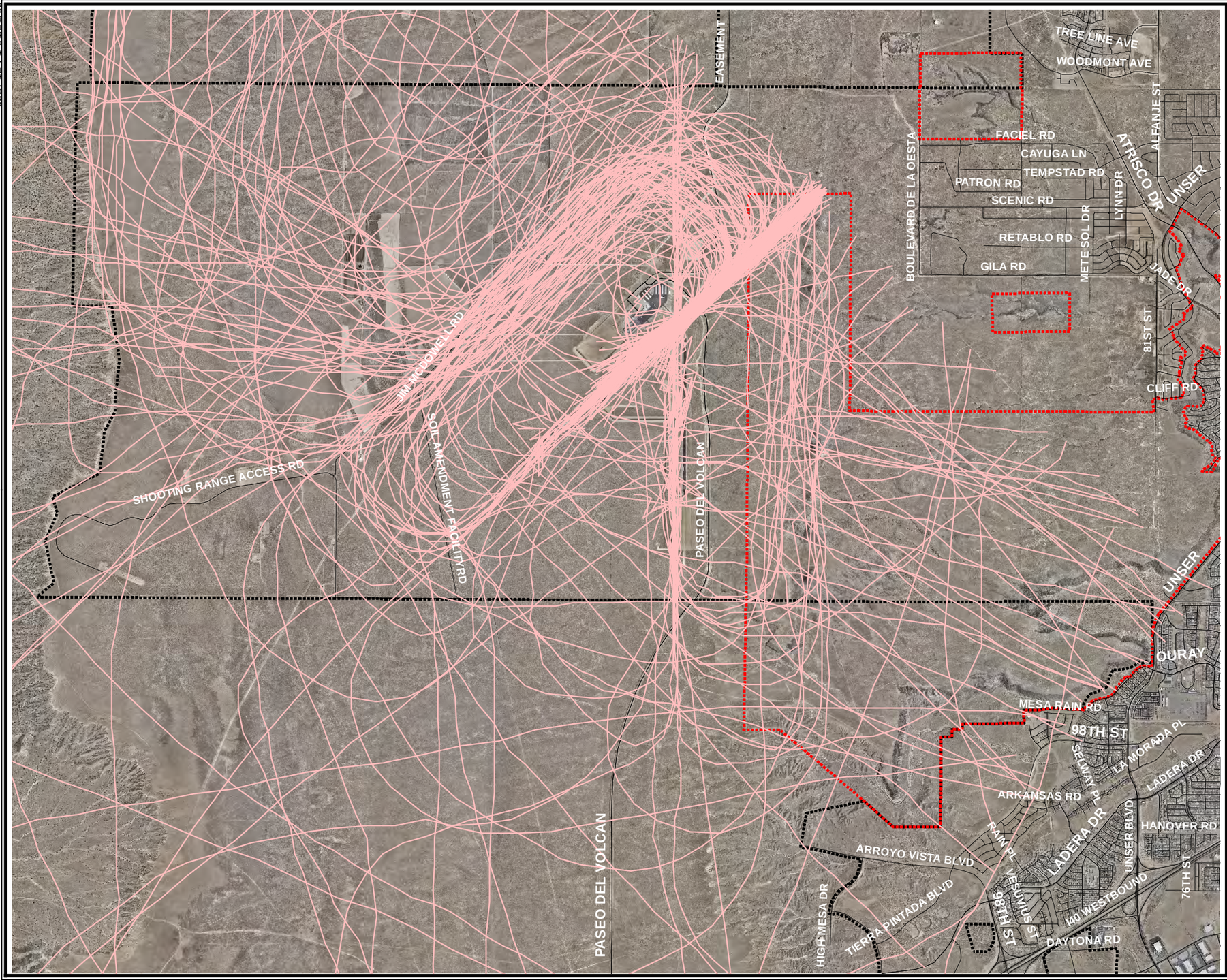
As previously mentioned, the data obtained during this time period was analyzed through a GIS process which allowed the analysis to be refined and actually assess which runway end was utilized for aircraft operation. **Exhibits F5, F6, F7**, and **F8** depict the results of the analysis. It is apparent from the exhibits that during the data period the winds were predominantly out of the north and the southwest, thereby resulting in heavier use of Runways 22 and 35.

Data obtained for this period provided a larger window which allowed for an evaluation of the overflights of the Northern Geologic Window.

FLIGHT TRACKS DEVELOPED FOR THE NOISE ANALYSIS

Utilizing the flight track information from the time periods described above, generalized flight tracks were developed for input into the INM. Using the data from the ASR allowed for a more detailed noise analysis that would more likely reflect the actual operating environment. **Exhibits F9, F10, F11**, and **F12** depict the flight tracks as well as the number of operations assigned to each track to model the existing and 2015 Alternative A, Alternative B, and No Action Alternative noise scenarios.

05SP12-F1-01/21/09



LEGEND

- Municipal Boundary
- Monument Boundry
- Radar Arrival Tracks

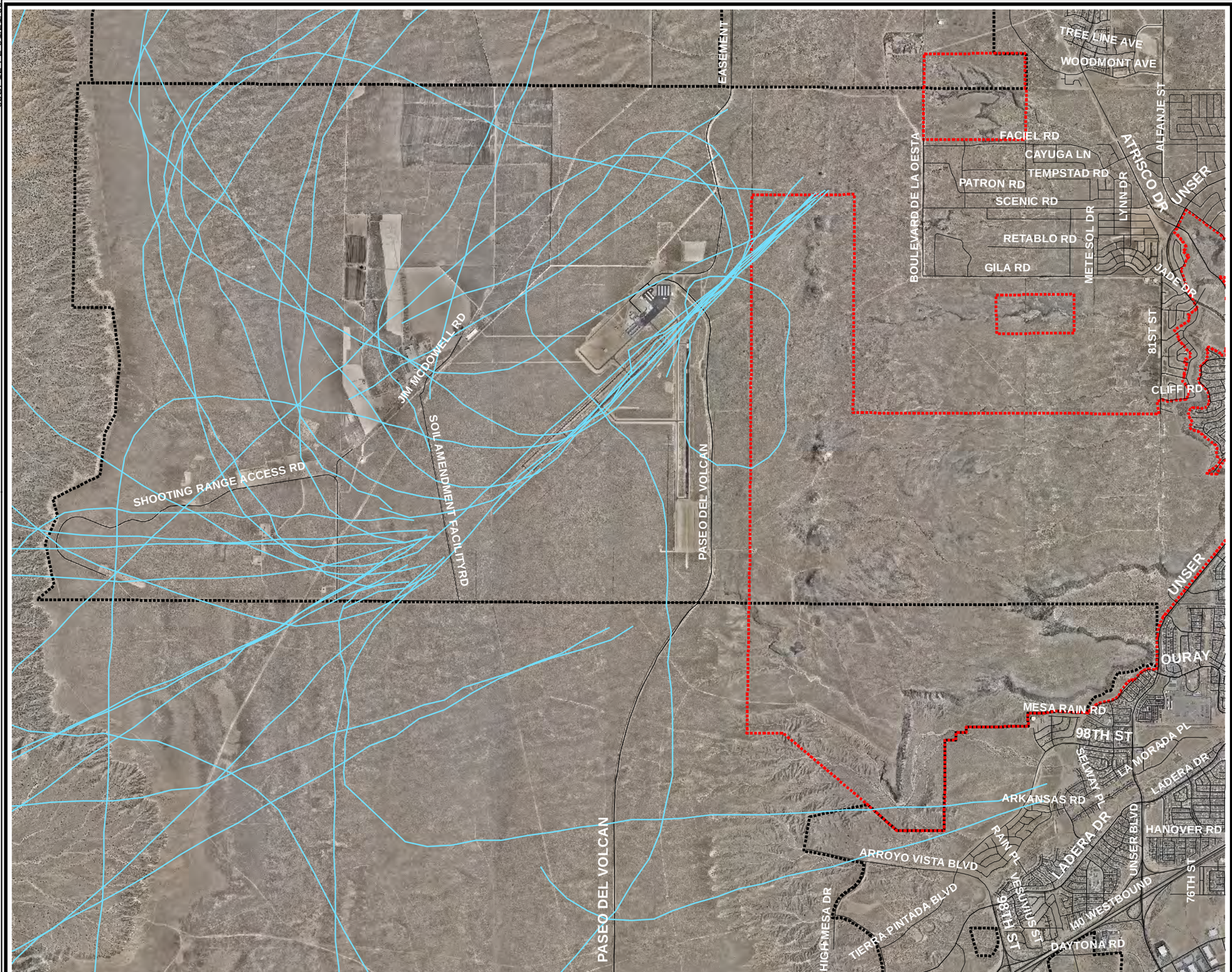
Source: Coffman Associates Analysis.
Radar Track Data 1-10 March 2006.

NORTH

0 4,000
1" = 4000'

Exhibit F1
ARRIVAL STARS DATA

05SP12-F2-01/21/09



LEGEND

- Municipal Boundary
- Monument Boundry
- Radar Departure Tracks

Source: Coffman Associates Analysis.
Radar Track Data 1-10 March 2006.

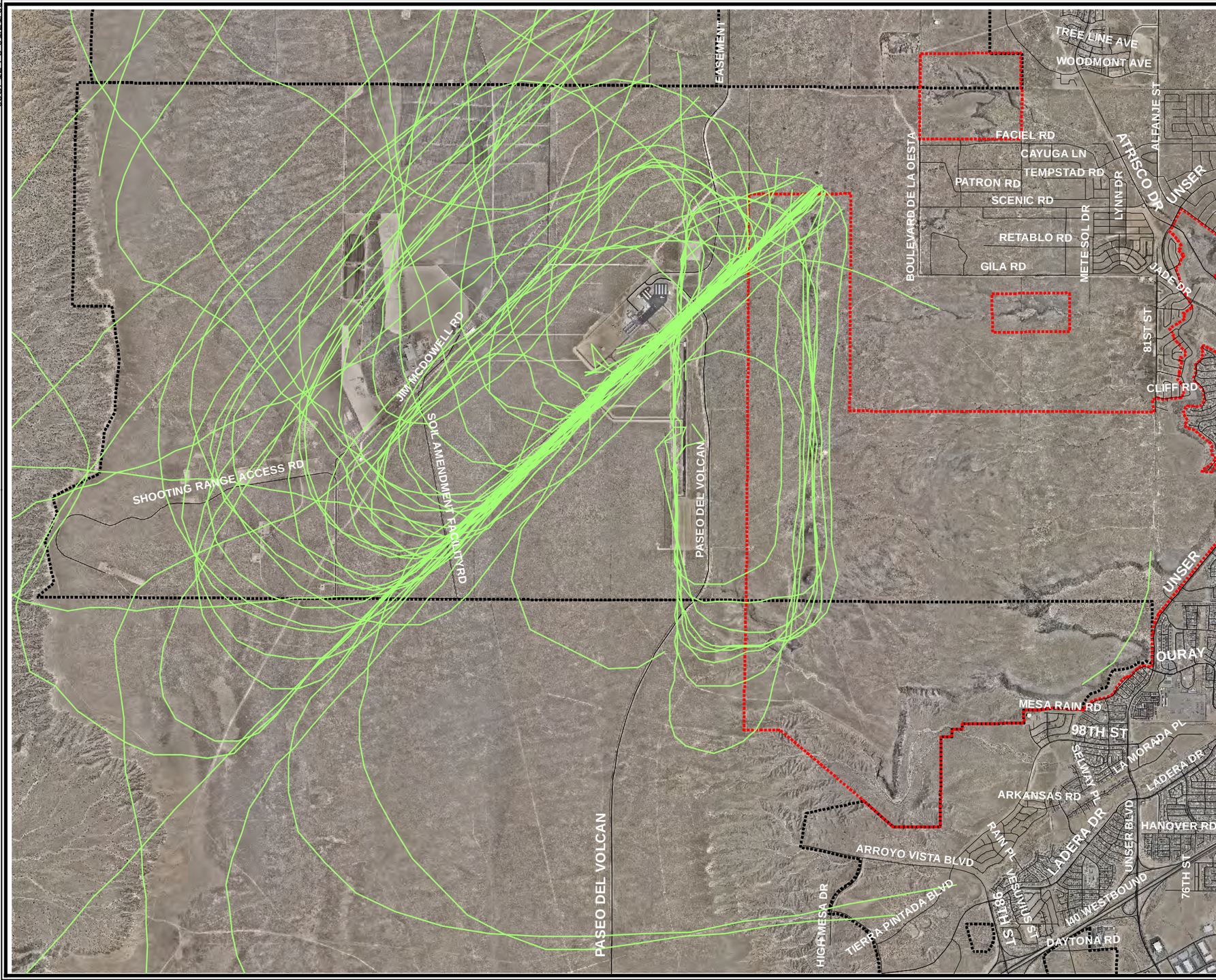
NORTH

0 4,000
1" = 4000'

Double Eagle II Airport

Exhibit F2
DEPARTURE STARS DATA

05SP12-F3-01/21/09



LEGEND

- Municipal Boundary
- Monument Boundry
- Radar Touch-and-Go Tracks

Source: Coffman Associates Analysis.
Radar Track Data 1-10 March 2006.

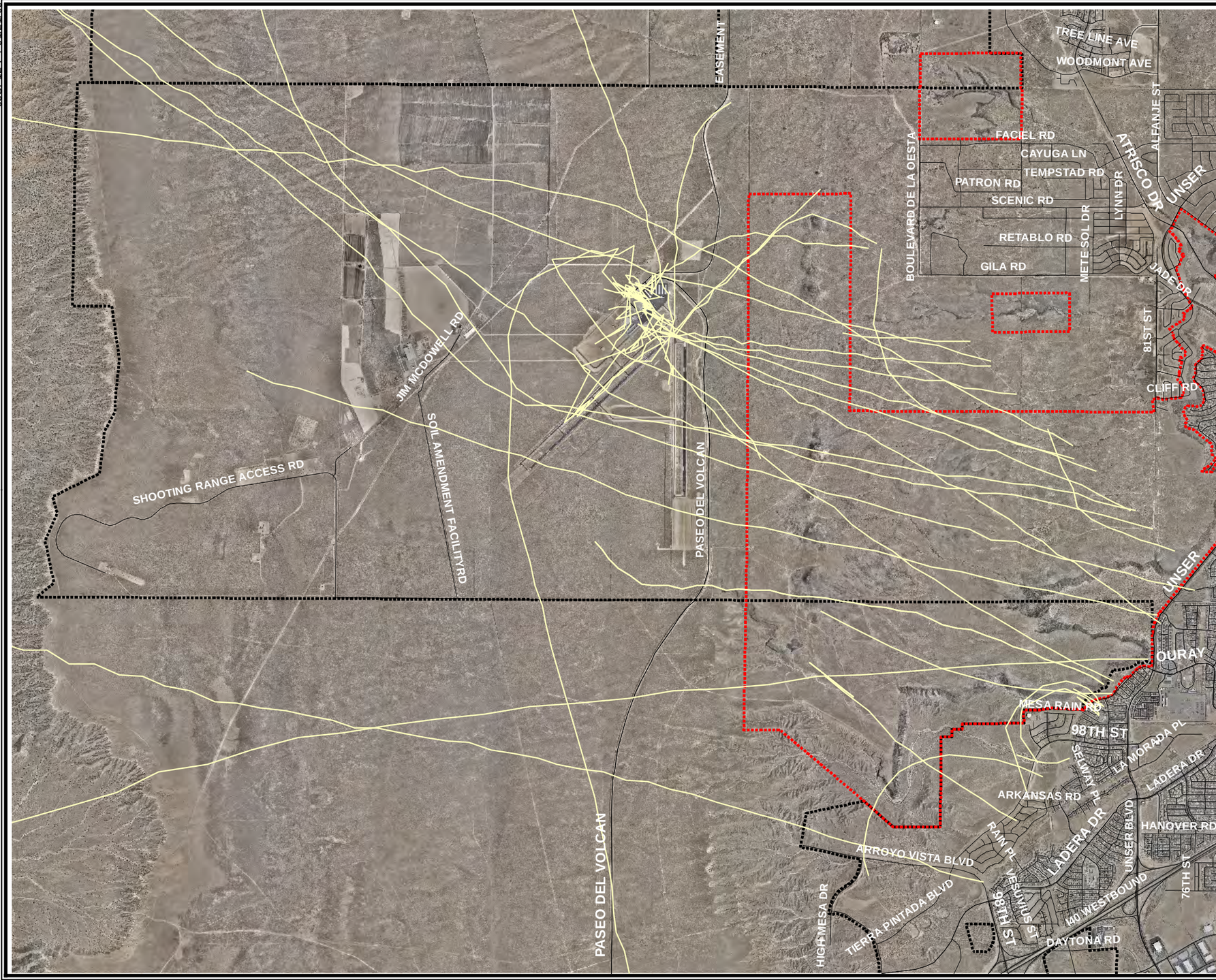
NORTH

0 4,000
1" = 4000'

Double Eagle II Airport

Exhibit F3
TOUCH-AND-GO STARS DATA

05SP12-F4-01/21/09



LEGEND

- Municipal Boundary
- Monument Boundry
- Radar Helicopter Tracks

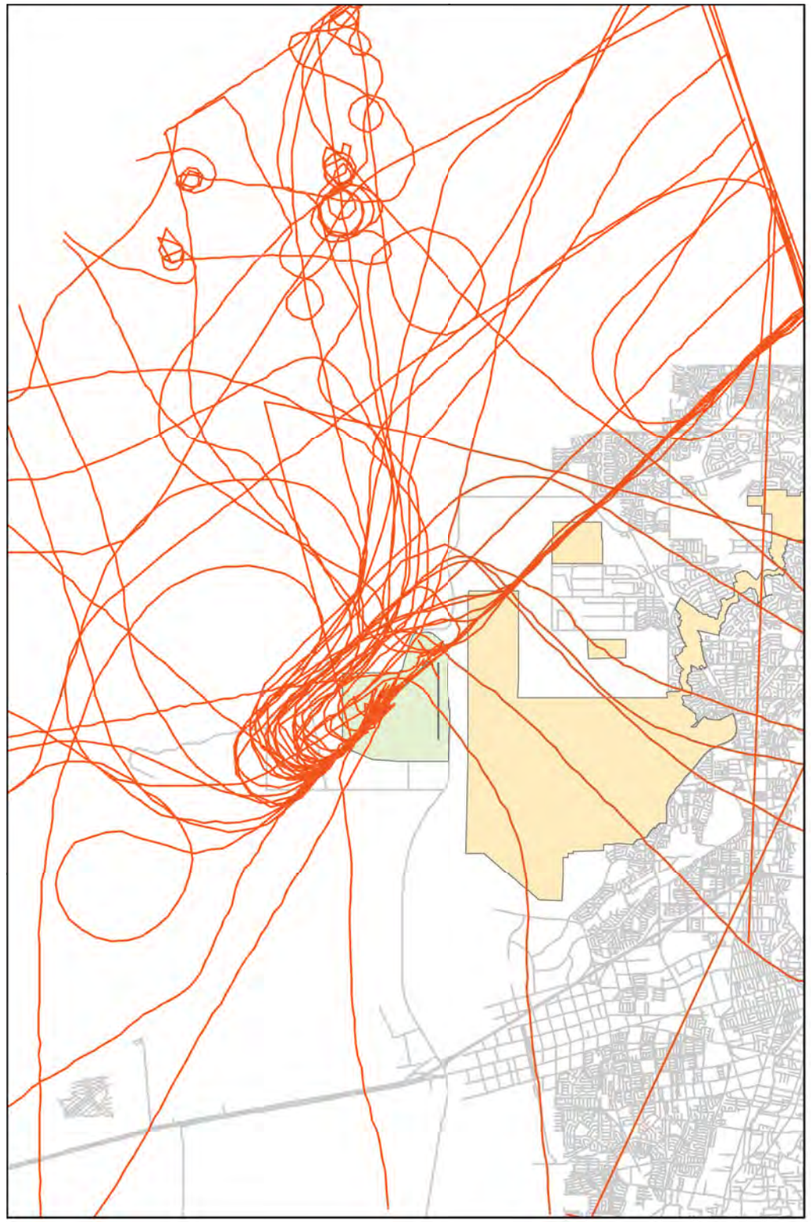
Source: Coffman Associates Analysis.
Radar Track Data 1-10 March 2006.

NORTH

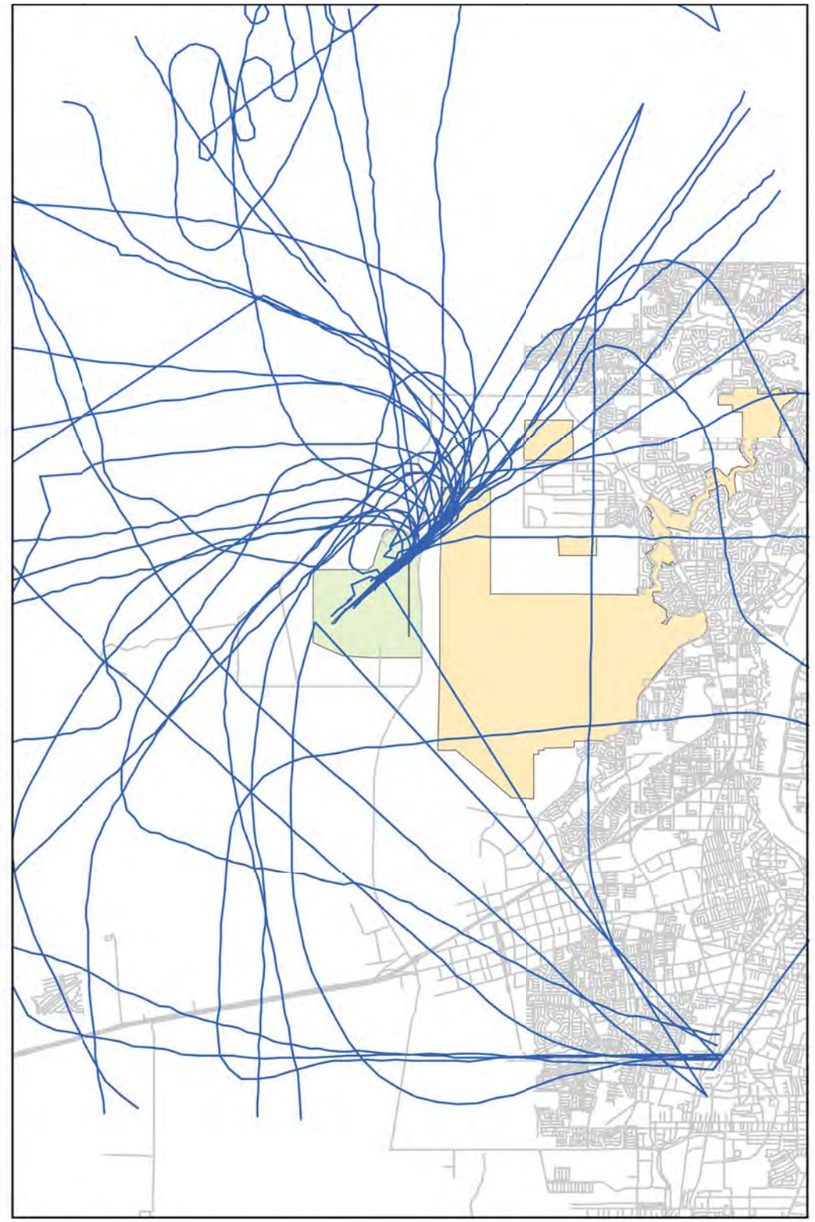
0 4,000
1" = 4000'

Exhibit F4
HELICOPTER STARS DATA

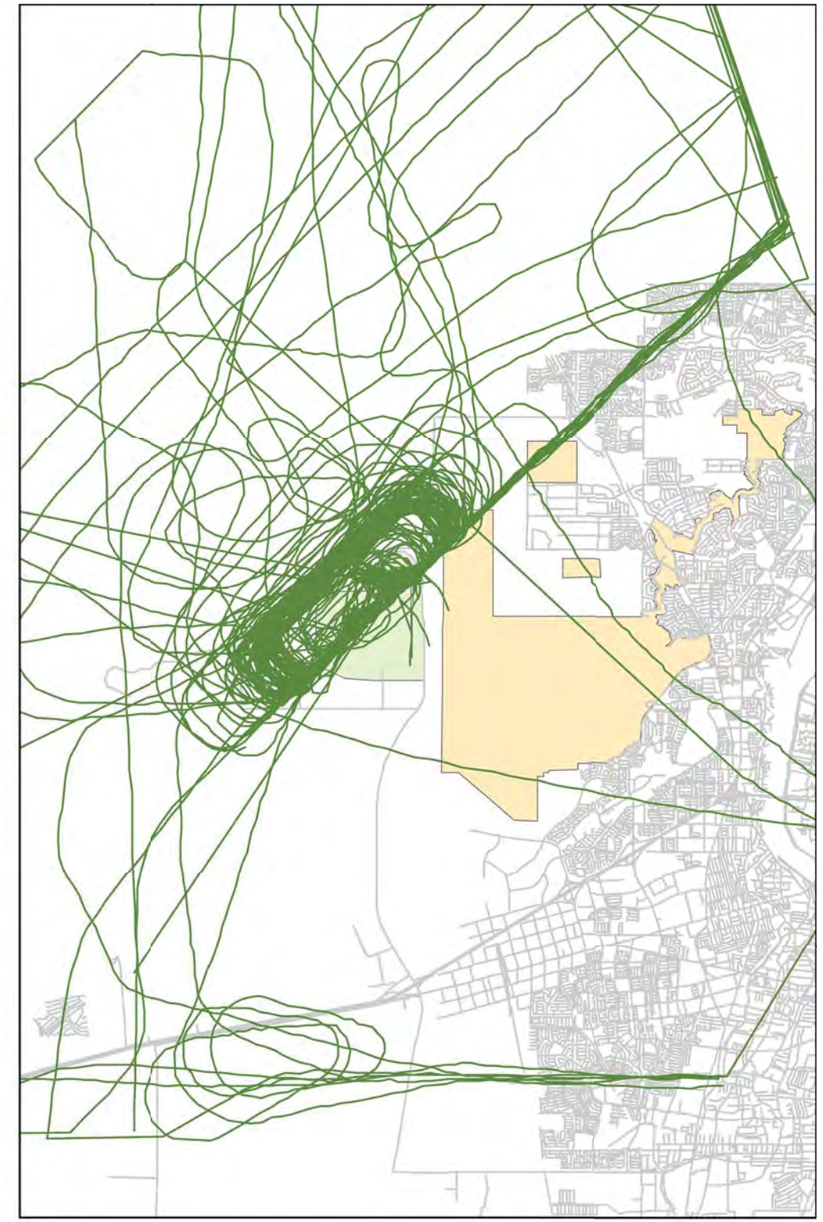
05SP12-F5-1/20/09



Arrivals



Departures



Touch-and-Go

NORTH

0 24,000

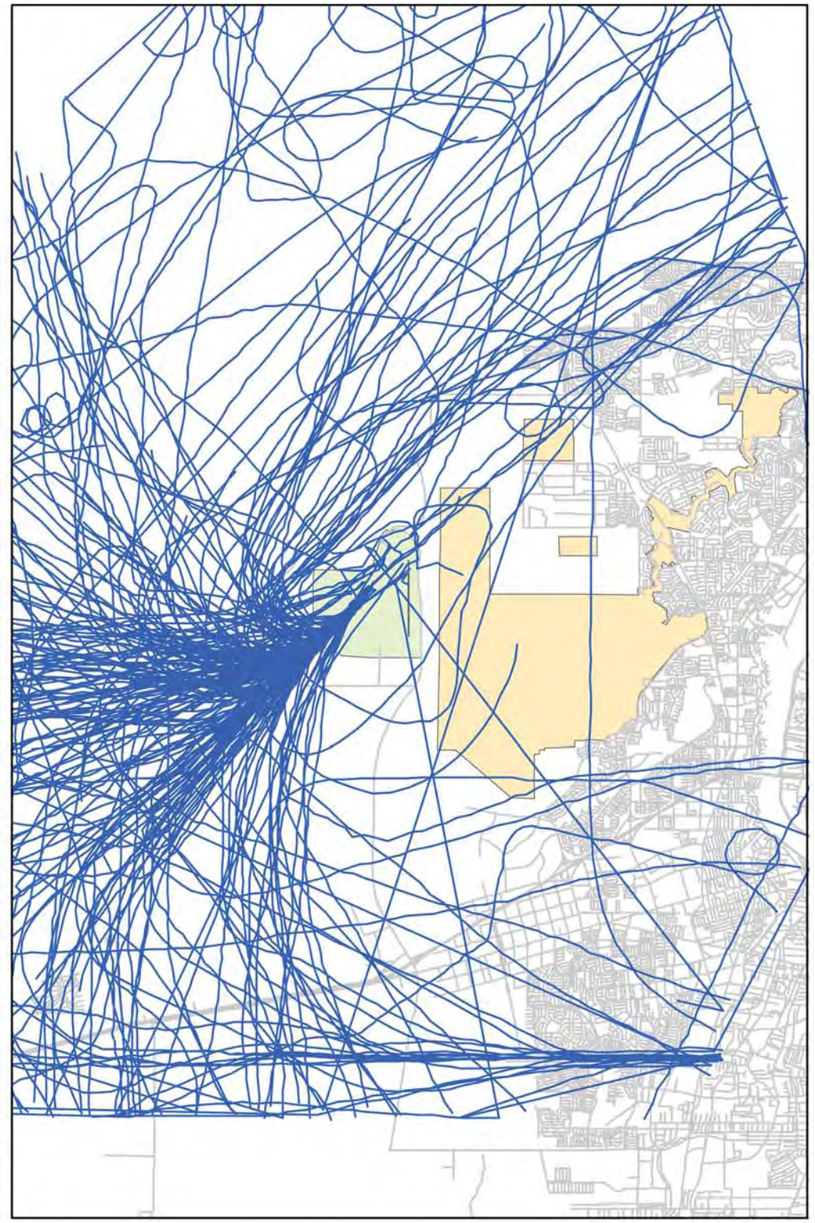
1" = 12000'

Flight track recorded between
January 8-19, 2008

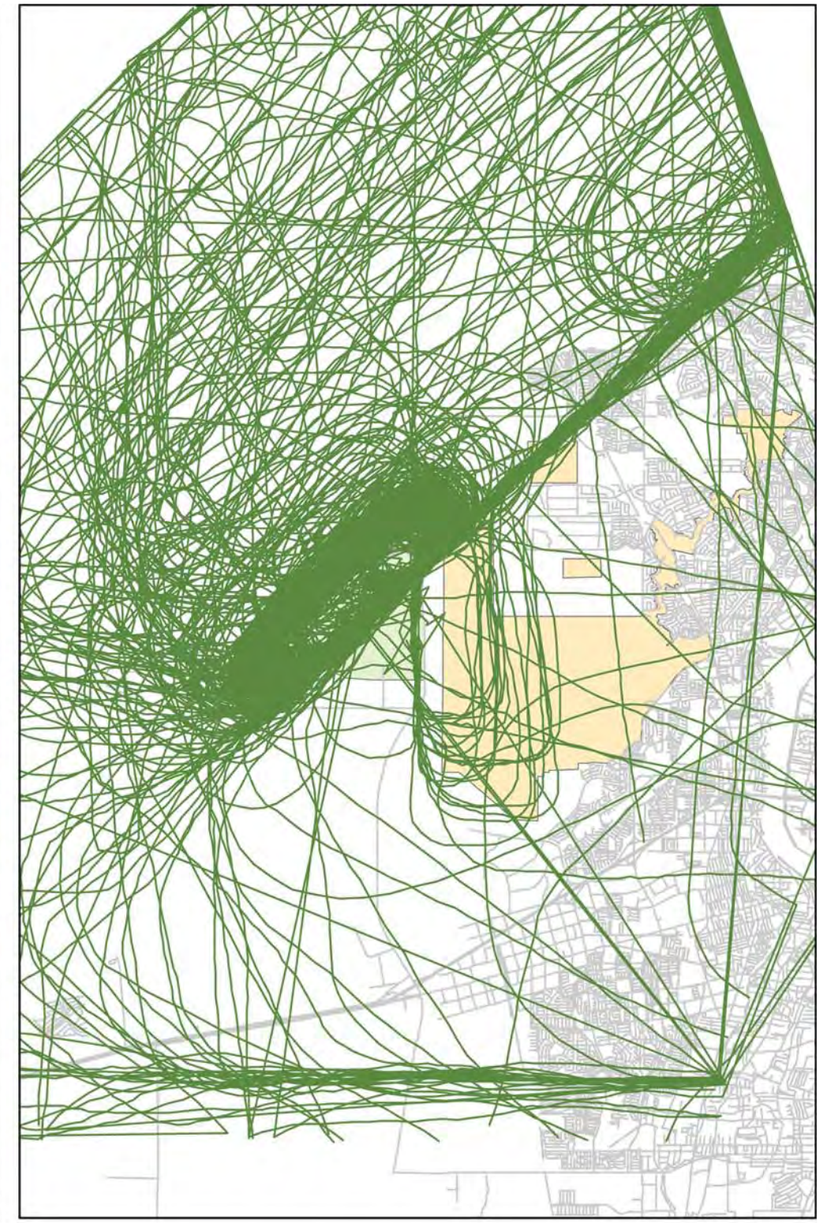
Exhibit F5
FLIGHT TRACK DATA
RUNWAY 4

05SP12-F6-1/20/09

Arrivals



Departures



Touch-and-Go

NORTH

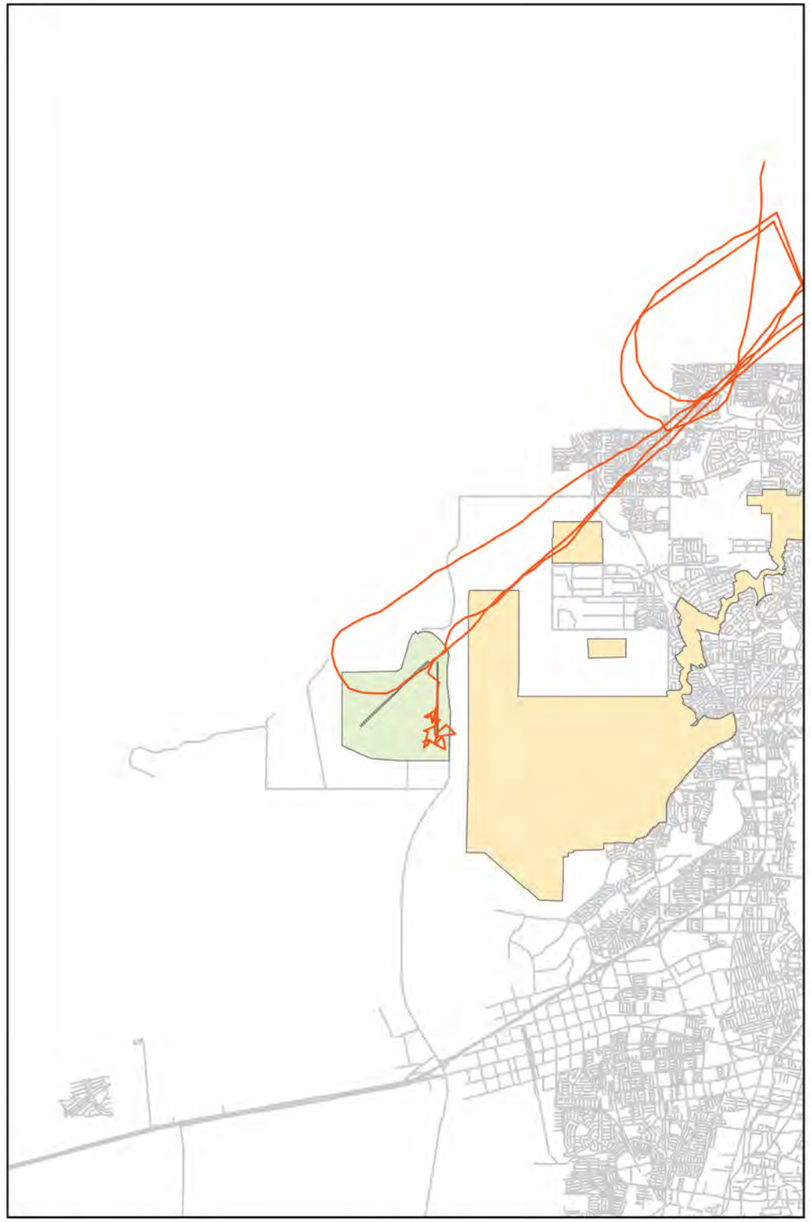
0 24,000

1" = 12000'

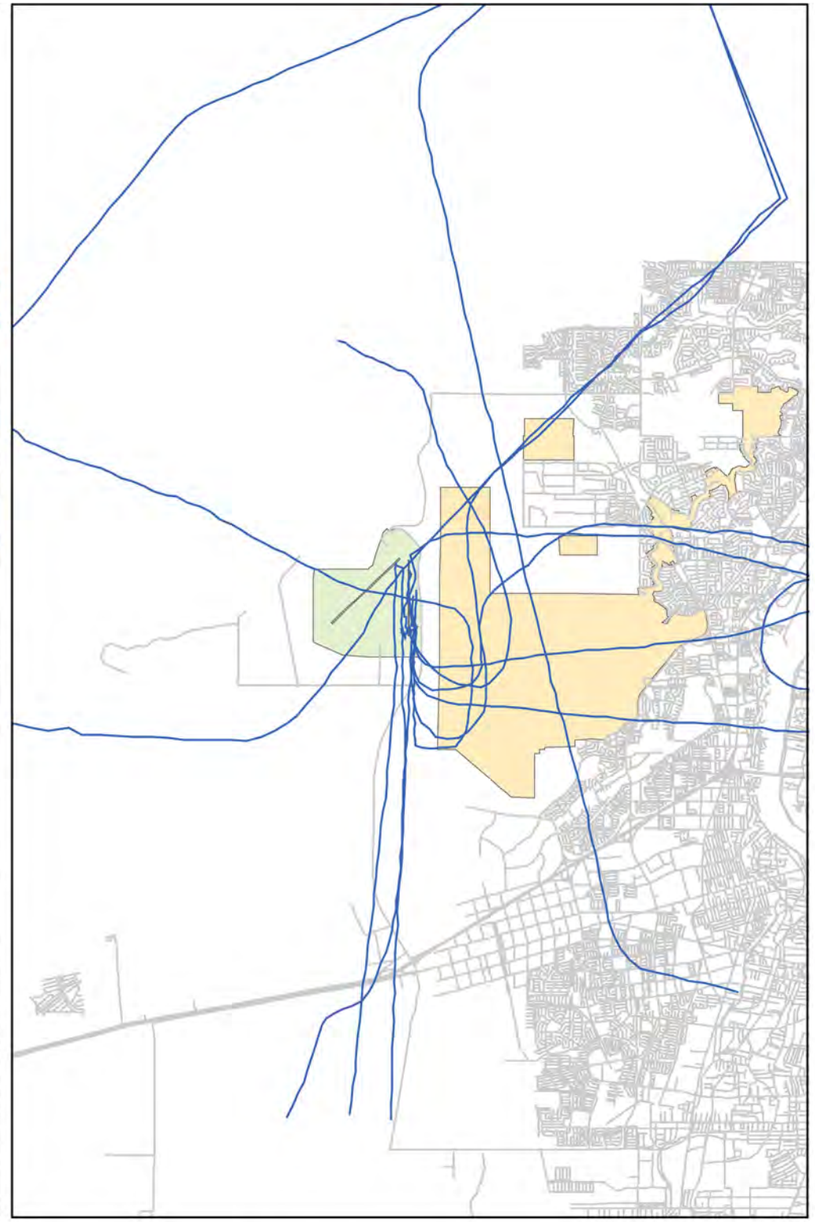
Flight track recorded between
January 8-19, 2008

Exhibit F6
FLIGHT TRACK DATA
RUNWAY 22

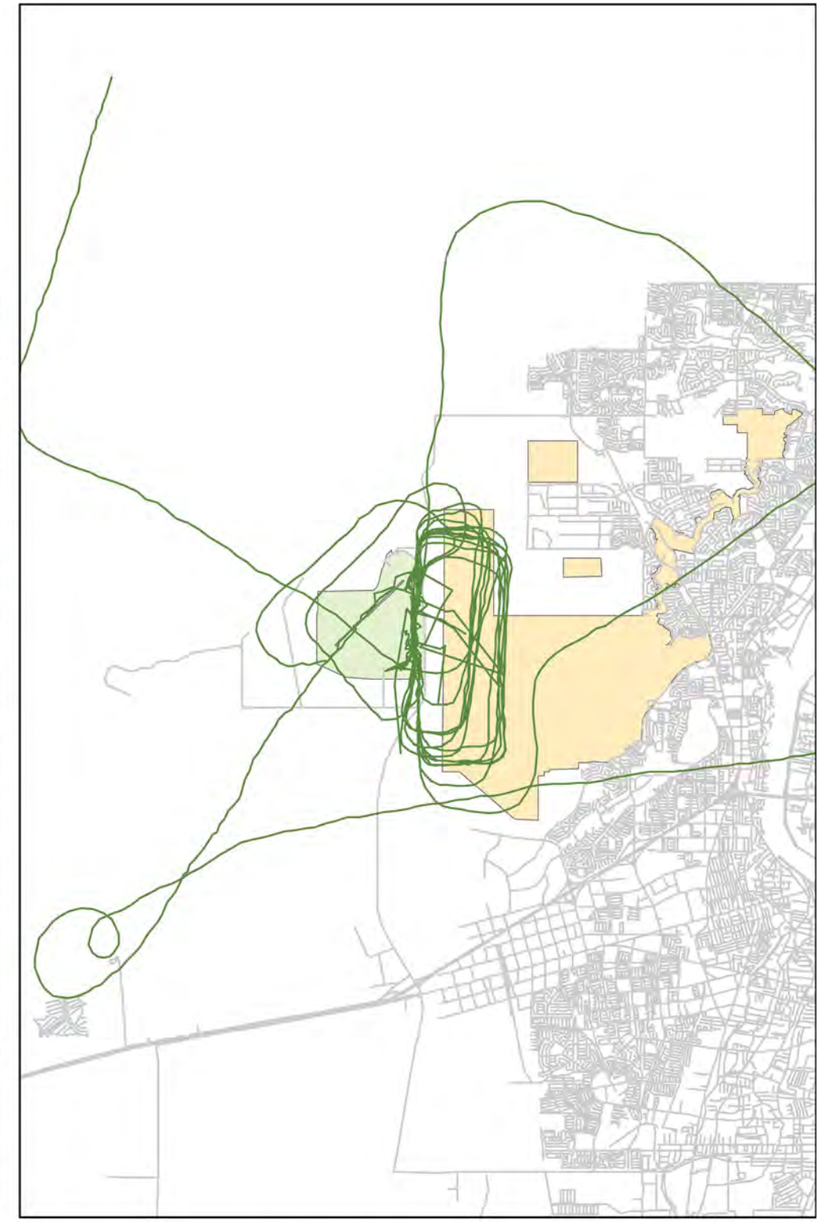
05SP12-F7-1/20/09



Arrivals



Departures



Touch-and-Go

NORTH

0 24,000

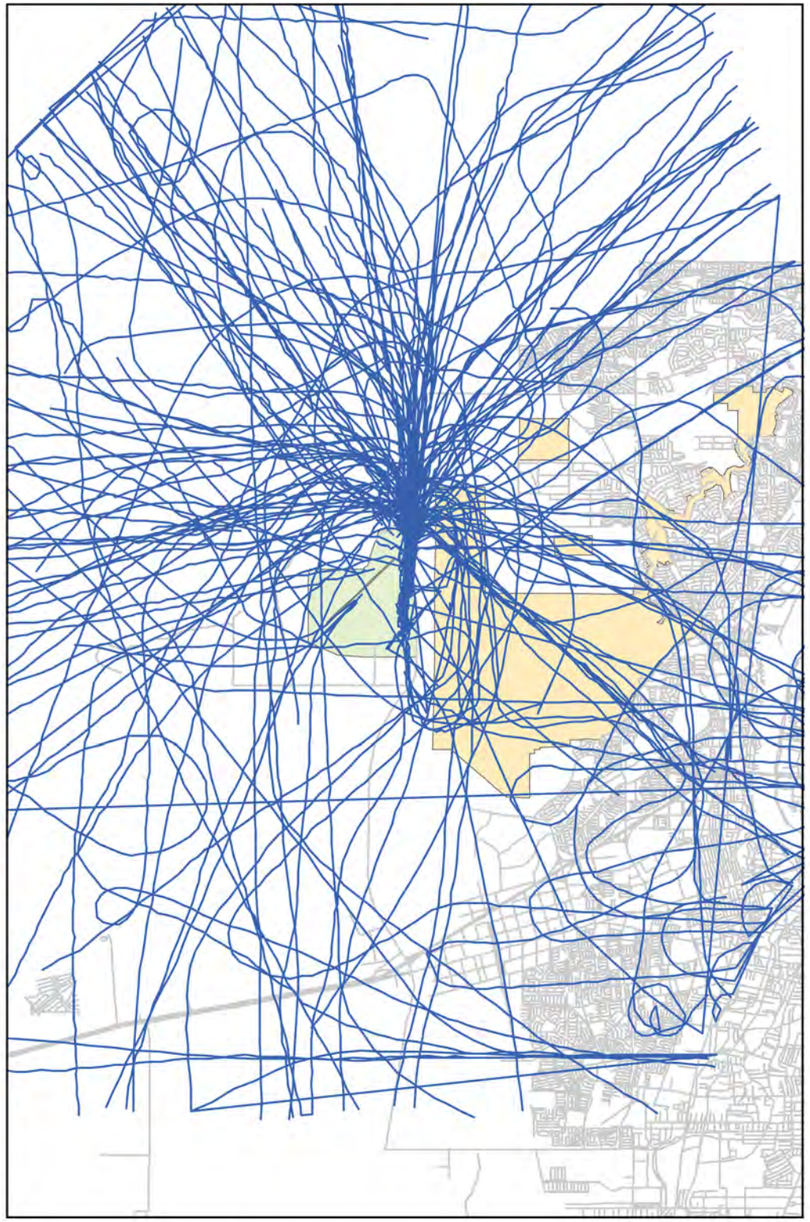
1" = 12000'

Flight track recorded between
January 8-19, 2008

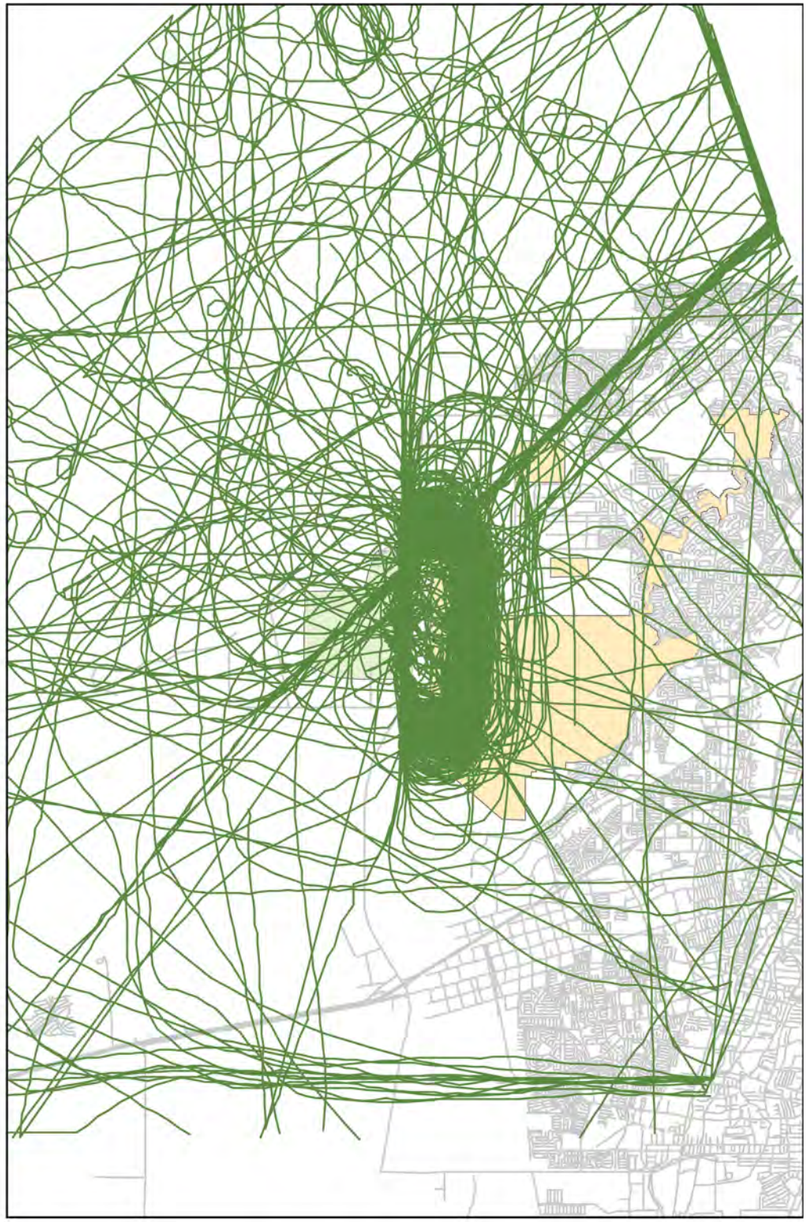
Exhibit F7
FLIGHT TRACK DATA
RUNWAY 17

05SP12-F8-1/20/09

Arrivals



Departures



Touch-and-Go

NORTH

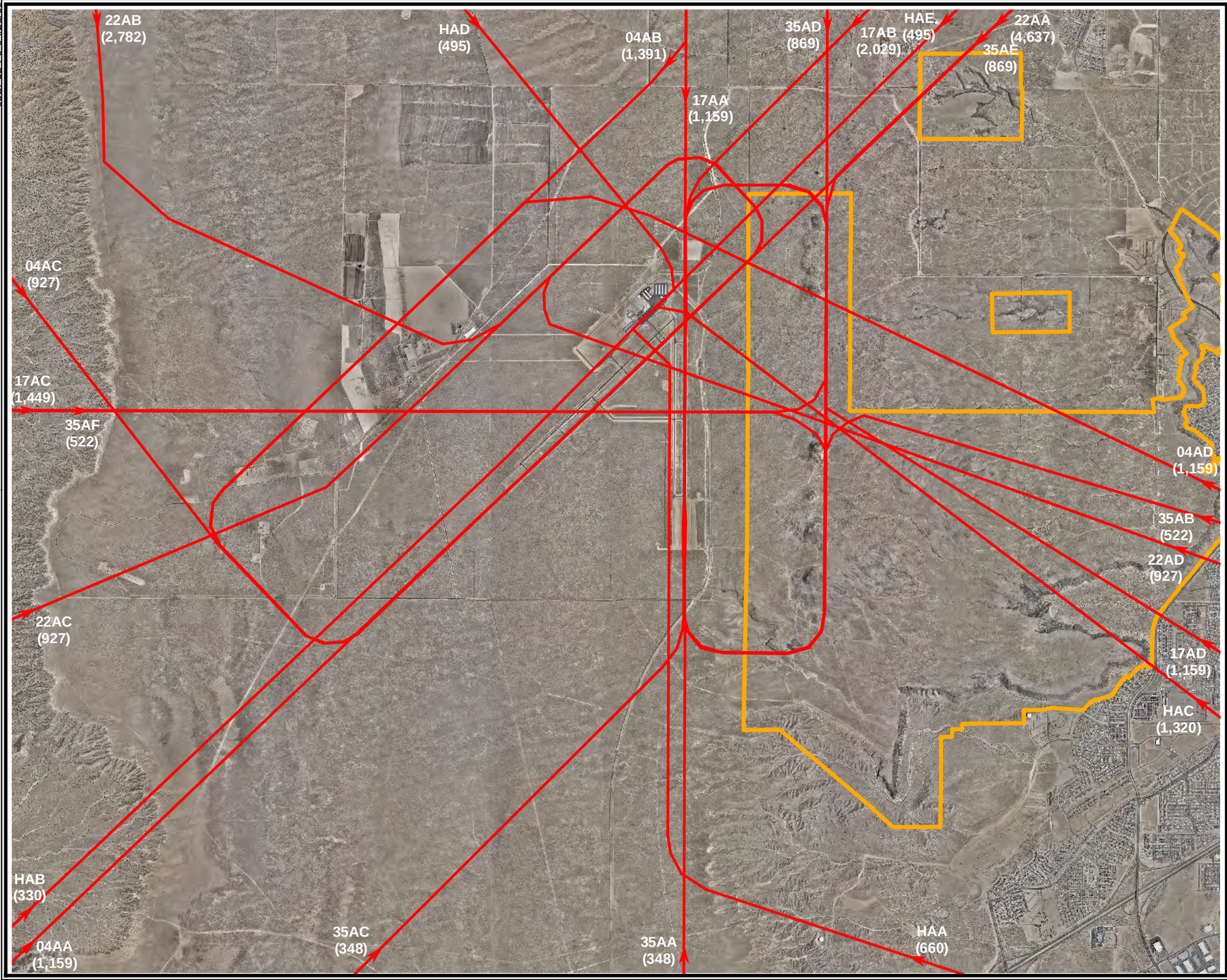
0 24,000

1" = 12000'

Flight track recorded between
January 8-19, 2008

Exhibit F8
FLIGHT TRACK DATA
RUNWAY 35

05SP12-F9-04/23/09



LEGEND

Monument Boundary

INM Arrival Tracks

HAA Track ID
(660) Number of Annual Operations

Flight Track Assignments

Track	Existing
04AA	1,159
04AB	1,391
04AC	927
04AD	1,159
17AA	1,159
17AB	2,029
17AC	1,449
17AD	1,159
22AA	4,637
22AB	2,782
22AC	927
22AD	927
35AA	348
35AB	522
35AC	348
35AD	869
35AE	869
35AF	522
HAA	660
HAB	330
HAC	1,320
HAD	495
HAE	495

Source: Coffman Associates Analysis.

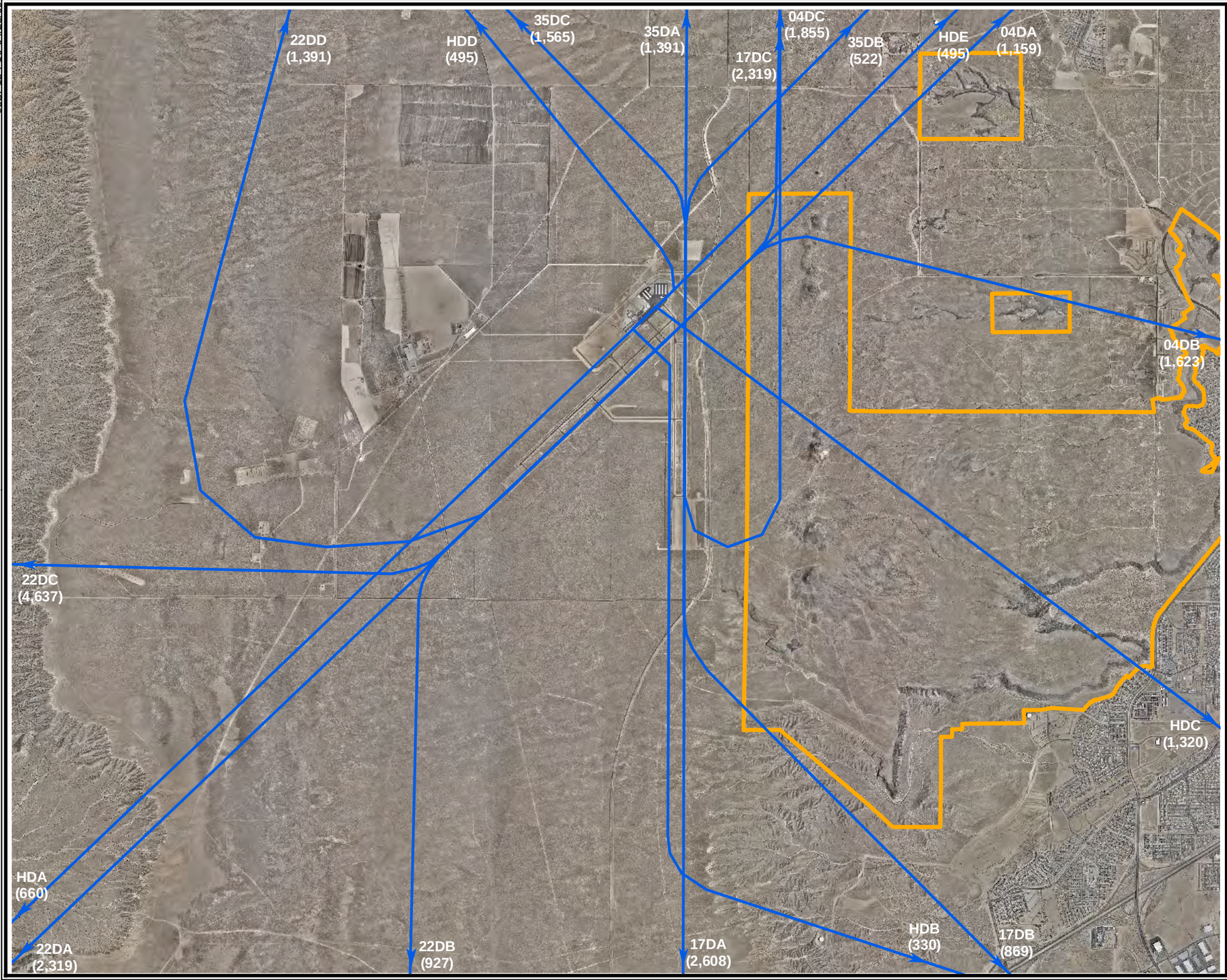
NORTH

0 4,000
1" = 4000'

Double Eagle II Airport

Exhibit F9
EXISTING 2006
INM ARRIVAL TRACKS

05SP12-F10-04/23/09



LEGEND

Monument Boundary

INM Departure Tracks

HAA Track ID
(660) Number of Annual Operations

Flight Track Assignments

Track	Existing
04DA	1,159
04DB	1,623
04DC	1,855
17DA	2,608
17DB	869
17DC	2,319
22DA	2,319
22DB	927
22DC	4,637
22DD	1,391
35DA	1,391
35DB	522
35DC	1,565
HDA	660
HDB	330
HDC	1,320
HDD	495
HDE	495

Source: Coffman Associates Analysis.

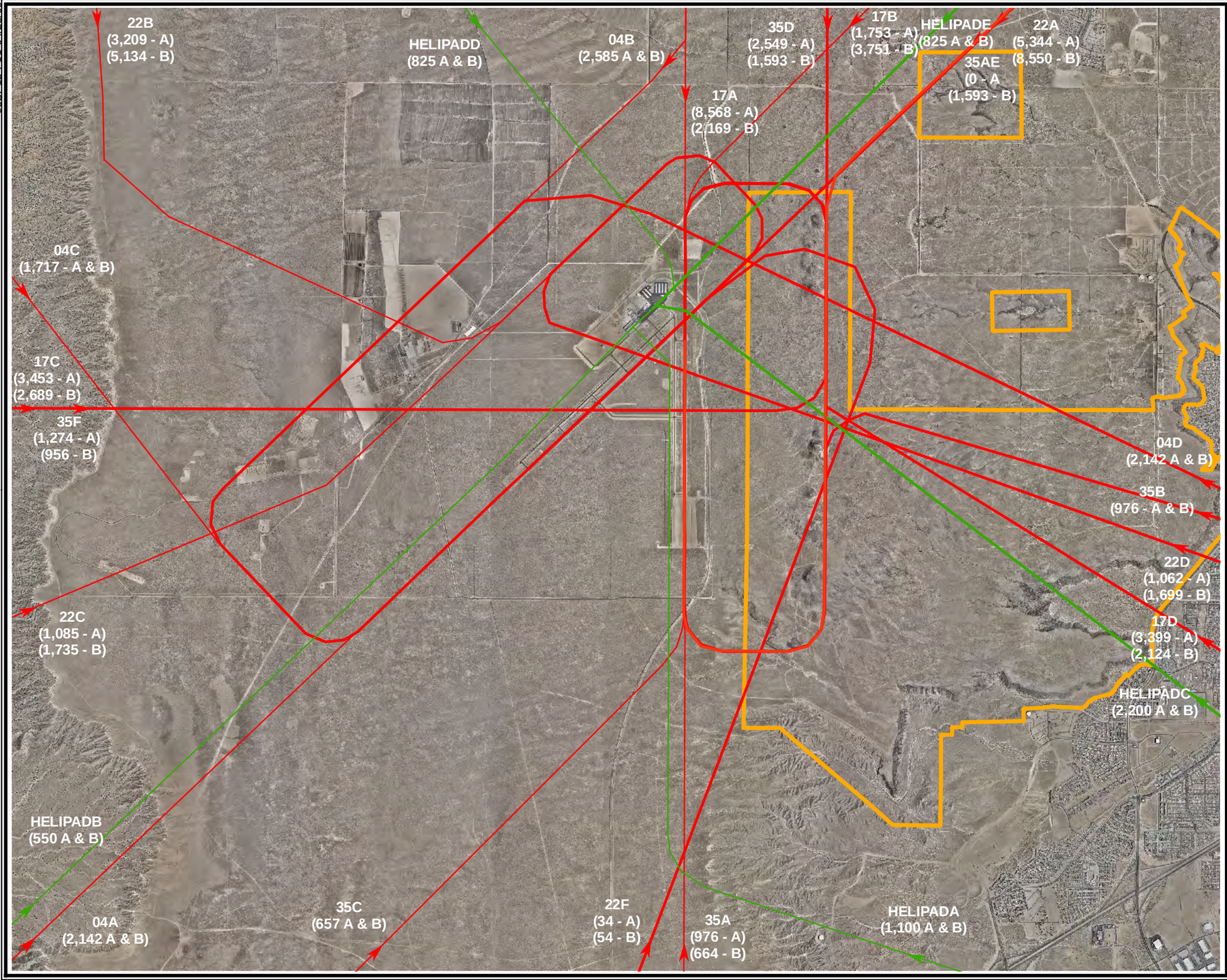
NORTH

0 4,000
1" = 4000'

Double Eagle II Airport

Exhibit F10
EXISTING 2006
INM DEPARTURE TRACKS

05SP12-F11-04/23/09



LEGEND

Monument Boundary

INM Fixed Wing Arrival Tracks

INM Helicopter Arrival Tracks

HAA Track ID
(660 - A) Number of Annual Operations - Alt.

Flight Track Assignments

Track	Alternative A	Alternative B
04AA	2,142	2,142
04AB	2,585	2,585
04AC	1,717	1,717
04AD	2,142	2,142
17AA	8,568	2,169
17AB	1,753	3,751
17AC	3,453	2,689
17AD	3,399	2,124
22AA	5,344	8,550
22AB	3,209	5,134
22AC	1,085	1,735
22AD	1,062	1,699
22AF	34	54
35AA	983	664
35AB	976	976
35AC	657	657
35AD	2,549	1,593
35AE	0	1,593
35AF	1,274	956
HAA	1,100	1,100
HAB	550	550
HAC	2,200	2,200
HAD	825	825
HAE	825	825

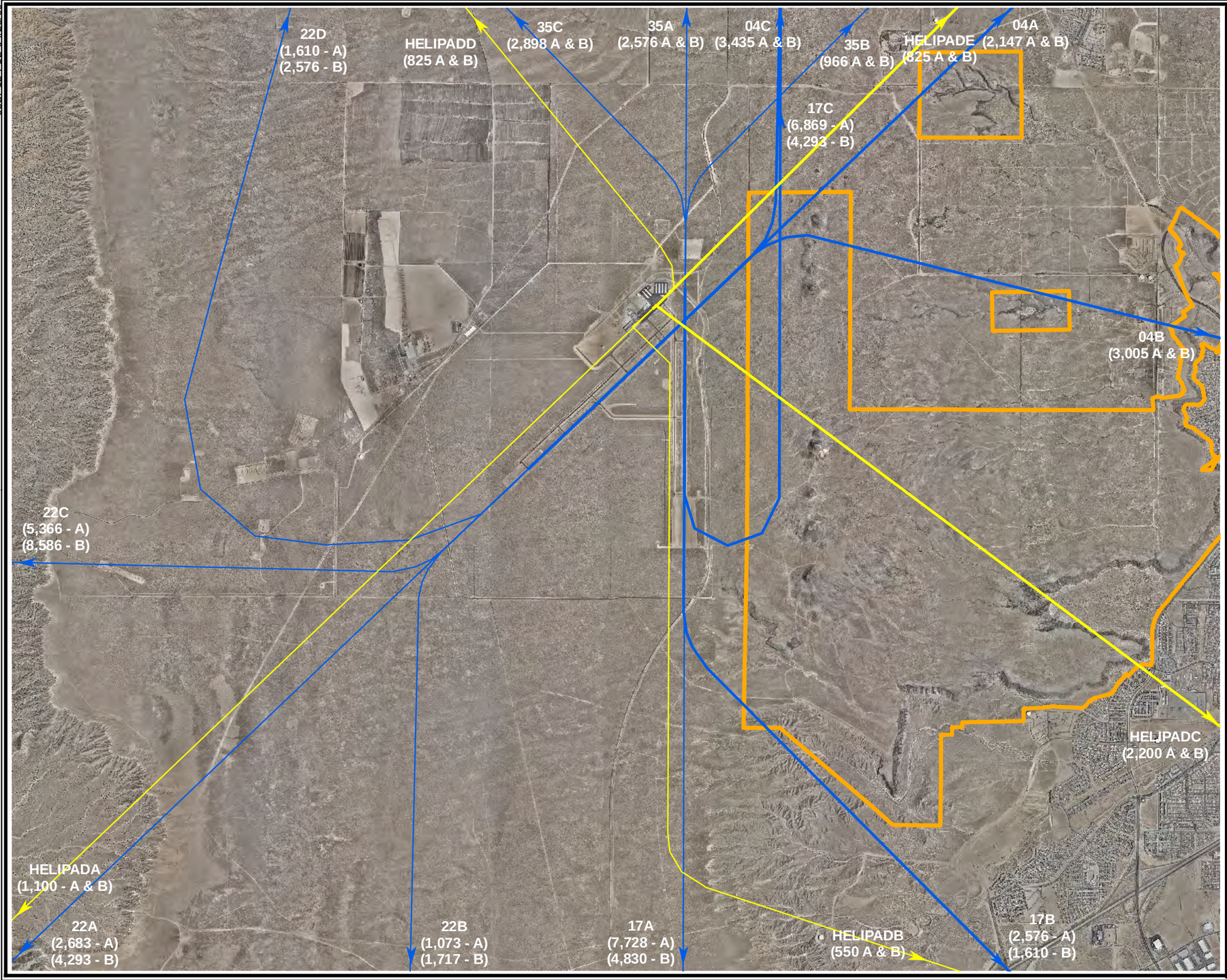
Source: Coffman Associates Analysis.

NORTH

0 4,000
1" = 4000'

Exhibit F11
2015 INM ARRIVAL TRACKS

05SP12-F12-04/23/09



LEGEND

Monument Boundary

INM Fixed Wing Departure Tracks

INM Helicopter Departure Tracks

HAA Track ID
(660 - A) Number of Annual Operations - Alt.

Flight Track Assignments

Track	Alternative A	Alternative B
04DA	2,147	2,147
04DB	3,005	3,005
04DC	3,435	3,435
17DA	7,728	4,830
17DB	2,576	1,610
17DC	6,869	4,293
22DA	2,683	4,293
22DB	1,073	1,717
22DC	5,366	8,586
22DD	1,610	2,576
35DA	2,576	2,576
35DB	966	966
35DC	2,898	2,898
HDA	1,100	1,100
HDB	550	550
HDC	2,200	2,200
HDD	825	825
HDE	825	825

Source: Coffman Associates Analysis.

NORTH

0 4,000
1" = 4000'

Exhibit F12
2015 INM DEPARTURE TRACKS

Of particular note are the operational assignments for the 2015 arrival and departure tracks as these assignments translate to how the airport would likely operate under the two alternative scenarios. **Exhibit F11** depicts the modeled 2015[1] arrival tracks and operation assignment. As depicted on the exhibit, many of the operation assignments remain the same, (i.e., Track 04A 04B, and 04C). Differences in the flight track assignments occur primarily to the tracks that overfly the Monument or the Northern Geologic Window. For example, Track 22A is assigned 5,344 arrivals for Alternative A and 8,550 arrivals for Alternative B, and Track 17A is assigned 8,568 tracks for Alternative A and 2,169 tracks for Alternative B. This difference in operational assignment is attributed to the relocation of the instrument landing system from Runway 22 to Runway 17 and the lengthening of Runway 17-35 that is proposed through Alternative A. These changes to Runway 17-35 would result in increased use of this runway and a decrease in the use of Runway 4-22. This translates to fewer operations on Track 22A which overflies the Northern Geologic Window as well as the northernmost portions of the Petroglyph National Monument and more operations on Track 17A which does not overfly either of these sensitive areas.

Exhibit F12 depicts the modeled departure tracks and operational assignments. The changes in the departure operation assignments are directly related to which runway is the longest runway for each alternative. Aircraft require longer runway length for departure than arrival due to the increased weight of the aircraft resulting from fuel load. (Aircraft land lighter than they take off because of fuel usage.) For safety reasons, pilots typically prefer to take off on the longest runway to allow for a safe stop in case of an aborted take-off. The flight track assignments depicted on **Exhibit F12** allot a larger operational load to the longer runway for each alternative. Runway 17-35 is assigned more departures in Alternative A as it is the longest runway and vice versa for Alternative B.

[1] The 2015 forecast year is used in this discussion as it contains the higher activity level of those modeled within the noise analysis.

File

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February 24, 2006

Ms. Nancy Reilly
FOIA Coordinator
FAA Southwest Region, ASW-43D
2601 Meacham Boulevard
Ft. Worth, TX 76193-0041

Re: Freedom of Information Request

Dear Ms. Reilly:

Pursuant to the Freedom of Information Act, 5 U.S.C. § 552, [and/or the Privacy Act, 5 U.S.C. § 552a], I request access to and copies of ARTS data for the Double Eagle II Airport (AEG) environs. Specifically we would like the following:

- Coverage window: 275 to 315 degrees from the ABQ ASR.
- Range: 8 to 18 nautical miles from ABQ ASR.
- Altitude: from the surface (approximately 5,837 feet MSL) to 9,837 feet MSL.
- Amount of coverage: fourteen consecutive days (preferably the first two weeks in March 2006).

Attached to this letter is a sample of the format in which we would like to receive this data; I would like to receive the data in an electronic format.

I am requesting this data on behalf of the City of Albuquerque Aviation Department for use in an ongoing Environmental Assessment (EA) which is being prepared for various improvements at the airport. The data will be used to assist in the development of aircraft noise contours to be included in the EA.

I agree to pay reasonable fees for the processing of this request in an amount not to exceed $500. However, please notify me prior to your incurring any expense in excess of that amount.

I look forward to your reply within 20 business days, as the statute requires. If my request is denied in whole or in part, I request a detailed justification for withholding the records. I also request and segregable portions that are not exempt to be disclosed.

Thank you for your prompt attention to this matter.

Sincerely,

Molly Waller
Airport Environmental Planner

Cc: Jim Hinde, Albuquerque Aviation Department
Steve Benson, Coffman Associates
Jerry Muse, FAA, ABQ ATCT

Kansas City • Phoenix

237 N.W. Blue Parkway, Suite 100, Lee's Summit, MO 64063 • Phone: 816.524.3500 • FAX: 816.524.2575

file

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Airport Consultants

May 15, 2006

Ms. Nancy Reilly
FOIA Coordinator
FAA Southwest Region, ASW-43D
2601 Meacham Boulevard
Ft. Worth, TX 76193-0041

Re: Freedom of Information Request

Dear Ms. Reilly:

We are in receipt of the STARS data for Double Eagle II Airport (AEG) for ten calendar days in March 2006. After reviewing the data we realized that the window of coverage does not contain critical portions of our study area. This is likely a mistake on our part. In order to provide thorough information within our Environmental Assessment (EA) we are requesting additional STARS data for the Double Eagle II Airport (AEG) environs pursuant to the Freedom of Information Act, 5 U.S.C. § 552, [and/or the Privacy Act, 5 U.S.C. § 552a]. Specifically we would like the following information:

- Operation types: All operations, including overflights. (IFR and VFR operations).
- Coverage window: Radius of five (5) miles centered on AEG.
- Altitude: From the surface (approximately 5,837 feet MSL) to 9,837 feet MSL.
- Amount of coverage: Ten consecutive days.

I am requesting this data on behalf of the Albuquerque Aviation Department for use in an ongoing Environmental Assessment (EA) which is being prepared for various improvements at the airport. The data will be used to assist in the development of aircraft noise contours to be included in the EA.

I would like to receive the data in an electronic format.

I agree to pay reasonable fees for the processing of this request in an amount not to exceed $500. However, please notify me prior to your incurring any expense in excess of that amount.

Thank you for your assistance. If you or anyone else have any questions, please do not hesitate to contact me at (816) 524-3500.

Sincerely,

Molly Waller
Airport/Environmental Planner

Cc: Jim Hinde, Albuquerque Aviation Department
Steve Benson, Coffman Associates
Troy Erwin, Coffman Associates
Jerry Muse, FAA, ABQ ATCT

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File

Coffman Associates
Airport Consultants

October 18, 2007

Ms. Sandra E. Freeman, FOIA Coordinator
FAA Southwest Region, ASW-31
2601 Meacham Boulevard
Ft. Worth, TX 76193-0030

Re: Freedom of Information Request

Dear Ms. Reilly:

We are in receipt of the STARS data for Double Eagle II Airport (AEG) for ten calendar days in October 2007. After reviewing the data previously obtained, we realized that the window of coverage does not contain critical portions of our study area. This is likely a mistake on our part. In order to provide thorough information within our Environmental Assessment (EA) we are requesting additional STARS data for the Double Eagle II Airport (AEG) environs pursuant to the Freedom of Information Act, 5 U.S.C. § 552, [and/or the Privacy Act, 5 U.S.C. § 552a]. Specifically we would like the following information:

- Operation types: all operations including overflights. (IFR and VFR operations)
- Coverage window: 270 to 340 degrees from the ABQ ASR.
- Range: 5 to 19 nautical miles from ABQ ASR.
- Altitude: from the surface (approximately 5,837 feet MSL) to 9,837 feet MSL.
- Amount of coverage: fourteen consecutive days (preferably the first two weeks in March 2006).

I am requesting this data on behalf of the Albuquerque Aviation Department for use in an ongoing Environmental Assessment (EA) which is being prepared for various improvements at the airport. The data will be used to assist in the development of aircraft noise contours to be included in the EA.

I would like to receive the data in an electronic format.

I agree to pay reasonable fees for the processing of this request in an amount not to exceed $500. However, please notify me prior to your incurring any expense in excess of that amount.

Thank you for your assistance. If you, or anyone else, have any questions please do not hesitate to contact me at (816) 524-3500.

Sincerely,

Molly Waller
Airport/Environmental Planner

Cc: Jim Hinde, Albuquerque Aviation Department
Steve Benson, Coffman Associates
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Appendix G

REQUIRED ANALYSIS FOR EACH ENVIRONMENTAL IMPACT CATEGORY

Appendix G
REQUIRED ANALYSIS FOR EACH ENVIRONMENTAL IMPACT CATEGORY

The purpose of this appendix is to provide detailed descriptions of the analyses undertaken for each of the impact categories in Chapter Four of this Environmental Assessment (EA). Appendix A of Federal Aviation Administration (FAA) Order 1050.1E, *Environmental Impacts: Policies and Procedures*, summarizes the requirements and procedures to be used in environmental impacts analysis. This appendix summarizes the pertinent sections of this FAA Order. Also provided within the following sections are established FAA "thresholds of significance." These thresholds assist the FAA in determining when an impact should be considered significant.

Following is a list of impact categories discussed in Chapter Four and the page number the discussion can be found:

- NOISE 4-2
- COMPATIBLE LAND USE 4-3
- SOCIOECONOMIC IMPACTS, ENVIRONMENTAL JUSTICE, AND CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS 4-5
- SECONDARY (INDUCED) IMPACTS 4-7
- AIR QUALITY 4-8
- WATER QUALITY 4-13
- HISTORICAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES 4-14
- DEPARTMENT OF TRANSPORTATION SECTION 4(f) 4-22
- FISH, WILDLIFE, AND PLANTS 4-23
- NATURAL RESOURCES AND ENERGY SUPPLY 4-25
- LIGHT EMISSIONS AND VISUAL IMPACTS 4-27
- HAZARDOUS MATERIALS, POLLUTION PREVENTION, AND SOLID WASTE 4-28
- CONSTRUCTION IMPACTS 4-29

- CUMULATIVE IMPACTS.....4-32
- COASTAL RESOURCES (not present in project area)
- FARMLAND (not present in project area)
- FLOODPLAINS (not present in project area)
- WETLANDS (not present in project area)
- WILD AND SCENIC RIVERS (not present in project area)

NOISE

Aircraft sound emissions are often the most noticeable environmental impact an airport will produce on a surrounding community. If the sound is sufficiently loud or frequent in occurrence, it may interfere with various activities or otherwise be considered objectionable. To determine noise-related impacts that the proposed action could have on the environment surrounding the airport, noise exposure patterns based on projected future aviation activity should be analyzed. 49 USC Sections 47101 (a)(2), (c) and (h) establish policies to minimize current and projected noise impacts on nearby communities resulting from building and operating aviation facilities. This section also requires the Secretary of Transportation to consult with the Secretary of the Interior and the EPA Administrator about projects involving new airports, new runways, or major runway extensions that may cause significant environmental impacts.

AIRCRAFT NOISE ANALYSIS METHODOLOGY

The standard methodology for analyzing noise conditions at airports involves the use of a computer simulation model. The FAA has approved the Integrated Noise Model (INM) for use in EAs.

The INM describes aircraft noise in the Yearly Day-Night Average Sound Level (DNL). DNL accounts for the increased sensitivity to noise at night (10:00 p.m. to 7:00 a.m.) and is the metric preferred by the FAA, Environmental Protection Agency (EPA), and Department of Housing and Urban Development (HUD), among others, as an appropriate measure of cumulative noise exposure.

The INM works by defining a network of grid points at ground level around the airport. It then selects the shortest distance from each grid point to each flight track and computes the noise exposure for each aircraft operation by aircraft type and engine thrust level, along each flight track. Corrections are applied for air-to-ground acoustical attenuation, acoustical shielding of the aircraft engines by the aircraft itself, and aircraft speed variations. The noise exposure levels for each aircraft are summed at each grid location. The DNL at all grid points is used to develop noise exposure contours for selected values (e.g., 65, 70, and 75 DNL). Noise contours are then plotted on a base map of the airport environs using the DNL metrics.

In addition to the mathematical procedures defined in the model, the INM has another very important element. This is a database containing tables correlating noise, thrust settings, and flight profiles for most of the civilian aircraft and many common military aircraft operating in the United States. This database, often referred to as the noise curve data, has been developed under FAA guidance based on rigorous noise monitoring in controlled settings. In fact, the INM database was developed through more than a decade of research, including extensive field measurements of more than 10,000 aircraft operations. The database also includes performance data for each aircraft to allow for the computation of

airport-specific flight profiles (rates of climb and descent). The most recent version of the INM, Version 7.0a, was used for modeling the noise condition for purposes of this EA.

INM Input

A variety of user-supplied input data is required to use the INM. This includes the airport elevation, average annual temperature, airport area terrain, a mathematical definition of the airport runways, the mathematical description of ground tracks above which aircraft fly, and the assignment of specific take-off weights to individual flight tracks. In addition, aircraft not included in the model's database may be defined for modeling, subject to FAA approval.

- **Activity Data**

Airport activity is defined as the take-offs and landings by aircraft operating at the facility; this is also referred to as aircraft operations. Activity is further described as either *local*, indicating aircraft practicing take-offs and landings (i.e., performing touch-and-go's), or *itinerant*, referring to the initial departure from or final arrival at the airport.

Existing and forecast airport activity (i.e., take-offs and landings, or operations by aircraft) are discussed in **Appendix D**. **Table G1** provides a summary of operations for the existing condition and two forecast years (2010 and 2015) for Alternatives A and B.

Existing airport activity (i.e., take-offs and landings, or operations by aircraft) for 2008 was estimated using data prepared during the development of the airport's Master Plan in 2002. **Table G1** provides a summary of operations for the existing condition as well as the two forecast years (2010 and 2015) for Alternative A, Alternative B, and the No Action Alternative. Additional information regarding the forecasts can be found in **Appendix D**.

- **Fleet Mix**

The selection of individual aircraft types is important to the modeling process because different aircraft types generate different noise levels. The aircraft fleet mix was derived from an inventory of existing operations at the airport. **Table G1** summarizes the generalized fleet mix data input into the noise analysis.

- **Database Selection**

In order to select the proper aircraft from the INM database, a review of the current fleet mix for Double Eagle II Airport was conducted. Different aircraft types generate different noise levels; therefore, selection of individual aircraft plays an important role in the noise modeling process. The following paragraphs outline the database selections used for input into the INM.

TABLE G1
Operational Fleet Mix
Double Eagle II Airport

Aircraft	INM Designator	2008	2010 Action	2010 No Action	2015 Action	2015 No Action	Day-time %	Night-time %
Itinerant								
Single Engine, Fixed Propeller	GASEPF	32,471	38,281	38,281	43,767	43,767	97.0%	3.0%
Single Engine, Variable Pitch Propeller	GASEPV	10,786	12,762	12,762	14,589	14,589	97.0%	3.0%
Multi-Engine Piston	BEC58P	1,413	1,775	1,775	2,207	2,207	97.0%	3.0%
Turboprop	CNA441	1,300	1,600	1,600	3,000	3,000	97.0%	3.0%
Military Turboprop	C130	0	900	900	900	900	100.0%	0.0%
Very Light Jet	CNA510	100	6,900	6,900	19,100	19,100	100.0%	0.0%
Business Jet, Stage 3	CIT3	24	225	100	345	75	100.0%	0.0%
Business Jet, Stage 3	CNA500	60	300	100	529	115	100.0%	0.0%
Business Jet, Stage 3	GIV	4	30	0	276	60	100.0%	0.0%
Business Jet, Stage 2	LEAR25	4	15	0	0	0	100.0%	0.0%
Business Jet, Stage 3	LEAR35	208	930	300	1,150	250	97.0%	3.0%
Helicopter, Military	UH60	0	900	900	900	900	80.0%	20.0%
Helicopter, Civilian	B206	6,600	8,200	8,200	10,100	10,100	97.0%	3.0%
Itinerant Subtotal		52,970	72,817	71,817	96,863	95,063		
Local								
Single Engine, Fixed Propeller	GASEPF	57,229	67,470	67,470	77,133	77,133	97.0%	3.0%
Single Engine, Variable Pitch Propeller	GASEPV	19,014	22,489	22,489	25,711	25,711	97.0%	3.0%
Multi-Engine Piston	BEC58P	2,487	3,125	3,125	3,893	3,893	97.0%	3.0%
Local Subtotal		78,730	93,083	93,083	106,737	106,737		
GRAND TOTAL		131,700	**165,900**	**164,900**	**203,600**	**201,800**		

Source: Coffman Associates analysis

Business Jet Aircraft. The INM provides data for most of the business jet aircraft in the national fleet. The following INM designators were selected to represent business jet operations at Double Eagle II Airport. In addition to Lear 35 operations, LEAR35 was used to model operations for the Lear 36, 45, 55, Falcon 10, 50, 900, and Beechjet 400. The CIT3 was used to model operations for the Cessna 650. Stage 2 Lear 25 operations were represented by the LEAR25 profile. Cessna 500, 501, 525, and 550 were modeled using the CNA500. The Eclipse Very Light Jet was modeled using the CNA510 profile. The GIV profile was used to represent Gulfstream IV and other large business jet aircraft.

Turbo-Prop Aircraft. The CNA441, typically the Cessna 441, effectively represents the light turbo-prop aircraft such as the Beech King Air, Cessna 402, Gulfstream Commander, and others.

Twin Piston Aircraft. The database list recommends the BEC58P, the Beech Baron, to represent the light twin piston aircraft such as the Piper Navajo, Beech Duke, Cessna 31, and others.

Single-Engine Aircraft. Because single-engine aircraft in the general aviation fleet vary widely in their noise characteristics, the INM utilizes two composite single-engine models. The FAA's substitution list indicates that the general aviation single-engine variable pitch propeller model, the GASEPV, represents a number of single-engine general aviation aircraft such as: Beech Bonanza, Cessna 177 and 180, Piper Cherokee Arrow, Piper PA-32, and the Mooney. The general aviation single-engine fixed pitch propeller

model, the GASEPF, represents the Cessna 150 and 172, Piper Archer, Piper PA-28-140 and -180, and the Piper Tomahawk among others.

Military. The UH-60 Blackhawk helicopter was modeled using the UH60 profile. For military turboprop operations, the C130E was used.

Helicopter. Helicopter profiles are also included in the INM. The B206L (Bell 206) and Eurocopter EC130 (EC130) identifiers were used to model general aviation helicopter operations.

All the above choices conform to the Pre-Approved Substitution List published by the FAA Office of Environment and Energy (AEE) branch in Washington, D.C.

- **Time-of-Day**

The time-of-day which aircraft operations occur is an important component of the INM model and depends on the noise metric used to represent noise conditions. The average day-night noise level (DNL) adds additional weight to operations that occur during nighttime hours (10:00 p.m. to 7:00 a.m.). During this time, an additional 10 dB is added to all aircraft operations to represent the increased sensitivity that residents might have during nighttime hours. When calculating aircraft noise exposure, one nighttime operation is equal to ten daytime operations resulting from the penalty.

Because Double Eagle II Airport does not have the means to track flights at the airport, time-of-day information was gathered from conversations with the airport staff and fixed base operators. **Table G1** summarizes the time-of-day percentages assumed in the model. As shown in the table, a majority of operations occur during the daytime hours.

- **Runway Use**

Runway usage data is also an essential component for developing noise exposure contours in the INM. Local wind data can be used as a general guideline for determining runway use percentages. However, local wind data provides only the directional availability of a runway and does not consider pilot selection, primary runway operations, or local operating conventions. A discussion of wind conditions at the airport is included in **Appendix E**. At Double Eagle II Airport, the crosswind configuration at the airport offers four directions of choice. Continuous runway use records are not maintained by the airport. Runway usage estimates were established through discussions with the airport staff and an evaluation of the airport historic wind data. **Table G2** summarizes the runway use percentages for the existing condition and the No Action Alternative for 2010 and 2015. **Table G3** summarizes the runway use percentages for Alternative A for 2010 and 2015, and **Table G4** summarizes the runway use percentages for Alternative B for 2010 and 2015.

TABLE G2
Existing Condition and No Action (2008, 2010, 2015) Runway Use
Double Eagle II Airport

Runway	Business Jet	Military	General Aviation
Departures			
17	25%	25%	25%
35	15%	15%	15%
04	20%	20%	20%
22	40%	40%	40%
Arrivals			
17	25%	25%	25%
35	15%	15%	15%
04	20%	20%	20%
22	40%	40%	40%

Source: Runway usage was established through discussions with the Airport Manager and an evaluation of the wind conditions at Double Eagle II Airport.

TABLE G3
Alternative A (2010, 2015) Runway Use
Double Eagle II Airport

Runway	Business Jet	Military	General Aviation
Departures			
17	40%	40%	40%
35	15%	15%	15%
04	20%	20%	20%
22	25%	25%	25%
Arrivals			
17	40%	40%	40%
35	15%	15%	15%
04	20%	20%	20%
22	25%	25%	25%

Source: Runway usage was established through discussions with the Airport Manager and an evaluation of the wind conditions at Double Eagle II Airport.

TABLE G4
Alternative B (2010, 2015) Runway Use
Double Eagle II Airport

Runway	Business Jet	Military	General Aviation
Departures			
17	25%	25%	25%
35	15%	15%	15%
04	20%	20%	20%
22	40%	40%	40%
Arrivals			
17	40%	36%	36%
35	60%	54%	54%
04	0%	7%	7%
22	0%	3%	3%

Source: Runway usage was established through discussions with the Airport Manager and an evaluation of the wind conditions at Double Eagle II Airport.

- **Flight Tracks**

Local and standard air traffic procedures, radar flight track data from the Albuquerque International Sunport Airport Surveillance Radar (ASR) facility, and input from the Airport Manager and fixed base operators were used to develop consolidated flight tracks for use in the INM. A detailed discussion of the flight tracks and their development is included in **Appendix F**.

- **Flight Profiles**

The standard arrival profile used in the INM program is a three-degree approach. No indication was given by airport staff that there was any variation on this standard procedure; therefore, the standard approach was included in the model as representative of local operating conditions.

INM Version 7.0a computes the take-off profiles based on the user-supplied airport elevation and average annual temperature entries in the input batch. At Double Eagle II Airport, the elevation is 5,837 feet mean sea level (MSL) and the average annual temperature is 56.8 degrees Fahrenheit (F), based on information from the National Oceanic and Atmospheric Administration. If other than standard conditions (temperature of 59 degrees F and elevations of zero feet MSL) are specified by the user, the profile generator automatically computes the take-off profiles using the airplane performance coefficients in the database and equations in the Society of Aeronautical Engineers, *Aerospace Information Report 1845* (SAE/AIR 1845).

The INM computes separate departure profiles (altitude at a specified distance from the airport with associated velocity and thrust settings) for each of the various types of aircraft using the airport.

INM Output

Output data selected for calculation by the INM are annual average noise contours in DNL. The DNL is a measure of the 24-hour noise level of a community to allow for comparison between the No Action and proposed development alternatives.

Computer files developed from data described in the previous section provided input to the INM, which generated output files for years and alternatives being evaluated. In accordance with FAA Orders 1050.1E and 5050.4B, the 65, 70, and 75 DNL noise contours were produced for each alternative. Contours were prepared for the following: existing condition (2008); Alternative A year of implementation (2010) and five years beyond (2015); Alternative B year of implementation (2010) and five years beyond (2015); and the No Action Alternative for the years 2010 and 2015.

THRESHOLDS OF SIGNIFICANCE

FAA Orders 1050.1E and 5050.4B define a significant noise impact as one which would occur if the Proposed Action would cause noise-sensitive areas to experience an increase in noise of 1.5 DNL or more, at or above the 65 DNL noise exposure level when compared to the No Action Alternative for the same timeframe.

COMPATIBLE LAND USE

An airport's compatibility with surrounding land uses is usually associated with the extent of the airport's noise impacts. Airport projects such as those needed to accommodate fleet mix changes, an increase in operations at the airport, or air traffic changes are examples of activities which can alter noise impacts and affect surrounding land uses. Typically, if the noise analysis concludes that there is no significant impact, a similar conclusion usually can be made with respect to compatible land use. However, if the proposed action would result in other impacts exceeding thresholds of significance which have land use ramifications, such as disruption of communities, relocation of businesses or residences, and induced socioeconomic impacts, the effects of the land use impacts shall also be discussed within this section.

THRESHOLDS OF SIGNIFICANCE

When the noise analysis determines that a significant impact will occur over noise-sensitive areas within the 65 DNL noise contour, the compatible land use discussion should include a discussion on mitigation measures to be taken along with other land use controls. Special consideration needs to be given to unique and sensitive Section 4(f) properties.

SOCIOECONOMIC IMPACTS, ENVIRONMENTAL JUSTICE, AND CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS

Socioeconomic impacts known to result from airport improvements are often associated with relocation activities or other community disruptions, including alterations to surface transportation patterns, division or disruption of existing communities, interferences with orderly planned development, or an ap-

preciable change in employment related to the project. Social impacts are generally evaluated based on areas of acquisition and/or areas of significant project impact, such as areas encompassed by noise levels in excess of 65 DNL.

Executive Order 12898, *Federal Action to Address Environmental Justice in Minority Populations and Low-Income Populations,* and the accompanying Presidential Memorandum, and Order DOT 5610.2, *Environmental Justice*, require FAA to provide for meaningful public involvement by minority and low-income populations as well as analysis that identifies and addresses potential impacts on these populations that may be disproportionately high and adverse.

Pursuant to Executive Order 13045, *Protection of Children from Environmental Health Risks and Safety Risks,* federal agencies are directed to identify and assess environmental health and safety risks that may disproportionately affect children. These risks include those that are attributable to products or substances that a child is likely to come in contact with or ingest, such as air, food, drinking water, recreational waters, soil, or products they may be exposed to.

The acquisition of the residences and farmland is required to conform with the *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970* (URARPAPA). These regulations mandate that certain relocation assistance services be made available to homeowners/tenants of the properties. This assistance includes help finding comparable and decent substitute housing for the same cost, moving expenses, and in some cases, loss of income.

THRESHOLDS OF SIGNIFICANCE

The thresholds of significance for this impact category are reached if the project negatively affects a disproportionately high number of minority or low-income populations or if children would be exposed to a disproportionate number of health and safety risks. Significant socioeconomic impacts would result if an extensive number of residents need to be relocated and sufficient replacement housing is unavailable; if extensive relocation of business is required and this relocation would create a severe economic hardship for the affected communities; if disruptions of local traffic patterns would substantially reduce the level of service of the roads serving the airport and the surrounding community; or, if there would be a substantial loss in the community tax base.

SECONDARY (INDUCED) IMPACTS

Major development proposals often involve the potential for induced or secondary impacts on surrounding communities. When such potential exists, the EA shall describe in general terms such factors. Examples include: shifts in patterns of population movement and growth; public service demands; and changes in business and economic activity to the extent influenced by the airport development. Induced impacts will normally not be significant except where there are also significant impacts in other categories, especially noise, land use, or direct social impacts.

No threshold of significance has been established for this impact category.

AIR QUALITY

The FAA is responsible for ensuring that appropriate analysis be contained within *National Environmental Policy Act* (NEPA) documents to disclose the potentially significant impact of a proposed action on the attainment and maintenance of air quality standards established by law or administrative determination. It is also the FAA's responsibility to assure that proposed actions conform with applicable State Implementation Plans (SIPs) when they have been prepared and adopted.

Air quality in a given location is described by the concentrations of various pollutants in the atmosphere. The significance of a pollutant concentration is determined by comparing it to the state and federal ambient air quality standards. The United States Environmental Protection Agency (EPA) has established National Ambient Air Quality Standards (NAAQS) for six pollutants: carbon monoxide (CO), nitrogen dioxide (NO_2), sulphur dioxide (SO_2), lead (Pb), ozone (O_3), and particulate matter (PM_{10} and $PM_{2.5}$).

Based upon both federal and state air quality standards, a specific geographic area can be classified under the federal and state *Clean Air Act* (CAA) as either being an "attainment," "non-attainment," or "maintenance" area for each criteria pollutant. The criterion for non-attainment designation varies by pollutant.

AIR QUALITY STANDARDS AND REGULATORY SETTING

The U.S. Environmental Protection Agency (EPA) has adopted air quality standards that specify the maximum permissible near-term and long-term concentrations of various air contaminants. The National Ambient Air Quality Standards (NAAQS) consist of primary and secondary standards for each pollutant as presented in **Table G5**. Primary air quality standards are established at levels to protect the public health from harm with an adequate margin of safety. Secondary standards are set at levels necessary to protect the public health and welfare from any known or anticipated adverse effects of a pollutant. All areas of the country are required to demonstrate attainment with the NAAQS. New Mexico has adopted the federal ambient air quality standards.

The federal air quality standards focus on limiting the quantity of six criteria pollutants:

- Ozone (O_3)
- Carbon Monoxide (CO)
- Sulfur Dioxide (SO_x)
- Nitrogen Dioxide (NO_x)
- Particulate Matter (PM_{10} and $PM_{2.5}$)
- Lead (Pb)

Air contaminants increase the aggravation and production of respiratory and cardiopulmonary diseases. The standards also establish the level of air quality which is necessary to protect the public health and welfare including, among other things, effects on crops, vegetation, wildlife, visibility, and climate, as well as effects on materials, economic values, and on personal comfort and well-being.

THRESHOLDS OF SIGNIFICANCE

Potentially significant air quality impacts associated with an FAA project or action would occur if the project or action exceeds one or more of the NAAQS for any of the time periods analyzed.

TABLE G5
National Ambient Air Quality Standards

Pollutant	Averaging Time	Primary Standard	Secondary Standard
Carbon Monoxide (CO) in parts per million (ppm)	8-hour 1-hour	9 35	– –
Nitrogen Dioxide (NO_x) in ppm	Annual	0.053	0.053
Ozone (O_3) in ppm	1-hour 8-hour	0.12 0.08	0.12 0.08
Lead (Pb) in micrograms per cubic meter	Quarterly Average	1.5	1.5
Particulate Matter (PM_{10}) in micrograms per cubic meter	Annual 24-hour	50 150	50 150
Particulate Matter ($PM_{2.5}$) in micrograms per cubic meter	Annual 24-Hour	65 15	65 15
Sulfur Dioxide (SO_x) in ppm	Annual 24-hour 3-hour	0.03 0.14 –	– – 0.50

Source: U.S. Environmental Protection Agency

WATER QUALITY

The *Clean Water Act* provides the authority to establish water quality standards, control discharges, develop waste treatment management plans and practices, prevent or minimize the loss of wetlands, and regulate other issues concerning water quality. Water quality concerns related to airport development most often relate to the potential for surface runoff and soil erosion as well as the storage and handling of fuel, petroleum products, solvents, etc.

THRESHOLDS OF SIGNIFICANCE

Water quality regulations and issuance of permits will normally identify any deficiencies in the proposed development with regard to water quality or any additional information necessary to make judgments on the significance of impacts. Difficulties in obtaining needed permits for the project, such as National Pollutant Discharge Elimination System (NPDES) or Section 404 permits, typically indicate a potential for significant water quality impacts.

HISTORICAL, ARCHITECTURAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES

Determination of a project's environmental impact to historic and cultural resources is made under guidance in the *National Historic Preservation Act* (NHPA) *of 1966*, as amended, the *Archaeological and Historic Preservation Act* (AHPA) *of 1974*, the *Archaeological Resources Protection Act* (ARPA), and the *Native American Graves Protection and Repatriation Act* (NAGPRA) *of 1990*. In addition, the *Antiquities Act of 1906*, the *Historic Sites Act of 1935*, and the *American Indian Religious Freedom Act of 1978* also protect historical, architectural, archaeological, and cultural resources.

Section 106 of the NHPA of 1966, as amended, requires federal agencies to take into account the effects of their undertakings on historic properties and determine if any properties in, or eligible for inclusion in, the National Register of Historic Places are present in the area. In addition, it affords the Advisory Council on Historic Preservation a reasonable opportunity to comment. The historic preservation review process mandated by Section 106 is outlined in regulations issued by the council.

The ARPA is triggered by the presence of archaeological resources on federal or Indian lands. The AHPA describes the process when consultation with resource agencies indicates that there may be an impact on significant scientific, prehistoric, historic, archaeological, or paleontological resources. The process provides for the preparation of a professional resource survey of the area. Should the survey identify significant resources, the National Register process described above will be followed. Should the survey be inconclusive, a determination is made whether it is appropriate to provide a commitment to halt construction if resources are recovered, in order for a qualified professional to evaluate their importance and provide for data recovery, as necessary.

The NAGPRA is triggered by the possession of human remains or cultural items by a federally funded repository or by the discovery of human remains or cultural items on federal or tribal lands and provides for the inventory, protection, and return of cultural items to affiliated Native American Groups. The Act includes provisions that, upon inadvertent discovery of remains, the action will cease in the area where the remains were discovered and the appropriate agency will be notified.

The *Antiquities Act of 1906* was the first general law providing protection for archaeological resources. It protects all historic and prehistoric sites on federal lands and prohibits excavation or destruction of such antiquities without the permission of the Secretary of the department having jurisdiction.

The *Historic Sites Act of 1935* declares as national policy the preservation for public use of historic sites, buildings, objects, and properties of national significance. It gives the Secretary of the Interior authority to make historic surveys, to secure and preserve data on historic sites, and to acquire and preserve archaeological and historic sites. This Act also establishes the National Historic Landmarks program for designating properties having exceptional value in commemorating or illustrating the history of the United States.

The *American Indian Religious Freedom Act of 1978* requires consultation with Native American groups concerning proposed actions on sacred sites, on federal land, or affecting access to sacred sites. It establishes federal policy to protect and preserve for American Indians, Eskimos, Aleuts, and Native Hawaiians their right to free exercise of their religion. It allows these peoples to access sites, use and possess sacred objects, and freedom to worship through ceremonial and traditional rites. The Act requires federal agencies to consider the impacts of their actions on religious sites and objects that are important to Native Americans regardless of the eligibility for the NRHP. Executive Order 13175, *Consultation and Coordination with Indian Tribal Governments*, and the Presidential Memorandum of April 29, 1994, *Government to Government Relations with Native American Tribal Governments,* outline the government-to-government consultation process between the federal agency and the potentially affected tribe.

THRESHOLDS OF SIGNIFICANCE

The action would affect a property that is on or eligible for inclusion in the NRHP if it has the potential to alter the characteristics of the property which make it eligible for listing. Federal agencies can make one of three types of “effects findings” for an action: “no properties effected,” “no adverse effect,” and “ad-

verse effect." The level of finding depends upon how severely a project would alter the characteristics of a property that make it eligible for the NRHP. Although the FAA works closely with the State Historic Preservation Officer (SHPO) and/or the Tribal Historic Preservation Officer (THPO), the FAA is ultimately responsible for the effect decision, not the SHPO or THPO.

The Section 106 consultation process includes consideration of alternatives to avoid adverse effects on National Register listed or eligible properties; of mitigation measures; and of accepting adverse effects. The FAA makes the final determination on the level of effect, and advice from the SHPO/THPO may assist FAA in making that determination.

DEPARTMENT OF TRANSPORTATION ACT: SECTION 4(f)

Section 4(f) of the DOT Act, which was recodified and renumbered as Section 303(c) of 49 USC, provides that the Secretary of Transportation will not approve any program or project that requires the use of any publicly owned land from a historic site, public parks, recreation areas, or waterfowl and wildlife refuges of national, state, regional, or local importance unless there is no feasible and prudent alternative to the use of such land, and the project includes all possible planning to minimize harm resulting from the use.

THRESHOLDS OF SIGNIFICANCE

A significant impact would occur when a proposed action either involves more than a minimal use of a Section 4(f) property or is deemed a "constructive use," thereby substantially impairing the Section 4(f) property, and mitigation measures do not eliminate or reduce the effects. Substantial impairment would occur when impacts to Section 4(f) lands are sufficiently serious so that the value of the site in terms of its prior significance and enjoyment are reduced or lost.

FISH, WILDLIFE, AND PLANTS

Section 7 of the *Endangered Species Act* (ESA), as amended, applies to federal agency actions and sets forth requirements for consultation to determine if the proposed action "may affect" a federally endangered or threatened species. If an agency determines that an action "may affect" a federally protected species, then Section 7(a)(2) requires each agency to consult with the U.S. Fish and Wildlife Service (FWS) or the National Marine Fisheries Service (NMFS), as appropriate, to ensure that any action the agency authorizes, funds, or carries out is not likely to jeopardize the continued existence of any federally listed endangered or threatened species, or result in the destruction or adverse modification of critical habitat. If a species has been listed as a candidate species, Sec. 7 (a)(4) states that each agency must confer with the FWS and/or NMFS.

The *Sikes Act* and various amendments authorize states to prepare statewide wildlife conservation plans, and the Department of Defense (DOD) to prepare similar plans, for resources under their jurisdiction. Airport improvement projects should be checked for consistency with the State or DOD Wildlife Conservation Plans where such plans exist.

The *Fish and Wildlife Coordination Act* requires that agencies consult with the state wildlife agencies and the Department of the Interior concerning the conservation of wildlife resources where the water of any

stream or other water body is proposed to be controlled or modified by a federal agency or any public or private agency operating under a federal permit.

The *Migratory Bird Treaty Act* (MBTA) prohibits private parties and federal agencies in certain judicial circuits from intentionally taking a migratory bird, their eggs, or nests. The MBTA prohibits activities which would harm migratory birds, their eggs, or nests unless the Secretary of the Interior authorizes such activities under a special permit.

Executive Order 13112, *Invasive Species*, directs federal agencies to use relevant programs and authorities, to the extent practicable and subject to available resources, to prevent the introduction of invasive species and provide for restoration of native species and habitat conditions in ecosystems that have been invaded. FAA is to identify proposed actions that may involve risks of introducing invasive species on native habitat and populations. "Introduction" is the intentional or unintentional escape, release, dissemination, or placement of a species into an ecosystem as a result of human activity. "Invasive species" are alien species whose introduction does, or is likely to, cause economic or environmental harm or harm to human health.

THRESHOLDS OF SIGNIFICANCE

A significant impact to federally listed threatened or endangered species would occur when the FWS or NMFS determines that the proposed action would likely jeopardize the continued existence of the species in question or would result in the destruction or adverse modification of critical habitat for the species. However, an action need not involve a threat to extinction to federally listed species to result in a significant impact; lesser impacts, including impacts on non-listed species, could also constitute a significant impact. Consultation with agencies or organizations having jurisdiction or special expertise concerning the protection and/or management of the species should be utilized in cases such as this.

NATURAL RESOURCES AND ENERGY SUPPLY

Energy requirements associated with the proposed action alternative generally fall into two categories: (1) those that relate to changed demands for stationary facilities (i.e., airfield lighting and terminal building heating); and (2) those that involve the movement of air and ground vehicles (i.e., fuel consumption). In addition to fuel, the use of natural resources includes construction materials, water, and manpower.

THRESHOLDS OF SIGNIFICANCE

An impact arises where a project will have a measurable effect on local energy supplies or would require the use of an unusual material or one in short supply. Increased consumption of fuel by aircraft is examined where ground movement or run-up times are increased substantially without offsetting efficiencies in operational procedures or if the faction includes a change in flight patterns. Ground vehicles' fuel consumption is examined only if the action would add appreciably to access time or if there would be a substantial change in movement patterns for on-airport service or other vehicles.

LIGHT EMISSIONS AND VISUAL IMPACTS

Airport lighting is characterized as either airfield lighting (i.e., runway, taxiway, approach and landing lights) or landside lighting (i.e., security lights, building interior lighting, parking lights, and signage). Generally, airport lighting does not result in significant impacts unless a high intensity strobe light, such as a Runway End Identifier Light (REIL), would produce a glare on any adjoining site, particularly residential uses.

Visual impacts relate to the extent that the proposed development contrasts with the existing environment and whether a jurisdictional agency considers this contrast objectionable. The visual sight of aircraft, aircraft contrails, or aircraft lights at night, particularly at a distance that is not normally intrusive, should not be assumed to constitute an adverse impact.

No specific impact thresholds have been established for this resource category.

HAZARDOUS MATERIALS, POLLUTION PREVENTION, AND SOLID WASTE

Four primary laws have been passed governing the handling and disposal of hazardous materials, chemicals, substances, and wastes. The two statutes of most importance to the FAA in proposing actions to construct and operate facilities and navigational aids are the *Resource Conservation Recovery Act* (RCRA) (as amended by the *Federal Facilities Compliance Act of 1992*) and the *Comprehensive Environmental Response, Compensation, Liability Act* (CERCLA), as amended (also known as Superfund). RCRA governs the generation, treatment, storage, and disposal of hazardous wastes. CERCLA provides for cleanup of any release of a hazardous substance (excluding petroleum) into the environment.

Consideration should be given regarding the hazardous nature of any materials or wastes to be used, generated, or disturbed by the proposed action, as well as the control measures to be taken.

THRESHOLDS OF SIGNIFICANCE

Thresholds of significance are typically only reached when the resource agency has indicated that it would be difficult to issue a permit for the proposed development. A significant impact may also be realized if the proposed action would affect a property listed on the National Priorities List (NPL).

CONSTRUCTION IMPACTS

Temporary environmental impacts may occur as a result of construction activities. Primarily, these impacts would relate to noise resulting from heavy construction equipment, fugitive dust emissions, and potential impacts on water quality from runoff and soil erosion from exposed surfaces.

THRESHOLDS OF SIGNIFICANCE

Construction impacts alone are rarely significant. Refer to the air quality, water, fish, plants, wildlife, and other relevant impact categories for discussions regarding potential construction impacts.

CUMULATIVE IMPACTS

Cumulative impacts may result from individually minor but collectively significant actions taking place over a period of time. In determining whether a proposed action will have a significant impact, consideration should be given to whether the proposed action is related to other actions with individually insignificant but cumulatively significant impacts. The analysis should include identification and consideration of the cumulative impacts of ongoing, proposed, and reasonably foreseeable future actions and may include information garnered from FAA NEPA processes and, where available, environmental management systems.

THRESHOLDS OF SIGNIFICANCE

There is no significance threshold established for this category.

COASTAL RESOURCES

Coastal zones are those waters and their bordering areas in states along the coastlines of the Atlantic and Pacific Oceans, the Gulf of Mexico, and the shorelines of the Great Lakes. These zones include islands, beaches, transitional and intertidal areas and salt marshes. Under most conditions, airport actions that would occur in or would affect a coastal zone within a state having an approved coastal zone management program must comply with the requirements of the *Coastal Zone Management Act* (CZMA) *of 1972*, as amended. The CZMA requires that direct federal activities and development projects must be consistent with approved state coastal programs to the maximum extent practicable. *The Coastal Barriers Resources Act* (CBRA) and Executive Order 13089 also have been adopted to protect coastal resources. The CBRA prohibits, with some exceptions, federal financial assistance for development within the Coastal Barrier Resources System that contains undeveloped coastal barriers along the Atlantic and Gulf coasts and Great Lakes. Executive Order 13089, Coral Reef Protection, requires federal agencies to ensure that any actions that they authorize, fund, or carry out will not degrade the conditions of coral reef ecosystems.

THRESHOLDS OF SIGNIFICANCE

There is no significance threshold established for this category.

FARMLAND

Under the *Farmland Protection Policy Act* (FPPA), federal agencies are directed to identify and take into account the adverse effects of federal programs on the preservation of farmland, to consider appropriate alternative actions which could lessen adverse effects, and to assure that such federal programs are, to the extent practicable, compatible with state or local government programs and policies to protect farmland. The FPPA guidelines developed by the Department of Agriculture apply to farmland classified as prime or unique, or of state or local importance as determined by the appropriate government agency, with concurrence by the Secretary of Agriculture.

THRESHOLDS OF SIGNIFICANCE

A significant impact to farmland would occur when the total combined score on Form AD 1006 ranges between 200 and 260 points. Impact severity increases as the total combined score approaches 260 points.

FLOODPLAINS

Executive Order 11988 directs federal agencies to take action to reduce the risk of flood loss, minimize the impact of floods on human safety, health, and welfare, and restore and preserve the natural and beneficial values served by the floodplains. Department of Transportation (DOT) Order 5650.2 contains DOT's policies and procedures for implementing the executive order. Agencies are required to make a finding that there is no practicable alternative before taking action that would encroach on a base floodplain.

THRESHOLDS OF SIGNIFICANCE

Floodplain impacts would be considered significant if the encroachment would result in either: (1) a high probability of loss of human life; or (2) substantial encroachment-associated costs or damage, including interrupting aircraft service or loss of a vital transportation facility; or (3) adverse impacts on natural and beneficial floodplain values.

Mitigation measures for base floodplain encroachments may include committing to special flood-related design criteria, elevating facilities above base flood level, locating nonconforming structures and facilities out of the floodplain, or minimizing fill placed in floodplains.

WETLANDS

The U.S. Army Corps of Engineers (COE) regulates the discharge of dredged and/or fill material into Waters of the United States, including adjacent wetlands, under Section 404 of the *Clean Water Act*.

Wetlands are defined by Executive Order 11990*, Protection of Wetlands*, as those areas that are inundated by surface or groundwater with a frequency sufficient to support, and under normal circumstances does or would support, a prevalence of vegetation or aquatic life that requires saturated or seasonally saturated soil conditions for growth and reproduction. Categories of wetlands include swamps, marshes, bogs, sloughs, potholes, wet meadows, river overflows, mud flats, natural ponds, estuarine areas, tidal overflows, and shallow lakes and ponds with emergent vegetation. Wetlands exhibit three characteristics: hydrology, hydrophytes (plants able to tolerate various degrees of flooding or frequent saturation), and poorly drained soils.

THRESHOLDS OF SIGNIFICANCE

As outlined within FAA Orders 1050.1E and 5050.4B, a significant impact to wetlands would occur when the proposed action causes any of the following:

- The action would adversely affect the function of a wetland to protect the quality or quantity of municipal water supplies, including sole source, potable water aquifers.

- The action would substantially alter the hydrology needed to sustain the functions and values of the affected wetland or any wetlands to which it is connected.

- The action would substantially reduce the affected wetland's ability to retain floodwaters or storm-associated runoff, thereby threatening public health, safety, or welfare.

- The action would adversely affect the maintenance of natural systems that support wildlife and fish habitat or economically important timber, food, or fiber resources in the area or surrounding wetlands.

- The action would be inconsistent with applicable state wetland strategies.

WILD AND SCENIC RIVERS

The *Wild and Scenic Rivers Act*, as amended, describes those river segments designated or eligible to be included in the Wild and Scenic Rivers System. The National Park Service maintains a Nationwide Rivers Inventory (NRI) of river segments that appear to qualify for inclusion in the National Wild and Scenic River System but have not been designated as a Wild and Scenic River or studied under a Congressional authorized study. Federal agencies are required to cooperate with the Secretary of the Interior and appropriate state agencies for the purpose of eliminating or minimizing pollution in protected NRI rivers. Additionally, all agencies, as part of their environmental review process, should consult with the Department of Interior and other federal and state agencies with jurisdiction prior to taking any action that could effectively foreclose or downgrade wild, scenic or recreational river status of rivers in the Wild and Scenic River System, study rivers, river segments in the NRI, or other rivers eligible for inclusion in the Wild and Scenic Rivers System but not on the NRI or under study.

THRESHOLDS OF SIGNIFICANCE

There is no significance threshold established for this category.

Appendix H

BIOLOGICAL RESOURCES

Appendix H
BIOLOGICAL RESOURCES

This appendix contains the September 2007 *Biological Evaluation Memorandum* prepared by Taschek Environmental Consulting (this firm was recently acquired by Parametrix). The memorandum was prepared to document field surveys undertaken in the project area in May 2007. Based on the field survey findings, it was determined that no habitat was present in the project area which would support any state or federally-listed species; therefore, impacts to listed species would not occur with development of either alternative under consideration. The FAA concurred with the "no effect" finding. FAA Order 1050.1E, Appendix A, Paragraph 8.2d, states that if the proposed action is not likely to adversely affect any listed species or critical habitat, no consultation needs to occur with the Fish and Wildlife Service (see 50 CFR 402.14).

BIOLOGICAL EVALUATION MEMORANDUM

Double Eagle II Airport, Bernalillo County, New Mexico

Prepared by: **Jesse Shuck, Taschek Environmental Consulting**
For: **City of Albuquerque**

September 11, 2007

BIOLOGICAL EVALUATION MEMORANDUM

Double Eagle II Airport Improvements,
Bernalillo County, New Mexico

Prepared by: Taschek Environmental Consulting

September 11, 2007

INTRODUCTION AND PROJECT DESCRIPTION

The City of Albuquerque Aviation Department proposes improvements to the Double Eagle II Airport that are aimed at meeting the runway length needs of business jets that experience operating limitations at the airport. Two alternatives are under consideration (Figure 1). The first is a 3001-foot (ft) extension of Runway 17-35, including a 2001-ft segment at the northern end of the runway and a 1000-ft segment at the southern end, which would also require a realignment of the airport's existing access road. The second alternative is a 1600-ft extension of Runway 4-22 (see Figure 1). Both alternatives would result in runways that total 9000 ft in length. Additionally, the airport access road is being relocated to improve safety and reduce vehicular accidents.

BIOLOGICAL RECONNAISSANCE SURVEY

A biological survey was conducted on May 22, 2007 by Jesse Shuck of TEC in order to locate and identify any state or federally protected species or their habitats, noxious weeds and any Waters of the United States. State (New Mexico Department of Game and Fish BISON-M [Biota Information System of New Mexico]) and Federal (United States Fish and Wildlife Service [USFWS]) lists of threatened, endangered, and sensitive species, as well as the Natural Heritage New Mexico rare plants lists, were consulted prior to the field survey and a list of target species for Bernalillo County was developed based on habitat preferences of the listed species (Table 1).

Desert Grasslands and Plains-Mesa Grasslands biotic communities characterize the project vicinity. Shrub and grass species such as sagebrush, saltbush, and grama grasses dominate the landscape, while juniper, yucca and various cacti occasionally occur (Dick-Peddie 1993).

The project area is located in Bernalillo County, New Mexico on the West Mesa (also known as the Ceja Mesa or the Llano de Albuquerque), overlooking the Rio Grande Valley and the city of Albuquerque. Elevation in the project area averages approximately 1743 meters (m) (5720 feet [ft]). The Rio Grande floodplain is located approximately 11.3 kilometers (km) (7.0 miles [mi]) to the east.

Soils in the project area are derived chiefly from Santa Fe Formation alluvium, weathered basalt, and aeolian materials and include the Latene sandy loam, the Wink fine sandy loam, the Alameda sandy loam, the Madurez loamy fine sand, and the Kokan-Rock outcrop association. The Latene sandy loam is moderately permeable, moderately alkaline, and strongly calcareous. It is on

nearly level to gentle slopes with moderate erosion. The Wink fine sandy loam occurs on the sides of low ridges with moderate to severe wind erosion. This soil is calcareous and permeability is moderate. The Madurez loamy fine sand occurs primarily on convex piedmont fans. It is also calcareous and moderately permeable. The Alameda sandy loam is a level to undulating soil overlying basalt flows. Water erosion is slight while wind erosion is moderate to severe. Permeability is moderate, and the soil is strongly calcareous and moderately alkaline. The Kokan-Rock outcrop association consists of the Kokan gravelly sand in association with basalt rock outcrops. Kokan soils have high permeability and are slightly calcareous and alkaline (Bennett 1986).

The climate in the vicinity is classified as semiarid to arid (Tuan et al. 1973), with annual precipitation averaging 178 to 250 millimeters (mm) (7 to 10 inches) (Bennett 1986). The majority of the rainfall occurs during afternoon summer thunderstorms. The frost-free season averages 170 to 195 days (Bennett 1986). The warm-temperate conditions for the area encompass a wide range of variation, with temperatures in the vicinity of the project area sometimes climbing to 100° Fahrenheit in the summer and dropping to below freezing in the winter, with elevation the strongest influence on temperature (Bennett 1986). The combined effect of elevation on temperature and precipitation results in high seasonality and marked variations in resource availability.

The plant community in the survey area was made up primarily of sand sage (*Artemesia filifolia),* four-wing saltbush (*Atriplex canescens*), broom snakeweed (*Gutierrezia sarothrae*) and tumbleweed (*Salsola tragus*). A total of 20 plant species were observed during the field survey (Table 2, Figures 2 through 4). One coyote (*Canis latrans*), several horned larks (*Eremophila alpestris*), several Gunnison's prairie dogs (*Cynomys gunnisoni*), several lark buntings (*Calamospiza melanocorys*) and a pair of burrowing owls (*Athene cunicularia hypugaea*) were observed in the project area (Table 3). The pair of burrowing owls that were observed during the field survey is considered a Sensitive Species by the United States Fish and Wildlife Service. The prairie dogs that were observed during the field survey are not protected by the State of New Mexico or the Federal Government, but the City of Albuquerque maintains a "no-kill" policy towards prairie dogs that are on City of Albuquerque property. According to the project map (Figure 1), the small prairie dog colony is adjacent to the proposed road project (Figure 2). These burrows should be avoided during the construction activities. If the prairie dog colony is within the proposed road project and disrupted from the construction activities, coordination with the City of Albuquerque may be required to trap and relocate these prairie dogs.

No threatened or endangered species were observed during the field survey; nor was any critical habitat identified within the project area. Burrowing owls, which are designated as a sensitive species by the USFWS, were observed during the field survey and the potential burrows were mapped for avoidance.

NOXIOUS WEEDS

A single Class C State Listed Noxious Weed, field bindweed (*Convulvus arvensis*), was observed during the field survey. No other state-listed noxious weeds were observed within the project limits. These plants may be controlled according to the local agency's discretion.

MIGRATORY BIRDS

Three species of birds were observed during the field survey. Several lark buntings, several horned larks, and a pair of burrowing owls were identified in the project area. There were no bird nests observed during the field survey and there was little vegetation-based (or ground-based) nesting habitat within the project area. The burrowing owls that were observed during the field survey are classified as a sensitive species by the USFWS and protected under the Migratory Bird Treaty Act. As currently planned, runway extensions will not impact the owl nest site. But if at some point the taxiway construction should be added to the project, its construction should occur outside of the nesting season, which is April 15 to September 1. If construction activities do occur during these dates, a reconnaissance field survey is recommended to make sure that no burrowing owls are present before construction takes place.

JURISDICTIONAL WETLANDS AND WATERS OF THE UNITED STATES

There were no wetland plants, soils, or hydrology observed within the project area. All three criteria are required for a wetland to be defined; therefore, there is no wetland issues associated with this project. Also, no arroyos or Waters of the United States were identified in the project area.

CONCLUSIONS

There were no threatened or endangered species or their habitat observed during the field survey, but there were two burrowing owls, a species of special concern, observed during the field survey near the taxi way for the runway. The prairie dog colony observed on the side of the road may fall within the footprint of the proposed road construction activities. If these burrows are going to be disturbed, coordination with the City of Albuquerque may be required to trap and relocate these animals. There is no critical habitat within the project area according to USFWS critical habitat data and no consultation with Federal or State entities will be required. The Class C State Listed Noxious Weed, field bindweed, may be controlled according to the local agency's discretion and further propagation of this weed as a result of this project is expected to be minimal.

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1986 Annual Precipitation, Frost, and Maximum-Minimum Temperatures. In New Mexico in Maps, Second Edition. Edited by J. Williams, pp. 37-47. University of New Mexico Press, Albuquerque.

Dick-Peddie, W.A.
1993 New Mexico Vegetation: Past, Present, and Future. University of New Mexico Press, Albuquerque.

Tuan, Y.F., C.E. Everard, J.G. Widdison, and I. Bennet.
Table 3. *The Climate of New Mexico*. New Mexico State Planning Office, Santa Fe.

Table 1. Target list of Threatened, Endangered or Species of Concern in Bernalillo County.

SPECIES	**STATUS**	**PRESENCE/ ABSENCE**
Astragalus feensis Santa Fe milkvetch	New Mexico State Species of Concern	Not observed
Dalea scariosa La Jolla prairie clover	Special status by Bureau of Land Management	Not observed
Athene cunicularia hypugaea Western Burrowing Owl	USFWS Sensitive Species BLM Sensitive	Observed and Mapped
Cynomys gunnisoni Gunnison's Prairie Dog	State Sensitive	Not observed
Lanius ludovicianus Loggerhead Shrike	USFWS Sensitive Species BLM Sensitive	Not observed
Thomomys bottae connectens Botta's Pocket Gopher	State Sensitive	Not observed

Table 2. List of flora observed during field survey.

Common Name	**Scientific Name**	**Abundance**
Blue grama	*Bouteloua gracilis*	5
Broom Snakeweed	*Gutierrezia sarothrae*	2
Cheatgrass	*Bromus tectorum*	3
Four-wing Saltbush	*Atriplex caniscens*	2
Globe Mallow	*Sphaeralcea grossulariifolia*	3
Goathead	*Tribulus sp*	4
Hairy-blue Aster	*Machearanthera canescens*	5
Hidden flower	*Cryptantha sp*	3
Bermuda grass	*Cynodon dactylon*	4
Nightshade	*Solanum elaeagnifolium*	4
Perennial Goldenweed	*Machaeranthera pinnatifida*	4
Field bindweed	*Convulvus arvensis*	3
Plains Prickly Pear	*Opuntia polycantha*	5
Rubber Rabbitbrush	*Chrysothamnus nauseosus*	4
Sand Dropseed	*Sporobolus cryptandrus*	4
Sand Sage	*Artemesia filifolia*	2
Scorpionweed	*Phacelia integrifolia*	3
Squirreltail Grass	*Sitanion hystrix*	4
Summer Cypress	*Kochia scoparia*	3
Tumble Weed	*Salsola tragus*	2

1	Abundant 75-100%
2	Common 50-75%
3	Frequent 25-50%
4	Occasional 5-25%
5	Rare 1-5%
6	Very rare 1 sighting

Table 3. List of fauna observed during the field survey.

Common Name	Scientific Name	Abundance
Coyote	*Canis latrans*	One
Horned lark	*Eremophila alpestris*	several
Lark bunting	*Calamospiza melanocorys*	Several
Burrowing owl	*Athene cunicularia hypugaea*	pair
Gunnison's prairie dog	*Cynomys gunnisoni*	several

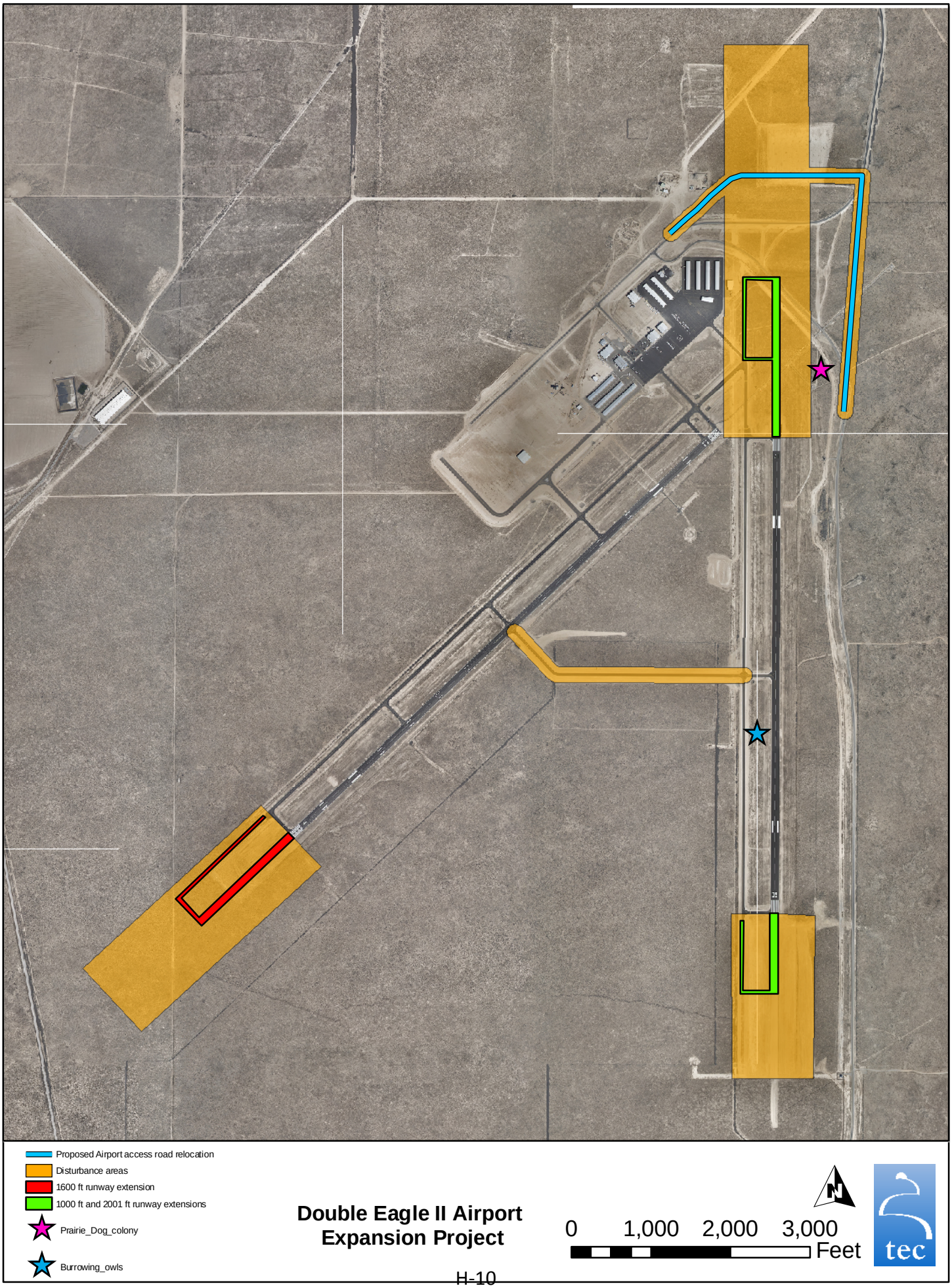
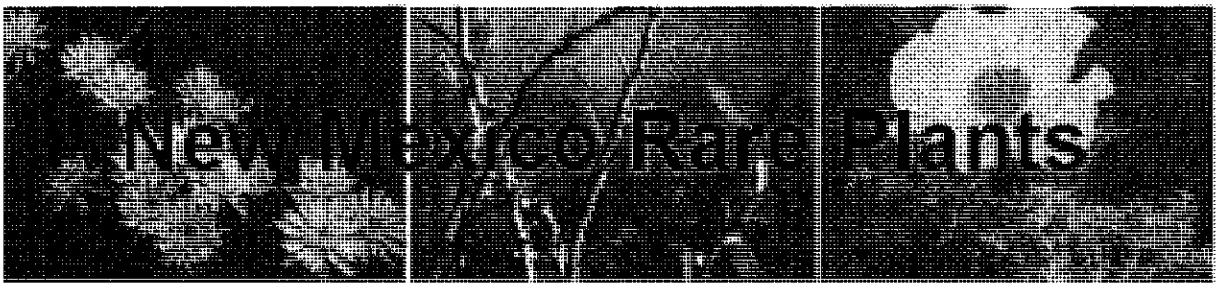


Figure 1. Project area map with biological observations.

Figure 3. South end of project area facing north at Runway 4-22.

Figure 4. North end of project area facing northwest at the end of Runway 17-35.

Figure 5. North end of project area facing north at Runway 17-35.



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Results of County Search

BERNALILLO	
Scientific name	County-NM
Astragalus feensis	Bernalillo, Hidalgo, Sandoval, Santa Fe, Torrance
Dalea scariosa	Bernalillo, Sandoval, Socorro, Valencia
Delphinium sapellonis	Bernalillo, Los Alamos, Mora, San Miguel, Sandoval, Santa Fe
Heuchera pulchella	Bernalillo, Sandoval, Torrance
Mentzelia todiltoensis	Bernalillo, Cibola, Santa Fe, Socorro
Silene plankii	Bernalillo, Dona Ana, Sandoval, Sierra, Socorro, Torrance

Photo credits in header *Peniocereus greggii var. greggii* © T. Todsen, *Lepidospartum burgessii* © M. Howard, *Argemone pleiacantha ssp. pinnatisecta* © R. Sivinski

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Listed and Sensitive Species in Bernalillo County

Total number of species: 16

Print

Common Name	Scientific Name	Group	Status
Yellow-billed cuckoo	*Coccyzus americanus*	Bird	Candidate
New Mexican meadow jumping mouse	*Zapus hudsonius luteus*	Mammal	Candidate
Southwestern willow flycatcher	*Empidonax traillii extimus*	Bird	Endangered
Rio Grande silvery minnow Designated Critical Habitat	*Hybognathus amarus*	Fish	Endangered
Black-footed ferret [2]	*Mustela nigripes*	Mammal	Endangered
Mexican spotted owl Designated Critical Habitat	*Strix occidentalis lucida*	Bird	Threatened

Species of Concern

Species of Concern are included for planning purposes only.

Common Name	Scientific Name	Group	Status
Millipede	*Comanchelus chihuanus*	Arthropod - Invertebrate	Species of Concern
American peregrine falcon	*Falco peregrinus anatum*	Bird	Species of Concern
Arctic peregrine falcon	*Falco peregrinus tundrius*	Bird	Species of Concern
Baird's sparrow	*Ammodramus bairdii*	Bird	Species of Concern
Black tern	*Chlidonias niger*	Bird	Species of Concern
Mountain plover	*Charadrius montanus*	Bird	Species of Concern
Northern goshawk	*Accipiter gentilis*	Bird	Species of Concern
Western burrowing owl	*Athene cunicularia hypugaea*	Bird	Species of Concern

Pecos River muskrat	*Ondatra zibethicus ripensis*	Mammal	Species of Concern
Townsend's big-eared bat	*Corynorhinus townsendii*	Mammal	Species of Concern

Endangered	Any species which is in danger of extinction throughout all or a significant portion of its range.	**Threatened**	Any species which is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range.
Candidate	Candidate Species (taxa for which the Service has sufficient information to propose that they be added to list of endangered and threatened species, but the listing action has been precluded by other higher priority listing activities).	**Proposed**	Any species of fish, wildlife or plant that is proposed in the Federal Register to be listed under section 4 of the Act. This could be either proposed for endangered or threatened status.
Species of Concern	Taxa for which further biological research and field study are needed to resolve their conservation status OR are considered sensitive, rare, or declining on lists maintained by Natural Heritage Programs, State wildlife agencies, other Federal agencies, or professional/academic scientific societies. Species of Concern are included for planning purposes only.		

Foot Notes:

D	Designated Critical Habitat.	P	Proposed Critical Habitat.
1	Introduced population.	3	Extirpated in this county.

2 Survey should be conducted if project involves impacts to prairie dog towns or complexes of 200-acres or more for the Gunnison's prairie dog (*Cynomys gunnisoni*) and/or 80-acres or more for any subspecies of Black-tailed prairie dog (*Cynomys ludovicianus*). A complex consists of two or more neighboring prairie dog towns within 4.3 miles (7 kilometers) of each other.

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Report County TES Table for

Bernalillo

65 species returned.

Taxonomic Group	# Species	Taxonomic Group	# Species
Fish	3	Mammals	16
Amphibians	1	Molluscs	1
Reptiles	2	Myriapoda; centipedes, millipedes, etc.	1
Birds	41		

Common Name	Scientific Name	FWS-ESA	NM WCA	FS-R3	BLM-NM	NM-Sen	FWS-SOC
Chub, Flathead	Platygobio gracilis	-	-	-	s	-	-
Chub, Rio Grande	Gila pandora	-	-	-	-	s	-
Minnow, Silvery, Rio Grande	Hybognathus amarus	E	-	-	-	-	-
Frog, Leopard, Northern	Rana pipiens	-	-	s	-	-	-
Massasauga, Desert	Sistrurus catenatus edwardsii (NM,AZ)	-	-	s	-	-	-
Kingsnake, Desert	Lampropeltis getula splendida (NM,AZ)	-	-	s	-	-	-
Bittern, American	Botaurus lentiginosus	-	-	s	-	-	-
Bittern, Least	Ixobrychus exilis exilis (NM)	-	-	s	-	-	-
Black-Hawk, Common	Buteogallus anthracinus anthracinus (NM)	-	-	-	-	-	s
Catbird, Gray	Dumetella carolinensis ruficrissa (NM)	-	-	s	-	-	-
Cormorant, Neotropic	Phalacrocorax brasilianus	-	-	s	-	-	-
Cuckoo, Yellow-billed	Coccyzus americanus occidentalis (western pop)	C	-	-	-	-	-
Curlew, Long-billed	Numenius americanus americanus (NM)	-	-	s	-	-	-
Eagle, Bald	Haliaeetus leucocephalus alascanus (NM)	-	-	s	-	-	-
Egret, Snowy	Egretta thula brewsteri (NM)	-	-	s	-	-	-
Falcon, Aplomado	Falco femoralis septentrionalis (NM)	E	-	-	-	-	-
Falcon, Peregrine	Falco peregrinus anatum	-	-	-	-	-	s
Falcon, Peregrine, Arctic	Falco peregrinus tundrius	-	-	-	-	-	s

Flycatcher, Willow, SW.	Empidonax traillii extimus	E	-	-	-	-	-
Goshawk, Northern	Accipiter gentilis atricapillus (NM,AZ);apache (NM,AZ)	-	-	-	-	-	S
Grebe, Clark's	Aechmophorus clarkii	-	-	S	-	-	-
Hawk, Ferruginous	Buteo regalis	-	-	S	-	-	-
Hawk, Swainson's	Buteo swainsoni	-	-	S	-	-	-
Hawk, Zone-tailed	Buteo albonotatus	-	-	S	-	-	-
Heron, Green	Butorides virescens virescens (NM);anthonyi (NM)	-	-	S	-	-	-
Night-Heron, Black-crowned	Nycticorax nycticorax hoactli (NM)	-	-	S	-	-	-
Hummingbird, Broad-billed	Cynanthus latirostris magicus (NM)	-	-	S	-	-	-
Hummingbird, White-eared	Hylocharis leucotis borealis (NM)	-	-	S	-	-	-
Ibis, White-faced	Plegadis chihi	-	-	S	-	-	-
Kingfisher, Belted	Ceryle alcyon caurina (NM);alcyon (NM)	-	-	S	-	-	-
Kite, Mississippi	Ictinia mississippiensis	-	-	S	-	-	-
Osprey	Pandion haliaetus carolinensis (NM)	-	-	S	-	-	-
Owl, Burrowing	Athene cunicularia hypugaea (NM,AZ)	-	-	-	-	-	S
Owl, Flammulated	Otus flammeolus	-	-	S	-	-	-
Owl, Spotted, Mexican	Strix occidentalis lucida (NM,AZ)	T	-	-	-	-	-
Pelican, Brown	Pelecanus occidentalis carolinensis (NM)	-	-	S	-	-	-
Plover, Mountain	Charadrius montanus	-	-	-	-	-	S
Plover, Snowy, Western	Charadrius alexandrinus nivosus (NM,AZ)	-	-	S	-	-	-
Redstart, American	Setophaga ruticilla tricolora (NM)	-	-	S	-	-	-
Shrike, Loggerhead	Lanius ludovicianus excubitorides (NM);sonoriensis (NM);gambeli (NM)	-	-	-	S	-	-
Sora	Porzana carolina	-	-	S	-	-	-
Sparrow, Baird's	Ammodramus bairdii	-	-	-	-	-	S
Stilt, Black-necked	Himantopus mexicanus	-	-	S	-	-	-
Swift, Black	Cypseloides niger borealis (NM)	-	-	-	-	S	-
Tern, Black	Chlidonias niger surinamensis (NM)	-	-	-	-	-	S
Vireo, Bell's	Vireo bellii arizonae (NM,AZ);medius (NM)	-	-	-	-	-	S
Vireo, Gray	Vireo vicinior	-	-	S	-	-	-
Bat, Big-eared, Townsend's, Pale	Corynorhinus townsendii pallescens (NM,AZ)	-	-	-	-	-	S
Bat, Myotis, Bm., Little, Occult	Myotis lucifugus occultus (NM,AZ)	-	-	S	-	-	-
Bat, Free-tailed, Big	Nyctinomops macrotis	-	-	-	S	-	-
Bat, Myotis, Fringed	Myotis thysanodes thysanodes (NM,AZ)	-	-	-	S	-	-

Bat, Myotis, Long-legged	Myotis volans interior (NM,AZ)	-	-	-	s	-	-
Bat, Myotis, Small-footed, W.	Myotis ciliolabrum melanorhinus (NM,AZ)	-	-	-	s	-	-
Bat, Spotted	Euderma maculatum	-	-	s	-	-	-
Bat, Myotis, Yuma	Myotis yumanensis yumanensis (NM,AZ)	-	-	-	s	-	-
Prairie Dog, Gunnison's	Cynomys gunnisoni gunnisoni (NM);zuniensis (NM)	-	-	-	-	s	-
Fox, Red	Vulpes vulpes fulva (NM);macroura (NM)	-	-	-	-	s	-
Mouse, Jumping, Meadow	Zapus hudsonius luteus (NM,AZ)	C	-	-	-	-	-
Rat, Wood, White Sands	Neotoma micropus leucophaea	-	-	-	-	-	s
Ringtail	Bassariscus astutus arizonensis (NM,AZ);flavus (NM);yumanensis (AZ);nevadensis (AZ)	-	-	s	-	-	-
Sheep, Bighorn, Rocky Mtn.	Ovis canadensis canadensis (NM,AZ)	-	-	s	-	-	-
Skunk, Hog-nosed, Common	Conepatus leuconotus meamsi (NM);venaticus (NM,AZ)	-	-	-	-	s	-
Skunk, Spotted, Western	Spilogale gracilis	-	-	-	-	s	-
Mountainsnail, Socorro	Oreohelix neomexicana	-	-	-	-	s	-
Millipede, Slate	Comanchelus chihuanus	-	-	-	-	-	s

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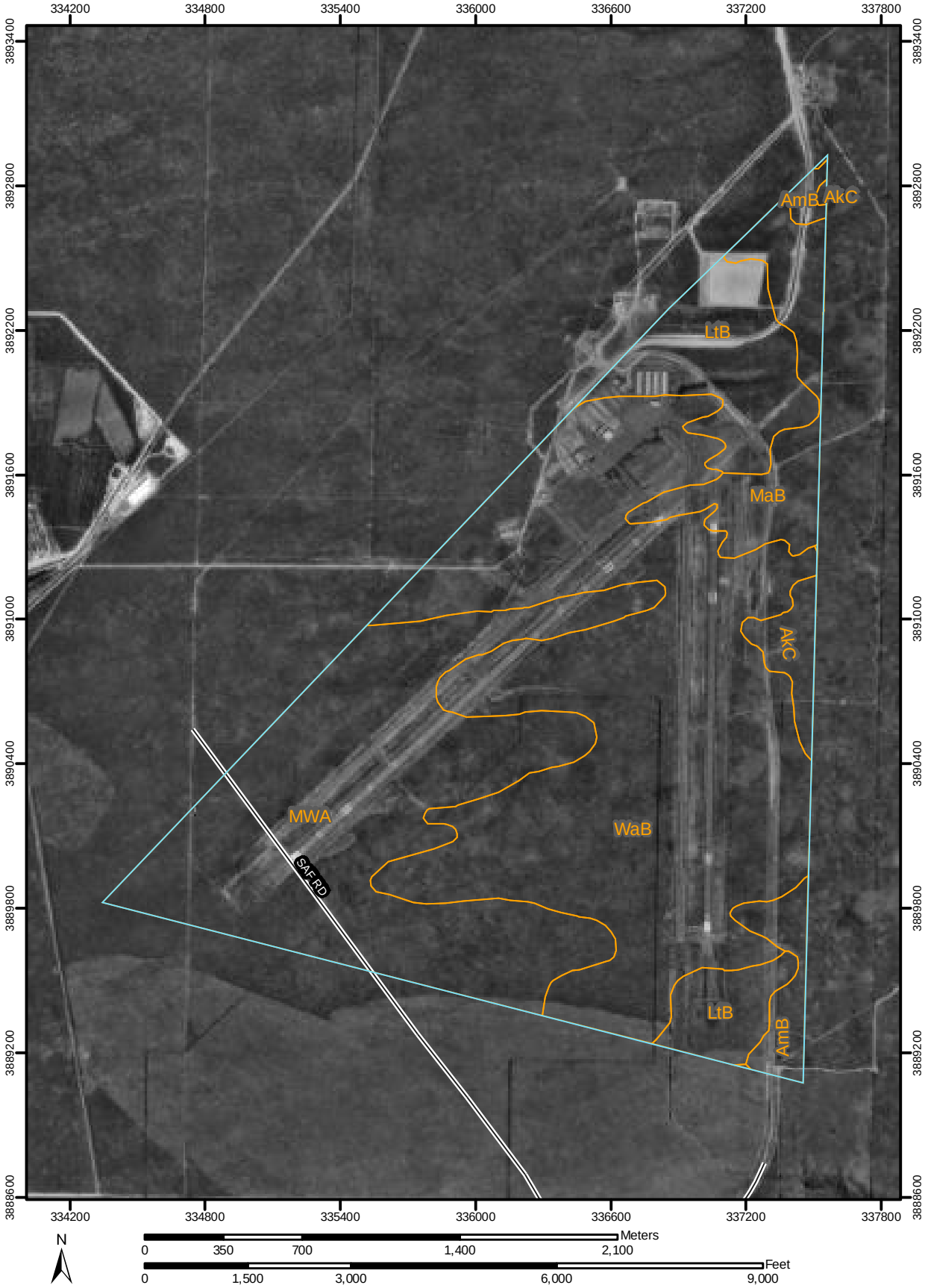
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6,000
9,000

MAP LEGEND

Area of Interest (AOI)

Area of Interest (AOI)

Soils

Soil Map Units

Special Point Features

Blowout

Borrow Pit

Clay Spot

Closed Depression

Gravel Pit

Gravelly Spot

Landfill

Lava Flow

Marsh

Mine or Quarry

Miscellaneous Water

Perennial Water

Rock Outcrop

Saline Spot

Sandy Spot

Severely Eroded Spot

Sinkhole

Slide or Slip

Sodic Spot

Spoil Area

Stony Spot

Very Stony Spot

Wet Spot

Other

Special Line Features

Gully

Short Steep Slope

Other

Political Features

Municipalities

Cities

Urban Areas

Water Features

Oceans

Streams and Canals

Transportation

Rails

Roads

Interstate Highways

US Routes

State Highways

Local Roads

Other Roads

MAP INFORMATION

Original soil survey map sheets were prepared at publication scale. Viewing scale and printing scale, however, may vary from the original. Please rely on the bar scale on each map sheet for proper map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL: http://websoilsurvey.nrcs.usda.gov
Coordinate System: UTM Zone 13N

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Bernalillo County and Parts of Sandoval and Valencia Counties, New Mexico
Survey Area Data: Version 7, Jan 13, 2007

Date(s) aerial images were photographed: 10/6/1996

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Bernalillo County and Parts of Sandoval and Valencia Counties, New Mexico (NM600)			
Map Unit Symbol	**Map Unit Name**	**Acres in AOI**	**Percent of AOI**
AkC	Akela-Rock outcrop complex, 1 to 9 percent slopes	29.1	1.8%
AmB	Alemeda sandy loam, 0 to 5 percent slopes	43.5	2.7%
LtB	Latene sandy loam, 1 to 5 percent slopes	165.0	10.2%
MaB	Madurez loamy fine sand, 1 to 5 percent slopes	103.2	6.4%
MWA	Madurez-Wink associatin, gently sloping	497.4	30.9%
WaB	Wink fine sandy loam, 0 to 5 percent slopes	772.8	48.0%
Totals for Area of Interest (AOI)		1,611.0	100.0%

Appendix I

CULTURAL AND ARCHEOLOGICAL RESOURCES

Appendix I
CULTURAL AND ARCHAEOLOGICAL RESOURCES

A cultural resources field survey was undertaken by Taschek Environmental Consultants in Spring 2004 to identify the presence of artifacts or sites eligible for listing on the National Register of Historic Places (NRHP). During the survey, 5,743 acres were evaluated in the vicinity of the airport, including most of airport property. During this survey, seven previously recorded sites and eight new sites were identified. Nine of these sites were recommended potentially eligible for inclusion in the NRHP. None of these sites are located in proximity to any of the alternatives under consideration; therefore, further investigation was not warranted.

A copy of this report is included in this appendix. The locations of the sites have been withheld for confidentiality purposes.

Also included in this appendix are materials related to the Section 106 consultation process for this EA.

U.S. Department
of Transportation
**Federal Aviation
Administration**

Federal Aviation Administration
Airports Division, Southwest Region
Louisiana/New Mexico Airports Development Office

Fort Worth, Texas 76193-0600

Ms. Katherine Slick
Department of Cultural Affairs
Historic Preservation Division
407 Galisteo Street, Suite 236
Santa Fe, NM 87501

Dear Ms. Slick:

The purpose of this letter is to formally request consultation under Section 106 of the National Historic Preservation Act (Section 106). The city of Albuquerque's Aviation Department, with the assistance of the consulting firm Coffman Associates, is preparing an Environmental Assessment (EA) for a proposed runway extension at Double Eagle II Airport (AEG), a general aviation facility located on Albuquerque's West Mesa. Since the proposed runway extension would require Federal actions, including Federal Aviation Administration (FAA) approval of airport layout plan revision and the use of Airport Improvement Fund monies, it constitutes a Federal undertaking. The EA will be prepared pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and will conform to the requirements and standards set forth by the FAA as contained in FAA Order 1050.1E *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. The FAA will act as the lead agency and, due to the proximity of Petroglyph National Monument, the National Park Service (NPS) will act as a cooperating agency. We will conduct simultaneous Section 106 and NEPA reviews for the proposed project.

Enclosure 1 is a vicinity map for AEG, showing its location on Albuquerque's West Mesa. The purpose of the proposed improvements is to meet the runway length requirements of business jets that currently experience operating limitations at the airport. Runway 04/22 is 7,400 feet long and Runway 17/35 is 5,999 feet long. Analysis of current turbojet activity at AEG and nearby Albuquerque International Sunport determined that these runway lengths do not meet the needs of many turbojets currently utilizing them. These findings were reinforced through surveys conducted with owners of turbojets operating to the Albuquerque area over the past year. It was determined that a runway length of 9,000 feet is needed to accommodate the types of business jets which currently operate in Albuquerque.

In addition to the required "no action" alternative required in NEPA analysis, two "build" alternatives to accommodate a 9,000-foot runway at AEG are being considered in the EA. The first alternative would extend Runway 17/35 from 7,400 to 9,000 feet. Enclosure 2 depicts an extension of Runway 17/35 on both ends, the northern portion of which would require a realignment of the airport's existing access road and instrument landing system

(ILS). Presently, the airport's ILS is associated with Runway 22. Should Runway 17/35 be extended, the primary runway designation at the airport would change from Runway 04/22 to Runway 17/35. Based on this information, consideration is being given to moving the ILS from Runway 22 to Runway 17, as indicated on Enclosure 2. Doing so would include relocation of the localizer, glide slope, and medium intensity approach lighting system with runway alignment indicator lights (MALSR) to the Runway 17 end.

Enclosure 3 depicts the second airport development alternative. It was evaluated in the airport's 1999 Airport Master Plan and would result in Runway 04/22 being extended by 1,600 feet to a total length of 9,000 feet. Under this alternative, Runway 04/22 would remain the primary runway and relocation of the ILS would not be required.

The overall Area of Potential Effects (APE) for the alternatives is represented on Enclosure 4, and it includes not only those areas subject to project-related physical disturbance, but to airport-related overflights and aircraft noise as well. Physical disturbance would be limited to the paved areas indicated on Enclosure 5.

In 2002, several cultural resource surveys were conducted in areas surrounding the airport by Taschek Environmental Consulting (TEC) of Albuquerque, New Mexico (NMCRIS Activity Numbers 78805, 81015, and 88713). A total of 5,743 acres were inventoried and 21 archaeological sites were documented and evaluated regarding their eligibility for listing in the National Register of Historic Places (NRHP) (Enclosure 6). At the time of these surveys, the nature of future improvements to the airport was unknown; thus, recommendations could not be made regarding possible project effects to potentially eligible cultural resources. Recently, a proposed scope of work for improvements at the airport was developed by Coffman Associates of Lee's Summit, Missouri, and TEC was contracted by Coffman Associates to provide management recommendations for cultural resources with regard to the proposed undertaking.

After reviewing project maps provided by Coffman Associates, TEC personnel resurveyed areas at the airport where there is the potential for adverse effects to sites recommended eligible to the NRHP. On May 24 and June 7, 2007, Christa Burrus and Jesse Shuck of TEC revisited two sites (LA 71199 and LA 27594, respectively) and, upon field inspection, determined that both of these resources are outside of the area of potential effects (APE) for the proposed improvements.

LA 27594 is located approximately 200 meters (656 ft) to the northeast of an area that may be graded and subject to temporary construction disturbance related the southern extension of Runway 17-35 (see Enclosure 5). This site consists of two large, conjoined basalt rock alignment features of unknown cultural and temporal affiliation. The only artifacts found in association with the features were a single piece of flaked-stone debitage and two brown glass fragments. The New Mexico SHPO entered this site as being of undetermined eligibility to the NRHP on August 5, 2002 (Historic Preservation Division [HPD] Log Number 65357); therefore, it should be managed as if eligible until a determination is made.

TEC recommends that this site be fenced temporarily to assure avoidance during construction activities if the alternative extension of Runway 17-35 is selected. If this recommendation is followed, subject to consultation and comment, the proposed undertaking should have *no effect* on LA 27594.

LA 71199 was revisited because it was initially thought by TEC personnel to be within the current APE, based on preliminary maps provided by Coffman Associates. However, following TEC's revisit to LA 71199, final project scoping information from Coffman Associates clarified that this site is outside of the current project APE. Therefore, no mitigation recommendations are made at this time with regard to this site and the current proposed undertaking. Subject to consultation and comment, the proposed undertaking should have *no effect* on LA 71199.

No other NRHP-eligible sites are within close proximity to the APE of the current proposed undertaking, with the exception of additional sites near the southern extension of Runway 17-35; however, these sites are all protected by barriers such as Paseo del Volcan or by the fence that currently surrounds the airport property.

If the above recommendations are followed, subject to consultation and comment, there should be *no effect* to any cultural resources eligible for inclusion in the NRHP from the current proposed undertaking.

As previously mentioned, the NPS is proprietor of adjacent Petroglyph National Monument and is serving as a cooperating agency for purposes of the EA. That agency has stated its preference for the alternative of extending Runway 17/35 (Enclosure 7).

The FAA initiated government-to-government consultation with 35 native American tribes by letters dated December 5, 2008, and you were provided copies, including the enclosures containing pertinent information about the proposed project. We received responses from three tribes. The Pueblo of Isleta (Enclosure 8) stated that the project would not have an impact on religious or cultural sites with which it is affiliated. However, it requested contact if cultural materials are discovered during construction. The White Mountain Apache Tribe issued a similar statement, likewise requesting contact in the case of emergency discovery and requesting monitoring of ground-disturbance activities if there is reason to believe that human remains or funerary objects may be present (Enclosure 9). The Hopi Tribe expressed its claim of cultural affiliation with prehistoric cultures of New Mexico and stated its interest in reviewing and commenting on the draft EA (Enclosure 10). It also requested that, should prehistoric cultural sites be identified in the project area which would be adversely impacted by project activities, the tribe be provided with copies of the cultural resource survey report on the APE and any proposed draft plans for review and comment. We intend to comply with all of these requests. For your information, we also plan to make the draft EA available on the internet in addition to issuing hard copies for public review.

If you have any questions or require further information, please contact Mr. Tim Tandy at 817-222-5644 or e-mail tim.tandy@faa.gov.

Sincerely,

Andrew D. Velayos, Acting Manager
Louisiana/New Mexico Airports
Development Office

9 enclosures

cc w/o enclosures:
Mr. Jim Hinde, Planning Manager
Aviation Department, City of Albuquerque
2200 Sunport Boulevard SE
Albuquerque, NM 87106

Ms. Molly Waller, Coffmann Engineers
237 NW Blue Parkway, Suite 100
Lee's Summit, MO 64063

Joseph P. Sanchez, Ph.D., Superintendent
Petroglyph National Monument
6001 Unser Boulevard NW
Albuquerque, NM 87120

COMMENTS

Michelle Ensey 2/23/09
for NM State Historic Preservation Officer

- The SHPO concurs with the recommendation that the proposed undertaking will not have an effect on the known archaeological sites. However, we will provide a determination of effect for the undertaking as a whole when consultation with the Hopi Tribe is complete. Please forward copies of FAA's additional correspondence with the Hopi and any responses received for our files.

05SP12-A-2/1/07

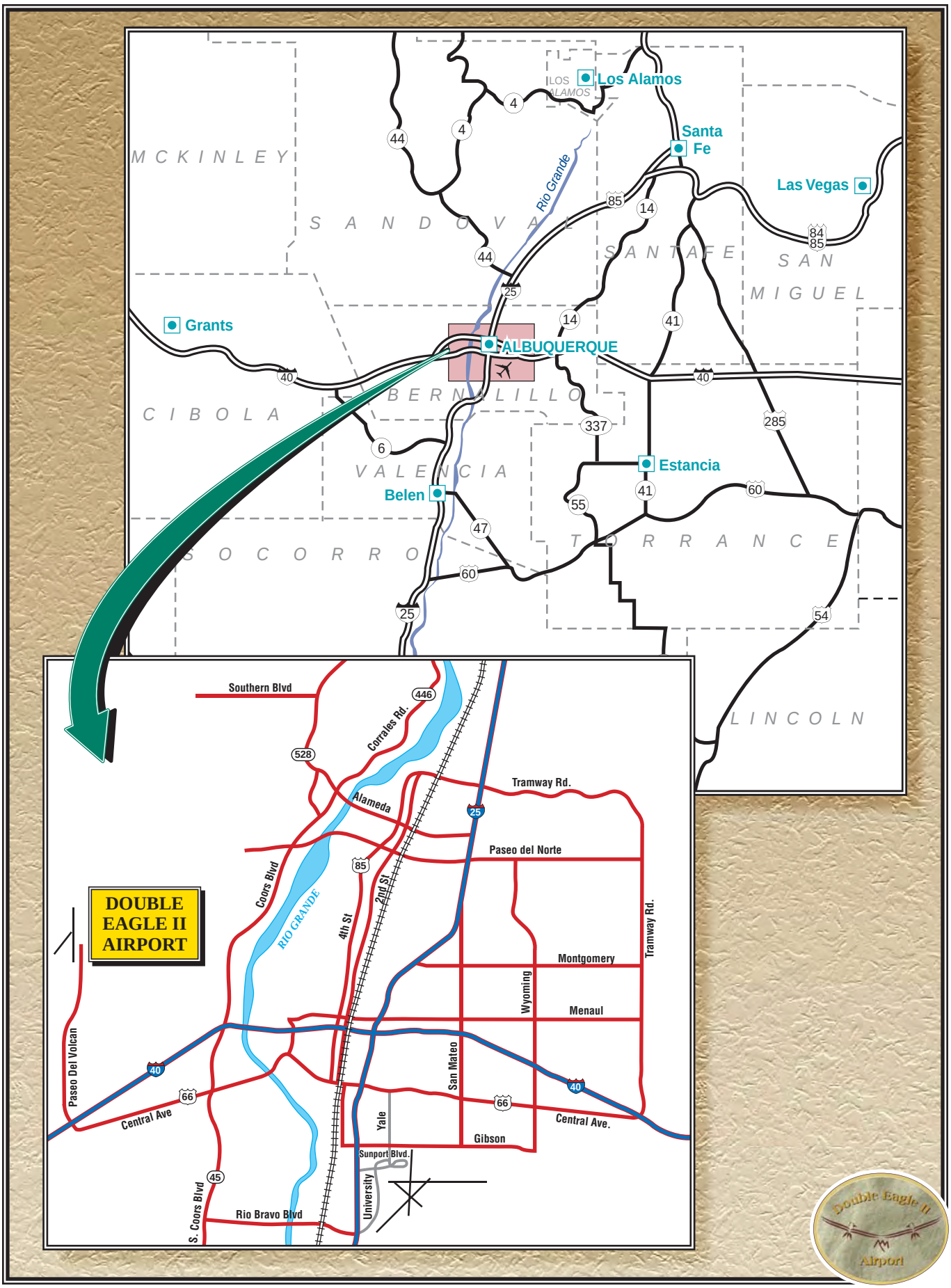

Exhibit A
LOCATION MAP

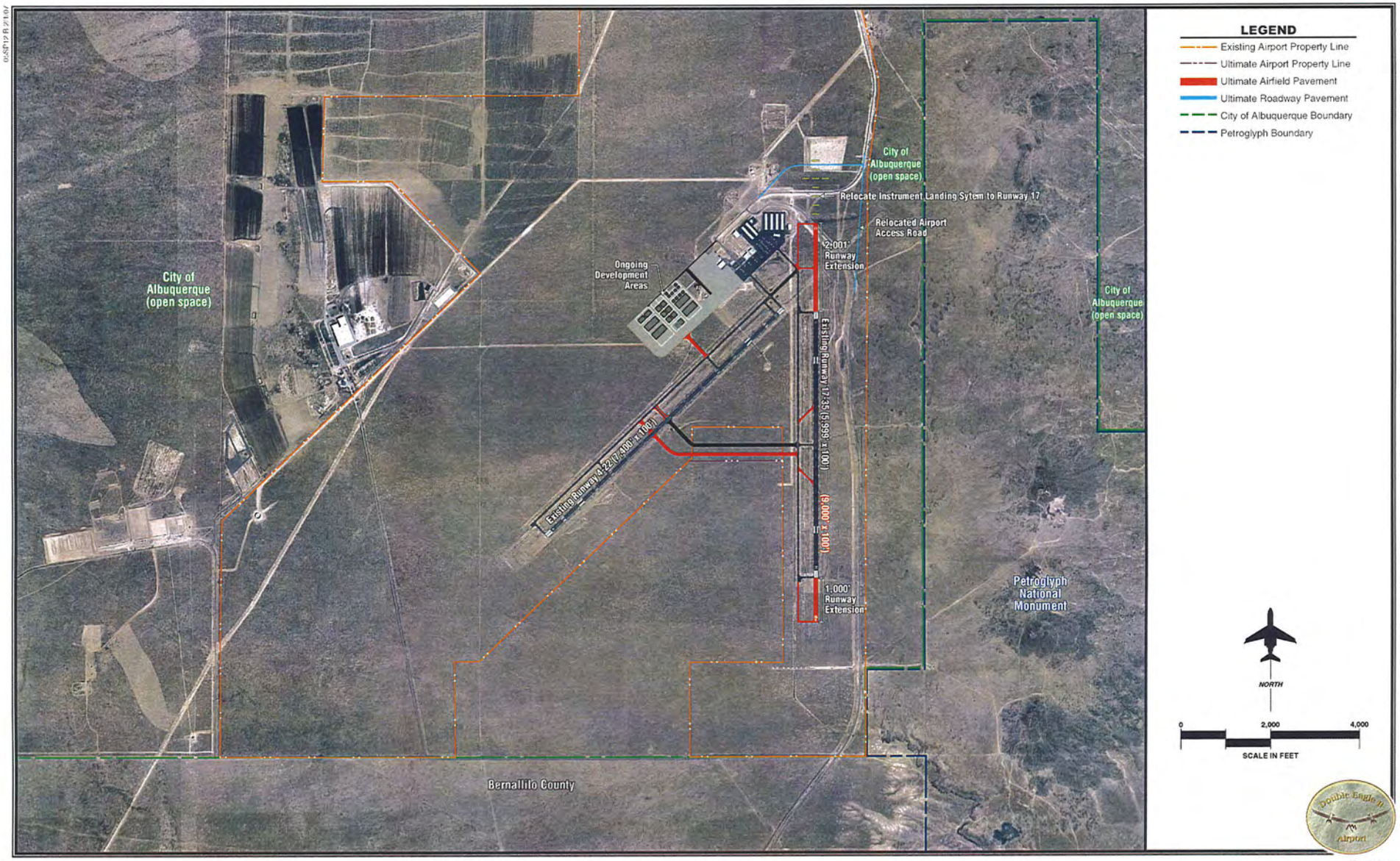

Exhibit B
ALTERNATIVE A
IMPROVEMENTS TO RUNWAY 17-35

Exhibit C
ALTERNATIVE B
IMPROVEMENTS TO RUNWAY 4-22

03SP06-D-11/25/08

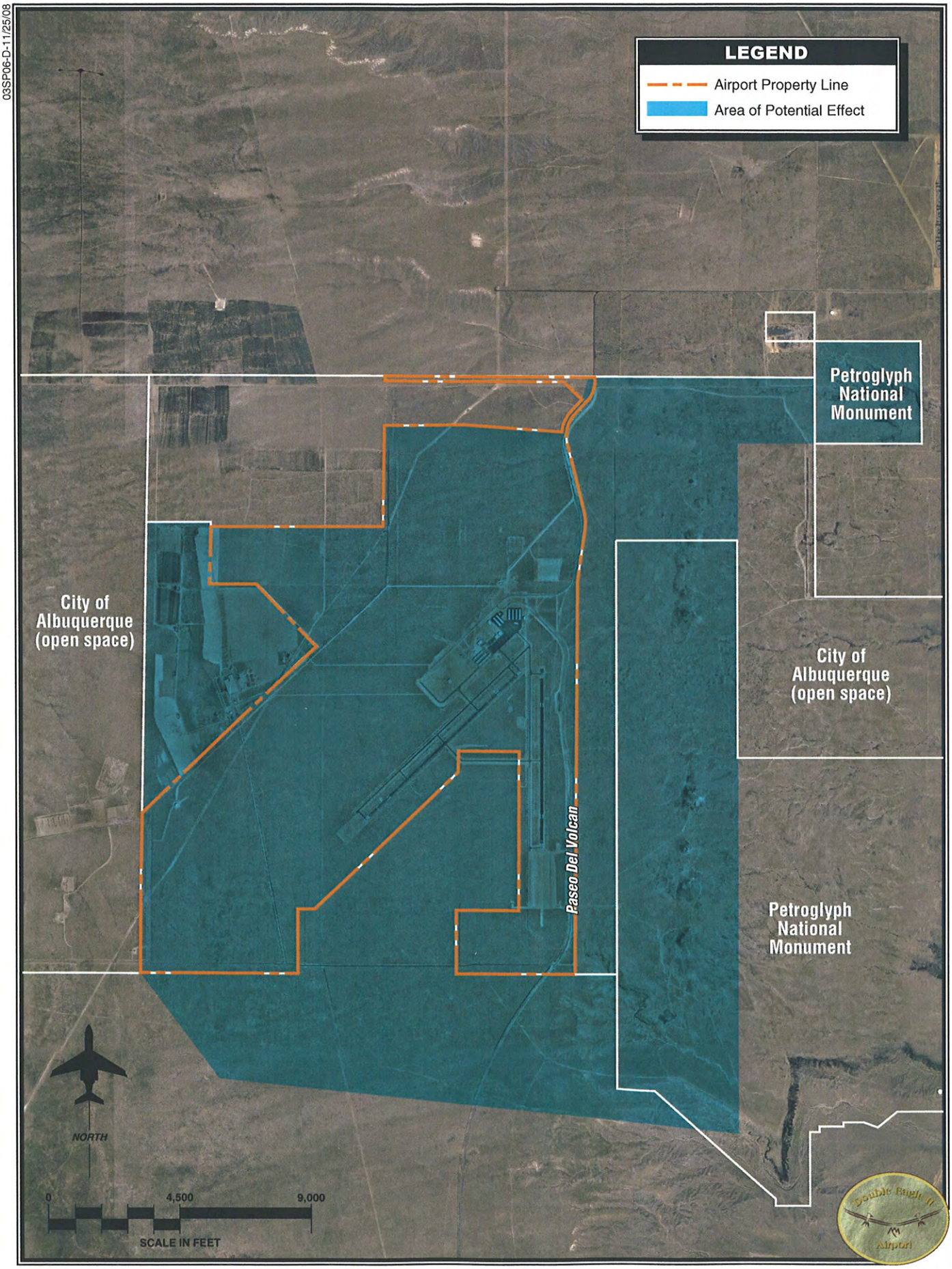

Exhibit D
AREA OF POTENTIAL EFFECT

This exhibit depicts the location of identified cultural or archeological resources. To ensure these resources are protected, the exhibit containing the precise locations is not included within this EA.

CULTURAL RESOURCE INVENTORY SURVEY OF 5743 ACRES AT DOUBLE EAGLE AIRPORT, BERNALILLO COUNTY, NEW MEXICO

Prepared by
Teresa Hurt, Danny Gregory, Tamara Jager Stewart,
Christa Burrus, and Kimberly Parker

Submitted by
Teresa Hurt, Principal Investigator
Taschek Environmental Consulting
8901 Adams St. NE, Suite D
Albuquerque, NM 87110
505-821-4700

Submitted to
Molzen-Corbin & Associates
2701 Miles Road SE
Albuquerque, NM 87106
505-242-5700

Survey Conducted Under
New Mexico Archaeological Survey Permits
NM-02-121 and NM-04-121

NMCRIS Activity Number: 88713

Taschek Environmental Consulting Report No. 600-183

June 2004

CULTURAL RESOURCE INVENTORY SURVEY OF 5743 ACRES AT DOUBLE EAGLE AIRPORT, BERNALILLO COUNTY, NEW MEXICO

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June 2004

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ABSTRACT

This report documents the results of a 100-percent pedestrian cultural resource inventory survey of approximately 2324 hectares (ha) (5743 acres [ac]) in the vicinity of the Double Eagle II Airport in Bernalillo County, New Mexico, just west of the Petroglyph National Monument. The cultural resource survey was conducted to identify, record, and evaluate all cultural sites within the inventory area for eligibility to the National Register of Historic Places (NRHP). Taschek Environmental Consulting (TEC) conducted the survey at the request of Molzen-Corbin & Associates, which was in turn contracted by the City of Albuquerque to design future infrastructure improvements for the airport.

TEC personnel surveyed 2946 ha (7280 ac) in the vicinity of the airport between January 22 and April 30, 2002, and has previously reported on the results of portions of that survey in three reports and one report addendum (TEC Report Nos. 600-69, 600-69b, 600-69b: Addendum, and 600-160). These reports were written for three proposed undertakings, including (1) a land exchange between the New Mexico State Land Office and the City of Albuquerque (TEC Report No. 600-69, NMCRIS Activity No. 78805), (2) the development of a water and wastewater system to serve future development at the airport (TEC Report No. 600-69b, NMCRIS Activity No. 81015), and (3) the installation of an air-traffic control tower at the airport (TEC Report No. 600-160, NMCRIS Activity No. 86209). In addition, an addendum was made to TEC Report No. 600-69b, to document additional survey conducted for the water and wastewater system project following a change in the project scope that occurred after the report was written (NMCRIS Activity No. 83311 was assigned to the survey documented in the addendum). The current report documents the results of survey of the remaining 2324 ha (5743 ac) not included in these previous reports. NMCRIS Activity No. 88713 was assigned to the current investigation.

The principal investigator for the fieldwork conducted in 2002 was Gerry Raymond and the field supervisor was Christopher Carlson. Field crew members were Adam Sullins, Christa Burrus, and Peter Sheldon. In addition to the 2002 survey, TEC also conducted additional fieldwork in the survey area on March 23 and April 28 and 29, 2004. Fieldwork in 2004 consisted of revisits to a sample of sites recorded during the 2002 survey, for the purpose of quality-control monitoring of the 2002 fieldwork. This quality check was done because of the lag in time between the fieldwork and report preparation and because the supervisory personnel involved in the 2002 survey are no longer employed by TEC. In addition, because of the dynamic aeolian environmental setting of the survey area it was thought that some sites that could not be relocated in 2002 might now be exposed. One additional previously recorded site (LA 103054) was relocated on March 23, 2004 and is documented in this report. Fieldwork in 2002 and 2004 was conducted under New Mexico State Archaeological Survey Permit Nos. NM-02-121 and NM-04-121, respectively.

The survey area is located on land owned by the State of New Mexico in the northwest portion of Township 11 North, Range 1 East, Section 36 (23 ha [58 ac] and Township 10 North, Range 1 East, Section 2 (102 ha [253 ac]. The remaining 2198 ha (5432 ac) of the survey area is located on land owned by the City of Albuquerque in Township 11 North, Range 1 East, Sections 16, 22–24, 25–27, 34 and 36; and in Township 10 North, Range 1 East, Sections 1 and 3. All lands

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in the survey area are shown on the *Volcanoes, New Mexico* (1990) 7.5-minute United States Geological Survey quadrangle map. Seven previously recorded sites, eight new sites and 179 isolated occurrences (IOs) were documented within the survey area.

Nine of the sites (LA 45282, LA 71199, LA 103036, LA 103054, LA 134644, LA 144337, and LA 144340–144342) are recommended eligible for inclusion in the National Register of Historic Places (NRHP). These sites should be avoided, if possible, by any future undertakings. The eligibility of the remaining six sites for inclusion in the NRHP is recommended as undetermined. Further investigation is necessary to evaluate the significance of five of these sites (LA 27592, LA 144336, LA 144338, LA 144339, LA 144343) and one site (LA 27591) could not be relocated and, therefore, could not be evaluated regarding NRHP eligibility. Until a recommendation can be made regarding these six sites they also should be managed as if they are eligible for inclusion in the NRHP.

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INTRODUCTION AND PROJECT DESCRIPTION

This report documents the results of a 100-percent pedestrian cultural resource inventory survey of approximately 2324 hectares (ha) (5743 acres [ac]) in the vicinity of the Double Eagle II Airport in Bernalillo County, New Mexico, just west of the Petroglyph National Monument (Figure 1). The cultural resource survey was conducted to identify, record, and evaluate all cultural sites within the inventory area for eligibility to the National Register of Historic Places (NRHP). Taschek Environmental Consulting (TEC) conducted the survey at the request of Molzen-Corbin & Associates (MCA), which was in turn contracted by the City of Albuquerque (COA) to design future infrastructure improvements for the airport.

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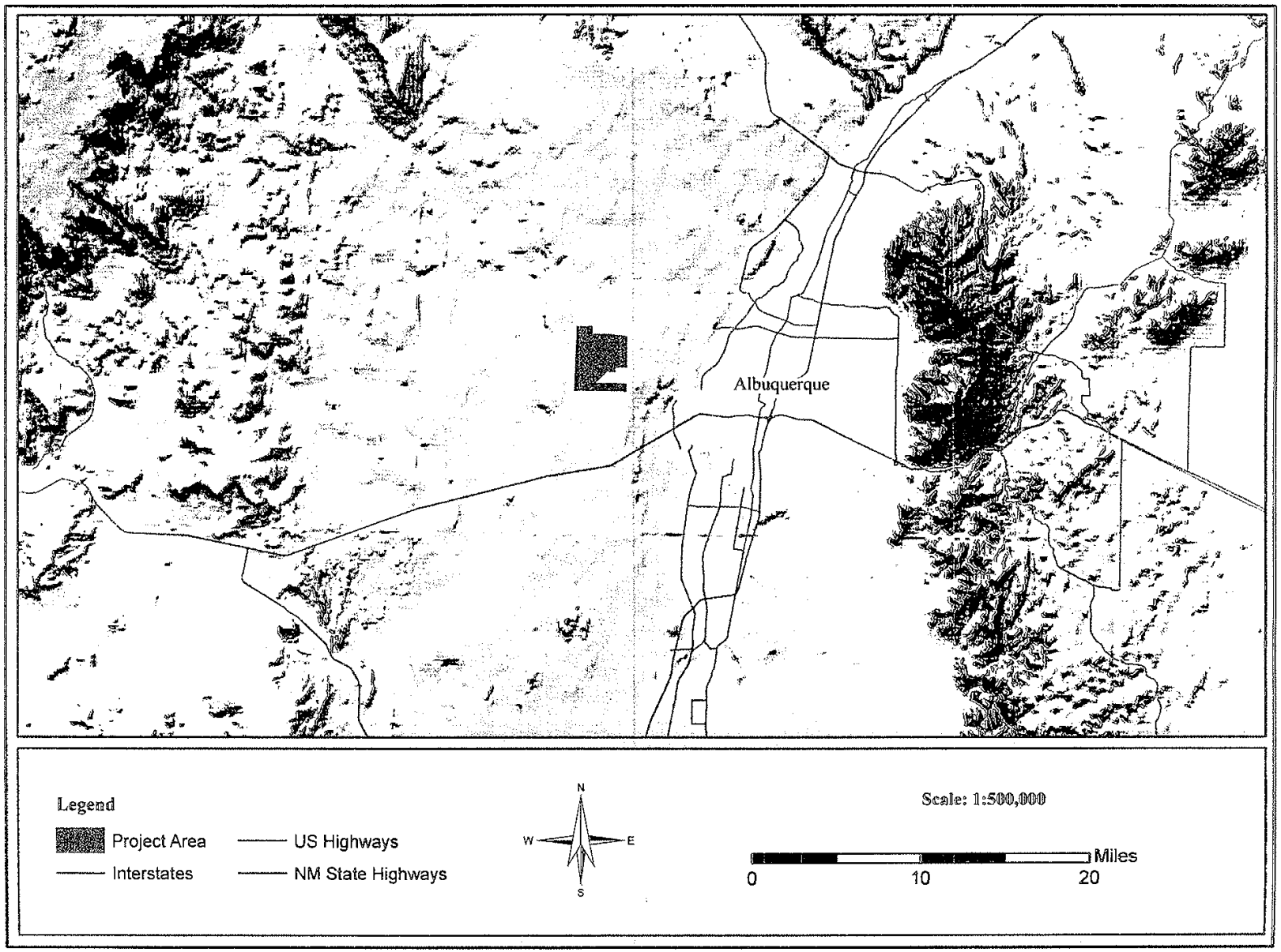

Figure 1: Survey Vicinity Map

Exact location of identified resources is not disclosed to protect resource integrity.

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ENVIRONMENTAL SETTING

The survey area is located in Bernalillo County, New Mexico on the West Mesa (also known as the Ceja Mesa or the Llano de Albuquerque), overlooking the Rio Grande Valley and the city of Albuquerque. The mesa top slopes eastward toward the basalt escarpment located to the east of the survey area (Brandi 1999). Immediately east of the survey area in the Petroglyph National Monument lies a north-south oriented chain of five volcanoes. The highest of the volcanoes, Vulcan Volcano, reaches an elevation of 1854 m (6083 ft). Elevation in the survey area averages approximately 1768 m (5800 ft). The Rio Grande floodplain is located approximately 5.5 km (3.4 mi) to the east.

Albuquerque and its West Mesa fall within the Albuquerque Basin of the Rio Grande Subsection of the Mexican Highland Section of the Basin and Range Province in north-central New Mexico. The Basin and Range Province is characterized by block-faulted mountains that commonly have Precambrian cores overlain by Paleozoic sedimentary sequences. The basins separating the north-south oriented ranges have several basin-fill facies, including piedmont alluvium, fine-grained lake and playa sediments, coarse river deposits, and aeolian deposits (Hawley 1986). The West Mesa is one of 12 centers of volcanic activity within the Albuquerque Basin. The mesa is composed of a lava-flow field of nearly 104 square kilometers (40 square miles), which overlies several step-like terraces. The topography in the general vicinity of the survey area consists of flatlands, small volcanic cones, basalt push-ups, shallow drainages, and the steep West Mesa escarpment (Schmader and Hays 1986).

The lava-flow field overlays the Santa Fe Formation, a late Tertiary alluvial deposit composed primarily of sand and gravel deposits of the ancestral Rio Grande, Rio Puerco, and Jemez River (Kelly 1977). Santa Fe Formation sediments are visible on the surface in areas where lava flow coverage was incomplete or was thin and has since eroded. Santa Fe formation deposits provided prehistoric inhabitants with stone tool raw materials such as chert, quartzite, chalcedony, and petrified wood.

Soils in the survey area are derived chiefly from Santa Fe Formation alluvium, weathered basalt, and aeolian materials and include the Latene sandy loam, the Wink fine sandy loam, the Alameda sandy loam, the Madurez loamy fine sand, and the Kokan-Rock outcrop association. The Latene sandy loam is moderately permeable, moderately alkaline, and strongly calcareous. It is on nearly level to gentle slopes with moderate erosion. The Wink fine sandy loam occurs on the sides of low ridges with moderate to severe wind erosion. This soil is calcareous and permeability is moderate. The Madurez loamy fine sand occurs primarily on convex piedmont fans. It is also calcareous and moderately permeable. The Alameda sandy loam is a level to undulating soil overlying basalt flows. Water erosion is slight while wind erosion is moderate to severe. Permeability is moderate, and the soil is strongly calcareous and moderately alkaline. The Kokan-Rock outcrop association consists of the Kokan gravelly sand in association with basalt rock outcrops. Kokan soils have high permeability and are slightly calcareous and alkaline (Hacker 1977).

The climate in the vicinity is classified as semiarid to arid (Tuan et al. 1973), with annual precipitation averaging 178 to 250 mm (7 to 10 inches) (Bennett 1986; Hacker 1977). The majority of the rainfall occurs during afternoon summer thunderstorms. The frost-free season averages 170 to 195 days (Hacker 1977). The warm-temperate conditions for the area encompass a wide range of variation, with temperatures in the vicinity of the survey area sometimes climbing to 100 degrees F in the summer and dropping to below freezing in the winter, with elevation the strongest influence on temperature (Bennett 1986). The combined effect of elevation on temperature and precipitation results in high seasonality and marked variations in resource availability.

Desert Grasslands and Plains-Mesa Grasslands biotic communities characterize the survey vicinity. Shrub and grass species such as creosote, sagebrush, saltbush, and grama grasses dominate the landscape, while juniper and various cacti occasionally occur (Brown 1994; Dick-Peddie 1993). Currently the parcel in Section 35 is zoned as COA Open Space and the parcel in Section 36 is used for airport activities and an airport runway lies in the parcel. The parcel in Section 13 is zoned for City Aviation and the parcel in Section 14 is zoned as Open Space. This parcel is undeveloped, although there are utility lines and associated service dirt roads.

CULTURAL SETTING

Several comprehensive overviews provide prehistoric and historic cultural context for the survey area, including Cordell (1979, 1997), Crollett, Seymour, and St. Germain (1995), Schmader and Hays (1986), Simmons (1982) and Stuart and Gauthier (1981). These syntheses provide the basis for the discussion below.

Paleoindian Period (10,000–5500 B.C.)

The first well-documented human settlement of the Albuquerque area dates to the Paleoindian period, which is defined chiefly on the basis of distinctive lanceolate projectile points. The Paleoindian occupation began during the Late Pleistocene, at which time the climate in area was generally cooler and wetter than the present, supporting extensive grasslands and many species

of now extinct megafauna. Paleoindian settlement and subsistence is characterized as small groups of highly mobile hunter-gatherers focused on large game. In the Southwest the period is subdivided into the Clovis (10,000–9000 B.C.), Folsom (9000–8000 B.C.), and Plano (8000–5500 B.C.) complexes (Irwin-Williams 1979). Each complex is distinguished by unique projectile point styles, and slightly differing artifact assemblages and site types. Clovis sites are typically kill and butchering locations associated with mammoth and other now extinct megafauna. Folsom sites are also usually kill and butchering locations, but in association with the now extinct *Bison antiquus*. The Plano Complex incorporates several artifact complexes defined by distinctive projectile point types, including Plainview, Firstview, Agate Basin, Hell Gap, Alberta, Cody, and Frederick. Of these complexes Cody assemblages have been recorded in the Middle Rio Grande Valley. The Belen Complex, defined specifically in the Middle Rio Grande Valley, may be a local variant of Plainview (Huckell 2002). Plano sites continue to reflect mobile hunting groups, but with a focus on modern species of bison.

Several Paleoindian sites have been identified in the vicinity of the survey area. The few Clovis sites found are typically isolated occurrences of projectile points (Judge 1973). Several Folsom and Plano sites are known to exist on the West Mesa, in the plains to the southwest, and in the Sandia Mountains to the northeast (e.g., Brandi 1993, 1999; Hibben 1941; Huckell 2001, 2002; Huckell and Kilby 2000; Judge and Dawson 1972; Judge 1973; Marshall 1985).

Archaic Period (5500 B.C.–A.D. 1)

The transition from the Paleoindian period to the Archaic period is often characterized as a shift in subsistence practices. While Paleoindian groups focused on large game species, Archaic peoples exploited a broader range of plant and animal food sources. This shift is usually attributed to large-scale climatic changes and the extinction of megafauna necessitating a more diverse subsistence base. These changes are reflected in tool assemblages, marked by a shift to smaller projectile points and the introduction of groundstone tools. Artifact assemblages become more diverse in general and sites are located in a greater variety of environmental and topographic contexts.

Cynthia Irwin-Williams' (1973) definition of the Oshara Tradition provides the framework for Archaic period developments in the Middle Rio Grande Valley area. This framework, based on work in the Arroyo Cuervo area west of Albuquerque, divides the Archaic period into six phases (Jay, Bajada, San Jose, Armijo, En Medio, and Trujillo) on the basis of lithic artifact assemblages, particularly projectile point attributes, and on other attributes such as site size and complexity. Small seasonal base camps and limited activity sites, both of which reflect a highly mobile hunter-gatherer adaptation, characterize the earlier phases. Through time there is an increase in the use of plant resources, an increase in site frequency, and an elaboration and enlargement of the base camps (Cordell 1979). The lithic technology becomes more expedient, with carefully executed bifaces and projectile points showing a marked decrease, in contrast to an increase in the number of large choppers and side scrapers. The Bajada and San Jose phases denote the addition and development of large subsurface earthen ovens and a substantial increase in the number of groundstone implements. The Armijo phase is characterized by population aggregation into small villages and the introduction of maize cultivation. During the En Medio phase there was an expansion of sites into the dunal environment of the West Mesa along with a

continued increase in overall site frequency. The final, Trujillo, phase in Irwin-Williams' (1973) chronology denotes major changes in technology including the introduction of ceramics and the bow and arrow, traits which define the inception of the Basketmaker III period in the Pecos Classification.

Evidence of Archaic occupation in the vicinity of the survey area is common. According to Cordell (1979), however, Archaic sites are typically situated well above the Rio Grande floodplain on terraces and in rockshelters. While no early Archaic sites have been documented in the lowlands of Albuquerque, numerous sites have been recorded and excavated in the uplands to the west. Recent archaeological investigations in the Rio Puerco Valley have documented multiple aggregated village sites dating primarily to the En Medio and Trujillo phases (Fletcher 1998, Kovacik 1998). Sites of similar age have also been excavated to the north of the survey area, on the West Mesa near Rio Rancho (Brandi 1993). Within the Rio Grande Valley, Late Archaic age components have been identified during excavation at the Montano Bridge site, LA 33223 (Gossett and Gossett 1988).

Basketmaker III-Pueblo I/Early Developmental Period (A.D. 1–900)

Two comprehensive cultural/temporal classification schemes can been used to describe the prehistoric ancestral Puebloan (Anasazi) occupation of the Albuquerque area. The first sequence is the Pecos Classification (Kidder 1927), which includes Basketmaker III, and Pueblo I-IV periods. This framework was devised to organize data pertaining to pan-Southwestern prehistory. The next sequence was developed specifically for the Rio Grande Valley by Wendorf (1954) and Wendorf and Reed (1955). The Rio Grande sequence includes Developmental, Coalition, and Classic periods, which cover roughly the same broad time span as the Pecos Classification, but accounts for temporal and spatial distinctions particular to the Rio Grande Valley. In addition, Reinhart (1969) has defined two local phases (Rio Rancho and Alameda) based on work in the Rio Rancho area west of Albuquerque. The first of these phases dates to the late Archaic while the Alameda phase corresponds to Basketmaker III. Both Reinhart (1969) and Irwin-Williams (1973) interpret the shift from the Archaic to Puebloan cultures as a gradual, *in situ*, development from ancestral Archaic occupations.

The inception of the Basketmaker III period is defined by the use of new technology such as ceramics and the bow-and-arrow, and a shift to more formalized, permanent habitations such as pithouse structures. The late Basketmaker III and Pueblo I Periods are not well-defined for the Albuquerque area. Climactically the period is marked by drought and substantial erosion, which probably accounts for the shift from cultivation in the narrow canyon floodplains to cultivation almost exclusively in broad valley bottoms (Irwin-Williams 1973). Irwin-Williams notes that there is a concomitant shift in settlement location from cliff-base shelters in canyons to open sites. These developments are associated with an increased reliance on agriculture. Sites dating to this time period are highly variable in their assemblage composition and features (Stuart and Gauthier 1981). In the Albuquerque area this period is marked by the appearance of pithouse villages. Documented sites of this age in the region can be found near Sandia Pueblo, Tijeras Canyon, and on the sandy terraces and hilltops west of the Rio Grande (Cordell 1997).

Pueblo II/Late Developmental Period (A.D. 900–1200)

During the Pueblo II period, pithouses with more formalized floor features continued, but people began to employ aboveground adobe roomblock construction. Settlements were predominately located near fertile floodplains or at the confluence of major drainages, with population aggregation becoming more common. It is during the Pueblo II period that Chaco Canyon and the surrounding San Juan Basin witnessed their greatest building episodes and cultural florescence. A contemporaneous florescence did not, however, take place in the Albuquerque area. In the vicinity of the survey there is little evidence of behavioral change from that of the previous period and sites persisted in the same general locales (Cordell 1979).

Pueblo III/Late Developmental-Coalition Period (A.D. 1200–1300)

The Pueblo III period in the Southwest witnessed a dramatic demographic shift from Chaco Canyon to the Mesa Verde region. The shift corresponds with a restructuring of economic networks, periodic abandonment of pueblos, and an emphasis on defense in the location of settlements. In the Albuquerque area the period is characterized by more widespread use of aboveground adobe roomblock residences, although pithouses continued to be used as well. During this period most of the large pueblos in the vicinity of the survey area were located on the first terraces overlooking the Rio Grande Valley, while pueblos further west experienced a decrease in population density. There was an overall increase in trade with outside areas that is expressed in a wide variety of new imported ceramic types (Cordell 1997).

Pueblo IV/Classic Period (A.D. 1300–1600)

During the Pueblo IV/Classic period the San Juan Basin and Mesa Verde areas experienced large decrease in population, with a shift in settlement to areas with permanent water sources, such as the Rio Grande Valley. Wendorf and Reed (1955) define this period as a time of "cultural florescence" defined by a peak in population density and an elaboration of material culture. Diagnostic traits include glaze-paint ceramics, stone effigies, kiva murals, and population aggregation into a few large pueblos. The majority of petroglyphs on the West Mesa escarpment are also thought to date to this period, and may relate to the introduction of the widespread Kachina cult (Schaafsma and Schaafsma 1975). Some of the large Pueblo IV settlements in the vicinity of the survey area are Corrales Pueblo, Kuaua Pueblo, Santiago Pueblo, Puaray Pueblo, Alameda Pueblo, and Calabacillas Pueblo. All of these pueblos are located on benches or in the floodplain adjacent to the Rio Grande.

While there is a clear dependence on maize agriculture and extensive trading networks during the late Puebloan Period, a semi-sedentary lifestyle only partly dependent on cultivated plants persisted in some areas of the Rio Grande Valley until European contact.

Historic Period (post-A.D. 1540)

European contact in the area occurred in the mid-sixteenth century with the arrival of the Spanish conquistadors of the Coronado expedition. Pueblo populations in the area were primarily aggregated in a few large settlements at this time, and Apachean groups may have utilized some

areas of the Middle Rio Grande Valley (Berman 1979). The subsequent years of conflict between the Spanish and indigenous groups resulted in a large-scale population displacement and the ruin of many pueblos. Due to warfare and newly introduced diseases, the native population declined dramatically following contact.

The Historic Period in the region is typically defined with the beginning of Spanish colonization, with the arrival of Don Juan de Oñate at the Tiquex villages along the Middle Rio Grande Valley in 1598. In the Albuquerque area, substantial (but rapidly declining) Pueblo populations precluded significant Spanish settlement until the mid-1600s, by which time several dozen *estancias* were scattered in the Middle Rio Grande Valley. Initial occupation in the area lasted until the Pueblo Indian Revolt of 1680, at which time all of the Spanish *estancias* in the area were abandoned. Reconquest by the Spanish occurred in 1692, with an expedition led by Don Diego de Vargas. During the revolt and subsequent reconquest, the Rio Grande pueblos were ravaged, often abandoned and only sometimes later reoccupied. Numerous land grants were awarded to encourage European settlement, including the nearby Alameda and Atrisco grants. The Alameda Land Grant was established in 1710; the Atrisco Land Grant pre-dates the revolt but was re-established in 1692. Atrisco, like most of the settlements in the area at this time, was centered on sheep herding. This community was officially recognized in 1703, a few years prior to the villa of Albuquerque, which was formally recognized in 1706 (Simmons 1982).

The primary use of the survey vicinity continued to be for livestock grazing until the late 1880s. The arrival of the Atchison, Topeka, and Santa Fe Railway in Albuquerque in 1880 brought dramatic increases in Anglo-American settlement and promoted economic growth and expansion that, until very recently, extended almost exclusively to the east of the river. Albuquerque witnessed rapid growth during and following World War II, in large part due to the establishment and growth of the Albuquerque Army Air Base (later to become Kirtland Field and then Kirtland Air Force Base) and the related Sandia National Laboratories.

Kirtland Field used the West Mesa for several bombing ranges during WWII, including areas within, and in the vicinity of Double Eagle Airport. From 1941 to 1945 bombardiers flew AT-11 and B-18 aircraft to these ranges for target practice using 100-lb concrete and 100-lb sand-filled "practice" bombs, and 250-lb general purpose high explosive bombs. Numerous sites consisting of the remains of ground targets and/or ordnance and explosives waste (OEW), (e.g., scrap metal from practice bombs) have been identified in the area (U. S. Army Public Information Retrieval System 1994).

Degradation of the West Mesa environment followed the rapid post-war growth of Albuquerque, and residential and commercial development on the mesa itself, with the open land of the mesa increasingly subjected to trash dumping, target shooting, off-road vehicle use, and vandalism of petroglyphs. The City of Albuquerque responded by acquiring various parcels of West Mesa land under its Open Space program, beginning in 1961 (Brandi 1999). In 1985 a large portion of the basalt escarpment was surveyed and subsequently nominated to the NRHP as the Las Imagines Archeological District (Schmader and Hays 1986). The results of the survey and efforts of several local conservation and preservation groups contributed to the establishment of the Petroglyph National Monument in 1990, which protects 7,244 acres of land located immediately east of the survey area (Brandi 1999).

PREVIOUS RESEARCH

Records Search

Prior to the initiation of fieldwork, a pre-field site records search was conducted at the Museum of New Mexico Laboratory of Anthropology, Archaeological Records Management Section (ARMS), on January 15, 2002. The search included a review of the current listings of the New Mexico State Register of Cultural Properties (NMSRCP) and the NRHP. The purpose of the search was to identify any previous surveys and previously recorded cultural properties within or in the vicinity (a one-mile radius) of the survey area.

Site densities are high within the survey area and vicinity. Eleven previously recorded sites are plotted within the survey boundaries and an additional 80 sites are located within a one-mile radius surrounding the survey area (Table 1). None of the sites in the survey area are listed on either the NMSRCP or the NRHP.

Previously recorded sites in the survey area and vicinity include occupations dating from Paleoindian to Recent times (9500 B.C.–present). Sites representing Paleoindian, Archaic, Ancestral Puebloan (Anasazi), Spanish Contact/Colonial, Mexican, Territorial, New Mexico Statehood, and Recent occupation periods are all present. Prehistoric site types include lithic scatters, lithic and ceramic scatters, lithic quarries, rockshelters, petroglyphs, and sites with architectural and/or other features. Historic sites include artifact scatters, petroglyphs, and architectural feature sites.

Table 1: Previously Recorded Sites

LA #	Site Type	Cultural/Temporal Affiliation	Location (UTM, Zone 13, NAD 27)
Sites plotted within the survey area			
27591	Prehistoric, Structural	Anasazi Pueblo IV AD 1325-1400	337615E, 3893222N
27592	Prehistoric, Non-Structural	Unspecified Archaic 5500 BC-AD 900	333640E, 3889451N
45282	Prehistoric and Historic, Structural	Anasazi Pueblo IV AD 1300-1600, Anglo/Euroamerican AD 1846-1912	337610E, 3888250N
54655	Prehistoric, Non-Structural	Anasazi Pueblo I AD 700-900	334620E, 3893960N
54656	Prehistoric, Non-Structural	Unspecified 9500 BC-AD 1993	334480E, 3893870N
54657	Prehistoric, Non-Structural	Unspecified 9500 BC-AD 1993	335290E, 3893170N
54658	Prehistoric, Non-Structural	Unspecified Archaic 5500 BC-AD 900	334370E, 3892530N
71199	Prehistoric and Historic, Structural	Unspecified Archaic 5500 BC-AD900, Anasazi Pueblo III AD 1100-1300, Recent Historic AD 1945-1993	336215E, 3891025N
103036	Historic, Structural	Anglo/Euroamerican AD 1941-1945	337030E, 3892850N
103054	Historic, Non-Structural	NM Statehood AD 1941-1942	333271E, 3893640N
134644	Prehistoric, Non-Structural	Paleoindian (Folsom) 9000-8000 BC	337770E, 3892910N

LA #	Site Type	Cultural/Temporal Affiliation	Location (UTM, Zone 13, NAD 27)
Sites plotted outside of the survey area (within 1 mile)			
27593	Unknown, Structural	Unspecified 9500 BC-AD 1993	334591E, 3890160N
29564	Historic, Structural	Unspecified Historic AD 1539-1998	337954E, 3893140N
29565	Unknown, Structural	Unspecified Prehistoric 9500 BC-AD 1993, Unspecified Historic AD 1539-1993	338308E, 3893758N
29566	Historic, Structural	Unspecified Historic AD 1539-1993	338970E, 3893653N
29567	Historic, Structural	Unspecified Historic AD 1539-1993	340082E, 3894130N
29568	Prehistoric and Historic, Structural	Unspecified Prehistoric 9500 BC-AD 1993, Unspecified Historic AD 1539-1993	340152E, 3894098N
29570	Prehistoric, Structural	Unspecified Anasazi AD 1-1600	340503E, 3894186N
29571	Historic, Structural	Unspecified Historic AD 1539-1993	340810E, 3894147N
29572	Historic, Structural	Unspecified Historic AD 1539-1993	340774E, 3894051N
29573	Historic, Structural	Unspecified Historic AD 1539-1993	340601E, 3894022N
29574	Historic, Structural	Unspecified Historic AD 1539-1993	339761E, 3893651N
29575	Historic, Structural	Unspecified Historic AD 1539-1993	339503E, 3891093N
29576	Prehistoric, Structural	Unspecified Anasazi AD 1-1600	340530E, 3891810N
29577	Historic, Structural	Unspecified Historic AD 1539-1993	340840E, 3891700N
29578	Historic, Structural	Unspecified Historic AD 1539-1993	339368E, 3890501N
29579	Historic, Structural	Unspecified Historic AD 1539-1993	339666E, 3890514N
45268	Unknown, Non-Structural	Unspecified 9500 BC-AD 1993	338230E, 3888200N
45269	Historic, Structural	Unspecified Historic AD 1912-1945	338340E, 3889000N
45270	Unknown, Non-Structural	Unspecified 9500 BC-AD 1993	339200E, 3888825N
45271	Prehistoric and Historic, Structural	Folsom/Midland 9000-8000 BC, Pueblo/ Spanish Contact AD 1539-1680	339100E, 3889110N
45272	Historic, Structural	Anglo/Euroamerican AD 1945-1993	338900E, 3889050N
45273	Historic, Structural	Anglo/Euroamerican AD 1945-1993	338670E, 3888350N
45274	Historic, Structural	Anglo/Euroamerican AD 1945-1993	338550E, 3888700N
45276	Prehistoric and Historic, Structural	Anasazi Pueblo IV AD 1300-1600, Unspecified Historic AD 1539-1993	338650E, 3890050N
45277	Unknown, Structural	Unspecified 9500 BC-AD 1993	338700E, 3889940N
45278	Prehistoric, Structural	Anasazi Pueblo IV AD 1300-1600	338600E, 3889870N
45279	Unknown, Structural	Unspecified 9500 BC-AD 1993	338500E, 3888945N
45280	Prehistoric and Historic, Structural	Anasazi Pueblo III AD 1100-1300, Anglo/Euroamerican AD 1912-1945	338575E, 3888500N
45281	Historic, Structural	Unspecified Historic AD 1539-1993	338990E, 3889090N
45531	Unknown, Structural	Unspecified 9500 BC-AD 1993	331575E, 3889650N
45534	Unknown, Structural	Unspecified 9500 BC-AD 1993	331900E, 3891975N
45536	Unknown, Structural	Unspecified 9500 BC-AD 1993, Anasazi Pueblo III AD 1100-1300	331000E, 3891775N
45556	Historic, Non-Structural	Anglo/Euroamerican AD 1912-1945	332775E, 3890225N
45569	Prehistoric, Non-Structural	Unspecified 9500 BC-AD 1993	333660E, 3891320N
45590	Prehistoric, Structural	Unspecified Anasazi AD 1-1600	341325E, 3891575N
45591	Historic, Structural	Unspecified Historic AD 1539-1993	341375E, 3891575N
45592	Prehistoric and Historic, Structural	Unspecified Anasazi AD 1-1600, Unspecified Historic AD 1539-1993	341050E, 3891550N
45593	Prehistoric, Structural	Unspecified Anasazi AD 1-1600	341100E, 3891650N
45604	Historic, Structural	Unspecified Historic AD 1539-1993	341100E, 3891475N
45611	Prehistoric, Structural	Anasazi Pueblo IV AD 1300-1600	341050E, 3891675N
46426	Unknown, Structural	Unspecified 9500 BC-AD 1993	338740E, 3892730N

LA #	Site Type	Cultural/Temporal Affiliation	Location (UTM, Zone 13, NAD 27)
46427	Unknown, Structural	Unspecified 9500 BC-AD 1993	338600E, 3892710N
46428	Historic, Structural	Unspecified Historic AD 1539-1993	338700E, 3892640N
46429	Prehistoric and Historic, Structural	Unspecified Anasazi AD 1-1600, Unspecified Historic AD 1539-1993	338640E, 3892610N
46430	Unknown, Structural	Unspecified 9500 BC-AD 1993	338480E, 3892570N
46431	Prehistoric and Historic, Structural	Unspecified Late Archaic 1000 BC- AD 550, Anasazi Pueblo I-IV AD 700-1600, Historic Hispanic AD 1692-1945	338640E, 3891880N
46432	Unknown, Structural	Unspecified 9500 BC-AD 1993	338620E, 3891810N
46433	Unknown, Structural	Unspecified 9500 BC-AD 1993	338580E, 3891870N
46434	Unknown, Structural	Unspecified 9500 BC-AD 1993	338620E, 3891740N
46435	Historic, Structural	Unspecified Historic AD 1539-1993	338680E, 3891780N
46436	Historic, Structural	Unspecified Historic AD 1539-1993	338690E, 3893180N
46437	Prehistoric, Structural	Unspecified 9500 BC-AD 1993	338720E, 3893210N
49629	Unknown, Structural	Unspecified 9500 BC-AD 1993	341340E, 3894320N
49630	Historic, Structural	Hispanic Historic AD 1539-1993	340260E, 3894915N
49828	Unknown, Structural	Unspecified 9500 BC-AD 1993	343250E, 3892000N
52079	Unknown, Structural	Unspecified 9500 BC-AD 1993	343090E, 3892450N
52080	Prehistoric, Structural	Unspecified Anasazi AD 1-1600	343330E, 3892330N
52081	Prehistoric, Structural	Anasazi Pueblo III-IV AD 1100-1600	343350E, 3892420N
52082	Prehistoric, Structural	Anasazi Pueblo III-IV AD 1100-1600	343420E, 3892130N
52083	Prehistoric, Structural	Unspecified Anasazi AD 1-1600	343750E, 3892270N
52084	Historic, Structural	Unspecified Historic AD 1539-1993	343820E, 3892080N
54659	Prehistoric, Non-Structural	Unspecified 9500 BC-AD 1993	338380E, 3892440N
54661	Prehistoric, Non-Structural	Paleoindian 9500-5500 BC, Anasazi Basketmaker II AD 1-500	337910E, 3891630N
55494	Unknown, Non-Structural	Unspecified 9500 BC-AD 1993	343420E, 3891240N
60755	Unknown, Structural	Unspecified 9500 BC-AD 1993	340230E, 3894250N
60756	Historic, Structural	Hispanic Historic AD 1539-1993	340760E, 3893850N
61081	Prehistoric, Non-Structural	Paleoindian 9500-5500 BC	333600E, 3891370N
61082	Prehistoric, Non-Structural	Early Archaic 5500-3000 BC	333700E, 3891860N
69703	Prehistoric and Historic, Structural	Anasazi Pueblo II-III AD 900-1300, Anasazi Pueblo IV AD 1300-1600, Anglo/Euroamerican 1539-1993	339080E, 3895200N
69705	Prehistoric, Non-Structural	Unspecified Archaic 5500 BC-AD 900	337540E, 3894000N
69706	Unknown, Non-Structural	Unspecified 9500 BC-AD 1993	337900E, 3895410N
76951	Prehistoric, Structural	Late Archaic 500BC-AD 400, Anasazi Pueblo II-III AD 900-1300	336413E, 3895350N
76952	Prehistoric, Non-Structural	Late Archaic 1800 BC-AD 200	336229E, 3895320N
103725	Historic, Structural	Spanish Contact/Colonial AD 1539-1680	343025E, 3892395N
103726	Prehistoric, Non-Structural	Anasazi Pueblo IV AD 1300-1600	343130E, 3893040N
126422	Prehistoric, Structural	Unspecified Archaic 5500 BC-AD 200	336520E, 3895350N
126423	Prehistoric, Structural	Unspecified Archaic 5500 BC-AD 200	335970E, 3895390N
126424	Prehistoric, Structural	Unspecified Archaic 5500 BC-AD 200	335090E, 3895710N
132556	Prehistoric, Structural	Anasazi Pueblo III AD 1100-1300	342350E, 3891800N
132557	Unknown, Structural	Unspecified 9500 BC-AD 1993	342300E, 3891110N

Previous Investigations

Several large-scale surveys have been conducted relatively recently in the survey area and general vicinity (Brandi 1999; Huckell 2002; Rodgers 1980; Schmader and Hays 1986), as well as a number of smaller or less-recent projects (e.g., Beal 1978; Cross-Cultural Research Systems 1991; Johnson 1976; Reycraft 2001; Rodgers 1978; Ward 1978). In 1980 the Center for Anthropological Studies conducted a 100-percent survey overlapping the current survey area prior to the construction of Double Eagle Airport (known as the West Mesa Airport at that time) (Rodgers 1980). During that survey of 1751.6 ha (4326.5 ac), four archaeological sites and 802 "non-site loci" (primarily isolated lithic artifacts) were recorded. The sites include a large lithic quarry and tool manufacturing site thought to date to the late Archaic (LA 27592), a group of prehistoric farming terraces (LA 27591), a possible Pueblo IV/Classic period shrine (LA 27593), and purported sheep corrals constructed of basalt cobbles and boulders, dating to the early twentieth century (LA 27594).

In a 1985 survey of 445 ha (1100 ac) conducted for the Open Space Division of the Parks and Recreation Department, City of Albuquerque, 67 archaeological sites were identified along the West Mesa escarpment, including the massive Las Imagines petroglyph site (LA 52100). This project led to the NRHP nomination of the Las Imagenes Archeological District (Schmader and Hays 1986) and contributed to the establishment of the Petroglyph National Monument immediately east of the current survey area. A survey of approximately half of the 2933-ha (7244-ac) monument recorded 214 new archaeological sites, 1878 IOs, and approximately 270 petroglyphs.

A recently completed survey of 445 ha (1129 ac) directed by Bruce Huckell of the Maxwell Museum of Anthropology University of New Mexico focused on re-evaluating Paleoindian settlement and use of the West Mesa in the vicinity of the Albuquerque Volcanoes (Huckell 2002). The project overlapped portions of the current survey area and two (LA 134642 and LA 27594) of the sites recorded during that survey fall within the boundaries of the current land exchange. LA 134642 is a Paleoindian site, newly recorded during the Huckell survey, consisting of a scatter of flaked-stone tools and debitage. LA 27594 is a previously recorded site of two rock alignments of unknown function and affiliation, similar to features that others have recorded as sheep pens (e.g., Rodgers 1983 [this site was assigned LA 134643 by Huckell])

Cultural resources encountered during the current survey are consistent with the above-mentioned investigations and other previous research in the vicinity of the survey area, which indicate that prehistoric use of the area was primarily for short-term occupations related to specialized activities such as lithic tool procurement and manufacturing, plant and animal procurement and processing, and agriculture. Historic use is primarily related to livestock grazing, although the area around the airport was used for a period during WWII as a practice bombing range. In addition, ceremonial activities are evidenced by possible shrine features and thousands of petroglyphs (both prehistoric and historic), located primarily on the nearby basalt escarpment of the mesa. No petroglyphs were identified during the current survey, but that is to be expected because the area does not contain the basalt plugs found closer to the volcanoes or the wall faces on the escarpment.

METHODS

An intensive (100-percent) pedestrian survey of the projct area was completed between January 22 and April 30, 2002 by TEC personnel. The principal investigator was Gerry Raymond, and the field supervisor was Christopher Carlson. Field crew members were Adam Sullins, Christa Burrus, and Peter Sheldon.

In addition to the 2002 survey, TEC also conducted additional fieldwork in the survey area on March 23 and April 28 and 29, 2004. Fieldwork in 2004 consisted of revisits to a sample of sites recorded during the 2002 survey, for the purpose of quality-control monitoring of the 2002 fieldwork. This quality check was done because of the lag in time between the fieldwork and report preparation and because the supervisory personnel involved in the 2002 survey are no longer employed by TEC. In addition, because of the dynamic aeolian environmental setting of the survey area it was thought that some sites that could not be relocated in 2002 might now be exposed. One additional previously recorded site (LA 103054) was relocated on March 23, 2004 and is documented in this report.

The survey was conducted in 2002 by walking compass-oriented parallel transects spaced at intervals no greater than 15 m (50 ft). Surface visibility ranged from about 60 to 90 percent and the sparse vegetation in most areas provided excellent ground visibility. The survey area was located using topographic features and landmarks found on *The Volcanoes, NM* 7.5-minute USGS quadrangle map and verified with GPS receivers. Engineering maps provided by MCA were also used as needed.

Sites were defined as any location of purposeful prehistoric or historic human activity that, in general, pre-dates 1950. Cultural remains, which include at least one of the following, were defined as sites:

1. one or more features
2. an occurrence of cultural material which contains at least one of the following: three or more classes of artifacts or materials, two classes of artifacts or materials in a density of at least ten items per 100 square meters, or a single artifact class or material in a density of at least 25 items per 100 square meters

Cultural remains that did not meet the above criteria were defined as isolated occurrences (IOs). IOs generally consist of single artifacts or artifact scatters of extremely low density and number (less than 10), or that represent a single event or unintentional activity, such as a single tool-making episode or a pot drop.

The locations of sites and IOs were marked on the 7.5-minute USGS quadrangle map and verified with GPS receivers. IOs were analyzed and described in the field and culturally and/or temporally diagnostic IOs were illustrated. Sites were recorded on Laboratory of Anthropology Site Record forms and a site sketch map was prepared for each site. A site datum in the form of an aluminum bar marked with the TEC field site number was placed on each site and plotted on the site sketch map. A representative sample of artifacts was recorded at each site, using supplemental analysis forms.

RESULTS OF SURVEY

Seven previously recorded sites, eight new sites and 179 IOs were identified and documented. Site locations are shown in Figure 2 and IO locations are provided in Figure 3. The IOs are detailed in Table 2 below, and descriptions of the sites and recommendations regarding their eligibility for inclusion in the NRHP follow.

Four previously recorded sites that are plotted within the survey area boundary could not be relocated. . These four sites (LA 54655, LA 54656, LA 54657, and LA 54658) are all small artifacts scatters that were recorded in 1968 by the University of New Mexico, Department of Anthropology (Reinhart 1969). When these sites were not found during the 100-percent pedestrian survey, TEC personnel returned to their recorded UTM locations and resurveyed the site areas and surrounding areas in 2002 and again on March 23, 2004. Two of the sites (LA 54657 and LA 54658) may have been obscured by the surficial spreading of effluent, which has been conducted by the City of Albuquerque Soil Amendment Facility in the northwestern portion of the survey area (see Figures 2). Alternatively, the sites may not have been relocated because few or no artifacts remain on the sites as the site records available at ARMS for all of these sites indicate unspecified surface collections were made in 1968.

Table 2: Isolated Occurrences

IO	Description	Easting:	Northing:
1	Number Not Used.		
2	Number Not Used.		
3	Number Not Used.		
4	Number Not Used.		
5	One brownware sherd with a coarse temper; 5mm thick.	335921	3890226
6	Eleven matchstick venthole cans embossed with "punch here" (1935 to 1945 [Simonis 1998]), four indeterminate sanitary cans, and one lid.	333793	3888449
7	One hole-in-cap can, one rectangular tin lid with an inner vent barricade fastened by a solder dot, one machine-soldered rectangular tin can, and one sanitary can with lead machine solder on the inside rim.	333544	3888499
8	One green glass bottle embossed with "Federal Law Prohibits Sale or Re-Use of this Bottle" (1933 to 1964) and "James Buchanan & Co. Ltd, Glascow, Scotland."	336115	3888658
9	One crushed hole-in-cap can that is heavily oxidized.	333257	3888751
10	One three-piece hand-soldered sardine can (1850 to 1880) and one nondiagnostic two-piece sardine can.	333042	3888894
11	One cylindrical metal container with a threaded spout on the top and hand soldered seams along the side and around the spout–possible fuel can..	333357	3888796
12	One crushed upright-hinged tobacco can with a striker on the bottom (1892 to 1924).	334090	3889080
13	One broken chalcedony interior flake, 2 cm to 4 cm.	333966	3889260
14	One crushed rusted metal practice bomb.	333015	3889358
15	One red and yellow banded chert secondary flake, 2 cm to 4 cm	333002	3889385
16	One rusted metal practice bomb with a coiled metal wire housing protruding from the bottom and about 10 30-inch-long metal pieces	388139	3889395

IO	Description	Easting:	Northing:
	protruding from the outer bottom surface.		
17	One rusted metal cone-like cylinder (possible practice bomb),	333962	3889384
18	One piece of metal that is flat and rusted (may be a practice bomb fin), and a metal M1A1 initiator disk.	333393	3889471
19	One metal M1A1 initiator disk.	333380	3889621
20	One can with a friction lid (possible baking powder can)	333465	3889677
21	One white chert exterior flake 2 cm to 4 cm	333160	3889793
22	One metal practice bomb fragment, model M 85 or M38A2	333953	3889767
23	One crushed upright hinged tobacco tin (1892 to 1924), one metal practice bomb fragment, model M 85 or M38A2, and one metal bomb fin.	333766	3889804
24	One white chert interior flake 2 cm to 4 cm.	333961	3889800
25	One metal M1A1 initiator disk.	333011	3890021
26	One white chert interior flake 2 cm to 4 cm.	333173	3890021
27	Eight pieces of sun-colored amethyst glass.	333529	3889941
28	One metal lard bucket embossed with "CANCO" (1930 to 1940).	333935	3889947
29	One metal M1A1 initiator disk and one white chert interior flake 4+ cm.	333033	3890070
30	One metal M1A1 initiator disk.	336993	3893105
31	One metal practice bomb fragment, model M 85 or M38A2.	333008	3890491
32	One metal bomb fin.	333298	3891239
33	Number Not Used.		
34	One white chert exterior flake 4+ cm.	333535	3890385
35	One metal M1A1 initiator disk, one metal cone (not a nose cone), and one metal practice bomb fragment (model M 85 or M38A2).	333697	3890685
36	One white with black intrusions chalcedony flake, 4+ cm.	334325	3888976
37	One metal bomb fin, and one metal practice bomb fragment (model M 85 or M38A2).	335874	3888986
38	One metal practice bomb fragment, model M 85 or M38A2.	335977	3889003
39	Number Not Used.		
40	One broken gray chert exterior biface with less than 10 percent cortex, 2 cm to 4 cm	334434	3889067
41	One white with red inclusions chert biface-thinning flake, 2 cm to 4 cm; one piece of chalcedony angular debris, 2 cm to 4 cm; one piece of white chert angular debris, 4+ cm; and one piece of red glass (rim).	334397	3889049
42	Two interior chalcedony flakes, 2 cm to 4 cm and one brown chert interior flake, 2 cm to 4 cm.	334285	3889006
43	One clear glass bottle with a screw-top cap, embossed with "Anchor Hocking" (1920 to 1964).	336880	3888489
44	One exhausted chalcedony core, 2 cm thick and six pieces of light green "Coca-Cola" glass.	336577	3888575
45	One crushed sanitary can and one friction lid.	337384	3888690
46	Twelve oil cans embossed with "Conoco" and one wood saw blade.	336061	3892641
47	Number Not Used.		
48	Number Not Used.		
49	Number Not Used.		
50	Number Not Used.		
51	Number Not Used.		
52	Number Not Used.		
53	Number Not Used.		
54	Two metal practice bomb fragments (model M 85 or M38A2) and one metal M1A1 initiator disk.	336372	3893732
55	One clear glass bottle with screw top embossed with "For COUGHS	336631	3893629

IO	Description	Easting:	Northing:
	due to COLDS" and "CREOMULSION."		
56	One white chert interior flake.	335782	3893526
57	One tan chert projectile point, 3 cm.	335495	3893547
58	One metal propeller blade (associated with practice bomb or fuze), and one piece metal shrapnel.	336786	3893400
59	One metal propeller blade (associated with practice bomb or fuze).	335328	3893396
60	One metal propeller blade (associated with practice bomb or fuze).	335670	3893406
61	One metal propeller blade (associated with practice bomb or fuze).	334470	3893386
62	One metal propeller blade (associated with practice bomb or fuze).	333950	3893481
63	One metal M1A1 initiator disk.	336880	3893334
64	One metal M1A1 initiator disk.	336364	3893221
65	One metal M1A1 initiator disk.	337186	3893257
66	Forty-five pieces of metal shrapnel.	336993	3893052
67	One 2-ft diameter by 2-ft deep depression with metal practice bomb fragment, model M 85 or M38A2.	336254	3893085
68	One friction lid and one indeterminate can lid.	336055	3892997
69	One metal practice bomb fragment (model M 85 or M38A2) and two metal M1A1 initiator disks.	336234	3892959
70	One metal practice bomb fragment (model M 85 or M38A2) and one metal bomb fin.	336703	3893018
71	One metal practice bomb fragment, model M 85 or M38A2.	336928	3893006
72	One metal M1A1 initiator disk and one friction lid.	336436	3892901
73	One metal practice bomb fragment, model M 85 or M38A2.	336366	3892876
74	One glass container with an Anchor Hocking maker's mark (1920 to 1964).	335298	3889800
75	One metal practice bomb fragment, model M 85 or M38A2.	334711	3889205
76	One red chert biface, 4 cm.	334548	3889233
77	One gray chert core, 8 cm by 10 cm by 6 cm.	335251	3889908
78	One metal practice bomb fragment (model M 85 or M38A2) and one white chalcedony exterior flake, 4+ cm.	334916	3889728
79	One metal practice bomb fragment, model M 85 or M38A2.	334335	3889462
80	One metal M1A1 initiator disk.	334478	3889467
81	One metal practice bomb (model M 85 or M38A2) or metal parachute flare fragment (M8A1/M24).	333000	3890700
82	One metal parabolic light that reads "Ford" on the top and "Brown" on the bottom (possibly from a 1930s model vehicle).	334630	3889674
83	One clear glass bottle (possible Owens-Illinois maker's mark).	334933	3889861
84	One white chalcedony exterior flake, 2 cm to 4 cm and one piece of chalcedony angular debris, 2 cm to 4 cm.	334168	3889649
85	One metal practice bomb fragment, model M 85 or M38A2.	334154	3889724
86	One white chalcedony interior flake.	334360	3889835
87	One hubcap (possibly from a military vehicle--olive green in color), one brown glass bottle with screw cap, and three pieces of clear glass with screw cap (Knox Glass Bottle Co. of Mississippi maker's mark [1932 to 1953 or later] on one piece).	334745	3890020
88	One metal M1A1 initiator disk and one metal practice bomb fragment (model M 85 or M38A2).	334937	3890132
89	One pink quartz mano fragment, 8 cm by 5 cm by 3.5 cm.	334913	3890116
90	One 1939 wheat penny, minted in Denver.	334794	3890117
91	One metal bomb fin.	334980	3890178
92	One metal cone (not nose cone).	334070	3890156
93	One tan chert interior flake, 4+ cm.	335462	3890311
94	One chalcedony exterior retouched flake.	334954	3890353

IO	Description	Easting:	Northing:
95	One metal M1A1 initiator disk.	334123	3890349
96	Metal cone (not nose cone).	334815	3890414
97	Metal practice bomb fragment, model M 85 or M38A2.	335391	3890479
98	Two chalcedony flakes, 2 cm to 4 cm and <1 cm.	334852	3890479
99	One quart-sized metal can with threaded spout, 5 8/16 inches high by 4 4/16 inches wide by 2 12/16 inches thick with a 12/16 inch spout, embossed with "QUART."	335414	3890594
100	One metal practice bomb (model M 85 or M38A2) or metal parachute flare fragment (M8A1/M24).	334239	3890615
101	One metal practice bomb fragment, model M 85 or M38A2.	335516	3890636
102	One metal M1A1 initiator disk and one metal parachute flare (M8A1 or M24) fragments consisting of a metal body with coiled electrical wires and metal rods.	334554	3890656
103	One baking soda can with a friction lid.	334306	3890638
104	One chalcedony interior flake, 2 cm to 4 cm.	334961	3890750
105	One chalcedony interior flake, 2 cm to 4 cm.	335895	3891030
106	One gray granite bifacial mano, 9 cm by 10 cm by 4 cm.	335185	3890931
107	Four pieces of miscellaneous metal; one hinged tobacco tin, and one metal pipe with threaded bolts.	334325	3890860
108	One chalcedony interior flake, 2 cm to 4 cm.	334616	3891008
109	One metal can with a friction lid.	335065	3891126
110	One metal cone (not nose cone).	335212	8891201
111	Metal practice bomb fragment, model M 85 or M38A2.	335272	3891279
112	Number Not Used.		
113	One tobacco can lid, "United States Tobacco Co" (1922 to present).	336420	3891340
114	One lard bucket and one horseshoe.	335859	3891559
115	One three-hinge tobacco tin (1907 to 1948).	334282	3891293
116	One baking powder lid, "Clabber Girl" (1923 to present).	335914	3891707
117	Metal parachute flare (M8A1 or M24) fragments consisting of a metal body and coiled electrical wires.	335473	3891644
118	One black-on-white sherd with organic paint, 0.6 cm thick.	335474	3891647
119	One metal practice bomb fragment, model M 85 or M38A2.	334715	3891696
120	One metal practice bomb fragment, model M 85 or M38A2.	335706	3891834
121	One metal practice bomb fragment, model M 85 or M38A2.	336038	3891915
122	One lard bucket and one baking powder can "Clabber Girl" (1923 to present).	335240	3891926
123	One lard bucket embossed with "CANCO" (1930 to 1940).	335022	3891880
124	One metal M1A1 initiator disk.	335230	3892003
125	Number Not Used.		
126	One metal practice bomb fragment, model M 85 or M38A2.	336117	3892041
127	Metal parachute flare (M8A1 or M24) fragments consisting of a metal rod.	336167	3892075
128	One metal practice bomb fragment, model M 85 or M38A2.	336807	3891744
129	One metal practice bomb (model M 85 or M38A2) or metal parachute flare fragment (M8A1/M24).	336902	3891642
130	One metal practice bomb fragment (model M 85 or M38A2) and one friction lid.	336040	3892101
131	One metal cone (not nose cone)	335499	3892101
132	One metal practice bomb fragment (model M 85 or M38A2) and one metal bomb fin.	335898	3892125
133	One metal M1A1 initiator disk and one piece of clear glass embossed with "Pucci & Bonacuide."	336283	3892179
134	One hole-in-cap can.	336368	3892267

IO	Description	Easting:	Northing:
135	One red/brown chert Folsom projectile point base that measures 3.7 cm in height by 2.4 cm in width by 0.4 cm thick and one tobacco tin.	336205	3892222
136	One round-head steel nail that is 5 inches in height.	336189	3892216
137	One metal practice bomb fragment, model M 85 or M38A2.	336193	3892190
138	One metal practice bomb fragment, model M 85 or M38A2.	335684	3892243
139	One piece of brown bottle glass.	336291	3892270
140	One metal M1A1 initiator disk.	335485	3892278
141	Number Not Used.		
142	Number Not Used.		
143	One white chalcedony exterior flake, 2 cm to 4 cm.	335910	3892506
144	One metal M1A1 initiator disk.	336009	3892486
145	One metal practice bomb fragment, model M 85 or M38A2.	336324	3892521
146	Number Not Used.		
147	One yellow/brown petrified wood chert interior flake, 4+ cm.	336787	3892335
148	One piece of metal shrapnel.	336930	3892396
149	One metal M1A1 initiator disk.	336557	3892507
150	Number Not Used.		
151	One metal M1A1 initiator disk.	336130	3892560
152	One purple quartzite unifacial mano, 11.2 cm by 8.4 cm by 4.9 cm and one gray chert exterior flake, 4+ cm.	335661	3892520
153	Number Not Used.		
154	Number Not Used.		
155	One translucent petrified wood Folsom projectile point tip, 3.7 cm in height by 2.5 cm in width by 0.4 cm thick.	337680	3892374
156	One tobacco can lid, "United States Tobacco Co" (1922 to present).	337780	3892384
157	One chalcedony interior flake, 2 cm to 4 cm.	337696	3892430
158	One piece of metal shrapnel.	337648	3892540
159	One metal M1A1 initiator disk.	337780	3892593
160	One chalcedony interior flake, 1 cm to 2 cm.	337592	3892611
161	One metal practice bomb fragment (model M 85 or M38A2) and one metal M1A1 initiator disk	337710	3892656
162	One metal propeller blade (from a practice bomb or fuze).	337701	3892851
163	One metal propeller blade (from a practice bomb or fuze) and one piece of metal shrapnel.	337546	3892854
164	One metal propeller blade (from a practice bomb or fuze) and one metal practice bomb fragment (model M 85 or M38A2).	337586	3893047
165	Number Not Used.		
166	Number Not Used.		
167	Number Not Used.		
168	Metal parachute flare (M8A1 or M24) fragments consisting of a metal body and metal coil wiring.	337714	3893164
169	One metal practice bomb fragment, model M 85 or M38A2.	337737	3893413
170	One white chert interior flake and one white chalcedony interior flake; both 1 cm to 2 cm.	337558	3893120
171	Two gray chert interior flakes, 1cm to 2 cm.	337772	3891963
172	Three gray chert interior flakes, 2 cm to 4 cm, 1 cm to 2 cm, 4+ cm.	337763	3891033
173	Metal parachute flare (M8A1 or M24) fragments consisting of a metal body and spring-loaded rods.	337666	3891249
174	One metal M1A1 initiator disk.	337630	3891784
175	One gray chalcedony flake, 2 cm to 4 cm.	337593	3892336
176	One metal M1A1 initiator disk and one metal bomb fin.	337482	3892104
177	One gray chert exterior flake, 2 cm to 4 cm.	337575	3891925
178	One metal practice bomb fragment, model M 85 or M38A2.	337596	3892134

IO	Description	Easting:	Northing:
179	One metal nose bomb fuze (M103).	337457	3891879
180	One gray chert flake, 2 cm to 4 cm.	337559	3891956
181	Number Not Used.		
182	Number Not Used.		
183	One white chert exterior flake, 2 cm to 4 cm.	336379	3889041
184	Number Not Used.		
185	Number Not Used.		
186	One upright-hinged tobacco tin (1892 to 1924).	336502	3890570
187	One white chalcedony flake, 1 cm to 2 cm.	336527	3890986
188	Metal parachute flare (M8A1 or M24) fragments consisting of a metal body and metal rods.	335141	3893110
189	One gray and white chert exterior flake, 4+ cm.	334695	3893142
190	One metal practice bomb (model M 85 or M38A2) or metal parachute flare fragment (M8A1/M24).	334929	3892998
191	One metal bomb fin.	335179	3893033
192	One metal cone (not nose cone).	334876	3892803
193	One metal flare fuze (M111).	335307	3892905
194	One white chert interior retouched flake, 4+ cm.	335307	3892725
195	One white and gray chert interior flake, 2 cm to 4 cm.	334488	3892721
196	One metal lard bucket embossed with "CANCO" (1930 to 1940).	333792	3892644
197	Metal practice bomb fragment, model M 85 or M38A2.	334182	3892540
198	One white chert flake, 4+ cm.	334454	3892736
199	Metal parachute flare (M8A1 or M24) fragments consisting of a metal body, metal coil wiring, and sensor.	334399	3892686
200	Nine pieces of clear glass.	334239	3892634
201	One black-on-red sherd with quartz temper.	334126	3892596
202	Number Not Used.		
203	One metal M1A1 initiator disk.	334728	3892402
204	One metal M1A1 initiator disk.	334903	3892184
205	One piece of metal shrapnel.	336859	3892530
206	One white chert flake, 2 cm to 4 cm.	336932	3891683
207	Number Not Used.		
208	One metal can embossed with "CANCO" (1930 to 1940).	337313	3888953
209	One metal bomb fin.	337182	3888680
210	Number Not Used.		

Previously Recorded Sites

LA 27591

Land Ownership: Private
Legal Description: T 11 N, R 1 E, Section 24: SE SE SE
UTM coordinates: Zone 13, E 337800, N 3893259 (NAD 83)

This site was previously recorded by the Center for Anthropological Studies (CAS) in 1980 (Rodgers 1980). TEC personnel revisited the site area on September 4, 2002 and on April 28, 2004, but did not relocate the site on either occasion. The site as recorded in 1980 consisted of a prehistoric artifact scatter and rock alignments that were interpreted as agricultural features.

The site location is plotted between Paseo del Volcan Road on the east, and the east landing strip at Double Eagle II Airport on the west, on a sloping hill covered with basalt cobbles.

At the time of the site's initial recordation, 12 rock alignments, including eight contour terraces and four diversion walls, were interpreted as water-control devices. CAS conducted test excavations in 1980 of the terraces to determine soil depth and to collect soil and pollen samples. These excavations indicated that sediment depth was shallow (3 to 8 cm) in the garden plots formed by the terraces and diversion walls, and that the sediments overlay a solid basalt substrate. Although no artifacts were observed on the surface or recovered in the test excavations, an Anasazi Pueblo IV period (A.D. 1325–1400) cultural/temporal affiliation was assigned to the site on the basis of a nearby "pot drop" of 14 sherds that was recorded as an IO. The sherds, typed as Agua Fria Glaze-on-red, were found within 70 m of the site boundary and were thought to be associated with the site on the basis of the "extreme paucity" of ceramics in the area (Rodgers 1980). The results of any analyses conducted on the soil and pollen samples collected in 1980 were not included in the project report, nor do they appear in the LA Site Record information available at ARMS.

During TEC's revisits to the recorded site location the sherds were not relocated and only naturally occurring basalt rock outcrops were observed in the area. TEC attempted to relocate the site by surveying an area of approximately 100 m by 100 m surrounded the recorded location, using both NAD 27 and NAD 83 UTM coordinates, with the aid of a Trimble GeoXT GPS receiver. Significant ground disturbance was observed in the site vicinity. Bulldozer push piles of sediments and basalt boulders are present from the site coordinates west to Paseo del Volcan.

NRHP Evaluation

A determination of eligibility regarding this site has not been made by the New Mexico SHPO. Because the site could not be relocated and evaluated, the eligibility of LA 27591 for inclusion in the NRHP is recommended as undetermined.

LA 27592

Land Status: Private
Legal Description: T 11 N, R 1 E, Section 34: SE NE SW
UTM coordinates: Zone 13, E 333590, N 3889654 (NAD 83)

This site (Figure 6) was previously recorded by CAS in 1980 (Rodgers 1980). The site is located on a low ridgetop to the southwest of the Double Eagle II Airport and consists of a widely dispersed, low-density prehistoric and historic artifact scatter. TEC personnel revisited the site on February 7, 2002. Alluvial soils at the site support an understory of grasses and low shrubs that partially obscure surface visibility. Grass pedestalling indicates wind erosion and moderate bioturbation was also observed across the site.

The original site recording included test excavations and collection of all surficial and excavated artifacts. Artifacts were recovered from 105 different grid squares, each measuring 3 m by 3 m.

Exact location of identified resources is not disclosed to protect resource integrity.

The assemblage documented included 411 lithic artifacts, the majority of which were flaked-stone debitage and cores, consistent with a core-reduction and tool-manufacturing site. Only three tools were recorded—a hammerstone and two utilized side scrapers. No diagnostic artifacts were recorded and test excavations revealed no features (Rodgers 1980).

During the site revisit in 2002 TEC personnel observed 10 flaked-stone artifacts within the area of the previous site location, all of which were analyzed in the field. The assemblage includes two biface-thinning flakes, four indeterminate flakes, three pieces of angular debris, and one projectile point base (illustrated in Appendix A, Figure A.1). Materials represented include chalcedony with black inclusions, white chert, chalcedony, and gray obsidian. Based on the projectile point style, which appears to be San Jose, the prehistoric component of the site dates to the Archaic period, between approximately 3300 and 1800 B.C. Two historic artifacts observed appear to be related to the use of the area for WWII bombing practice. These include a circular metal cap with a cylindrical extension and a cylindrical metal object with 10 76-cm- (30-in) long metal rods protruding from the bottom plate; a coiled wire with metal housing is associated with the latter object. An Anglo/Euro-American NM Statehood-WWII (1941 to 1945) component is also assigned to the site, based on these artifacts.

NRHP Eligibility

A determination of eligibility regarding this site has not been made by the New Mexico SHPO. The report and site records from the 1980 investigation of the site do not include information regarding the vertical provenience of the collected artifacts, nor any general discussion of the depth of cultural deposits on the site. There is also no discussion regarding grid unit placement, such as whether any grid units beyond the observed surface scatter were excavated, and if so whether any subsurface artifacts were recovered from these units. Thus, it is not possible to assess the horizontal or vertical extent of the site on the basis of the 1980 testing. No features were observed during the 1980 testing, nor observed during TEC's site revisit, and most of artifacts on the site have probably been collected. However, despite the goal of complete collection of the surficial (and excavated) artifacts during the 1980 testing, additional artifacts were observed on the site in 2002—including a diagnostic projectile point base. These artifacts may have been exposed during the interim through aeolian erosion. This suggests additional subsurface cultural deposits may be present on the site. Although all observed surface artifacts have been recorded, further investigation is needed to assess whether additional buried cultural deposits are present that may provide additional important information. Therefore, the eligibility of LA 27592 for inclusion in the NRHP is recommended as undetermined.

LA 45282

Land Ownership: Private
Legal Description: T 10 N, R 1 E, Section 1: SE SE SE
UTM coordinates: Zone 13, E 337516, N 3888464 (NAD 83)

This prehistoric and historic site (Figure 7) was recorded by Scientific Archeological Services (SAS) in 1983 (Rodgers 1983). The site is located to the east of Paseo del Volcan, between a double fence line, oriented east to west, and a basalt outcrop cliff edge to the north. Alluvial and

Exact location of identified resources is not disclosed to protect resource integrity.

aeolian deposits support a sparse understory of grasses and low shrubs. TEC personnel revisited the site on April 16, 2002 and on April 29, 2004.

At the time of the site's initial recordation, it consisted of a rockshelter, prehistoric and historic petroglyphs, boulder metates, a scatter of prehistoric and historic artifacts, and historic rock alignment features that were thought to be sheep corrals. The prehistoric assemblage numbered in the hundreds and included diagnostic ceramics, flaked-stone debitage, and "boulder metates." All diagnostic surface artifacts were collected in 1983. Based on the presence of a Corona Plain sherd, the prehistoric component of the site was assigned an Anasazi Pueblo IV (A.D. 1300 and 1600) cultural/temporal affiliation. A historic artifact scatter consisting of soldered and crimped tin cans was dated between the 1890s and the 1920s. Unidentified rock alignments were observed and interpreted as sheep corral features related to the historic artifact scatter.

At the time of TEC's revisit in 2004, erosion, grazing, trash dumping, and vandalism had heavily impacted the site. No prehistoric artifacts were observed on the site's surface but several prehistoric features, historic features, and a scatter of historic artifacts were documented.

The observed artifact assemblage consists of hundreds of fragments of clear and brown glass, and hundreds of crushed cans and can fragments.

Features 1, 2, and 6 through 9 are prehistoric petroglyphs, while Feature 5 is an historic petroglyph. Sketches and dimensions of these features are provided in Figure A.2. Some designs have been scratched off the surface, some are damaged by gunshot, and some recent carvings are also present.

Feature 3 is a hearth, which appears to be historic and associated with Feature 4 (described below). The hearth consists of an oval alignment of approximately 75 basalt cobles, which measures 18 ft N/S by 12.5 ft E/W. No sediment staining or charcoal was observed on the surface of the feature.

Feature 4 is an L-shaped historic rock alignment that may have been used as a sheep corral.

Feature 10 is a bedrock mortar, consisting of a trough-shaped depression in a basalt boulder. The mortar measures 75 cm long by 40 cm wide and is 3 to 5 cm deep.

NRHP Eligibility

A determination of eligibility regarding this site has not been made by the New Mexico SHPO. Although the observed surface assemblage and features have been recorded buried cultural deposits are likely present on the site, given the loose aeolian sediments on the site and the fact that prehistoric artifacts were observed previously but not during the current investigation. The site has the potential to yield further important information and is recommended eligible to the NRHP under Criterion D.

LA 71199 (Volcano Ranch)

Land Status: Private
Legal Description: T 11 N, R 1 E, Section 26: SE NE SE; Section 25: SW NW SW
UTM coordinates: Zone 13: E 336165, N 3891228 (NAD 83)

This prehistoric and historic site (Figure 8) was recorded by CAS in 1981 (Rodgers 1981). The site is located on a flat plain to the west of the airport offices and hangars at Double Eagle Airport, approximately 150 m northwest of the southwest/northeast-oriented landing strip. It is situated on alluvial and aeolian deposits that support an understory of grasses and low shrubs that partially obscure surface visibility. TEC personnel revisited the site on April 16, 2002 and on April 29, 2004.

At the time of the site's initial recordation, it consisted of several historic features and an artifact scatter representing the remains of the Volcano Ranch, which was a cattle ranch owned and operated by the Frank Bond family during the late 1940s and 1950s, and a multicomponent prehistoric artifact scatter that included groundstone tools and lithic debitage (Rodgers 1981).

The prehistoric components of the site were assigned Unspecific Archaic (5,500 B.C.–A.D. 900) and Anasazi Pueblo III period (A.D. 1100–1300) cultural/temporal affiliations based on two artifacts that were collected—an exhausted core of chalcedony and a mano that showed grinding wear suggesting use in a small trough metate. TEC personnel observed only a single prehistoric artifact—a piece of angular debris of locally available Rio Grande chalcedony—during the 2002 recording of the site; this artifact was not relocated in 2004. Loose aeolian deposits across the site may obscure other prehistoric artifacts that were not collected in 1981.

The historic component in 1981 consisted of a "sparse" artifact scatter and seven defined features straddling an east/west-oriented road, including: (1) a railroad boxcar used to store feed, surrounded by an amorphous shaped cattle-feeding area littered with salt licks; (2) a barbed-wire enclosure that was interpreted as marking the primary area of domestic activity on the ranch; (3) a small, two-room tin house located within Feature 2; (4) a metal water tank located within the westernmost of three corral complexes of wooden/wire fences; (5) a cement water box; (6) a large water cistern; and (7) a capped water well that was pumped by a "250 DC 'Straight Lift Jack' of the JENSEN BROS. MANUFACTURING CO., COFFEYVILLE, KANSAS, USA. Features 5 through 7 were located within a central corral complex. A third corral complex was identified on the easternmost part of the site but no features were defined within this complex, although it was noted that there was an interesting cattle chute within the complex that was lined with small basalt boulders, apparently to reduce the speed of cattle. Rodgers (1981) also noted that the tin house recorded (Feature 3) was not the ranch house of the Bond family. He indicated that Frank Bond stated that a house trailer was the only living area at the ranch but that it had been destroyed by fire. The location of the trailer is unknown but was likely within the barbed-wire enclosure (Feature 2) mentioned above (Rodgers 1981).

Twelve historic artifacts were collected in 1981, including two horseshoes, a 20-penny spiral nail, an 8-inch railroad spike, a stainless tablespoon, a modern (post-1866) .30-.30 caliber cartridge, an undated New Mexico license plate, a broken jar base, three whole bottles, and a

Exact location of identified resources is not disclosed to protect resource integrity.

cement practice bomb related to World War II bombing practice in the area, which was probably brought to the ranch from another location.

At the time of TEC's revisits in 2002 and 2004, the historic artifact scatter consisted of a low-density scatter of hundreds of metal and aluminum-top cans; and clear, brown, green, and sun-colored amethyst glass fragments. Several features have been removed from the site since the 1981 recordation, including the railroad boxcar (Feature 1), a barbed wire enclosure (Feature 2), the tin house (Feature 3), the metal water tank (Feature 4), the water cistern (Feature 6), and the tin shed that housed the capped water well (Feature 7). The third corral complex that was not defined as a feature previously has also been removed from the site. Features that were observed during TEC's recordation of the site include the pump jack (Feature 7, described above) and a cement box (Feature 5, described above) measuring 4 ft wide by 4 ft long by 2 ft high (1.2 m by 1.2 m by 0.6 m). Although Features 4 and 6 have been removed from the site, evidence of their locations are still observed by a 3.7-m (12-ft) diameter cement slab (Feature 4, described above) with a rusted metal perimeter measuring 12 ft (3.7 m) in diameter, and a graveled area (Feature 6, described above) 40 ft (12.2 m) in diameter with metal shafts located along its perimeter.

The site exhibits some wind and water erosion and minor bioturbation. A northeast/southwest-oriented dirt road runs through the northwest portion of the site that was not observed during the 1981 recordation, an east/west-oriented dirt road bisects the site, and a modern aircraft runway lies approximately 500 ft east of the site.

NRHP Eligibility

A determination of eligibility regarding this site has not been made by the New Mexico SHPO. Although two prehistoric and 12 historic diagnostic artifacts were previously collected, a much larger artifact assemblage was observed in 1983 than during the current investigation and additional cultural materials are likely obscured by the loose aeolian deposits across the site and within the features. Therefore, TEC recommends the site eligible for inclusion in the NRHP under Criterion D.

LA 103036

Land Ownership: Private
Legal Description: T 11 N, R 1 E, Section 24: NE NE SW
UTM coordinates: Zone 13, E 337030, N 3892850 (NAD 83)

This site is situated on a plain to the north of Double Eagle II Airport and that supports an understory of grasses and sagebrush (Figure 9). The site was first recorded by Cibola Research Consultants in 1995, and consists of a WWII bombing target and bomb craters with a scatter of bomb shrapnel. TEC personnel revisited the site on November 4, 2002 and again on April 28, 2004. Live bombs were dropped on this site and there is a possibility that unexploded ordnance is present in the site area (Michael Marshall, personal communication 2004; U. S. Army Public Information Retrieval System 1994). The site has been impacted by wind and water erosion, revegetation of the bulldozed target feature, and bioturbation.

Exact location of identified resources is not disclosed to protect resource integrity.

During the 1995 site visit a cross-shaped target with a central bull's-eye was observed and mapped, with the aid of aerial photographs (Michael Marshall, personal communication 2004). The target appeared to be formed by bulldozing to expose a caliche soil layer, and each arm of the cross measured approximately 1000 ft (300 m) in length.

During the site revisits by TEC in 2002 and 2004 a scatter of hundreds of pieces of shrapnel was observed and the north/south-oriented arm of the target cross was visible. This arm measured approximately 6 ft by 1000 ft (1.8 m by 305 m) and was mapped as Feature 1 on the site. The east/west-oriented arm of the cross was not discernable on the ground, and may have eroded away due to its location in a lowland where subsequent plant regrowth occurred.

The 12 bomb craters (Features 2 through 13) average approximately 15 ft (4.6 m) in diameter by 1 ft (30.5 cm) deep. The smallest crater (Feature 3) measures 12 ft (3.7 m) in diameter by 6 inches (15.2 cm) deep. The largest crater (Feature 13) measures 20 ft (6.1 m) in diameter by 1.5 ft (45.7 cm) deep.

Seven objects of unknown function were observed across the site. It is unclear whether they are of historic age. These objects are not mentioned in reports of previous research in the site vicinity. They consist of four saw-cut timbers measuring approximately 3 inches (7.6 cm) in diameter by 5 ft (1.5 m) high, which support three strands of barbed wire to create an enclosure measuring 9.5 ft (2.9 m) by 6 ft (1.8 m). In some instances additional timbers lie on the ground along the enclosure perimeter. Inside each enclosure is a 5.5 ft (1.7 m) diameter iron hoop fastened to the ground by three iron loops approximately 1/8 inch (0.3 cm) thick. In some instances the metal hoop is covered by a wood box constructed of machine-cut boards. A similarly constructed wood lid lies on top of the box with sheet metal nailed over the wood. The wood box measures approximately 6 ft (1.8 m) long by 6 ft (1.8 m) wide by 6 inches (15 cm) deep.

A concrete pad of unknown function was observed in the northeast portion of the site. It measures 18 inches (45.7 cm) by 17 inches (43.2 cm), and has groove measuring ¾ inch (1.9 cm) by 2 inch (5 cm) in its center.

NRHP Eligibility

No determination of eligibility has been made by the New Mexico SHPO regarding this site. Although part of the target is no longer visible at ground level the site remains at least 50 percent intact and additional areas of the target feature, as well as additional bomb craters, are likely still discernable from the air. The site retains the potential to contribute further information regarding WW II bombing target facilities and is, therefore, recommended as eligible for the NRHP under Criterion D. The site is also significant because of its association with bombardier training at the beginning of WW II and with the development of the military and civilian aerospace industry in the area. Therefore, TEC also recommends LA 103054 eligible under Criterion A.

LA 103054

Land Ownership: Private
Legal Description: T 11 N, R 1 E, Section 22: NW NW NW
UTM Coordinates: Zone 13, E 333221, N 3893841 (NAD 83)

This historic site (Figure 10) was first recorded in 1993 by Cibola Research Consultants and again in 2001 by SWCA, Inc., Environmental Consultants (SWCA). The site is located on a low rise in an open plain with semistabilized dunes and an understory of grasses, sand sage, narrowleaf yucca, and snakeweed. The site is the remains of a large WWII bombing practice target.

At the time of the 2001 site visit by SWCA the site consisted of a scatter of practice bomb fragments and other metal artifacts and lumber scraps, associated with two wooden post features and a few indistinct earth-berm alignments (Phillips 2001). Marshall (1995) notes that the site is one of 27 targets created in late 1941 and early 1942 for use by the Bombardier Training School. Pilots from the Albuquerque Army Air Base (later to become Kirtland Field and then Kirtland Air Force Base) used this target. The target consisted of a grid pattern that was made by bulldozing alignments of earth. The grid was made to resemble and oil refinery installation (Phil Young, personal communication 2004). The grid extended over a large area approximately 2500 ft E/W by 2000 ft N/S, as seen on historic maps and aerial imagery, and depicted in Phillips (2001). Both Marshall (1995) and Phillips (2001) noted that the grid alignments have been obscured by aeolian processes and revegetation and are difficult to observe at ground level. Phillips (2001) observed that only a few partial alignments could be seen on the ground and that about 90 percent of the alignments are invisible; the remaining alignments are indistinct and can only be discerned through aerial photography. The site dimensions at that time were recorded as only 22 m by 23 m.

TEC personnel revisited the site on March 23, 2004 and found the site to be in a similar condition to that recorded in 2001. One of the wooden post features was relocated, approximately 100 ft (30 m) east of the Shooting Range State Park boundary fence, as well as a scatter of indeterminate metal fragments, which extends an additional 80 ft (24 m) to the east of the wooden post. Approximately 20 metal fragements were observed; most of the larger fragments were in a small cache along the boundary fence. No distinct grid alignments could be seen on the ground. The wooden post feature and the scatter of artifacts are situated on a low rise which appears to be a natural feature (see Figure 10).

NRHP Eligibility

LA 103054 was recommended ineligible for inclusion in the NRHP following the 2001 recording of the site, because of the loss of the site's physical integrity. Phillips (2001) argued that the site's information potential is now contained almost exclusively in historic records and in aerial imagery, rather than in the site itself. The site was determined eligible under Criterion D by the New Mexico SHPO (HPD Log No. 62802), however, because it was designed specifically to be seen from the air and the grid alignments can still be observed through aerial and satellite imagery (Phil Young, personal communication 2004). The site is also significant because of its

Exact location of identified resources is not disclosed to protect resource integrity.

association with bombardier training at the beginning of WW II and with the development of the military and civilian aerospace industry in the region. Therefore, TEC also recommends LA 103054 eligible under Criterion A.

LA 134644

Land Status: Private
Legal Description: T 11 N, R 1 E, Section 25: SE SE NE
UTM coordinates: Zone 13, E 337741, N 3893147

This site (Figure 11) was recorded by Huckell (2002) during a survey conducted to better understand Paleoindian settlement and land use of the West Mesa. The site is situated on a flat plain on the margin of an enclosed basin and consists of a surface scatter of flaked-stone debitage that clusters fairly densely in an area approximately 10 m by 10 m (33 ft by 33 ft). Alluvial and Aeolian sediments at the site support an understory of grasses and low shrubs that partially obscure surface visibility. TEC personnel revisited the site on April 9, 2002.

The site is in good to excellent condition and has not changed significantly since its original recordation by Huckell (2002). All observed artifacts were analyzed in the field during the current site visit. The assemblage consists of 32 pieces of debitage, including four biface-thinning flakes, six core-reduction flakes, and 22 pieces of angular debris. Most of the debitage is of San Andres Correo white chert and a yellow/brown chert. A few flakes of petrified wood, reddish-brown spotted chert, and chalcedony material were also observed. A Folsom point channel flake of petrified wood was collected by Huckell in 2002. On the basis of this artifact Huckell assigned the site to the Folsom culture of the Paleoindian period, dating between approximately 9000 and 8000 B.C. The possibility of buried cultural deposits is likely on the site because most of the debitage exposed on the surface is concentrated in small areas of deflation. The site's location in an enclosed basin would also serve to contain and potentially bury artifacts.

NRHP Evaluation

No determination of eligibility has been made regarding this site by the New Mexico SHPO. Huckell (2002) recommended that the site retains further research potential and is eligible to the NRHP under Criterion D. The presence of densely clustered artifacts and the likely potential for buried cultural deposits indicate that the site retains the potential to provide further information as to Paleoindian lifeways, and TEC concurs with Huckell's recommendation.

Exact location of identified resources is not disclosed to protect resource integrity.

Newly Recorded Sites

LA 144336 (TEC 69-1)

Land Ownership: Private
Legal Description: T 11 N, R 1 E, Section 34: NE SW NW
UTM coordinates: Zone 13, E 333265, N 3890110 (NAD 83)

This site (Figure 12) is situated on the north end and slope of a low rise that overlooks a large enclosed basin where the Albuquerque Soil Amendment Facility is currently located. The site consists of a moderately dense prehistoric artifact scatter and a low-density historic artifact scatter. Alluvial sediments support an understory of grasses, low shrubs, and prickly pear cactus. The site appears to be largely intact with some evidence of water and wind erosion.

The prehistoric component is fairly densely concentrated at the north end of the site and consists of 30 pieces of flaked-stone debitage, two of which are heat-treated, as well as a chert core and tested cobble. The debitage includes 15 indeterminate flakes (nine cortical and six noncortical), one biface-thinning flake, and 11 pieces of angular debris. The majority of the lithic material is locally available Rio Grande chalcedony.

Two black-on-red glazeware ceramic sherds, which are probably Glaze A types, were also observed, suggesting an Anasazi Pueblo IV (A.D. 1325–1400) cultural/temporal affiliation for the prehistoric component of the site.

The historic component consists of 10 artifacts and includes a lid from a lard bucket ("THOMAS J. BIGGER PACKER/CHOICE LEAF LARD/KANSAS CITY MO."), a lard bucket embossed with "CANCO," and an indeterminate can lid embossed with "Estab. 119," two metal rods, an M1A1 initiator disk, three pieces of miscellaneous metal debris, and a metal cup with a handle. Based on the CANCO lard bucket and the initiator disk, an Anglo/Euroamerican or Hispanic NM Statehood-WWII (A.D. 1930–1945) cultural/temporal affiliation is assigned to the historic component of the site.

NRHP Eligibility

This site contains diagnostic artifacts and the fairly dense concentration of prehistoric artifacts suggests that the site retains good integrity. Although all observed surface artifacts were recorded there is good potential for buried cultural materials in the loose aeolian sediments present on the site. Further investigation, such as limited testing, is necessary to determine whether the site retains additional important information; therefore, the eligibility of the site to the NRHP is recommended as undetermined.

Exact location of identified resources is not disclosed to protect resource integrity.

LA 144337 (TEC 69-2)

Land Ownership: Private
Legal Description: T 11 N, R 1 E, Section 23: SE SE SW
UTM coordinates: Zone 13, E 335320, N 3892352 (NAD 83)

This historic artifact scatter (Figure 13) is located to the northwest of the Double Eagle II Airport facility and is situated on a flat plain that slopes gradually to the east. Alluvial and aeolian deposits support an understory of grasses, low shrubs, and prickly pear cactus. The site exhibits some wind erosion but retains good integrity, as evidenced by the dense artifact concentration. Two adjacent dirt roads are located to the north and southeast of the site.

All observed artifacts (n=183) were recorded. The artifact assemblage consists of cans (n=32), bottles and jars (n=5), glass shards (n=77), ceramics (n=9), and miscellaneous items (n=60). The historic can assemblage includes eight upright-hinged (3- and 5-pin hinges) tobacco tins (1907 to 1948), 15 sanitary can fragments, two friction lids (one embossed with "To open insert coin under edge of cover and twist"), three indeterminate lids, one sanitary can, two rectangular tobacco tin lids, and one crushed vent-hole can. Bottles and jars present include one clear glass medicine bottle (with a metal cap and cubic centimeter measurements marked along the side), two aqua glass bottles that read "DR. J.H. McLEAN'S VOLCANIC OIL LINIMENT" (ca. 1871 to 1918 [www.rdhinstl.com/mm/rs170.htm]), one 10 oz. clear glass bottle with a spout, and one clear glass decorative bottle with a small handle embossed with "ONE PINT." The glass shard assemblage includes 60 pieces of clear glass, one piece of green glass, one piece of sun-colored amethyst glass, 12 pieces of clear flat window glass, one clear glass bottle base that reads "MG" (1930 to 1961), one clear glass bottle neck (English ring, deep lip, or packer neck finish), and one clear glass bottle base with an Anchor Hocking maker's mark (1920 to 1964). The ceramic assemblage includes three whiteware teacup fragments, four pieces of earthenware with a brown slip, one piece of earthen ware that reads "PATD APLD FOR," and one whiteware cup. Miscellaneous items present include a metal shoehorn, five jar lids ("Kerr/Pat'd" [1940 to present]), an eyeglass container, an iron skillet, a metal plate, a glass light bulb fragment, 46 leather shoe sole fragments, a metal belt buckle, an indeterminate metal object, and two fragments of wood. Diagnostic glass fragments and tin cans suggest an Anglo/Euroamerican or Hispanic U.S. Territorial to NM Statehood-WWII (1880–1945) cultural and temporal affiliation for the site.

Some artifacts were observed partially buried up to approximately 3 cm deep in the loose aeolian deposits on the site.

NRHP Eligibility

This densely concentrated historic artifact scatter contains a large, diverse assemblage, with many diagnostic artifacts. The site retains good integrity, and additional cultural materials may be buried in the loose aeolian deposits on the site, as evidenced by partially buried artifacts. While the site could be a secondary trash deposit, the size and diversity of the assemblage and the likelihood of additional buried cultural deposits suggest the site has the potential to yield

Exact location of identified resources is not disclosed to protect resource integrity.

further important information and is, therefore, recommended as eligible to the NRHP under Criterion D.

LA 144338 (TEC 69-3)

Land Ownership: Private
Legal Description: T 11 N, R 1 E, Section 26: NE SW SW
UTM coordinates: Zone 13, E 334773, N 3891030 (NAD 83)

This densely concentrated historic artifact scatter (Figure 14) is located to the west of the Double Eagle II Airport facility, and is situated on a gentle, eastward-sloping plain next to, and partially within, an overgrown two-track road. Aeolian deposits support an understory of grasses, low shrubs, and prickly pear cactus. The site exhibits some bioturbation, but retains fair to good integrity.

All observed artifacts (n=96) were recorded. The artifacts were mostly lying within an area measuring 10 ft by 10 ft (3 m by 3 m). The artifact assemblage includes a paint-type friction lid, 12 sanitary cans (five crushed), 11 vent-hole cans (six crushed) embossed with "PUNCH HERE" (Simonis Type 18—1935 to 1945 [Simonis 1998]), an indeterminate rectangular can with a threaded cap, six vent-hole cans (possible Simonis Type 19 [1930 to 1975]), a friction lid, a sanitary can embossed with "TOMAT," a paint-type can, a coffee can lid embossed with "REGULAR GRIND," an indeterminate can, three 40-weight oil cans, 25 vent-hole cans (Simonis Type 12 [1917 to 1929]), a shattered clear glass bottle with a possible Owens-Illinois maker's mark, a shattered clear glass bottle that was rectangular, a clear glass bottle with a threaded metal cap ("L.B./LAB. INC./HOLLYWOOD/CALIFORNIA" (possible Owen's-Illinois maker's mark), a shattered green glass bottle with "SQU" painted in red, 22 pieces of clear glass, one piece of brown glass, one piece of milk glass (1885 to present) with an intricate design, a metal rod, a metal car strut, and a thick piece of canvas. The diagnostic artifacts present suggest this site has an Anglo/Euroamerican or Hispanic NM Statehood to WWII (1917 to 1945) cultural and temporal affiliation.

NRHP Eligibility

Based on the concentrated nature of the artifacts, lack of assemblage diversity (most artifacts are cans) and its location along a road, this site likely represents a single-episode trash dump and not a camp or habitation site. However, the assemblage size is large and additional cultural materials are possible, given the loose aeolian deposits present on the site. Additional investigation is necessary to determine whether significant subsurface cultural deposits are present that could yield further important information; therefore, the eligibility of the site for nomination to the NRHP is recommended as undetermined.

Exact location of identified resources is not disclosed to protect resource integrity.

LA 144339 (TEC 69-6)

Land Ownership: Private
Legal Description: T 11 N, R 1 E, Section 23: SE SE SE
UTM coordinates: Zone 13, E 336082, N 3892384 (NAD 83)

This densely concentrated historic artifact scatter (Figure 15) is situated within and along both sides of an old two-track dirt road that trends northeast to southwest across a flat plain. The site is located along the western side of Paseo del Volcan near the Double Eagle II Airport parking lot. Aeolian deposits support an understory of grasses, desert shrub, and prickly pear cactus. The site is in fair condition, with the majority of artifacts having been broken into small pieces due to their location on and along the dirt road. Another dirt road runs roughly parallel to and about 45 m (148 ft) to the northwest of the first.

The artifact assemblage consists of 100 densely concentrated historic artifacts, all of which were analyzed in the field. The majority (n=74) are glass shards of sun-colored amethyst, aqua, cobalt blue, clear, brown, and green containers. One clear flat glass shard was also observed. Ceramics include 14 whiteware and two porcelain sherds. One mother-of-pearl button was recorded. The remainder of the assemblage is made up of metal artifacts including one ring nail, one hole-in-cap can, one bottle cap, three M1A1 initiator disks, and three fragments of heavy gauge metal that is likely WWII bombing practice debris. Based on the diagnostic glass colors and the hole-in-cap can, the site is probably a trash dump dating to the US Territorial or Statehood-WWII periods (A.D. 1880–1920), with an Anglo/Euroamerican or Hispanic cultural affiliation. A second component, dating to ca. 1941 to 1945, represented by the bombing-related metal artifacts, is also assigned to the site.

NRHP Eligibility

Based on the concentrated nature of the artifacts and its location along a road, this site likely represents a single-episode trash dump, with some later WWII bombing practice debris that is not temporally associated with the dump. However, the assemblage size is large and additional cultural materials are possible, given the loose aeolian deposits present on the site. Additional investigation is necessary to determine whether significant subsurface cultural deposits are present that could yield further important information; therefore, the eligibility of the site for nomination to the NRHP is recommended as undetermined.

Exact location of identified resources is not disclosed to protect resource integrity.

LA 144340 (TEC 69-10)

Land Ownership: Private
Legal Description: T 11 N, R 1 E, Section 25: SE NE SE
UTM coordinates: Zone 13, E 337676 N 3891243 (NAD 83)

The site consists of a low density, dispersed prehistoric and historic artifact scatter (Figure 16) and is situated among three areas of basalt outcroppings about 0.3 km (0.5 mi) west of the volcanoes. Aeolian deposits support an understory of grasses, desert shrub, and prickly pear cactus. The site retains fair integrity. A modern trash dump is located in the northeast portion of the site, and a modern dirt road runs north-south along the eastern side of the site where many shotgun shells and clay pigeons were observed.

The low-density prehistoric artifact scatter consists of a single sherd, and flaked-stone debitage (n=19) and three tools. Lithic materials are primarily locally available Rio Grande chalcedony, with some petrified wood, basalt, and white and tan chert. Some lithics are concentrated in a saddle between two basalt outcroppings in the northern portion of the site. Two projectile point fragments were recorded, including a possible Bajada or Jay point tip and a possible Bajada point stem (Figure A.3). These artifacts suggest an early to middle Archaic period (5500–3200 B.C.) cultural/temporal affiliation for the site. The third stone tool is a utilized fossil, possibly a shark tooth, with scraping wear on two edges (Figure A.4).

A second, Unspecified Anasazi component (A.D. 600–1600) is also suggested for the site, based on an indeterminate plain gray sherd with basalt temper that was identified in the north-central portion of the site.

Historic artifacts consist of two metal pails with wire handles, an upright tobacco tin with a three-pin hinge (1907–1948), and a piece of WWII-era bombing practice debris that appears to be a tail fin of a bomb. These artifacts suggest an Anglo/Euroamerican NM Statehood-WWII (1941–1945) cultural/temporal affiliation for the historic component.

NRHP Eligibility

Although all artifacts have been recorded in this low-density prehistoric and historic artifact scatter, diagnostic artifacts indicate the site represents at least three components and assemblage diversity suggests additional artifacts are likely buried in the loose sediments observed on the site. The site has the potential to contribute further important information and is recommended eligible to the NRHP under Criterion D.

Exact location of identified resources is not disclosed to protect resource integrity.

LA 144341 (TEC 69-11)

Land Ownership: Private
Legal Description: T 11 N, R 1 E, Section 23: SE NE NE
UTM coordinates: Zone 13, E 336148, N 3893634 (NAD 83)

This densely concentrated historic artifact scatter (Figure 17) is located to the northwest of the Double Eagle II Airport facility, situated on a flat plain that slopes gradually to the east. The site sits on a broad, shallow east-west trending wash. Alluvial deposits support an understory of grasses and desert shrub that partially obscure surface visibility. The site appears to be in fair to good condition, and erosion from the wash in which the site is located does not appear to have negatively affected it. No historic or modern dirt roads are associated with the site.

All observed artifacts (n=475) were recorded. Artifacts include 73 round oil cans that read "BY SINCLAIR CO (INC)/LIGHT MEDIUM/SAE/20&20/FILLED AND SEALED," one rectangular gas can with a threaded spout, two sanitary cans (one reads "CANCO" [ca. 1930–1940]), one miscellaneous oil can, an upright-hinged tobacco tin with a striker on the bottom, three indeterminate lids, a round threaded lid, a friction lid, two brown bottles with Anchor Hocking maker's marks (one dates from 1938 to present and one from 1915 to present), two clear glass bottles (one reads "HALF PINT LIQUID/ALBUQUERQUE INDIAN SCHOOL/REGISTERED"), a green 7-Up bottle, two brown glass alcohol pint bottles that read "FEDERAL LAW FORBIDS SALE OR RE-USE OF THIS BOTTLE," a green glass RC Cola bottle with a Duraglas maker's mark (1941 to 1963), a clear glass milk bottle that reads "CREAMLAND/ ALBUQUERQUE/FARM FRESH," two brown bottles with Duraglas maker's marks (1941 to 1963), two clear Ball canning jars, a green glass bottle with an Owen's-Illinois maker's mark (1929 to 1954), three clear glass bottles with Anchor Hocking maker's marks (two date from 1920 to 1964 and one dates from 1938 to present), two clear glass bottles, 275 pieces of clear glass, five pieces of green glass, one piece of clear glass with an Anchor Hocking maker's mark (1920 to 1964), 64 pieces of brown glass, a ring shank nail, four pieces of metal bombing debris, a partially buried metal pipe, three pieces of metal strapping, a M1A1 initiator disk, a housing that is bomb-related, eight fragments of wood, two glass light bulb fragments, eight fragments of canvas, and one glass vacuum tube that reads "USA." Several partially buried crushed cans were observed in the loose sediments present on the site.

Based on maker's marks on intact bottles and the presence of WWII bombing debris, the site is assigned an Anglo/Euroamerican or Hispanic NM Statehood-WWII period cultural/temporal affiliation (ca. 1930–1945). The presence of nails, wood, and canvas suggest that a temporary structure may have been located at the site, which may have served as a historic camp, possibly related to the military exercises that took place in the area during WWII. The site is located about 0.8 km (0.5 mi) north of a heavily used bombing practice area.

NRHP Eligibility

This densely concentrated historic artifact scatter contains a large, diverse assemblage including many diagnostic artifacts. Partially buried artifacts were observed and additional subsurface cultural deposits are likely in the loose sediments on the site. The site retains the potential to

Exact location of identified resources is not disclosed to protect resource integrity.

contribute further important information and is, therefore, recommended as eligible to the NRHP under Criterion D.

LA 144342 (TEC 69-13)

Land Ownership: Private
Legal Description: T 11 N, R 1 E, Section 34: NE NW SE
UTM coordinates: Zone 13, E 333987, N 3889810 (NAD 83)

This historic bombing practice site (Figure 18) is situated on a flat plain to the south of the City of Albuquerque Soil Amendment Facility, directly adjacent to the west side of the road leading south from the facility. Alluvial and aeolian deposits support an understory of grasses and shrubs, and prickly pear cactus. The site appears to be in good condition, with some effects of wind erosion evident. The site consists of two bomb craters and a low-density scatter of practice bombs, bomb fragments, and other historic artifacts.

All observed artifacts (n=33) were recorded. The artifact assemblage includes six crushed vent-hole cans, 10 sanitary cans, a green wine bottle, three pieces of clear glass, two pieces of earthenware, six metal bomb fins, an M1A1 initiator cap, a metal spring, a metal bomb casing, a metal bomb nose cone, and a metal bomb tail piece. While the cans, glass, and ceramics were all observed on the site surface, the bombing materials are nearly completely buried. The bombing-related artifacts suggest an Anglo/Euroamerican NM Statehood-WWII (1941–1945) cultural/temporal affiliation for the site.

Feature 1, located in the southern portion of the site, is a bomb crater that measures about 33 ft (10 m) in diameter and about 10 inches (25 cm) deep. A semi-circular alignment of vitrified sand was also observed with this feature.

Feature 2, located northwest of Feature 1, is also a bomb crater. It measures about 40 ft (12 m) in diameter and is about 8 inches (20 cm) deep. Some vitrified sand was observed.

Feature 3 is a vitrified sand concentration with an associated bomb crater located in the western portion of the site. The vitrified sand concentration measures 148 ft by 99 ft (45 m by 30 m) and the bomb crater measures about 50 ft (15 m) in diameter.

Feature 4, located in the northern portion of the site, is a vitrified sand concentration with an associated bomb crater. The vitrified sand concentration measures 230 ft by 33 ft (70 m by 10 m) and the associated bomb crater measures about 43 ft (13 m) in diameter and is about 8 inches (20 cm) deep.

NRHP Eligibility

Although the site surface has been fully recorded some artifacts are nearly completely buried and additional buried cultural deposits are likely in the loose sediments on the site. The site retains the potential to contribute further important information and is, therefore, recommended as eligible for the NRHP under Criterion D. The site is also significant because of its association

Exact location of identified resources is not disclosed to protect resource integrity.

with bombardier training at the beginning of WWII and with the development of the military and civilian aerospace industry in the area. Therefore, TEC also recommends LA 103054 eligible under Criterion A.

LA 144343 (TEC 69-14)

Land Ownership: Private
Legal Description: T 10 N, R 1 E, Section 3: SW SW SE
UTM coordinates: Zone 13, E 333789, N 3888458 (NAD 83)

This low-density historic artifact scatter (Figure 19) is situated on the eastern slope of a small hill directly adjacent to the north side of the Shooting Range State Park access road. Aeolian deposits support an understory of grasses and shrubs, narrow-leaf yucca, and prickly pear cactus. The site appears to be in fair condition, with some sediment erosion evident. Additional artifacts (vent-hole cans) were observed on the south side of the Shooting Range State Park access road, indicating that the site extends across the roadway and beyond the project area boundary onto private land. Permission to survey on this land was not obtained and only the portion of the site within the project area was recorded.

The historic artifact scatter consists of 47 artifacts, all of which were analyzed in the field. The assemblage includes 11 fragments of brown glass, 11 clear glass fragments, three sherds of a green-glazed earthenware, five sanitary cans, one friction can lid, five indeterminate can fragments, and 11 vent-hole cans that are Simonis Type 18 cans (with "Punch Here" embossed on the lid) dating between 1935 and 1945 (Simonis 1998). With the exception of two cans that are imbedded no more than 2 cm (0.8 in) in the loose sediment, all of the cans lie on the surface. Based on the presence of the diagnostic vent-hole cans, the site is assigned an Anglo/Euroamerican or Hispanic Statehood-WWII (1935–1945) cultural/temporal affiliation.

NRHP Eligibility

The site contains a low-density scatter of 47 historic artifacts, and likely represents a single-episode trash dump. Although all observed artifacts were documented the site extends onto private land to the south and this portion of the site could not be examined during the current investigation. The portion of the site within the project area is unlikely to yield additional important information; however, because part of the site could not be recorded and evaluated the eligibility of the site for inclusion in the NRHP is recommended as undetermined.

Exact location of identified resources is not disclosed to protect resource integrity.

MANAGEMENT RECOMMENDATIONS

Seven previously recorded sites, eight new sites and 179 IOs were identified and documented within the current survey area. Discussion of each site's eligibility for inclusion in the NRHP is provided in the previous section, following the detailed description of each site. Nine of the sites (LA 45282, LA 71199, LA 103036, LA 103054, LA 134644, LA 144337, and LA 144340–144342) are recommended eligible for inclusion in the National Register of Historic Places (NRHP). These sites should be avoided, if possible, by any future undertakings. The eligibility of the remaining six sites for inclusion in the NRHP is recommended as undetermined. Further investigation is necessary to evaluate the significance of five of these sites (LA 27592, LA 144336, LA 144338, LA 144339, LA 144343) and one site (LA 27591) could not be relocated and, therefore, could not be evaluated regarding NRHP eligibility. Until a recommendation can be made regarding these six sites they also should be managed as if they are eligible for inclusion in the NRHP.

Any future undertakings upon the lands covered by this survey and report should be reviewed by a professional archaeologist for their effects upon the cultural properties identified in this report. Those conclusions as to effect should be reviewed by all involved agencies and a report of the findings should be submitted to the New Mexico State Historic Preservation Officer for review and clearance.

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APPENDIX A: ILLUSTRATIONS

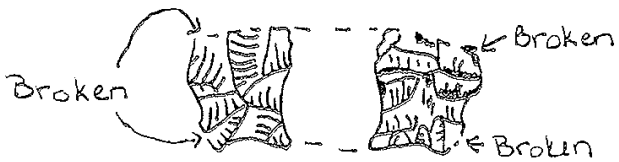


Figure A.1: LA 27592
San Jose Projectile Point Base

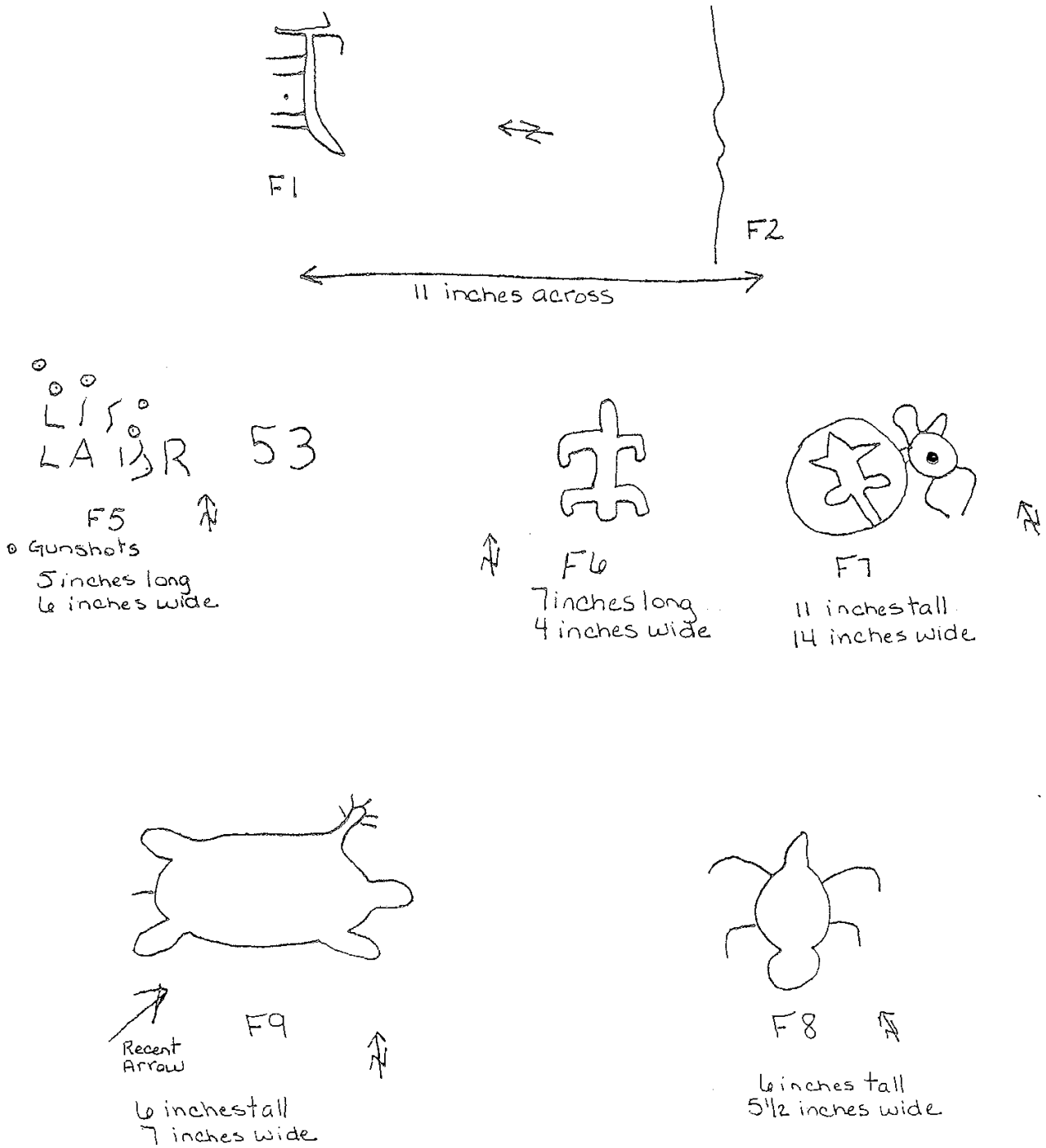
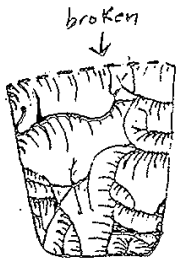


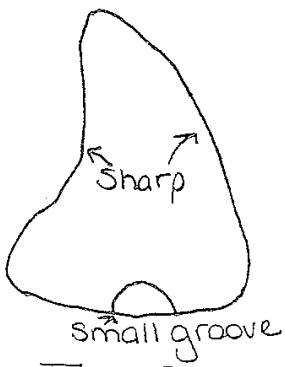
Figure A.2: LA 45282
(Features 1 through 9)



Tool 1
Possible Bajada or
Jay point tip.
48mm long (broken)
29 mm wide
8 mm thick

Tool 2
Possible Bajada
Point Stem.
29 mm long (broken)
25 mm wide
7 mm thick

Figure A.3: LA 144340
Tools 1 and 2



Scraping wear
on two edges

Tool 3
Utilized fossil
Possible shark tooth
46 mm long
36 mm wide
9 mm thick

Figure A.4: LA 144340
Tool 3

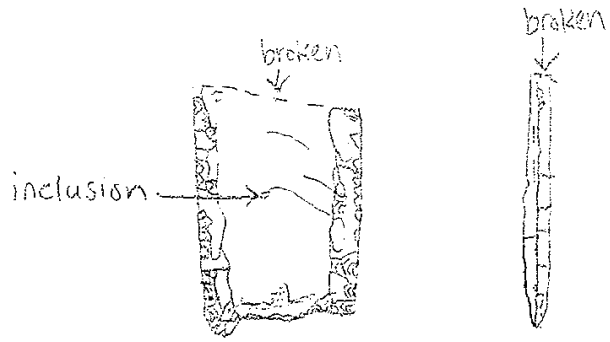


Figure A.5: IO 135

Folsom projectile point base

3.7 cm long (broken)
2.4 cm wide
0.4 cm thick

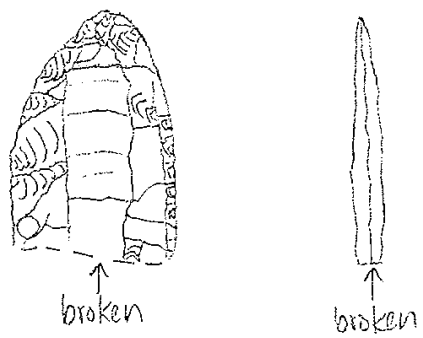


Figure A.6: IO 155

Folsom projectile point tip

3.7 cm long (broken)
2.5 cm wide
0.4 cm thick

Appendix J

AIR EMISSIONS INVENTORY REPORT

Appendix J
AIR EMISSIONS INVENTORY REPORT

As discussed in Chapter Four, an air emissions inventory summary was conducted to determine the level of emissions resulting from implementation of alternatives analyzed within this Environmental Assessment. This appendix includes assumptions used in calculating construction emissions for the emissions inventory.

Additionally, this appendix includes the summary tables from the Emission Dispersion Modeling System (EDMS) Version 5.0.1, NONROAD, and MOBILE6.2 emissions models.

Construction Assumptions

The number of vehicle days and type of equipment used for the emissions inventory for Alternative A and Alternative B are presented in **Tables J1** and **J2,** respectively. These assumptions are based on engineering estimates for construction of Alternative A and Alternative B. The estimated time to complete construction is 240 days for Alternative A and 180 days for Alternative B.

TABLE J1
Alternative A Construction Assumptions
Double Eagle II Airport

Equipment	Number	Days	Vehicle Days
Rubber Tire Loader	2	240	480
Paving Equipment	1	30	30
Roller	1	240	240
Tractors/Loaders/Backhoes	1	240	240
Excavator	1	60	60
Scraper	3	120	360
Grader	2	240	480
Paver	1	75	75
16 Cubic Yard Dump truck for base course (HDDV8a)	6	90	540
8 Cubic Yard Dump Truck for earthwork (HDDV6)	2	120	240
8 Cubic Yard dump truck for asphalt mix (HDDV6)	7	75	525
Water Truck (HDDV7)	1	240	240
Service Trucks (HDGV2B	8	240	1,920

Source: Molzen-Corbin, Coffman Associates analysis.

TABLE J2
Alternative B Construction Assumptions
Double Eagle II Airport

Equipment	Number	Days	Vehicle Days
Rubber Tire Loader	2	180	360
Paving Equipment	1	20	20
Roller	1	180	180
Tractors/Loaders/Backhoes	1	180	180
Excavator	1	60	60
Scraper	3	90	270
Grader	2	180	360
Paver	1	40	40
16 Cubic Yard Dump truck for base course (HDDV8a)	6	60	360
8 Cubic Yard Dump Truck for earthwork (HDDV6)	2	90	180
8 Cubic Yard dump truck for asphalt mix (HDDV6)	7	40	280
Water Truck (HDDV7)	1	180	180
Service Trucks (HDGV2B	8	180	1,440

Source: Molzen-Corbin, Coffman Associates analysis.

The results of the construction emissions calculations for Alternative A and Alternative B are presented in **Table J3** and **Table J4** respectively.

TABLE J3
Construction Emissions, Alternative A

	Emissions (in tons)					
Emission Source	**VOC**	**PM10**	**PM25**	**CO**	**NOX**	**SO2**
NONROAD	68.8	68.7	66.7	376.5	718.9	123.8
MOBILE6	0.6	0.0	0.0	9.3	0.8	0.0
Total	69.4	68.7	66.7	385.8	719.7	123.8

Source: Coffman Associates analysis. EPA NONROAD (2005), EPA MOBILE 6 (2002)

TABLE J4
Construction Emissions, Alternative B

	Emissions (in tons)					
Emission Source	**VOC**	**PM10**	**PM25**	**CO**	**NOX**	**SO2**
NONROAD	52.1	52.2	50.7	285.6	546.9	94.4
MOBILE6	0.4	0.0	0.0	6.2	0.6	0.0
Total	52.6	52.3	50.7	291.8	547.5	94.4

Source: Coffman Associates analysis. EPA NONROAD (2005), EPA MOBILE 6 (2002)

Output Reports

The following pages include the output reports from the EDMS, NONROAD, and MOBILE6.2 emissions models for the Double Eagle II Airport emissions inventory.

Emissions Inventory Summary

(Short Tons per Year)

Action - Double Eagle Ii 2008

Category	CO2	CO	THC	NMHC	VOC	TOG	NOx	SOx	PM-10	PM-2.5
Aircraft	3,653.838	1,108.108	46.664	41.416	39.735	46.156	2.731	1.496	0.009	0.009
GSE	N/A	1.238	N/A	0.095	0.101	0.106	0.763	0.025	0.023	0.022
APUs	N/A	0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Parking Facilities	N/A	0.683	N/A	0.083	0.084	0.089	0.066	0.000	0.001	0.001
Roadways	N/A	6.490	N/A	0.459	0.467	0.493	0.802	0.006	0.027	0.018
Stationary Sources	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Training Fires	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Grand Total	3,653.838	1,116.521	46.664	42.054	40.387	46.843	4.363	1.528	0.060	0.050

Emissions Inventory Summary

(Short Tons per Year)

Action - Double Eagle Ii 2010

Category	CO2	CO	THC	NMHC	VOC	TOG	NOx	SOx	PM-10	PM-2.5
Aircraft	6,565.422	1,386.359	79.224	76.739	74.602	82.357	5.944	2.689	0.368	0.368
GSE	N/A	19.595	N/A	0.741	0.772	0.848	3.015	0.064	0.092	0.088
APUs	N/A	0.015	0.000	0.000	0.000	0.000	0.003	0.000	0.000	0.000
Parking Facilities	N/A	0.768	N/A	0.087	0.088	0.093	0.069	0.000	0.002	0.001
Roadways	N/A	7.380	N/A	0.502	0.510	0.538	0.839	0.006	0.030	0.018
Stationary Sources	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Training Fires	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Grand Total	6,565.422	1,414.116	79.225	78.069	75.973	83.837	9.869	2.759	0.492	0.476

Emissions Inventory Summary

(Short Tons per Year)

Action - Double Eagle Ii 2015

Category	CO2	CO	THC	NMHC	VOC	TOG	NOx	SOx	PM-...	PM-...
Aircraft	9,908.693	1,699.396	120.179	121.848	119.213	128.315	9.130	4.058	1.029	1.029
GSE	N/A	30.269	N/A	1.028	1.070	1.182	3.194	0.098	0.101	0.096
APUs	N/A	0.136	0.002	0.003	0.003	0.003	0.023	0.004	0.004	0.004
Parking Facilities	N/A	0.768	N/A	0.074	0.075	0.079	0.050	0.000	0.002	0.001
Roadways	N/A	7.514	N/A	0.445	0.452	0.478	0.608	0.008	0.029	0.015
Stationary Sources	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Training Fires	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Grand Total	9,908.693	1,738.083	120.182	123.398	120.813	130.056	13.004	4.168	1.164	1.145

Emissions Inventory Summary

(Short Tons per Year)

No Action - Double Eagle Ii 2010

Category	CO2	CO	THC	NMHC	VOC	TOG	NOx	SOx	PM-10	PM-2.5
Aircraft	6,359.799	1,382.057	77.844	75.144	73.015	80.762	5.662	2.604	0.354	0.354
GSE	N/A	17.327	N/A	0.668	0.697	0.764	2.823	0.058	0.089	0.086
APUs	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Parking Facilities	N/A	0.763	N/A	0.087	0.088	0.093	0.069	0.000	0.002	0.001
Roadways	N/A	7.330	N/A	0.499	0.506	0.534	0.833	0.006	0.030	0.018
Stationary Sources	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Training Fires	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Grand Total	6,359.799	1,407.477	77.844	76.396	74.305	82.152	9.387	2.669	0.475	0.459

Emissions Inventory Summary

(Short Tons per Year)

No Action - Double Eagle Ii 2015

Category	CO2	CO	THC	NMHC	VOC	TOG	NOx	SOx	PM-...	PM-...
Aircraft	9,429.831	1,691.664	117.714	118.998	116.378	125.464	8.343	3.862	0.980	0.980
GSE	N/A	27.891	N/A	0.954	0.994	1.097	3.010	0.090	0.097	0.092
APUs	N/A	0.030	0.001	0.001	0.001	0.001	0.005	0.001	0.001	0.001
Parking Facilities	N/A	0.761	N/A	0.073	0.074	0.079	0.049	0.000	0.002	0.001
Roadways	N/A	7.446	N/A	0.441	0.448	0.474	0.602	0.008	0.028	0.015
Stationary Sources	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Training Fires	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Grand Total	9,429.831	1,727.792	117.715	120.467	117.894	127.114	12.009	3.961	1.108	1.089

Emission Totals by Equipment Type and Pollutant

Diesel **Tons/Day** **Bernalillo County**

Double Eagle II
2010 (AEG)

Typical weekday for August, 2010

Date of Model Run: Jan 15 15:48:19: 2009 Today's Date: 1/16/2009

Source Classification	Equipment Description	Exhaust VOC	Exhaust NOx	Exhaust CO	Exhaust PM25	Exhaust SO2	Exhaust CO2	Crankcase VOC	Diurnal VOC
CONSTRUCTION AND MINING EQUIPMENT									
	Bore/Drill Rigs	0.01	0.10	0.03	0.01	0.01	8.70	0.00	0.00
	Cement & Mortar Mixers	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.00
	Concrete/Industrial Saws	0.00	0.01	0.00	0.00	0.00	0.71	0.00	0.00
	Cranes	0.01	0.17	0.04	0.01	0.03	19.71	0.00	0.00
	Crawler Tractor/Dozers	0.04	0.66	0.29	0.05	0.12	86.08	0.00	0.00
	Crushing/Proc. Equipment	0.00	0.03	0.01	0.00	0.00	3.46	0.00	0.00
	Dumpers/Tenders	0.00	0.00	0.00	0.00	0.00	0.12	0.00	0.00
	Excavators	0.04	0.59	0.25	0.05	0.12	86.39	0.00	0.00
	Graders	0.01	0.15	0.06	0.01	0.03	21.49	0.00	0.00
	Off-Highway Tractors	0.01	0.09	0.04	0.01	0.01	9.32	0.00	0.00
	Off-highway Trucks	0.03	0.59	0.20	0.04	0.10	73.85	0.00	0.00
	Other Construction Equipment	0.01	0.08	0.04	0.01	0.01	8.86	0.00	0.00
	Pavers	0.01	0.06	0.03	0.01	0.01	8.51	0.00	0.00
	Paving Equipment	0.00	0.01	0.01	0.00	0.00	1.27	0.00	0.00
	Plate Compactors	0.00	0.00	0.00	0.00	0.00	0.23	0.00	0.00
	Rollers	0.01	0.16	0.09	0.02	0.03	21.31	0.00	0.00
	Rough Terrain Forklifts	0.02	0.22	0.14	0.02	0.04	27.63	0.00	0.00
	Rubber Tire Loaders	0.05	0.78	0.33	0.06	0.13	94.01	0.00	0.00

Emission Totals by Equipment Type and Pollutant

Diesel **Tons/Day** **Bernalillo County**

Double Eagle II
2010 (AEG)

Typical weekday for August, 2010

Date of Model Run: Jan 15 15:48:19: 2009 Today's Date: 1/16/2009

Source Classification	Equipment Description	Vapor Displacement VOC	Spillage VOC	Hot Soak VOC	Running Loss VOC	Tank Permeation VOC	Hose Permeation VOC	Total VOC
CONSTRUCTION AND MINING EQUIPMENT								
	Bore/Drill Rigs	0.00	0.00	0.00	0.00	0.00	0.00	0.01
	Cement & Mortar Mixers	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Concrete/Industrial Saws	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Cranes	0.00	0.00	0.00	0.00	0.00	0.00	0.01
	Crawler Tractor/Dozers	0.00	0.00	0.00	0.00	0.00	0.00	0.05
	Crushing/Proc. Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Dumpers/Tenders	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Excavators	0.00	0.00	0.00	0.00	0.00	0.00	0.04
	Graders	0.00	0.00	0.00	0.00	0.00	0.00	0.01
	Off-Highway Tractors	0.00	0.00	0.00	0.00	0.00	0.00	0.01
	Off-highway Trucks	0.00	0.00	0.00	0.00	0.00	0.00	0.03
	Other Construction Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.01
	Pavers	0.00	0.00	0.00	0.00	0.00	0.00	0.01
	Paving Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Plate Compactors	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Rollers	0.00	0.00	0.00	0.00	0.00	0.00	0.01
	Rough Terrain Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.02
	Rubber Tire Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.06

Source Classification	Equipment Description	Exhaust VOC	Exhaust NOx	Exhaust CO	Exhaust PM25	Exhaust SO2	Exhaust CO2	Crankcase VOC	Diurnal VOC
	Scrapers	0.01	0.18	0.08	0.01	0.03	23.15	0.00	0.00
	Signal Boards/Light Plants	0.00	0.02	0.01	0.00	0.00	2.35	0.00	0.00
	Skid Steer Loaders	0.10	0.37	0.44	0.07	0.05	39.03	0.00	0.00
	Surfacing Equipment	0.00	0.01	0.00	0.00	0.00	0.78	0.00	0.00
	Tampers/Rammers	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.00
	Tractors/Loaders/Backhoes	0.11	0.54	0.52	0.08	0.08	56.95	0.00	0.00
	Trenchers	0.01	0.08	0.05	0.01	0.01	10.12	0.00	0.00
Construction and Mining Equipment Totals:		**0.49**	**4.90**	**2.67**	**0.47**	**0.85**	**604.43**	**0.01**	**0.00**
Grand Totals:		**0.49**	**4.90**	**2.67**	**0.47**	**0.85**	**604.43**	**0.01**	**0.00**

Source Classification	Equipment Description	Vapor Displacement VOC	Spillage VOC	Hot Soak VOC	Running Loss VOC	Tank Permeation VOC	Hose Permeation VOC	Total VOC
	Scrapers	0.00	0.00	0.00	0.00	0.00	0.00	0.01
	Signal Boards/Light Plants	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Skid Steer Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.10
	Surfacing Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Tampers/Rammers	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Tractors/Loaders/Backhoes	0.00	0.00	0.00	0.00	0.00	0.00	0.11
	Trenchers	0.00	0.00	0.00	0.00	0.00	0.00	0.01
Construction and Mining Equipment Totals:		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**
Grand Totals:		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**

Emission Totals by Equipment Type and Pollutant

Diesel **Tons/Day** **Bernalillo County**

Double Eagle II
2010 (AEG)

Typical weekday for August, 2010

Date of Model Run: Jan 15 15:48:19: 2009 Today's Date: 1/16/2009

Source Classification	Equipment Description	Exhaust VOC	Exhaust NOx	Exhaust CO	Exhaust PM10	Exhaust SO2	Exhaust CO2	Crankcase VOC	Diurnal VOC
CONSTRUCTION AND MINING EQUIPMENT									
	Bore/Drill Rigs	0.01	0.10	0.03	0.01	0.01	8.70	0.00	0.00
	Cement & Mortar Mixers	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.00
	Concrete/Industrial Saws	0.00	0.01	0.00	0.00	0.00	0.71	0.00	0.00
	Cranes	0.01	0.17	0.04	0.01	0.03	19.71	0.00	0.00
	Crawler Tractor/Dozers	0.04	0.66	0.29	0.05	0.12	86.08	0.00	0.00
	Crushing/Proc. Equipment	0.00	0.03	0.01	0.00	0.00	3.46	0.00	0.00
	Dumpers/Tenders	0.00	0.00	0.00	0.00	0.00	0.12	0.00	0.00
	Excavators	0.04	0.59	0.25	0.05	0.12	86.39	0.00	0.00
	Graders	0.01	0.15	0.06	0.01	0.03	21.49	0.00	0.00
	Off-Highway Tractors	0.01	0.09	0.04	0.01	0.01	9.32	0.00	0.00
	Off-highway Trucks	0.03	0.59	0.20	0.04	0.10	73.85	0.00	0.00
	Other Construction Equipment	0.01	0.08	0.04	0.01	0.01	8.86	0.00	0.00
	Pavers	0.01	0.06	0.03	0.01	0.01	8.51	0.00	0.00
	Paving Equipment	0.00	0.01	0.01	0.00	0.00	1.27	0.00	0.00
	Plate Compactors	0.00	0.00	0.00	0.00	0.00	0.23	0.00	0.00
	Rollers	0.01	0.16	0.09	0.02	0.03	21.31	0.00	0.00
	Rough Terrain Forklifts	0.02	0.22	0.14	0.03	0.04	27.63	0.00	0.00
	Rubber Tire Loaders	0.05	0.78	0.33	0.06	0.13	94.01	0.00	0.00

Emission Totals by Equipment Type and Pollutant

Diesel **Tons/Day** **Bernalillo County**

Double Eagle II
2010 (AEG)

Typical weekday for August, 2010

Date of Model Run: Jan 15 15:48:19: 2009 Today's Date: 1/16/2009

Source Classification	Equipment Description	Vapor Displacement VOC	Spillage VOC	Hot Soak VOC	Running Loss VOC	Tank Permeation VOC	Hose Permeation VOC	Total VOC
CONSTRUCTION AND MINING EQUIPMENT								
	Bore/Drill Rigs	0.00	0.00	0.00	0.00	0.00	0.00	0.01
	Cement & Mortar Mixers	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Concrete/Industrial Saws	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Cranes	0.00	0.00	0.00	0.00	0.00	0.00	0.01
	Crawler Tractor/Dozers	0.00	0.00	0.00	0.00	0.00	0.00	0.05
	Crushing/Proc. Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Dumpers/Tenders	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Excavators	0.00	0.00	0.00	0.00	0.00	0.00	0.04
	Graders	0.00	0.00	0.00	0.00	0.00	0.00	0.01
	Off-Highway Tractors	0.00	0.00	0.00	0.00	0.00	0.00	0.01
	Off-highway Trucks	0.00	0.00	0.00	0.00	0.00	0.00	0.03
	Other Construction Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.01
	Pavers	0.00	0.00	0.00	0.00	0.00	0.00	0.01
	Paving Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Plate Compactors	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Rollers	0.00	0.00	0.00	0.00	0.00	0.00	0.01
	Rough Terrain Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.02
	Rubber Tire Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.06

Source Classification	Equipment Description	Exhaust VOC	Exhaust NOx	Exhaust CO	Exhaust PM10	Exhaust SO2	Exhaust CO2	Crankcase VOC	Diurnal VOC
	Scrapers	0.01	0.18	0.08	0.01	0.03	23.15	0.00	0.00
	Signal Boards/Light Plants	0.00	0.02	0.01	0.00	0.00	2.35	0.00	0.00
	Skid Steer Loaders	0.10	0.37	0.44	0.07	0.05	39.03	0.00	0.00
	Surfacing Equipment	0.00	0.01	0.00	0.00	0.00	0.78	0.00	0.00
	Tampers/Rammers	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.00
	Tractors/Loaders/Backhoes	0.11	0.54	0.52	0.09	0.08	56.95	0.00	0.00
	Trenchers	0.01	0.08	0.05	0.01	0.01	10.12	0.00	0.00
Construction and Mining Equipment Totals:		**0.49**	**4.90**	**2.67**	**0.48**	**0.85**	**604.43**	**0.01**	**0.00**
Grand Totals:		**0.49**	**4.90**	**2.67**	**0.48**	**0.85**	**604.43**	**0.01**	**0.00**

Source Classification	Equipment Description	Vapor Displacement VOC	Spillage VOC	Hot Soak VOC	Running Loss VOC	Tank Permeation VOC	Hose Permeation VOC	Total VOC
	Scrapers	0.00	0.00	0.00	0.00	0.00	0.00	0.01
	Signal Boards/Light Plants	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Skid Steer Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.10
	Surfacing Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Tampers/Rammers	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Tractors/Loaders/Backhoes	0.00	0.00	0.00	0.00	0.00	0.00	0.11
	Trenchers	0.00	0.00	0.00	0.00	0.00	0.00	0.01
Construction and Mining Equipment Totals:		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**
Grand Totals:		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**

```
*************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                            *
* Input file: AEG.IN (file 1, run 1).                                   *
*************************************************************************

* # # # # # # # # # # # # # # # # # # # # # # # # # #
* Scenario Title : Master Example Input Demonstration

* File 1, Run 1, Scenario 1.
* # # # # # # # # # # # # # # # # # # # # # # # # # #

                              Calendar Year:  2010
                                     Month:  July
               Gasoline Fuel Sulfur Content:   30. ppm
                 Diesel Fuel Sulfur Content:   15. ppm
                       Particle Size Cutoff:  2.50 Microns
                           Reformulated Gas:  Yes

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV
 LDDT      HDDV        MC   All Veh
               GVWR:                <6000     >6000     (All)
                          ------    ------    ------    ------    ------    ------
------    ------    ------    ------
   VMT Distribution:    0.3537    0.3860    0.1311              0.0361    0.0003
0.0019    0.0859    0.0050    1.0000

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-----------------------------------
 Composite Emission Factors (g/mi):
               Lead:    0.0000    0.0000    0.0000    0.0000    0.0000    ------
------    ------    0.0000    0.0000
              GASPM:    0.0038    0.0037    0.0040    0.0038    0.0327    ------
------    ------    0.0142    0.0046
            ECARBON:    ------    ------    ------    ------    ------    0.0367
0.0220    0.0979    ------    0.0085
            OCARBON:    ------    ------    ------    ------    ------    0.0103
0.0317    0.0498    ------    0.0043
                SO4:    0.0001    0.0004    0.0005    0.0004    0.0015    0.0002
0.0003    0.0009    0.0001    0.0004
   Total Exhaust PM:    0.0039    0.0041    0.0045    0.0042    0.0343    0.0471
0.0541    0.1486    0.0143    0.0177
              Brake:    0.0053    0.0053    0.0053    0.0053    0.0053    0.0053
0.0053    0.0053    0.0053    0.0053
               Tire:    0.0020    0.0020    0.0020    0.0020    0.0022    0.0020
0.0020    0.0065    0.0010    0.0024
            Total PM:    0.0112    0.0115    0.0118    0.0116    0.0418    0.0545
0.0614    0.1604    0.0206    0.0255
                SO2:    0.0019    0.0072    0.0112    0.0082    0.0162    0.0029
0.0055    0.0131    0.0032    0.0066
                NH3:    0.1017    0.1014    0.1006    0.1012    0.0451    0.0068
0.0068    0.0270    0.0113    0.0923

-------------------------------------------------------------------------------------
-----------------------------------
          Veh. Type:     LDGT1     LDGT2     LDGT3     LDGT4    LDDT12    LDDT34
                         ------    ------    ------    ------    ------    ------
            VMT Mix:    0.0890    0.2970    0.0907    0.0404    0.0000    0.0019

-------------------------------------------------------------------------------------
-----------------------------------
 Composite Emission Factors (g/mi):
               Lead:    0.0000    0.0000    0.0000    0.0000    ------    ------
              GASPM:    0.0038    0.0037    0.0040    0.0040    ------    ------
```

ECARBON:	------	------	------	------	0.1321	0.0216
OCARBON:	------	------	------	------	0.1901	0.0310
SO4:	0.0001	0.0005	0.0005	0.0005	0.0002	0.0003
Total Exhaust PM:	0.0040	0.0042	0.0045	0.0045	0.3224	0.0529
Brake:	0.0053	0.0053	0.0053	0.0053	0.0053	0.0053
Tire:	0.0020	0.0020	0.0020	0.0020	0.0020	0.0020
Total PM:	0.0113	0.0115	0.0118	0.0118	0.3297	0.0602
SO2:	0.0024	0.0086	0.0112	0.0112	0.0039	0.0055
NH3:	0.1014	0.1014	0.1006	0.1006	0.0068	0.0068

Veh. Type:	HDGV2B	HDGV3	HDGV4	HDGV5	HDGV6	HDGV7	HDGV8A	HDGV8B
	------	------	------	------	------	------	------	------
VMT Mix:	0.0307	0.0011	0.0003	0.0009	0.0020	0.0009	0.0000	0.0000

Composite Emission Factors (g/mi):

Lead:	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
GASPM:	0.0321	0.0313	0.0445	0.0355	0.0345	0.0358	0.0387	0.0000
ECARBON:	------	------	------	------	------	------	------	------
OCARBON:	------	------	------	------	------	------	------	------
SO4:	0.0016	0.0016	0.0012	0.0013	0.0013	0.0013	0.0012	0.0000
Total Exhaust PM:	0.0337	0.0329	0.0457	0.0369	0.0359	0.0371	0.0399	0.0000
Brake:	0.0053	0.0053	0.0053	0.0053	0.0053	0.0053	0.0053	0.0000
Tire:	0.0020	0.0030	0.0030	0.0030	0.0030	0.0030	0.0090	0.0000
Total PM:	0.0410	0.0412	0.0541	0.0452	0.0442	0.0455	0.0543	0.0000
SO2:	0.0156	0.0169	0.0175	0.0200	0.0198	0.0216	0.0230	0.0000
NH3:	0.0451	0.0451	0.0451	0.0451	0.0451	0.0451	0.0451	0.0000

Veh. Type:	HDDV2B	HDDV3	HDDV4	HDDV5	HDDV6	HDDV7	HDDV8A	HDDV8B
	------	------	------	------	------	------	------	------
VMT Mix:	0.0093	0.0029	0.0027	0.0011	0.0060	0.0091	0.0120	0.0400

Composite Emission Factors (g/mi):

Lead:	------	------	------	------	------	------	------	------
GASPM:	------	------	------	------	------	------	------	------
ECARBON:	0.0314	0.0244	0.0334	0.0294	0.0699	0.0720	0.0847	0.1307

```
            OCARBON:    0.0326    0.0254    0.0348    0.0306    0.0549    0.0566
0.0666    0.0413
                SO4:    0.0005    0.0006    0.0006    0.0007    0.0008    0.0009
0.0010    0.0010
   Total Exhaust PM:    0.0645    0.0505    0.0689    0.0607    0.1256    0.1294
0.1523    0.1730
              Brake:    0.0053    0.0053    0.0053    0.0053    0.0053    0.0053
0.0053    0.0053
               Tire:    0.0020    0.0030    0.0030    0.0030    0.0030    0.0030
0.0090    0.0090
           Total PM:    0.0718    0.0588    0.0772    0.0690    0.1339    0.1377
0.1667    0.1874
                SO2:    0.0073    0.0081    0.0092    0.0095    0.0108    0.0125
0.0143    0.0150
                NH3:    0.0270    0.0270    0.0270    0.0270    0.0270    0.0270
0.0270    0.0270

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-----------------------------------
          Veh. Type:    GasBUS     URBAN    SCHOOL
                        ------    ------    ------
            VMT Mix:    0.0002    0.0010    0.0018

-------------------------------------------------------------------------------------
-----------------------------------
 Composite Emission Factors (g/mi):
               Lead:    0.0000    ------    ------
              GASPM:    0.0780    ------    ------
            ECARBON:    ------    0.0994    0.2775
            OCARBON:    ------    0.0781    0.2181
                SO4:    0.0006    0.0015    0.0011
   Total Exhaust PM:    0.0786    0.1789    0.4967
              Brake:    0.0053    0.0053    0.0053
               Tire:    0.0030    0.0030    0.0030
           Total PM:    0.0869    0.1873    0.5050
                SO2:    0.0258    0.0215    0.0151
                NH3:    0.0451    0.0270    0.0270

-------------------------------------------------------------------------------------
-----------------------------------
```

```
*************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                            *
* Input file: AEG.IN (file 1, run 1).                                   *
*************************************************************************

* # # # # # # # # # # # # # # # # # # # # # # # # # #
* Scenario Title : Master Example Input Demonstration

* File 1, Run 1, Scenario 1.
* # # # # # # # # # # # # # # # # # # # # # # # # # #

                              Calendar Year:  2010
                                      Month:  July
               Gasoline Fuel Sulfur Content:   30. ppm
                 Diesel Fuel Sulfur Content:   15. ppm
                       Particle Size Cutoff: 10.00 Microns
                           Reformulated Gas:  Yes

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV
 LDDT      HDDV        MC   All Veh
               GVWR:                <6000     >6000     (All)
                          ------    ------    ------    ------    ------    ------
------    ------    ------    ------
   VMT Distribution:    0.3537    0.3860    0.1311              0.0361    0.0003
0.0019    0.0859    0.0050    1.0000

-------------------------------------------------------------------------------------
-----------------------------------
 Composite Emission Factors (g/mi):
               Lead:    0.0000    0.0000    0.0000    0.0000    0.0000    ------
------    ------    0.0000    0.0000
              GASPM:    0.0041    0.0041    0.0044    0.0041    0.0376    ------
------    ------    0.0205    0.0051
            ECARBON:    ------    ------    ------    ------    ------    0.0398
0.0240    0.1064    ------    0.0092
            OCARBON:    ------    ------    ------    ------    ------    0.0112
0.0345    0.0541    ------    0.0047
                SO4:    0.0001    0.0004    0.0005    0.0004    0.0015    0.0002
0.0003    0.0009    0.0001    0.0004
   Total Exhaust PM:    0.0042    0.0045    0.0049    0.0046    0.0391    0.0512
0.0587    0.1614    0.0206    0.0194
              Brake:    0.0125    0.0125    0.0125    0.0125    0.0125    0.0125
0.0125    0.0125    0.0125    0.0125
               Tire:    0.0080    0.0080    0.0080    0.0080    0.0086    0.0080
0.0080    0.0261    0.0040    0.0096
            Total PM:    0.0247    0.0250    0.0254    0.0251    0.0603    0.0718
0.0793    0.2001    0.0371    0.0415
                SO2:    0.0019    0.0072    0.0112    0.0082    0.0162    0.0029
0.0055    0.0131    0.0032    0.0066
                NH3:    0.1017    0.1014    0.1006    0.1012    0.0451    0.0068
0.0068    0.0270    0.0113    0.0923

-------------------------------------------------------------------------------------
-----------------------------------
          Veh. Type:     LDGT1     LDGT2     LDGT3     LDGT4    LDDT12    LDDT34
                         ------    ------    ------    ------    ------    ------
            VMT Mix:    0.0890    0.2970    0.0907    0.0404    0.0000    0.0019

-------------------------------------------------------------------------------------
-----------------------------------
 Composite Emission Factors (g/mi):
               Lead:    0.0000    0.0000    0.0000    0.0000    ------    ------
              GASPM:    0.0042    0.0040    0.0044    0.0044    ------    ------
```

ECARBON:	------	------	------	------	0.1436	0.0234
OCARBON:	------	------	------	------	0.2066	0.0337
SO4:	0.0001	0.0005	0.0005	0.0005	0.0002	0.0003
Total Exhaust PM:	0.0043	0.0045	0.0049	0.0049	0.3504	0.0574
Brake:	0.0125	0.0125	0.0125	0.0125	0.0125	0.0125
Tire:	0.0080	0.0080	0.0080	0.0080	0.0080	0.0080
Total PM:	0.0249	0.0250	0.0254	0.0254	0.3709	0.0780
SO2:	0.0024	0.0086	0.0112	0.0112	0.0039	0.0055
NH3:	0.1014	0.1014	0.1006	0.1006	0.0068	0.0068

Veh. Type:	HDGV2B	HDGV3	HDGV4	HDGV5	HDGV6	HDGV7	HDGV8A	HDGV8B
	------	------	------	------	------	------	------	------
VMT Mix:	0.0307	0.0011	0.0003	0.0009	0.0020	0.0009	0.0000	0.0000

Composite Emission Factors (g/mi):

Lead:	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
GASPM:	0.0365	0.0353	0.0567	0.0429	0.0414	0.0431	0.0474	0.0000
ECARBON:	------	------	------	------	------	------	------	------
OCARBON:	------	------	------	------	------	------	------	------
SO4:	0.0016	0.0016	0.0012	0.0013	0.0013	0.0013	0.0012	0.0000
Total Exhaust PM:	0.0381	0.0369	0.0579	0.0442	0.0427	0.0445	0.0487	0.0000
Brake:	0.0125	0.0125	0.0125	0.0125	0.0125	0.0125	0.0125	0.0000
Tire:	0.0080	0.0120	0.0120	0.0120	0.0120	0.0120	0.0360	0.0000
Total PM:	0.0586	0.0615	0.0824	0.0688	0.0673	0.0690	0.0972	0.0000
SO2:	0.0156	0.0169	0.0175	0.0200	0.0198	0.0216	0.0230	0.0000
NH3:	0.0451	0.0451	0.0451	0.0451	0.0451	0.0451	0.0451	0.0000

Veh. Type:	HDDV2B	HDDV3	HDDV4	HDDV5	HDDV6	HDDV7	HDDV8A	HDDV8B
	------	------	------	------	------	------	------	------
VMT Mix:	0.0093	0.0029	0.0027	0.0011	0.0060	0.0091	0.0120	0.0400

Composite Emission Factors (g/mi):

Lead:	------	------	------	------	------	------	------	------
GASPM:	------	------	------	------	------	------	------	------
ECARBON:	0.0341	0.0266	0.0364	0.0320	0.0760	0.0782	0.0921	0.1421

```
            OCARBON:    0.0355    0.0277    0.0378    0.0333    0.0597    0.0615
0.0724    0.0449
                SO4:    0.0005    0.0006    0.0006    0.0007    0.0008    0.0009
0.0010    0.0010
   Total Exhaust PM:    0.0701    0.0548    0.0748    0.0659    0.1364    0.1406
0.1655    0.1880
              Brake:    0.0125    0.0125    0.0125    0.0125    0.0125    0.0125
0.0125    0.0125
               Tire:    0.0080    0.0120    0.0120    0.0120    0.0120    0.0120
0.0360    0.0360
           Total PM:    0.0906    0.0793    0.0994    0.0905    0.1610    0.1651
0.2140    0.2365
                SO2:    0.0073    0.0081    0.0092    0.0095    0.0108    0.0125
0.0143    0.0150
                NH3:    0.0270    0.0270    0.0270    0.0270    0.0270    0.0270
0.0270    0.0270

------------------------------------------------------------------------------------
-----------------------------------
          Veh. Type:    GasBUS     URBAN    SCHOOL
                        ------    ------    ------
            VMT Mix:    0.0002    0.0010    0.0018

------------------------------------------------------------------------------------
-----------------------------------
 Composite Emission Factors (g/mi):
               Lead:    0.0000    ------    ------
              GASPM:    0.1064    ------    ------
            ECARBON:    ------    0.1080    0.3017
            OCARBON:    ------    0.0849    0.2370
                SO4:    0.0006    0.0015    0.0011
   Total Exhaust PM:    0.1071    0.1944    0.5397
              Brake:    0.0125    0.0125    0.0125
               Tire:    0.0120    0.0120    0.0120
           Total PM:    0.1316    0.2189    0.5643
                SO2:    0.0258    0.0215    0.0151
                NH3:    0.0451    0.0270    0.0270

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Appendix K

PUBLIC INVOLVEMENT

Appendix K
PUBLIC INVOLVEMENT

During the preparation of this Environmental Assessment (EA), three public information workshops were held to provide members of the public an opportunity to provide comments on the proposed airport improvements and review materials prepared related to the preparation of the document. Interested parties were invited to each of the workshops through email or letter notifications.

The first public information workshop was held on May 16, 2006 at the Bode Aviation facilities at the airport. The purpose of this workshop was to familiarize the public with the environmental documentation process as well as obtain initial input. The workshop consisted of a number of display boards. Consultants and representatives of the City of Albuquerque Aviation Department were available to answer questions regarding the EA process or proposed airport improvements. Copies of the meeting advertisement, attendance sign-in sheets, and written comments received during the meeting are included in this appendix beginning on page K-3.

Due to previous interest in projects at Double Eagle II Airport by Native American tribes, a presentation about the proposed improvements was given to the All Indian Pueblo Council Board at the Indian Pueblo Cultural Center on June 21, 2007. A copy of the meeting agenda is included in this appendix.

The second public information meeting was held on August 23, 2007 at the Bode Aviation facilities. At the request of airport users, this meeting consisted of a presentation of the planning analysis that had been undertaken for the EA. Specific information presented included the aviation forecasts, wind analysis, and initial flight track data. A copy of the meeting advertise-

ment, attendance sign-in sheets, and comments received during the meeting are included as part of this appendix beginning on page K-9.

The third public information workshop was held on June 26, 2008 at the Don Newton (Taylor Ranch) Community Center. This workshop was held in a similar format to the first workshop with consultants and City of Albuquerque Aviation Department Staff available to answer questions. Display boards were presented that depicted project alternatives, aviation forecasts, biological and cultural resources, flight tracks, and noise contours. A handout, a copy of which is included in this appendix, describing the display boards was also available for meeting attendees. A copy of the meeting advertisement, attendance sign-in sheets, and written comments received during the meeting are included as part of this appendix beginning on page K-12.

Throughout the EA process, the workshop materials were available on the project website, http://www.doubleeagle-ea.com/.

Legals

verified claim within thirty days

Legals

Legals

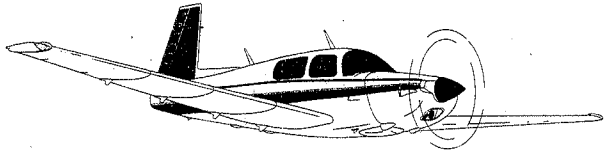
the Contract, Section 3, Segregat-

Legals

PUBLIC INFORMATION WORKSHOP

for the Environmental Assessment being prepared for Proposed Improvements at

DOUBLE EAGLE II AIRPORT



Tuesday, May 16, 2006
6:00-7:30 P.M.

Double Eagle II Airport
Bode Aviation Facilities
7401 Paseo Del Volcan NW
Albuquerque, NM

EVERYONE WELCOME

OPEN HOUSE FORMAT....DROP IN ANYTIME

Journal: May 7, 14, 2006

General Offi
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8:00 a.m. and
Monday throug
Journal: May 6,

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(RFP) FOR
AUDITIN

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stated on the
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any or all propos

Proposals must
Second Judicial
later than Friday
5:00 PM MST.
able by calling F
Second Judicial
(505) 841-7466,
NW, Albuquerq
or e-mailing a re
albdfxf@nmco
packets will no
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and criminal pen
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criminal statute
penalties for ille
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Journal: May 7, 2

ENVIRONMENTAL ASSESSMENT

PUBLIC INFORMATION WORKSHOP MEETING ATTENDANCE RECORD

Meeting: Public Workshop #1 Date: May 16, 2006 Time: 6:00-7:30 p.m.

Place: Double Eagle II Airport

Please print neatly

Bode Aviation Facilities

NAME	ADDRESS	PHONE #/E-MAIL
1. PAT DYER	5012 Bridges AV NW	ph.#: 836-7483 e-mail: ~~PATRISHA~~ DyeAPaw@aol.com
2. Larry Bell	1413 Lester Dr. N.E.	ph.#: 828-4921 e-mail: Lbbell@eyenm.com
3. Gretchen Ward	Petroglyph Nat. Mon. 6001 Unser Blvd. NW Albq 87120	ph.#: 505-899-0205 x.343 e-mail: gretchen_ward@nps.gov
4. DAN TELFAIR	808 TRAMWAY LANE NE ABQ, NM 87122	ph.#: 505-856-6774 e-mail: DANTELFAIR@AOL.COM
5. Jeff Walker	6000 Uptown Blvd Ste 200 Albuq. NM 87110	ph.#: 243 3200 e-mail: walkerj1@cdm.com
6. Julie Smith	4 Puerta del Sol, Placitas NM 87043	ph.#: e-mail: SNJ.AA@comcast.net
7. John Bode		ph.#: e-mail: Bode@Flybode.com
8. MIKE MEDRANO	PETROGLYPH NAT'L MON 6001 UNSER BLVD NW ALBUQUERQUE NM 87120	ph.#: (505) 899-0205 x 334 e-mail: MIKE_MEDRANO@NPS.GOV
9. FRED GURULÉ	FAA NMAFW	ph.#: 744-1230 e-mail: fred.gurule@faa.gov.
10. John Taschek	Taschek Environmental Con.	ph.#: 821 4700 e-mail: taschek@aol.com
11.		ph.#: e-mail:
12.		ph.#: e-mail:
13.		ph.#: e-mail:
14.		ph.#: e-mail:
15.		ph.#: e-mail:
16.		ph.#: e-mail:
17.		ph.#: e-mail:
18.		ph.#: e-mail:
19.		ph.#: e-mail:
20.		ph.#: e-mail:

ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATION WORKSHOP
MEETING ATTENDANCE RECORD

Name: DAN TELFAIR

Date: May 16, 2006 Time: 6:00-7:30 p.m.

505-856-6774 / DANTELFAIR@AOL.COM

Place: Double Eagle II Airport

Please print neatly

Bode Aviation Facilities

THE CONCEPT OF MAKING 17-35 THE PRIMARY RUNWAY DOES NOT TRACK WITH EXPERIENCE AT AEG. I DON'T ARGUE WITH THE 24 HR WIND DATA THAT HAS BEEN RECORDED. HOWEVER, MY PERSONAL EXPERIENCE, OVER THE PAST FOUR YEARS, IS THAT (1) MOST STRONG WINDS OCCUR BETWEEN AROUND 1400 AND 1800 LOCAL. (2) DURING THOSE HOURS, THE PREDOMINANT WINDS ARE FROM THE WEST SOUTH WEST. (3) IN THE MORNING, FOR TAKE OFF, 22 IS PREFERRED FOR CONVENIENCE (WHEN WINDS ARE GENERALLY CALM). (4) IN THE AFTERNOON, FOR RETURN, 22 IS PREFERRED AS GENERALLY HAVING THE LEAST CROSS WIND COMPONENT. I HAVE SPOKEN TO SEVERAL OTHER PILOTS, WHO ARE ALSO FREQUENT FLYERS HERE, AND THEY AGREE.

Mail to:
COFFMAN ASSOCIATES, INC.
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063 FAX: (816) 524-2575
www.coffmanassociates.com

ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATION WORKSHOP
MEETING ATTENDANCE RECORD

Name: John R Bode

Date: May 16, 2006 Time: 6:00-7:30 p.m.

Place: Double Eagle II Airport

Bode Aviation Facilities

Please print neatly

(1) must have 11 taxiways on 17/35

(2) Question utility of 26/8; in view of fact that winds forcing small acft to divert away from ARC are generally from 300° ±

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COFFMAN ASSOCIATES, INC.
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063 FAX: (816) 524-2575
www.coffmanassociates.com

ALL INDIAN PUEBLO COUNCIL Office of the Chairman

Joe Garcia, Chairman Amadeo Shije, Vice Chairman John Gonzales Secretary/ Treasurer

All Indian Pueblo Council Board Meeting
Thursday, June 21, 2007

Indian Pueblo Cultural Center - Albuquerque, New Mexico
Hosted by the Pueblo of Acoma
9:00 am

Tentative Agenda

I. Call to Order	Vice-Chairman Amadeo Shije
II. Invocation	Pueblo Governor
III. Roll Call	Secy/Treasurer John Gonzales
IV. Welcome and Introductions	
V. Approval of Agenda	
VI. Approval of Minutes	April Min. to be considered – May Min. (not available)

VII. Resolutions

- **AIPC Resolution 2007 -** Support for Reappointment of Gregory T. Ortiz as NM Department of Transportation Commissioner – Governor James Mountain
- **AIPC Resolution 2007 -** Support for Efforts SFIS to Hold the Department of Interior, Bureau of Indian Affairs, Accountable for Funding Commitment and Restoration of Phase III Construction Funding for the Gymnasium and Administrative Building
- **AIPC Resolution 2007 -** Reaffirm AIPC 2006-19 Mount Taylor as amended amendments
- **AIPC Resolution 2007 -** Support for Governor Bill Richardson for President – Taos and San I
- Ute Mountain Ute Resolution of Support – Rescinded/Letter from Chairman Garcia

2401 12th Street NW Albuquerque, New Mexico 87104
Telephone: 505 881-1992 Fax 505 883-7682 www.19pueblos.org

VIII. Old Business Items

- **Nomination of Ray Loretto** – UNMH Clinical Operations Board – Governor Gachupin – supported by Governor Cooeyate

IX. New Business Items

- **Governor James Mountain,** Presentation Chairman ENIPC
- **Governor Ray Gachupin,** Presentation Chairman SPC
- **Julie Coleman, Heritage Team Lead and Howard Sargent, Associate Center Manager** - National Forest and Bureau of Land Management, San Juan Public Lands -Update on San Juan Lands and Falls Creek
- **Cathy Illian, Census Bureau/Denver Regional Office** – 2010 Census Plans and to introduce the Local Update of Census Addresses (LUCA) program - U.S. Census Bureau – Save the date September 9
- **Anna Escobedo Cabral, Treasurer – Office of U.S. Treasurer** - Financial Literacy, Home Ownership, Credit reports
- **Molly Waller, Coffman and Associates – On behalf of Jim Hinde, City of Albuquerque Aviation Department** – Proposed runway improvements at Double Eagle II Airport and improvements to the intersection of the Haul road and Paseo Del Norte at the Airport entrance

X. Chairman's Report

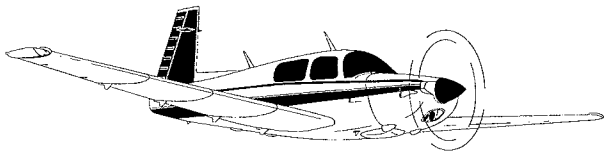
XI. Items from the Floor

XII. Adjournment / Closing Prayer

PUBLIC INFORMATION MEETING

regarding the project alternatives
being evaluated for the
Environmental Assessment at

DOUBLE EAGLE II AIRPORT



Thursday, August 23, 2007
begins promptly at 5:00 P.M.

Double Eagle II Airport
Bode Aero FBO
7401 Paseo Del Volcan NW
Albuquerque, NM

EVERYONE WELCOME

ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATION MEETING
MEETING ATTENDANCE RECORD

Meeting Public Meeting #2 Date: August 23, 2007 Time: 5:00 p.m.

Place: Bode Aero

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NAME	ADDRESS	PHONE #/E-MAIL
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ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATION MEETING
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ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATION MEETING
MEETING ATTENDANCE RECORD

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Place: Bode Aero

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ENVIRONMENTAL ASSESSMENT

PUBLIC INFORMATION MEETING
MEETING ATTENDANCE RECORD

Double Eagle II Airport

Meeting: Public Meeting #2 Date: August 23, 2007 Time: 5:00 p.m.

Place: Bode Aero

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ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATION MEETING
MEETING ATTENDANCE RECORD

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Place: Bode Aero

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1. John Campbell	1901 Avienda Alturas NE	ph.#: 615-1610 262-2402 e-mail:
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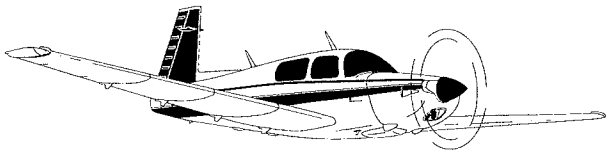
PUBLIC INFORMATION WORKSHOP

regarding the ongoing
Environmental Assessment for

DOUBLE EAGLE II AIRPORT



Thursday, June 26, 2008
Open House Format
Come Anytime Between 5:30 and 7:00 pm

Don Newton (Taylor Ranch) Community Center
4900 Kachina St. NW (Kachina & Montano)
Albuquerque, NM

EVERYONE WELCOME

For more information go to: www.doubleeagle-ea.com

DOUBLE EAGLE II AIRPORT

ENVIRONMENTAL ASSESSMENTS

PUBLIC INFORMATION WORKSHOP – JUNE 26, 2008 – 5:30 pm to 7:00 pm
Don Newton (Taylor Ranch) Community Center

PURPOSE

The purpose of this Public Information Workshop is to provide information to the public regarding the ongoing Environmental Assessments at Double Eagle II Airport, answer questions, and obtain input.

STRUCTURE OF WORKSHOP

To respect the time of the meeting attendees, this meeting has been organized in an open house format. Since no formal presentation is planned, the open house format allows the public to come to the meeting when they desire and leave after they have obtained the information they wish.

For this workshop, two identical information stations have been organized. Members of the consulting team are available at either station and throughout the room to answer specific questions you may have or provide you with a presentation of the material. You may stay as long as you need to obtain the information you desire.

ENVIRONMENTAL ASSESSMENTS

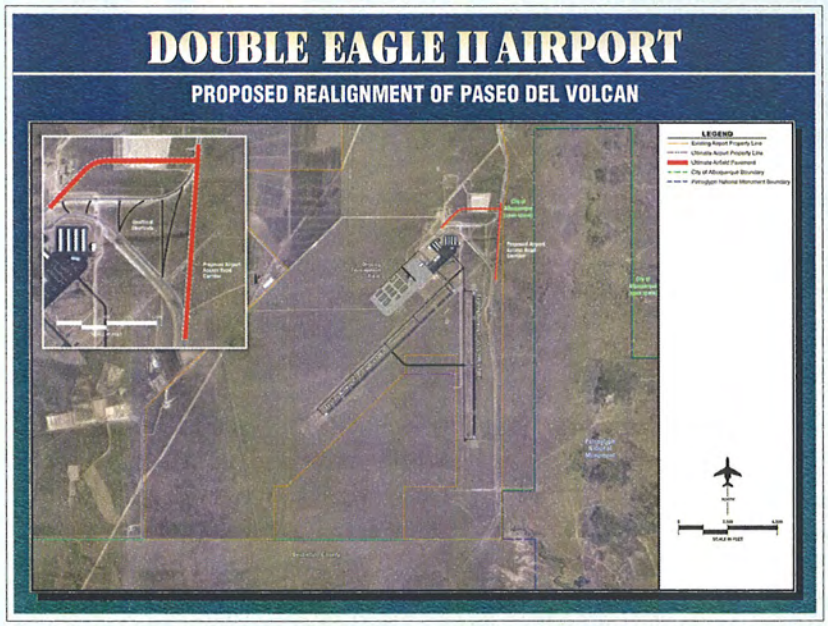
The City of Albuquerque is pursuing environmental approval of two separate improvements at Double Eagle II Airport:

1. Straightening of Paseo Del Volcan, and
2. A runway extension to provide 9,000 feet of runway at the airport.

Since these projects are located on Double Eagle II Airport and funding assistance is being sought from the Federal Aviation Administration (FAA), compliance with the *National Environmental Policy Act* (NEPA) is required. This is being fulfilled with the development of a separate Environmental Assessment (EA) for each project.

Straightening of Paseo Del Volcan EA

This project will straighten Paseo Del Volcan by removing the curves and directly connecting the separated segments of Paseo Del Volcan.



Runway Extension EA

Currently, the longest runway (Runway 4-22) at Double Eagle II Airport is 7,400 feet. Through coordination with existing and potential future users, it has been determined that this length is not sufficient to accommodate the needs for a majority of business jet users, particularly during the warm summer months when density altitude is highest. A runway length of 9,000 feet is needed to serve the existing users and allow the airport to better

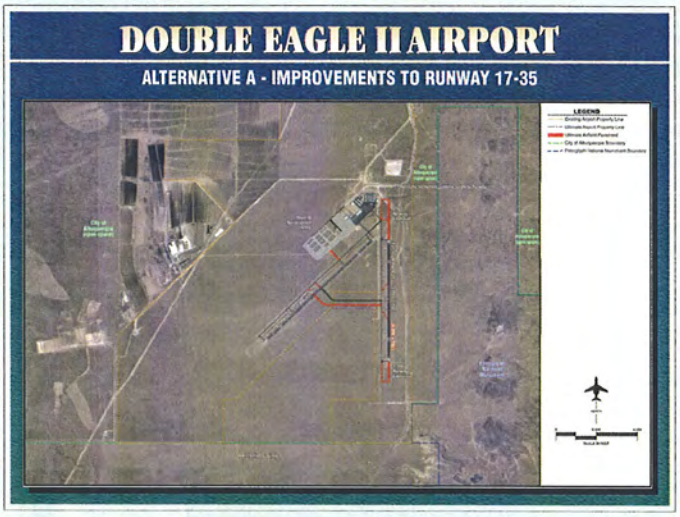
serve its role as a reliever to Albuquerque International Sunport. As a reliever airport, Double Eagle II Airport is planned to accommodate general aviation aircraft so that the capacity of the Sunport is maximized for commercial aviation uses.

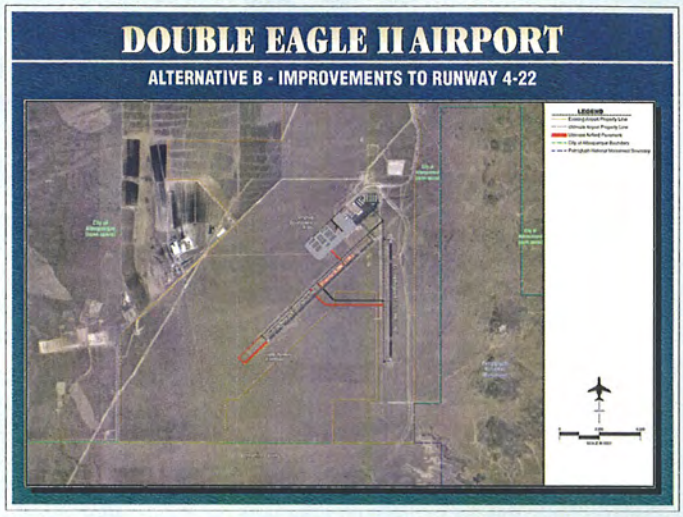
Two runway extension alternatives are being considered within the EA:

Alternative A extends Runway 17-35 2,001 feet north and 1,000 feet south for an ultimate length of 9,000 feet. For this alternative, the Instrument Landing System (ILS) would be relocated from Runway 22 to Runway 17.

Alternative B extends Runway 4-22 1,600 feet to the southwest.

- A full evaluation of each runway extension alternative is being undertaken to fulfill a promise made by the FAA to the National Park Service (NPS) during previous NEPA analysis for the airport traffic control tower. This commitment was to examine opportunities to reduce overflights of the Petroglyph National Monument located immediately east and northeast of the airport.
- Current analysis is considering updated information that was not available during previous planning processes.
- **Analysis is currently underway; no final decisions have been made.**





INFORMATION PROVIDED AT THIS MEETING

The following summarizes information provided at this meeting and contains copies of the presentation boards.

FORECAST SUMMARY

Forecasts of aviation demand at the airport form the basis for much of the analysis in the EA, including potential noise and air quality impacts, as well as the need for the projects. The forecast summary board provides a summary of the existing and forecast activity at the airport through 2025. Growth at the airport is expected to occur as the population and economic conditions of the metropolitan area grow and more general aviation aircraft and operators relocate from Albuquerque International Sunport to Double Eagle II Airport. These forecasts have been approved by the FAA.

DOUBLE EAGLE II AIRPORT

FORECAST SUMMARY

	2006	2010	2015	2020	2025
Annual Operations					
Itinerant	N/A	59,200	72,400	82,900	94,200
Local	N/A	106,700	131,200	144,200	157,200
Total Annual Operations	**131,600**	**165,900**	**203,600**	**227,100**	**251,400**
Peak Periods					
Peak Month	15,792	19,908	24,432	27,252	30,168
Design Day	509	642	788	879	973
Busy Day	637	803	985	1,099	1,216
Design Hour	76	96	110	114	117
Actual Instrument Approaches					
Total	4	355	434	497	565
Based Aircraft Fleet Mix					
Single Engine Piston	212	252	284	292	302
Multi-Engine Piston	20	21	24	26	28
Turboprop	1	3	7	11	16
Turbojet	0	3	11	18	28
Helicopter	17	18	19	20	21
Other	4	3	3	4	4
Total	**254**	**300**	**349**	**370**	**399**
Aircraft Mix					
Single Engine Piston	119,200	141,000	161,200	170,400	180,800
Multi-Engine Piston	3,900	4,900	6,100	6,800	7,500
Turboprop	1,300	2,500	3,900	5,400	7,100
Turbojet	700	8,400	21,400	32,300	42,600
Helicopter	6,600	9,100	11,000	12,200	13,400
Total	**131,600**	**165,900**	**203,600**	**227,100**	**251,400**

Source: Coffman Associates Analysis

BIOLOGICAL AND CULTURAL RESOURCES

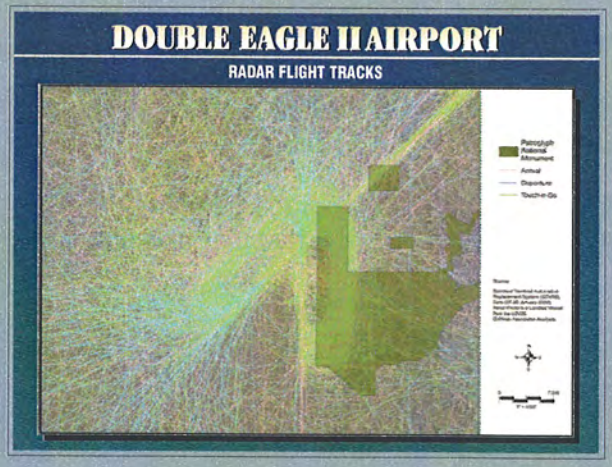
Detailed studies were undertaken at the airport to determine if a runway extension impacted any cultural/historic resources or any threatened or endangered species or species of special concern. These detailed studies

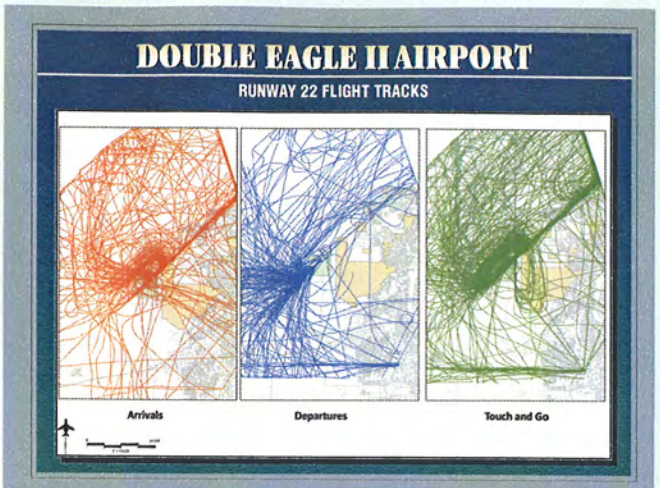
were conducted by qualified professionals based in Albuquerque. The board below depicts the generalized locations of cultural/historic resources found during these surveys as well as Prairie Dog colonies and burrows.

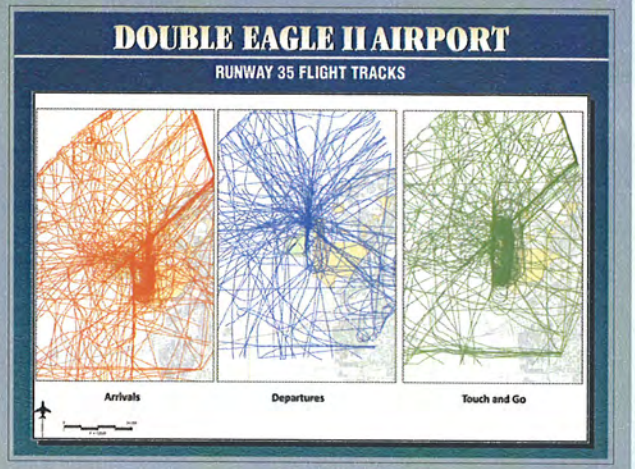
This board also depicts the west boundary of the Petroglyph National Monument in relation to the airport. The overflights of the Petroglyph National Monument are of concern to the NPS. In particular, the ancient volcanoes east of the airport are important to Native American ceremonies and are under the local traffic pattern to Runway 17-35. Flights to Runway 22 overfly the Geologic Window located northeast of the airport.

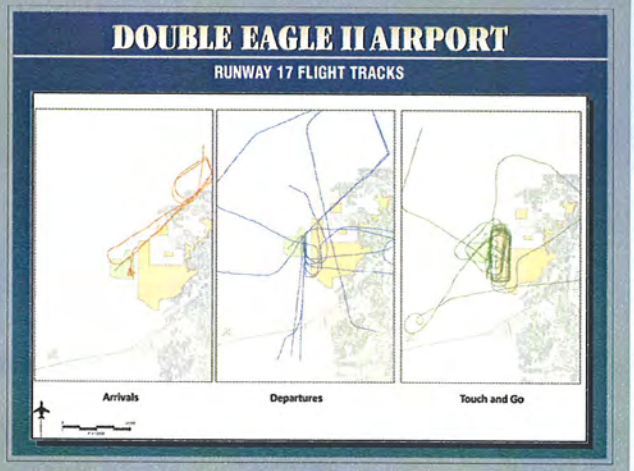
FLIGHT TRACKS

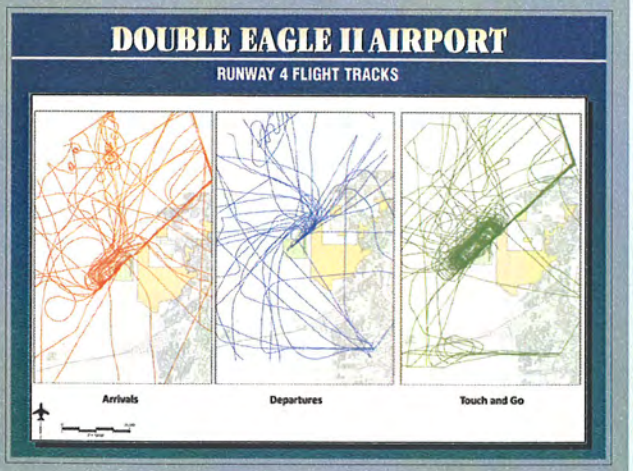
This series of boards depicts the actual flight tracks of aircraft operating to and from Double Eagle II Airport between January 7 and January 20, 2008. These flight tracks formed the basis for the noise modeling at the airport and were obtained from radar data maintained by the FAA regional airport traffic control center based at Albuquerque International Sunport. Aircraft operations to each runway are depicted separately. One board provides a depiction of all operations during the period.

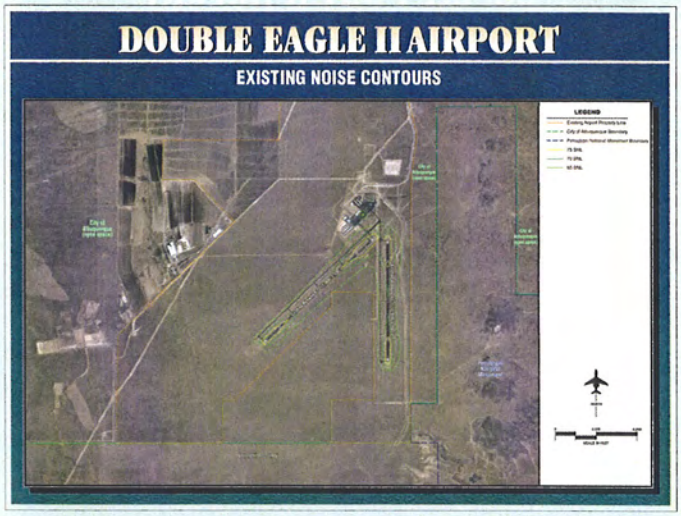












NOISE CONTOURS

Noise from aircraft operations at an airport are calculated using the Integrated Noise Model (INM). The INM expresses noise from aircraft operations using the Day/Night Noise Level metric. DNL is an expression of the cumulative noise of aircraft operations over a 24-hour period using annual assumptions and defines the threshold of incompatibility (65 DNL) for aircraft operations. Aircraft operations between 10 pm and 7 am are penalized 10 decibels. The forecasts of aviation demand provide the basis for this analysis. As shown on the boards, there are incompatible land uses within the 65 DNL or higher noise contours at the airport with the implementation of either Alternative A or Alternative B.

WHERE TO FIND MORE INFORMATION

www.doubleagle-ea.com

HOW TO PROVIDE INPUT

A comment sheet is provided at this meeting for providing written comments.

Comments can also be submitted electronically on the study website:
www.doubleagle-ea.com

A public hearing will be conducted approximately thirty (30) days following the publication of the Draft EA. Comments can be made to the record at that time as well.

Double Eagle II Airport

Coffman Associates
Airport Consultants

ENVIRONMENTAL ASSESSMENT

PUBLIC INFORMATION WORKSHOP
MEETING ATTENDANCE RECORD

Meeting Public Information Workshop Date: June 26, 2008 Time: 5:30 - 7:00 pm.

Place: Don Newton (Taylor Ranch) Community Center

Please print neatly 4900 Kachina St. NW (Kachina & Montano)

NAME	ADDRESS	PHONE #/E-MAIL
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18.		ph.#: e-mail:
19.		ph.#: e-mail:
20.		ph.#: e-mail:

ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATION WORKSHOP
MEETING ATTENDANCE RECORD

Double Eagle II Airport

Meeting Public Information Workshop Date: June 26, 2008 Time: 5:30 - 7:00 pm.

Place: Don Newton (Taylor Ranch) Community Center

Please print neatly

4900 Kachina St. NW (Kachina & Montano)

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ENVIRONMENTAL ASSESSMENT

PUBLIC INFORMATION WORKSHOP
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14. Kevin Fredekind	PO Box 19006 ALBQ 87119	ph.#: 505-~~480~~ 480-3420 e-mail: macgyver1082@comcast.net
15. Gerald Weesner	Rio Rancho, NM	ph.#: e-mail:
16.		ph.#: e-mail:
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18.		ph.#: e-mail:
19.		ph.#: e-mail:
20.		ph.#: e-mail:

ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATION WORKSHOP
COMMENT SHEET

Name: DEAN LUADSWORTH

DEANWADS@AOL.COM

Please print neatly

Date: June 26, 2008 Time: 5:30 - 7:00 pm.

Place: Don Newton (Taylor Ranch) Community Center

4900 Kachina St. NW (Kachina & Montano)

I BELIEVE RUNWAY 22/4 SHOULD BE EXTENDED TO THE WEST AND REMAIN THE PRIMARY RUNWAY

I HAVE EXPERIENCED A WIND ROTOR WHILE LANDING ON RWY 17 BECAUSE OF THE PROXIMITY TO THE VALCANOS WHEN THE WIND WAS FROM THE E & SE.

I UNDERSTAND THE CONCERNS OF THE PARK SERVICE CAND BUT SAFE FLIGHTS IS OF GREATER CONCERN.

PUTTING AN ILS ON RUNWAY 17 AND LEAVING THE ILS ON 22 WOULD BE A GOOD IDEA.

IT IS AMAZING TO ME HOW BIASED ~~THE~~ THE REPS FOR THE EA ARE AGAINST THE IDEAS OF THE PILOTS WHO FLY FROM THIS AIRPORT. I DO NOT KNOW OF A PILOT (NOT 1) WHO IS IN FAVOR OF ALTERNATIVE (A). PILOTS LIKE FLY AND LIVE TO TELL ABOUT IT.

Mail to:
COFFMAN ASSOCIATES, INC.
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063 FAX: (816) 524-2575
www.coffmanassociates.com

ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATION WORKSHOP
COMMENT SHEET

Name: DAN TELFAIR
DANTELFAIR@AOL.COM

Date: June 26, 2008 Time: 5:30 - 7:00 pm.

Place: Don Newton (Taylor Ranch) Community Center
4900 Kachina St. NW (Kachina & Montano)

Please print neatly

1. SEE ATTACHED ANALYSIS. THIS ANALYSIS WAS PROVIDED TO ALL (APPROXIMATELY 133) PILOT MEMBERS OF THE DOUBLE EAGLE PILOTS & OWNERS ASSOCIATION IN E-MAIL FORMAT, AND PRESENTED TO 60 PILOT MEMBERS OF THE DEPOA, PLUS OTHER INTERESTED PARTIES, ~~on~~ AT A MEETING ON NOVEMBER 17, 2007. TO DATE, THIS ANALYSIS HAS MET WITH 100% SUPPORT OF DEPOA MEMBERSHIP.

THE ALTERNATIVE A PROPOSAL OFFERED BY COFFMAN ASSOCIATES CAN ONLY BE IMPLEMENTED OVER THE OBJECTIONS OF THE ENTIRE USER POPULATION OF THE AIRFIELD.

AT THE REFERENCED MEETING, STATE AVIATION DIRECTOR TOM BACA TOOK THE PODIUM AND SAID THAT HE AGREED WITH EVERYTHING IN THE ANALYSIS AND WITH THE GENERAL DEPOA OBJECTION TO ALTERNATIVE A.

Dan Telfair

Mail to:
COFFMAN ASSOCIATES, INC.
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063 FAX: (816) 524-2575
www.coffmanassociates.com

DEPOA Letter to Coffman & Assoc. - Nov 27, 2007

The Double Eagle Pilots and Owners Association

November 27, 2007

Christopher M. Hugunin, C.M.
Associate
Coffman Associates, Inc.
237 NW Blue Parkway, Suite 100
Lee's Summit, MO 64063

Dear Sir:

The Double Eagle Pilots and Owners Association (DEPOA), with a current membership of 133 pilots, held a membership meeting at AEG on Saturday, November 17, 2007. Over 60 pilots attended, representing the Double Eagle flying community, the Albuquerque Aviation Advisory Board, and the Office of the New Mexico Aviation Director. The Albuquerque Aviation Director and his representatives were invited to the meeting, but did not attend.

A background paper concerning the current EA effort was distributed (Enclosure 1). A thirty-minute presentation was made, using the enclosed background paper and graphics showing the 2002 Master Plan proposal, the initial Coffman Associates Phase I and Phase II proposals, the current Coffman Alternative A and B proposals, and Petroglyph Park overflight concerns. Immediately after the presentation, Tom Baca, New Mexico Aviation Director, spoke to the group as a pilot to other pilots, and stated his complete agreement with the DEPOA position objecting to further consideration of the current Coffman Associates Alternative A proposal.

Thirty-three written comments were submitted by meeting participants for consideration by Coffman Associates in conjunction with the EA. Comment sheets

are provided at Enclosure 2. It should be noted that every pilot at this meeting, and all members of the DEPOA, strongly object to the Alternative A proposal offered by Coffman Associates.

The attendance list for our meeting is provided at Enclosure 3. We are still awaiting a response from you regarding our September 18, 2007 request for the attendance list from your public meeting on August 23, 2007.

The main conclusions reached at the meeting were:

1. If Runway 17/35 provides better wind coverage than Runway 22/04, any advantage is insignificant. The Coffman figures showing an overall .026 advantage for Runway 17/35, even if accurate, are not sufficient justification to change the primary runway at AEG.

2. Such noise concerns as exist for the Petroglyph Park and Geologic Window, can be better addressed by leaving Runway 22/04 as the primary runway at AEG, and having the new AEG Tower control traffic to reduce or preclude overflight of the volcanoes or the geologic Window.

3. There is no valid reason to continue consideration of the current Coffman Associates Alternative A proposal.

We look forward to discussing these conclusions, and the rationales behind them, at your earliest convenience. May we expect a reply from you in that regard in the near future?

John Schreiber, Vice President
The Double Eagle Pilots and Owners Association

Three enclosures as stated

cc: Manager, Airports Development Office, FAA, Fort Worth, TX
Manager, Flight Standards District Office, FAA, Albuquerque, NM
Albuquerque Aviation Director
New Mexico Aviation Director

DEPOA Environmental Assessment Background

Double Eagle II Environmental Assessment Concerns and Questions

BACKGROUND

In 2002, a master plan for the future development of Double Eagle II (AEG) was completed, and approved by the City Council. The proposed future layout was presented several times to pilots and other concerned members of the community. In general, the reaction was that it looked great, but might be a long time in coming.

In May 2006, a public meeting was held at AEG, and an entirely different concept was presented for the first time. **The new concept called for changing the primary runway at AEG to Runway 17/35, and having the Runway 17/35 pattern overfly Runway 22/04.** There was also provision for a crosswind runway north of the existing facilities. **This proposal was presented without alternatives.**

Pilot reaction to the new proposal was negative and swift. A large amount of correspondence and several meetings have been devoted to discussions of disagreements with the new proposal. Subsequently, it was withdrawn, and replaced with a plan that offers three alternatives, none of which include a crosswind runway:

A. Extend Runway 17/35 and make it the primary runway at AEG with pattern overflying Runway 22/04.

B. Extend Runway 22/04 and leave it as the primary runway at AEG.

C. Extend neither runway and leave things as they are.

Coffman Associates (the EA Consultants) have said that the first two alternatives will be considered equally, but so far, all they have presented are arguments for extending Runway 17/35 and making it the primary runway.

CONCERNS

SAFETY

There would be two serious safety of flight issues involved if Runway 17/35 were made the primary runway at AEG. First, there is the **greater mechanical turbulence** on that runway due to the proximity to the volcanoes. That is one of several reasons that most local pilots prefer landing on Runway 22/04. Whenever there is an easterly component to the wind, there is a close-in mountain wave effect that makes the last seconds of an approach to either 17 or 35 more hazardous than an approach to 22 or 04.

The second safety issue has to do with the plan to have the Runway 17/35 traffic pattern overfly Runway 22/04. As the patterns now exist, whenever Runway 22/04 is in use, a pilot can depart safely from Runway 17. Conversely, whenever Runway 17/35 is in use, a pilot can depart safely from Runway 22. This is frequently important for pilots awaiting an IFR clearance. Pilots now can and do take off to the south on the alternate runway, with no degradation in safety. **Should the Runway 17/35 pattern be changed to overfly Runway 22/04. that practice would be a midair collision waiting to happen.**

When the tower becomes operational, the chance of a midair collision resulting from taking off on the alternate runway will be greatly reduced. However, the tower will not be operational 24/7. **During hours of darkness, when the tower is not operational, a mid-air collision resulting from Runway 17/35 traffic overflying Runway 22/04 would increase significantly.**

COST

Coffman Associates has reported that it would be cheaper to extend Runway 17/35 than it would be to extend Runway 22/04. **That is in spite of the fact that extending Runway 17/35, compared to extending Runway 22/04, would require 1,400 feet more runway, over 1,700 feet more taxiway, and approximately 3,000 feet more roadway, plus roughly $1.6 million dollars to relocate the ILS.**

The argument presented by Coffman Associates is that resurfacing Runway 17/35 has already been accomplished, so those costs shouldn't be counted, but resurfacing Runway 22/04 has not yet been accomplished, so those costs should be counted! Regardless of which runway is extended, Runway 22/04 will still need to be resurfaced, and those costs will be incurred. Including the cost of resurfacing Runway 22/04, but excluding the cost of resurfacing Runway 17/35, is the only way that anyone can claim that extending Runway 17/35 is the less expensive option. **That is exactly what those who tell us that the two options will be considered equally have done.**

Runway 22/04 is badly in need of repair now. Such repairs do not require an Environmental Assessment. It should be repaired/resurfaced as soon as possible, and associated costs should be excluded from a comparison of extending the two runways. **If that is done, it will be obvious that extending Runway 17/35 will cost millions of dollars more than extending Runway 22/04.**

There is also the cost of relocating the ILS, if Runway 17/35 is made primary. The FAA has said that they will not pay for relocating the ILS. City representatives say that those costs will be covered by the City. Regardless of whether they are FAA or City dollars, they are our tax dollars. **The willingness of the City to pay the bill doesn't change the fact that approximately $1.6 million would come out of tax payers' pockets.**

PILOT PREFERENCE

Our data, supported by the information provided by Coffman Associates in the August 23, 2007 public meeting, indicate a roughly three-to-one ratio of takeoffs and landings on Runway 22/04 compared to Runway 17/35, in all wind conditions. This has been the case in the absence of a tower or any other form of control. Given a choice, it is obvious which runway at AEG local pilots will use.

At the August 23, 2007 meeting, nearly every pilot present spoke out against the Runway 17/35 option and/or questioned the reasons that it was being proposed. These pilots represent hundreds of thousands of flying hours, and tens of thousands of takeoffs and landing at AEG. By comparison, not one of the people involved in the proposal to change the primary runway to Runway 17/35 has ever taken off or landed a plane at AEG.

It is difficult to understand why anyone would discount the opinions of several hundred pilots, who have performed tens of thousands of takeoffs and landings at AEG, in favor of a few people who have never flown out of AEG.

QUESTIONS - WHY THE PROPOSED CHANGES?

WIND

When the plans to make Runway 17/35 the primary runway at AEG were first presented, the argument for the change was that wind favored Runway 17/35 over Runway 22/04. Coffman Associates representatives also said that AEG wind data were not available when the 2002 Master Plan was developed. At a meeting subsequent to the May 2003 meeting, the City representative told AEG representatives that the wind advantage for Runway 17/35 was the **only** reason for the recommended change. **Subsequent to that meeting, the same City representative said that the wind coverage difference between the two runways was "inconsequential".**

Also, contrary to Coffman Associates initial claims that AEG wind data were not available to those who created the 2002 Master Plan, **there were 105,787 wind observations taken at AEG in preparation for the 2002 master Plan**. The differences between those observations and the observations used for the current proposal are negligible, and are likely less than the expected errors in both sets of observations. To the extent that minor differences in wind coverage do exist between the two runways, they are not sufficiently significant to justify the proposed changes. If the wind significantly favored Runway 17/35,

local pilots would have been taking off and landing on that runway in preference to Runway 22/04 a long time before the current EA was begun.

In summary, wind coverage at AEG is not a significant factor in deciding which runway should be primary.

NOISE

In the August 23, 2007 presentation, Coffman Associates raised the issue of noise concerns at the Petroglyph National Monument as a reason to change the primary runway to Runway 17/35. They cited concerns about Runway 17/35 traffic overflying the volcanoes, and Runway 22/04 traffic passing over the north end of the Monument area and over the north "Geologic Window". (The Geologic Window overflight concern was a new consideration, not previously raised.)

In meetings with Petroglyph National Monument representatives, DEPOA members have determined that, in the entire history of AEG and the Petroglyph National Monument, there is no record of a single noise complaint involving AEG aircraft traffic.

There are justifiable concerns about helicopters flying low level across the volcanoes, and, to a lesser extent, closed traffic on Runway 17/35 flying over the volcanoes. Both problems can be more easily solved by tower control than by changing the primary runway. Helicopters can and should be prohibited from taking off to or landing from the east, or from overflying the volcanoes at less than 1,000 feet AGL. That would solve the helicopter concern once and for all.

As far as traffic on Runway 17/35 overflying the volcanoes, the best way to reduce that concern is to leave Runway 22/04 the primary runway at AEG. Then, during the limited time that crosswind components dictate the use of Runway 17/35, and assuming that the tower is in operation, the tower can temporarily close Runway 22/04 and require a west pattern for Runway 17/35. That simple solution would eliminate all overflights of the volcanoes except for the very few times when crosswind components dictated the use of Runway 17/35, and the tower was closed. To give some idea of how insignificant that concern would be, the gates to the volcano parking area are not opened until 09:00 and are closed at 17:00. The tower will be in operation every day several hours before the Monument gates are opened and several hours after they are closed.

Regarding overflights of the north Geologic Window, the Petroglyph National Monument representative with whom we spoke did not think that would be a concern, unless the flights were extremely low level. Unless an aircraft is using the ILS or RNAV/GPS approach to Runway 22, there is no reason to overfly the Geologic Window at all. Normal closed pattern and pattern entry procedures do not overfly that area.

To estimate the expected altitude over the Geologic Window for aircraft using the ILS, the glide slope of the ILS was used. That results in an expected minimum altitude over the Geologic Window of between 800 and 900 feet AGL. At the point of overflight, the noise

should be minimum because of the reduced engine power in descent to landing. In fact, it is likely that aircraft taking off on Runway 17 or Runway 35 would cause a higher noise level at the volcanoes than an aircraft shooting an ILS approach would cause over the Geologic Window. For aircraft shooting the RNAV/GPS approach at AEG, the minimum altitude over the Geologic Window should be 1,000 feet AGL or higher.

To estimate the expected minimum altitude over the Geologic Window for aircraft taking off on Runway 04, a take-off roll of 4,500 feet, climb rate of 500 feet per minute, and climb airspeed of 90 knots were used. Few, if any, of the aircraft at AEG cannot do better than that for take-off and climb. Turbojet aircraft require a longer take-off roll, but also have a much higher climb rate. Regardless, no aircraft taking off from Runway 04 should pass over the Geologic Window at less than 1,000 feet AGL. Just in case any aircraft taking off from Runway 04 cannot achieve a sufficient rate of climb to pass over the Geologic Window at 1,000 feet AGL or higher, a turn of less that five degrees to the west is all that is required to miss the Geologic Window entirely. In any event, most aircraft taking off on Runway 04 will turn on course prior to reaching the Geologic Window.

In summary, there is not a single noise concern at the Petroglyph National Monument that cannot be better addressed by control tower operations with Runway 22/04 remaining the primary runway. There is no real noise-related justification for changing the primary runway from Runway 22/04 to Runway 17/35.

If not the wind, and not noise considerations, then why the proposed change?

STRAIGHTENING THE "KILLER CURVE"

The EA includes a plan to straighten out the dangerous curves in the northernmost portion of Paseo del Volcan, before it intersects with Paseo del Norte. The simplest way to accomplish this is to eliminate the curves entirely, and extend the straight portion of Paseo del Volcan to the north until it intersects with Paseo del Norte. If this is done, approximately 2,000 to 2,500 feet of new roadway will be required, and all curves will be eliminated. However, if Runway 17/35 is extended to the north as proposed in that option, approximately 5,000 to 5,500 feet of new roadway will be required. An additional curve will also be required to accommodate the north extension of Runway 17/35.

Although Coffman Associates have assured us that both options are to be considered equally, the only road relocation plan offered is the one required to accommodate the proposed Runway 17/35 extension. Why?

CONCLUSION

There is no justifiable reason to extend Runway 17/35 and make it the primary runway at AEG.

November 17, 2007

ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATION WORKSHOP
COMMENT SHEET

Name: LLOYD A GIMPLE
11406 PASEO DEL OSO NE
ALBUQ NM 87111
Please print neatly

Date: June 26, 2008 Time: 5:30 - 7:00 pm.

Place: Don Newton (Taylor Ranch) Community Center
4900 Kachina St. NW (Kachina & Montano)

I COMPLETELY AGREE WITH THE DE PILOTS AND OWNERS ASSOCIATION POSITION ON KEEPING 04/22 AS PRIMARY RUN WAY, THUS AVOIDING UNSAFE OPERATIONS.

- MY POSITION IS MADE AS A SEL AIRPLANE PILOT AND AS A MULTI ENGINE HELICOPTER PILOT — 3300 HOURS —

— AND —

946 TAKE OFF/LANDING OPERATIONS DURING THE LAST 10 YEARS (8 PER MONTH) AT DOUBLE EAGLE. 90% OF THESE OPERATIONS WERE ON RUNWAY 04/22 BY CHOICE.

- ONCE 04/22 IS RESURFACED AND TOWER IS OPERATIONAL DOUBLE EAGLE WILL CONTINUE TO BE CAPABLE OF SAFELY AND ECONOMICALLY SERVING THE AVIATION COMMUNITY.

Lloyd A Gimple

Mail to:
COFFMAN ASSOCIATES, INC.
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063 FAX: (816) 524-2575
www.coffmanassociates.com

DEPOA Environmental Assessment Background

Double Eagle II Environmental Assessment Concerns and Questions

BACKGROUND

In 2002, a master plan for the future development of Double Eagle II (AEG) was completed, and approved by the City Council. The proposed future layout was presented several times to pilots and other concerned members of the community. In general, the reaction was that it looked great, but might be a long time in coming.

In May 2006, a public meeting was held at AEG, and an entirely different concept was presented for the first time. **The new concept called for changing the primary runway at AEG to Runway 17/35, and having the Runway 17/35 pattern overfly Runway 22/04.** There was also provision for a crosswind runway north of the existing facilities. **This proposal was presented without alternatives.**

Pilot reaction to the new proposal was negative and swift. A large amount of correspondence and several meetings have been devoted to discussions of disagreements with the new proposal. Subsequently, it was withdrawn, and replaced with a plan that offers three alternatives, none of which include a crosswind runway:

A. Extend Runway 17/35 and make it the primary runway at AEG with pattern overflying Runway 22/04.

B. Extend Runway 22/04 and leave it as the primary runway at AEG.

C. Extend neither runway and leave things as they are.

Coffman Associates (the EA Consultants) have said that the first two alternatives will be considered equally, but so far, all they have presented are arguments for extending Runway 17/35 and making it the primary runway.

CONCERNS

SAFETY

There would be two serious safety of flight issues involved if Runway 17/35 were made the primary runway at AEG. First, there is the **greater mechanical turbulence** on that runway due to the proximity to the volcanoes. That is one of several reasons that most local pilots prefer landing on Runway 22/04. Whenever there is an easterly component to the wind, there is a close-in mountain wave effect that makes the last seconds of an approach to either 17 or 35 more hazardous than an approach to 22 or 04.

The second safety issue has to do with the plan to have the Runway 17/35 traffic pattern overfly Runway

22/04. As the patterns now exist, whenever Runway 22/04 is in use, a pilot can depart safely from Runway 17. Conversely, whenever Runway 17/35 is in use, a pilot can depart safely from Runway 22. This is frequently important for pilots awaiting an IFR clearance. Pilots now can and do take off to the south on the alternate runway, with no degradation in safety. **Should the Runway 17/35 pattern be changed to overfly Runway 22/04. that practice would be a midair collision waiting to happen.**

When the tower becomes operational, the chance of a midair collision resulting from taking off on the alternate runway will be greatly reduced. However, the tower will not be operational 24/7. **During hours of darkness, when the tower is not operational, a mid-air collision resulting from Runway 17/35 traffic overflying Runway 22/04 would increase significantly.**

COST

Coffman Associates has reported that it would be cheaper to extend Runway 17/35 than it would be to extend Runway 22/04. **That is in spite of the fact that extending Runway 17/35, compared to extending Runway 22/04, would require 1,400 feet more runway, over 1,700 feet more taxiway, and approximately 3,000 feet more roadway, plus roughly $1.6 million dollars to relocate the ILS.**

The argument presented by Coffman Associates is that resurfacing Runway 17/35 has already been accomplished, so those costs shouldn't be counted, but resurfacing Runway 22/04 has not yet been accomplished, so those costs should be counted! Regardless of which runway is extended, Runway 22/04 will still need to be resurfaced, and those costs will be incurred. Including the cost of resurfacing Runway 22/04, but excluding the cost of resurfacing Runway 17/35, is the only way that anyone can claim that extending Runway 17/35 is the less expensive option. **That is exactly what those who tell us that the two options will be considered equally have done.**

Runway 22/04 is badly in need of repair now. Such repairs do not require an Environmental Assessment. It should be repaired/resurfaced as soon as possible, and associated costs should be excluded from a comparison of extending the two runways. **If that is done, it will be obvious that extending Runway 17/35 will cost millions of dollars more than extending Runway 22/04.**

There is also the cost of relocating the ILS, if Runway 17/35 is made primary. The FAA has said that they will not pay for relocating the ILS. City representatives say that those costs will be covered by the City. Regardless of whether they are FAA or City dollars, they are our tax dollars. **The willingness of the City to pay the bill doesn't change the fact that approximately $1.6 million would come out of tax payers' pockets.**

PILOT PREFERENCE

946 TO/ LDGS IN 10 YEARS OR 8 PER MONTH!

Our data, supported by the information provided by Coffman Associates in the August 23, 2007 public meeting, indicate a roughly three-to-one ratio of takeoffs and landings on Runway 22/04 compared to Runway 17/35, in all wind conditions. This has been the case in the absence of a tower or any other form of control. Given a choice, it is obvious which runway at AEG local pilots will use. $6/GAL

At the August 23, 2007 meeting, nearly every pilot present spoke out against the Runway 17/35 option and/or questioned the reasons that it was being proposed. These pilots represent hundreds of thousands of flying hours, and tens of thousands of takeoffs and landing at AEG. By comparison, not one of the people involved in the proposal to change the primary runway to Runway 17/35 has ever taken off or landed a plane at AEG.

It is difficult to understand why anyone would discount the opinions of several hundred pilots, who have performed tens of thousands of takeoffs and landings at AEG, in favor of a few people who

have never flown out of AEG.

QUESTIONS - WHY THE PROPOSED CHANGES?

WIND

When the plans to make Runway 17/35 the primary runway at AEG were first presented, the argument for the change was that wind favored Runway 17/35 over Runway 22/04. Coffman Associates representatives also said that AEG wind data were not available when the 2002 Master Plan was developed. At a meeting subsequent to the May 2003 meeting, the City representative told AEG representatives that the wind advantage for Runway 17/35 was the **only** reason for the recommended change. **Subsequent to that meeting, the same City representative said that the wind coverage difference between the two runways was "inconsequential".**

Also, contrary to Coffman Associates initial claims that AEG wind data were not available to those who created the 2002 Master Plan, **there were 105,787 wind observations taken at AEG in preparation for the 2002 master Plan**. The differences between those observations and the observations used for the current proposal are negligible, and are likely less than the expected errors in both sets of observations. To the extent that minor differences in wind coverage do exist between the two runways, they are not sufficiently significant to justify the proposed changes. If the wind significantly favored Runway 17/35, local pilots would have been taking off and landing on that runway in preference to Runway 22/04 a long time before the current EA was begun.

In summary, wind coverage at AEG is not a significant factor in deciding which runway should be primary.

NOISE

In the August 23, 2007 presentation, Coffman Associates raised the issue of noise concerns at the Petroglyph National Monument as a reason to change the primary runway to Runway 17/35. They cited concerns about Runway 17/35 traffic overflying the volcanoes, and Runway 22/04 traffic passing over the north end of the Monument area and over the north "Geologic Window". (The Geologic Window overflight concern was a new consideration, not previously raised.)

In meetings with Petroglyph National Monument representatives, DEPOA members have determined that, in the entire history of AEG and the Petroglyph National Monument, there is no record of a single noise complaint involving AEG aircraft traffic.

There are justifiable concerns about helicopters flying low level across the volcanoes, and, to a lesser extent, closed traffic on Runway 17/35 flying over the volcanoes. Both problems can be more easily solved by tower control than by changing the primary runway. Helicopters can and should be prohibited from taking off to or landing from the east, or from overflying the volcanoes at less than 1,000 feet AGL. That would solve the helicopter concern once and for all.

As far as traffic on Runway 17/35 overflying the volcanoes, the best way to reduce that concern is to leave Runway 22/04 the primary runway at AEG. Then, during the limited time that crosswind components dictate the use of Runway 17/35, and assuming that the tower is in operation, the tower can temporarily close Runway 22/04 and require a west pattern for Runway 17/35. That simple solution would eliminate all overflights of the volcanoes except for the very few times when crosswind components dictated the use of Runway 17/35, and the tower was closed. To give some idea of how insignificant that concern would be, the gates to the volcano parking area are not opened until 09:00 and are closed at 17:00. The tower will be in operation every day several hours before the Monument gates are opened and

several hours after they are closed.

Regarding overflights of the north Geologic Window, the Petroglyph National Monument representative with whom we spoke did not think that would be a concern, unless the flights were extremely low level. Unless an aircraft is using the ILS or RNAV/GPS approach to Runway 22, there is no reason to overfly the Geologic Window at all. Normal closed pattern and pattern entry procedures do not overfly that area.

To estimate the expected altitude over the Geologic Window for aircraft using the ILS, the glide slope of the ILS was used. That results in an expected minimum altitude over the Geologic Window of between 800 and 900 feet AGL. At the point of overflight, the noise should be minimum because of the reduced engine power in descent to landing. In fact, it is likely that aircraft taking off on Runway 17 or Runway 35 would cause a higher noise level at the volcanoes than an aircraft shooting an ILS approach would cause over the Geologic Window. For aircraft shooting the RNAV/GPS approach at AEG, the minimum altitude over the Geologic Window should be 1,000 feet AGL or higher.

To estimate the expected minimum altitude over the Geologic Window for aircraft taking off on Runway 04, a take-off roll of 4,500 feet, climb rate of 500 feet per minute, and climb airspeed of 90 knots were used. Few, if any, of the aircraft at AEG cannot do better than that for take-off and climb. Turbojet aircraft require a longer take-off roll, but also have a much higher climb rate. Regardless, no aircraft taking off from Runway 04 should pass over the Geologic Window at less than 1,000 feet AGL. Just in case any aircraft taking off from Runway 04 cannot achieve a sufficient rate of climb to pass over the Geologic Window at 1,000 feet AGL or higher, a turn of less that five degrees to the west is all that is required to miss the Geologic Window entirely. In any event, most aircraft taking off on Runway 04 will turn on course prior to reaching the Geologic Window.

In summary, there is not a single noise concern at the Petroglyph National Monument that cannot be better addressed by control tower operations with Runway 22/04 remaining the primary runway. There is no real noise-related justification for changing the primary runway from Runway 22/04 to Runway 17/35.

If not the wind, and not noise considerations, then why the proposed change?

STRAIGHTENING THE "KILLER CURVE"

The EA includes a plan to straighten out the dangerous curves in the northernmost portion of Paseo del Volcan, before it intersects with Paseo del Norte. The simplest way to accomplish this is to eliminate the curves entirely, and extend the straight portion of Paseo del Volcan to the north until it intersects with Paseo del Norte. If this is done, approximately 2,000 to 2,500 feet of new roadway will be required, and all curves will be eliminated. However, if Runway 17/35 is extended to the north as proposed in that option, approximately 5,000 to 5,500 feet of new roadway will be required. An additional curve will also be required to accommodate the north extension of Runway 17/35.

Although Coffman Associates have assured us that both options are to be considered equally, the only road relocation plan offered is the one required to accommodate the proposed Runway 17/35 extension. Why?

CONCLUSION

There is no justifiable reason to extend Runway 17/35 and make it the primary runway at AEG.

ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATION WORKSHOP
COMMENT SHEET

Name: JOHN SCHREIBER
3124 RIO PLATA DR SW 87121

Date: June 26, 2008 Time: 5:30 - 7:00 pm.

Place: Don Newton (Taylor Ranch) Community Center
4900 Kachina St. NW (Kachina & Montano)

Please print neatly

THE ROAD SHORTCUTS NO LONGER EXIST BECAUSE OF PROPER CITY GRADING AND ROAD MAINTENCE AND ARE A NON-ISSUE. THE PRAIRIE DOGS CAN EASILY BE RELOCATED JUST AS NEAR THE DEVELOPEMENT ON OR NEAR THE COTTON WOOD FIRE STATION ACROSS FROM CIBOLA HIGH SCHOOL.

FOR REASONS OF SAFETY, ECONOMY, PILOT PREFERENCE, ETC. ALTERNATIVE "B" SHOULD BE THE ONLY CONSIDERED ALTERNATIVE. NOISE, ESPECIALLY AT HIGH POWER SETTINGS IS BEST DEPARTING 22 (PREDOMINENT PREFERENCE) THERE IS NO REASON 17 + 35 WITH RIGHT AND LEFT TRAFFIC CANNOT BE UTILIZED DURING HRS. OF CONTROL TOWER OPERATION. THE ONLY REAL VIOLATORS AT PEYRO PARK ARE HELICOPTERS AND ARRIVING AIRLINERS DECELERATING FOR INTERNATIONAL. I KNOW SINCE I LIVE IN

(OVER)

Mail to:
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237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063 FAX: (816) 524-2575
www.coffmanassociates.com

THE ILS ARRIVAL PATH TO THE N.E.
THE PROPOSALS OF DEPOA PREVIOUSLY
GIVEN ARE THE BEST. WINDS
AFFECT YOU GREATLY ON IT ARRIVAL
DUE TO THE PROXIMITY OF THE
VOLCANOS. YOUR TRAFFIC, NOISE, AND
OTHER ANALYSIS ARE FLAWED UNLESS
STATISTICALLY BALANCE BY DESITY
AND ALTITUDES. BUNCHES OF
TRACKS DO NOT TELL THE TOTAL
STORY.

THE NORTH PETRO GLYPH AREA
IS A HOLE IN THE GROUND WITH
NO VISITORS, THE ILS TRAFFIC CROSSES
AT NEAR 1000' AT LOW POWER SETTINGS
AND LITTLE NOISE.

A TFR ~~CANT CAN BE~~ OR NOTAM
CAN BE ISSUED FOR INDIAN
CEREMONIES (FEW TIME A YEAR OCCASION
AT BEST)

ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATION WORKSHOP
COMMENT SHEET

Name: Don Best

Date: June 26, 2008 Time: 5:30 - 7:00 pm.

Place: Don Newton (Taylor Ranch) Community Center
4900 Kachina St. NW (Kachina & Montano)

Please print neatly

I would like to see alternate B implemented. Based upon my flying I take off and land about 85% of the time on Runway 22 because of prevailing wind. It appears to me that Alt. B is far and away the best option.

Don Best

Mail to:
COFFMAN ASSOCIATES, INC.
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063 FAX: (816) 524-2575
www.coffmanassociates.com

ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATION WORKSHOP
COMMENT SHEET

Name: ASHTON B. COLLINS, Jr. Date: June 26, 2008 Time: 5:30 - 7:00 pm.

abc'ii@earthlink.net Place: Don Newton (Taylor Ranch) Community Center

Please print neatly 4900 Kachina St. NW (Kachina & Montano)

- PLEASE ASSURE THAT THE LIGHTING USED BY ECLIPSE AVIATION ON THEIR TRAINING FACILITY AT KAEG IS FULLY COMPLIANT WITH AIRPORT LIGHTING REGULATIONS, AND NM'S NIGHT SKY PROTECTION ACT.
- BECAUSE THERE APPARENTLY IS NO PLAN FOR AN EAST/WEST RUNWAY <WHICH CLEARLY IS NEEDED FOR SAFETY REASONS>, ALTERNATIVE B SHOULD BE STRONGLY FAVORED.
- A FURTHER REASON FOR FAVORING RUNWAY 22 AS THE PRIMARY RUNWAY IS THAT IT PROVIDES THE SHORTER TAXI DISTANCE/TIME FOR ALL AIRCRAFT ASSOCIATED WITH THE BUDE AVIATION FACILITY, WHICH ACTS AS A TERMINAL. SHORTER TAXI TIMES MEAN LOWER FUEL USE AND, AS A RESULT, LOWER POLLUTION.
- FURTHER, THE SHORTER TAXI TIME IS

— OVER —

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Lee's Summit, MO 64063 FAX: (816) 524-2575
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PARTICULARLY IMPORTANT TO PATIENTS FLYING TO / FROM DOUBLE EAGLE ON ANGEL FLIGHT MISSIONS, ESPECIALLY IN SUMMER, WHEN HEAT EXPOSURE CAN COMPROMISE THEIR PHYSICAL CONDITION. THERE ARE MANY SUCH FLIGHTS, AND MUST, IF NOT ALL, USE THE SUAE RAMP FOR PASSENGER LOADING.

- PLEASE ACTIVATE THE FAA CONTROL TOWER ASAP.

Ash Collins Jr.
ASHTON B. COLLINS, Jr
COMMERCIAL PILOT
ASMEL
INSTRUMENT
CFI

ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATION WORKSHOP
COMMENT SHEET

Name: Kevin Fredekind

Date: June 26, 2008 Time: 5:30 - 7:00 pm.

Place: Don Newton (Taylor Ranch) Community Center
4900 Kachina St. NW (Kachina & Montano)

Please print neatly

I see no advantages whatsoever to extending 17/35, you talk about noise sensitivity over the petroglyphs, yet you propose option A which flies closest to the petroglyphs. when the tower is closed (assuming it ever opens) then the airspace would revert to class G & people would be flying directly over the petroglyphs. To move the ILS to 17/35 is an unnecessary $ millions of dollars. As a taxpayer that outrages me!! The city is developing the ramp area SW of the existing ramp area which is best served by runway 4/22, why would you develop one area then push to make the furthest runway the primary?? That is beyond any comprehension!

I have heard the reports from the NPS and they are NOT concerned about the current overflights. Your data is incorrect. Everything presented indicates you should NOT make 17/35 the primary and you should make 4/22 the primary. All the concerns with →

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Stare Aviation Rocks!

the NPS, volcanos that Native Americans use for ceremonies (oh, by the way they have NEVER been used or ceremonies, only a few occasional hikers) the cost Everything should dictate that you make 4/22 the primary.

Social - making 17/35, especially with the runway extensions & gas costs, will generate a significant cost burden to users.

You keep proposing that the best alternative is A, extend & make 17/35 the primary. This suggests only one thing: Someone is telling you what they want proposed. An unbiased proposal would be suggesting proposal B clearly!

ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATION WORKSHOP
COMMENT SHEET

Name: Julie Smith

Date: June 26, 2008 Time: 5:30 - 7:00 pm.

Place: Don Newton (Taylor Ranch) Community Center
4900 Kachina St. NW (Kachina & Montano)

Please print neatly

All of the arguments detailed on the documents attached to Dan Telfair's comments prevail.

I am very pleased that the road straightening has been separated from the EA relating to runways. I am also pleased that the 4-22 restoration will ~~have~~ not be subject to the EA and has been given a high priority by the state aviation division.

The noise contours and flight track data appear to me to be consistent with previous studies + projections.

Your representative tells me that the Park service is concerned by noise generated over the north geologic window by IFR traffic + 4-22 traffic, however he indicated that you have nothing in writing. I have met personally with Park service representatives who ~~have~~ say they really are not concerned with low power over flights, but are especially concerned by helicopter traffic. Your noise contours do not extend to that window, nor do they extend parallel to runways

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(over)

17-35 on the east. I think the noise impact from jet traffic on 17-35 will have a low level impact on the entire length of the Petroglyphs, while that over the window will have a low level impact over a much smaller, less used area (no road currently allows people to drive there). In addition, there will soon be a housing area adjacent to that geologic window which is likely to have more impact than overflights. Finally, the park service personnel with whom I have spoken say that this is an urban park: it is vastly different from a remote area like the Grand Canyon & the park service concerns about noise - overflights as well as general urban congestion issues are accordingly less.

I will type these comments & email so they are legible

ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATION WORKSHOP
COMMENT SHEET

Name: Gary Nordyke
6009 Los Hermanos NE
Albuquerque, NM 87111
Please print neatly

Date: June 26, 2008 Time: 5:30 - 7:00 pm.

Place: Don Newton (Taylor Ranch) Community Center
4900 Kachina St. NW (Kachina & Montano)

thankyou for the opportunity to get an update on the Environmental Assessment process for the Double Eagle II project. I have the following comments:

1. The small square of National Park Property under the runway 22 approach course is an area where park visitors are not on the ground.
2. The winds later in the day, especially in the spring and summer, favor Rwy 22, not Rwy 17.
3. The noise profile data is very tight to all runways and clearly doesn't affect those on the ground when holding over Double and flying the ILS to Rwy 22.
4. Airspace at International airport has a lower altitude on 100' above pattern altitude for runway 17-35 and the anticipated light jet traffic has the climb potential to fly into it quickly when taking off on that runway.
5. Takeoffs and landing on runway 17-35 will require greater attention from controllers due to increased potential for conflicts with traffic at International using runway 08/26.

For all of these reasons I strongly oppose making runway 17-35 the primary runway.

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Lee's Summit, MO 64063 FAX: (816) 524-2575
www.coffmanassociates.com

ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATION WORKSHOP
COMMENT SHEET

Name: JEFF ARMIJO.

Date: June 26, 2008 Time: 5:30 - 7:00 pm.

Place: Don Newton (Taylor Ranch) Community Center
4900 Kachina St. NW (Kachina & Montano)

Please print neatly

Apparently, the GA community and commercial users may agree to either proposal for their respective benefits for the entire aviation industry. Unfortunately, each user has different opinions about the final outcome. Another stakeholder, environmentalists, should be very proud of either option considering the vast complements each option has for their concerns. In the end, I would advocate for OPTION B.

Thank you for all the hard work!

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www.coffmanassociates.com

ENVIRONMENTAL ASSESSMENT
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COMMENT SHEET

Name: DICK SHEAD

Date: June 26, 2008 Time: 5:30 - 7:00 pm.

Place: Don Newton (Taylor Ranch) Community Center
4900 Kachina St. NW (Kachina & Montano)

Please print neatly

ALTERNATIVE A DOESN'T MAKE MUCH SENSE.
IT COMPROMISES SAFETY - 17/35 GETS MORE TORBULANCE
FROM WIND FLOWING OVER THE VOLCANOS. IT IS
MORE EXPENSIVE FOR ALL THE WORK INVOLVED - PAVING,
CHANGING THE ROAD, MOVING THE ILS.
THE PARK SERVICE HAS HAD NO COMPLAINTS ABOUT
NOISE AT PETROGLYPH PARK.

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ENVIRONMENTAL ASSESSMENT
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COMMENT SHEET

Name: Alex Newman

Date: June 26, 2008 Time: 5:30 - 7:00 pm.

Place: Don Newton (Taylor Ranch) Community Center
4900 Kachina St. NW (Kachina & Montano)

Please print neatly

I Fly a SuperCub hangered at Double Eagle II

#1 I say Fix the Road

#2 Lengthen W end of 4-22 Alternative B

Build another Relieve Airport out away from the growth of Fast Plane Tratic for those of us who just want to Fly + have Fun and Not get in the way.

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ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATION WORKSHOP
COMMENT SHEET

Name: Marty Waller
980-6770

Date: June 26, 2008 Time: 5:30 - 7:00 pm.

Place: Don Newton (Taylor Ranch) Community Center
4900 Kachina St. NW (Kachina & Montano)

Please print neatly

Sirs,

I would like to state my support for the extension of runway 22/04. I am against the extension of 17/35. I feel 22/04 is a safer runway for my flying most of the time in my Cherokee 180. I am against the cost of moving the ILS to 22/04.

Using 17/35 in many conditions is very turbulent especially in east to northeast winds.

I feel that for the money that need to be spent it would be better spent on 22/04.

I would gladly speak to the aviation committee regarding my position.

Marty Waller

Mail to:
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Lee's Summit, MO 64063 FAX: (816) 524-2575
www.coffmanassociates.com

ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATION WORKSHOP
COMMENT SHEET

Name: Wallace D. Henderson Date: June 26, 2008 Time: 5:30 - 7:00 pm.

Place: Don Newton (Taylor Ranch) Community Center

Please print neatly

4900 Kachina St. NW (Kachina & Montano)

Thank you for arranging the meeting at such a convenient time and place to minimize participation by AEG pilots.

This study reminds me of the "good old days" when I worked for BDM doing "unbiased" "objective" studies with a directed outcome for various government agencies.

If the City for reasons it does not wish to discuss wants to make 17/35 the primary runway independent of "real" costs and pilot preference, just do it and quit this expensive charade.

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ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATION WORKSHOP
COMMENT SHEET

Name: RICK RICHTER

Date: June 26, 2008 Time: 5:30 - 7:00 pm.

Place: Don Newton (Taylor Ranch) Community Center
4900 Kachina St. NW (Kachina & Montano)

Please print neatly

I DO NOT WANT THE ILS MOVED FROM 22 TO 17 - RUNWAY 17-35 HAVE DANGEROUS WIND CONDITIONS RUNWAY 22-4 IS MUCH MORE STABLE. I HAVE SEEN WIND REPORTED OUT OF NORTH & NORTH EAST FOR A LANDING ON 17 AND WHEN YOU TOUCH DOWN THE WIND IS A DIRECT CROSS WIND.

THE PROJECT TO STRAIGHTEN PASEO DEL VOLCAN MUST BE DONE

ALTERNATIVE B MUST BE DONE & THE ILS LEFT WHERE IT IS. DO NOT RELOCATE THE ILS TO 17-35

Mail to:
COFFMAN ASSOCIATES, INC.
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063 FAX: (816) 524-2575
www.coffmanassociates.com

ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATION WORKSHOP
COMMENT SHEET

Name: PHILIP SHORTELL

Date: June 26, 2008 Time: 5:30 - 7:00 pm.

SINGLE ENGINE LAND

Place: Don Newton (Taylor Ranch) Community Center

Please print neatly

4900 Kachina St. NW (Kachina & Montano)

THANK YOU FOR ALL THE INFORMATION
FROM EVERYTHING I HAVE SEEN AND READ
IT SEEMS TO ME THAT KEEPING 22 AS THE
PRIMARY RWAY PROVIDES THE BEST &
MOST COST LIMITED SOLUTION

Mail to:
COFFMAN ASSOCIATES, INC.
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063 FAX: (816) 524-2575
www.coffmanassociates.com

ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATION WORKSHOP
COMMENT SHEET

Name: Reynold A Price

AOPA 04646629

Please print neatly

Date: June 26, 2008 Time: 5:30 - 7:00 pm.

Place: Don Newton (Taylor Ranch) Community Center

4900 Kachina St. NW (Kachina & Montano)

I think the straightening of Paseo Del Volcan is a good idea however, the current traffic pattern should stay the way it is. Runway 04/22 should be extended.

Reynold A Price
06-26-08

Mail to:
COFFMAN ASSOCIATES, INC.
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063 FAX: (816) 524-2575
www.coffmanassociates.com

ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATION WORKSHOP
COMMENT SHEET

Name: MIKE BONSAR

Date: June 26, 2008 Time: 5:30 - 7:00 pm.

Place: Don Newton (Taylor Ranch) Community Center
4900 Kachina St. NW (Kachina & Montano)

Please print neatly

THE REASONS TO EXPAND USING RWY 35/17 SEEM TO CONFLICT WITH THE DATA. USE OF 22/4 DOES A BETTER JOB OF CONTAINING OPERATIONS AND NOISE IN THE AIRPORT PROPERTY. 35/17 IS CLOSER TO THE "SENSITIVE" AREA AND PUTS TAKEOFF (FULL POWER) OPERATIONS MUCH CLOSER TO THE PETROGLYPHS.

EXTENDING 22/4 KEEPS OPERATIONS AWAY FROM THE ROCKS. ONLY LOW POWER APPROACHES GO NEAR THE ROCKS

THE PRESENT AIRPORT PROPERTY ALSO PROVIDES A WIDER AREA FOR DEVELOPMENT AROUND 22/4.

Mail to:
COFFMAN ASSOCIATES, INC.
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063 FAX: (816) 524-2575
www.coffmanassociates.com

ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATION WORKSHOP
COMMENT SHEET

Name: Lino Moya
5619 Mariola pl NE
87111

Date: June 26, 2008 Time: 5:30 - 7:00 pm.

Place: Don Newton (Taylor Ranch) Community Center
4900 Kachina St. NW (Kachina & Montano)

Please print neatly

The extension of 22-04 is the only option that makes any sense. Unless you happen to be Eclipse. I am a pilot with an airplane based @ Double Eagle I fly approx. 200 hrs a year & 85% of the time Runway 22 is the favorable Runway given the winds @ the time. It's closer to the FBO's & the hangers (Runway 22) It will cost less & require less taxiway.

Mail to:
COFFMAN ASSOCIATES, INC.
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063 FAX: (816) 524-2575
www.coffmanassociates.com

Appendix L

NATIONAL PARK SERVICE COORDINATION

Appendix L
NATIONAL PARK SERVICE COORDINATION

As previously discussed, Double Eagle II Airport is adjacent to the Petroglyph National Monument which is jointly managed by the City of Albuquerque Open Space Division and the National Park Service (NPS). During previous consultation processes, the City of Albuquerque and the NPS have indicated concerns regarding the potential impacts of airport development on the monument. Due to previous involvement with projects at the airport, the NPS was included as a cooperating agency for this EA and was kept abreast of the EA analysis through multiple meetings and teleconferences.

A meeting was held on May 14, 2008 at the NPS Visitors Center for Petroglyph National Monument to brief NPS on the findings of the overflight analysis conducted as part of the EA. Invitees included the representatives from the City of Albuquerque, NPS, and the consultant team. This appendix includes the meeting sign-in sheets and a copy of the presentation slides used during the meeting.

Also included in this appendix is the documentation prepared for the noise measurement exercise performed at the onset of this Environmental Assessment (EA). The noise measurement program was undertaken at the request of the NPS.

Beginning on page L-25 are copies of the coordination undertaken with the NPS regarding the contents of this document.

United States Department of the Interior
NATIONAL PARK SERVICE
INTERMOUNTAIN REGION
Petroglyph National Monument
6001 Unser Blvd., NW
Albuquerque, New Mexico 87120

RECEIVED
FEB 13 2006
ASW-640

In reply refer to:
L3025(PETR)

February 10, 2006

U.S. Department of Transportation
Federal Aviation Administration
Southwest Region
Lacey Spriggs, Manager,
Airports Development Office
2601 Meacham Blvd.
Fort Worth, Texas 76193

Dear Ms. Spriggs:

Thank you for the invitation to participate as a cooperating agency in the upcoming environmental review of the runway extensions at Double Eagle II Airpark (AEG) adjacent to Petroglyph National Monument in Albuquerque, New Mexico. We have developed good working relations with the City, FAA and PNM and look forward to working with everyone to find mutually acceptable solutions to issues of concern.

As a sister federal agency, we believe that it is our duty at the federal level to work together to protect the resources our agencies have been entrusted to care for in an appropriate manner and appreciate your consideration of our previous formal request to serve as a cooperating agency on these projects at Double Eagle II. We will await your development of the Memorandum of Understanding (MOU) addressing the roles and responsibilities of all parties to begin this process.

Sincerely,

Joseph P. Sánchez, Ph.D.
Superintendent

cc:
Mike Snyder, Regional Director, National Park Service, Intermountain Region, P.O. Box 25287, Denver, Colorado 80225-0287
Chris Turk, National Park Service, Intermountain Region-Environmental Review, P.O. Box 25287, Denver, Colorado 80225-0287

DOUBLE EAGLE II AIRPORT
ENVIRONMENTAL ASSESSMENT

MEETING ATTENDANCE RECORD

Meeting: Meeting with National Park Service Regarding Overflight Analysis **Date:** May 14, 2008 **Time:** 1:00 pm
Place: NPS Visitors Center

NAME	AFFILIATION	EMAIL/PHONE
Chris Hugunin	Coffman Associates	1-800-892-7772 chrish@coffmanassociates.com
Molly Waller	Coffman Associates	mwaller@coffmanassociates.com
Mike Proulx	Molzen Corbin	mproulx@molzencorbin.com
John Hinde	City of Albuquerque	JHINDE@CABQ.GOV 244-7805
Matt Schmader	" " "	mschmader@cabq.gov
Joseph Sanchez	NPS	Joseph_Sanchez@NPS.gov
MIKE MEDRANO	NPS	MIKE_MEDRANO@NPS.GOV
NPS REGIONAL STAFF	NPS - DENVER	

Double Eagle II Airport Environmental Assessment (EA)

Meeting with National Park Service
May 14, 2008

Purpose of Meeting

- Discuss recent decisions regarding the EA
- Provide NPS Regional Staff with a brief project overview
- Provide initial results of the overflight and noise analysis
- Obtain feedback from NPS staff regarding initial analysis results

Recent EA Changes

- Scope of EA limited to the following
  - Runway Extension
    - Alternatives A and B
  - Straightening of Paseo Del Volcan
    - Due to schedule concerns this project is undergoing evaluation in a separate EA
  - Crosswind runway still part of future planning – FAA excluded from this ongoing EA
- Pilot Involvement
- West aircraft traffic pattern will be evaluated upon the ATCT becoming operational

Project Overview

- History of alternatives evaluation
  - Assurances made during ATCT EA to evaluate runway alternatives
- Purpose of proposed improvements
  - Double Eagle II has a limited ability to fulfill the role as a reliever airport
  - Defined need for a minimum 9,000 foot runway at the airport
  - Need to correct unsafe airport access road intersection (separate ongoing EA)

Alternative A – Improve Runway 17-35

- 2,001 foot extension to the north and 1,000 foot extension to the south
- Relocate instrument landing system (including MALSR) to Runway 17
- Runway 17-35 would become primary runway

Alternative B – Improve Runway 4-22

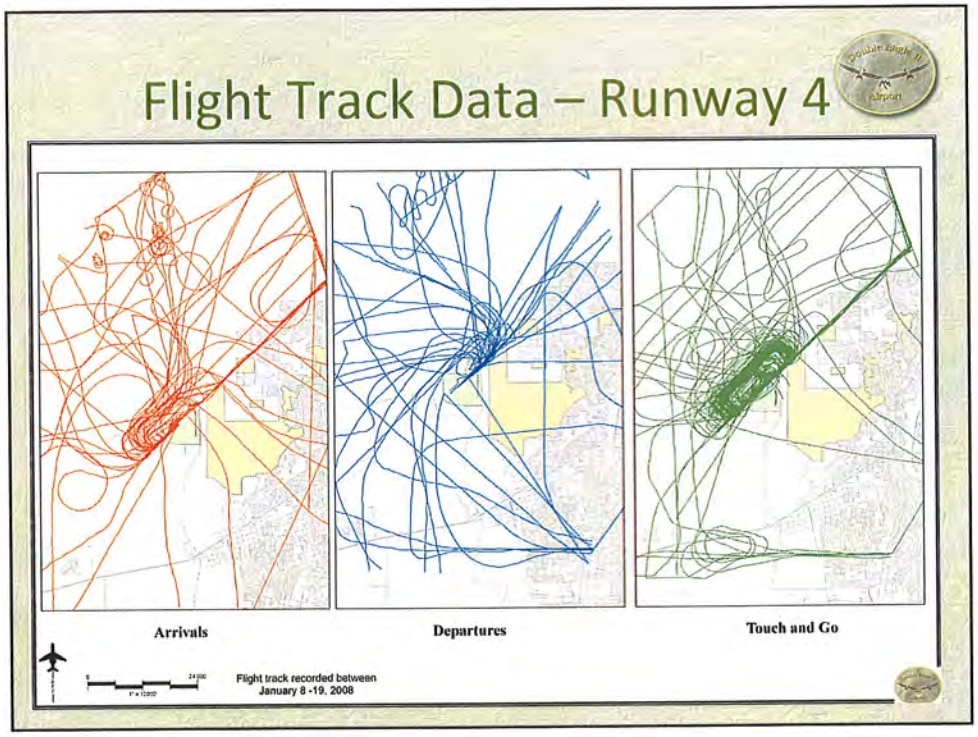
- 1,600 foot extension to the southwest
- Instrument landing system (including MALSR) would remain
- Runway 4-22 would remain primary runway

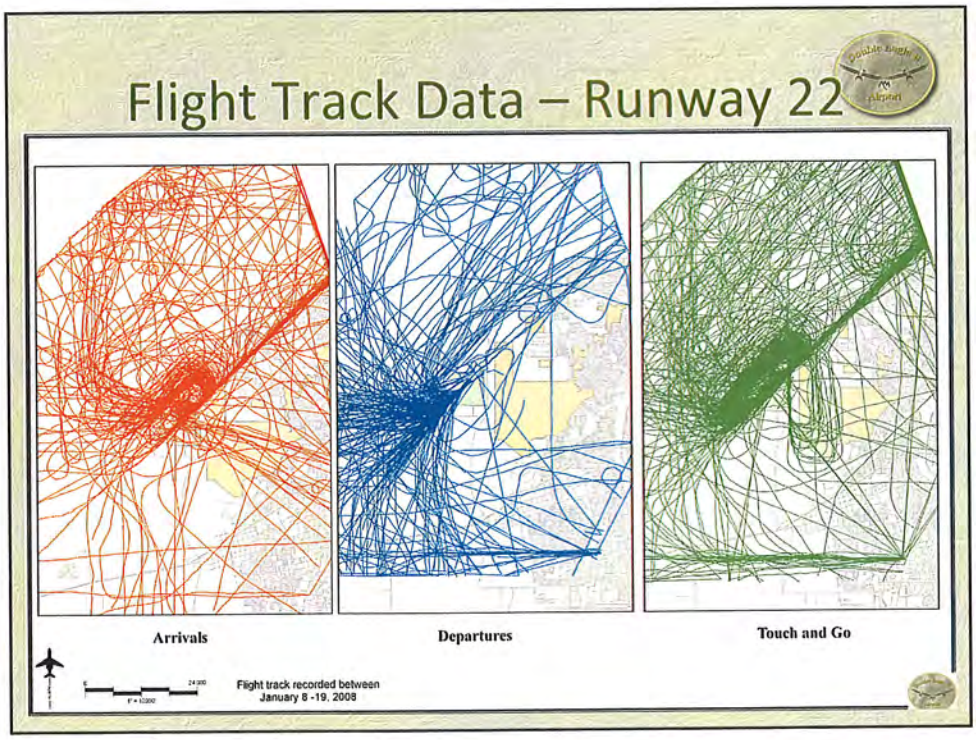
NPS Concerns Analysis was Intended to Address

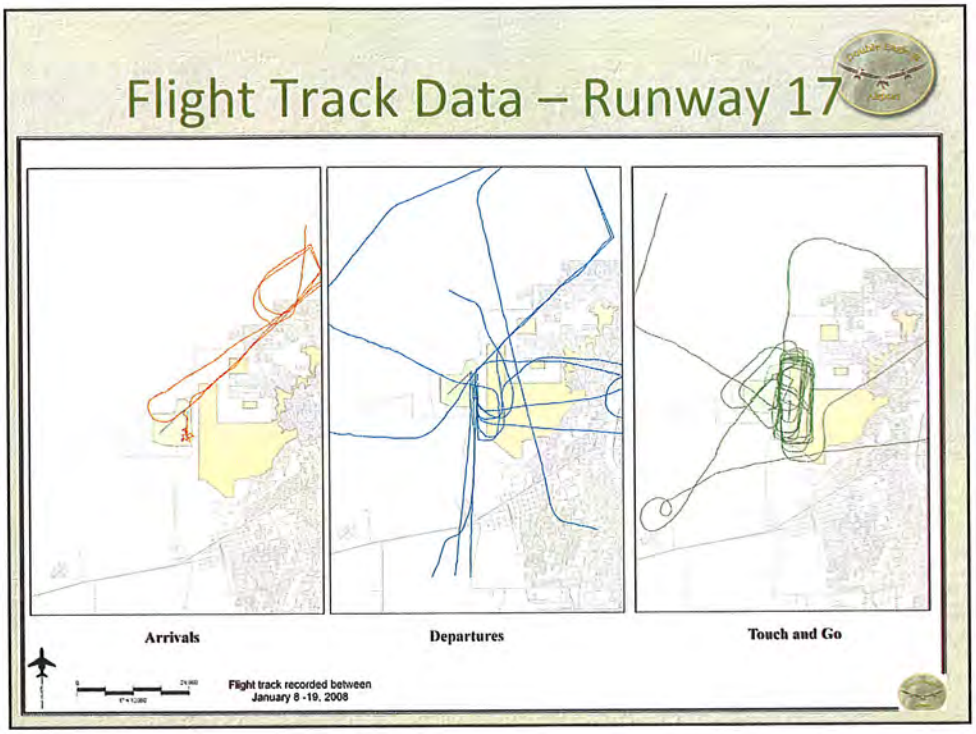
- Helicopter Overflights
  - This will be resolved through the development of helicopter operating procedures which will not require NEPA analysis.
- Fixed Wing Overflights
  - Runway 22 overflights of northern volcano and geologic window
  - Runway 17-35 training over the volcanos

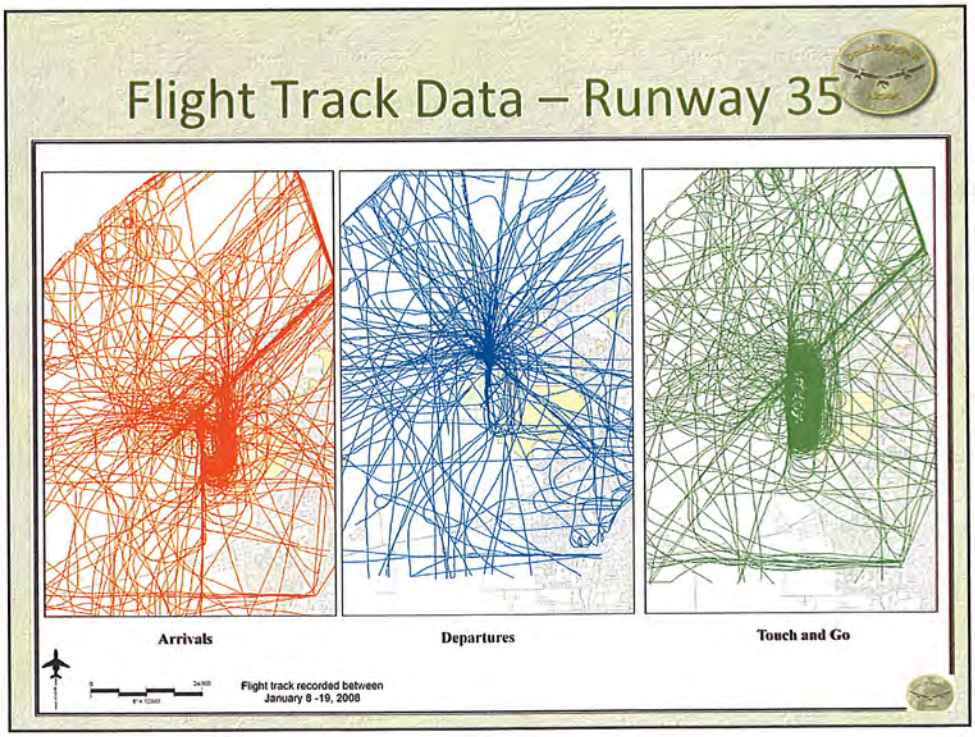
Structure of Analysis

- Noise monitoring was undertaken at various points at the airport and within the monument
- Obtained, through FOIAs, three sets of flight track information to determine where aircraft are operating
- Analyzed flight track information to determine runway use
- Established flight tracks for Alternative A (Alternative B would mirror the existing condition)
- Undertook a grid point analysis to assess the noise impacts of the alternatives


Flight Track Data – Runway 4
Arrivals
Departures
Touch and Go
Flight track recorded between
January 8 -19, 2008


Flight Track Data – Runway 22
Arrivals
Departures
Touch and Go
Flight track recorded between
January 8 -19, 2008


Flight Track Data – Runway 17
Arrivals
Departures
Touch and Go
Flight track recorded between
January 8 -19, 2008


Flight Track Data – Runway 35
Arrivals
Departures
Touch and Go
Flight track recorded between
January 8 -19, 2008

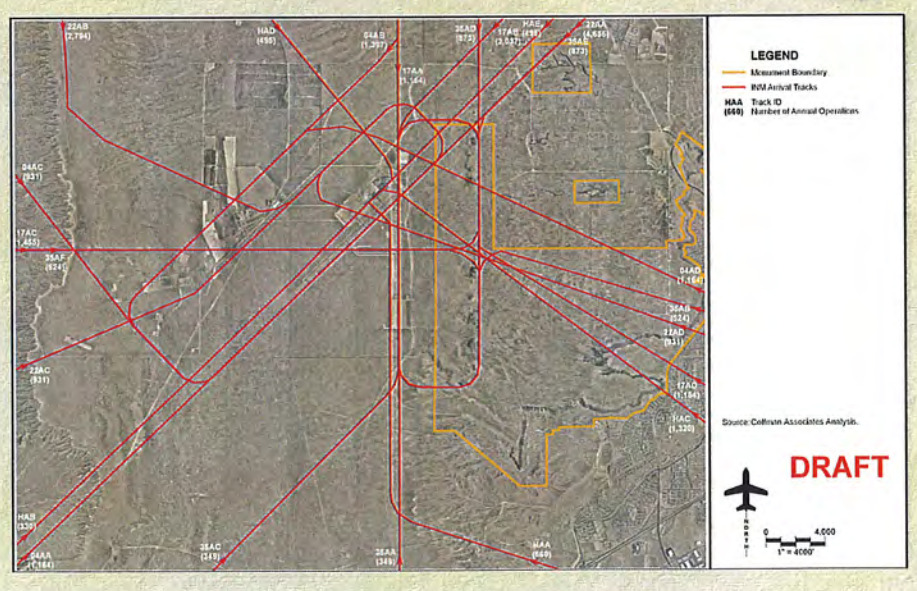
Geologic Window and Northern Volcano Overflights

Exhibit depicts only arrivals

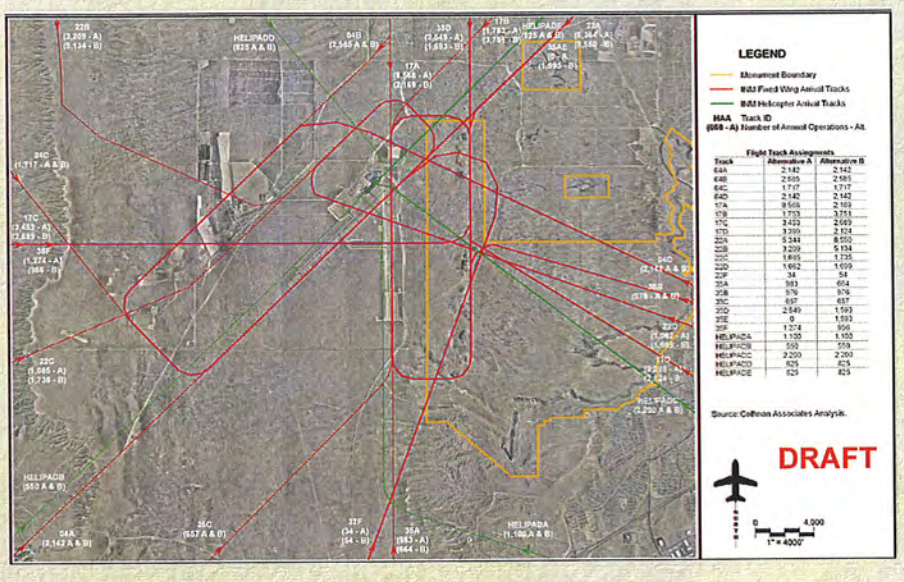
126 Overflights of the geologic window

131 overflights of the northernmost volcano

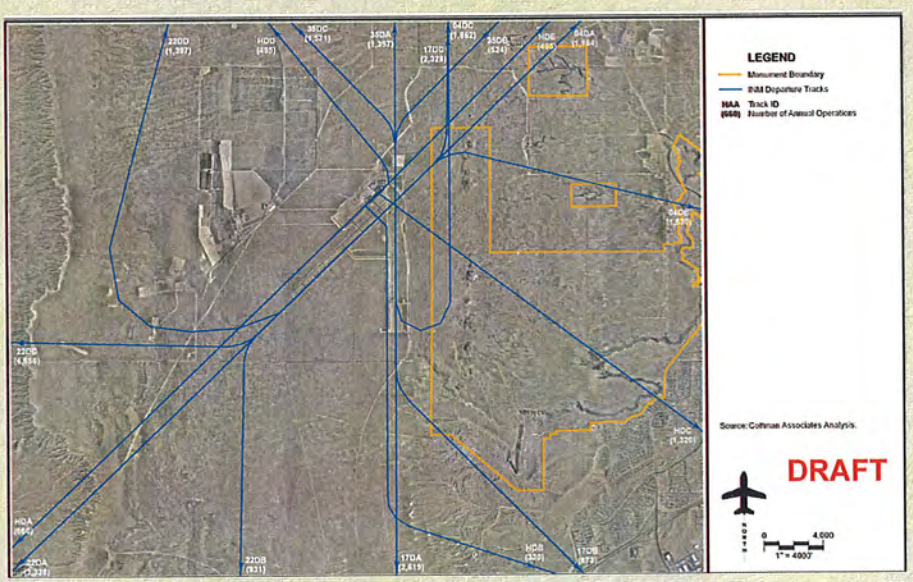
Existing Arrival Tracks (modeled)



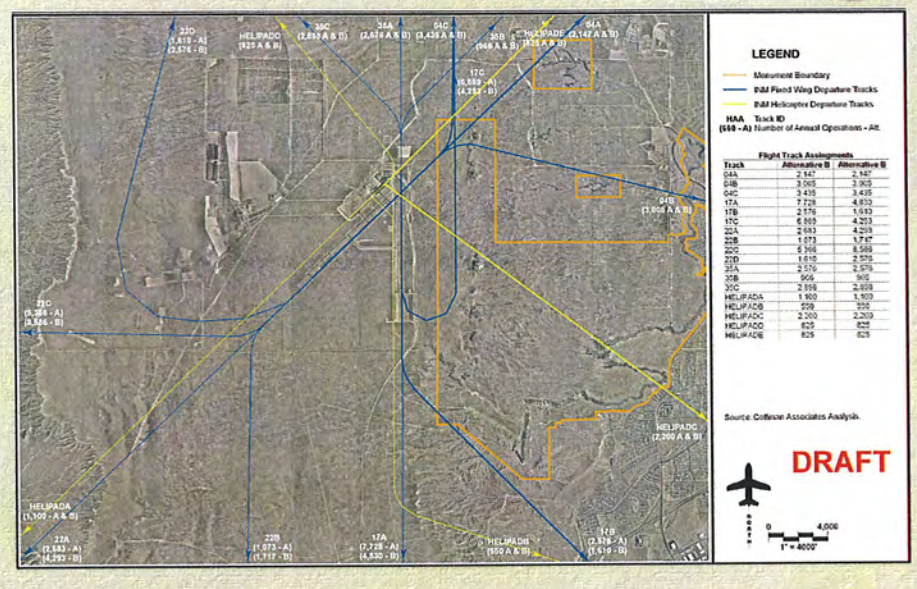
2015 Arrival Tracks (modeled)



Existing Arrival Tracks (modeled)



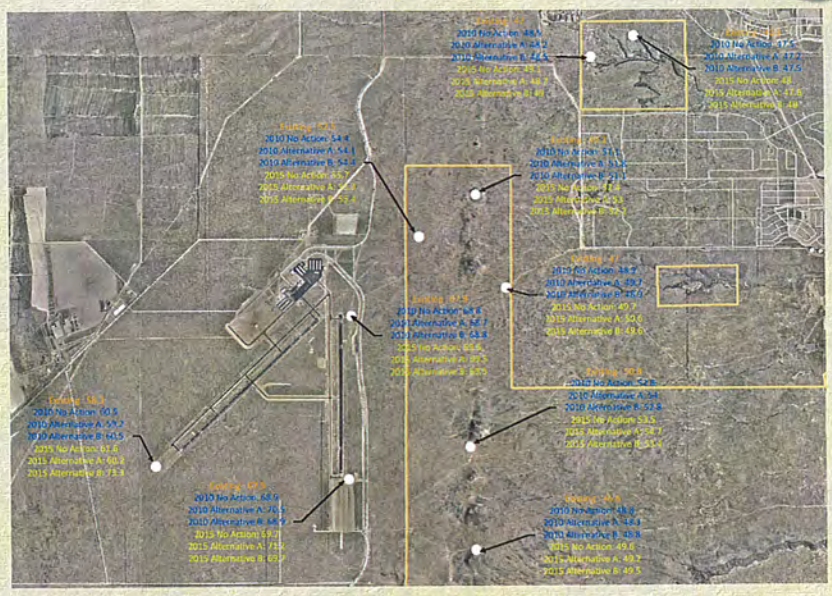
2015 Departure Tracks (modeled)



Noise Analysis

- Analysis does not include the assignment of a west traffic pattern on Runway 17-35
- Analysis indicated a slight increase in noise over the westernmost portion of the monument. With west pattern this increase would not occur.

Noise Analysis



AIRCRAFT NOISE MEASUREMENT PROGRAM

Noise measurements were taken in the vicinity of Double Eagle II Airport between June 19 and June 25, 2006. The measurement program was designed and undertaken to provide field-collected data for comparison with the computer-predicted values generated from the Integrated Noise Model (INM).

It should be noted that when comparing field measurements to computer-generated noise levels that discrepancies may exist. The 24-hour field measurements represent noise conditions for individual days, while the computer model represents the average condition for the measurement site. As a result, field-measured noise levels may be greater or less than the average condition represented by the model. These differences can be attributed to a number of variables including the number and type of aircraft operations and climatic conditions during the noise measurement period.

Information collected during the noise monitoring program includes 24-hour measurements at seven different sites for comparison with computer-generated day-night noise levels (DNL). DNL is a measure of cumulative sound energy during a 24-hour period. All noise occurring from 10:00 p.m. to 7:00 a.m. is assigned a 10 decibel (dB) penalty to account for the potentially greater annoyance caused by nighttime noise.

In addition to the cumulative noise data, information was collected for single-event measurements. This information is used as an indicator of typical dB and sound exposure levels (SEL) within the airport area.

ACOUSTICAL MEASUREMENTS

Five noise monitors were used to collect data during the noise measurement program. The instruments included three Larson Davis Model 820 monitors and two Bruel and Kjaer Model 2250 monitors. Each unit was equipped with an external microphone and a weatherproof case to protect the equipment from inclement weather.

Each unit was calibrated to assure consistency between measurements at different locations. A calibrator, with an accuracy of 0.5 decibels (dB), was used for all measurements. At the completion of each field measurement, the monitors were re-calibrated.

Logged noise data was retrieved from the monitors during routine site visits and stored on a laptop computer. The raw data from each unit is included in the analysis discussed later in this section.

Measurement Procedures

To minimize the potential for non-aircraft noise measurements, thresholds for noise levels and duration were established. These thresholds are programmed as part of the initial setup for the noise monitoring equipment. For the Larson Davis monitors, which were used on airport property, a 60 dB threshold (approximately 5 to 10 dB greater than the ambient level), was established. Additionally, a minimum event duration of five seconds was set to ensure that brief events were not logged. These two thresholds limit the single noise events logged by the noise monitor. Only those events which exceed both thresholds were noted as noise events and included as part of the raw data.

Similar thresholds were employed with the Bruel and Kjaer monitors. Because these monitors were used in areas farther from the airport, the noise level threshold was set at 50 dB due to the decreased ambient noise levels. The duration threshold for these monitors was also set at 5 seconds to eliminate the measurement of brief, single noise events. Noise events which exceeded these thresholds were recorded by the monitor and stored as audio files to be verified as part of this noise analysis.

For both monitor types, selected single events were specially retained and analyzed to consider all noise present at the site, regardless of its level, and provide hourly summations of equivalent noise levels (Leq). Also, the equipment optionally provided information on SEL values for each event which exceeded the preset threshold and duration, and distributions of decibel levels throughout the measurement period.

Weather Information

Weather during the measurement period was typical for this time of year in the Albuquerque area. High temperatures ranged between 87 and 98 degrees Fahrenheit (F) with the average for the area being 92 degrees F. Low temperatures ranged from 63 to 69 degrees F which was above the average of 61 degrees F. There was no measurable precipitation during the monitoring period; however, a trace of precipitation was noted on June 23, 2006. Weather conditions were considered adequate for aircraft using visual flight rules (VFR). Winds ranged between 9 and 17 knots with gusts ranging between 21 and 42 knots.

Aircraft Noise Measurement Sites

Noise measurements were taken at a total of seven sites, indicated on **Exhibit L1**. Three of the sites were located on airport property, and the remaining four were positioned within the Petroglyph National Monument. The sites within the National Monument were selected following consultation with the National Park Service. The purpose of these sites was to monitor overflight noise from aircraft operating in the area.

Airport Site 1 – This site was positioned near the northern end of Runway 17-35 to monitor arrival and departure noise for activity on Runway 17-35 and Runway 4-22. Measurements were taken for five days at this site. At this time of installation, light winds were noted at the site.

Airport Site 2 – A monitor was placed near the southwestern end of Runway 4-22 to measure arrival and departure activity on this runway. Measurements were taken at this site for four days. Light winds were noted during the installation of this monitor.

Airport Site 3 – Site 3 was positioned at the southern end of Runway 17-35 and measurements were taken for two days at this site. Light winds were noted at this site during installation.

Park Site 1 – This site was located on the northern side of the JA volcano within Petroglyph National Monument. Measurements were taken for a total of two days at this site. Wind noise which measured above 50 dB was noted during the installation of this monitor.

Park Site 2 – Park Site 2 was positioned on the southern slope of Vulcan Volcano within the National Monument. Measurements were taken for two days at this site. Wind noise which measured above 50 dB was noted during the installation of this monitor.

Park Site 3 – Park Site 3 was positioned east of the northern end of Runway 17-35, approximately one mile from the airport. Data for one day was recorded at this site. Light winds were noted during the installation of this monitor.

Park Site 4 – This site was aligned with Runway 4-22 and positioned approximately two and a half miles from the runway. Data for one day was recorded at this site. Light winds were noted during the installation of this monitor.

MEASUREMENT RESULTS SUMMARY

Collected noise data is summarized in the following tables. The information includes the average 24-hour Leq for each site. The Leq metric is the logarithmic average of the cumulative noise during a given time period. It is similar to the DNL metric except that no extra weight is assigned to nighttime noise.

The DNL(24) value represents the cumulative noise from all sources, including non-aviation noise. DNL(24t) is developed only from noise attributable to aircraft operations or maintenance activities such as engine run-ups.

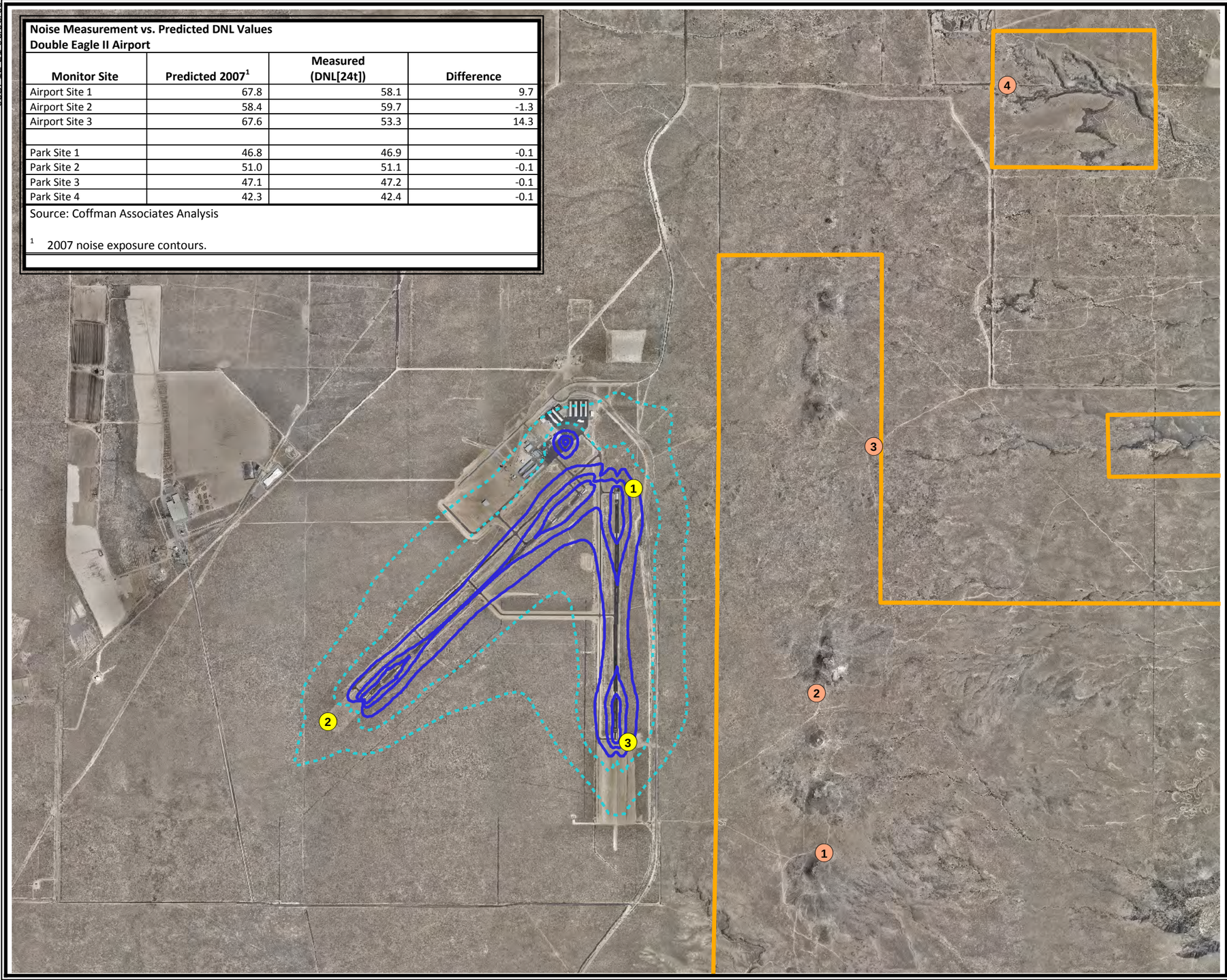
05SP12-L1-05/05/09

Noise Measurement vs. Predicted DNL Values
Double Eagle II Airport

Monitor Site	Predicted 2007[1]	Measured (DNL[24t])	Difference
Airport Site 1	67.8	58.1	9.7
Airport Site 2	58.4	59.7	-1.3
Airport Site 3	67.6	53.3	14.3
Park Site 1	46.8	46.9	-0.1
Park Site 2	51.0	51.1	-0.1
Park Site 3	47.1	47.2	-0.1
Park Site 4	42.3	42.4	-0.1

Source: Coffman Associates Analysis

[1] 2007 noise exposure contours.



LEGEND

- Monument Boundary
- Marginal Contours
- Significant Contours
- (1) Airport Measurement Site
- (1) Park Measurement Site

Source: Coffman Associates Analysis.

NORTH

0 2,500
1" = 2,500'

Exhibit L1
NOISE MEASUREMENT LOCATIONS

As previously stated, the Bruel and Kjaer monitors used at the Petroglyph National Monument sites were programmed to save an audio recording of events above 50 dB that were more than five seconds in duration. Following the measurement period, these files were evaluated to determine which events could be positively identified as aircraft noise. Typical events that were excluded from the analysis were wind noise, emergency vehicles, and coyotes. The DNL(24t) calculations for these sites include only aircraft operations verified through the audio files.

The Larson Davis equipment used for the airport sites does not have the audio recording feature. To supplement these measurements, aircraft observations were performed to identify potential non-aviation activity that could have affected the measurements. During the observation periods, there were no noise events noted that were considered to be non-aviation related.

The DNL(24t) values calculated for each of the monitoring sites are compared to the Integrated Noise Model. The results of this comparison can be found later in this section.

L(50) values are also presented for each site. These values represent sound levels above which 50 percent of the samples were recorded.

The tables also present data on other characteristics of the noise measurements for comparison. These include:

- Maximum recorded noise level, measured in dB (Lmax);
- Maximum recorded sound exposure level SEL(max);
- Longest single event duration in seconds Max Duration(sec); and
- Number of single events above the threshold (60 dB for airport sites and 50 dB for park sites)
- Single event distribution.

A total of 2,270 events were logged during all of the monitoring periods. This includes 998 at the airport sites (those above 60 dB for more than five seconds) and 1,272 at the park sites (those above 50 dB for more than five seconds).

As shown in **Table L1**, the DNL(24t) values for Airport Site 1 ranged between 51.9 and 59.4. The logarithmic average DNL(24t) for this site is 58.1. The longest events occurred on Day 1 and Day 4, each at approximately 140 seconds. The L(max) values were consistent on Days 2-5, with a lesser value of 82 on Day 1. Day 4 was the only measurement period with SEL values over 100 db. The remaining days had similar distributions, with a majority of events between 70 and 90 dB.

TABLE L1
Measurement Result Summary
Double Eagle II Airport

	Airport Site 1				
	Day 1	**Day 2**	**Day 3**	**Day 4**	**Day 5**
Measurement Dates	**6/19/06 to 6/24/06**				
Cumulative Data					
LEQ(24)	54.0	51.8	52.2	58.5	51.7
DNL(24)	59.4	57.1	57.6	60.4	51.9
DNL(24t)	59.4	57.1	57.6	60.4	51.9
L(50)	41.7	39.5	39.5	38.7	38.7
Single Event Data					
L(max)	82	88.7	89	88.9	88.9
SEL(max)	88.4	94.1	95.5	101.9	94.4
Max Duration (sec)	139	76	72.5	140.5	64.4
Number of Single Events above 60 dB (SEL)	164	85	72	115	74
Single Event Distribution					
SEL 60 -70-dB	19	3	4	6	11
SEL 70 - 80 dB	72	64	46	50	45
SEL 80 - 90dB	73	14	18	52	14
SEL 90 - 100 dB	0	4	4	5	4
SEL +100 dB	0	0	0	2	0

Table L2 presents the summary information for Airport Site 2. The DNL(24t) for this site ranges between 56.8 and 58.1 over the four monitoring periods. The logarithmic average DNL(24t) for this site is 59.7. The maximum duration for an event at this site is 63 seconds, logged on Day 1. The total number of events logged at this site is 286 with a high of 86 on Day 2 and a low of 46 on Day 3. The single event distribution shows that a majority of events ranged between 70 and 90 dB. There was only one event above 100 dB logged at this site. This occurred on Day 3.

TABLE L2
Measurement Result Summary
Double Eagle II Airport

	Airport Site 2			
	Day 1	**Day 2**	**Day 3**	**Day 4**
Measurement Dates	**6/19/06 to 6/22/06, 6/24/06**			
Cumulative Data				
LEQ(24)	56.5	54.7	55.2	55.5
DNL(24)	58.1	57.6	57.4	56.8
DNL(24t)	58.1	57.6	57.4	56.8
L(50)	33.8	33.8	36.3	33.6
Single Event Data				
L(max)	94.6	91.2	98.9	88.7
SEL(max)	98.1	95	102.5	94.5
Max Duration (sec)	62.8	39.7	51.9	28.7
Number of Single Events above 60 dB (SEL)	73	86	46	81
Single Event Distribution				
SEL 60 -70-dB	2	3	6	3
SEL 70 - 80 dB	14	12	20	20
SEL 80 - 90dB	48	66	16	54
SEL 90 - 100 dB	9	5	3	4
SEL +100 dB	0	0	1	0

Table L3 summarizes the noise measurement information for Airport Site 3. Three measurement periods were observed at this site. The DNL(24t) for this site ranged from a low of 49.0 to a high of 55.0 with a logarithmic average of 53.3. The maximum duration of an event logged at this site was 81 seconds, recorded on Day 2. The greatest L(max) value was recorded on Day 1 at 97.4 dB. A total of 202 events above 60 dB were logged at this site with the greatest number, 103, occurring on Day 2. As with the first two sites, a majority were between 70 and 90 dB.

TABLE L3
Measurement Result Summary
Double Eagle II Airport

	Airport Site 3		
	Day 1	**Day 2**	**Day 3**
Measurement Dates	**6/22/06 to 6/24/06**		
Cumulative Data			
LEQ(24)	54.5	53.7	48.3
DNL(24)	55.0	53.9	49.0
DNL(24t)	55.0	53.9	49.0
L(50)	35.9	38.2	38.2
Single Event Data			
L(max)	97.4	91.2	85.2
SEL(max)	100.5	96	90.8
Max Duration (sec)	32.2	81.2	42.5
Number of Single Events above 60 dB (SEL)	60	103	39
Single Event Distribution			
SEL 60 -70-dB	6	15	4
SEL 70 - 80 dB	18	54	17
SEL 80 - 90dB	34	30	17
SEL 90 - 100 dB	1	4	1
SEL +100 dB	1	0	0

Noise measurement information of Park Site 1 is summarized in **Table L4**. Two measurement periods were completed for this site. The DNL(24t) is 60.2 for Day 1 and 48.7 for Day 2. The logarithmic average for the two days is 57.4. A total of 652 events above 50 dB were logged for this site, most of which were measured between 60 and 70 dB. On Day 1, there were three events that exceeded 100 dB. As shown in the table, the longest event for this site, and for the entire monitoring program, was 840 seconds. The audio file associated with this measurement indicates that an aircraft was operating in the area during this time. Interference in the microphone was also noted for those recordings, which could account for a portion of the prolonged exceedance.

TABLE L4
Measurement Result Summary
Double Eagle II Airport

	Park Site 1	
	Day 1	**Day 2**
Measurement Dates	**6/19-6/22**	
Cumulative Data		
LEQ(24)	59.5	42.5
DNL(24)	60.5	48.9
DNL(24t)	60.2	48.7
L(50)	60.8	52.5
Single Event Data		
L(max)	85.3	73.9
SEL(max)	102.4	86
Max Duration (sec)	840	147
Number of Single Events above 50 dB (SEL)	316	336
Single Event Distribution		
SEL 50 -60-dB	82	130
SEL 60 -70-dB	148	178
SEL 70 - 80 dB	54	25
SEL 80 - 90dB	22	3
SEL 90 - 100 dB	7	0
SEL +100 dB	3	0

Table L5 summarizes the noise monitoring data from Park Site 2. The DNL(24t) measurements for the two monitoring periods were 48.5 and 43.0. The logarithmic average for this is 43.5. The longest event recorded at this site was 134 seconds. A total of 439 events above 50 dB were logged during the two monitoring periods. Of these, a majority were measured between 60 and 70 dB. The greatest L(max) value for this site, 97.8, was recorded on Day 1.

TABLE L5
Measurement Result Summary
Double Eagle II Airport

	Park Site 2	
	Day 1	**Day 2**
Measurement Dates	**6/19-6/21**	
Cumulative Data		
LEQ(24)	47.6	42.3
DNL(24)	48.6	44.0
DNL(24t)	48.5	43.0
L(50)	52.9	52.7
Single Event Data		
L(max)	97.8	76.6
SEL(max)	92.2	85.9
Max Duration (sec)	96	134
Number of Single Events above 50 dB (SEL)	220	219
Single Event Distribution		
SEL 50 -60-dB	74	159
SEL 60 -70-dB	103	114
SEL 70 - 80 dB	36	21
SEL 80 - 90dB	5	2
SEL 90 - 100 dB	1	0
SEL +100 dB	0	0

Table L6 presents the summary results for Park Sites 3 and 4. One measurement period was completed for each of these sites. The DNL(24t) for Site 3 was 43.5 and for Site 4 it was 45.4. A total of 114 events above 50 dB were logged at Site 3 while 67 were logged at Site 4. A majority of the single events occurred between 60 and 70 dB.

TABLE L6
Measurement Result Summary
Double Eagle II Airport

	Park Site 3	Park Site 4
Measurement Dates	**6/21-6/22**	
Cumulative Data		
LEQ(24)	41.9	45.2
DNL(24)	43.6	45.4
DNL(24t)	43.5	45.4
L(50)	52.8	53.7
Single Event Data		
L(max)	82.0	87.7
SEL(max)	85.4	92.7
Max Duration (sec)	58	58
Number of Single Events above 50 dB (SEL)	114	67
Single Event Distribution		
SEL 50 -60-dB	50	19
SEL 60 -70-dB	44	26
SEL 70 - 80 dB	18	17
SEL 80 - 90dB	2	4
SEL 90 - 100 dB	0	1
SEL +100 dB	0	0

COMPARATIVE ANALYSIS

Exhibit L1 displays the existing condition noise contours in relation to the noise monitoring sites. The DNL(24t) values derived from the field noise measurements have been compared to the computer-modeled noise values for the same locations. In doing this, it is important to note the distinction between the two values. The computer-modeled DNL values are analogous to the climate of an area and represent the noise levels on an average day of the period under consideration. In contrast, the field measurements reflect only the noise levels on the specific days of measurement. The DNL(24t) was used for the comparison as it is a reasonable approximation of the DNL attributable to aircraft noise alone.

DNL Comparison

The measured and predicted 2008 noise exposure contours for the annual average condition are presented for each aircraft noise measurement site on **Exhibit L1** and **Table L7**. A positive number in the difference column represents a modeled value which is greater than the measured value, while a negative number in the column indicates a modeled value which is less than the measured value.

Differences between the measurements and the model can be attributed to differences in operations for the specific days measured when compared to the average day used in the model. Double Eagle II Airport does not have the capability to log all aircraft events for an exact operations count; therefore, the model is based on estimates. The runway use assumptions in the noise model are also generalized and do not account for daily changes in runway use due to prevailing wind conditions. Additionally, some of the aircraft events logged by the monitors could have been operating near Double Eagle II Airport, but may not have landed there. This would include aircraft flying near Double Eagle II Airport en route to Albuquerque International Sunport.

TABLE L7
Noise Measurement vs. Predicted DNL Values
Double Eagle II Airport

Monitor Site	Predicted 2007[1]	Measured (DNL[24t])	Difference
Airport Site 1	67.8	58.1	9.7
Airport Site 2	58.4	59.7	-1.3
Airport Site 3	67.6	53.3	14.3
Park Site 1	46.8	46.9	-0.1
Park Site 2	51.0	51.1	-0.1
Park Site 3	47.1	47.2	-0.1
Park Site 4	42.3	42.4	-0.1

Source: Coffman Associates analysis

[1] 2007 noise exposure contours.

U.S. Department
of Transportation
**Federal Aviation
Administration**

Airports Division
Southwest Region
Arkansas, Louisiana,
New Mexico, Oklahoma,
Texas

2601 Meacham Blvd
Fort Worth, Texas 76137

June 8, 2009

Joseph P. Sanchez, Ph.D., Superintendent
Petroglyph National Monument
6001 Unser Blvd. NW
Albuquerque, NM 87120

Dear Dr. Sanchez,

Enclosed are two copies of the preliminary draft environmental assessment (EA) for a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) has completed an internal review of the document, revisions have been made as necessary, and we consider it ready for your review and comment. Since the National Park Service is a cooperating agency and potential impacts to Petroglyph National Monument are identified as a primary concern in the document, we wish to incorporate your comments into the draft EA which will be made available for public review.

We respectfully request that you comment within thirty days of receiving the draft EA. The FAA has greatly appreciated the efforts of you and your staff in association with this study, and we look forward to working with you as the environmental review process moves forward.

Please feel free to contact me at telephone (817)222-5644 or email tim.tandy@faa.gov if you have any questions or concerns.

Sincerely,

Original signed by:

Tim Tandy, Environmental Specialist
Louisiana/New Mexico Airports Development Office

cc: w/o enclosure:

Mr. Jim Hinde, Planning Manager
Aviation Department, City of Albuquerque
2200 Sunport Boulevard SE
Albuquerque, NM 87106

Ms. Molly Waller, Coffmann Engineers
237 NW Blue Parkway, Suite 100
Lee's Summit, MO 64063

United States Department of the Interior
NATIONAL PARK SERVICE
INTERMOUNTAIN REGION
Petroglyph National Monument
6001 Unser Blvd., NW
Albuquerque, New Mexico 87120

In reply refer to:
L7619(PETR)

July 10, 2009

Mr. Tim Tandy
Environmental Specialist
Federal Aviation Administration
Louisiana/New Mexico Airports Development Office
2601 Meacham Blvd
Fort Worth, Texas 76137

Dear Mr. Tandy:

Thank you for the opportunity to comment on the Revised Preliminary Draft Environmental Assessment for a Proposed Runway Extension at Double Eagle II Airport. The staff from Petroglyph National Monument and from the National Park Service Natural Sounds Program has reviewed the EA and our combined comments are listed below.

Should you need additional information or have any questions regarding our comments, please contact Mike Medrano, Chief, Division of Resource Management at (505) 899-0205 ext 334 or via email at Mike_Medrano@nps.gov.

Sincerely,

/s/ Joseph P. Sànchez

Joseph P. Sànchez, Ph.D.
Superintendent

Comments on Double Eagle II Airport Draft EA
National Park Service
10 July 2009

Chapter 1

1. Page 1-2 – *1.1 Project Background* – In the first full paragraph on this page, there is reference to AWOS. I might have missed it, but I didn't see what this acronym referred to.

Chapter 2

2. Page 2-2 – *Footnote* – Third sentence from the bottom – "....which was established when the monument was included as a National Park." Should read "...included as a unit of the National Park Service."

Chapter 3

3. Page 3-7 – *3.4.2.2 Off-Airport Resources* – Throughout this description of the National Monument, there is no discussion of the wildlife species present in the park. There is discussion of wildlife within the airport study area, but we would recommend specifically mentioning wildlife at the Monument. Petroglyph National Monument personnel can provide information regarding species found in the Volcanoes Day Use area.

Chapter 4

4. Page 4-18 – *4.8.3 Alternatives Evaluation* - With regards to the grid point analysis, what was the time frame over which measurements were taken? Was it during the January 1 – 19, 2008 time period? Or was this over one day? Analyses conducted by NPS indicate that one day of data is not statistically adequate for determining ambient conditions. Sound sources can vary significantly from day-to-day, and thus we do not believe that collecting data for one day provides an accurate assessment of the existing conditions at the particular site. Our protocol is to monitor for a period of time sufficient to ensure a degree of error less than ± 3 dB.

5. Page 4-18 – *Table 4C* – Misspelling in the column heading. Should say "Grid Point Number".

6. Page 4-19 – *Alternative B* – In the paragraph following Table 4D, it says, "The dB DNL increase ranges from ***1.7 dB DNL*** at grid point 2 to 0.7 dB DNL increase for grid points1, and 3 to 0.6 dB DNL increase at grid points 4, 5, 6, and 7." When looking at grid point 2, we are not seeing where the 1.7 dB is coming from. We are only seeing a range of 0.5 dB between 2010, 2015, and 2015 "Fly Friendly" for grid point 2.

7. Page 4-23 - *Analysis and Mitigation* – It is concluded that "Based on the grid point analysis it is not anticipated that either Alternative A or Alternative B will result in substantial impairment that would reduce the value of the Monument." The NPS is mandated by policy (Section 8.2.3 of the 2006 NPS Management Policies) to use natural ambient sound level as the baseline condition for impact analysis. The NPS would prefer the use of additional noise metrics (in addition to DNL) to determine impacts to park resources and values. This analysis could be supplemental to the FAA's traditional analysis using DNL and the Part 150 Land Use Compatibility guidelines. FAA Order 1050.1E states: *"Additional factors must be*

weighed in determining whether to apply the thresholds listed in Part 150 guidelines to determine the significance of noise impacts on noise sensitive areas within national parks . . . For example, Part 150 guidelines may not be sufficient for all historic sites and do not adequately address the effects of noise on the expectations and purposes of people visiting areas within a national park or national wildlife refuge where other noise is very low and a quiet setting is a generally recognized purpose and attribute." Many of the metrics are easily calculated using INM. Examples of additional metrics include:

Metric	**Description**
Lmax	Peak noise exposure level, useful to identify the most acute exposure conditions.
Percent Time Audible	Percentage of time per day during which aircraft will be audible
Natural Ambient Sound Level	Sound level in the absence of human-caused noise
Time above natural ambient + 3 dBA	The amount of time per day during which aircraft noise is 3 dBA or more above natural ambient. This sound level relates to a 50% loss of listening area for humans and wildlife.
Time above natural ambient +10 dBA	The amount of time per day during which aircraft noise is 10 dBA or more above natural ambient. This sound level relates to a 90% loss of listening area for humans and wildlife.

8. Page 4-22 – *Alternative A (Proposed Action)* - It states, "the changes in noise at the Monument with implementation of Alternative A will not likely be perceivable to the human ear." The following sentence then describes that people cannot distinguish between sounds less than 2 or 3 dB. After looking at Exhibit 4F, it seems that sound levels are increasing by about 3 or more dB when comparing existing conditions to the No Action, Alternative A, and Alternative B. Therefore, there would be changes that could be perceptible to humans.

9. Page 4-35 – *Fish, Wildlife and Plants* – Second paragraph, first sentence, should be New Mexico Department of Game and Fish, not Texas Parks and Wildlife Department.

Appendix D

10. Page D-22 – *Table P. Share of U.S. Tower Total General Aviation Operations*- What does "Scenario I" and "Scenario II" refer to? Is that referring to Alternative A and B? Should include that in the table footnote or the paragraph describing the table.

Appendix G

11. Page G-3 – *INM Input* – Might want to consider discussing one of the major limitations with INM. INM does not compute audibility in a manner that takes into account overlapping events. The only way to account for overlapping events is to use a compression algorithm. If the compression algorithm is not used, time audible (metric mentioned above) totals would be overstated. Was a compression algorithm was used?

Double Eagle II Airport Environmental Assessment (EA)
Response to July 10, 2009 Comments from the National Park Service
Regarding Contents of Preliminary Draft EA

Chapter 1

1. Comment noted. AWOS acronym will be described.

Chapter 2

2. Comment noted. Footnote will be revised to incorporate suggested text.

Chapter 3

3. Comment noted. Additional information will be incorporated regarding the wildlife species that are present at the park, specifically the Volcanoes Day Use area.

Chapter 4

4. The grid point analysis described in Section 4.8.3 was performed with the use of the Integrated Noise Model (INM). No field measured noise was included within the analysis.
5. Comment noted. Typographical error will be corrected.
6. The reference to 1.7 dB DNL is incorrect. The sentence will be revised as follows: "The dB DNL increase ranges from 0.7dB DNL increase for grid points 1, 2, and 3 to 0.6 dB DNL increase at gridpoints 4, 5, 6, and 7."
7. The FAA is of the opinion a supplemental noise analysis is not required for this EA for the following reasons:
    - When comparing the No Action alternative to Alternatives A and B, the difference in noise exposure is relatively small (0.6 – 0.7 dB DNL). Any analysis using additional metrics would also result in relatively small differences between the noise exposure levels.
    - The FAA is aware of the NPS's policy concerning natural ambient sound levels. If the Petroglyph National Monument was located in a rural setting and not currently subject of overflights, the FAA may agree with the NPS's general position. However, the park is located on the western boundary of the City of Albuquerque, and therefore subject to sound levels not found at other more rural locations within the National Park System. The use of "natural quiet" would not be appropriate under the National Environmental Policy Act (NEPA). NEPA calls for the various alternatives to be assessed for impacts on the future human environment. Under no future alternative circumstance, including the "No Action" alternative, does the FAA foresee the environment at the park to be devoid of any human-generated sound, including that due to aircraft overflights. It would not be an accurate representation of the future condition to use "natural quiet" as a future baseline condition at the park.
8. The discussion referenced on page 4-22 compares the Proposed Action Alternative to the No Action alternative. The Existing Condition is provided for informational purposes only. Additional text will be added to the EA to explain why the existing condition information is being provided.
9. Comment noted. Appropriate agency will be cited.

Appendix D

10. Table P in Appendix D refers to different forecast scenarios, not operational levels for the alternatives under consideration. Scenario 1 will be retitled "Constant Share Forecast" and Scenario II will be retitled "Increasing Share Forecast".

Appendix G

11. This comment would only apply if supplemental noise metrics were being utilized.

Appendix M

PUBLIC AND AGENCY REVIEW OF THE DRAFT EA

Appendix M
PUBLIC AND AGENCY REVIEW OF THE DRAFT EA

This appendix contains materials relating to the release of the Draft EA for public and agency review and comment. The document was made available beginning on July 27, 2009. Copies of the document were available at the Double Eagle II Airport Manager's office, the administration offices at the Albuquerque International Sunport, and on the project website. The comment period began on July 27, 2009 and ended on September 10, 2009.

To ensure adequate notification regarding document availability, a number of tools were utilized as follows:

- A Notice of Availability (NOA) was published in the local newspaper on July 26, 2009.
- A detailed email was sent to parties which had previously indicated interest in the project.
- Letters were sent to resource agencies announcing the availability of the document.

Copies of all of the aforementioned notifications are included within this appendix.

Due to the amount of interest in the project, the sponsor held a public information workshop regarding the contents of the Draft EA on August 27, 2009. The workshop was held at the Double Eagle II Airfield Maintenance Facility between the hours of 5:00 p.m. and 7:00 p.m. A court reporter was available at the workshop to take comments from interested parties. A copy of the sign-in sheet from the workshop is included within this appendix.

All comments received during the public comment period, including those spoken to the court reporter at the public workshop, were responded to by the project team. Copies of all comments and responses are also included within this appendix.

In summary, this appendix contains the following information:

- A copy of the NOA placed in the city newspaper (page M-3)
- A copy of the email sent to various individuals announcing the public workshop and Draft EA availability (page M-4)
- Copies of the letter sent to resource agencies announcing the availability of the Draft EA (beginning page M-5)
- Sign-in sheets from the public information workshop (beginning page M-47)
- Comments received during the public comment period, including the transcript from the public workshop, and responses to the comments (beginning page M-51)

To assist the reader, all comments were scanned and are presented with the corresponding response presented next to it. Below is a table indicating the submitting person/agency and the page containing their comment.

Commenter	Representing	Page
Wally Murphy	U.S. Fish and Wildlife Service	M-51
Cathy Gilmore	U.S. Environmental Protection Agency	M-53
Ron Keller	FAA	M-54
Aaron McCrea	Robinson Aviation	M-55
Harley Wadsworth	Self	M-56
Wallace D. Henderson	Self	M-57
Kathryn Henderson	Self	M-58, M-104
Diane Bode	Self	M-60
Unknown	Unknown	M-63
Guy Jones	Double Eagle Pilots and Owners Association	M-65
J.J. Torres	Self	M-79
C.A.W. (writing illegible)	Self	M-80
Keith R. Beasley	Self	M-81
Bobby and Lisa Unser	Selves	M-82
Dan Telfair	Self	M-83
Stuart Miles	Self	M-87
Arthur and Joyce Woods	Selves	M-88, M-102
Ron Keller	Self	M-89
Julia P. Smith	Self	M-96
James Domenick	Self	M-100
Kevin Fredekind	Self	M-101
John Bode	Bode Aero, Inc.	M-106
Calvin Wachs	Self	M-107
Diane Bode	Bode Aero Services, Inc.	M-109
Rene' Horvath	Self	M-110
Chace Mayhew	Self	M-112

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ADVERTISEMENT FOR BIDS
Project No: CDBG 07-C-RS-I-03-G-31
Project: Village of Tularosa Senior Citizen Center

Competitive sealed bids will be received by the Owner, the Village of Tularosa, until 2:00 p.m. Thursday, August 27, 2009 at which time bids will be opened and publicly read aloud at the Court/Conference Room of the Public Safety Facility, 609 St. Francis Drive, Tularosa, New Mexico 88352.

Complete sets of the bidding documents can be obtained from the office of the Architect/Engineer, Molzen-Corbin & Associates, 2701 Miles Rd SE, Albuquerque, New Mexico 87106.

Prospective bidders should attend

4030 RV Eqpt/Supply

miscellaneous storm drain piping and appurtenances.

The Engineer's Estimate, excluding New Mexico Gross Receipts Tax, is $237,270.

The following conditions apply to prospective bidders:
A. Bidders must possess appropriate contracting license (GF-4, GF-98 or other satisfactory classification) as regulated by Construction Industries Division; 2550 Cerrillos Road, Santa Fe, NM 87505, Phone (505) 476-4700.
B. Resident Bidders Preference. See Information for Bidders for details.
C. Registration with New Mexico Labor Department. See Information for Bidders for details.

Contract documents Plans and Specifications and other contract documents may be obtained at the office of WHPacific, Inc., 6501 Americas Parkway NE, Suite 400, Albuquerque, NM 87110. A $50.00 deposit will be required for each set of Bidding Documents. This deposit is refundable provided the Bidding Documents are returned in usable condition within ten (10) days after the Bid Opening. Portions of the Bidding Documents may be purchased at the cost of reproduction.

Each bid shall be submitted in accordance with the Information for Bidders and shall be accompanied by an acceptable form of Bid Guaranty in the form of a Bid Bond or Certified Check in the amount equal to five percent (5%) of the total amount bid, made payable to AMAFCA as a guaranty that, if the bid is accepted, the bidder will execute the Contract and file acceptable Performance and Labor and Material Payment Bonds within seven (7) days after award of the Contract.

A mandatory pre-bid field walk through will be conducted at 9:00 am, Friday, August 7, 2009, at the project site located at the site at Prosperity Rd. and the South Diversion Channel just west of Broadway Blvd., as shown on the Vicinity map in the plans.

The submittal must include the two-page mandatory AMAFCA-specific AMAFCA Campaign Contribution Disclosure Form that is attached to and is made part of the bid documents. Failure to execute and submit the AMAFCA Campaign Contribution Disclosure Form shall be cause to reject the bid.

BY:
John P. Kelly, P. E.,
Executive Engineer, AMAFCA
Date July 23, 2009
Journal: July 26, 29, August 2, 5, 2009.

Hopi Tribal Housing Authority (HTHA)
Request For Proposal (RFP)
Rehabilitation
Project 2009 - 2010
The HTHA is requesting proposals from qualified firms for Rehab work to approx 207 residential units for the Hopi Tribe.
Scope of Work - Proposal Pkts will be avail for pickup at: Hopi

4030 RV Eqpt/Supply

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OREE GT 30H	C	ARV14351	$95,162	$25,172	$69,990
[illegible]	A	ARV13884	$108,160	$33,165	$74,995
35TM	C	ARV13403	$162,381	$62,386	$99,995
4078	AD	ARV14038	$233,163	$53,168	$179,995
DENCE 40X	AD	ARV14354	$247,395	$57,400	$189,995
[illegible] 40X	AD	ARV14947	[illegible]	$61,641	$239,995

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dealer for details. Offers expire 7/31/09. ARV09558-0709

PING WORLD
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14303 Central Ave. NW

nal, & Gallup Independent.
Journal: July 22, 29, August 2, 2009.

NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL ASSESSMENT CONCERNING PROPOSED IMPROVEMENTS AT DOUBLE EAGLE II AIRPORT

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the Lead Agency under the National Environmental Policy Act (NEPA).

Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

A public workshop will be held on Thursday, August 27, 2009, between the hours of 5:00 p.m. and 7:00 p.m. at the Airfield Maintenance Facility, Double Eagle II Airport, 7401 Paseo Del Volcan (next to Airport Traffic Control Tower), Albuquerque, New Mexico. Representatives of the City of Albuquerque and the consultants who prepared the document will be available at the workshop to explain the proposed project. Interested persons are invited to come at anytime between the hours provided above. Written comments can be submitted at this meeting.

Beginning July 27, 2009, a copy of the Draft Environmental Assessment will be available for public review at the following locations during normal business hours:

• Double Eagle II Airport Manager's Office, 7401 Paseo del Volcan,
Albuquerque, NM 87120
• Administration Offices, Albuquerque International Sunport, 2200 Sunport Boulevard SE, Albuquerque NM 87106

The document will also be available for review and comment on the following website:
http://www.doubleeagle-ea.com.

Anyone wishing to submit comments on the project may send them in writing to the following address. All written comments received at the Public Information Workshop, or via the project website, will be responded to and included within the Final EA. Written comments will be accepted at the address provided below or via email or the project website until September 10, 2009 at 4:00 pm Mountain Daylight Time (MDT). Please direct your comments to:

Coffman Associates
Attn: Double Eagle II Airport EA
237 N.W. Blue Parkway, Suite 100
LeeÆs Summit, MO 64063

Or via email:
doubleeagle@
coffmanassociates.com
Journal: July 26, 29, 2009.

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the City of Albuquerque Liquor Hearing Officer, Albert V. Chavez, pursuant to § 60-6B-4D(1), NMSA 1978 as amended, and § 10-8-3D(1) Revised Ordinances, of Albuquerque, New Mexico, 1994 as amended, will hold a public hearing at the Albuquerque/

A-591222
Applicant: Antony K.Nguyen
Doing Business As: Pho Nguyen
Proposed Location: 7202 Menaul Blvd. NE, Albuquerque, NM 87110
The applicant is seeking a Restaurant Liquor License (Beer & Wine On-Premise Consumption Only).

4. Liquor License/Application No.: A-583336
Applicant: Chata Alameda, LLC
Doing Business As: Little Anita's Restaurant
Proposed Location: 10200 Corrales Road NW, Suites C-4,5,6, Albuquerque, NM 87114
The applicant is seeking a Restaurant Liquor License (Beer & Wine On-Premise Consumption Only.

5. Liquor License/Application No.: A-600480
Applicant: Il Vicino International, LLC
Doing Business As: Il Vicino Corrales
Proposed Location: 10701 Coors Road NW, Albuquerque, NM 87114
The applicant is seeking a Small Brewer Offsite Liquor License.

Date July 22, 2009
Albert V. Chavez
Liquor Hearing Officer
Journal: July 26, August 2, 2009.

COUNTY OF BERNALILLO
REQUEST FOR PROPOSALS
RFP# 01-10-CS
Federal Lobbyist Services

The Bernalillo County Purchasing Department on behalf of the Bernalillo County Finance Division is soliciting proposals from qualified and experienced Offerors to provide Federal Lobbyist Services including services as acting as the lead Washington Representative to Bernalillo County, New Mexico in Washington D.C. on federal legislation and project matters as requested by the County.

For registered vendors, pertinent RFP documents, including the specifications and the proposed contract documents pertaining to this project can be downloaded through the purchasing website at no cost. All organizations must be registered with the County in order to receive a complete copy of the RFP and submit a proposal. For firms not registered, interested parties are welcome to register through the CountyÆs purchasing website, www.bernco.gov and pay the required fee of $50.00 plus a convenience fee of $1.49 to process payment by credit card or $1.25 per e-check. Vendors are also welcome to contact Nancy Noyola at (505) 468-7255 or by e-mail nnoyola@bernco.gov to request a hard copy of the document at a cost of 50 cents per page.

Sealed submittals for the referenced proposal must be addressed and delivered, no later than 4:00pm (local time), August 27, 2009, to the Purchasing Department, One Civic Plaza, 10th Floor, Room 10010, Albuquerque, NM 87102. The Purchasing Department will date and time stamp the sealed envelope upon receipt.

Questions regarding the proposal submission process, instructions to Offerors or terms and conditions shall be directed to the Senior Buyer, Colin Spencer via e-mail to cspencer@bernco.gov.
Journal: July 26, 2009.

NOTICE OF SALE

On August 12, 2009 at 11:00 am the undersigned will auction the following items as per the New Mexico Self-Service Storage Lien Act:

Unit #65: totes, television, tools & miscellaneous personal items. The

The above described property is stored at and the auction for sale will be held at: FORT KNOX SELF STORAGE 6650 EDITH BLVD. NE ALB, NM 87113 (505) 344-4114
Journal: July 19, 26, 2009.

COUNTY OF LOS ALAMOS

REQUEST FOR PROPOSALS
No. 2010-1708
for
Architectural and Engineering Services
White Rock Visitor Center Project

Sealed Proposals will be received at the Office of the Purchasing Agent, Los Alamos County Annex Building, 901 Trinity Drive, Los Alamos, NM 87544 until 2:00 p.m. MT August 13, 2009 for the Request for Proposals listed above.

A non mandatory pre-proposal conference is scheduled for August 3, 2009.

Documents may be obtained at the Office of the Purchasing Agent at:

Los Alamos County
Procurement & Contracts Division

901 Trinity Drive
Los Alamos, NM 87544
Phone: 505-662-8052
Fax: 505-662-8350
E-mail lillie.martinez@lacnm.us

Office Hours are 8:00 a.m. - 4:30 p.m., Monday - Friday.

No Proposal may be withdrawn after the scheduled closing time for receipt of proposals.

All forms of bribes, gratuities, and kickbacks are prohibited by state law.

Journal: July 26,2009

COUNTY OF LOS ALAMOS
REQUEST FOR PROPOSALS
No. 2010-1709
for
Dental and Vision Coverage for Los Alamos County Employees

Sealed Proposals will be received at the Office of the Purchasing Agent, Los Alamos County Annex Building, 901 Trinity Drive, Los Alamos, NM 87544 until 2:00 p.m. MT August 19, 2009 for the Request for Proposals listed above.

A signed Letter of Transmission from qualified vendors must be received by the close of business on August 3, 2009 to participate in the RFP.

Documents may be obtained at the Office of the Purchasing Agent at:

Los Alamos County
Procurement & Contracts Division

901 Trinity Drive
Los Alamos, NM 87544
Phone: 505-662-8052
Fax: 505-662-8350
E-mail lillie.martinez@lacnm.us

Office Hours are 8:00 a.m. - 4:30 p.m., Monday - Friday.

No Proposal may be withdrawn after the scheduled closing time

Design Professional of Record:
Design Plus, LLC
2415 Princeton Drive NE
Suite G-2
Albuquerque, New Mexico 87107

Also at the following:
Builder's News
Construction Reporter
McGraw Hill Const -Dodge Co.
ISqFt Plan Room

The Owner reserves the right to waive minor irregularities and to reject any or all bids as may be in the best interest of the school district.

A Mandatory Pre-Bid Conference will be held on Tuesday, August 11, 2009 at Rio Grande High School at 2:00 p.m. local time. Prospective General Contractors are required to attend. Subcontractors are encouraged to attend. The meeting will allow discussion of the proposed project including a brief LEED presentation as it relates to this project. Please be prepared to ask any clarifications or interpretations of the proposed contract documents.

Bids will be received no later than Thursday, August 20, 2009 at 2:00 p.m. Sealed bids must be delivered to:
Albuquerque Public Schools
Off-site Procurement Office / CFS,
Lincoln Center, Bldg A, Rm 6
915 Locust Street, SE
Albuquerque, NM 87106
Phone No: (505) 842-4607

Albuquerque Public Schools
Procurement Division
Mark Heckart, C.P.M.
Procurement Director
Journal: July 22, 26, August 2, 2009.

NOTICE OF PUBLIC HEARING
CITY COUNCIL OF THE
CITY OF ALBUQUERQUE

TO ALL CITIZENS AND PARTIES IN INTEREST:

Notice is hereby given that the City of Albuquerque Land Use Hearing Officer will hold a public hearing on **MONDAY, AUGUST 10, 2009**, at 9:30 a.m. in the Council Committee Room, 9th Floor, Albuquerque/Bernalillo County Government Center, One Civic Plaza NW, to consider the following:

AC-09-11 - 09BOA-20003 - 09ZHE-80410 - Project # 1007538: JESSE A. LOPEZ, appeals the Board of Appeals decision dated May 26, 2009 to deny the appeal, thereby affirming the Zoning Hearing Examiner's decision dated March 2, 2009 to a special exception to Section 14-16-2-6 16(A)(10)(1) and 14-16-2-13(B)(2) and SANTA BARBARA MARTINEZ TOWN SDP PG. 72: a Conditional Use to allow for a proposed parking lot as regulated in the O-1 zone in the SU-2/RCM zone on all or a portion of Lot(s) UNPLATTED, Tract(s) 1 & 2, UNPLATTED zoned SU-2/RCM, located at 1224 & 1226 Walter NE. (J-15)

Details of the above may be examined at the Development Review Division of the Planning Department, 3rd Floor, Plaza del Sol Building, 600 Second St. NW, Monday thru Friday, between 9 am - 4 pm.

Isaac Benton
City Council President

NOTICE TO PERSONS WITH DISABILITIES: If you have a disability and require special assistance to participate in this meeting, please contact the Council office at least one day before the meeting date at 768-3100. TTY users please call New Mexico Relay Network toll free at
1-800-659-8331.

The New Fre
program aims
tools to overco
facing America
who seek integ
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There are thre
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also be held on
9:30 am to 10:3
application will
during this time
tained at the M
Copper Ave. N
NM 87102, or b
C. Aragon, Com
tation Services
#505-724-3629
lcaragon@mrcog
tion will also a
MRCOG website
www.mrcog-nm.g

Anyone requiring
accommodations
MRCOG office a
seven (7) days pr
meeting.
Journal: July 26, 2

COUNTY OF LO

REQUEST FOR
No. 2010
for
Architectural and
Services to Supp
Building Site

Sealed Proposals w
at the Office of th
Agent, Los Alamos
Building, 901 Trini
Alamos, NM 87544
MT August 12, 200
quest for Proposals

A non mandatory
conference is sche
gust 3, 2009.

Documents may be
the Office of the Pur
at:

Los Alamos County
Procurement & Con

901 Trinity Drive
Los Alamos, NM 875
Phone: 505-662-805
Fax: 505-662-8350
E-mail lillie.martinez

Office Hours are 8:0
p.m., Monday - Frida

No Proposal may b
after the scheduled
for receipt of proposa

All forms of bribes, g
kickbacks are prohib
law.

Journal: July 26, 2009

Request for Pro

The Pueblo of Zia,
County, New Mexico
the services of an e
professional to condu
ronmental Site Assess
ture housing developm

Project Background

1. Project Location:
The Pueblo of Zia is
north central New
miles Northwest of A
The Pueblo resides on
races associated wi
Grande River. The loc

Molly A. Waller

From: Molly A. Waller
Sent: Monday, July 27, 2009 8:13 AM
Cc: Molly Waller
Subject: Double Eagle II Airport Environmental Assessment for a Proposed Runway Extension

*** You are receiving this email due to previous interest shown regarding the proposed extension of one of the runways at Double Eagle II Airport in Albuquerque, New Mexico. ***

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the *Lead Agency* under the National Environmental Policy Act (NEPA).

Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

A public workshop will be held on Thursday, August 27, 2009, between the hours of 5:00 p.m. and 7:00 p.m. at the Airfield Maintenance Facility, Double Eagle II Airport, 7401 Paseo Del Volcan (next to Airport Traffic Control Tower), Albuquerque, New Mexico. Representatives of the City of Albuquerque and the consultants who prepared the document will be available at the workshop to explain the proposed project. Interested persons are invited to come at anytime between the hours provided above. Written comments can be submitted at this meeting.

Beginning July 27, 2009, a copy of the Draft Environmental Assessment will be available for public review at the following locations during normal business hours:

- Double Eagle II Airport Manager's Office, 7401 Paseo del Volcan, Albuquerque, NM 87120
- Administration Offices, Albuquerque International Sunport, 2200 Sunport Boulevard SE, Albuquerque NM 87106

The document will also be available for review and comment on the following website: http://www.doubleeagle-ea.com.

Anyone wishing to submit comments on the project may send them in writing to the following address. All written comments received at the Public Information Workshop, or via the project website, will be responded to and included within the Final EA. Written comments will be accepted at the address provided below or via email or the project website until September 10, 2009 at 4:00 pm Mountain Daylight Time (MDT). Please direct your comments to:

Coffman Associates
Attn: Double Eagle II Airport EA
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063

Or via email:
doubleeagle@coffmanassociates.com

July 24, 2009

Mr. Ed Singleton
District/Field Office Manager
Bureau of Land Management
Albuquerque District Office
435 Montano Rd., NE
Albuquerque, NM 87107-4935

RE: ***Availability of Droft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico***

Dear Mr. Singleton:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at http://www.doubleeagle-ea.com. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

Coffman Associates
Attn: Double Eagle II Airport EA
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063
doubleeagle@coffmanassociates.com

A public workshop regarding the Draft EA will be held on Thursday, August 27, 2009, between the hours of 5:00 p.m. and 7:00 p.m. at the Airfield Maintenance Facility, Double Eagle II Airport, 7401 Paseo Del Volcan (next to the Airport Traffic Control Tower), Albuquerque, New Mexico. Written comments can be submitted at this meeting. Should you have any questions regarding the availability of this document, please do not hesitate to contact me at (816) 524-3500.

Sincerely,

Molly Waller
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department
Tim Tandy, Federal Aviation Administration

July 24, 2009

Ms. Signa Larralde
Planning and NEPA
Bureau of Land Management
New Mexico State Office
1474 Rodeo Road
Santa Fe, NM 87505

RE: ***Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico***

Dear Ms. Larralde:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at http://www.doubleeagle-ea.com. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

Coffman Associates
Attn: Double Eagle II Airport EA
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063
doubleeagle@coffmanassociates.com

A public workshop regarding the Draft EA will be held on Thursday, August 27, 2009, between the hours of 5:00 p.m. and 7:00 p.m. at the Airfield Maintenance Facility, Double Eagle II Airport, 7401 Paseo Del Volcan (next to the Airport Traffic Control Tower), Albuquerque, New Mexico. Written comments can be submitted at this meeting. Should you have any questions regarding the availability of this document, please do not hesitate to contact me at (816) 524-3500.

Sincerely,

Molly Waller
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department
Tim Tandy, Federal Aviation Administration

July 24, 2009

Mr. Richard Greene
Regional Administrator
Environmental Protection Agency, Region 6
1445 Ross Avenue, Suite 1200
Dallas, TX 75202-2733

RE: ***Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico***

Dear Mr. Greene:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at http://www.doubleeagle-ea.com. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

Coffman Associates
Attn: Double Eagle II Airport EA
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063
doubleeagle@coffmanassociates.com

A public workshop regarding the Draft EA will be held on Thursday, August 27, 2009, between the hours of 5:00 p.m. and 7:00 p.m. at the Airfield Maintenance Facility, Double Eagle II Airport, 7401 Paseo Del Volcan (next to the Airport Traffic Control Tower), Albuquerque, New Mexico. Written comments can be submitted at this meeting. Should you have any questions regarding the availability of this document, please do not hesitate to contact me at (816) 524-3500.

Sincerely,

Molly Waller
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department
Tim Tandy, Federal Aviation Administration

July 24, 2009

Ms. Joy Nicholopoulos, State Supervisor
Fish and Wildlife Service
New Mexico Ecological Services Field Office
2105 Osuna Road, NE
Albuquerque, NM 87113

RE: ***Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico***

Dear Ms. Nicholopoulos:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at http://www.doubleeagle-ea.com. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

Coffman Associates
Attn: Double Eagle II Airport EA
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063
doubleeagle@coffmanassociates.com

A public workshop regarding the Draft EA will be held on Thursday, August 27, 2009, between the hours of 5:00 p.m. and 7:00 p.m. at the Airfield Maintenance Facility, Double Eagle II Airport, 7401 Paseo Del Volcan (next to the Airport Traffic Control Tower), Albuquerque, New Mexico. Written comments can be submitted at this meeting. Should you have any questions regarding the availability of this document, please do not hesitate to contact me at (816) 524-3500.

Sincerely,

Molly Waller
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department
Tim Tandy, Federal Aviation Administration

July 24, 2009

Dr. Joseph Sanchez, Director
United States Department of the Interior
National Park Service, Intermountain Region
Petroglyph National Monument
6001 Unser Blvd., NW
Albuquerque, NM 87110

RE: ***Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico***

Dear Dr. Sanchez:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-3S or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at http://www.doubleeagle-ea.com. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

Coffman Associates
Attn: Double Eagle II Airport EA
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063
doubleeagle@coffmanassociates.com

A public workshop regarding the Draft EA will be held on Thursday, August 27, 2009, between the hours of 5:00 p.m. and 7:00 p.m. at the Airfield Maintenance Facility, Double Eagle II Airport, 7401 Paseo Del Volcan (next to the Airport Traffic Control Tower), Albuquerque, New Mexico. Written comments can be submitted at this meeting. Should you have any questions regarding the availability of this document, please do not hesitate to contact me at (816) 524-3500.

Sincerely,

Molly Waller
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department
Tim Tandy, Federal Aviation Administration

July 24, 2009

Mr. Dennis Alexander
State Conservationist
U.S. Department of Agriculture
Natural Resource Conservation Service
6200 Jefferson, NE
Albuquerque, NM 87109

RE: ***Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico***

Dear Mr. Alexander:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at http://www.doubleeagle-ea.com. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

Coffman Associates
Attn: Double Eagle II Airport EA
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063
doubleeagle@coffmanassociates.com

A public workshop regarding the Draft EA will be held on Thursday, August 27, 2009, between the hours of 5:00 p.m. and 7:00 p.m. at the Airfield Maintenance Facility, Double Eagle II Airport, 7401 Paseo Del Volcan (next to the Airport Traffic Control Tower), Albuquerque, New Mexico. Written comments can be submitted at this meeting. Should you have any questions regarding the availability of this document, please do not hesitate to contact me at (816) 524-3500.

Sincerely,

Molly Waller
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department
Tim Tandy, Federal Aviation Administration

July 24, 2009

Mr. Larry Morrin, Regional Director
Bureau of Indian Affairs
Southwest Regional Office
1001 Indian School Road, NW
P.O. Box 26567
Albuquerque, NM 87125-6567

RE: ***Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico***

Dear Mr. Morrin:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at http://www.doubleeagle-ea.com. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

Coffman Associates
Attn: Double Eagle II Airport EA
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063
doubleeagle@coffmanassociates.com

A public workshop regarding the Draft EA will be held on Thursday, August 27, 2009, between the hours of 5:00 p.m. and 7:00 p.m. at the Airfield Maintenance Facility, Double Eagle II Airport, 7401 Paseo Del Volcan (next to the Airport Traffic Control Tower), Albuquerque, New Mexico. Written comments can be submitted at this meeting. Should you have any questions regarding the availability of this document, please do not hesitate to contact me at (816) 524-3500.

Sincerely,

Molly Waller
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department
Tim Tandy, Federal Aviation Administration

July 24, 2009

Mr. Donald Borda
Chief, Regulatory Branch
Army Corps of Engineers
Albuquerque District
4101 Jefferson Plaza, NE
Albuquerque, NM 87109-3435

RE: ***Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico***

Dear Mr. Borda:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at http://www.doubleeagle-ea.com. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

Coffman Associates
Attn: Double Eagle II Airport EA
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063
doubleeagle@coffmanassociates.com

A public workshop regarding the Draft EA will be held on Thursday, August 27, 2009, between the hours of 5:00 p.m. and 7:00 p.m. at the Airfield Maintenance Facility, Double Eagle II Airport, 7401 Paseo Del Volcan (next to the Airport Traffic Control Tower), Albuquerque, New Mexico. Written comments can be submitted at this meeting. Should you have any questions regarding the availability of this document, please do not hesitate to contact me at (816) 524-3500.

Sincerely,

Molly Waller
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department
Tim Tandy, Federal Aviation Administration

July 24, 2009

Mr. David Henry
Geologist
Army Corps of Engineers
Albuquerque District
4101 Jefferson Plaza, NE
Albuquerque, NM 87109

RE: ***Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico***

Dear Mr. Henry:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at http://www.doubleeagle-ea.com. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

Coffman Associates
Attn: Double Eagle II Airport EA
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063
doubleeagle@coffmanassociates.com

A public workshop regarding the Draft EA will be held on Thursday, August 27, 2009, between the hours of S:00 p.m. and 7:00 p.m. at the Airfield Maintenance Facility, Double Eagle II Airport, 7401 Paseo Del Volcan (next to the Airport Traffic Control Tower), Albuquerque, New Mexico. Written comments can be submitted at this meeting. Should you have any questions regarding the availability of this document, please do not hesitate to contact me at (816) 524-3500.

Sincerely,

Molly Walter
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department
Tim Tandy, Federal Aviation Administration

July 24, 2009

Ms. Katherine Slick
State Historic Preservation Officer
New Mexico Office of Cultural Affairs, Historic Preservation Division
Room 320, La Villa Rivera
228 East Palace Avenue
Santa Fe, NM 87501

RE: ***Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico***

Dear Ms. Slick:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at http://www.doubleeagle-ea.com. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

Coffman Associates
Attn: Double Eagle II Airport EA
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063
doubleeagle@coffmanassociates.com

A public workshop regarding the Draft EA will be held on Thursday, August 27, 2009, between the hours of 5:00 p.m. and 7:00 p.m. at the Airfield Maintenance Facility, Double Eagle II Airport, 7401 Paseo Del Volcan (next to the Airport Traffic Control Tower), Albuquerque, New Mexico. Written comments can be submitted at this meeting. Should you have any questions regarding the availability of this document, please do not hesitate to contact me at (816) 524-3500.

Sincerely,

Molly Waller
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department
Tim Tandy, Federal Aviation Administration

July 24, 2009

Ms. Mary Uhl
Air Quality Bureau
New Mexico Environment Department
P.O. Box 26110
1190 St. Francis Dr., Suite #N4050
Santa Fe, NM 87502

RE: ***Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico***

Dear Ms. Uhl:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at http://www.doubleeagle-ea.com. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Sincerely,

Molly Walter
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department
Tim Tandy, Federal Aviation Administration

July 24, 2009

Mr. Jim Norton
Environmental Protection Division
New Mexico Environment Department
P.O. Box 26110
1190 St. Francis Dr., Suite #N4050
Santa Fe, NM 87502

RE: ***Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico***

Dear Mr. Norton:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at http://www.doubleeagle-ea.com. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Sincerely,

Molly Waller
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department
Tim Tandy, Federal Aviation Administration

July 24, 2009

Ms. Marcy Leavitt
Surface Water Quality Bureau
New Mexico Environment Department
P.O. Box 26110
1190 St. Francis Dr., Suite #N4050
Santa Fe, NM 87502

RE: ***Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico***

Dear Ms. Leavitt:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at http://www.doubleeagle-ea.com. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Sincerely,

Molly Waller
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department
Tim Tandy, Federal Aviation Administration

July 24, 2009

Mr. Bill Olson
Groundwater Quality Bureau
New Mexico Environment Department
P.O. Box 26110
1190 St. Francis Dr., Suite #N4050
Santa Fe, NM 87502

RE: ***Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico***

Dear Mr. Olson:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at http://www.doubleeagle-ea.com. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Lee's Summit, MO 64063
doubleeagle@coffmanassociates.com

A public workshop regarding the Draft EA will be held on Thursday, August 27, 2009, between the hours of 5:00 p.m. and 7:00 p.m. at the Airfield Maintenance Facility, Double Eagle II Airport, 7401 Paseo Del Volcan (next to the Airport Traffic Control Tower), Albuquerque, New Mexico. Written comments can be submitted at this meeting. Should you have any questions regarding the availability of this document, please do not hesitate to contact me at (816) 524-3500.

Sincerely,

Molly Waller
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department
Tim Tandy, Federal Aviation Administration

July 24, 2009

Mr. Jeremy Kruger
New Mexico State Land Office
1009 Bradbury, SE, #21
Albuquerque, NM 87106

RE: ***Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico***

Dear Mr. Kruger:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at http://www.doubleeagle-ea.com. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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doubleeagle@coffmanassociates.com

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Sincerely,

Molly Waller
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department
Tim Tandy, Federal Aviation Administration

July 24, 2009

Mr. Tom Baca
Division Director
New Mexico Department of Transportation
1550 Pacheco Street
Santa Fe, NM 87505

RE: ***Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico***

Dear Mr. Baca:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at http://www.doubleeagle-ea.com. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063
doubleeagle@coffmanassociates.com

A public workshop regarding the Draft EA will be held on Thursday, August 27, 2009, between the hours of 5:00 p.m. and 7:00 p.m. at the Airfield Maintenance Facility, Double Eagle II Airport, 7401 Paseo Del Volcan (next to the Airport Traffic Control Tower), Albuquerque, New Mexico. Written comments can be submitted at this meeting. Should you have any questions regarding the availability of this document, please do not hesitate to contact me at (816) 524-3500.

Sincerely,

Molly Walker
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department
Tim Tandy, Federal Aviation Administration

July 24, 2009

Mr. Tom Raught
District III Engineer
New Mexico Department of Transportation
7500 Pan American Freeway, NE
P.O. Box 91750
Albuquerque, NM 87102

RE: ***Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico***

Dear Mr. Raught:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at http://www.doubleeagle-ea.com. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063
doubleeagle@coffmanassociates.com

A public workshop regarding the Draft EA will be held on Thursday, August 27, 2009, between the hours of 5:00 p.m. and 7:00 p.m. at the Airfield Maintenance Facility, Double Eagle II Airport, 7401 Paseo Del Volcan (next to the Airport Traffic Control Tower), Albuquerque, New Mexico. Written comments can be submitted at this meeting. Should you have any questions regarding the availability of this document, please do not hesitate to contact me at (816) 524-3500.

Sincerely,

Molly Waller
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department
Tim Tandy, Federal Aviation Administration

July 24, 2009

Mr. Mike Rice
District III Engineer
New Mexico Department of Transportation
Aviation District
P.O. Box 1149
Santa Fe, NM 87504-1149

RE: ***Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico***

Dear Mr. Rice:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at http://www.doubleeagle-ea.com. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

Coffman Associates
Attn: Double Eagle II Airport EA
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063
doubleeagle@coffmanassociates.com

A public workshop regarding the Draft EA will be held on Thursday, August 27, 2009, between the hours of 5:00 p.m. and 7:00 p.m. at the Airfield Maintenance Facility, Double Eagle II Airport, 7401 Paseo Del Volcan (next to the Airport Traffic Control Tower), Albuquerque, New Mexico. Written comments can be submitted at this meeting. Should you have any questions regarding the availability of this document, please do not hesitate to contact me at (816) 524-3500.

Sincerely,

Molly Waller
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department
Tim Tandy, Federal Aviation Administration

July 24, 2009

Ms. Lisa Kirkpatrick
Division Chief
New Mexico Game and Fish
Conservation Services Division
P.O. Box 25112
Santa Fe, NM 87504

RE: ***Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico***

Dear Ms. Kirkpatrick:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at http://www.doubleeagle-ea.com. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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doubleeagle@coffmanassociates.com

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Sincerely,

Molly Waller
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department
Tim Tandy, Federal Aviation Administration

July 24, 2009

Mr. Richard Dourte
City Engineer
City of Albuquerque
600 2nd St., NW
Albuquerque, NM 87102

RE: ***Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico***

Dear Mr. Dourte:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at http://www.doubleeagle-ea.com. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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doubleeagle@coffmanassociates.com

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Sincerely,

Molly Waller
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department
Tim Tandy, Federal Aviation Administration

July 24, 2009

Mr. Richard Dineen
Planning Director
City of Albuquerque
600 2nd St., NW
Albuquerque, NM 87102

RE: ***Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico***

Dear Mr. Dineen:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at http://www.doubleeagle-ea.com. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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doubleeagle@coffmanassociates.com

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Sincerely,

Molly Waller
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department
Tim Tandy, Federal Aviation Administration

July 24, 2009

Mr. Isreal Tavarez
Environmental Engineering Manager
City of Albuquerque
P.O. Box 1293
Albuquerque, NM 87103

RE: ***Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico***

Dear Mr. Tavarez:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmentol Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at http://www.doubleeagle-ea.com. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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doubleeagle@coffmanassociates.com

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Sincerely,

Molly Waller
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department
Tim Tandy, Federal Aviation Administration

July 24, 2009

Mr. Jay Hart, Director
Parks and Recreation Department
City of Albuquerque
1801 4th Street, NW
Albuquerque, NM 87102

RE: ***Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico***

Dear Mr. Hart:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at http://www.doubleeagle-ea.com. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Sincerely,

Molly Waller
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department
Tim Tandy, Federal Aviation Administration

July 24, 2009

Mr. Tim West
Deputy County Manager
Bernalillo County
2400 Broadway, SW
Building N
Albuquerque, NM 87102

RE: ***Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico***

Dear Mr. West:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at http://www.doubleeagle-ea.com. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Lee's Summit, MO 64063
doubleeagle@coffmanassociates.com

A public workshop regarding the Draft EA will be held on Thursday, August 27, 2009, between the hours of 5:00 p.m. and 7:00 p.m. at the Airfield Maintenance Facility, Double Eagle II Airport, 7401 Paseo Del Volcan (next to the Airport Traffic Control Tower), Albuquerque, New Mexico. Written comments can be submitted at this meeting. Should you have any questions regarding the availability of this document, please do not hesitate to contact me at (816) 524-3500.

Sincerely,

Molly Waller
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department
Tim Tandy, Federal Aviation Administration

July 24, 2009

Ms. Julie M. Baca
Deputy County Manager
Bernalillo County
One Civic Plaza, NW
Albuquerque, NM 87102

RE: ***Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico***

Dear Ms. Baca:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at http://www.doubleeagle-ea.com. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

Coffman Associates
Attn: Double Eagle II Airport EA
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063
doubleeagle@coffmanassociates.com

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Sincerely,

Molly Waller
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department
Tim Tandy, Federal Aviation Administration

July 24, 2009

Mr. Chris Blewett
Director of Transportation and Planning Services
Mid-Region Council of Governments
809 Copper Ave., NW
Albuquerque, NM 87102

RE: ***Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico***

Dear Mr. Blewett:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at http://www.doubleeagle-ea.com. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Sincerely,

Molly Waller
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department
Tim Tandy, Federal Aviation Administration

July 24, 2009

Mr. Rob Anderson
Development Director
City of Rio Rancho
3900 Southern Blvd., SE
Rio Rancho, NM 87124

RE: ***Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico***

Dear Mr. Anderson:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at http://www.doubleeagle-ea.com. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Lee's Summit, MO 64063
doubleeagle@coffmanassociates.com

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Sincerely,

Molly Waller
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department
Tim Tandy, Federal Aviation Administration

July 24, 2009

Governor Jason Johnson
Pueblo of Acoma
P.O. Box 309
Acoma, NM 87034

RE: ***Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico***

Dear Governor Johnson:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at http://www.doubleeagle-ea.com. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Lee's Summit, MO 64063
doubleeagle@coffmanassociates.com

A public workshop regarding the Draft EA will be held on Thursday, August 27, 2009, between the hours of 5:00 p.m. and 7:00 p.m. at the Airfield Maintenance Facility, Double Eagle II Airport, 7401 Paseo Del Volcan (next to the Airport Traffic Control Tower), Albuquerque, New Mexico. Written comments can be submitted at this meeting. Should you have any questions regarding the availability of this document, please do not hesitate to contact me at (816) 524-3500.

Sincerely,

Molly Waller
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department
Tim Tandy, Federal Aviation Administration

July 24, 2009

Governor Lawrence Gutierrez
Pueblo of Sandia
481 Sandia Loop
Bernalillo, NM 87004

RE: ***Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico***

Dear Governor Gutierrez:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at http://www.doubleeagle-ea.com. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063
doubleeagle@coffmanassociates.com

A public workshop regarding the Draft EA will be held on Thursday, August 27, 2009, between the hours of 5:00 p.m. and 7:00 p.m. at the Airfield Maintenance Facility, Double Eagle II Airport, 7401 Paseo Del Volcan (next to the Airport Traffic Control Tower), Albuquerque, New Mexico. Written comments can be submitted at this meeting. Should you have any questions regarding the availability of this document, please do not hesitate to contact me at (816) 524-3500.

Sincerely,

Molly Waller
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department
Tim Tandy, Federal Aviation Administration

July 24, 2009

Governor Robert Benavides
Pueblo of Isleta
P.O. Box 1270
Isleta, NM 87022

RE: ***Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico***

Dear Governor Benavides:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at http://www.doubleeagle-ea.com. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Lee's Summit, MO 64063
doubleeagle@coffmanassociates.com

A public workshop regarding the Draft EA will be held on Thursday, August 27, 2009, between the hours of 5:00 p.m. and 7:00 p.m. at the Airfield Maintenance Facility, Double Eagle II Airport, 7401 Paseo Del Volcan (next to the Airport Traffic Control Tower), Albuquerque, New Mexico. Written comments can be submitted at this meeting. Should you have any questions regarding the availability of this document, please do not hesitate to contact me at (816) 524-3500.

Sincerely,

Molly Waller
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department
Tim Tandy, Federal Aviation Administration

July 24, 2009

Governor Rudy Shije
Pueblo of Zia
135 Capitol Square Drive
Zia Pueblo, NM 87053-6013

RE: ***Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico***

Dear Governor Shije:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at http://www.doubleeagle-ea.com. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Lee's Summit, MO 64063
doubleeagle@coffmanassociates.com

A public workshop regarding the Draft EA will be held on Thursday, August 27, 2009, between the hours of 5:00 p.m. and 7:00 p.m. at the Airfield Maintenance Facility, Double Eagle II Airport, 7401 Paseo Del Volcan (next to the Airport Traffic Control Tower), Albuquerque, New Mexico. Written comments can be submitted at this meeting. Should you have any questions regarding the availability of this document, please do not hesitate to contact me at (816) 524-3500.

Sincerely,

Molly Waller
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department
Tim Tandy, Federal Aviation Administration

July 24, 2009

Governor James Roger
Pueblo of Jemez
P.O. Box 100
Jemez Pueblo, NM 87024

RE: ***Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico***

Dear Governor Roger:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at http://www.doubleeagle-ea.com. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Attn: Double Eagle II Airport EA
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063
doubleeagle@coffmanassociates.com

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Sincerely,

Molly Waller
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department
Tim Tandy, Federal Aviation Administration

July 24, 2009

Governor Leonard Armijo
Pueblo of Santa Ana
2 Dove Road
Santa Ana Pueblo, NM 87004

RE: ***Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico***

Dear Governor Armijo:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at http://www.doubleeagle-ea.com. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063
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Sincerely,

Molly Waller
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department
Tim Tandy, Federal Aviation Administration

July 24, 2009

Governor Roland E. Johnson
Pueblo of Laguna
P.O. Box 194
Laguna, NM 87026

RE: ***Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico***

Dear Governor Johnson:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-3S or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at http://www.doubleeagle-ea.com. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Sincerely,

Molly Waller
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department
Tim Tandy, Federal Aviation Administration

July 24, 2009

Governor Arlen P. Quetawki, Sr.
Pueblo of Zuni
P.O. Box 339
Zuni, NM 87327

RE: ***Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico***

Dear Governor Quetawki, Sr.:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at http://www.doubleeagle-ea.com. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Sincerely,

Molly Waller
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department
Tim Tandy, Federal Aviation Administration

July 24, 2009

Dr. Jonathan Damp
Tribal Historic Preservation Officer
Pueblo of Zuni
Heritage and Historic Preservation Office
P.O. Box 339
Zuni, NM 87327

RE: ***Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico***

Dear Dr. Damp:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at http://www.doubleeagle-ea.com. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on 5eptember 10, 2009. Please mail or email your comments to the following address:

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doubleeagle@coffmanassociates.com

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Sincerely,

Molly Waller
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department
Tim Tandy, Federal Aviation Administration

July 24, 2009

Mr. Mark R. Chino
President
Mescalero Apache Tribe
P.O. Box 227
Mescalero, NM 88340

RE: ***Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico***

Dear Mr. Chino:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at http://www.doubleeagle-ea.com. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Sincerely,

Molly Waller
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department
Tim Tandy, Federal Aviation Administration

July 24, 2009

Ms. Holly Houghten
Interim Tribal Historic Preservation Officer
Mescalero Apache Tribe
P.O. Box 227
Mescalero, NM 88340

RE: ***Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico***

Dear Ms. Houghten:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at http://www.doubleeagle-ea.com. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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doubleeagle@coffmanassociates.com

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Sincerely,

Molly Waller
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department
Tim Tandy, Federal Aviation Administration

July 24, 2009

Mr. Joe Shirley, Jr.
President
Navajo Nation
P.O. Box 9000
Window Rock, AZ 86515

RE: ***Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico***

Dear Mr. Shirley:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at http://www.doubleeagle-ea.com. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

Coffman Associates
Attn: Double Eagle II Airport EA
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063
doubleeagle@coffmanassociates.com

A public workshop regarding the Draft EA will be held on Thursday, August 27, 2009, between the hours of 5:00 p.m. and 7:00 p.m. at the Airfield Maintenance Facility, Double Eagle II Airport, 7401 Paseo Del Volcan (next to the Airport Traffic Control Tower), Albuquerque, New Mexico. Written comments can be submitted at this meeting. Should you have any questions regarding the availability of this document, please do not hesitate to contact me at (816) 524-3500.

Sincerely,

Molly Waller

Molly Waller
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department
Tim Tandy, Federal Aviation Administration

July 24, 2009

Mr. Ivan L. Sidney, Sr.
Hopi Tribal Council
P.O. Box 123
Kykotsmovi, AZ 86039

RE: ***Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico***

Dear Mr. Sidney:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at http://www.doubleeagle-ea.com. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

Coffman Associates
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Sincerely,

Molly Waller
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department
Tim Tandy, Federal Aviation Administration

July 24, 2009

Mr. Frederick Vigil
All Indian Pueblo Council
3939 San Pedro, NE
Albuquerque, NM 87190

RE: ***Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico***

Dear Mr. Vigil:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at http://www.doubleeagle-ea.com. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

Coffman Associates
Attn: Double Eagle II Airport EA
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063
doubleeagle@coffmanassociates.com

A public workshop regarding the Draft EA will be held on Thursday, August 27, 2009, between the hours of 5:00 p.m. and 7:00 p.m. at the Airfield Maintenance Facility, Double Eagle II Airport, 7401 Paseo Del Volcan (next to the Airport Traffic Control Tower), Albuquerque, New Mexico. Written comments can be submitted at this meeting. Should you have any questions regarding the availability of this document, please do not hesitate to contact me at (816) 524-3500.

Sincerely,

Molly Waller
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department
Tim Tandy, Federal Aviation Administration

July 24, 2009

Mr. James R. Madalena, Director
Five Sandoval Indian Pueblos, Inc.
1043 Highway 313
Bernalillo, NM 87004

RE: ***Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico***

Dear Mr. Madalena:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at http://www.doubleeagle-ea.com. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

Coffman Associates
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Lee's Summit, MO 64063
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A public workshop regarding the Draft EA will be held on Thursday, August 27, 2009, between the hours of 5:00 p.m. and 7:00 p.m. at the Airfield Maintenance Facility, Double Eagle II Airport, 7401 Paseo Del Volcan (next to the Airport Traffic Control Tower), Albuquerque, New Mexico. Written comments can be submitted at this meeting. Should you have any questions regarding the availability of this document, please do not hesitate to contact me at (816) 524-3500.

Sincerely,

Molly Waller
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department
Tim Tandy, Federal Aviation Administration

DOUBLE EAGLE II AIRPORT ENVIRONMENTAL ASSESSMENT

PUBLIC INFORMATION WORKSHOP MEETING ATTENDANCE RECORD

Meeting: Public Information Workshop Date: August 27, 2009 Time: 5:00-7:00 p.m.

Place: Double Eagle II Maintenance Facility

Please Print Neatly

NAME	ADDRESS	PHONE # / E-MAIL
1. Art Woods	33 Wind Rd NW, ABQ	Phone #: 890 8664 E-mail: turbo182RG@flylonecone.com
2. Keith Beasley + Joy	10000 Chantilly NW, Albq	Phone #: 898-0425 E-mail: keithjoyair@q.com
3. DOUG HORNE	8712 PLACER CREEK CT NE ABQ	Phone #: 853-5445 E-mail: dandkhorne@hotmail.com
4. Diane Bode	1100 Warm Sands Dr SE ABQ	Phone #: 296-9362 E-mail: diane.bode@flybode.com
5. Christine Pica	2405 Walkeway NE	Phone #: 2997633 E-mail: cpica48@gmail.com
6. Calvin Wachs	7516 Primrose Dr. NW 87120	Phone #: 505 228-8382 E-mail: nakbin@comcast.net
7. Bobby Unser	7700 Central Ave SW 87121	Phone #: 505 831 1500 E-mail: bobbyunser@aol.com
8. Lisa Unser	7700 Central Ave SW	Phone #: 505 831 1500 E-mail: bobbyunser@aol.com
9. Mike Abeyta	KOAT-TV	Phone #: E-mail:
10. Ron Keller	E80	Phone #: 681-5982 E-mail:
11. Peter St. Cyr	770 KKOB	Phone #: 319 3237 E-mail: peter@770KKOB.com
12. Michael Frederick	6401 Gloria PL NE	Phone #: 505-275-2655 E-mail: mikey48@comcast.net
13.		Phone #: E-mail:
14.		Phone #: E-mail:
15.		Phone #: E-mail:
16.		Phone #: E-mail:
17.		Phone #: E-mail:
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DOUBLE EAGLE II AIRPORT ENVIRONMENTAL ASSESSMENT

PUBLIC INFORMATION WORKSHOP MEETING ATTENDANCE RECORD

Meeting: Public Information Workshop Date: August 27, 2009 Time: 5:00-7:00 p.m.

Place: Double Eagle II Maintenance Facility

Please Print Neatly

NAME	ADDRESS	PHONE # / E-MAIL
1. Don Friedman	9438 Bent Rd NE, ABQ	Phone #: 505-823-9689 E-mail:
2. Jessica Dickman	Support	Phone #: 505 244 7859 E-mail: jdickman@cabq.gov
3. Jane Lucero	State Aviation	Phone #: 505-244-1788 E-mail: jane.lucero@state.nm.us
4. Joyce Woods	33 Wind Rd NW, ABQ	Phone #: 505 890 8664 E-mail: niner3echo@flyonecone.com
5. Julie Smith	4 Pueblo del Sol, Placitas	Phone #: 505 867 9268 E-mail: SMJ.AA@comcast.net
6. DAN TELFAIR	808 TRAMWAY LANE NE ABQ NM 87122	Phone #: 505-856-6774 E-mail: DANTELFAIR@ADC.com
7. Harley Wadsworth	10004 Stone Ct. NW Alb, 87114	Phone #: 505 453 6369 E-mail: harleywads@comcast.net
8. Joe + René Horvath	5515 PALOMINO DR NW	Phone #: 898-2114 E-mail: aboard16@juno.com
9. W. DAVID EDWARDS	5309 LA COLONIA DR NW ABQ 87120	Phone #: 899-0358 E-mail: WDE@ALUMNI.UTEXAS.NET
10. John R Bode	1100 W ARM SANDS DR SS ALBUQUERQUE	Phone #: 220 5863 E-mail: jrbode@flybode.com
11. JOHN SCHREIBER	10336 COUNTRY SAGE DR NW ALBUQ. NM 87114	Phone #: 505-877-0474 E-mail: jtschreib@msn.com
12. Guy JONES	3708 CALLE CASTANO NE ALBUQUERQUE, N.M.	Phone #: 505-845-0710 E-mail: jonesgl@qwest.net
13. RAYMOND SAUNDERS	4701 CEDARBROOK CT, NE ALBUQUERQUE, NM 87111	Phone #: 505-290-9277 E-mail: ray.e.saunders@q.com
14.		Phone #: E-mail:
15.		Phone #: E-mail:
16.		Phone #: E-mail:
17.		Phone #: E-mail:
18.		Phone #: E-mail:
19.		Phone #: E-mail:
20.		Phone #: E-mail:

PUBLIC INFORMATION WORKSHOP MEETING ATTENDANCE RECORD

Meeting: Public Information Workshop Date: August 27, 2009 Time: 5:00-7:00 p.m.

Place: Double Eagle II Maintenance Facility

Please Print Neatly

NAME	ADDRESS	PHONE # / E-MAIL
1. Wallace D Henderson	8804 Camino Osito NE ABQ 87111	Phone #: 505 828 0702 E-mail: teguar1@msn.com
2. STUART MILES	7201 CANTANA AVE NW ALBUQUERQUE, NM 87114	Phone #: 505-235-4645 E-mail: stuartmiles@hotmail.com
3. DEAN WADSWORTH	520 61st STREET SW ALBUQUERQUE, NM 87114	Phone #: 505-907-5051 E-mail: DEANWADS@AOL.com
4.. TODD BLUE	5700 ASPEN NE ALBUQUERQUE, NM 87110	Phone #: 505-263-6657 E-mail: tblue@ix.netcom.com
5. Jennifer Moseley	1625 Edith Dr Belen, NM. 87002	Phone #: 453-6383 E-mail: jennifer.moseley@flybode.com
6. Derek Larson	8423 Ranch Ventoso, NW ABQ, NM 87120	Phone #: 792-1880 E-mail: DerekLarson@Comcast.net
7.		Phone #: E-mail:
8.		Phone #: E-mail:
9.		Phone #: E-mail:
10.		Phone #: E-mail:
11.		Phone #: E-mail:
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DOUBLE EAGLE II AIRPORT ENVIRONMENTAL ASSESSMENT

PUBLIC INFORMATION WORKSHOP MEETING ATTENDANCE RECORD

Meeting: Public Information Workshop Date: August 27, 2009 Time: 5:00-7:00 p.m.

Place: Double Eagle II Maintenance Facility

Please Print Neatly

NAME	ADDRESS	PHONE # / E-MAIL
1. Kathryn Henderson	8804 Camino Osito NE ABQ	Phone #: 505-828-0702 E-mail: germologist@comcast.net
2. CHRIS TORRES	212 CARLOS RD. NE	Phone #: 410 1529 E-mail: CHRIS.TORRES@FLYBODE.US
3. CHACE MAYHEW	2701 PALO ALTO DR NE	Phone #: 505-870-5616 E-mail: chace.mayhew@flybode.com
4. JJ TORRES	604 CAMPANA Ave Belen NM 87002	Phone #: E-mail: JJ.TORRES@FlyBode.Com
5. MICHELLE AMEZCUA	2873 SEVEN FALLS DR RANCHO RIO	Phone #: 350-1535 E-mail: miamezcua@yahoo.com
6. John H. Bode	7401 Pasco del Volcan NW	Phone #: 505 328-7454 E-mail: john.bode@Flybodecom
7. JOHN VON	2709 Silverling ST NE	Phone #: 262-8237 E-mail: JOHNVON@YAHOO.COM
8. Han Lim	6300 Montgomery Blvd. NE 210	Phone #: (720) 201-2099 E-mail: hlim2matrix@yahoo.com
9.		Phone #: E-mail:
10.		Phone #: E-mail:
11.		Phone #: E-mail:
12.		Phone #: E-mail:
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19.		Phone #: E-mail:
20.		Phone #: E-mail:

United States Department of the Interior

FISH AND WILDLIFE SERVICE
New Mexico Ecological Services Field Office
2105 Osuna NE
Albuquerque, New Mexico 87113
Phone: (505) 346-2525 Fax: (505) 346-2542

AUG - 6 2009

Thank you for your recent request for information on threatened or endangered species or important wildlife habitats that may occur in your project area. The New Mexico Ecological Services Field Office has posted lists of the endangered, threatened, proposed, candidate and species of concern occurring in all New Mexico Counties on the Internet. Please refer to the following web page for species information in the county where your project occurs: http://www.fws.gov/southwest/es/NewMexico/SBC_intro.cfm. If you do not have access to the Internet or have difficulty obtaining a list, please contact our office and we will mail or fax you a list as soon as possible.

After opening the web page, find New Mexico Listed and Sensitive Species Lists on the main page and click on the county of interest. Your project area may not necessarily include all or any of these species. This information should assist you in determining which species may or may not occur within your project area.

Under the Endangered Species Act of 1973, as amended (Act), it is the responsibility of the Federal action agency or its designated representative to determine if a proposed action "may affect" endangered, threatened, or proposed species, or designated critical habitat, and if so, to consult with us further. Similarly, it is their responsibility to determine if a proposed action has no effect to endangered, threatened, or proposed species, or designated critical habitat. On December 16, 2008, we published a final rule concerning clarifications to section 7 consultations under the Act (73 FR 76272). One of the clarifications is that section 7 consultation is not required in those instances when the direct and indirect effects of an action pose no effect to listed species or critical habitat. As a result, we do not provide concurrence with project proponent's "no effect" determinations. FWS1

If your action area has suitable habitat for any of these species, we recommend that species-specific surveys be conducted during the flowering season for plants and at the appropriate time for wildlife to evaluate any possible project-related impacts. Please keep in mind that the scope of federally listed species compliance also includes any interrelated or interdependent project activities (e.g., equipment staging areas, offsite borrow material areas, or utility relocations) and any indirect or cumulative effects.

FWS1. Recommendations made within this response letter were followed for the preparation of the EA. A list of sensitive species was obtained from the Fish and Wildlife Service website and is contained within Table 3B. Potential impacts to the listed species were assessed, and the findings are contained within Chapter Four, Section 4.10. Coordination was undertaken with the U.S. Army Corps of Engineers to assess potential wetlands impacts, and mitigation measures were included within the EA to limit impacts to species protected under the MBTA. Various State of New Mexico resource agencies were coordinated with at the onset of this EA process. All agencies were offered the opportunity to review the contents of the Draft EA.

Candidates and species of concern have no legal protection under the Act and are included on the web site for planning purposes only. We monitor the status of these species. If significant declines are detected, these species could potentially be listed as endangered or threatened. Therefore, actions that may contribute to their decline should be avoided. We recommend that candidates and species of concern be included in your surveys.

Also on the web site, we have included additional wildlife-related information that should be considered if your project is a specific type. These include communication towers, power line safety for raptors, road and highway improvements and/or construction, spring developments and livestock watering facilities, wastewater facilities, and trenching operations.

Under Executive Orders 11988 and 11990, Federal agencies are required to minimize the destruction, loss, or degradation of wetlands and floodplains, and preserve and enhance their natural and beneficial values. We recommend you contact the U.S. Army Corps of Engineers for permitting requirements under section 404 of the Clean Water Act if your proposed action could impact floodplains or wetlands. These habitats should be conserved through avoidance, or mitigated to ensure no net loss of wetlands function and value. FWS1

The Migratory Bird Treaty Act (MBTA) prohibits the taking of migratory birds, nests, and eggs, except as permitted by the U.S. Fish and Wildlife Service. To minimize the likelihood of adverse impacts to all birds protected under the MBTA, we recommend construction activities occur outside the general migratory bird nesting season of March through August, or that areas proposed for construction during the nesting season be surveyed, and when occupied, avoided until nesting is complete.

We suggest you contact the New Mexico Department of Game and Fish, and the New Mexico Energy, Minerals, and Natural Resources Department, Forestry Division for information regarding fish, wildlife, and plants of State concern.

Thank you for your concern for endangered and threatened species and New Mexico's wildlife habitats. We appreciate your efforts to identify and avoid impacts to listed and sensitive species in your project area.

Sincerely,

Wally Murphy
Field Supervisor

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS, TX 75202-2733

AUG 21 2009

Molly Waller
Airport Environmental Planner
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063

RE: Double Eagle II Airport, Albuquerque, New Mexico

Dear Ms. Waller:

The Environmental Protection Agency (EPA) has received the above referenced Environmental Assessment (EA) and proposed Draft Finding of No Significant Impact. We have no comments to offer. Thank you for your coordination. EPA1

Sincerely yours,

Cathy Gilmore

Cathy Gilmore, Chief
Office of Planning and
Coordination (6EN-XP)

EPA1. Comment noted.

Internet Address (URL) - http://www.epa.gov/earth1r6/
Recycled/Recyclable - Printed with Vegetable Oil Based Inks on Recycled Paper (Minimum 30% Postconsumer)

A visitor has commented on the Double Eagle study.

Name: Ron Keller
Organization: FAA Technical Operations
Email Address: ron.keller@faa.gov
City: Albuquerque
State: NM
Zip Code: 87106

Comment Made On: 2009-07-28 17:25:31
Comments: The draft EA appears to have some factual deficiencies in reference to the existing ILS at Double Eagle II Airport. Section 2.3.1 states that the existing ILS is comprised of a localizer, glide slope, and a inner marker. This is not factual. There is a localizer and glide slope, but there is not, nor will there ever be a inner marker. There is a middle marker, a outer marker, and a locator outer marker. The middle marker could probably be relocated upon airport property, but the outer marker and locator outer marker would require new leased property. Has this been addressed? Also, have the negative impacts to Albuquerque Int\'l Airport operations been addressed? Specifically, with a ILS on runway 17, the missed approach could rapidly take an aircraft into the class \"C\" airspace of ABQ Int\'l. I have been told verbally that this causes great concern for ABQ ATC. RK1

RK1. The text has been revised to reflect the presence of the middle marker and the locator outer marker. It should be noted that marker beacons are gradually being phased out as GPS and other technologies have made them obsolete. For example, a low-power DME (distance measuring equipment) can be co-located with the localizer where it can provide an accurate distance function like that provided by the marker beacons. The equipment at Double Eagle II is old and would likely need to be replaced in the future. As a result, the ILS for Runway 17 is expected to be newer technology equipment and will not require any marker beacons.

Early coordination with ABQ Approach Control indicated that relocating the ILS approach to Runway 17 would improve rather than negatively impact the area airspace.

A visitor has commented on the Double Eagle study.

Name: Aaron McCrea
Organization: Robinson Aviation
Email Address: mccraze93245@yahoo.com
City: Albuquerque
State: NM
Zip Code: 87120

Comment Made On: 2009-08-05 14:21:02
Comments: I live less than two miles from the monument, and also work at the airport. I am also a faithful tax payer, and was wondering what the total accumulated cost of this study is. I consider myself an avid environmentalist, and am growing more concerned about why there is a study surrounding the impacts of noise from light aircraft on basically volcanic rocks, as opposed to a more necessary study of why our city lacks adequate recycling bins or a profitable recycling solution. AM1

Thank you,

Aaron McCrea

AM1. Comment noted.

ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATION WORKSHOP
COMMENT SHEET

Name: Harley Woodsworth Date: August 27, 2009 Time: 5:00pm-7:00pm

Place: Double Eagle II Airfield Maintenance Facility
7401 Paseo del Volcan NW, Albq, NM 87120

Please print neatly

I am strongly against changing the primary runway at KAEG to 35-17. None of the pilots I have spoken with favor it either. I agree with DEPOA document of 27 August 2009. Please leave runway 4-22 the primary runway at KRAG

HW1

Mail to:
COFFMAN ASSOCIATES, INC.
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063 FAX: (816) 524-2575
www.coffmanassociates.com

HW1. Comment noted.

ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATION WORKSHOP
COMMENT SHEET

Name: Wallace D Henderson
C 437425

Date: August 27, 2009 Time: 5:00pm-7:00pm

Place: Double Eagle II Airfield Maintenance Facility
7401 Paseo del Volcan NW, Albq, NM 87120

Please print neatly

I have attended all of the public meetings an read the literature available on this study.

After the first meeting I concluded, based on several years experience as a government "studies and analysis" contractor The this was atypical "fair and objective" analysis to cover a prior government decion. Nothing in subsequent meetings has changed this opinion.

WD1

Mail to:
COFFMAN ASSOCIATES, INC.
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063 FAX: (816) 524-2575
www.coffmanassociates.com

WD1. Comment noted.

ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATION WORKSHOP
COMMENT SHEET

Name: Kathryn Henderson Date: August 27, 2009 Time: 5:00pm-7:00pm

Place: Double Eagle II Airfield Maintenance Facility
7401 Paseo del Volcan NW, Albq, NM 87120

Please print neatly

See attached

Mail to:
COFFMAN ASSOCIATES, INC.
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063 FAX: (816) 524-2575
www.coffmanassociates.com

I am a research virologist by profession. I would NEVER expect that I, my students, employees or colleagues should have to work under unsafe conditions or would have no input on the ways we can improve our working relationships with viruses. Analogously, the primary consideration for a General Aviation airport should be **the safety and enjoyment of the pilots who fly in and out of that airport**, as long as they adhere to environmental ordinances and regulations. It appears that Marty Chavez (henceforth referred to as "The City") has taken it upon himself to modify the 1999 Master Plan approved by the City Council by commissioning a consulting firm (***through what process?***) to do an Environmental Assessment of the runways at Double Eagle Airport. ***Was this EA commission with the knowledge and approval of the City Council to spend millions of dollars for proposed changes?*** In my opinion, the EA is a thinly-veiled and weakly-supported study with a **pre-determined** outcome: that is, to extend 17-35 as the main runway, come hell or high water! The pilots (including myself) who regularly fly in and out of AEG have expressed their frustration that their concerns and input about safety, costs, efficacy and environmental impact were completely ignored by "The City" and the EA. The lack of response and inaccessibility on the part of the Coffman website could certainly lead pilots to speculate that "The City" has its own agenda for the AEG properties, runways and facilities. Perhaps "The City" has worked deals with the land developers for properties north of the airport; perhaps "The City" has an agreement to facilitate Eclipse Aviation plans; perhaps "The City" values autocratic policy-making and money decisions over the safety and enjoyment of the pilots of AEG. During this time of recession and financial insecurity, my thought is that the federal stimulus money currently being spent to refurbish and re-do Runway 4-22 is a more worthwhile and reasonable expenditure of funds related to Double Eagle than any of this EA and "The City" saga.

Kathryn Henderson

KH1

KH2

KH3

KH1. Analysis undertaken for the Double Eagle II Airport Master Plan and this EA determined that both runways at the airport, Runway 4-22 and Runway 17-35, are safe for aviation use. The master plan included potential runway extensions for both runways, ultimately extending Runway 4-22 to 11,000 feet and Runway 17-35 to 8,000 feet.

KH2. The consultant selection process for this EA was a competitive process undertaken in accordance with an Act of Congress entitled the "Brooks Act," which states that the selection of design professionals shall be conducted using a qualifications-based procedure. A Selection Advisory Committee reviewed proposals submitted by interested firms and selected Coffman Associates to prepare this EA.

KH3. This EA was prepared in accordance with the *National Environmental Policy Act of 1969* and pertinent FAA guidance documents. The alternatives analysis undertaken for this EA, specifically the evaluation of the existing runways at the airport, was prepared to address previous concerns voiced by the National Park Service regarding overflight of the neighboring National Park Unit. The City of Albuquerque did not direct the outcome of this analysis, nor were they involved in the formulation of project alternatives.

Throughout the EA process, input was obtained from airport users. Initial concerns raised by airport users centered primarily on safety and efficiency. To address their concerns, detailed wind and capacity analyses were undertaken to evaluate the safety of Alternative A, and the alternative layout was revisited. To address efficiency concerns, the proposed extension of Runway 17-35 was planned in a manner that the larger extension would occur to the north, nearer the existing hangar facilities. By proceeding in this manner, taxi distances for each alternative were similar. Refer to Chapter Four, Section 4.11 for specific details regarding taxi distances for each alternative.

ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATION WORKSHOP
COMMENT SHEET

Name: Diane Bode

Date: August 27, 2009 Time: 5:00pm-7:00pm

Place: Double Eagle II Airfield Maintenance Facility
7401 Paseo del Volcan NW, Albq, NM 87120

Please print neatly

SEE ATTACHED

Mail to:
COFFMAN ASSOCIATES, INC.
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063 FAX: (816) 524-2575
www.coffmanassociates.com

Duane Bode

After all the meetings and all the comments the AEG pilot community has made, there is no evidence that any consideration was given to their concerns. Given all the changes that will have to be made to make 17-35 the primary runway, one would think that extending 4-22 would be a lot cheaper. Even if the cost was more for 4-22, the safety issues involved with 17-35 should be given a lot of consideration. The tower operators (who still do not have radar) can see the traffic on 4-22 and its taxiways much better than that on 17-35. DB1

The departing traffic on runway 17 conflicts with the arriving traffic descending through the corridor into the Sunport on runway 8. DB2

If a pilot is descending into runway 17 or departing on runway 35 he has to cross the high voltage power lines to the north of the end of 35. That is fine in average conditions. However, if it is a really hot day, the pilot (taking off on 35) is not used to high elevation airports and/or is carrying a heavy load, he may not be able to gain enough altitude to clear the power lines. Another dangerous scenario would be in IFR conditions at night where a pilot on the ILS to 17 could accidentally pass through his minimum descent altitude a little early and catch the wires. Also if runway 17-35 is extended to the north, the power lines probably will be within the missed approach point on an ILS for runway 17. How many pilots will die before you put the power lines under ground? DB3

Finally, what about all the unexploded ordnance just north of the north end of runway 35? Have you addressed that and considered the cost of clearing that area? DB4

DB1. See response to KH1 and KD3. The cost of Alternative B is less than Alternative A, in part due to the relocation of the ILS that would be required under Alternative A. The primary differential in cost, however, is the amount of runway that the airport will have as a result of the project. Alternative A will provide the airport with runways of 9,000 feet and 7,400 feet in length, while Alternative B will result in runways of 9,000 feet and 5,999 feet.

The airport wind coverage indicates that a crosswind runway should have adequate length to accommodate most aircraft that use the airport on a regular basis. The runway length requirement for the group of small airplanes (weighing less than 12,500 pounds) at Double Eagle II is 7,300 feet. While the crosswind runway does not necessarily need to meet the needs of the most demanding aircraft and its design stage length, it should be able to accommodate a reasonably reduced load, such as 60 percent useful load. The runway length requirement for 75 percent of the large airplanes less than 60,000 pounds is 7,500 feet. Thus, Alternative A would more effectively meet the runway length requirements for the airport than Alternative B. Alternative B could be adjusted to meet this requirement, but would require a second project to extend Runway 17-35 by at least 1,400 feet. If a 1,400-foot extension to Runway 17-35 were added to Alternative B, the costs of the two alternatives become very comparable.

A review of line-of-sight for the ATCT determined that all runway ends will be visible to the ATCT regardless of which alternative is selected.

DB2. During the analysis undertaken for this EA, a meeting was held with the Sunport ATCT manager to determine if

implementation of Alternative A would impact operations of aircraft utilizing the Sunport. During the meeting it was indicated that placing IFR and business jet aircraft on Runway 17-35 would be beneficial to ATCT staff as it would reduce the need to cross traffic at differing altitudes.

DB3. The electric power line that runs parallel to the existing airport entrance road will need to be relocated as part of Alternative A implementation. The power lines will be relocated to an area which conforms to all FAA guidelines regarding object height.

DB4. As described within Chapter Four of the EA, the removal of the ordnance is the responsibility of the U.S. Army Corps of Engineers (USACE). As described within the email dated May 14, 2007, contained within Appendix B, page B-56, the USACE indicated an ability to provide for construction support, at a minimum.

DOUBLE EAGLE II AIRPORT ENVIRONMENTAL ASSESSMENT

PUBLIC INFORMATION WORKSHOP MEETING COMMENT FORM

Meeting Public Information Workshop Date: August 27, 2009 Time: 5:00-7:00 p.m.

Place: Double Eagle II Maintenance Facility

Please Print Neatly

THIS SELECTION OF ALT. A IS INANE. I DO NOT HAVE ENOUGH ROOM TO IN DETAIL TELL YOU ALL THE SAFETY, FINACIAL, AND OPERATIONAL COST AND MISTAKES THIS CHOICE REPRESENTS. AS A PILOT FOR 45 YRS. (9 ALMOST AT DOUBLE EAGLE II) I AGREE WITH EVERY POINT AND POSITION TAKEN BY THE 130+ PILOTS AND OWNERS OF AIRCRAFT AT THE AIRPORT (DEIOA). THESE TOUGH ECONOMIC TIMES DICTATE THE MOST JUDICIAL USE OF OUR FED., STATE, AND MUNICIPAL TAX DOLLARS. ALT A DOES NOT DO THAT. IF THE PARK IS SO IMPORTANT AND THE AREA OF SUCH SIGNIFICANCE, WHY WAS IT A BOMB RANGE IN THE PAST. THE PETROGLYPHS ARE SURELY A SIGNIFICANT RESOURCE, BUT IT IS AN "URBAN" PARK. NOISE CAN BE ADDRESSED BY THE NOW ACTIVE TOWER (CONTROL) AND THE "FLY FRIENDLY PROGRAM" DURING NORMAL PARK HOURS. THE PARK SERVICE IS AN INTRESTED PARTY, BUT

UNK1

UNK2

(OVER)

Mail to:
COFFMAN ASSOCIATES, INC.
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063 FAX: (816) 524-2575
www.coffmanassociates.com

UNK1. Extensive analysis was undertaken through the preparation of this EA to ensure implementation of Alternative A would result in a safe operating environment for airport users.

See response to DB1. The cost of implementation of Alternative A is higher than that of Alternative B. Alternative A results in a longer runway extension (3,000 feet) when compared to Alternative B (1,400 feet) as well as the relocation of the airports instrument landing system (ILS); however, it was determined that implementation of Alternative A will remove a number of overflights from the northern portions of the Petroglyph National Monument as well as the Northern Geologic Window. Alternative A also allows the airport to better serve aircraft requiring longer runway lengths for takeoff or landing as it provides a 9,000-foot and a 7,400-foot runway at the airport versus Alternative B, which provides a 9,000-foot and 5,999-foot runway. Refer to the response to UNK 2 for additional details regarding mitigation measures which have previously been undertaken at the airport to mitigate or reduce potential impacts on the neighboring National Monument.

UNK2. Consistent with a Memorandum of Understanding (MOU) between the U.S. National Park Service (NPS) and the City of Albuquerque, the land within the monument is jointly managed by the City of Albuquerque and the NPS. The City of Albuquerque Open Space Division and the NPS have a long history of documented concerns regarding the development of Double Eagle II Airport (dating back to 1990). In regards to airport projects, the City set a precedent

A PARTY OF NO GREATER WEIGHT THAN THE AIRPORT USERS, CORP. OF ENGINEERS, ETC. DO NOT PROCEED WITH ALT A. ITS COST CAN NOT BE JUSTIFIED ON ANY PRAGMATIC BASIS. IF THE ADDITIONAL COSTS WERE SPREAD OVER THE TAXPAYERS AND THEY KNEW THE WASTE THEY WOULD NOT APPROVE. MY GOODNESS, DO WE HAVE AN ESTIMATE OF WHAT OUR SUBSIDY OF EACH COMPLAINING PARK VISITOR WOULD BE. PROBABLY $5 MILLION MORE DOLLARS FOR 2 OR 3 COMPLAINTS IN 26 YRS OF THE AIRPORTS OPERATION. LUDICROUS.

UNK 2 (cont'd)

UNK2 (continued). during previous EA processes in developing alternatives or mitigation measures which would reduce the impact of airport operations on the neighboring National Park Unit. For example, the airport's northern access road was originally planned to extend along the airport's eastern/northeastern property line. During the EA, completed in the early 1990s, the road was pushed farther west, curves were introduced, and a open space buffer was created between the access road and the monument boundary through a property transfer from the City of Albuquerque Aviation Department to the City of Albuquerque Open Space Department. During the preparation of the EA for the construction of the airport traffic control tower (ATCT), the City of Albuquerque Aviation Department agreed to undertake and implement a "Fly Friendly Program" at the airport to evaluate and, if possible, reduce monument overflights.

Refer to the response to comment DB4 for additional information regarding the USACE's responsibility to the ordnance located north of the airport.

ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATION WORKSHOP
COMMENT SHEET

Name: GUY JONES
PRESIDENT, DEPOA

Date: August 27, 2009 Time: 5:00pm-7:00pm

Place: Double Eagle II Airfield Maintenance Facility
7401 Paseo del Volcan NW, Albq, NM 87120

Please print neatly

THE PURPOSE OF THE ATTACHED DOCUMENT IS TO PROVIDE WRITTEN COMMENT AND REGISTER SIGNIFICANT CONCERN WITH THE ENVIRONMENTAL ASSESSMENT PREPARED BY COFFMAN ASSOCIATES REGARDING A PROPOSED RUNWAY EXTENSION AT DOUBLE EAGLE II AIRPORT. THE DRAFT ASSESSMENT IS DATED 9 JULY 2009. THERE ARE TWELVE PAGES OF COMMENTS ATTACHED.

Guy Jones
PRESIDENT
DOUBLE EAGLE PILOTS & OPERATORS ASSOCIATION

Mail to:
COFFMAN ASSOCIATES, INC.
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063 FAX: (816) 524-2575
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DEPOA GENERAL MEETING

27 AUGUST 2009

DOUBLE EAGLE II AIRPORT

The purpose of this handout is to provide DEPOA members with an informational resource they can use to develop verbal and written input regarding the Environmental Assessment recently released by the City of Albuquerque and its significant future consequence for Double Eagle Airport and the pilots and operators that are based there.

The DEPOA Executive Committee continues to have serious safety, operational and financial reservations with the proposed city action. We must stay engaged in addressing these issues with City Council, the City Aviation Department, elected representatives and other government entities.

The executive committee also strongly urges DEPOA members to attend the city sponsored "workshop" that will be held from 5PM to 7PM , 27 August 2009 regarding the EA and the City decision to extend Runway 17-35. The workshop will be held in the Airfield Maintenance Facility, Double Eagle II Airport (next to the Airport Traffic Control Tower).

There are a significant number of serious issues with the EA and the City of Albuquerque's decision to extend runway 17-35 (Option A). The selection of Option A is a complete change to the original Master Plan approved by the City Council in 1999. The following is a listing of a number of these issues that are of top concern to pilots and operators at Double Eagle II:

1. This reported decision by the City to extend runway 17-35 has been made with disregard to the input received from the pilots and operators who actually use Double Eagle II. GJ1

2. The EA cites a "wind" advantage to 17-35; however, the data used to make this decision appears to show no statistically significant advantage to either runway. GJ2

3. The city cites the "preference" of the National Park Service for 17-35 due to asserted noise issues; but: 1. The National Park Service is a "coordinating" agency and is not entitled to greater consideration than any other concerned party. 2. The FAA has determined that asserted aircraft noise levels are not an issue under any of the three alternatives contained in the EA. GJ3

4. There are very significant expenditures of our tax dollars that will be necessary to extend runway 17-35 to the north and south versus extending runway 4-22 to the southwest. We do not have cost estimates yet, but they can be reasonably stated in the **millions of dollars** for: GJ4
a. Construction of over 1400 of additional feet of runway for 17-35 versus 4-22.

GJ1. Double Eagle II pilots were coordinated with throughout the EA process. The second public information workshop was held, at the request of the pilots, at the airport's fixed base operator (FBO) facilities and was held in a format that allowed for a presentation by the study consultants followed by a question/answer session. Concerns raised by the pilots included the following: safety (specifically relating to wind coverage on Runway 17-35), efficiency (specifically relating to taxi distances), and cost. To address the safety concerns, a detailed wind analysis was undertaken (refer to the contents of Appendix E) and it was determined that Runway 17-35 and Runway 4-22 provide similar wind coverage. To address taxi distance concerns, Alternative A was revisited to determine if taxi distances could be lessened. It was found that with a 2,000=foot extension to the north and a 1,000-foot extension to the south, as well as the introduction of additional taxiways, the taxi distances for Alternative A could be reduced (refer to Chapter Four, Section 4.11). A preliminary cost estimate was prepared for each alternative. It is recognized that Alternative A does cost more than Alternative B. However, Alternative A provides two runways of at least 7,400 feet, while the second runway under Alternative B is 5,999 feet, or 1,400 feet shorter, and 1,300 feet shorter than the design length for small aircraft. If the airport was not located adjacent to a National Park Unit, Alternative B would have been deemed the proposed action; however, the concerns of the NPS were given consideration by the project sponsor and Alternative A was selected.

GJ2. Within Chapter One, Section 1.1.3, it states, "Based on the results of the wind and airfield capacity analyses, either of the existing runways at the airport could be extended without significantly compromising safety or capacity." No reference to a statistically significant advantage within the EA.

GJ3. The NPS is a Cooperating Agency for the EA and was given this status due to the presence of a National Park Unit adjacent to the airport. The concerns of all interested parties were taken into consideration. In regards to pilot concerns, it was determined that Alternative A would be safe for pilot operations and taxi distances were similar to Alternative B. During this EA, and previous NEPA efforts at the airport, the NPS had indicated a desire to select airport development alternatives which have the potential

b. Construction of over 1700 feet of additional taxiways for 17-35 not needed with an extension of runway 4-22.
c. Construction of approximately 2500 feet of new roadway plus tearing up the newly reconstructed access road and intersection.
d. Approximately $1,600,000.00 to relocate and recertify the ILS. The FAA has stated they will not pay this cost.
e. Unknown cost to re-certify the GPS approach.
f. Unknown cost to relocate the existing MALSR.
g. Unknown cost to develop new air traffic procedures.
h. Unknown cost to relocate two chain link fences.
i. Unknown cost if relocation of power lines to the north of runway 17-35 is required for safety reasons.
j. Unknown additional cost for taxiway and runway lighting and signage to extend Runway 17-35 versus Runway 4-22.
k. Unknown cost for remediation of Ordnance Operable Unit 4 north of runway 35(WW2 practice bomb range). GJ4 (contd)

5. The US Corps of Engineers has formally stated the following: "The Army Corps of Engineers strongly advises that there are significant unexploded munitions in the area directly north of 17-35 which create safety and clearance issues for Alternative A." GJ5

6. The existing power lines to the north of the approach end of runway 17 are now approximately 4,600 ft from the end of the runway. An extension of 2,000 ft would bring the approach end of 17 2,600 ft from the power lines. It appears this would place the power lines inside the Missed Approach Point for an ILS and dangerously closed to the approach end of the runway. GJ6

These six items contain the major issues of concern with Alternative A. These six items are not all the areas of concern.

The EA states that the "City" has selected alternative A **however**, final financial decision authority for this matter rests with the City Council. Further, the Airport Advisory Board has not yet reviewed or commented on the draft EA. GJ7

In addition to the issues outlined above, a review of the EA is outlined below. The complete text of the EA can be found at: http://www.doubleeagle-ea.com .

Page 1-1, §1.1 The Aviation Department Planning Manager has stated that the 2002 Master Plan was outdated the day after it was issued. GJ8

Page 1-3, §1.1.1 The conclusion that Appendix E provides marginally better wind coverage is flawed in that it is based on admittedly limited wind information and the difference between the two runways is statistically insignificant and within a .2% margin of error. GJ9

GJ3 (continued). to lessen airport impacts on their resources. It was found, through the analysis documented within Chapter Four, that the selection of Alternative A would reduce future overflight of the northern portions of the monument, primarily due to the relocation of the airport's ILS. In summary, the pilot concerns were taken into consideration, changes were made to Alternative A to reduce taxi times, and it was determined that both alternatives were safe. The concerns of the NPS could be partially addressed through the selection of Alternative A.

GJ4. Preliminary costs estimates were prepared for each alternative after the release of the Draft EA for comment. It was determined that Alternative A would cost approximately $7.0 million and Alternative B would cost approximately $3.5 million. Much of this difference is reflected in the fact that Alternative A would provide a much longer crosswind runway.

GJ5. The USACE went on to state that they could provide funds for clearing activities in FY 2009.

GJ6. To ensure a safe operating environment at the airport, the relocation of the referred to power line will be investigated further during project design. Cost estimates cited in the response to comment GJ4 include costs for the relocation of the power line.

GJ7. The Airport Advisory Board was kept abreast of the project schedule during the preparation of the EA. Opportunity was provided for public and agency review of the Draft EA from July 27, 2009 through September 10, 2009. A presentation was given to the board on October 15, 2009.

GJ8. Comment noted. No documentation of said comment can be located.

GJ9. Detailed wind analysis was undertaken to determine if Runway 17-35 could provide similar wind coverage to Runway 4-22. It was found that either runway provides adequate wind coverage at the airport.

The correct conclusion of the wind data is that the wind coverage does not favor either runway and, thus, should not be considered as a factor in the assessment.

Page 1-4, §1.2 Note that 49 USC §47101(a)(3) states that it is the policy of the United States to give special emphasis to developing reliever airports. GJ10

Page 1-4, §1.2 What is the basis for the statement: "Letters of support?" GJ11

Page 1-4, §1.2 What is the basis for the statement: "The City of Albuquerque's policy to encourage general aviation use of Double Eagle rather than the Sunport?" GJ12

Page 1-5, §1.4 The statements of Proposed Action attributed to the City of Albuquerque is incorrect. The Aviation Department Administration failed to consult with the City of Albuquerque Airport Advisory Board. Therefore, the no official proposal has been advanced. The proposed actions should be properly attributed to the City Planning Manager. GJ13

Page 1-5, §1.5 Section should be revised to reflect no preferred alternative. GJ14

Page 2-3, §2.2 While consideration is due to a coordinating agency, the regulations do not require or allow additional weight to be given those considerations over other factors considered in the Environmental Assessment. GJ15

Page 2-3, §2.2 While mention is made of taxi distances, no apparent weight has been given to this consideration. GJ16

Page 2-5, §2.3 All of the factors listed as justification for not building an entirely new runway or airport apply with equal weight to evaluation of the remaining alternatives. The EA does not appear to reflect any consideration of these factors or of the significant additional costs associated with lengthening runway 17-35 compared to runway 4-22 including: GJ17

GJ10. Comment noted.

GJ11. Letters supporting the need for additional runway length at Double Eagle II were obtained from airport users. A notation will be placed after this statement identifying the location of these letters within Appendix C.

GJ12. The airport master plans for both the Sunport and Double Eagle II each state that it is the policy of the City to encourage general aviation users to utilize Double Eagle II Airport.

GJ13. The existing Double Eagle II Airport conditionally-approved airport layout plan includes a runway extension for both Runway 4-22 and Runway 17-35. At this time, justification can be made for the extension of only one runway at the airport. Through a detailed alternatives analysis, the Aviation Department chose to extend Runway 17-35 at this time. Any potential extension to Runway 4-22 will be evaluated at a later date.

GJ14. FAA Order 5050.4B, Section 706(c), FAA Order 1050.1E, paragraph 405c, requires the identification of the proposed action.

GJ15. Analysis of potential environmental impacts was undertaken in accordance with FAA Orders 1050.1E and 5050.4B. Refer to the response to comments KH3, UNK2, and GJ3.

GJ16. See response to comments KH3 and GJ3. Refer to analysis contained within Chapter Four, Section 4.11. Difference in taxi times between the alternatives was found to be negligible.

GJ17. As stated in Section 2.3 of Chapter Two, the City of Albuquerque and the FAA have a significant investment in the facilities at Double Eagle II Airport. Runway 17-35 was recently reconstructed at a cost of approximately 3.3 million dollars, and Runway 4-22 is currently being reconstructed. Closing either of these runways cannot be justified due to these recent improvements. Furthermore, the

Relocation of existing access roads

Relocation of existing ILS

Relocation of existing MALSR

Construction of additional taxiways not otherwise needed

Development of new air traffic procedures

Construction of new facilities alongside 17-35

Requirement for 3,000' vs 1600' of runway extension (2.3.1 & 2.3.2.)

GJ17 (contd)

Page 2-6, §2.3 Wind coverage is met by both runways so "other factors must be considered in evaluating the build alternatives." GJ18

Page 2-10, §2.3.1 Although the EA recognizes the Ordnance Operable Unit 4 north of runway 35, no apparent weight is given to the potential risk of personal injury and additional cost associated with remediation of the area. GJ19

Page 2-13, §2.4 In the conclusion, the EA appears to give significant weight the National Park Service's preference for Alternative A but fails to recite or give weight to the preferences and safety concerns of the numerous airport users. While consideration is due to a coordinating agency, the regulations do not require or allow additional weight to be given those considerations over other factors considered in the Environmental Assessment. Further, the FAA has noted that it "is aware of the NPS's policy concerning natural ambient sound levels. If the Petroglyph National Monument was located in a rural setting and not currently subject of overflights, the FAA may agree with the NPS's general position. However, the park is located on the western boundary of the City of Albuquerque, and therefore subject to sound levels not found at other more rural locations within the National Park System. The use of 'natural quiet' would not be appropriate under the National Environmental Policy Act (NEPA)." Finally, the EA does not appear to give significant weight to the Fly Friendly program or its ability to reduce over flight noise. GJ20

GJ17 (continued). airport cannot currently justify the need for a 5,999, 7,400, and 9,000-foot runway at the airport. Refer to the response to comment UNK3.

GJ18. Comment noted. Refer to analysis documented within Chapter Four for additional detail regarding factors which were evaluated during the alternatives evaluation process.

GJ19. Refer to response to comments DB4 and GJ5.

GJ20. Refer to responses to comments UNK2 and GJ3. The potential implementation of a Fly Friendly Program at Double Eagle II Airport was evaluated in detail in Chapter Four, Section 4.8.2. The concerns of the NPS relate primarily to aircraft overflight, not necessarily aircraft noise.

Page 3-1, §3.1 Runway 4-22 was built first based on wind data from the Sunport. Paragraph should also mention that Geologic Window either was not recognized or identified or at least not part of the monument at that time. GJ21

Exhibit 3C Where is Eclipse property on this map? Appears as though Eclipse would not have runway access unless the runway is lengthened or a taxiway is built? GJ22

Page 3-5, §3.4.1 What is the basis for the statement that "the City of Albuquerque maintains a 'no-kill policy'?" Didn't the FAA mandate use of "lethal control?" Extension of 17-35 would encroach on Prairie Dog colony and lethal control could be required to maintain the safety of the runway operations, this certainly would have an impact on the environment. See Exhibit 3D. GJ23

Page 3-6, §3.4.1 Paragraph regarding San Juan-Chama Drinking Water Project is incorrect. The project is now in effect and fully operational. GJ24

Page 3-11, §3.6 No mention is made of the mattress factory and food distribution warehouse south of 17-35 or of the marketing efforts by SunCal and Cordero Mesa to develop the remaining land northward to the south end of 17-35. Will over flight noise be a problem for these folks? There is no such development SW of 4-22. GJ25

Page 4-4, §4.3 EA notes that Alternative A will impact a number of new developments, while Alternative B will result in no impacts. GJ26

Page 4-7, §4.5 This section notes that Alternative A "<u>could</u>" reduce Monument over flights. No definitive finding is made, nor could one be. The comment regarding the Fly Friendly Program could be made with equal applicability to Alternative B. GJ27

Page 4-11, Table 4A The analysis does not reflect the additional emissions associated with the increased taxi time required to reach the ends of runway 17-35 compared to 4-22. GJ28

GJ21. The Northern Geologic Window was a recognized resource when Double Eagle II was constructed. The August 1980 EA for the construction of the airport recognized the significance the Northern Geologic Window and what was then called the Volcano's Open Space Area. The layout, location, and features of the airport were initially planned to minimize impacts on potential features of the Volcano's Open Space Area, such as a planned amphitheater. Since the construction of the airport, the role and understanding of the features contained in the Petroglyph National Monument have changed considerably and the area has achieved nationally recognized significance as is reflected in its classification as a National Park Unit.

GJ22. The Eclipse maintenance facility is located within the Aerospace Technology Park. No connector taxiway exists between the facility and the runways.

GJ23. The Prairie Dog colony would not be disturbed by construction of either alternative. The City maintains a "no kill" policy for prairie dogs. An exception to this policy was recently made at the Sunport; however, no exceptions have been made at Double Eagle II Airport.

GJ24. At the time of the printing of the Preliminary Draft EA, the project was not complete. Text will be revised to reflect the completion of the project.

GJ25. These facilities are located approximately five miles south of the airport. Industrial development is considered compatible with airport operations per the guidance provided within 14 CFR Part 150. The Aviation Department is in contact with developers planning to develop the areas around the airport to ensure compatible land uses are constructed adjacent to the airport.

GJ27. The Fly Friendly Program was evaluated within the analysis undertaken for both Alternatives A and B. Refer to Chapter Four, Section 4.8.2.

GJ28. As described in Chapter Four, Section 4.11, the taxi distances for each alternative are similar with implementation of Alternative Be resulting in slightly longer taxi distances. The longest taxi distance for Alternative A is the 9,479-foot taxiway to the Runway 35 end, and the longest taxi distance for Alternative B is the 10,057-foot taxi distance to the Runway 4 end.

Page 4-12, Table 4B Data reflects that Alternative A will result in GREATER construction emissions. GJ29

Page 4-15, §4.8.2 The Fly Friendly Program upon which the EA was based was created SOLELY for the purpose of analysis and may not mirror the actual, eventual Fly Friendly Program if one is ever implemented. WHAT ARE THE DETAILS OF THE HYPOTHETICAL PROGRAM? GJ30

Page 4-21, 4.8.3 November 3, 2008, NPS stated support for Alternative A because it appeared to them that it would "reduce the amount of landing overflight traffic on the Petroglyph northern boundary"—no mention is made to the northern geologic window. The EA goes on to state that the City selected Alternative A because the NPS stated support for A. No mention is made here of the City considering the "stated support" of the flying user community. Further, the EA goes on to state that "**Impacts resulting from the implementation of Alternative A or Alternative B will not exceed the established threshold of significance for this impact category.**" GJ31

Page 4-22 & 23, §4.9.1 **Section 4(f) Analysis determines that NONE of the Alternatives will exceed the thresholds of significance for this impact category.** Still, the City adopts Alternative A because the NPS expressed support for it, but without considering the support expressed for Alternative B by the flying community. GJ32

Page 4-24, §4.10 Alternative A is closer to burrowing owl and prairie dog colony and will require special measures to be taken to minimize impact on those resources. Alternative B is "**well away from the location of the observed owls and prairie dog colony.**" GJ33

Page 4-27, §4.12 Alternative A: "The **introduction of additional runway and taxiway lighting at the airport will be most noticeable on days of low visibility or at night**." Alternative B: "The extension of Runway 4-22 to the southwest will extend runway and taxiway lighting; however, due to the relatively isolated nature of the area, **these changes will likely go unnoticed.**" This factor weighs in favor of Alternative B. GJ34

GJ29. Alternative A will result in greater construction emissions; however, this increase is below the established thresholds of significance as stated within Appendix A, Section 2.3, of FAA Order 1050.1E.

GJ30. As stated within Section 4.8.3, the Fly Friendly Program evaluated within the EA assumes a west pattern on Runway 17-35 and arrivals from the south. Pilots wishing to utilize Runway 22 would be directed to approach the runway from the west. These measures are depicted on Exhibit 4D in Chapter Four.

GJ31. The concerns of the aviation community were addressed through a detailed noise analysis as well as changes to Alternative A which result in shorter taxi distances. While not recognized by the aviation community, Alternative A results in more reduced taxi distances than Alternative B due to the shift of the Runway 17 threshold 2,000 feet north. Concerns of the NPS can be addressed through the relocation of the ILS.

GJ32. Refer to the response to Comment UNK2.

GJ33. Implementation of either Alternative A or Alternative B will not result in significant impacts to either of these species. None of the resource agencies consulted with (i.e., U.S. Fish and Wildlife Service or the State of New Mexico Department of Game and Fish) documented concerns regarding potential impacts to these species.

GJ34. Comment noted.

Page 4-28, §4.13 Hazardous Materials: Alternative A will require clearing of Ordnance Operable Unit 4, Alternative B will not. **Note that Army Corp of Engineers May 11, 2007, letter (Appendix B-48) identifies Alternative B as the lowest risk!** GJ35

Page 4-33, §4.15 Noise: "**Neither Alternative A nor B result in noise impacts which exceed FAA's threshold of significance.**" GJ36

Appendix B-41: Wilfred Gallegos notes that EA should include an analysis of the impacts of rerouting airport access road.—**Where is this analysis?** GJ37

Appendix B pp. 48 and following : "The Army Corps of Engineers strongly advises that there are significant unexploded munitions in the area directly north of 17-35 which create safety and clearance issues for Alternative A" GJ38

Appendix E—Wind Analysis and Airfield Capacity: need for crosswind runway in future plans is discussed extensively, but no location is mentioned. In their previous documents they have proposed a runway which would require a 2 mile taxi to the east end of 8-26; there is no way to avoid this bizarre long taxi for planes in windy conditions if they runway is to not impact the Petroglyphs. GJ39

Is this an area that can be challenged further by other historical airport users? It seems like the prevailing winds ought to be a significant consideration. GJ40

Appendix F—Flight Track Analysis: Is this an area that can be challenged further by other historical airport users? GJ41

Appendix I—January 16, 2009, letter to State Historic Preservation Officer, notes that Park service has already stated its preference for Alternative A. Note also that extensions of 17-35 will affect National Register of Historic Places (NRHP) site LA 27594 and require fencing around this site. Site LA 71199 is just barely outside the Area of Potential Effects and subject to consultation and comments. Several other NRHP-eligible sites are within close proximity to the APE near the southern extension of 17-35, however these sites are GJ42

GJ35. Refer to response to comments UNK2 and GJ5.

GJ36. Comment noted.

GJ37. Due to numerous accidents which occurred as a result of the previous access road realignment, this project was coordinated through a separate NEPA process which occurred in the spring of 2008.

GJ38. Refer to response to comments UNK2 and GJ5.

GJ39. The final coordinates and location of a crosswind runway will be evaluated through future planning efforts at the airport. It is anticipated the runway will be located in an area near what is described within the Airport Master Plan.

GJ40. The wind data analyzed during the preparation of this EA was obtained from NOAA. The data is readily available to the general public through the NOAA website.

GJ41. Flight track data was obtained through a FOIA of the Sunport ATCT. The data reflects actual aircraft operations undertaken during the periods analyzed.

GJ42. Neither Alternative A nor Alternative B result in direct impacts to previously identified historical or archaeological sites.

deemed protected by the airport fence line and Paseo del Volcan roadway. Alternative B will not affect ANY NRHP sites. GJ42 (contd

Appendix J: Air Emissions

Table J3, Total Row appears incorrect. If corrected, Alternative A produces the greatest amount of Construction Emissions. GJ43

Appendix K—Public involvement: note that all pilot/user comments favor Alternative B. GJ44

Page K-2: Statement that workshop materials were available on the project website throughout the EA Process. Is this correct? Wasn't a password required? Or was the password required for access to the Coffman website? GJ45

Appendix L-29, Chapter 4, §7: **In response to the NPS request for greater consideration of potential noise impact and a supplemental noise analysis, the FAA states, "The FAA is aware of the NPS's policy concerning natural ambient sound levels. If the Petroglyph National Monument was located in a rural setting and not currently subject of overflights, the FAA may agree with the NPS's general position. However, the park is located on the western boundary of the City of Albuquerque, and therefore subject to sound levels not found at other more rural locations within the National Park System. The use of 'natural quiet' would not be appropriate under the National Environmental Policy Act (NEPA). NEPA calls for the various alternatives to be assessed for impacts on the future human environment. Under no future alternative circumstance, including the 'No Action' alternative, does the FAA foresee the environment at the park to be devoid of any human-generated sound, including that due to aircraft overflights. It would not be an accurate representation of the future condition to use 'natural quiet' as a future baseline condition at the park."** GJ46

General comments:

1. No mention is made of the climbing flight paths of departures from 17 conflicting with the descending arrivals to the Sunport's runway 8. GJ47

GJ43. Total row is incorrect and will be corrected within the Final EA.

GJ44. Comment noted.

GJ45. At the onset of the EA process, the project website did require registration. The purpose of this registration was to allow the creation of a list of interested parties which would be used to announce future public information workshops as well as the availability of the Draft EA for public review. The requirement for website registration was removed per FAA Program Guidance Letter 08-06.

GJ46. Supplemental noise analyses are described within FAA Order 1050.1E, Appendix A, Section 14.5. The FAA determined that such an analysis would not provide relevant information over what is already described in Chapter Four.

GJ47. Coordination undertaken with staff from the Sunport ATCT determined that operations on Runway 17 would not interfere with operations at the Sunport.

2. The Geologic window was not part of the Petroglyph National Monument until the City of Albuquerque granted transferred it in 2001 at the time of an airport land swap with the State Land Office. No religious significance has been attributed to the Geologic window and no trails or other monument facilities are located in the Geologic Window. As shown on Exhibit 3E, the Geologic windows are not designated as "solitude subzones". The airport was established in 1983. The Monument was first registered in 1986 and did not become a monument until 1990. GJ48

3. The NW corner of the Petroglyph National Monument does not contain any trails, pavilions, or other monument facilities. As shown on Exhibit 3E, the NW corner of the Petroglyph National Monument is not designated as a "solitude subzone". GJ49

4. The EA weights evening flight noise at 1.5. The Petroglyph National Monument is closed and no persons are allowed in the park between 5:00 pm and 8:00, so flight noise over the monument during that period should be disregarded or at least discounted, rather than emphasized. GJ50

5. The selection of the noise monitoring sites in the Geologic Window and NW corner of the Petroglyph National Monument are suspect as these are unoccupied, untraveled, and otherwise insignificant areas. Attention should be given to the developed areas of the park where the trails and pavilions are located. Flights into 17-35 impact these areas the most. The least noise of any site was registered at the north Geologic Window site despite presumed primary use during the study period of runway 22. GJ51

6. **No mention is made or consideration given to the known avigation easements around the airport.** GJ52

7. No mention is made or consideration given to the high voltage transmission lines which cross the runway 17-35 centerline from east to west north of 35 to supply the airport with electricity. Any extension of 35 to the north places flight paths close to these perilous power lines. The additional cost of moving or burying these power lines has not been considered. One fatal crash has already occurred due to collision with those power lines. GJ53

GJ48. The significance of the Northern Geologic Window is thoroughly documented within several Ethnographic Landscape Reports (ELRs), the most recent being *"That Place People Talk About": The Petroglyph National Monument Ethnographic Landscape Report*, May 2002.

GJ49. The significance of these portions of the monument is described within the ELR. Guided tours are given to all parts of the monument.

GJ50. Various tribes and pueblos are allowed access to the monument at any time.

GJ51. The location of the sites was determined by NPS staff. Staff selected the sites based on known tribal/pueblo sensitivities as well as areas which are visited by the general public.

GJ52. The Aviation Department will acquire avigation easements as the area around the airport is developed. There are no existing avigation easements.

GJ53. See response to comments DB3 and GJ6.

8. While consideration is due to a coordinating agency, the regulations do not require or allow additional weight to be given those considerations over other factors considered in the Environmental Assessment | GJ54

Note: The following statements (9-13) are made by the FAA in its Guidelines for Public Involvement, so the City cannot deny them.

9. **The FAA actively encourages community involvement in its sponsored programs. A legal mandate for community involvement is found in Public Law 94-54 Title of Law which states, "No airport development project may be approved by the Secretary [of Transportation] unless he is satisfied that fair consideration has been given to the interest of the communities in or near which the project is located." §16(c)(3).** | GJ55

10. The basic purpose of citizen involvement is to see that the government decisions reflect the preferences of the people. The basic intention of citizen participation is to ensure responsiveness and accountability of government to the citizens. | GJ56

11. Because of the divided responsibility for aviation noise compatibility, many things can be resolved by mutual agreement that are difficult to accomplish by the decision of one of the agencies. | GJ57

12. Decision-making must be open and visible, so the public can make its own judgment about whether the decision-making process was fair. The public must believe that equal access has been provided to all individuals and groups. | GJ58

13. The credibility of the agency and the decision-making process is very important. The community is more likely to accept the need for a particular action if the proposing agency is believed to be working toward a legitimate goal or public purpose. | GJ59

14. FAA Order 5050.4B: NEPA Implementing Instructions for Airport Actions; Chapter 1, §9(i) **Highly Controversial Action:** "The term 'controversial' means that a substantial dispute | GJ60

GJ54. Additional weight was not given to the NPS. Concerns of the pilots were addressed by shifting the extending Runway 17-35 north to reduce taxi times, and wind analysis was undertaken to assure a safe operating environment on Runway 17-35. The ongoing concerns of the NPS can be partially addressed by relocating the ILS to Runway 17-35. See response to comment UNK2.

GJ55. As part of the EA process, numerous public information workshops were held and a project website was maintained.

GJ56. The purpose of the outreach efforts undertaken during the preparation of this EA was to obtain input from airport users as well as resource agencies. Whenever possible, changes were made to the alternatives to address concerns. Refer to response to comment GJ54.

GJ57. Comment noted.

GJ58. Refer to response to comments KH3, UNK2, and GJ55.

GJ59. Comment noted.

GJ60. Interest in the proposed development at Double Eagle II has dramatically decreased since the first public information workshop. This is likely partially attributable to the changes in the proposed project which were undertaken to address pilot concerns (i.e., shift of Alternative A to the north to reduce taxi times). The first public information workshop was held on May 16, 2006, and was attended by 10 individuals. The second workshop was held on August 23, 2007, and was attended by 119 individuals. The third workshop was held on June 26, 2008, and was attended by 49 individuals. The final workshop, held 30 days after the release of the Draft EA, was held on August 27, 2009, and was attended by 39 individuals. Comments regarding the Draft EA were received from 25 parties, two of which were resource agencies.

exists concerning the size, nature, or effect of a proposed Federal action. Effects are considered highly controversial when reasonable disagreement exists over a project's risks of causing environmental harm. Opposition on an environmental grounds by a Federal, State, or local government agency or by a Tribe or by a substantial number of people the action would affect should be considered in determining whether reasonable disagreement regarding a proposed action's environmental effects exists." GJ60 contd

15. FAA Order 5050.4B: NEPA Implementing Instructions for Airport Actions; Chapter 1, §9(l) **Major Runway Extension.** "Removing a relocated threshold, if an Airport Layout Plan indicates the removal results in a permanent, new threshold." GJ61

16. FAA Order **5050.4B: NEPA Implementing Instructions for Airport Actions; §402 An airport sponsor submitting an application for AIP funding to build a major runway extension must afford the public with an opportunity for a hearing under 49 USC 47106(c)(1)(A)(i). The sponsor must certify to the Secretary of Transportation that it has provided the public an opportunity for a public hearing to consider the economic, social and environmental effects of its actions. The responsible FAA official should ensure an environmental document discusses the airport sponsor's steps to comply with section 47106(c)(1)(A)(i).** GJ62

17. FAA Order 5050.4B: NEPA Implementing Instructions for Airport Actions; §403 **Public Participation Requirements Under NEPA** (a) Factors to consider when deciding if a public hearing is warranted for NEPA purposes. (1) Is their **substantial environmental controversy** concerning the proposed action or is there substantial interest in holding the hearing CEQ 1506.6(c)(i)? GJ63

18. FAA Order 5050.4B: NEPA Implementing Instructions for Airport Actions; §404 Notice of Opportunity for a Public Hearing. GJ64

19. FAA Order 5050.4B: NEPA Implementing Instructions for Airport Actions; §406 Responsibilities when a Public Hearing Will Occur. GJ65

20. FAA Order 5050.4B: NEPA Implementing Instructions for Airport Actions; §706 **EA Format and Content** d.(5)(a) Unresolved conflicts: The EA does not recognize or explain the unresolved conflict between the airport users and the City/NPS. GJ66

GJ61. Comment responder does not understand the intent of this comment.

GJ62. Per FAA Order 5050.4B, Chapter One, Section 9.l(1), for the project to qualify as a "major runway extension," the action would causes a significant adverse environmental impact to any affected environmental resource (e.g., wetland, floodplain, historic property, etc.) Significant environmental impacts (as described within Appendix A of FAA Order 1050.1E) would not occur with implementation of either Alternative A or B.

GJ63. As described within the response to comment GJ60, interest in the improvements at Double Eagle II has steadily decreased during the preparation of the EA.

GJ64. A formal public hearing was not held for this EA. To allow input from interested parties, the Aviation Department did hold a public workshop 30 days after the release of the Draft EA for public/agency review. Proper notice was filed within the Notice of Availability for the EA. An email was sent to approximately 155 interested pilots announcing the availability of the document for review as well as the date of the public workshop. A court reporter was provided at the workshop to record the comments of interested parties.

GJ65. See response to comments GJ60, GJ62, and GJ64.

GJ 66. Throughout the EA, mention was made of the concerns of the NPS and airport users. Whenever possible, modifications were made to the proposed action to lessen project impacts. See response to comment KH3.

21. FAA Order 5050.4B: NEPA Implementing Instructions for Airport Actions; §800 Finding of No Significant Impact (FONSI)

GJ67

Go to http://www.depoa.org/members_aug19.html if you would like to download the EA Comment Form and submit your comments. Additionally, a comment form is attached to this document.

Your written and verbal input to this process is vital.

GJ67. Comment responder does not understand the intent of this comment.

ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATION WORKSHOP
COMMENT SHEET

Name: JJ Torres Date: August 27, 2009 Time: 5:00pm-7:00pm

Place: Double Eagle II Airfield Maintenance Facility
7401 Paseo del Volcan NW, Albq, NM 87120

Please print neatly

Spending the extra money it would take to change the primary runway to 17-35 makes no sense. I don't believe the operations on 4-22 affect anything enough to justify the cost. This seems a political move of some kind.

JT1

Mail to:
COFFMAN ASSOCIATES, INC.
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063 FAX: (816) 524-2575
www.coffmanassociates.com

JT1. Comment noted.

DOUBLE EAGLE II AIRPORT ENVIRONMENTAL ASSESSMENT

PUBLIC INFORMATION WORKSHOP MEETING COMMENT FORM

Meeting Public Information Workshop Date: August 27, 2009 Time: 5:00-7:00 p.m.

Place: Double Eagle II Maintenance Facility

Please Print Neatly

(1) I AM OPPOSED TO MAKING RUNWAY 35/17 THE MAIN RUNWAY. THE EXTRA COST ARE NOT WORTH THE BENEFITS. CW1

(2) I AM A PILOT AND HAVE HAD TURBULENCE ON RWY 17 WHEN THE WIND WAS FROM THE SE. PROBABLY CAUSED BY TURBULENCE CAUSED BY THE VOLCANO TO THE EAST OF THE RUNWAY CW2

(3) I DON'T KNOW OF A SINGLE PILOT WHO THINKS OPTION 'A' IS A GOOD IDEA CW3

Mail to:
COFFMAN ASSOCIATES, INC.
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063 FAX: (816) 524-2575
www.coffmanassociates.com

M-80

CW1. Comment noted.

CW2. Comment noted. Please refer to the analysis undertaken by the National Weather Service contained in Appendix E beginning on page E-16.

CW3. Comment noted.

ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATION WORKSHOP
COMMENT SHEET

Name Keith R. Beasley, 3322181
10000 Chantilly NW, Albq, NM 87114

Date: August 27, 2009 Time: 5:00pm-7:00pm

Place: Double Eagle II Airfield Maintenance Facility
7401 Paseo del Volcan NW, Albq, NM 87120

Please print neatly

I have been flying out of Double Eagle since late 1994, nearly 15 years now. I have seen lots of changes, most of which have been good--new hangars, new FBO's, tower, etc.--just to mention a few. All the new growth has taken place off of 4-22, except for one building off of 17-35 which was owned by Eclipse Aviation, which has now gone belly-up and whose new owners have stated no production for a year and they did not say where this will happen.

Changing the main active runway to 17-35 away from all the new growth seems foolish and irresponsible. More fuel use and time taxiing will not only add to the expense of pilots but will impact the environment as well, especially with only one way to get to and from 35. KB1

This will also impact traffic flow and decrease safety overall, especially as safety equipment needed in case of accident would be located that much further from the active runway. Couple this with the opinion of a high percentage of pilots who have flown from Double Eagle for any period of time that the wind conditions generated by the volcanoes in proximity to 17-35 are problematic in and of themselves, and you can begin to understand the frustration of pilots with recommendations being made to change the main runway usage from 4-22. KB2

I could go into further detail, but having attended every meeting held on this matter, it seems the opinions of those actually flying out of Double Eagle are being brushed aside by whatever motives the City of Albuquerque has for making this unnecessary and dangerous change.

Mail to:
COFFMAN ASSOCIATES, INC.
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063 FAX: (816) 524-2575
www.coffmanassociates.com

KB1. Refer to the response to comment GJ31.

KB2. See response to comments CW2 and GJ9.

ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATION WORKSHOP
COMMENT SHEET

Name: Bobby + Lisa Unser

Date: August 27, 2009 Time: 5:00pm-7:00pm

Place: Double Eagle II Airfield Maintenance Facility
7401 Paseo del Volcan NW, Albq, NM 87120

Please print neatly

Bobby Unser - pilot 45 years
Lisa Unser - pilot 10 years
Both of our airplanes are based at Double Eagle II airport now and have been ~~for~~ since the birth of this airport. I have flown in here year round + all kinds of weather the logical runway is 22-04. if nothing else the Enormous cost to extend 35-17 + the moving of ILS + roads + facility is outrageous. The longer taxiing + add cost congestion has not been considered. To make matters worse the people making the decisions Are Not pilots. As a citizen the cost is staggering. I'm sure our City Council would be outraged over this cost. BU1 BU2

Bobby Unser

Aug. 27, 2009

Mail to:
COFFMAN ASSOCIATES, INC.
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063 FAX: (816) 524-2575
www.coffmanassociates.com

BU1. Comment noted. Refer to response to comment UNK1.

BU2. See responses to comments GJ9 and KH2.

ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATION WORKSHOP
COMMENT SHEET

Name: DAN TELFAIR Date: August 27, 2009 Time: 5:00pm-7:00pm

DANTELFAIR@AOL.COM Place: Double Eagle II Airfield Maintenance Facility

Please print neatly 7401 Paseo del Volcan NW, Albq, NM 87120

PLEASE SEE ATTACHED SUMMARY OF OBJECTIONS, COMMENTS, AND QUESTIONS CONCERNING THE RECOMMENDATIONS/DECISIONS CONTAINED IN THE LATEST EA.

SPECIFIC QUESTIONS:

WHAT ARE THE COSTS OF OPTION A VS OPTION B? DT1

HAVE ANY USERS TO DATE FAVORED OPTION A? PILOTS, OWNERS, TOWER OPERATORS? DT2

Mail to:
COFFMAN ASSOCIATES, INC.
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063 FAX: (816) 524-2575
www.coffmanassociates.com

DT1. See response to comment GJ4.

DT2. No documentation has been received from pilots in support of Alternative A; however, during the Public Information Workshop on June 26, 2008, conversations were held with a number of pilots that were indifferent once they reviewed the taxi distance information. Of note is a comment from a tenant of the multicolored hangars on the airport that indicated she welcomed the short taxi distance from her hanger to the proposed Runway 35 end.

Comments on EA and Option A

I object to the recommendation/decision to adopt Option A, lengthen Runway 17/35 and make it the primary runway, even more now than I did when the idea first surfaced. My objections can be summarized under the general heading of preponderance of considerations. This preponderance falls into three separate but inter-related areas, safety, costs, and user preference. DT3

Safety:

Extending Runway 17 to the North 2,000 feet would reduce the distance to the power lines serving AEG from approximately 4,600 feet to approximately 2,600 feet, placing them at or inside the Missed Approach Point of the proposed relocation of the ILS from Runway 22 to Runway 17, and dangerously close to the approach end of Runway 17. This safety hazard was apparently not recognized by the EA, and would require relocating or burying these lines if they are not to pose an unacceptable increase in risk to landing aircraft. DT4

With a westerly pattern for Runway 17/35, recommended to reduce overflight of the Petroglyph Park, the pattern would overfly Runway 04/22. During hours of darkness, when the tower in not in operation, this is a mid-air collision waiting to happen. DT5

There is greater mechanical turbulence on 17/35 than on Runway 04/22 due to its proximity to the volcanoes and the effect this topography has with easterly winds. DT6

There is a danger of accidental detonation of unexploded ordinance in the area to be cleared for the extension of Runway 17 to the North, and for relocating the recently completed access road to accommodate the extension. The Corps of Engineers did not equivocate in their finding that clearing the area to the North of Runway 17 would be more hazardous than extending Runway 22 to the South. They were also unequivocal in their recommendation for Option B over Option A. An added danger, not addressed by the Corps of Engineers because it was not considered in the EA, would be the increased possibility of encountering unexploded ordinance when relocating or burying the power lines serving AEG. DT7

In aviation, safety is normally given more weight than other considerations. That does not appear to be the case in this EA. DT8

Costs:

In the presentation of the EA (6/26/08) before Runway 04/22 reconstruction was assured using separate stimulus funding, a cost comparison was offered to "prove" that Option B would cost more than Option A. This comparison was based on the concept that the existing length of Runway 17/35 had already been reconstructed. The justification was that reconstructing the existing length of Runway 04/22 should be added to the cost of Option B, but that the sunk cost of reconstructing Runway 17/35 should not be added to the cost of Option A. Now, with the cost of reconstructing the existing length of DT9

DT3. Comment noted.

DT4. Refer to the response to comments DB3 and GJ6.

DT5. Safety is the top priority whenever a Fly Friendly Program is developed. Measures would be put into place to offset such an occurrence.

DT6. Refer to the analysis undertaken by the National Weather Service contained in Appendix E, beginning on page E-16.

DT7. Refer to the response to comments DB4 and GJ5.

DT8. Refer to the response to comment KH1.

DT9. Refer to the response to comments UNK1and GJ4.

Runway 04/22 removed from the equation, it is obvious that implementing Option A would be far more expensive than implementing Option B. For this, or some other reason, no cost comparison of the two options is now being offered. Additionally, when the previous cost comparison was made, it did not include the costs of relocating or burying the power lines serving AEG, or the fact that the access road would have already been relocated, as is the case today.

Additional costs of Option A over Option B now include:

1,400 feet of additional runway and lighting

Over 1,700 feet of additional taxiway and lighting

Tearing up the recently reconstructed access roadway and intersection, and building approximately 2,500 feet of additional roadway with a new intersection location

Relocating or burying the power lines serving AEG

Relocating and certifying the ILS from Runway 22 to Runway 17, including relocating required approach lighting.

Recertifying the RNAV/GPS approach from Runway 22 to Runway 17

Locating and removing unexploded ordinance from areas involved in extending Runway 17, relocating the access road, and relocating or burying the power lines

Since no cost figures are provided, it is difficult to estimate the total amount of additional costs involved in implementing Option A. A conservative estimate would place these additional costs over $5,000,000.

DT9 contd

User Preference:

Over 120 pilots who routinely use AEG and/or keep their aircraft there have joined the DEPOA, a totally unfunded volunteer group, in opposition to Option A. To the best of my knowledge, in spite of the funding available for this EA, the proponents of Option A have not been able to find a single pilot at AEG who favored that option. Added to this overwhelming voiced opposition to Option A, there is the evidence of historical and present user preference for Runway 04/22 as the primary runway at AEG. Prior to the activation of the current control tower, when every pilot had his choice of runways, Runway 04/22 was used approximately fifty percent more than Runway 17/35. Since the AEG tower became operational, the approximately fifty percent advantage of Runway 04/22 use continued up until the runway was closed for reconstruction.

DT1

In two separate interviews/discussions, tower personnel have voiced their opposition to Option A. As controllers of aircraft operations at AEG, their primary concerns are safety and utility of operations. Have the tower personnel been interviewed by those who favor Option A? If so, what were the results? If not, why not?

DT1

DT10. Refer to response to comments GJ60 and DT2.

DT11. The Double Eagle II Airport ATCT personnel have been involved in the preparation of the EA since the tower became operational. At no time was opposition to Alternative A voiced or provided in writing.

To the best of my knowledge, no person involved in the decision/recommendation favoring Option A has ever taken off from, landed at, or kept an aircraft at AEG. How can they over-rule those who have flown hundreds of thousands of take-offs and landings at the airfield and/or kept their aircraft there?

Given the consistent and overwhelming opposition to Option A on the part of the user community, and the opposition of the AEG tower personnel, why is user preference still being ignored and/or over-ruled by other considerations?

DT1

DT12. Comment noted. Refer to response to comments GJ60 and DT2.

DT13. Refer to response to comments KH1, KH3, UNK2, GJ1, GJ3, and GJ13.

Against the safety and cost considerations listed above, and the overwhelming opposition of the user community, the EA offers a statistically insignificant wind advantage of Runway 17/35 over Runway 04/22, and the preferences of the Park Service. The strength of the Park Service preference for Option A may be surmised by their apparent lack of concern regarding present operations at AEG. With the tower in operation, it would be a simple matter to keep the Runway 17/35 pattern to the west of the runway during daylight operations, and prevent helicopters from low-level overflights of the Petroglyph Park. To date, no complaints have been received about overflights of the Petroglyph Park, either by east traffic for Runway 17/35 or by helicopter take-offs and landings. Had complaints in this regard been received, it would have been easy for tower personnel to redirect traffic away from the park. The same holds true of the Geologic Window. If the Park Service personnel are really concerned about overflights of the Petroglyph Park and/or the Geologic Window, why are they remaining silent about the volume of overflights that occur now?

DT1

In summary, the overwhelming preponderance of considerations favors Option B over Option A. Why do City personnel and/or the EA consultants continue to favor Option A, as they obviously have since the issue was first raised?

Dan Telfair

Dantelfair@aol.com

505-856-6774

ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATION WORKSHOP
COMMENT SHEET

Name: STUART MILES
stuartmiles488@hotmail.com

Date: August 27, 2009 Time: 5:00pm-7:00pm
Place: Double Eagle II Airfield Maintenance Facility
7401 Paseo del Volcan NW, Albq, NM 87120

Please print neatly

I DISAGREE WITH THE DECISION TO EXTEND RUNWAY 17-35 (OPTION A) AT DOUBLE EAGLE II AIRPORT. THIS DECISION DOES NOT TAKE INTO ACCOUNT MANY FACTORS NOT THE LEAST OF WHICH IS THE OPINION/PREFERENCE OF THE PILOTS, OWNERS, AND OPERATORS AT DOUBLE EAGLE II AIRPORT. THE EXORBITANT EXTRA COST OF OPTION A OVER OPTION B IS BASED ON ERROR OF FINDINGS BY PEOPLE WHO DO NOT OWN BUSINESSES OR EVEN FLY INTO OR OUT OF THIS AIRPORT. OPTION B IS THE LEAST EXPENSIVE AND CHOICE AND MAKES THE MOST SENSE. OPTION A WILL COST MULTIPLE 10'S OF MILLIONS OF TAX PAYERS DOLLARS OVER OPTION B. OPTION B SHOULD BE PUT INTO EFFECT AND THE CITY'S ORIGINAL AIRPORT PLANS SHOULD BE ADHERED TO INCLUDING THE CONSTRUCTION OF A PARALLEL RUNWAY TO 22-04 WITH CONSTRUCTION OF CROSSWIND RUNWAY 08-26. MAKING 17-35 THE MAIN RUNWAY AT DBL EAGLE IS HAZARDOUS AS IT WILL CAUSE INTERFERENCE WITH TRAFFIC AT ABQ ARRIVING AND DEPARTING ON 08.

SM1

SM2

SM3

Mail to:
COFFMAN ASSOCIATES, INC.
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063 FAX: (816) 524-2575
www.coffmanassociates.com

SM1. Comment noted.

SM2. Comment noted.

SM3. Refer to response to comment KH1.

DOUBLE EAGLE II AIRPORT ENVIRONMENTAL ASSESSMENT

PUBLIC INFORMATION WORKSHOP MEETING COMMENT FORM

Meeting Public Information Workshop Date: August 27, 2009 Time: 5:00-7:00 p.m.

Place: Double Eagle II Maintenance Facility

Please Print Neatly

We have two general aviation aircraft based at Double Eagle II and fly regularly from the field. We share concerns of many other local pilots who utilize this airport with the city's proposal to spend federal, state and city tax dollars to ~~extend the north/south runway (17-35) vs. proceeding consistent with the 1999 Master Plan to extend runway 4-22.~~ We agree it would be nice to have a runway 8-26 upon which the EA wind analysis conclusions were based, but accept ~~that the cost is too prohibitive in the foreseeable future.~~ AW1

Our main issue is that the EA recommendations inherently will cost several million dollars more than following the current Master Plan and will result in no significant improvement in reducing noise, or improving aviation safety. There is no justification for this extra expense and change of the original plan. Details of these unnecessary expenses:

a. Approximately $1,600,000.00 to relocate and recertify the Instrument Landing System (ILS).
b. Construction of over 1400 of additional feet of runway for 17-35 versus 4-22.
c. Construction of over 1700 feet of additional taxiways for 17-35 not needed with an extension of runway 4-22.
d. Construction of approximately 2500 feet of new roadway, plus the wasted cost of tearing up the recently reconstructed access road and intersection.
e. Unknown cost to re-certify the GPS approach.
~~f. Unknown cost to relocate the existing landing guidance system (MALSR).~~
g. Unknown cost to develop new air traffic procedures.
h. Unknown cost to relocate two chain link fences.
i. Unknown cost if relocation of power lines to north of runway 17-35 is required for safety reasons.
j. Unknown cost for remediation of Ordnance Operable Unit 4 north of runway 35(WWII practice bomb range)

AW2

Note that the noise study demonstrated sound levels at the Petroglyph National Monument which (per the FAA) do not exceed noise levels expected at a national park located near a city. The most significant positive impact on noise reduction is implementation of a "fly friendly" program. With the FAA Control Tower now operational, such a program can be easily implemented and efficiently managed to achieve the city's noise reduction objectives, regardless of which runway is extended. **This can be done NOW.** AW3

The wind study data shows that Runway 4-22 is the preferred runway (by 3.4% over 17-35) when winds are strongest ~~(16kt) and most critical for safety. However, the conclusion that 17-35 is "marginally better" is based on the~~ assumption that a runway 8/26 will be added in the future and perhaps a typo in Exhibit 1 which incorrectly used the ~~data from 4-22 for 17-35. The need for a runway extension is justified by larger aircraft but yet the basis for~~ recommending runway 17-35 is based on lower wind periods affecting smaller single engine piston aircraft (10.5 kt ~~winds with 2.31% advantage or 13 kt winds with a 1.66% advantage). The high wind (16kt) data validates the actual~~ **experience of local pilots. We strongly urge that pilot concerns of adverse safety impact should weigh more heavily on the runway selection decision, given this relatively insignificant overall wind analysis difference.** AW4

In summary, since consideration of a future runway 8-26 has been removed, the EA does not show a significant advantage to either runway considering noise or winds. We do not see how the city of Albuquerque and the FAA can justify this excessive unnecessary spending to extend 17-35, and changing the Master Plan for Double Eagle II airport. AW5

Arthur D Woods
Joyce Woods

Arthur & Joyce Woods
Albuquerque

Mail to:
COFFMAN ASSOCIATES, INC.
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AW1. Comment noted. Refer to response to comment KH1.

AW2. Comment noted.

AW3. Even with implementation of a Fly Friendly Program, a large percentage of the existing overflight of the northern portions of the monument and the Northern Geologic Window cannot be reduced due to the presence of the ILS on Runway 4-22.

AW4. Refer to the response to comment GJ9.

AW5. Comment noted.

DOUBLE EAGLE II AIRPORT ENVIRONMENTAL ASSESSMENT

PUBLIC INFORMATION WORKSHOP MEETING COMMENT FORM

Meeting Public Information Workshop Date: August 27, 2009 Time: 5:00-7:00 p.m.

Place: Double Eagle II Maintenance Facility

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The relocation of the ILS to Runway 17 will not be viable for the following reasons.

1. ABQ Tower does not want KAEG traffic conflicting with KABQ traffic arrivals over ABQ VOR. In fact, they have implemented special procedures for KAEG Runway 17 departures to delay a Southerly heading until west of ABQ VOR. This is a fact. If the ILS were relocated to Runway 17, the missed approach would conflict with KABQ Rwy 08 arrivals and the potential for a mid-air collision would be increased. RK2

2. If the ILS were relocated to Rwy 17 and the LOM was not retained, then where would the Missed Approach Holding Point be? ABQ VOR will not work due to traffic conflicts. FAA FPO would have to establish a fix over Grants, NM by using both ABQ VOR and GUP VOR. RK3

(cont)

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RK2. Early coordination with ABQ Approach Control indicated that relocating the ILS approach to Runway 17 would improve rather than negatively impact the area airspace. The special procedures that are published for the Runway 17 departures call for a climb heading of 169 degrees (effectively a south heading to 9400 feet mean sea level [MSL]) before turning left; all others turn right on course. Double Eagle II is just outside the northeast edge of the Class C airspace for ABQ. The VOR is on the eastern edge of the Class C airspace. Right turns keep the aircraft departing Runway 17 outside the Class C airspace. Aircraft desiring to go east must climb to the prescribed elevation above the Class C airspace prior to turning east. Runway 22 departures have a similar requirement before turning left. The missed approach for the Runway 22 ILS is to climb to 6,500 feet MSL, then climb right to 8,000 feet to the hold point at the outer marker. A Runway 17 approach could follow a similar procedure with a hold position using other fixes than an outer marker. The hold position would still be established north and/or west of the airport. This keeps the aircraft below or outside the Class C airspace of ABQ.

RK3. Refer to the response to RK2. As the commenter indicates, other fixes can be established north and/or west of the airport that would not affect the ABQ airspace.

DOUBLE EAGLE II AIRPORT ENVIRONMENTAL ASSESSMENT

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3. The existing ILS uses a Mark-1F null reference glide slope that may not work for Rwy 17 due to increased terrain variations to the North of KAEG. RK4

Here is my suggestion on how to solve this problem and make all parties happy.

Lengthen Rwy 22 to the Southwest. Keep the ILS on Rwy 22, but use the Localizer as a LDA. (Localizer-type directional aid). Use an approach course of between 190° and 193° (approximately). This will keep the approach course from overflights of the monument boundary. RK5

Here is how this can legally be done. Reference the Aeronautical Information Manual (2008 version) Paragraph 1-1-9(c), description of LDA (Cont)

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RK4. It is anticipated the ILS for Runway 17-35 will utilize the newest generation of equipment.

RK5. The approach the commenter is recommending would be a straight-in approach, but it would leave the airport with minimums of one mile or greater. An LDA can have the 30 degree variance, but an ILS approach cannot.

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If the approach course is kept within 30° of the Runway (22) then straight-in minimums may be published. A newly defined category of approaches are called Approach with Vertical Guidance (APV), and this allows LDA with Glideslope. The FAA has 18 commissioned LDAs in the United States. A Mark-1F localizer can be used as a LDA by changing the Facility Ident Code. A good example of LDA with Glideslope is Roanoke, Va. Rwy 6 (ROA). This approach has a fairly low minimum, which could be lower if there was not a close-in obstruction. The offset angle for this approach is 14.52°. Up to 30° offset angle is allowable. KAEG Runway 22 does not have any charted close-in obstructions, so a LDA/GS straight-in minimum could be as low as 200 feet AGL,

(Cont)

RK5 contd

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the same as the current ILS Runway 22 approach. The FAA definition of a LDA is this: "a subsystem of the ILS which fulfills special requirements for noise abatement, special air corridors, obstruction avoidance, departure guidance, etc."
The requirement for KAEG is noise abatement.
Now back to the topic of Missed Approach Holding point. No matter which runway the ILS ends up on, there will still need to be a ground-based MAHP other than ABQ VOR. The lowest legal holding altitude for ABQ VOR is 8000 ft. MSL. That is already used for KABQ Rwy 08 ILS MAHP. In order to use 9000 ft. MSL at ABQ VOR, an aircraft on a missed approach from Runway 17 at KAEG, would have to achieve and maintain 700-1000 FPM rate-of-climb. Most smaller GA aircraft cannot

(cont)

RK5 Contd

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do that. So AEG LOM (Dudle) would probably need to be re-located no matter what the final ILS configuration would be. The draft EA states that Alternative A does not require any property acquisition. Obviously, the re-location of the LOM and OM would require property acquisition.

RK5 Contd

If the wind data in the Draft EA is accurate, then the average wind must be from approximately 190°. A LDA/GS approach course of 190°-193° would not only prevent overflights of the monument boundary, but would also provide for more stabilized approaches since the average would be directly into the wind. This would result in less missed approaches during IMC, and less practice approaches required to achieve proficiency. (Cont)

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DOUBLE EAGLE II AIRPORT ENVIRONMENTAL ASSESSMENT

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The cost to reconfigure the existing localizer to a LDA application would surely be much less than to move the entire ILS to runway 17 or having to buy a new ILS at $1.6 - 1.8 million. Since WAAS and LAAS approaches are eventually going to obsolete ILS approaches, the cost/benefit of spending huge amounts of money on a ILS with a in-service life expectancy of 5-7 years, is questionable. KAEG is not an OEP airport, it is not an air carrier airport. It is a GA airport and a reliever for KABQ. The City of Albuquerque would be wise to save the money to maintain KABQ especially since KABQ is designated as a critical airport (Rwy 08) in case of areawide or catastrophic power failure. Reference the AFD. (Special Notices)

(cont)

RK5 Contd

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PUBLIC INFORMATION WORKSHOP MEETING COMMENT FORM

Meeting: Public Information Workshop Date: August 27, 2009 Time: 5:00-7:00 p.m.

Place: Double Eagle II Maintenance Facility

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In closing, I state that these comments represent my opinion and no one else's. I am an aircraft owner and private pilot with instrument rating. I have 33 years experience in aviation in a wide variety of fields. I am not based at KAEG, but do fly there on occasion.

Respectfully submitted,

Ron Keller

08-28-09

Mail to:
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PUBLIC INFORMATION WORKSHOP MEETING COMMENT FORM

Meeting Public Information Workshop Date: August 27, 2009 Time: 5:00-7:00 p.m.

Place: Double Eagle II Maintenance Facility

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Typed comments accompany this

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COMMENTS FOR COFFMAN & ASSOCIATES
RE DRAFT EA PUBLIC MEETING AUGUST 27, 2009

I object to the decision which has been made in favor of Alternative A over Alternative B in the KAEG draft EA. I base this on a review of the entire EA and my own logic and extensive experience as a pilot (4300 plus total hours and use of KAEG ever since it opened). I am listing only what I consider to be the most important problems with the draft EA. JS1

Coffman concedes that the wind coverage and other factors are essentially a wash (despite that fact that the slight wind coverage superiority was put forth originally several years ago as the factor driving the preference for Alternative A). They state that due to the National Park Service belief that overflights of the Petroglyphs would be decreased by Alternative A as compared to Alternative B, that Alternative A has been chosen by the City as the preferred alternative.

In regard to the point favoring Alternative A over Alternative B:

I met personally with Park Service personnel about two years ago; I unfortunately did not record the name of the lady with whom I spoke, but she stated that this is an urban park and as such does not fit the guidelines established by the Park Service for overflights. She indicated that overflights by helicopters of the main Petroglyph area have been their major concern. Also, the North Geologic window, the specific area which might be impacted by arriving and departing flights on 4-22, will fairly soon have a housing development along its eastern boundary which she felt would likely be more intrusive than the overflights. This "Geologic Window" was not a part of the Petroglyph Park until the City of Albuquerque transferred it to the Park Service as part of a complex series of land swaps in 2001; it has no trail or road access. I note that in the EA noise sensor data , even with current flight patterns largely on 4-22, that the north geologic window had the lowest noise readings of any site measured (p.L-24, Table L7, EA). Finally, a "Fly Friendly" program for use with Alternative A is discussed extensively (p. 4-18) as a means to mitigate overflights; although the same sort of program for Alternative B is mapped (Exhibit 4B) this is not described in corresponding text. JS2

JS1. Comment noted.

JS2. Refer to response to comments UNK2 and AW3.

This program could be established for Alternative B and would divert all flights except aircraft on instrument approaches away from the north geologic window. Additionally, using Alternative B, it would appear that noise in the main Petroglyph area would be less since the departures on runway 22 would all be farther from the Petroglyphs than on 17, whose full length parallels the Petroglyph Park. JS2 contd

In regard to points favoring Alternative B over Alternative A:

1. Cost:
   a. Alternative A requires about 3000 feet of new runway construction along with taxiways and lighting vs. about 1600 feet for Alternative B.
   b. The ILS will have to be moved for Alternative A, an expense in excess of $1 million.
   c. The recently constructed access road on the north side of the airport will have to be again re-routed. JS3
   d. A power line which is by my measurements slightly inside the missed approach point for the proposed runway 17 ILS will have to be moved or buried.
   e. Despite the statements in the EA that no new land acquisitions will be required for either alternative, in fact the missed approach fix and the replacement for the Dudle approach fix will require ground installations.
2. The Army Corps of Engineers has identified a WWII bomb site which will need clearing before runway 17/35 can be extended to the north and they have written a letter recommending Alternative B (Appendix .B pp. 48 and following). Unexploded ordinance must be removed at unknown cost and presents a hazard to workers. JS4
3. Overwhelmingly, the users at KAEG have endorsed Alternative B; multiple reasons are cited in the comments they have written. Additionally, they have voted by using runway 22 more frequently than any other runway. Based on the charge in multiple government documents that public input is to be heavily weighted in this type of decision, it should have been given more weight in the recommendation process. JS5

JS3. Comments noted.

JS4. Refer to response to comment DB4.

JS5. Refer to response to comments UNK2, GJ1, GJ31, and GJ54.

I presume that these comments, although not delivered at the time of the public meeting, will be in your hands before the September 10, 2009 public comment deadline and that they will be included both in the document delivered to the FAA for their review, and in the final EA.

Julia P. Smith
4 Puesta del Sol
Placitas, NM 87043
(505) 867-9268
snj.aa@comcast.net

A visitor has commented on the Double Eagle study.

Name: James Domenick
Organization: Self
Email Address: jddomenick@msn.com
City: Placitas
State: NM
Zip Code: 87043

Comment Made On: 2009-09-06 12:17:55
Comments: I am the owner of an aircraft based at KAEG and am a weekly user of the airport. I conduct several hundred operations annually, and have been using the airport regularly for over 10 years.

This is to express my strong preference for Alternative B, based on pilot safety, cost, and lower environmental impacts, as compared to Alternative A. JD1

Notwithstanding the data in your wind study, every regular pilot I have spoken to at KAEG prefers Runway 4-22 as the primary, because the prevailing winds tend to have a westerly component. I agree with them, based on my extensive experience at the airport. Switching the primary runway to 17-35 would compromise pilot safety by exposing pilots to increased exposure to crosswinds. JD2

The additional cost to switch primary runways to 17-35 is a ridiculous waste of taxpayer funds. The destruction of recently-completed access road realignment will be an embarrassment to the airport planners and the Chavez administration. Relocation of the ILS is also an enormous waste. Etc., etc. JD3

Alternative A has greater environmental impacts in all areas, except for the perceived affect on the NPS. There will be greater emissions from construction activities, as well as impacts from clearing an ordnance range for construction. Since the noise thresholds are all met under both alternatives, the NPS request does not make much sense to me. Maybe the NPS employees just do not like the idea of having airplanes over their park. JD4

Please consider the needs of pilots and users of the airport before you push Alternative A forward.

JD1. Comment noted.

JD2. Comment noted.

JD3. Comment noted.

JD4. Refer to response to comment UNK2.

A visitor has commented on the Double Eagle study.

Name: Kevin Fredekind
Organization: Double Eagle II
Email Address: macgyver1082@comcast.net
City: Albuquerque
State: NJ
Zip Code: 87120

Comment Made On: 2009-09-07 14:52:15
Comments: Your assessment makes no sense at all!!

This \"geological window\" seems to be all your driving force to NOT make 22 the primary runway. So what you are suggesting is not fly over this \"window\" that just \"appeared\" a couple years ago. By the way, an approach to 22 would mean flying over the \"window\" at about 1500\' at low or no power. The alternative is 17/35 in which we will be flying race track patterns over the Petroglyph National park instead!! Where does that make any sense at all ??????????? KF1

They just made the road from AEG to Paseo del Volcan, and now with your plan that would have to be moved. A large expense for no reason. You want to move the ILS to 17. A HUGE expense for not reason. In fact, moving the ILS is STUPID!! It will take all departures and missed approaches right into the approach routes for ABQ. Are you trying to get someone killed??? KF2

The taxi to runway 35 will be over 9,000 feet?? That is almost 2 miles!! Again, an added expense to all the operators out here, and for what reason?? KF3

It appears that the only data used to make this decision is what the City wants, after all, they are the one\'s paying you, and what the Park Service \"suggested\". The Park Service is only one vote. Why do you think they have any more say over this decision than anyone else? They dont you say?? Then why is their recommendation the only factor you have used, yet you have literally hundreds of USERS for AEG that disagree and want 22 as the primary, but the public outcry has had no factor in this decision what so ever. Sure, you have the \"town hall\" meetings and \"public outreach\" which has been a joke!! KF4

This whole process has been nothing but a political cartoon. And if proceed will cost the tax payers literally MILLIONS of more dollors than necessary to get what we dont want.

Really????

KF1. Refer to response to comment UNK2.

KF2. The recent road reconfiguration will not be impacted by implementation of Alternative A. The existing access road will be moved north, beyond the extended runway safety area.

KF3. Comment noted. It must be pointed out that implementation of Alternative B results in an over 10,000-foot taxi to the Runway 4 end.

KF4. Comment noted. Refer to responses to comments GJ54 and UNK2.

A visitor has commented on the Double Eagle study.

Name: Arthur and Joyce Woods
Organization:
Email Address: niner3echo@flylonecone.com
City: Albuqueruqe
State: NM
Zip Code: 87120

Comment Made On: 2009-09-08 10:18:33
Comments: These comments were also sent via FAX on 9-08-09 on the form received at the Public Hearing. To be sure comments are readable, we are submitting electronically also. Sorry for any inconvenience. Our comments follow:

RE: Double Eagle II Airport Environmental Assessment - Comments

We have two general aviation aircraft based at Double Eagle II and fly regularly from the field. We share concerns of many other local pilots who utilize this airport with the cityâ€™s proposal to spend federal, state and city tax dollars to extend the north/south runway (17-35) vs. proceeding consistent with the 1999 Master Plan to extend runway 4-22. We agree it would be nice to have a runway 8-26 upon which the EA wind analysis conclusions were based, but accept that the cost is too prohibitive in the foreseeable future.

Our main issue is that the EA recommendations inherently will cost several million dollars more than following the current Master Plan and will result in no significant improvement in reducing noise, or improving aviation safety. There is no justification for this extra expense and change of the original plan. Details of these unnecessary expenses:
a. Approximately $1,600,000.00 to relocate and recertify the Instrument Landing System (ILS).
b. Construction of over 1400 of additional feet of runway for 17-35 versus 4-22.
c. Construction of over 1700 feet of additional taxiways for 17-35 not needed with an extension of runway 4-22.
d. Construction of approximately 2500 feet of new roadway, plus the wasted cost of tearing up the recently reconstructed access road and intersection.
e. Unknown cost to re-certify the GPS approach.
f. Unknown cost to relocate the existing landing guidance system (MALSR).
g. Unknown cost to develop new air traffic procedures.
h. Unknown cost to relocate two chain link fences.
i. Unknown cost if relocation of power lines to north of runway 17-35 is required for safety reasons.
j. Unknown cost for remediation of Ordnance Operable Unit 4 north of runway 35(WWII practice bomb range)

Note that the noise study demonstrated sound levels at the Petroglyph National Monument which (per the FAA) do not exceed noise levels expected at a national park located near a city. The most significant positive impact on noise reduction is implementation of a â€œfly friendlyâ€ program. With the FAA Control Tower now operational, such a program can be easily implemented and efficiently managed to achieve the cityâ€™s noise reduction objectives, regardless of which runway is extended. This can be done NOW.

Comments from Arthur and Joyce Woods were responded to on page L-39. Refer to responses AW1 through AW5.

The wind study data shows that Runway 4-22 is the preferred runway (by 3.4% over 17-35) when winds are strongest (16kt) and most critical for safety. However, the conclusion that 17-35 is â€œmarginally betterâ€ is based on the assumption that a runway 8/26 will be added in the future and perhaps a typo in Exhibit 1 which incorrectly used the data from 4-22 for 17-35. The need for a runway extension is justified by larger aircraft but yet the basis for recommending runway 17-35 is based on lower wind periods affecting smaller single engine piston aircraft (10.5 kt winds with 2.31% advantage or 13 kt winds with a 1.66% advantage). The high wind (16kt) data validates the actual experience of local pilots. We strongly urge that pilot concerns of adverse safety impact should weigh more heavily on the runway selection decision, given this relatively insignificant overall wind analysis difference.

In summary, since consideration of a future runway 8-26 has been removed, the EA does not show a significant advantage to either runway considering noise or winds. We do not see how the city of Albuquerque and the FAA can justify this excessive unnecessary spending to extend 17-35, and changing the Master Plan for Double Eagle II airport.

Respectfully submitted,

Art and Joyce Woods
Albuquerque, NM

Name: Kathryn Henderson
Organization: DEPOA
Email Address: germologist@comcast.net
City: Albuquerque
State: NM
Zip Code: 87111

Comment Made On: 2009-09-08 11:01:37
Comments: I am a research virologist by profession. This is field in which personal safety is paramount. I would NEVER expect that I, my students, employees or colleagues should have to work under unsafe conditions or would have no input on the ways we can improve our working relationships with viruses. Analogously, the primary consideration for a General Aviation airport should be the safety and preferences of the pilots who fly in and out of that airport, as long as they adhere to environmental ordinances and regulatory restrictions. It appears that Mayor Martin Chavez (henceforth referred to as â€œThe Cityâ€) has taken it upon himself to modify the 1999 Master Plan approved by the City Council (why???) by commissioning a consulting firm (through what process and paid for by whom?) to do an Environmental Assessment of the runways at Double Eagle Airport. Was this EA commission with the knowledge and approval of the City Council to spend millions of public dollars for p
roposed changes? In my opinion, the EA is a thinly-veiled and weakly-supported study with a pre-determined outcome: that is, to extend 17-35 as the main runway, come hell or high water! (again, why????) The pilots (including myself) who regularly fly in and out of AEG have repeatedly expressed their frustration that their concerns and inputs about safety, costs, efficacy and environmental impact were completely ignored by â€œThe Cityâ€ and the EA. We are being treated like ecologically insensitive idiots whose safety should rest in the capable(?) hands of non-flying bureaucrats. Unexploded WWII ordinance north of 17-35, high-voltage distribution power lines on the approach to 17 and missed IFR approaches on 17 into incoming ABQ Sunport traffic are not my idea of enjoyable flying experiences!

The third and final so-called â€œPublic Information Meetingâ€ on Thursday, August 27th to reinforce Coffmanâ€™s decision to support Option A was just another example of rote and unsubstantiated effort to make the pre-determined outcome acceptable to the FAA and environmental agencies. When we inquired about the difference between the costs inherent in Option A compared to Option B, both Molly and Bill (?) pointed their fingers at each other and said that (s)he would know, but neither one had any answers (perhaps because Option B was never costed out?) When we inquired whether we could have a written copy of the FAA comments on Option A, Molly replied that that wasnâ€™t possible, and that the FAAâ€™s comments would be incorporated into the final plan. Was Option B even presented to the FAA, since the AEG controllers themselves favor Runways 4-22 over 17-35?? When we asked whether we could get the written guidelines for the hyped â€œFly Friendlyâ€ program which seemed t
o be such an integral and prideful part of Option A, Molly replied that there were no guidelines; they were actually just in the process of developing the program. Why couldnâ€™t the â€œFly Friendlyâ€ program be just as appropriately applied to Option B?? The lack of response and inaccessibility on the part of Coffman could certainly lead pilots to speculate that â€œThe Cityâ€ has its own agenda for the AEG properties, runways and facilities. Perhaps â€œThe Cityâ€ has worked deals with the land developers for properties north of the

Comments from Kathryn Henderson were responded to on page L-12. Refer to response KH1.

airport; perhaps â€œThe Cityâ€ has an agreement to facilitate Eclipse Aviation plans; perhaps â€œThe Cityâ€ values autocratic policy-making and â€œfishyâ€ public funding decisions over the safety and preferences of the pilots, owners and users at Double Eagle Airport. If there are reasonable explanations to all of these questions, then we pilots would appreciate an honest dialog and a higher level of communication from â€œThe Cityâ€ r ather than having this Option A jammed down our throats and !
the thro
ats of the tax-paying ABQ citizens. During this time of recession and financial insecurity, the significantly increased costs of AEG Option A are contra-indicated. My thought is that the federal stimulus money currently being spent to refurbish and re-do Runway 4-22 is a more worthwhile and reasonable expenditure of funds related to Double Eagle than any of this EA and â€œThe Cityâ€ saga.

A visitor has commented on the Double Eagle study.

Name: John Bode
Organization: Bode Aero, Inc.
Email Address: johnrbode@gmail.com
City: Albuquerque
State: NM
Zip Code: 87123

Comment Made On: 2009-09-08 11:29:12
Comments: The EA does not provide a dominant rationale for selection of either runway as primary. The \"city\'s\" proposed designation of Runway 17/35 as primary is arbitrary, and totally in disregard of the many comments of the users of the airport and the US Army Core of Engineers. A legal mandate for community involvement is found in Public Law 94-54 Title of Law which states, â€œNo airport development project may be approved by the Secretary [of Transportation] unless he is satisfied that fair consideration has been given to the interest of the communities in or near which the project is located.â€ Â§16(c)(3). With no operational justifidation for changing the primary runway and high attendant dollar costs, one must wonder what motive the \"city\" has for proposing the change. JB1

JB1. Refer to responses to comments UNK2, GJ54, GJ55, GJ60, and DB4.

DOUBLE EAGLE II AIRPORT ENVIRONMENTAL ASSESSMENT

PUBLIC INFORMATION WORKSHOP MEETING COMMENT FORM

09/08/09

Meeting Public Information Workshop Date: August 27, 2009 Time: 5:00-7:00 p.m.

Place: Double Eagle II Maintenance Facility

Please Print Neatly

I have a couple of concerns about the proposed changes to the Double Eagle II airport (KAEG) runway useage:

First: I have flown airplanes and helicopters into and out of KAEG for several years, flying VFR and IFR. At no time in the past, nor is there presently, any indications of no-fly areas depicted on aeronautical charts due to requirements on the ground. Only very recently with the advent of money coming into the airport for improvements has this issue been raised. If the ground were "sacred" somehow, it should have been designated as such long time ago when KAEG first opened up. CW1

Second: All required ILS equipment and patterns are setup, flight checked, and operational for ILS/LOC approaches to runway 22. The costs involved with moving all this equipment and getting it certified for runway 17 is an unnecessary expense and time waste for the taxpayer. Our collective governments are financially broke, we do not need more expenses for no obvious gain from moving all this equipment. Totally unnecessary. Additionally traffic departing IFR from runway 17, especially fast moving jets will cause Air Traffic Control interference with traffic using runways 08 and 26 at Albuquerque International. CW2

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Lee's Summit, MO 64063 FAX: (816) 524-2575
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OVER

CW1. Comment noted.

CW2. Comment noted. Refer to response to comment DB2. Flight checks would be required for both Alternative A and Alternative B due to the changes in landing thresholds under both alternatives.

This entire process of changing the primary use runway, including the ILS equipment, is going to cause more headaches, grief, and expense than is warranted. There is no solid justification for going to all this trouble to do such. I as a pilot and taxpayer see absolutely no advantage to making these changes.

Calvin Wachs
CALVIN WACHS

CW3

CW3. Comment noted.

A visitor has commented on the Double Eagle study.

Name: Diane Bode
Organization: Bode Aero Services, Inc.
Email Address: flygirl_aeg@yahoo.com
City: Albuquerque
State: NM
Zip Code: 87120

Comment Made On: 2009-09-10 17:19:36
Comments: Comments on the Environmental Assessment For Double Eagle II Airport September 10, 2009

After all the meetings and all the comments the AEG pilot community has made, there is no evidence that any consideration was given to their concerns. Given all the changes that will have to be made to make 17-35 the primary runway, one would think that extending 4-22 would be a lot cheaper. Even if the cost was more for 4-22, the safety issues involved with 17-35 should be given a lot of consideration. DB5
The tower operators (who still do not have radar) can see the traffic on 4-22 and its taxiways much better than that on 17-35.

The departing traffic on runway 17 conflicts with the arriving traffic descending through the corridor into the Sunport on runway 8. DB6

If a pilot is descending into runway 17 or departing on runway 35 he has to cross the high power lines to the north of the end of 35. That is fine in average conditions. However, if it is a really hot day, the pilot (taking off on 35) is not used to high elevation airports and/or is carrying a heavy load, he may not be able to gain enough altitude to clear the power lines. Another dangerous scenario would be in IFR conditions at night where a pilot on the ILS to 17 could accidentally pass through his minimum descent altitude a little early and catch the wires. Also if runway 17-35 is extended to the north, the power lines probably will be within the missed approach point on an ILS for runway 17. How many pilots will die before you put the power lines under ground? DB7

I attended the public meeting on August 27, 2009. I asked Mr. Hinde about the safety issues regarding the use of an ILS on Runway 17-35. He wanted to argue whether the electric lines were high voltage or not. It doesnâ€™t matter. A wire is a wire when you catch your wing tip on one. The lines feed the airport and would cross below the glide slope for 17. Mr. Hinde allowed that â€œif it becomes necessary, we will bury the lines.â€ When is it necessary? After someone else (Richard Fuller was the first one) dies?

Diane L. Bode
Private Pilot

DB5. See responses to comments KH3, GJ1, and DB1.

DB6. See response to comment DB2.

DB7. See response to comment DB3.

September 10, 2009

Dear Associates,

I am a resident of Taylor Ranch, and would like to comment on the proposed runway extension. I visited your open house in late August, and talked with your consultants. I was happy to see that the airport was trying to select the best alternative that would not only address extending the runway but also be more sensitive to the National Monument. I have done a lot of hiking within the Monument boundaries, including the Volcanoes and the Geological Window. While hiking at the very northern end of the Monument, I have noticed many airplanes flying above me. It would not be so bad if only an occasional plane flew overhead. I remember one particular visit to the Monument when there seemed to be one plane after the other that flew over the northern most volcano, while I was there. The noise became very annoying and it was difficult to communicate with the person I was hiking with. Unless you are planning to construct another north-south runway further west, away from the Monument; I support the recommendation in the draft Environmental Assessment to extend the existing north-south runway 17-35, along with the implementation of the flight friendly program. CW1

Sincerely,
Rene' Horvath
aboard10@juno.com

RH1. Comment noted.

ORIGINAL

DOUBLE EAGLE II AIRPORT
ENVIRONMENTAL ASSESSMENT

Public Information Workshop
5:00 p.m. to 7:00 p.m.
August 27, 2009
Double Eagle II Airport Maintenance Facility

REPORTED BY: Deborah E. Trattel, NM CCR #153
TRATTEL COURT REPORTING, VIDEOGRAPHY &
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Albuquerque, New Mexico 87110

Double Eagle II Pubis Wkshop
082709airportdoubleeagle
August 27, 2009

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MR. CHACE MAYHEW: The decision to change the primary runway at the Double Eagle Airport does not seem to be based on intelligent decision-making, but simply political motivation from local politicians. They are not taking any input from the users of the airport. The City Council needs to investigate what the motivation is to change the primary runway and why the additional money wants to be spent when it is unnecessary and uncalled for. That's all. CM1

MR. GUY JONES: My name is Guy Jones. I am the president of the Double Eagle Pilots and Operators Association. I want to take this opportunity to make a written comment on the proposed city extension of Runway 1735 and the EA that supports that decision. DEPOA is strongly opposed to this decision by the city to extend 1735. GJ68

The reasons that we're opposed are the following: With over 120 pilots representing hundreds of hours or hundreds of years of experience and thousands of hours of flight operation, we unanimously favor an extension of Runway 422. GJ69

Second, the EA cites a wind advantage to 1735. However, data used to make this decision appears to say there's no significant advantage to either runway. GJ70

Three, the city cites the preference of the

CM1. Comment noted.

GJ68. Comment noted.

GJ69. Comment noted.

GJ70. See response to Comment GJ2.

National Park Service for 1735, due to asserted noise issues, but one; the National Park Service is a coordinating agency, and is not entitled to greater consideration than any other concerned party, and it does not appear that other concerned parties have had equal weight given to their positions. GJ71

Two, the Federal Aviation Administration, in writing, has determined that these asserted aircraft noise levels are not an issue under any of the three alternatives contained in the environmental assessment. GJ72

Four, we believe there are very significant expenditures of tax dollars that will be necessary to extend Runway 1735 to the north and south versus extending Runway 422 to the southwest. We do not have detailed cost estimates, but I believe they can reasonably be stated in the millions of dollars due to the following considerations: GJ73

Construction of over 1,400 feet of additional runway for 1735 versus 422. Construction of over 1,700 feet of additional taxiways for 1735 not needed with an extension of Runway 422. Construction of approximately 2,500 feet of new roadway, plus a destruction of the newly reconstructed access road with its intersections.

The cost of approximately 1,600,000 to relocate and recertify the instrument landing system currently on

GJ71. See response to comments UNK2 and GJ3.

GJ72. See response to comment GJ3.

GJ73. See response to comments GJ4, DB1, and UNK1.

422. The FAA has stated that they will not pay this cost. An unknown cost to recertify GPS approaches, an unknown cost to relocating the existing MALSR, unknown cost to develop new air traffic control procedures; unknown cost to relocate two major chain link fences that now lie to the north of 1735.

A significant unknown cost of relocation of power lines to the north of Runway 1735 is required to meet safety margins. Unknown additional cost for taxiway and runway lighting and signage to extend Runway 1735 versus Runway 422. And an unknown cost for the remediation of ordinance operable Unit 4 north of Runway 35. This is a World War II practice bomb range known to contain both practice and live ordnance.

Fifth, the U.S. Corp of Engineers has formally stated the following, and I quote: "The Army Corp of Engineers strongly advises that there are significant unexploded munitions in the area directly north of 1735 which create safety and clearance issues for alternative A, which is the extension of 1735," unquote.

The existing power lines to the north of the approaching end of Runway 17 are now approximately 4,600 feet from the end of the runway. An extension of the 2,000 feet would bring the approach end of 17 to 2,600 feet from the power lines. It appears this would place

GJ73 contd

GJ74

GJ75

GJ74. See response to comments GJ5 and GJ14.

GJ75. See response to comments DB3.

HW2. Comments noted.

the power lines inside a missed approach point for an instrument landing system and dangerously close to the approach into the runway. GJ75 contd

These are the six major items of concern alternatively as chosen by the city. These six items are not all our areas of concern and we will submit additional written comments.

MR. HARLEY WADSWORTH: My name is Harley Wadsworth and I'm an aircraft owner and a hangar owner here at Double Eagle II Airport. I have two airplanes here. And my strong preference is to keep Runway 4, Runway 22, the active -- the primary runway for the airport. I think it would be a mistake to change it to the other runway for a variety of reasons, including safety reasons and expense reasons. HW2

And for the reasons that have been spelled out in the -- by the DEPOA, which is the Double Eagle Pilot and Operator Association, I agree with the statements that they make there.

I have talked with many pilots around the area, and I have never heard one pilot here at this airport who felt that making the primary Runway 1835 was a good idea. There is no pilot that I ever heard tell me that they thought that that was a good idea. And the vote that we took over at the meeting previous to coming here

was unanimous in support of the things that are written in this document from the DEPOA.

I think it would be a terrible mistake for the city to go ahead and change the active runway. I don't know why they want to do it. Not heard any good reasons for it. None of the pilots are in favor of it. And I'm strongly against it. That's all I have to say.

(Conclusion at 7:05 p.m.)

HW2 contd

IN RE:
DOUBLE EAGLE II AIRPORT COMMENTARY

REPORTER'S CERTIFICATE

I, DEBORAH E. TRATTEL, CCR #153, DO HEREBY CERTIFY that on August 27, 2009, the Proceedings in the above-captioned matter was taken before me, that I did report in stenographic shorthand the Proceedings set forth herein, and the foregoing pages are a true and correct transcription to the best of my ability.

I FURTHER CERTIFY that I am neither employed by nor related to nor contracted with (unless excepted by the rules) any of the parties or attorneys in this case, and that I have no interest whatsoever in the final disposition of this case in any court.

Deborah E. Trattel

Deborah E. Trattel, CRR, RPR,
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