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

-------------------------------------------------------------------------------
-----------------------------------
 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					

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

AEGPM10

```
************************************************************************
* 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

AEGPM10

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

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/.

elected as directors.

verified claim within thirty days

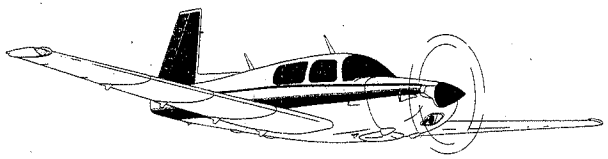
the Contract, Section 3, Segregat-

Legals | Legals | Legals | 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
Street SW, be
8:00 a.m. and
Monday throug
Journal: May 6,

REQUEST FO
(RFP) FOR I
AUDITING

Bid N

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Judicial District
seeking propos
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and compliance
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2007 and 2008
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price, terms a
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SJDC reserves
any or all propos

Proposals must
Second Judicial
later than Friday
5:00 PM MST.
able by calling Fa
Second Judicial
(505) 841-7466,
NW, Albuquerq
or e-mailing a re
albdfxf@nmco
packets will no
Procurement Co
§13-1-28 to -19
and criminal pen
tion. In addition,
criminal statutes
penalties for ille
ities and kickback
Journal: May 7, 2

the deadline or] tive hearing to amend the follow- t

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 DYE	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 Puesta 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

Please print neatly

Bode Aviation Facilities

(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° ±

Mail to:
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

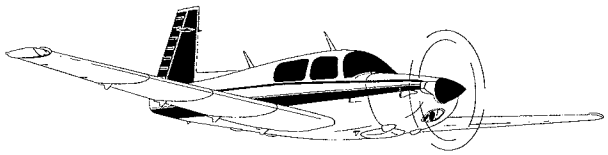
XI. Items from the Floor

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

Please print neatly

NAME	ADDRESS	PHONE #/E-MAIL
1. Elmer Michael Peralta	1812 Desert Breze	ph.#: (505) 720-7862. e-mail: M.c.elsArt@yAHoo.com.
2. Steven Kline	7303 Willow Spring NE ABQ 87113	ph.#: 505 856-1842 e-mail: Klinesd@comcast.net
3. Ray Saunders	4701 Cedarbrook Ct, NE ABQ 87111	ph.#: 505-271-9276 e-mail: ray.c.saunders@gmail.com
4. STEVE ROKICKI	1264 JEFFERY R NE RR 87144	ph.#: 898-6383 e-mail: rokicki@aol.com
5. Robert Singer	6709 Academy NE #A	ph.#: 842-5500 e-mail: rsinger@swcp.com
6. DAVID RAKESTRAW	PO Box 203 Cedar NM 87??	ph.#: 505 866 2477 e-mail: clrakestraw@gmail.com
7. Herb Delker	6404 Santolina NW	ph.#: 899-0658 e-mail: bcd@yahoo.com
8. Woodie Dryfuss	12917 Eagle Dancer	ph.#: 323 5641 e-mail:
9. BRIAN CRUMLEY	614 HEADINGLY AVE	ph.#: 7102924 e-mail: gallolaco@yahoo.com
10. Diane Bode	1100 Warm Sands Dr SE	ph.#: 296-9362 e-mail: diane.bode@flybode.com
11. George Slad	6200 La Joya Pl. NW	ph.#: 899 3237 e-mail: geo325@thuntok.net
12. CHRIS TORRES	212 CARLOS	ph.#: 410-1529 e-mail:
13. JOHNNY BODE	7431 PAIEN	ph.#: 884 4530 e-mail:
14. JOHN NYSTROM	34 VISTA DE LAS SANDIAS PLACITAS 87043	ph.#: 867 4038 e-mail: VYKING@msn.com
15. Kenneth W Doming	7 Aspen Ct. Placitas, NM 87043	ph.#: 771 4142 e-mail: abqmooney@excite.com
16. Alex Torres	513 N 4th Belen NM	ph.#: 331-6946 e-mail: Alex.Torres@FlyBode.com
17. MATT GENTRY	5960 Avenida La Barranca Abq NM 87104	ph.#: 505-301-8640 e-mail: MGENTRYMR2@HOTMAIL.COM
18. MICHELLE AMEZUA	2873 SEVEN FALLS DR RIO RANCHO NM 87124	ph.#: 390-1535 e-mail:
19. Lori Cords	22 Juniper Rd Edgewood NM 87015	ph.#: e-mail: Lori.Cords@flybode.com
20. CAESAR ARCHANGEL	7621 SUNROSE DR NW 87120	ph.#: 321-8694 e-mail: afw.av8r@comcast.net

ENVIRONMENTAL ASSESSMENT

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NAME	ADDRESS	PHONE #/E-MAIL
1. Wallace D. Henderson	8804 Camino Osito NE #1 Albuquerque 87111	ph.#: 505 828 0702 e-mail: tcgwarr1@msn.com
2. Ronald D. Miller	28 Canada Vista Dr Sandia Park, NM 87047	ph.#: 286-5131 e-mail: RDMILLABQ1@msn.com
3. Wayne York	2502 Clark-Carr Lp SE ABQ 87106	ph.#: 244-1788 e-mail: Wayne.yorkestate.nm.us
4. Chris Olsen	716 Red Hawk Rd NE Albuquerque 87122	ph.#: 728 252 5569 e-mail: Colsen01@comcast.net
5. Ron Harman	P.O. Box 93400 ABQ NM 87199	ph.#: 823-4711 e-mail:
6. Fred Krueger	776 Antelope Av. NE ABQ 87122	ph.#: e-mail:
7. DENZEL THOMPSON	1824 36th St. R.R. NM	ph.#: 3639306 e-mail: panamotormechanic@yahoo.com
8. Kathryn Henderson	8804 Camino Osito NE	ph.#: 828-0702 e-mail: germologist@comcast.net
9. John Castonguay	10429 Montgomery Park NE	ph.#: 293-2211 e-mail: castan2963@hotmail.com
10. Michael Young	7219 BANCOR AVE NW	ph.#: e-mail: retrodog1@msn.com
11. Thomas E Jones	2701 San Pedro Dr NE 87110	ph.#: 505 888-3435 e-mail: 99tomjones@aol.com
12. Amanda Edwards	2104 Leonard St SE Rio Rancho 87124	ph.#: 505 610-6570 e-mail: aedwards_01@hotmail.com
13. Sherrod Baldwin	10500 Taurus Ct NW Albuquerque, NM 87114	ph.#: 505-803-3889 e-mail: Sharrod 710 Aol.Com
14. Jennifer Moseley	1625 Edith Dr Belen, NM 87002	ph.#: 505-463-3537 e-mail: jennifer.moseley@flybode.com
15. Lee B. Morgan	7207 Montano Rd NW	ph.#: 980 2499 e-mail: eagleseyephoto@comcast.net
16. Jacob Skinner	6320 Calle Dolce NW ABQ, NM 87114	ph.#: 505-352-0292 e-mail:
17. Mike Bonsall	2517 Mariz Ano Cir Rio Rancho 87144	ph.#: 505-867-0948 e-mail: MBONSALL@MSN.COM
18. James Aarestad	10300 Golf Course Rd #106 ABQ, NM 87114	ph.#: 505-573-1936 e-mail: jaarestad3@Comcast.net
19. Jess D Lara	7101 Ice1 Ave NW 87120	ph.#: jdlara@earthlink.net e-mail:
20. John H. Bode	7401 Paseo del Volcan 87121 NM	ph.#: 505 884-4530 e-mail: ident11@aol.com

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NAME	ADDRESS	PHONE #/E-MAIL
1. Patricia Gingrich	PO Box 1597, Corrales NM	ph.#: psging01@aol.com e-mail: ~~psging@a~~
2. Jane Lucero	1550 Pacheco Santa Fe, NM 87504	ph.#: 505-476-0941 e-mail: jane.lucero@state.nm.us
3. Ray Sanchez	ABQ, 87104 NW 2220 Via Granada Pl	ph.#: 505-450-4618 e-mail: Fly56@comcast.net
4. Mike Rice	11 Calle Cienega PLACITAS NM 87043	ph.#: 505-771-8596 e-mail: johndrice@comcast.net
5. ROBERT CARSON	PO Box 9209 ABQ 87119	ph.#: 505 346 6425 e-mail: ROBERT.CARSON@IRS.GOV
6. David Roybal	16424 Vendaval Ave NW ABQ 87114	ph.#: 505-890-2947 e-mail: DR87114@AOL.COM
7. ERNEST QUINTANA	2510 ALYSSA S.W. ALB. N.M 87105	ph.#: 505-710-6168 e-mail: ERNIE@ABQREDIMIX.COM
8. Bruce A. Gustin III	10416 Don Giovanni PL NW ABQ 87114	ph.#: 505 898-3489 e-mail: passwest@earthlink.net
9. KEITH S (CASEY) JONES	63 WOODLANDS DR TIJERAS, NM 87059	ph.#: 505-286-6353 e-mail: caseyjonesabq@msn.com
10. JOHN F. COURTRIGHT	1029 JEFFERSON NE ALBUQUERQUE, NM	ph.#: 505 255-0925 e-mail: ctrt@swcp.com
11. Alix Vivier	9970 Menaul Blvd NE Apt 320 ABQ, NM 87112	ph.#: 505-681-5454 e-mail: ajvivier@spinn.net
12. CAL WACHS	7516 PRIMROSE DR. NW ABQ 87120	ph.#: 505 228-9392 e-mail: calwachs@comcast.net
13. Carl Adams	3509 Dominum NW	ph.#: 239-0404 e-mail: N757EZ@comcast.net
14. Bob Lehrke	8805 Tia Christina NW	ph.#: 453-2931 e-mail: Lehrker@AOL.Com
15. Dan Friedman	9438 Bent Road NE ABQ	ph.#: 505-823-9687 e-mail: TOBYDAN@JUNO.COM
16. STUART MILES	7201 LANTANA AVE NW	ph.#: 505 2354645 e-mail: StuartMiles1858@hotmail.com
17. Jack Dennett	4041 Alto Monte NE	ph.#: 881 7157 e-mail: JDABQ@AOL
18. MARVIN KAYLOR	3859 WOOD DRIVE LOS LUNAS, NM.	ph.#: 505-866-7449 e-mail: MKAYLOR@EARTHLINK.NET
19. RICHARD A. ALTMAN	3308 BLUME ST NE ALBUQ NM 87111	ph.#: 482-2771 e-mail:
20. Terry Connors	615 South Cedar NW Albuq 87120	ph.#: 897-3738 e-mail: tlconnors@lanl.gov

ENVIRONMENTAL ASSESSMENT

PUBLIC INFORMATION MEETING
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NAME	ADDRESS	PHONE #/E-MAIL
1. DAN TELFAIR	808 TRAMWAY LANE NE ALBUQUERQUE, NM 87122	ph.#: 505-856-6974 e-mail: DANTELFAIR@AOL.COM
2. ZIA TELFAIR	〃	ph.#: 〃 e-mail: ZZTELFAIR@AOL.COM
3. PATRICK MORRISSEY	11068 ACADEMY ROAD NE ALBQ 87111	ph.#: 299-2536 e-mail: EPWOBG@HOTMAIL.COM
4. Keith + Joy Beasley	10000 Chantilly NW Albuquerque, NM 87114	ph.#: 898-0425 e-mail: Keithjoyair@webtv.net
5. RICK RICHTER	2020 CIRCULO DEL MONTE NE ALBUQUERQUE NM 87112	ph.#: 296 5050 e-mail: RETRIC@COMCAST.NET
6. DICK SHEAD	PO BOX 65713 ALBUQUERQUE NM 87193	ph.#: 839-9316 e-mail: dmALC@COMCAST.NET
7. Greg Farmer	9609 Vista Casitas Dr NW Albuquerque NM 87114	ph.#: 505 352 0292 e-mail: gregory.farmer@flyhale.com
8. J.C. Giles	1400 Circulo del Monte NE ABQ, NM 87112	ph.#: 505-296-8543 e-mail: cliffgiles@comcast.net
9. TOM BACA	1311 CAMINO ECHO NE ABQ 87107	ph.#: 505-231-1530 e-mail: THOMAS.BACA@STATE.NM.US
10. JOHN CARBERRY	6964 CORRALES RD. CORRALES, NM 87048	ph.#: 505-604-8123 e-mail: JOE@LCREALTY.COM
11. Richard Hoover	100 Cielo Azul Corrales, NM 87048	ph.#: 505 249-3344 e-mail: rah1832@earthlink.net
12. David Otero	308 La Chamisal ALS NM 87107	ph.#: e-mail: daotero@aol.com
13. Eric Shelton	6508 Tesuque NW Abq. NM 87120	ph.#: 505-899-1573 e-mail: Eric@Sheltonjewelers.com
14. MERVON BANCROFT	7617 WINTER AVE NE ALBQ NM 87110	ph.#: 505-250-3354 e-mail: MBANCROFT10@COMCAST.NET
15. Jim Joyce	6200 AMBERSIDE NW ABQ 87120	ph.#: 831-5899 e-mail: TERJIM@YAHOO.COM
16. DAVID VAN PATTEN	9409 CORSICO AL. NW ABQ 87114	ph.#: 890-4706 e-mail: DVANPATTEN@ATT.NET
17. Julie Smith	4 Puesta del Sol Placitas NM 87043	ph.#: 867 9268 e-mail: SNJ.AAA@COMCAST.NET
18. ASIT COLLINS	14 LOS LOBOS RD PLACITAS, NM 87043	ph.#: 505.867.0502 e-mail: abcil@earthlink.net
19. Bob Waters	816 Valverde SE Abq, NM 87108	ph.#: 505-256-4917 e-mail: Verticv@earthlink.net
20. John Quintana	8217 Central NW 87121	ph.#: 505-831-0279 e-mail: John@abqmedimix.com

ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATION MEETING
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Place: Bode Aero

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NAME	ADDRESS	PHONE #/E-MAIL
1. RUDI VERSTRAETEN	PO BOX 895 CORRALES	ph.#: 5052596621 e-mail:
2. Steve Glaeser	7123 Eagle Canyon NE	ph.#: 505-797-8482 e-mail: sglaeser@comcast.net
3. David Bice	4916 Glenwood Hills Dr NE	ph.#: e-mail: dbice@newharmonymusic.com
4. Ursula Durrer	9924 Cardinal St. NW	ph.#: e-mail: glasact@glasact.com
5. DAVID MCVINNIE	8219 CAMINO PAISANO NW 87120	ph.#: 5053289032 e-mail: DJMCVINNIE@AOL.COM
6. TIM THORSEN	8905 OSUNA RD NE 87111	ph.#: 301-2249/293-3811 e-mail: tthorsen3@comcast.net
7. Lem Hunter	3801 Academy Pkwy N, NE ABQ NM 87045	ph.#: 239 8634 e-mail: lem_hunter@yahoo.com
8. Derek Larson	8423 Rancho Ventoso NW 87120	ph.#: 792-1880 e-mail: DerekLarson@Comcast.net
9. Nate Marquez	5322 Ironwood NW Albuquerque, NM, 87114	ph.#: 898-0232 e-mail:
10. Phil Oppedahl	13504 Desert Zinnia Ct ABQ 87111	ph.#: 822-1788 e-mail: philkarenabq@msn.com
11. JOHN SKINNER (APD)	400 ROMA NW	ph.#: 833-6983 e-mail:
12. Harley Wadsworth	1004 Stone Ct NW	ph.#: 453 6369 e-mail: harleywads@comcast.net
13. John R Bode	1100 Warm Sands DR SE 87123	ph.#: 505-220-5863 e-mail: jrbode@flybode.com
14. STANLEY MOUNT	2639 ALOYSIA LN NW 87104	ph.#: e-mail: SMOUNT@MOUNTCORP.COM
15. Robert Carlton	1 BRILLIANT STAR CT TIJERAS, NM 87059	ph.#: rscmountainman@msn.com e-mail:
16. GEO. DOSTAL	7012 LANTERN NE ABQ 87109	ph.#: e-mail:
17. BOB WILDEN	2505 GLORIETA NE ABQ 87112	ph.#: e-mail:
18. JOHN SCHREIBER	3124 RIO PLATA DR SW ABQ 87121-7700	ph.#: e-mail: jtschreib@msn.com
19. LLOYD GIMBLE	11406 PASEO DEL OSO ALBUQ NM 87111	ph.#: 296-9336 e-mail: ZIA_LEG@MSN.COM
20. MIKE PRAIRIE	7101 BLUE ROSE ABQ, NM 87106	ph.#: e-mail:

ENVIRONMENTAL ASSESSMENT

PUBLIC INFORMATION MEETING
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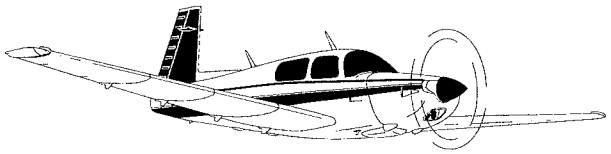
	NAME	ADDRESS	PHONE #/E-MAIL
1.	John Campbell	1901 Avienda Alteras NE	ph.#: 615-1610 262-2402 e-mail:
2.	Tauchmann Andreas	6000 Montano Plaza	ph.#: 505-443-4215 e-mail:
3.	Don Hooper	1316 Camino Encantado	ph.#: 715-0460 e-mail: Hoop1316@comcast.net
4.	W. DAVID EDWARDS	P.O. BOX 66797 ALBUQUERQUE, NM 87193-6797	ph.#: 505-899-0358 e-mail: WDE@ALUMNI.UTEXAS.NET
5.	Suzanne McVinnie	8219 Camino Pelisano Albq NM 87120	ph.#: 505 328 9032 e-mail: SJMcVinnie at AOL
6.	CANDY BROOKS	8300 ACADEMY HILLS DR. ABQ, NM 87111	ph.#: CANDACE.BROOKS@ e-mail: EAGLEAVIATION.COM
7.	Dave Modisette	9 Avenida Alegre Los Lunas NM 87031	ph.#: 505-235-1292 e-mail: DMODISETTE1@GOL.COM
8.	Don Moore	9105 Harwood ABQ 87111	ph.#: e-mail:
9.	DAN SHARPS	14360 CAMINO DEL REY NE ABQ 87123-1902	ph.#: 505 275-4944 e-mail: dgsharps@comcast.net
10.	Tim Gorman	5629 Timberline NW ABQ 87120	ph.#: 505-710-3850 e-mail: tim.gorman@flybode.com
11.	DEAN WADSWORTH	520 6th St SW ABQ NM 87102	ph.#: 505-907-5057 e-mail: DEANWADS@AOL.COM
12.	Jon Schaeding	7612 woodstork ct. ABQ 87114	ph.#: e-mail:
13.	Jocelyn Y. Buckley	87114 7428 Cedar Waxwing Pl. NW	ph.#: 505-710-1580 e-mail: JYBULKLEY@COMCAST.NET
14.	TIM RAINEY	A.P.D.	ph.#: 833-6983 e-mail:
15.	Gary Nordyke	87111 6009 Los Hermanos NE	ph.#: 284-3015 e-mail: glnordy@Sandia.gov
16.	Chris Grotbeck	1626 Roma NE	ph.#: 991-5100 e-mail: grommit13@hotmail.com
17.	Lance DEYoung	7920 PALOMAR CT NE ALBQ NM 87109	ph.#: 505-828-0972 e-mail: ldeyoung@swcp.com
18.	Gretchen Ward	6001 Unser Blvd. NW Albq. NM 87120	ph.#: 505-899-0205 x343 e-mail: gretchen_ward@nps.gov
19.	Michael Madlener	2402 Lakeview Rd SW ABQ NM 87105	ph.#: 505 934-8393 e-mail: madmike1964@MSN.com
20.			ph.#: e-mail:

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

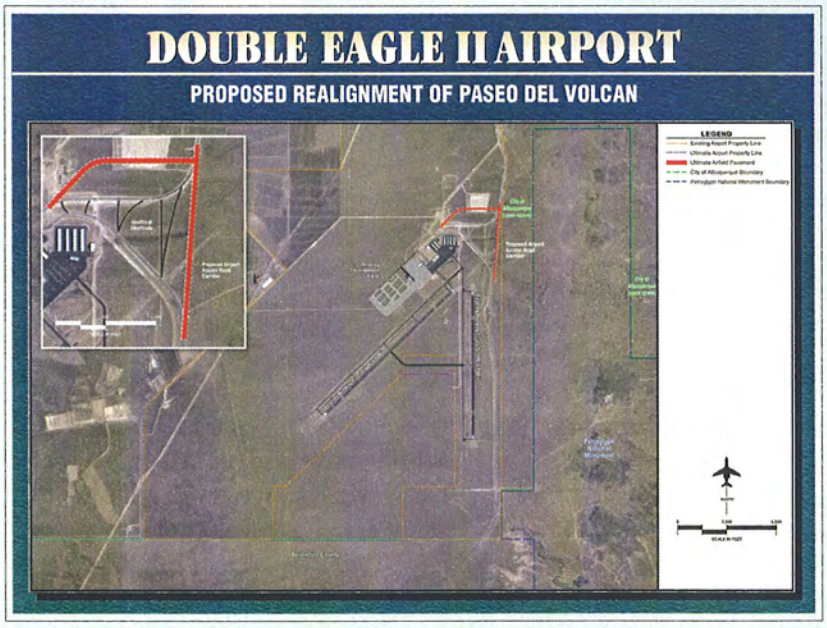
The City of Albuquerque is pursuing environmental approval of two separate improvements at Double Eagle II Airport:

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

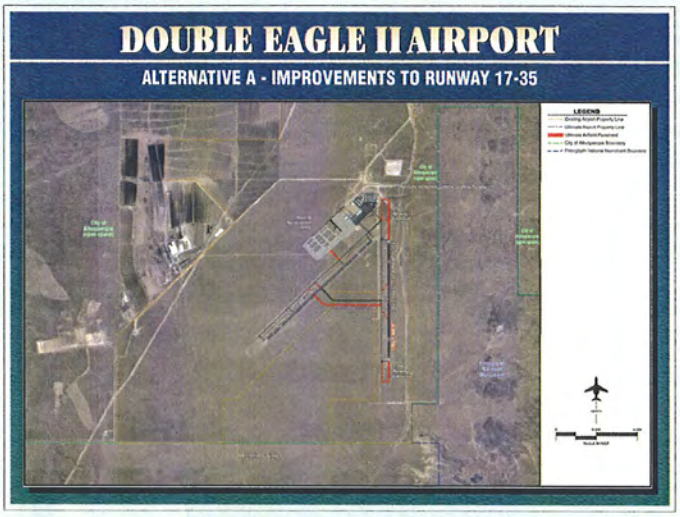
serve its role as a reliever to Albuquerque International Sunport. As a reliever airport, Double Eagle II Airport is planned to accommodate general aviation aircraft so that the capacity of the Sunport is maximized for commercial aviation uses.

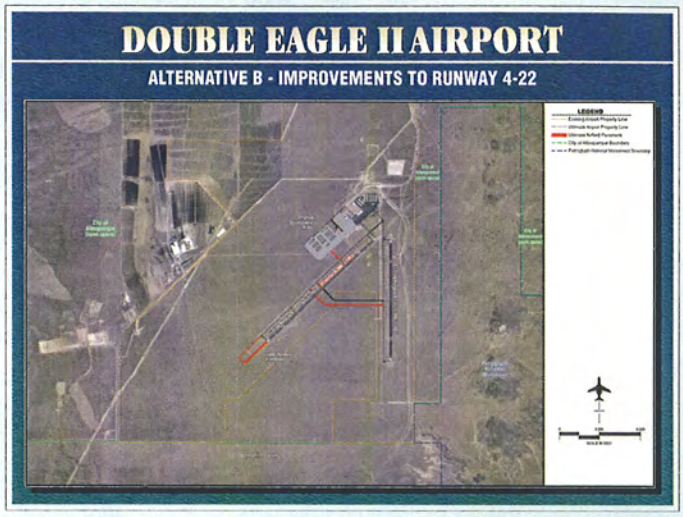
Two runway extension alternatives are being considered within the EA:

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

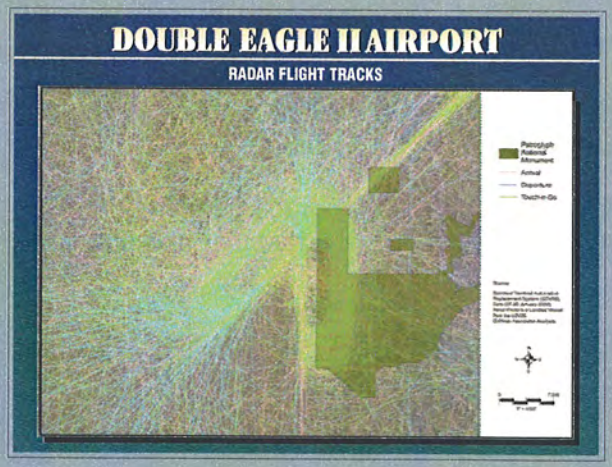
Detailed studies were undertaken at the airport to determine if a runway extension impacted any cultural/historic resources or any threatened or endangered species or species of special concern. These detailed studies

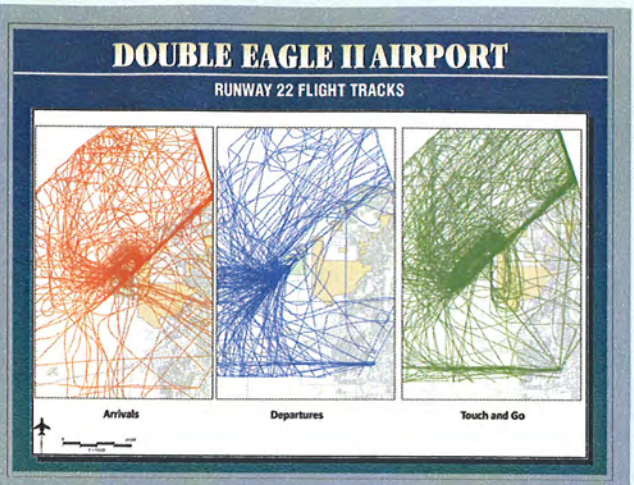
were conducted by qualified professionals based in Albuquerque. The board below depicts the generalized locations of cultural/historic resources found during these surveys as well as Prairie Dog colonies and burrows.

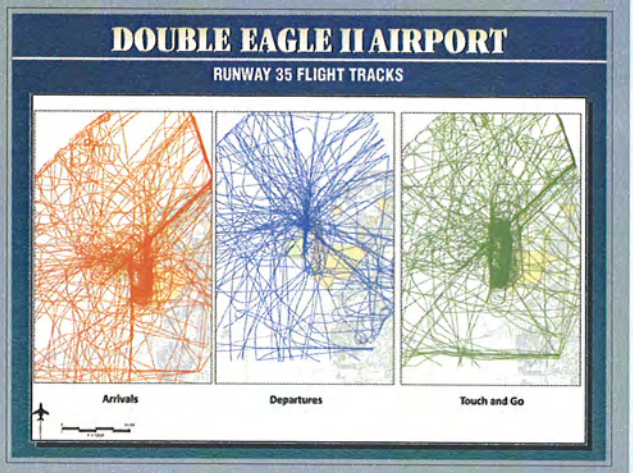
This board also depicts the west boundary of the Petroglyph National Monument in relation to the airport. The overflights of the Petroglyph National Monument are of concern to the NPS. In particular, the ancient volcanoes east of the airport are important to Native American ceremonies and are under the local traffic pattern to Runway 17-35. Flights to Runway 22 overfly the Geologic Window located northeast of the airport.

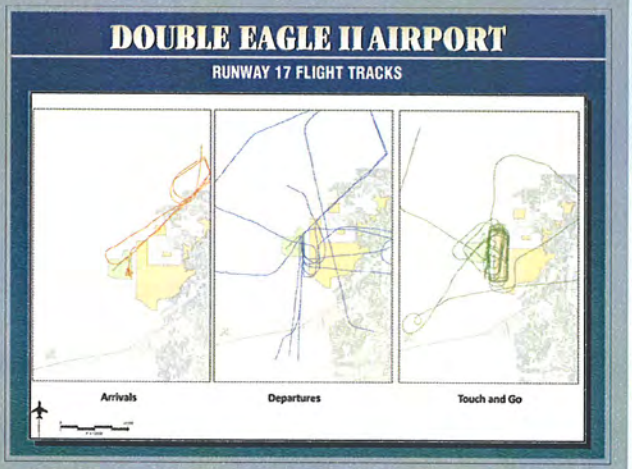
FLIGHT TRACKS

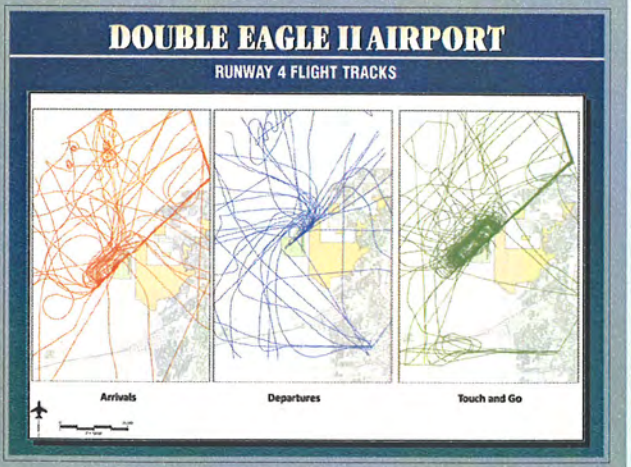
This series of boards depicts the actual flight tracks of aircraft operating to and from Double Eagle II Airport between January 7 and January 20, 2008. These flight tracks formed the basis for the noise modeling at the airport and were obtained from radar data maintained by the FAA regional airport 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.

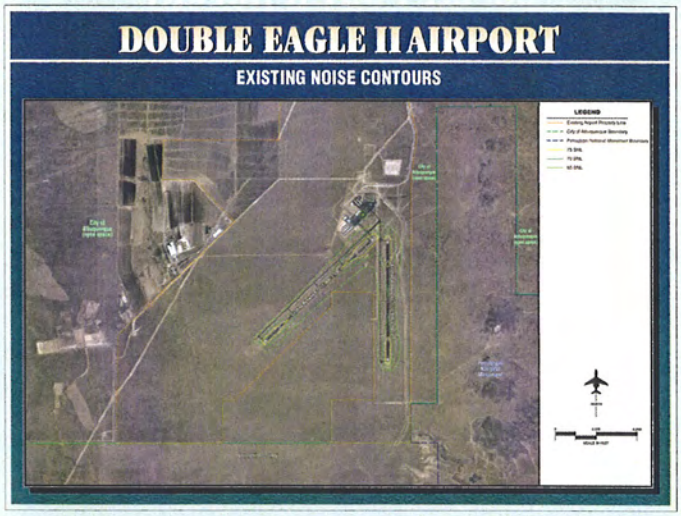












NOISE CONTOURS

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.

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
1. Lino Moya	linoflyboy@msn.com	ph.#: e-mail:
2. WAYNE YORK	State Aviation	ph.#: e-mail:
3. Ray Sanchez	2220 [illegible]	ph.#: Fly56@comcast.net e-mail:
4. Julie Smith	4 Pustedel Sol, Placita	ph.#: 505 867 9248 e-mail: snj.940@comcast.net
5. Diane Bode	1100 Warm Sands Dr SE	ph.#: 440-1147 e-mail: flygirl_aeg@yahoo.com
6. John R Bode	"	ph.#: 505-220-5863 e-mail: jrbode@flybode.com
7. Sam White	4505 Bay Ct	ph.#: 244-7777 e-mail:
8. Ray Saunders	4701 Cedarbrook Ct, NE	ph.#: 280-9277 e-mail: ray.c.saunders@q.com
9. MIKE BONSAL	2517 MANZANO LP RR	ph.#: 867-0948 e-mail: MBONSAL@MSN.COM
10. FRED A LOEHR JR	487 CHIPPEWA DR RR	ph.#: 505-994-4231 e-mail: FREDLOEHRIII@AOL.COM
11. Larry Bell	1413 Lester Dr N.E.	ph.#: 505-275-5781 e-mail:
12. DEAN WADSWORTH	520 6th St SW, ABQ	ph.#: 505-907-5051 e-mail: DEANWADS@AOL.COM
13. T.L. Connor	6015 Salt Cedar Tr NW	ph.#: 897-3738 e-mail: TLconnor@comcast.net
14. Tim Gorman	5629 Timberline NW	ph.#: 884-4530 e-mail: tim.gorman@flybode.com
15. MIKE MEDRANO	6001 UNSER BLVD NW 87120	ph.#: 899-0205 e-mail: MIKE_MEDRANO@NPS.GOV
16.		ph.#: e-mail:
17.		ph.#: e-mail:
18.		ph.#: e-mail:
19.		ph.#: e-mail:
20.		ph.#: e-mail:

ENVIRONMENTAL ASSESSMENT
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NAME	ADDRESS	PHONE #/E-MAIL
1. Derek Larson	8423 Rancho Ventoso NW ABQ, NM 87120	ph.#: 792-1880 e-mail: DerekLarson@Comcast.net
2. David Cummings	8208 Grape Vine Ct NE ABQ, NM 87122	ph.#: 977-5126 e-mail: diablo_rojo60@yahoo.com
3. Merlin Peay	2240 Campbell Rd NW, Alb NM 87104	ph.#: 344-4656 e-mail:
4. Tom Baca	1311 Camino Ecuestre ABQ 87107	ph.#: 505-476-0930 e-mail: Thomas.Baca@state.nm.us
5. Alex Newman	5039 Justin Dr NW Alb. NM 87114	ph.#: 898-4041 e-mail:
6. Jane Lucero	1550 Pacheco St. Santa Fe, NM 87505	ph.#: 476-0941 e-mail: jane.lucero@state.nm.us
7. Lloyd Gimple	11406 Paseo del Oso ALB 87111	ph.#: 296-9336 e-mail:
8. Greg bode	1208 wagon train	ph.#: 328 7444 e-mail:
9. Richard B Turner	11600 Academy	ph.#: 505-294-5282 e-mail:
10. Nick Sparas	nsparas@cabq.gov	ph.#: 505 244-7778 e-mail:
11. John Schreiber	3124 Rio Plata Dr SW ABQ 87121	ph.#: 505-877-0474 e-mail: jtschreib@msn.com
12. Tandra Hicks	PO Box 45236 RR 87174	ph.#: 505 994-4231 e-mail: TLC Prntg@aol.com
13. Pat Porter	6404 Gambel Oak Ct ABQ 87111	ph.#: 400-2406 e-mail: PKPORTER1@AIM.COM
14. Jeff Armijo	4937 Marna Lynn 87114	ph.#: 450 5279 e-mail: urfirst@jeffarmijo.com
15. Don Hooper	1316 Camino Ecuestre 87107	ph.#: 505 715 0460 e-mail: Hoop1316@Comcast.net
16. Don Best	11600 Holly Ave NE	ph.#: 505-459-9655 e-mail: bestaviator@msn.com
17. Wally Henderson	8814 Camino Osito NE	ph.#: 828 0702 e-mail: tegwoar1@msn.com
18. Myrdana Padilla	8901 Adams NE Suite D ABQ, 87113	ph.#: 821-4700 e-mail: mpadilla@parametrix.com
19. Paul Shortell	9201 Evangeline NE ALB 87111	ph.#: 294-7774 e-mail: SHORTELLP@Q.COM
20.		ph.#: e-mail:

ENVIRONMENTAL ASSESSMENT

PUBLIC INFORMATION WORKSHOP
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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
1. Marty Waller		ph.#: 980-6770 e-mail: martyrw@hotmail.com
2. Mare Ausmus		ph.#: 828 0345 e-mail:
3. Roger Pearson		ph.#: 877-0765 e-mail: RCPEAK@AOL
4. Jerome Becks	663 Roadrunner NE ALB NM 87122	ph.#: e-mail: JFBECKES@MSN.COM
5. Keith Beasley	10000 Chantilly NW Albq NM 87114	ph.#: 898-0425 e-mail: keithjoyair@q.com
6. Joy Beasley	10000 Chantilly NW Albq, NM 87114	ph.#: " e-mail: "
7. Rick Richter	ALB NM 87112 2020 CERRO DEL MONTE NE	ph.#: 505 292 1124 e-mail: RETRIC@COMCAST.NET
8. Dan Telfair	808 Tramway Lane NE	ph.#: 505-856-6774 e-mail: DANTELFAIR@AOL.COM
9. Reynold A Price	4905 Rockcress Dr NW	ph.#: e-mail: reynold1p@comcast.net
10. Dick Sheal	Po Box 65743 Albuquerque	ph.#: e-mail: dmalc@Comcast.net
11. Gary Nordyke	6009 Los Hermanos NE Albuquerque NM 87111	ph.#: 284-3015 e-mail: falconfoto@Comcast.net
12. Charles J Noya	3500 Sequoia Ct NW Albq. NM 87120	ph.#: 839-0633 e-mail: CNOYA@VSNLAW.COM
13. Ashton B. Collins, Jr	14 Los Lobos Road Placitas NM 87043	ph.#: 505.867.0502 e-mail: abcii@earthlink.net
14. Kevin Frederick	PO Box 9006 Albq 87119	ph.#: 505-~~480~~3 480 3920 e-mail: macgyver1082@comcast.net
15. Gerald Weesner	Rio Rancho, NM	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
COMMENT SHEET

Name: DEAN LUNDSWORTH Date: June 26, 2008 Time: 5:30 - 7:00 pm.

DEANWADS@AOL.COM Place: Don Newton (Taylor Ranch) Community Center

Please print neatly 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 AND 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 Date: June 26, 2008 Time: 5:30 - 7:00 pm.

DANTELFAIR@AOL.COM Place: Don Newton (Taylor Ranch) Community Center

Please print neatly 4900 Kachina St. NW (Kachina & Montano)

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, ~~at~~ AT A MEETING ON NOVEMBER 17, 2007. TO DATE, THIS ANALYSIS HAS NOT 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 = 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 Date: June 26, 2008 Time: 5:30 - 7:00 pm.

3124 RIO PLATA DR SW 87121 Place: Don Newton (Taylor Ranch) Community Center

Please print neatly 4900 Kachina St. NW (Kachina & Montano)

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 ~~E~~ CONTROL TOWER OPERATION. THE ONLY REAL VIOLATORS AT PETRO PARK ARE HELICOPTERS AND ARRIVING AIRLINERS DECELERATING FOR INTERNATIONAL. I KNOW SINCE I LIVE IN

(OVER)

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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 ~~CANCELLED~~ 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

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ENVIRONMENTAL ASSESSMENT

PUBLIC INFORMATION WORKSHOP COMMENT SHEET

Name: ASHTON B. COLLINS, JR. Date: June 26, 2008 Time: 5:30 - 7:00 pm.

abc1i@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 I.' 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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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.

Ashton 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 ~~tax~~payer 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 shall NOT make 17/35 the primary and you should make 4/22 the primary. All the concerns with →

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Store Aviation Rocks!

the NPS, volcanos that Native Americans use for ceremonies (oh, by the way they have NEVER been used for 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
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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 overflights, but are especially concerned by helicopter traffic. Your noise contours do not extend to that window, nor do they extend parallel to runway

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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 for 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)

Thank you 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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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)

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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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Name: DICK SHEAD 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)

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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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)

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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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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 condition 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

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Name: Wallace D. Henderson 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

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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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

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ENVIRONMENTAL ASSESSMENT

PUBLIC INFORMATION WORKSHOP
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Name: PETER STRATTICA

Date: June 26, 2008 Time: 5:30 - 7:00 pm.

STAGGE ENGINEERING

Place: Don Newton (Taylor Ranch) Community Center

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4900 Kachina St. NW (Kachina & Montano)

THANK YOU FOR ALL THE INFORMATION FROM EVERYTHING I HAVE SEEN AND READ IT SEEMS TO BE THAT EXTENDING 22 IN THE PRIMARY RUNWAY PROVIDES THE BEST & MOST COST EFFECTIVE SOLUTION

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ENVIRONMENTAL ASSESSMENT

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Name: Reynold A Price

AOPA 04646629

Date: June 26, 2008 Time: 5:30 - 7:00 pm.

Place: Don Newton (Taylor Ranch) Community Center

4900 Kachina St. NW (Kachina & Montano)

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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 Price

06-26-08

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Name: MIKE BONSAL 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)

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.

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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 taxi way.

Mail to:
COFFMAN ASSOCIATES, INC.
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063 FAX: (816) 524-2575
www.coffmanassociates.com