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**Appendix M**

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**PUBLIC AND AGENCY  
REVIEW OF THE DRAFT EA**

## **Appendix M**

### **PUBLIC AND AGENCY REVIEW OF THE DRAFT EA**

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This appendix contains materials relating to the release of the Draft EA for public and agency review and comment. The document was made available beginning on July 27, 2009. Copies of the document were available at the Double Eagle II Airport Manager's office, the administration offices at the Albuquerque International Sunport, and on the project website. The comment period began on July 27, 2009 and ended on September 10, 2009.

To ensure adequate notification regarding document availability, a number of tools were utilized as follows:

- A Notice of Availability (NOA) was published in the local newspaper on July 26, 2009.
- A detailed email was sent to parties which had previously indicated interest in the project.
- Letters were sent to resource agencies announcing the availability of the document.

Copies of all of the aforementioned notifications are included within this appendix.

Due to the amount of interest in the project, the sponsor held a public information workshop regarding the contents of the Draft EA on August 27, 2009. The workshop was held at the Double Eagle II Airfield Maintenance Facility between the hours of 5:00 p.m. and 7:00 p.m. A court reporter was available at the workshop to take comments from interested parties. A copy of the sign-in sheet from the workshop is included within this appendix.

All comments received during the public comment period, including those spoken to the court reporter at the public workshop, were responded to by the project team. Copies of all comments and responses are also included within this appendix.

In summary, this appendix contains the following information:

- A copy of the NOA placed in the city newspaper (page M-3)
- A copy of the email sent to various individuals announcing the public workshop and Draft EA availability (page M-4)
- Copies of the letter sent to resource agencies announcing the availability of the Draft EA (beginning page M-5)
- Sign-in sheets from the public information workshop (beginning page M-47)
- Comments received during the public comment period, including the transcript from the public workshop, and responses to the comments (beginning page M-51)

To assist the reader, all comments were scanned and are presented with the corresponding response presented next to it. Below is a table indicating the submitting person/agency and the page containing their comment.

Commenter	Representing	Page
Wally Murphy	U.S. Fish and Wildlife Service	M-51
Cathy Gilmore	U.S. Environmental Protection Agency	M-53
Ron Keller	FAA	M-54
Aaron McCrea	Robinson Aviation	M-55
Harley Wadsworth	Self	M-56
Wallace D. Henderson	Self	M-57
Kathryn Henderson	Self	M-58, M-104
Diane Bode	Self	M-60
Unknown	Unknown	M-63
Guy Jones	Double Eagle Pilots and Owners Association	M-65
J.J. Torres	Self	M-79
C.A.W. (writing illegible)	Self	M-80
Keith R. Beasley	Self	M-81
Bobby and Lisa Unser	Selves	M-82
Dan Telfair	Self	M-83
Stuart Miles	Self	M-87
Arthur and Joyce Woods	Selves	M-88, M-102
Ron Keller	Self	M-89
Julia P. Smith	Self	M-96
James Domenick	Self	M-100
Kevin Fredekind	Self	M-101
John Bode	Bode Aero, Inc.	M-106
Calvin Wachs	Self	M-107
Diane Bode	Bode Aero Services, Inc.	M-109
Rene' Horvath	Self	M-110
Chace Mayhew	Self	M-112

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## **Molly A. Waller**

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**From:** Molly A. Waller  
**Sent:** Monday, July 27, 2009 8:13 AM  
**Cc:** Molly Waller  
**Subject:** Double Eagle II Airport Environmental Assessment for a Proposed Runway Extension

*\*\* You are receiving this email due to previous interest shown regarding the proposed extension of one of the runways at Double Eagle II Airport in Albuquerque, New Mexico. \*\**

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the *Lead Agency* under the National Environmental Policy Act (NEPA).

Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

A public workshop will be held on Thursday, August 27, 2009, between the hours of 5:00 p.m. and 7:00 p.m. at the Airfield Maintenance Facility, Double Eagle II Airport, 7401 Paseo Del Volcan (next to Airport Traffic Control Tower), Albuquerque, New Mexico. Representatives of the City of Albuquerque and the consultants who prepared the document will be available at the workshop to explain the proposed project. Interested persons are invited to come at anytime between the hours provided above. Written comments can be submitted at this meeting.

Beginning July 27, 2009, a copy of the Draft Environmental Assessment will be available for public review at the following locations during normal business hours:

- Double Eagle II Airport Manager's Office, 7401 Paseo del Volcan, Albuquerque, NM 87120
- Administration Offices, Albuquerque International Sunport, 2200 Sunport Boulevard SE, Albuquerque NM 87106

The document will also be available for review and comment on the following website: <http://www.doubleeagle-ea.com>.

Anyone wishing to submit comments on the project may send them in writing to the following address. All written comments received at the Public Information Workshop, or via the project website, will be responded to and included within the Final EA. Written comments will be accepted at the address provided below or via email or the project website until September 10, 2009 at 4:00 pm Mountain Daylight Time (MDT). Please direct your comments to:

Coffman Associates  
Attn: Double Eagle II Airport EA  
237 N.W. Blue Parkway, Suite 100  
Lee's Summit, MO 64063

Or via email:  
[doubleeagle@coffmanassociates.com](mailto:doubleeagle@coffmanassociates.com)

July 24, 2009

Mr. Ed Singleton  
District/Field Office Manager  
Bureau of Land Management  
Albuquerque District Office  
435 Montano Rd., NE  
Albuquerque, NM 87107-4935

**RE:** Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico

Dear Mr. Singleton:

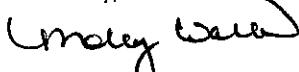
The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at <http://www.doubleeagle-ea.com>. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

Coffman Associates  
Attn: Double Eagle II Airport EA  
237 N.W. Blue Parkway, Suite 100  
Lee's Summit, MO 64063  
[doubleeagle@coffmanassociates.com](mailto:doubleeagle@coffmanassociates.com)

A public workshop regarding the Draft EA will be held on Thursday, August 27, 2009, between the hours of 5:00 p.m. and 7:00 p.m. at the Airfield Maintenance Facility, Double Eagle II Airport, 7401 Paseo Del Volcan (next to the Airport Traffic Control Tower), Albuquerque, New Mexico. Written comments can be submitted at this meeting. Should you have any questions regarding the availability of this document, please do not hesitate to contact me at (816) 524-3500.

Sincerely,



Molly Waller  
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department  
Tim Tandy, Federal Aviation Administration

Kansas City • Phoenix

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

July 24, 2009

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

**RE:** Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico

Dear Ms. Larralde:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at <http://www.doubleeagle-ea.com>. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Sincerely,



Molly Waller  
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department  
Tim Tandy, Federal Aviation Administration

Kansas City • Phoenix

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

July 24, 2009

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

**RE:** Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico

Dear Mr. Greene:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at <http://www.doubleeagle-ea.com>. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Attn: Double Eagle II Airport EA  
237 N.W. Blue Parkway, Suite 100  
Lee's Summit, MO 64063  
[doubleeagle@coffmanassociates.com](mailto:doubleeagle@coffmanassociates.com)

A public workshop regarding the Draft EA will be held on Thursday, August 27, 2009, between the hours of 5:00 p.m. and 7:00 p.m. at the Airfield Maintenance Facility, Double Eagle II Airport, 7401 Paseo Del Volcan (next to the Airport Traffic Control Tower), Albuquerque, New Mexico. Written comments can be submitted at this meeting. Should you have any questions regarding the availability of this document, please do not hesitate to contact me at (816) 524-3500.

Sincerely,



Molly Waller  
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department  
Tim Tandy, Federal Aviation Administration

Kansas City • Phoenix

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

July 24, 2009

Ms. Joy Nicholopoulos, State Supervisor  
Fish and Wildlife Service  
New Mexico Ecological Services Field Office  
2105 Osuna Road, NE  
Albuquerque, NM 87113

**RE:** Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico

Dear Ms. Nicholopoulos:

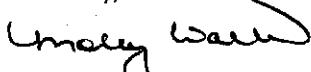
The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at <http://www.doubleeagle-ea.com>. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Sincerely,



Molly Waller  
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department  
Tim Tandy, Federal Aviation Administration

Kansas City • Phoenix

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July 24, 2009

Dr. Joseph Sanchez, Director  
United States Department of the Interior  
National Park Service, Intermountain Region  
Petroglyph National Monument  
6001 Unser Blvd., NW  
Albuquerque, NM 87110

**RE:** Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico

Dear Dr. Sanchez:

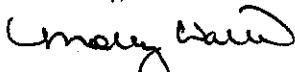
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Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at <http://www.doubleeagle-ea.com>. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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[doubleeagle@coffmanassociates.com](mailto:doubleeagle@coffmanassociates.com)

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Molly Waller  
Airport Environmental Planner

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Tim Tandy, Federal Aviation Administration

Kansas City • Phoenix

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July 24, 2009

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

**RE:** Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico

Dear Mr. Alexander:

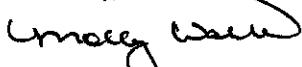
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Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at <http://www.doubleeagle-ea.com>. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Sincerely,



Molly Waller  
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department  
Tim Tandy, Federal Aviation Administration

Kansas City • Phoenix

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

July 24, 2009

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

**RE:** Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico

Dear Mr. Morrin:

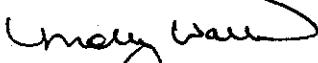
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Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at <http://www.doubleeagle-ea.com>. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Sincerely,



Molly Walter  
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department  
Tim Tandy, Federal Aviation Administration

Kansas City • Phoenix

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

July 24, 2009

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

**RE:** Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico

Dear Mr. Borda:

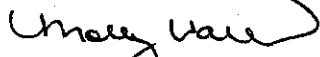
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Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at <http://www.doubleeagle-ea.com>. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Tim Tandy, Federal Aviation Administration

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July 24, 2009

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

**RE:** Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico

Dear Mr. Henry:

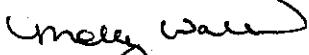
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Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at <http://www.doubleeagle-ea.com>. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Sincerely,



Molly Walter  
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department  
Tim Tandy, Federal Aviation Administration

Kansas City • Phoenix

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

July 24, 2009

Ms. Katherine Slick  
State Historic Preservation Officer  
New Mexico Office of Cultural Affairs, Historic Preservation Division  
Room 320, La Villa Rivera  
228 East Palace Avenue  
Santa Fe, NM 87501

**RE:** *Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico*

Dear Ms. Slick:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at <http://www.doubleeagle-ea.com>. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

Coffman Associates  
Attn: Double Eagle II Airport EA  
237 N.W. Blue Parkway, Suite 100  
Lee's Summit, MO 64063  
[doubleeagle@coffmanassociates.com](mailto:doubleeagle@coffmanassociates.com)

A public workshop regarding the Draft EA will be held on Thursday, August 27, 2009, between the hours of 5:00 p.m. and 7:00 p.m. at the Airfield Maintenance Facility, Double Eagle II Airport, 7401 Paseo Del Volcan (next to the Airport Traffic Control Tower), Albuquerque, New Mexico. Written comments can be submitted at this meeting. Should you have any questions regarding the availability of this document, please do not hesitate to contact me at (816) 524-3500.

Sincerely,



Molly Waller  
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department  
Tim Tandy, Federal Aviation Administration

Kansas City • Phoenix

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

July 24, 2009

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

**RE:** Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico

Dear Ms. Uhl:

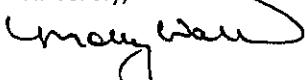
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Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at <http://www.doubleeagle-ea.com>. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Sincerely,



Molly Walter  
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department  
Tim Tandy, Federal Aviation Administration

Kansas City • Phoenix

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

July 24, 2009

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

**RE: Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico**

Dear Mr. Norton:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at <http://www.doubleeagle-ea.com>. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Sincerely,

  
Molly Waller  
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department  
Tim Tandy, Federal Aviation Administration

Kansas City • Phoenix

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

July 24, 2009

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

**RE:** *Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico*

Dear Ms. Leavitt:

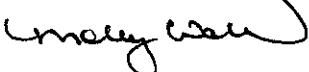
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Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at <http://www.doubleeagle-ea.com>. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Sincerely,



Molly Waller  
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department  
Tim Tandy, Federal Aviation Administration

Kansas City • Phoenix

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

July 24, 2009

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

**RE:      Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico**

Dear Mr. Olson:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at <http://www.doubleeagle-ea.com>. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Sincerely,



Molly Waller  
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department  
Tim Tandy, Federal Aviation Administration

**Kansas City • Phoenix**

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

July 24, 2009

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

**RE:** Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico

Dear Mr. Kruger:

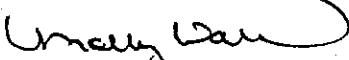
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Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at <http://www.doubleeagle-ea.com>. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Sincerely,



Molly Waller  
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department  
Tim Tandy, Federal Aviation Administration

Kansas City • Phoenix

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

July 24, 2009

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

**RE:** *Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico*

Dear Mr. Baca:

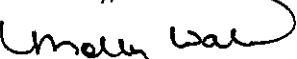
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Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at <http://www.doubleeagle-ea.com>. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Sincerely,



Molly Walker  
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department  
Tim Tandy, Federal Aviation Administration

Kansas City • Phoenix

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

July 24, 2009

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

**RE:** Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico

Dear Mr. Raught:

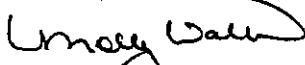
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Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at <http://www.doubleeagle-ea.com>. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Sincerely,



Molly Waller  
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department  
Tim Tandy, Federal Aviation Administration

Kansas City • Phoenix

July 24, 2009

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

**RE:** *Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico*

Dear Mr. Rice:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at <http://www.doubleeagle-ea.com>. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Sincerely,



Molly Waller  
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department  
Tim Tandy, Federal Aviation Administration

Kansas City • Phoenix

July 24, 2009

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

**RE:** Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico

Dear Ms. Kirkpatrick:

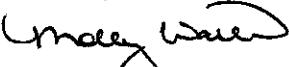
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Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at <http://www.doubleeagle-ea.com>. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Sincerely,



Molly Waller  
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department  
Tim Tandy, Federal Aviation Administration

Kansas City • Phoenix

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

July 24, 2009

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

**RE:** *Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico*

Dear Mr. Dourte:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at <http://www.doubleeagle-ea.com>. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Sincerely,

*Molly Waller*

Molly Waller  
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department  
Tim Tandy, Federal Aviation Administration

Kansas City • Phoenix

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

July 24, 2009

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

**RE:** *Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico*

Dear Mr. Dineen:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at <http://www.doubleeagle-ea.com>. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Sincerely,



Molly Waller  
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department  
Tim Tandy, Federal Aviation Administration

Kansas City • Phoenix

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

July 24, 2009

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

**RE:** Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico

Dear Mr. Tavarez:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at <http://www.doubleeagle-ea.com>. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

Coffman Associates  
Attn: Double Eagle II Airport EA  
237 N.W. Blue Parkway, Suite 100  
Lee's Summit, MO 64063  
doubleeagle@coffmanassociates.com

A public workshop regarding the Draft EA will be held on Thursday, August 27, 2009, between the hours of 5:00 p.m. and 7:00 p.m. at the Airfield Maintenance Facility, Double Eagle II Airport, 7401 Paseo Del Volcan (next to the Airport Traffic Control Tower), Albuquerque, New Mexico. Written comments can be submitted at this meeting. Should you have any questions regarding the availability of this document, please do not hesitate to contact me at (816) 524-3500.

Sincerely,

*Molly Waller*

Molly Waller  
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department  
Tim Tandy, Federal Aviation Administration

Kansas City • Phoenix

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

July 24, 2009

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

**RE:** Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico

Dear Mr. Hart:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at <http://www.doubleeagle-ea.com>. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Sincerely,



Molly Waller  
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department  
Tim Tandy, Federal Aviation Administration

Kansas City • Phoenix

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

July 24, 2009

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

**RE:      Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico**

Dear Mr. West:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at <http://www.doubleeagle-ea.com>. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Sincerely,

Molly Waller  
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department  
Tim Tandy, Federal Aviation Administration

**Kansas City • Phoenix**

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

July 24, 2009

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

**RE:** Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico

Dear Ms. Baca:

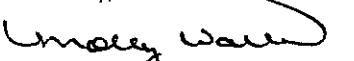
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Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at <http://www.doubleeagle-ea.com>. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Sincerely,



Molly Waller  
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department  
Tim Tandy, Federal Aviation Administration

Kansas City • Phoenix

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

July 24, 2009

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

**RE:** Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico

Dear Mr. Blewett:

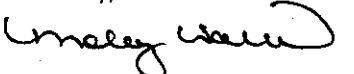
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Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at <http://www.doubleeagle-ea.com>. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Sincerely,



Molly Waller  
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department  
Tim Tandy, Federal Aviation Administration

Kansas City • Phoenix

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July 24, 2009

Mr. Rob Anderson  
Development Director  
City of Rio Rancho  
3900 Southern Blvd., SE  
Rio Rancho, NM 87124

**RE:** *Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico*

Dear Mr. Anderson:

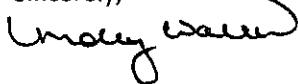
The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at <http://www.doubleeagle-ea.com>. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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[doubleeagle@coffmanassociates.com](mailto:doubleeagle@coffmanassociates.com)

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Sincerely,



Molly Waller  
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department  
Tim Tandy, Federal Aviation Administration

Kansas City • Phoenix

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July 24, 2009

Governor Jason Johnson  
Pueblo of Acoma  
P.O. Box 309  
Acoma, NM 87034

**RE:      Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico**

Dear Governor Johnson:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at <http://www.doubleeagle-ea.com>. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Molly Waller  
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department  
Tim Tandy, Federal Aviation Administration

Kansas City • Phoenix

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July 24, 2009

Governor Lawrence Gutierrez  
Pueblo of Sandia  
481 Sandia Loop  
Bernalillo, NM 87004

**RE:** Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico

Dear Governor Gutierrez:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

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Sincerely,

*Molly Waller*

Molly Waller  
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department  
Tim Tandy, Federal Aviation Administration

Kansas City • Phoenix

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

July 24, 2009

Governor Robert Benavides  
Pueblo of Isleta  
P.O. Box 1270  
Isleta, NM 87022

**RE:** Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico

Dear Governor Benavides:

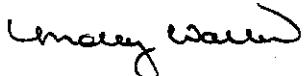
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Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at <http://www.doubleeagle-ea.com>. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Molly Waller  
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department  
Tim Tandy, Federal Aviation Administration

Kansas City • Phoenix

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July 24, 2009

Governor Rudy Shije  
Pueblo of Zia  
135 Capitol Square Drive  
Zia Pueblo, NM 87053-6013

**RE:** Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico

Dear Governor Shije:

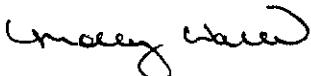
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Molly Waller  
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department  
Tim Tandy, Federal Aviation Administration

Kansas City • Phoenix

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

July 24, 2009

Governor James Roger  
Pueblo of Jemez  
P.O. Box 100  
Jemez Pueblo, NM 87024

**RE:** Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico

Dear Governor Roger:

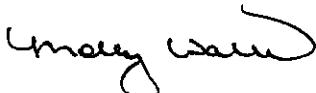
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Molly Waller  
Airport Environmental Planner

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Tim Tandy, Federal Aviation Administration

Kansas City • Phoenix

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July 24, 2009

Governor Leonard Armijo  
Pueblo of Santa Ana  
2 Dove Road  
Santa Ana Pueblo, NM 87004

**RE:** Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico

Dear Governor Armijo:

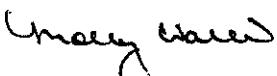
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July 24, 2009

Governor Roland E. Johnson  
Pueblo of Laguna  
P.O. Box 194  
Laguna, NM 87026

**RE:** Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico

Dear Governor Johnson:

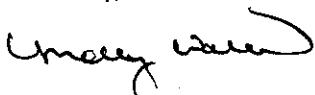
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Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at <http://www.doubleeagle-ea.com>. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

Coffman Associates  
Attn: Double Eagle II Airport EA  
237 N.W. Blue Parkway, Suite 100  
Lee's Summit, MO 64063  
[doubleeagle@coffmanassociates.com](mailto:doubleeagle@coffmanassociates.com)

A public workshop regarding the Draft EA will be held on Thursday, August 27, 2009, between the hours of 5:00 p.m. and 7:00 p.m. at the Airfield Maintenance Facility, Double Eagle II Airport, 7401 Paseo Del Volcan (next to the Airport Traffic Control Tower), Albuquerque, New Mexico. Written comments can be submitted at this meeting. Should you have any questions regarding the availability of this document, please do not hesitate to contact me at (816) 524-3500.

Sincerely,



Molly Waller  
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department  
Tim Tandy, Federal Aviation Administration

Kansas City • Phoenix

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

July 24, 2009

Governor Arlen P. Quetawki, Sr.  
Pueblo of Zuni  
P.O. Box 339  
Zuni, NM 87327

**RE:** Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico

Dear Governor Quetawki, Sr.:

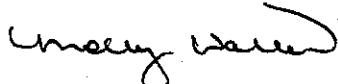
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Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at <http://www.doubleeagle-ea.com>. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Sincerely,



Molly Waller  
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department  
Tim Tandy, Federal Aviation Administration

Kansas City • Phoenix

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

July 24, 2009

Dr. Jonathan Damp  
Tribal Historic Preservation Officer  
Pueblo of Zuni  
Heritage and Historic Preservation Office  
P.O. Box 339  
Zuni, NM 87327

**RE:** Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico

Dear Dr. Damp:

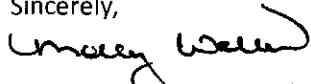
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Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at <http://www.doubleeagle-ea.com>. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Sincerely,



Molly Waller  
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department  
Tim Tandy, Federal Aviation Administration

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July 24, 2009

Mr. Mark R. Chino  
President  
Mescalero Apache Tribe  
P.O. Box 227  
Mescalero, NM 88340

**RE:** *Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico*

Dear Mr. Chino:

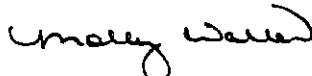
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Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at <http://www.doubleeagle-ea.com>. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Sincerely,



Molly Waller  
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department  
Tim Tandy, Federal Aviation Administration

Kansas City • Phoenix

---

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

July 24, 2009

Ms. Holly Houghten  
Interim Tribal Historic Preservation Officer  
Mescalero Apache Tribe  
P.O. Box 227  
Mescalero, NM 88340

**RE:** Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico

Dear Ms. Houghten:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at <http://www.doubleeagle-ea.com>. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Sincerely,

*Molly Waller*

Molly Waller  
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department  
Tim Tandy, Federal Aviation Administration

Kansas City • Phoenix

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July 24, 2009

Mr. Joe Shirley, Jr.  
President  
Navajo Nation  
P.O. Box 9000  
Window Rock, AZ 86515

**RE:** *Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico*

Dear Mr. Shirley:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at <http://www.doubleeagle-ea.com>. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Sincerely,

*Molly Waller*

Molly Waller  
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department  
Tim Tandy, Federal Aviation Administration

Kansas City • Phoenix

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July 24, 2009

Mr. Ivan L. Sidney, Sr.  
Hopi Tribal Council  
P.O. Box 123  
Kykotsmovi, AZ 86039

**RE:** *Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico*

Dear Mr. Sidney:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at <http://www.doubleeagle-ea.com>. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Sincerely,

*Molly Waller*

Molly Waller  
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department  
Tim Tandy, Federal Aviation Administration

Kansas City • Phoenix

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

July 24, 2009

Mr. Frederick Vigil  
All Indian Pueblo Council  
3939 San Pedro, NE  
Albuquerque, NM 87190

**RE:** Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico

Dear Mr. Vigil:

The City of Albuquerque, as the sponsor for the Double Eagle II Airport, has prepared a Draft Environmental Assessment (EA) to examine the environmental consequences of a proposed runway extension at Double Eagle II Airport. The Federal Aviation Administration (FAA) is the **Lead Agency** under the *National Environmental Policy Act* (NEPA). Specifically, the Draft EA discusses the purpose and need of the proposed federal action, evaluates alternatives, and identifies environmental consequences of the extension of either Runway 17-35 or Runway 4-22 at the airport. The City, with input from the National Park Service, has selected Alternative A, the extension of Runway 17-35, as the proposed action alternative.

Your agency was contacted in April 2007 regarding potential concerns related to the airport improvements. The purpose of this letter is to make you aware of the availability of the Draft EA for your review and comment. Beginning July 27, 2009, a copy of the Draft EA will be available online at <http://www.doubleeagle-ea.com>. Written comments regarding the adequacy of the information disclosed within the Draft EA will be accepted at the address provided below until 4:00 p.m. (MDT) on September 10, 2009. Please mail or email your comments to the following address:

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Sincerely,

Molly Waller  
Airport Environmental Planner

C: Jim Hinde, City of Albuquerque Aviation Department  
Tim Tandy, Federal Aviation Administration

Kansas City • Phoenix

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

July 24, 2009

Mr. James R. Madalena, Director  
Five Sandoval Indian Pueblos, Inc.  
1043 Highway 313  
Bernalillo, NM 87004

**RE:** **Availability of Draft Environmental Assessment – Double Eagle II Airport, Albuquerque, New Mexico**

Dear Mr. Madalena:

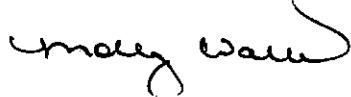
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Sincerely,



Molly Waller  
Airport Environmental Planner

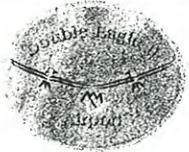
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# PUBLIC INFORMATION WORKSHOP

## MEETING ATTENDANCE RECORD



Meeting: Public Information Workshop Date: August 27, 2009 Time: 5:00-7:00 p.m.

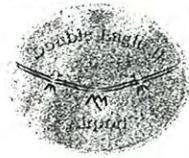
Place: Double Eagle II Maintenance Facility

Please Print Neatly

NAME	ADDRESS	PHONE # / E-MAIL
1. Art Woods	33 Wino Rd NW, ABQ	Phone #: 890 8664 E-mail: turbo182RG@flyloncone.com
2. Keith Beasley <sup>+Joy</sup>	10000 Chantilly NW, ABQ	Phone #: 898-0425 E-mail: Keithjoyair@g.com
3. DOUG HORNE	8712 PEPPER CREEK CT NW ABQ	Phone #: 853-5445 E-mail: dandkhorne@hotmail.com
4. Diane Bode	1100 Warm Sands Dr SE ABQ	Phone #: 296-4362 E-mail: diane.bode@flybode.com
5. Christine Pria	2405 Walkaway NE	Phone #: 291-7633 E-mail: cpica48@gmail.com
6. Calvin Wachs	7516 Primrose Dr. NW 87120	Phone #: 505 228-0382 E-mail: nakbin@comcast.net
7. Bobby Unser	7700 Central Ave SW 87121	Phone #: 505 831 1500 E-mail: bobby.unser@aol.com
8. Lisa Unser	7700 Central Ave SW	Phone #: 505 831 1500 E-mail: bobby.unser@aol.com
9. Mike Abeyta	KOAT-TV	Phone #: _____ E-mail: _____
10. Ron Keller	EFO	Phone #: 681-5982 E-mail: _____
11. Peter St. Cyr	770 KKOB	Phone #: 319 323 7 E-mail: peter@770KKOB.com
12. Michael Faderman	6401 Gloria PL NE	Phone #: 505-275-2615 E-mail: mifad@comcast.net
13.		Phone #: _____ E-mail: _____
14.		Phone #: _____ E-mail: _____
15.		Phone #: _____ E-mail: _____
16.		Phone #: _____ E-mail: _____
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# PUBLIC INFORMATION WORKSHOP

## MEETING ATTENDANCE RECORD



Meeting: Public Information Workshop

Date: August 27, 2009

Time: 5:00-7:00 p.m.

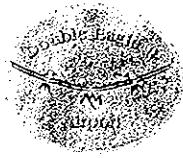
Place: Double Eagle II Maintenance Facility

Please Print Neatly

NAME	ADDRESS	PHONE # / E-MAIL
1. Don Friedman	9438 Bent Rd NE, ABQ	Phone #: 505-823-9689 E-mail:
2. Jessica Dickman	Support	Phone #: 505 244 7859 E-mail: j.dickman@cabq.gov
3. Jane Lucco	State Aviation	Phone #: 505-244-1788 E-mail: jane.lucco@state.nm.us
4. Joyce Woods	33 Wind Rd NW, ABQ	Phone #: 505 890 8664 E-mail: ninen3echo@flyloneline.com
5. Julie Smith	4 Pustado Sol Placitas	Phone #: 505 847 9268 E-mail: snj_aa@concast.net
6. Dan Telfair	808 TRAMWAY LN NE ABQ NM 87122	Phone #: 505-856-6774 E-mail: DAN.TELFAIR@AOC.COM
7. Harley Wadsworth	10004 Stone Ct. NW A16, 87114	Phone #: 505 453 6369 E-mail: harley.wadsworth@concast.net
8. Joe + René Horvath	5515 PALOMINO DR NW	Phone #: 898-2114 E-mail: aboard10@juno.com
9. W. David Edwards	5309 LA COLONIA DR NW <sup>ABQ</sup> <del>87106</del>	Phone #: 899-0358 E-mail: WDE@AUNM2.WTEXAS.NET
10. John R Bode	1100 WARM SANDS DR SE ALBUQUERQUE, NM	Phone #: 220 5863 E-mail: Jrbode2@yahoo.com
11. John Schreiber	10336 COUNTRY SAGE DR NW ALBUQ. NM 87114	Phone #: 505-577-0474 E-mail: jfschreib@MEN.COM
12. Guy Idines	3708 CALLE CASTAÑO NE ALBUQUERQUE, NM	Phone #: 505-845-0916 E-mail: gony121@questnet.net
13. Raymond Saunders	1701 CEDAR BROOK CT, NE ALBUQUERQUE, NM 87111	Phone #: 505-290-9277 E-mail: ray.e.saunders@q.com
14.		Phone #: _____ E-mail: _____
15.		Phone #: _____ E-mail: _____
16.		Phone #: _____ E-mail: _____
17.		Phone #: _____ E-mail: _____
18.		Phone #: _____ E-mail: _____
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# PUBLIC INFORMATION WORKSHOP

## MEETING ATTENDANCE RECORD



Meeting: Public Information Workshop

Date: August 27, 2009 Time: 5:00-7:00 p.m.

Place: Double Eagle II Maintenance Facility

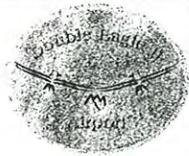
Please Print Neatly

NAME	ADDRESS	PHONE # / E-MAIL
1. Wallace D Henderson	8804 Cerrito, 0020 NE ABQ 87111	Phone #: 505-828-0702 E-mail: tecular10msn.com
2. STUART MILES	7201 CANTARA AVENUE ALBUQUERQUE, NM 87114	Phone #: 505-235-4645 E-mail: stuart.miles@hotmail.com
3. JEAN WADSWORTH	520 6th Street SW ALBUQUERQUE, NM 87104	Phone #: 505-907-7051 E-mail: JEANWADSW@AOL.COM
4. TODD BLUE	5700 ASPEN DR ALBUQUERQUE, NM 87106	Phone #: 505-263-6657 E-mail: tblue@ix.netcom.com
5. Jennifer Moseley	1625 Earth Dr Belen, NM 87002	Phone #: 432-6383 E-mail: jennifer.moseley@phyldex.com
6. Derek Larson	8473 Ranch Ventoso, NW ABQ, NM 87120	Phone #: 792-1880 E-mail: DerekLarsong@Comcast.net
7.		Phone #: _____ E-mail: _____
8.		Phone #: _____ E-mail: _____
9.		Phone #: _____ E-mail: _____
10.		Phone #: _____ E-mail: _____
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15.		Phone #: _____ E-mail: _____
16.		Phone #: _____ E-mail: _____
17.		Phone #: _____ E-mail: _____
18.		Phone #: _____ E-mail: _____
19.		Phone #: _____ E-mail: _____
20.		Phone #: _____ E-mail: _____

## DOUBLE EAGLE II AIRPORT ENVIRONMENTAL ASSESSMENT

# PUBLIC INFORMATION WORKSHOP

## MEETING ATTENDANCE RECORD



Meeting: Public Information Workshop

Date: August 27, 2009

Time: 5:00-7:00 p.m.

Place: Double Eagle II Maintenance Facility

Please Print Neatly

NAME	ADDRESS	PHONE # / E-MAIL
1. Kathryn Henderson	8804 Camino Osito NE ABQ	Phone #: 505-828-0702 E-mail: <a href="mailto:kermologist@comcast.net">kermologist@comcast.net</a>
2. CHRIS TORRES	212 CACOS RO. NE	Phone #: 505-410-1529 E-mail: <a href="mailto:CHRIS.TORRES@flybase.com">CHRIS.TORRES@flybase.com</a>
3. CHACE MAYHEW	2701 Palo Alto Dr NE	Phone #: 505-870-5616 E-mail: <a href="mailto:chace.mayhew@flybase.com">chace.mayhew@flybase.com</a>
4. JJ TORRES	604 CAMBANA Ave Belen NM 87002	Phone #: E-mail: <a href="mailto:JJ.TORRES@flybase.com">JJ.TORRES@flybase.com</a>
5. MICHELLE AMEZCUA	2813 SEVEN FALLS DR RIO RIO	Phone #: 350-1535 E-mail: <a href="mailto:miamezcua@yahoo.com">miamezcua@yahoo.com</a>
6. John H. Bode	7401 Paseo del Volcan NW	Phone #: 505-328-7454 E-mail: <a href="mailto:john.godoe@flybase.com">john.godoe@flybase.com</a>
7. JOHN VON	2709 Loring ST NE	Phone #: 262-8237 E-mail: <a href="mailto:JOHN.VON@YAHOO.COM">JOHN.VON@YAHOO.COM</a>
8. Han Lim	6300 Montgomery Blvd. NE 210	Phone #: (720) 201-2099 E-mail: <a href="mailto:hlim2matrix@yahoo.com">hlim2matrix@yahoo.com</a>
9.		Phone #: E-mail:
10.		Phone #: E-mail:
11.		Phone #: E-mail:
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19.		Phone #: E-mail:
20.		Phone #: E-mail:



AUG-06-2009 11:39AM FROM-US-FISH AND WILDLIFE 4053462542 T-786 P.001/003 F-611

## United States Department of the Interior

### FISH AND WILDLIFE SERVICE

New Mexico Ecological Services Field Office

2105 Osuna NE

Albuquerque, New Mexico 87113

Phone: (505) 346-2525 Fax: (505) 346-2512

AUG - 6 2009

Thank you for your recent request for information on threatened or endangered species or important wildlife habitats that may occur in your project area. The New Mexico Ecological Services Field Office has posted lists of the endangered, threatened, proposed, candidate and species of concern occurring in all New Mexico Counties on the Internet. Please refer to the following web page for species information in the county where your project occurs:  
[http://www.fws.gov/southwest/es/NewMexico/SBC\\_intro.cfm](http://www.fws.gov/southwest/es/NewMexico/SBC_intro.cfm). If you do not have access to the Internet or have difficulty obtaining a list, please contact our office and we will mail or fax you a list as soon as possible.

After opening the web page, find New Mexico Listed and Sensitive Species Lists on the main page and click on the county of interest. Your project area may or necessarily include all or any of these species. This information should assist you in determining which species may or may not occur within your project area.

Under the Endangered Species Act of 1973, as amended (Act), it is the responsibility of the Federal action agency or its designated representative to determine if a proposed action "may affect" endangered, threatened, or proposed species, or designated critical habitat, and if so, to consult with us further. Similarly, it is their responsibility to determine if a proposed action has no effect to endangered, threatened, or proposed species, or designated critical habitat. On December 16, 2008, we published a final rule concerning clarifications to section 7 consultations under the Act (73 FR 76272). One of the clarifications is that section 7 consultation is not required in those instances when the direct and indirect effects of an action pose no effect to listed species or critical habitat. As a result, we do not provide concurrence with project proponent's "no effect" determinations.

If your action area has suitable habitat for any of these species, we recommend that species-specific surveys be conducted during the flowering season for plants and at the appropriate time for wildlife to evaluate any possible project-related impacts. Please keep in mind that the scope of federally listed species compliance also includes any interrelated or interdependent project activities (e.g., equipment staging areas, offsite borrow material areas, or utility relocations) and any indirect or cumulative effects.

FWS1

Candidates and species of concern have no legal protection under the Act and are included on the web site for planning purposes only. We monitor the status of these species. If significant declines are detected, these species could potentially be listed as endangered or threatened. Therefore, actions that may contribute to their decline should be avoided. We recommend that candidates and species of concern be included in your surveys.

Also on the web site, we have included additional wildlife-related information that should be considered if your project is a specific type. These include communication towers, power line safety for raptors, road and highway improvements and/or construction, spring developments and livestock watering facilities, wastewater facilities, and trenching operations.

Under Executive Orders 11988 and 11990, Federal agencies are required to minimize the destruction, loss, or degradation of wetlands and floodplains, and preserve and enhance their natural and beneficial values. We recommend you contact the U.S. Army Corps of Engineers for permitting requirements under section 404 of the Clean Water Act if your proposed action could impact floodplains or wetlands. These habitats should be conserved through avoidance, or mitigated to ensure no net loss of wetlands function and value.

The Migratory Bird Treaty Act (MBTA) prohibits the taking of migratory birds, nests, and eggs, except as permitted by the U.S. Fish and Wildlife Service. To minimize the likelihood of adverse impacts to all birds protected under the MBTA, we recommend construction activities occur outside the general migratory bird nesting season of March through August, or that areas proposed for construction during the nesting season be surveyed, and when occupied, avoided until nesting is complete.

We suggest you contact the New Mexico Department of Game and Fish, and the New Mexico Energy, Minerals, and Natural Resources Department, Forestry Division for information regarding fish, wildlife, and plants of State concern.

Thank you for your concern for endangered and threatened species and New Mexico's wildlife habitats. We appreciate your efforts to identify and avoid impact to listed and sensitive species in your project area.

Sincerely,



Wally Murphy  
Field Supervisor



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 6  
1445 ROSS AVENUE, SUITE 1200  
DALLAS, TX 75202-2733

EPA1. Comment noted.

AUG 21 2009

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

RE: Double Eagle II Airport, Albuquerque, New Mexico

Dear Ms. Waller:

The Environmental Protection Agency (EPA) has received the above referenced Environmental Assessment (EA) and proposed Draft Finding of No Significant Impact.

We have no comments to offer. Thank you for your coordination.

Sincerely yours,

Cathy Gilmore, Chief  
Office of Planning and  
Coordination (GEN-XP)

A visitor has commented on the Double Eagle study.

Name: Ron Keller  
Organization: FAA Technical Operations  
Email Address: [ron.keller@faa.gov](mailto:ron.keller@faa.gov)  
City: Albuquerque  
State: NM  
Zip Code: 87106

Comment Made On: 2009-07-28 17:25:31

Comments: The draft EA appears to have some factual deficiencies in reference to the existing ILS at Double Eagle II Airport. Section 2.3.1 states that the existing ILS is comprised of a localizer, glide slope, and a inner marker. This is not factual. There is a localizer and glide slope, but there is not, nor will there ever be a inner marker. There is a middle marker, a outer marker, and a locator outer marker. The middle marker could probably be relocated upon airport property, but the outer marker and locator outer marker would require new leased property. Has this been addressed? Also, have the negative impacts to Albuquerque Int'l Airport operations been addressed? Specifically, with a ILS on runway 17, the missed approach could rapidly take an aircraft into the class 'C' airspace of ABQ Int'l. I have been told verbally that this causes great concern for ABQ ATC.

**RK1.** The text has been revised to reflect the presence of the middle marker and the locator outer marker. It should be noted that marker beacons are gradually being phased out as GPS and other technologies have made them obsolete. For example, a low-power DME (distance measuring equipment) can be co-located with the localizer where it can provide an accurate distance function like that provided by the marker beacons. The equipment at Double Eagle II is old and would likely need to be replaced in the future. As a result, the ILS for Runway 17 is expected to be newer technology equipment and will not require any marker beacons.

Early coordination with ABQ Approach Control indicated that relocating the ILS approach to Runway 17 would improve rather than negatively impact the area airspace.

RK1

A visitor has commented on the Double Eagle study.

**AM1. Comment noted.**

Name: Aaron McCrea  
Organization: Robinson Aviation  
Email Address: [mccraze93245@yahoo.com](mailto:mccraze93245@yahoo.com)  
City: Albuquerque  
State: NM  
Zip Code: 87120

Comment Made On: 2009-08-05 14:21:02

Comments: I live less than two miles from the monument, and also work at the airport. I am also a faithful tax payer, and was wondering what the total accumulated cost of this study is. I consider myself an avid environmentalist, and am growing more concerned about why there is a study surrounding the impacts of noise from light aircraft on basically volcanic rocks, as opposed to a more necessary study of why our city lacks adequate recycling bins or a profitable recycling solution.

Thank you,

Aaron McCrea

AM1

ENVIRONMENTAL ASSESSMENT  
PUBLIC INFORMATION WORKSHOP  
COMMENT SHEET

**HW1.** Comment noted.

Name: <u>Barney Schaefer</u>	Date: <u>August 27, 2009</u>	Time: <u>5:00pm-7:00pm</u>
Place: Double Eagle II Airfield Maintenance Facility <u>7401 Paseo del Volcan NW, Albuquerque, NM 87120</u>		
Please print neatly		

Please print neatly

I am strongly against changing the primary runway at KPIG to 35-17. None of the pilots I have spoken with favor it either. I agree with DEPOA document of 27 August 2009. Please leave runway 4-22 the primary runway at KPIG

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

ENVIRONMENTAL ASSESSMENT  
PUBLIC INFORMATION WORKSHOP  
COMMENT SHEET

WD1. Comment noted.



Name: Wofford D. Henderson Date: August 27, 2009 Time: 5:00pm-7:00pm  
C. 437425

Please print neatly

Place: Double Eagle II Airfield Maintenance Facility

7401 Paseo del Volcan NW, Albuq, NM 87120

I have attended all of the public meetings and read the literature available on this study.

After the first meeting I concluded based on several years experience as a government contractor that this was a typical "fair and objective" analysis to cover a prior government decision. Nothing in subsequent meetings has changed this opinion.

ENVIRONMENTAL ASSESSMENT  
PUBLIC INFORMATION WORKSHOP  
COMMENT SHEET



Name: Kathryn Henderson Date: August 27, 2009 Time: 5:00pm-7:00pm

Place: Double Eagle II Airfield Maintenance Facility  
7401 Paseo del Volcan NW, Albq, NM 87120

Please print neatly

*See attached*

Mail to:

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

	<b>KH1.</b> Analysis undertaken for the Double Eagle II Airport Master Plan and this EA determined that both runways at the airport, Runway 4-22 and Runway 17-35, are safe for aviation use. The master plan included potential runway extensions for both runways, ultimately extending Runway 4-22 to 11,000 feet and Runway 17-35 to 8,000 feet.
KH1	
KH2	<b>KH2.</b> The consultant selection process for this EA was a competitive process undertaken in accordance with an Act of Congress entitled the "Brooks Act," which states that the selection of design professionals shall be conducted using a qualifications-based procedure. A Selection Advisory Committee reviewed proposals submitted by interested firms and selected Coffman Associates to prepare this EA.
KH3	<b>KH3.</b> This EA was prepared in accordance with the <i>National Environmental Policy Act of 1969</i> and pertinent FAA guidance documents. The alternatives analysis undertaken for this EA, specifically the evaluation of the existing runways at the airport, was prepared to address previous concerns voiced by the National Park Service regarding overflight of the neighboring National Park Unit. The City of Albuquerque did not direct the outcome of this analysis, nor were they involved in the formulation of project alternatives.

I am a research virologist by profession. I would NEVER expect that I, my students, employees or colleagues should have to work under unsafe conditions or would have no input on the ways we can improve our working relationships with viruses. Analogously, the primary consideration for a General Aviation airport should be the **safety and enjoyment of the pilots who fly in and out of that airport**, as long as they adhere to environmental ordinances and regulations. It appears that Marty Chavez (henceforth referred to as "The City") has taken it upon himself to modify the 1999 Master Plan approved by the City Council by commissioning a consulting firm (*through what process?*) to do an Environmental Assessment of the runways at Double Eagle Airport. **Was this EA commission with the knowledge and approval of the City Council to spend millions of dollars for proposed changes?** In my opinion, the EA is a thinly-veiled and weakly-supported study with a pre-determined outcome; that is, to extend 17-35 as the main runway, come hell or high water! The pilots (including myself) who regularly fly in and out of AEG have expressed their frustration that their concerns and input about safety, costs, efficacy and environmental impact were completely ignored by "The City" and the EA. The lack of response and inaccessibility on the part of the Coffman website could certainly lead pilots to speculate that "The City" has its own agenda for the AEG properties, runways and facilities. Perhaps "The City" has worked deals with the land developers for properties north of the airport; perhaps "The City" has an agreement to facilitate Eclipse Aviation plans; perhaps "The City" values autocratic policy-making and money decisions over the safety and enjoyment of the pilots of AEG. During this time of recession and financial insecurity, my thought is that the federal stimulus money currently being spent to refurbish and re-do Runway 4-22 is a more worthwhile and reasonable expenditure of funds related to Double Eagle than any of this EA and "The City" saga.

Kathryn Henderson

Throughout the EA process, input was obtained from airport users. Initial concerns raised by airport users centered primarily on safety and efficiency. To address their concerns, detailed wind and capacity analyses were undertaken to evaluate the safety of Alternative A, and the alternative layout was revisited. To address efficiency concerns, the proposed extension of Runway 17-35 was planned in a manner that the larger extension would occur to the north, nearer the existing hangar facilities. By proceeding in this manner, taxi distances for each alternative were similar. Refer to Chapter Four, Section 4.11 for specific details regarding taxi distances for each alternative.

ENVIRONMENTAL ASSESSMENT  
PUBLIC INFORMATION WORKSHOP  
COMMENT SHEET



Name: Diane Bode Date: August 27, 2009 Time: 5:00pm-7:00pm

Place: Double Eagle II Airfield Maintenance Facility

7401 Paseo del Volcan NW, Albu, NM 87120

Please print neatly

**SEE ATTACHED**

<p><b>DB1.</b> See response to KH1 and KD3. The cost of Alternative B is less than Alternative A, in part due to the relocation of the ILS that would be required under Alternative A. The primary differential in cost, however, is the amount of runway that the airport will have as a result of the project. Alternative A will provide the airport with runways of 9,000 feet and 7,400 feet in length, while Alternative B will result in runways of 9,000 feet and 5,999 feet.</p>	<p>The airport wind coverage indicates that a crosswind runway should have adequate length to accommodate most aircraft that use the airport on a regular basis. The runway length requirement for the group of small airplanes (weighing less than 12,500 pounds) at Double Eagle II is 7,300 feet. While the crosswind runway does not necessarily need to meet the needs of the most demanding aircraft and its design stage length, it should be able to accommodate a reasonably reduced load, such as 60 percent useful load. The runway length requirement for 75 percent of the large airplanes less than 60,000 pounds is 7,500 feet. Thus, Alternative A would more effectively meet the runway length requirements for the airport than Alternative B. Alternative B could be adjusted to meet this requirement, but would require a second project to extend Runway 17-35 by at least 1,400 feet. If a 1,400-foot extension to Runway 17-35 were added to Alternative B, the costs of the two alternatives become very comparable.</p>
<p>After all the meetings and all the comments the AEG pilot community has made, there is no evidence that any consideration was given to their concerns. Given all the changes that will have to be made to make 17-35 the primary runway, one would think that extending 4-22 would be a lot cheaper. Even if the cost was more for 4-22, the safety issues involved with 17-35 should be given a lot of consideration. The tower operators (who still do not have radar) can see the traffic on 4-22 and its taxiways much better than that on 17-35.</p>	<p>The departing traffic on runway 17 conflicts with the arriving traffic descending through the corridor into the Sunport on runway 8.</p>
<p>If a pilot is descending into runway 17 or departing on runway 35 he has to cross the high voltage power lines to the north of the end of 35. That is fine in average conditions. However, if it is a really hot day, the pilot (taking off on 35) is not used to high elevation airports and/or is carrying a heavy load, he may not be able to gain enough altitude to clear the power lines. Another dangerous scenario would be in IFR conditions at night where a pilot on the ILS to 17 could accidentally pass through his minimum descent altitude a little early and catch the wires. Also if runway 17-35 is extended to the north, the power lines probably will be within the missed approach point on an ILS for runway 17. How many pilots will die before you put the power lines underground?</p>	<p>Finally, what about all the unexploded ordnance just north of the north end of runway 35? Have you addressed that and considered the cost of clearing that area?</p>

**DB2.** During the analysis undertaken for this EA, a meeting was held with the Sunport ATCT manager to determine if

A review of line-of-sight for the ATCT determined that all runway ends will be visible to the ATCT regardless of which alternative is selected.

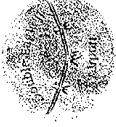
implementation of Alternative A would impact operations of aircraft utilizing the Sunport. During the meeting it was indicated that placing IFR and business jet aircraft on Runway 17-35 would be beneficial to ATCT staff as it would reduce the need to cross traffic at differing altitudes.

**DB3.** The electric power line that runs parallel to the existing airport entrance road will need to be relocated as part of Alternative A implementation. The power lines will be relocated to an area which conforms to all FAA guidelines regarding object height.

**DB4.** As described within Chapter Four of the EA, the removal of the ordnance is the responsibility of the U.S. Army Corps of Engineers (USACE). As described within the email dated May 14, 2007, contained within Appendix B, page B-56, the USACE indicated an ability to provide for construction support, at a minimum.

# PUBLIC INFORMATION WORKSHOP

## MEETING COMMENT FORM



Meeting Public Information Workshop \_\_\_\_\_ Date: August 27, 2009 Time: 5:00-7:00 p.m.

Place: Double Eagle II Maintenance Facility

Please Print Neatly

*This selection of Act. A is unacceptable. I do NOT HAVE ENOUGH  
ROOM TO IN DETAIL TELL YOU ALL THE SAFETY, FINANCIAL,  
AND OPERATIONAL COST AND MISTAKES THIS CHOICE  
REPRESENTS. AS A PILOT FOR 45 YRS, (I ALMOST AT  
DOUBLE EAGLE II) I AGREE WITH EVERY POINT AND  
POSITION TAKEN BY THE 130+ PILOTS AND OWNERS  
OF AIRCRAFT AT THE AIRPORT (DEZA). THESE  
TOUGH ECONOMIC TIMES DICTATE THE MOST  
JUDICIAL USE OF OUR FED., STATE, AND MUNICIPAL  
TAX DOLLARS. ACT A DOES NOT DO THAT. IF  
THE PARK IS SO IMPORTANT AND THE AREA OF  
SUCH SIGNIFICANCE, WHY WAS IT A BANZ RANCH  
IN THE PAST. THE PETROGYPHS ARE STORED  
A SIGNIFICANT RECKONING, BUT IT IS AN URBAN  
PARK. NOISE CAN BE ADDRESSED BY THE  
NEW ACTIVE TOWER (which) AND THE "FLY  
FRIENDLY PROGRAM" DURING NORMAL PARK HOURS.  
THE PARK SERVICE IS AN INTERESTED PARTY, BUT*

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

(Cover)

**UNK1.** Extensive analysis was undertaken through the preparation of this EA to ensure implementation of Alternative A would result in a safe operating environment for airport users.

See response to DB1. The cost of implementation of Alternative A is higher than that of Alternative B. Alternative A results in a longer runway extension (3,000 feet) when compared to Alternative B (1,400 feet) as well as the relocation of the airports instrument landing system (ILS); however, it was determined that implementation of Alternative A will remove a number of overflights from the northern portions of the Petroglyph National Monument as well as the Northern Geologic Window. Alternative A also allows the airport to better serve aircraft requiring longer runway lengths for takeoff or landing as it provides a 9,000-foot and a 7,400-foot runway at the airport versus Alternative B, which provides a 9,000-foot and 5,999-foot runway. Refer to the response to UNK 2 for additional details regarding mitigation measures which have previously been undertaken at the airport to mitigate or reduce potential impacts on the neighboring National Monument.

**UNK2.** Consistent with a Memorandum of Understanding (MOU) between the U.S. National Park Service (NPS) and the City of Albuquerque, the land within the monument is jointly managed by the City of Albuquerque and the NPS. The City of Albuquerque Open Space Division and the NPS have a long history of documented concerns regarding the development of Double Eagle II Airport (dating back to 1990). In regards to airport projects, the City set a precedent

UNK2

A PARTY OF NO GREATER WEIGHT THAN  
THE AIRPORT USERS, CORP. OF ENGINEERS, ETC.  
DO NOT PROCEED WITH ACT A. ITS COST  
CAN NOT BE JUSTIFIED ON ANY PRAGMATIC  
BASIS. IF THE ADDITIONAL COSTS WERE  
SPREAD OVER THE TAXPAYERS AND THEY  
KNEW THE WASTE THEY WOULD NOT  
APPROVE. MY GOODNESS, DO WE HAVE  
AN ESTIMATE OF WHAT OUR SUBSIDY  
OF EACH COMPLAINING PARK VISITOR  
WOULD BE. PROBABLY \$5 MILLION MORE  
DOLLARS FOR 20 YEARS CONSEQUENTS IN  
26 YRS OF THE AIRPORTS OPERATION.  
LUDICROUS.

**UNK2 (continued).** during previous EA processes in developing alternatives or mitigation measures which would reduce the impact of airport operations on the neighboring National Park Unit. For example, the airport's northern access road was originally planned to extend along the airport's eastern/northeastern property line. During the EA, completed in the early 1990s, the road was pushed farther west, curves were introduced, and a open space buffer was created between the access road and the monument boundary through a property transfer from the City of Albuquerque Aviation Department to the City of Albuquerque Open Space Department. During the preparation of the EA for the construction of the airport traffic control tower (ATCT), the City of Albuquerque Aviation Department agreed to undertake and implement a "Fly Friendly Program" at the airport to evaluate and, if possible, reduce monument overflights.

Refer to the response to comment DB4 for additional information regarding the USACE's responsibility to the ordnance located north of the airport.

ENVIRONMENTAL ASSESSMENT  
PUBLIC INFORMATION WORKSHOP  
COMMENT SHEET



Name: Gary Jones Date: August 27, 2009 Time: 5:00pm-7:00pm  
PRESIDENT, DEPOA Place: Double Eagle II Airfield Maintenance Facility  
Please print neatly 7401 Paseo del Volcan NW, Albu, NM 87120

THE PURPOSE OF THE ATTACHED DOCUMENT IS TO  
PROVIDE WRITTEN COMMENT AND REGISTER SIGNIFICANT  
CONCERN WITH THE ENVIRONMENTAL ASSESSMENT  
PREPARED BY COFFMAN ASSOCIATES REGARDING  
PROPOSED RUNWAY EXTENSION AT DOUBLE EAGLE  
II AIRPORT. THE DRAFT ASSESSMENT IS DATED  
9 JULY 2009. THERE ARE TWELVE PAGES OF  
COMMENTS ATTACHED.

*Handwritten signature*

PRESIDENT

DOUBLE EAGLE PILOTS & OPERATORS ASSOCIATION

*Mail to:*

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

## DEPOA GENERAL MEETING

27 AUGUST 2009

## DOUBLE EAGLE II AIRPORT

The purpose of this handout is to provide DEPOA members with an informational resource they can use to develop verbal and written input regarding the Environmental Assessment recently released by the City of Albuquerque and its significant future consequence for Double Eagle Airport and the pilots and operators that are based there.

The DEPOA Executive Committee continues to have serious safety, operational and financial reservations with the proposed city action. We must stay engaged in addressing these issues with City Council, the City Aviation Department, elected representatives and other government entities.

The executive committee also strongly urges DEPOA members to attend the city sponsored "workshop" that will be held from 5PM to 7PM, 27 August 2009 regarding the EA and the City decision to extend Runway 17-35. The workshop will be held in the Airfield Maintenance Facility, Double Eagle II Airport (next to the Airport Traffic Control Tower).

There are a significant number of serious issues with the EA and the City of Albuquerque's decision to extend runway 17-35 (Option A). The selection of Option A is a complete change to the original Master Plan approved by the City Council in 1999. The following is a listing of a number of these issues that are of top concern to pilots and operators at Double Eagle II:

1. This reported decision by the City to extend runway 17-35 has been made with disregard to the input received from the pilots and operators who actually use Double Eagle II. GJ1
2. The EA cites a "wind" advantage to 17-35; however, the data used to make this decision appears to show no statistically significant advantage to either runway. GJ2
3. The city cites the "preference" of the National Park Service for 17-35 due to asserted noise issues; but: 1. The National Park Service is a "coordinating" agency and is not entitled to greater consideration than any other concerned party. 2. The FAA has determined that asserted aircraft noise levels are not an issue under any of the three alternatives contained in the EA. GJ3
4. There are very significant expenditures of our tax dollars that will be necessary to extend runway 17-35 to the north and south versus extending runway 4-22 to the southwest. We do not have cost estimates yet, but they can be reasonably stated in the millions of dollars for:
  - a. Construction of over 1400 of additional feet of runway for 17-35 versus 4-22.GJ4

**GJ1.** Double Eagle II pilots were coordinated with throughout the EA process. The second public information workshop was held, at the request of the pilots, at the airport's fixed base operator (FBO) facilities and was held in a format that allowed for a presentation by the study consultants followed by a question/answer session. Concerns raised by the pilots included the following: safety (specifically relating to wind coverage on Runway 17-35), efficiency (specifically relating to taxi distances), and cost. To address the safety concerns, a detailed wind analysis was undertaken (refer to the contents of Appendix E) and it was determined that Runway 17-35 and Runway 4-22 provide similar wind coverage. To address taxi distance concerns, Alternative A was revisited to determine if taxi distances could be lessened. It was found that with a 2,000-foot extension to the north and a 1,000-foot extension to the south, as well as the introduction of additional taxiways, the taxi distances for Alternative A could be reduced (refer to Chapter Four, Section 4.11). A preliminary cost estimate was prepared for each alternative. It is recognized that Alternative A does cost more than Alternative B. However, Alternative A provides two runways of at least 7,400 feet, while the second runway under Alternative B is 5,999 feet, or 1,400 feet shorter, and 1,300 feet shorter than the design length for small aircraft. If the airport was not located adjacent to a National Park Unit, Alternative B would have been deemed the proposed action; however, the concerns of the NPS were given consideration by the project sponsor and Alternative A was selected.

**GJ2.** Within Chapter One, Section 1.1.3, it states, "Based on the results of the wind and airfield capacity analyses, either of the existing runways at the airport could be extended without significantly compromising safety or capacity." No reference to a statistically significant advantage within the EA.

**GJ3.** The NPS is a Cooperating Agency for the EA and was given this status due to the presence of a National Park Unit adjacent to the airport. The concerns of all interested parties were taken into consideration. In regards to pilot concerns, it was determined that Alternative A would be safe for pilot operations and taxi distances were similar to Alternative B. During this EA, and previous NEPA efforts at the airport, the NPS had indicated a desire to select airport development alternatives which have the potential

b. Construction of over 1700 feet of additional taxiways for 17-35 not needed with an extension of runway 4-22.	
c. Construction of approximately 2,500 feet of new roadway plus tearing up the newly reconstructed access road and intersection.	
d. Approximately \$1,600,000.00 to relocate and recertify the ILS. The FAA has stated they will not pay this cost.	
e. Unknown cost to re-certify the GPS approach.	GJ4 (cont'd )
f. Unknown cost to relocate the existing MALSR.	
g. Unknown cost to develop new air traffic procedures.	
h. Unknown cost to relocate two chain link fences.	
i. Unknown cost if relocation of power lines to the north of runway 17-35 is required for safety reasons.	
j. Unknown additional cost for taxiway and runway lighting and signage to extend Runway 17-35 versus Runway 4-22.	
k. Unknown cost for remediation of Ordnance Operable Unit 4 north of runway 35(WW2 practice bomb range).	
5. The US Corps of Engineers has formally stated the following: "The Army Corps of Engineers strongly advises that there are significant unexploded munitions in the area directly north of 17-35 which create safety and clearance issues for Alternative A."	GJ5
6. The existing power lines to the north of the approach end of runway 17 are now approximately 4,600 ft from the end of the runway. An extension of 2,000 ft would bring the approach end of 17,2,600 ft from the power lines. It appears this would place the power lines inside the Missed Approach Point for an ILS and dangerously closed to the approach end of the runway.	GJ6
These six items contain the major issues of concern with Alternative A. These six items are not all the areas of concern.	GJ7
The EA states that the "City" has selected alternative A <u>however</u> , final financial decision authority for this matter rests with the City Council. Further, the Airport Advisory Board has not yet reviewed or commented on the draft EA.	
In addition to the issues outlined above, a review of the EA is outlined below. The complete text of the EA can be found at: <a href="http://www.doubleeagle-ea.com">http://www.doubleeagle-ea.com</a> .	
Page 1-1, §1.1.1 The Aviation Department Planning Manager has stated that the 2002 Master Plan was outdated the day after it was issued.	GJ8
Page 1-3, §1.1.1 The conclusion that Appendix E provides marginally better wind coverage is flawed in that it is based on admittedly limited wind information and the difference between the two runways is statistically insignificant and within a .2% margin of error.	GJ9
<b>GJ3 (continued).</b> to lessen airport impacts on their resources. It was found, through the analysis documented within Chapter Four, that the selection of Alternative A would reduce future overflight of the northern portions of the monument, primarily due to the relocation of the airport's ILS. In summary, the pilot concerns were taken into consideration, changes were made to Alternative A to reduce taxi times, and it was determined that both alternatives were safe. The concerns of the NPS could be partially addressed through the selection of Alternative A.	
<b>GJ4.</b> Preliminary costs estimates were prepared for each alternative after the release of the Draft EA for comment. It was determined that Alternative A would cost approximately \$7.0 million and Alternative B would cost approximately \$3.5 million. Much of this difference is reflected in the fact that Alternative A would provide a much longer crosswind runway.	
<b>GJ5.</b> The USACE went on to state that they could provide funds for clearing activities in FY 2009.	
<b>GJ6.</b> To ensure a safe operating environment at the airport, the relocation of the referred to power line will be investigated further during project design. Cost estimates cited in the response to comment GJ4 include costs for the relocation of the power line.	
<b>GJ7.</b> The Airport Advisory Board was kept abreast of the project schedule during the preparation of the EA. Opportunity was provided for public and agency review of the Draft EA from July 27, 2009 through September 10, 2009. A presentation was given to the board on October 15, 2009.	
<b>GJ8.</b> Comment noted. No documentation of said comment can be located.	
<b>GJ9.</b> Detailed wind analysis was undertaken to determine if Runway 17-35 could provide similar wind coverage to Runway 4-22. It was found that either runway provides adequate wind coverage at the airport.	

The correct conclusion of the wind data is that the wind coverage does not favor either runway and, thus, should not be considered as a factor in the assessment.

**GJ10.** Comment noted.

Page 1-4, §1.2 Note that 49 USC §47101(a)(3) states that it is the policy of the United States to give special emphasis to developing reliever airports.

**GJ11.** Letters supporting the need for additional runway length at Double Eagle II were obtained from airport users. A notation will be placed after this statement identifying the location of these letters within Appendix C.

Page 1-4, §1.2 What is the basis for the statement: "Letters of support?"

**GJ12.** The airport master plans for both the Sunport and Double Eagle II each state that it is the policy of the City to encourage general aviation users to utilize Double Eagle II Airport.

Page 1-4, §1.2 What is the basis for the statement: "The City of Albuquerque's policy to encourage general aviation use of Double Eagle rather than the Sunport?"

**GJ13.** The existing Double Eagle II Airport conditionally-approved airport layout plan includes a runway extension for both Runway 4-22 and Runway 17-35. At this time, justification can be made for the extension of only one runway at the airport. Through a detailed alternatives analysis, the Aviation Department chose to extend Runway 17-35 at this time. Any potential extension to Runway 4-22 will be evaluated at a later date.

Page 1-5, §1.4 The statements of Proposed Action attributed to the City of Albuquerque is incorrect. The Aviation Department Administration failed to consult with the City of Albuquerque Airport Advisory Board. Therefore, the no official proposal has been advanced. The proposed actions should be properly attributed to the City Planning Manager.

**GJ14.** FAA Order 5050.4B, Section 706(c), FAA Order 1050.1E, paragraph 405C, requires the identification of the proposed action.

Page 1-5, §1.5 Section should be revised to reflect no preferred alternative.

**GJ15.** Analysis of potential environmental impacts was undertaken in accordance with FAA Orders 1050.1E and 5050.4B. Refer to the response to comments KH3, UNK2, and GJ3.

Page 2-3, §2.2 While consideration is due to a coordinating agency, the regulations do not require or allow additional weight to be given those considerations over other factors considered in the Environmental Assessment.

**GJ16.** See response to comments KH3 and GJ3. Refer to analysis contained within Chapter Four, Section 4.11. Difference in taxi times between the alternatives was found to be negligible.

Page 2-3, §2.2 While mention is made of taxi distances, no apparent weight has been given to this consideration.

**GJ17.** As stated in Section 2.3 of Chapter Two, the City of Albuquerque and the FAA have a significant investment in the facilities at Double Eagle II Airport. Runway 17-35 was recently reconstructed at a cost of approximately 3.3 million dollars, and Runway 4-22 is currently being reconstructed. Closing either of these runways cannot be justified due to these recent improvements. Furthermore, the

Page 2-5, §2.3 All of the factors listed as justification for not building an entirely new runway or airport apply with equal weight to evaluation of the remaining alternatives. The EA does not appear to reflect any consideration of these factors or of the significant additional costs associated with lengthening runway 17-35 compared to runway 4-22 including:

Relocation of existing access roads	<b>GJ17 (continued).</b> airport cannot currently justify the need for a 5,999, 7,400, and 9,000-foot runway at the airport. Refer to the response to comment UNK3.
Relocation of existing ILS	
Relocation of existing MALSR	
Construction of additional taxiways not otherwise needed	
Development of new air traffic procedures	<b>GJ18.</b> Comment noted. Refer to analysis documented within Chapter Four for additional detail regarding factors which were evaluated during the alternatives evaluation process.
Construction of new facilities alongside 17-35	
Requirement for 3,000' vs 1600' of runway extension (2.3.1 & 2.3.2.)	<b>GJ19.</b> Refer to response to comments DB4 and GJ5.
	<b>GJ20.</b> Refer to responses to comments UNK2 and GJ3. The potential implementation of a Fly Friendly Program at Double Eagle II Airport was evaluated in detail in Chapter Four, Section 4.8.2. The concerns of the NPS relate primarily to aircraft overflight, not necessarily aircraft noise.
	<b>GJ18</b>
	<b>GJ19</b>
Page 2-6, §2.3 Wind coverage is met by both runways so "other factors must be considered in evaluating the build alternatives."	
Page 2-10, §2.3.1 Although the EA recognizes the Ordnance Operable Unit 4 north of runway 35, no apparent weight is given to the potential risk of personal injury and additional cost associated with remediation of the area.	

Page 2-13, §2.4 In the conclusion, the EA appears to give significant weight the National Park Service's preference for Alternative A but fails to recite or give weight to the preferences and safety concerns of the numerous airport users. While consideration is due to a coordinating agency, the regulations do not require or allow additional weight to be given those considerations over other factors considered in the Environmental Assessment. Further, the FAA has noted that if "is aware of the NPS's policy concerning natural ambient sound levels. If the Petroglyph National Monument was located in a rural setting and not currently subject of overflights, the FAA may agree with the NPS's general position. However, the park is located on the western boundary of the City of Albuquerque, and therefore subject to sound levels not found at other more rural locations within the National Park System. The use of 'natural quiet' would not be appropriate under the National Environmental Policy Act (NEPA)." Finally, the EA does not appear to give significant weight to the Fly Friendly program or its ability to reduce over flight noise.

Page 3-1, §3.1 Runway 4-22 was built first based on wind data from the Sunport. Paragraph should also mention that Geologic Window either was not recognized or identified or at least not part of the monument at that time.

GJ21

Exhibit 3C Where is Eclipse property on this map? Appears as though Eclipse would not have runway access unless the runway is lengthened or a taxiway is built?

GJ22

Page 3-5, §3.4.1 What is the basis for the statement that "the City of Albuquerque maintains a 'no-kill' policy"? Didn't the FAA mandate use of "lethal control"? Extension of 17-35 would encroach on Prairie Dog colony and lethal control could be required to maintain the safety of the runway operations, this certainly would have an impact on the environment. See Exhibit 3D.

GJ23

Page 3-6, §3.4.1 Paragraph regarding San Juan-Chama Drinking Water Project is incorrect. The project is now in effect and fully operational.

GJ24

Page 3-11, §3.6 No mention is made of the mattress factory and food distribution warehouse south of 17-35 or of the marketing efforts by SunCal and Cordero Mesa to develop the remaining land northward to the south end of 17-35. Will over flight noise be a problem for these folks? There is no such development SW of 4-22.

GJ25

Page 4-4, §4.3 EA notes that Alternative A will impact a number of new developments, while Alternative B will result in no impacts.

GJ26

Page 4-7, §4.5 This section notes that Alternative A "could" reduce Monument over flights. No definitive finding is made, nor could one be. The comment regarding the Fly Friendly Program could be made with equal applicability to Alternative B.

GJ27

Page 4-11, Table 4A The analysis does not reflect the additional emissions associated with the increased taxi time required to reach the ends of runway 17-35 compared to 4-22.

GJ28

**GJ21.** The Northern Geologic Window was a recognized resource when Double Eagle II was constructed. The August 1980 EA for the construction of the airport recognized the significance the Northern Geologic Window location, and features of the airport were initially planned to minimize impacts on potential features of the Volcano's Open Space Area, such as a planned amphitheater. Since the construction of the airport, the role and understanding of the features contained in the Petroglyph National Monument have changed considerably and the area has achieved nationally recognized significance as is reflected in its classification as a National Park Unit.

**GJ22.** The Eclipse maintenance facility is located within the Aerospace Technology Park. No connector taxiway exists between the facility and the runways.

**GJ23.** The Prairie Dog colony would not be disturbed by construction of either alternative. The City maintains a "no kill" policy for prairie dogs. An exception to this policy was recently made at the Sunport; however, no exceptions have been made at Double Eagle II Airport.

**GJ24.** At the time of the printing of the Preliminary Draft EA, the project was not complete. Text will be revised to reflect the completion of the project.

**GJ25.** These facilities are located approximately five miles south of the airport. Industrial development is considered compatible with airport operations per the guidance provided within 14 CFR Part 150. The Aviation Department is in contact with developers planning to develop the areas around the airport to ensure compatible land uses are constructed adjacent to the airport.

**GJ27.** The Fly Friendly Program was evaluated within the analysis undertaken for both Alternatives A and B. Refer to Chapter Four, Section 4.8.2.

**GJ28.** As described in Chapter Four, Section 4.11, the taxi distances for each alternative are similar with implementation of Alternative B resulting in slightly longer taxi distances. The longest taxi distance for Alternative A is the 9,479-foot taxiway to the Runway 35 end, and the longest taxi distance for Alternative B is the 10,057-foot taxi distance to the Runway 4 end.

Page 4-15, §4.8.2 The Fly Friendly Program upon which the EA was based was created SOLELY for the purpose of analysis and may not mirror the actual, eventual Fly Friendly Program if one is ever implemented. WHAT ARE THE DETAILS OF THE HYPOTHETICAL PROGRAM?	GJ29	<p><b>GJ29.</b> Alternative A will result in greater construction emissions; however, this increase is below the established thresholds of significance as stated within Appendix A, Section 2.3, of FAA Order 1050.1E.</p>
Page 4-21, §4.8.3 November 3, 2008, NPS stated support for Alternative A because it appeared to them that it would "reduce the amount of landing overflight traffic on the Petroglyph northern boundary"—no mention is made to the northern geographic window. The EA goes on to state that the City selected Alternative A because the NPS stated support for A. No mention is made here of the City considering the "stated support" of the flying user community. Further, the EA goes on to state that " <u>Impacts resulting from the implementation of Alternative A or Alternative B will not exceed the established threshold of significance for this impact category.</u> "	GJ30	<p><b>GJ30.</b> As stated within Section 4.8.3, the Fly Friendly Program evaluated within the EA assumes a west pattern on Runway 17-35 and arrivals from the south. Pilots wishing to utilize Runway 22 would be directed to approach the runway from the west. These measures are depicted on Exhibit 4D in Chapter Four.</p>
Page 4-22 & 23, §4.9.1 <u>Section 4(f) Analysis determines that NONE of the Alternatives will exceed the thresholds of significance for this impact category.</u> Still, the City adopts Alternative A because the NPS expressed support for it, but without considering the support expressed for Alternative B by the flying community.	GJ31	<p><b>GJ31.</b> The concerns of the aviation community were addressed through a detailed noise analysis as well as changes to Alternative A which result in shorter taxi distances. While not recognized by the aviation community, Alternative A results in more reduced taxi distances than Alternative B due to the shift of the Runway 17 threshold 2,000 feet north. Concerns of the NPS can be addressed through the relocation of the ILS.</p>
Page 4-24, §4.10 Alternative A is closer to burrowing owl and prairie dog colony and will require special measures to be taken to minimize impact on those resources. Alternative B is "well away from the location of the observed owls and prairie dog colony."	GJ32	<p><b>GJ32.</b> Refer to the response to Comment UNK2.</p>
	GJ33	<p><b>GJ33.</b> Implementation of either Alternative A or Alternative B will not result in significant impacts to either of these species. None of the resource agencies consulted with (i.e., U.S. Fish and Wildlife Service or the State of New Mexico Department of Game and Fish) documented concerns regarding potential impacts to these species.</p>
	GJ34	<p><b>GJ34.</b> Comment noted.</p>
		<p>Page 4-27, §4.12 Alternative A: "The introduction of additional runway and taxiway lighting at the airport will be most noticeable on days of low visibility or at night." Alternative B: "The extension of Runway 4-22 to the southwest will extend runway and taxiway lighting; however, due to the relatively isolated nature of the area, <u>these changes will likely go unnoticed.</u>" This factor weighs in favor of Alternative B.</p>

Page 4-28, §4.13 Hazardous Materials: Alternative A will require clearing of Ordnance Operable Unit 4, Alternative B will not. Note that Army Corp of Engineers May 11, 2007, letter (**Appendix B-4B**) identifies Alternative B as the lowest risk!

GJ35. Refer to response to comments UNK2 and GJ5.

Page 4-33, §4.15 Noise: "Neither Alternative A nor B result in noise impacts which exceed FAA's threshold of significance."

GJ36. Comment noted.  
GJ37. Due to numerous accidents which occurred as a result of the previous access road realignment, this project was coordinated through a separate NEPA process which occurred in the spring of 2008.

GJ38. Refer to response to comments UNK2 and GJ5.

Appendix B pp. 48 and following : "The Army Corps of Engineers strongly advises that there are significant unexploded munitions in the area directly north of 17-35 which create safety and clearance issues for Alternative A"

Appendix E—Wind Analysis and Airfield Capacity: need for crosswind runway in future plans is discussed extensively, but no location is mentioned. In their previous documents they have proposed a runway which would require a 2 mile taxi to the east end of 8-26; there is no way to avoid this bizarre long taxi for planes in windy conditions if they runway is to not impact the Petroglyphs.

Is this an area that can be challenged further by other historical airport users? It seems like the prevailing winds ought to be a significant consideration.

Appendix F—Flight Track Analysis: Is this an area that can be challenged further by other historical airport users?

Appendix I—January 16, 2009, letter to State Historic Preservation Officer, notes that Park service has already stated its preference for Alternative A. Note also that extensions of 17-35 will affect National Register of Historic Places (NRHP) site LA 27594 and require fencing around this site. Site LA 71199 is just barely outside the Area of Potential Effects and subject to consultation and comments. Several other NRHP-eligible sites are within close proximity to the APE near the southern extension of 17-35, however, these sites are

GJ36. Comment noted.

GJ37. Due to numerous accidents which occurred as a result of the previous access road realignment, this project was coordinated through a separate NEPA process which occurred in the spring of 2008.

GJ38. Refer to response to comments UNK2 and GJ5.

GJ39. The final coordinates and location of a crosswind runway will be evaluated through future planning efforts at the airport. It is anticipated the runway will be located in an area near what is described within the Airport Master Plan.

GJ40. The wind data analyzed during the preparation of this EA was obtained from NOAA. The data is readily available to the general public through the NOAA website.

GJ41. Flight track data was obtained through a FOIA of the Sunport ATCT. The data reflects actual aircraft operations undertaken during the periods analyzed.

GJ42. Neither Alternative A nor Alternative B result in direct impacts to previously identified historical or archaeological sites.

GJ43. Refer to response to comments UNK2 and GJ5.

deemed protected by the airport fence line and Paseo del Volcan roadway.  
Alternative B will not affect ANY NRHP sites.

GJ42  
(contd)

**GJ43.** Total row is incorrect and will be corrected within the Final EA.

Appendix J: Air Emissions

Table J3, Total Row appears incorrect. If corrected, Alternative A produces the greatest amount of Construction Emissions.

Appendix K—Public involvement: note that all pilot/user comments favor Alternative B.

Page K-2: Statement that workshop materials were available on the project website throughout the EA Process. Is this correct? Wasn't a password required? Or was the password required for access to the Coffman website?

Appendix L-29, Chapter 4, §7: In response to the NPS request for greater consideration of potential noise impact and a supplemental noise analysis, the FAA states, "The FAA is aware of the NPS's policy concerning natural ambient sound levels. If the Petroglyph National Monument was located in a rural setting and not currently subject of overflights, the FAA may agree with the NPS's general position. However, the park is located on the western boundary of the City of Albuquerque, and therefore subject to sound levels not found at other more rural locations within the National Park System. The use of 'natural quiet' would not be appropriate under the National Environmental Policy Act (NEPA). NEPA calls for the various alternatives to be assessed for impacts on the future human environment. Under no future alternative circumstance, including the 'No Action' alternative, does the FAA foresee the environment of the park to be devoid of any human-generated sound, including that due to aircraft overflights. It would not be an accurate representation of the future condition to use 'natural quiet' as a future baseline condition at the park."

General comments:

1. No mention is made of the climbing flight paths of departures from 17 conflicting with the descending arrivals to the Sunport's runway 8.

GJ47

**GJ44.** Comment noted.

**GJ45.** At the onset of the EA process, the project website did require registration. The purpose of this registration was to allow the creation of a list of interested parties which would be used to announce future public information workshops as well as the availability of the Draft EA for public review. The requirement for website registration was removed per FAA Program Guidance Letter 08-06.

**GJ46.** Supplemental noise analyses are described within FAA Order 1050.1E, Appendix A, Section 14.5. The FAA determined that such an analysis would not provide relevant information over what is already described in Chapter Four.

**GJ47.** Coordination undertaken with staff from the Sunport ATCT determined that operations on Runway 17 would not interfere with operations at the Sunport.

GJ46

2. The Geologic window was not part of the Petroglyph National Monument until the City of Albuquerque granted transferred it in 2001 at the time of an airport land swap with the State Land Office. No religious significance has been attributed to the Geologic window and no trails or other monument facilities are located in the Geologic Window. As shown on Exhibit 3E, the Geologic windows are not designated as "solitude subzones". The airport was established in 1983. The Monument was first registered in 1986 and did not become a monument until 1990.
- GJ48
- GJ48.** The significance of the Northern Geologic Window is thoroughly documented within several Ethnographic Landscape Reports (ELRs), the most recent being "*That Place People Talk About": The Petroglyph National Monument Ethnographic Landscape Report*, May 2002.
- GJ49.** The significance of these portions of the monument is described within the ELR. Guided tours are given to all parts of the monument.
- GJ49
- GJ50.** Various tribes and pueblos are allowed access to the monument at any time.
- GJ50
- GJ51.** The location of the sites was determined by NPS staff. Staff selected the sites based on known tribal/pueblo sensitivities as well as areas which are visited by the general public.
- GJ51
- GJ52.** The Aviation Department will acquire aviation easements as the area around the airport is developed. There are no existing aviation easements.
- GJ53.** See response to comments DB3 and GJ6.
- GJ52
- No mention is made or consideration given to the known aviation easements around the airport.**
- GJ53
6. No mention is made or consideration given to the known aviation easements around the airport.
7. No mention is made or consideration given to the high voltage transmission lines which cross the runway 17-35 centerline from east to west north of 35 to supply the airport with electricity. Any extension of 35 to the north places flight paths close to these perilous power lines. The additional cost of moving or burying these power lines has not been considered. One fatal crash has already occurred due to collision with those power lines.

8. While consideration is due to a coordinating agency, the regulations do not require or allow additional weight to be given those considerations over other factors considered in the Environmental Assessment
- Note: The following statements (9-13) are made by the FAA in its Guidelines for Public Involvement, so the City cannot deny them.

**GJ54.** Additional weight was not given to the NPS. Concerns of the pilots were addressed by shifting the extending Runway 17-35 north to reduce taxi times, and wind analysis was undertaken to assure a safe operating environment on Runway 17-35. The ongoing concerns of the NPS can be partially addressed by relocating the ILS to Runway 17-35. See response to comment UNK2.

**9. The FAA actively encourages community involvement in its sponsored programs. A legal mandate for community involvement is found in Public Law 94-54 Title of Law which states, "No airport development project may be approved by the Secretary [of Transportation] unless he is satisfied that fair consideration has been given to the interest of the communities in or near which the project is located." §16(c)(3).**

10. The basic purpose of citizen involvement is to see that the government decisions reflect the preferences of the people. The basic intention of citizen participation is to ensure responsiveness and accountability of government to the citizens.

11. Because of the divided responsibility for aviation noise compatibility, many things can be resolved by mutual agreement that are difficult to accomplish by the decision of one of the agencies.

12. Decision-making must be open and visible, so the public can make its own judgment about whether the decision-making process was fair. The public must believe that equal access has been provided to all individuals and groups.

13. The credibility of the agency and the decision-making process is very important. The community is more likely to accept the need for a particular action if the proposing agency is believed to be working toward a legitimate goal or public purpose.

14. **FAA Order 5050.4B: NEPA Implementing Instructions for Airport Actions; Chapter 1, §9(i)**  
**Highly Controversial Action:** "The term 'controversial' means that a substantial dispute

**GJ54.** As part of the EA process, numerous public information workshops were held and a project website was maintained.

**GJ55.** The purpose of the outreach efforts undertaken during the preparation of this EA was to obtain input from airport users as well as resource agencies. Whenever possible, changes were made to the alternatives to address concerns. Refer to response to comment GJ54.

**GJ56.** Comment noted.

**GJ57.** Refer to response to comments KH3, UNK2, and GJ55.

**GJ58.** Comment noted.

**GJ59.** Interest in the proposed development at Double Eagle II has dramatically decreased since the first public information workshop.

This is likely partially attributable to the changes in the proposed project which were undertaken to address pilot concerns (i.e., shift of Alternative A to the north to reduce taxi times). The first public information workshop was held on May 16, 2006, and was attended by 10 individuals. The second workshop was held on August 23, 2007, and was attended by 119 individuals. The third workshop was held on June 26, 2008, and was attended by 49 individuals. The final workshop, held 30 days after the release of the Draft EA, was held on August 27, 2009, and was attended by 39 individuals. Comments regarding the Draft EA were received from 25 parties, two of which were resource agencies.

**GJ60.**

exists concerning the size, nature, or effect of a proposed Federal action. Effects are considered highly controversial when reasonable disagreement exists over a project's risks of causing environmental harm. Opposition on an environmental grounds by a Federal, State, or local government agency or by a Tribe or by a substantial number of people the action would affect should be considered in determining whether reasonable disagreement regarding a proposed action's environmental effects exists."

GJ60  
contd

**GJ61.** Comment responder does not understand the intent of this comment.

**GJ62.** Per FAA Order 5050.4B, Chapter One, Section 9.I(1), for the project to qualify as a "major runway extension," the action would cause a significant adverse environmental impact to any affected environmental resource (e.g., wetland, floodplain, historic property, etc.) Significant environmental impacts (as described within Appendix A of FAA Order 1050.1E) would not occur with implementation of either Alternative A or B.

15. FAA Order 5050.4B: NEPA Implementing Instructions for Airport Actions; Chapter 1, §9(I) **Major Runway Extension.** "Removing a relocated threshold, if an Airport Layout Plan indicates the removal results in a permanent, new threshold."

GJ61

**16. FAA Order 5050.4B: NEPA Implementing Instructions for Airport Actions; §402 An airport sponsor submitting an application for AIP funding to build a major runway extension must afford the public with an opportunity for a hearing under 49 USC 47106(c)(1)(A)(i). The sponsor must certify to the Secretary of Transportation that it has provided the public an opportunity for a public hearing to consider the economic, social and environmental effects of its actions. The responsible FAA official should ensure an environmental document discusses the airport sponsor's steps to comply with section 47106(c)(1)(A)(i).**

GJ62

**17. FAA Order 5050.4B: NEPA Implementing Instructions for Airport Actions; §403 Public Participation Requirements Under NEPA** (q) Factors to consider when deciding if a public hearing is warranted for NEPA purposes. (1) Is their **substantial environmental controversy** concerning the proposed action or is there substantial interest in holding the hearing CEQ 1506.6(c)(i)?

GJ63

**GJ63.** As described within the response to comment GJ60, interest in the improvements at Double Eagle II has steadily decreased during the preparation of the EA.

**GJ64.** A formal public hearing was not held for this EA. To allow input from interested parties, the Aviation Department did hold a public workshop 30 days after the release of the Draft EA for public/agency review. Proper notice was filed within the Notice of Availability for the EA. An email was sent to approximately 155 interested pilots announcing the availability of the document for review as well as the date of the public workshop. A court reporter was provided at the workshop to record the comments of interested parties.

GJ64

**GJ65.** See response to comments GJ60, GJ62, and GJ64.

**GJ 66.** Throughout the EA, mention was made of the concerns of the NPS and airport users. Whenever possible, modifications were made to the proposed action to lessen project impacts. See response to comment KH3.

GJ65

**18. FAA Order 5050.4B: NEPA Implementing Instructions for Airport Actions; §404 Notice of Opportunity for a Public Hearing.**

**19. FAA Order 5050.4B: NEPA Implementing Instructions for Airport Actions; §406 Responsibilities when a Public Hearing Will Occur.**

GJ66

**20. FAA Order 5050.4B: NEPA Implementing Instructions for Airport Actions; §706 EA Format and Content d.(5)(q) Unresolved conflicts:** The EA does not recognize or explain the unresolved conflict between the airport users and the City/NPS.

21. FAA Order 5050.4B: NEPA Implementing Instructions for Airport Actions; §800 Finding of  
No Significant Impact (FONSI)

**GJ67.** Comment responder does not understand the intent of this  
comment.

Go to [http://www.depoa.org/members\\_aug19.html](http://www.depoa.org/members_aug19.html) if you would like to download the EA  
Comment Form and submit your comments. Additionally, a comment form is attached to this  
document.

Your written and verbal input to this process is vital.

ENVIRONMENTAL ASSESSMENT  
PUBLIC INFORMATION WORKSHOP  
COMMENT SHEET



JT1. Comment noted.

Name: <u>JJ Toress</u>	Date: <u>August 27, 2009</u>	Time: <u>5:00pm-7:00pm</u>
Place: <u>Double Eagle II Airfield Maintenance Facility</u>		
<p>Please print neatly</p> <p><u>Spending the extra money it would take to change the Primary Runway to 17-35 makes no sense. I don't believe the operations on 4-22 affect anything enough to justify the cost. This seems a political move of some kind.</u></p> <p></p>		
<p>Mail to:</p> <p>COFFMAN ASSOCIATES, INC. 237 N.W. Blue Parkway, Suite 100 Lee's Summit, MO 64063 FAX: (816) 524-2575 <a href="http://www.coffmanassociates.com">www.coffmanassociates.com</a></p>		

DOUBLE EAGLE II AIRPORT ENVIRONMENTAL ASSESSMENT  
PUBLIC INFORMATION WORKSHOP  
MEETING COMMENT FORM



**CW1.** Comment noted.

Meeting Public Information Workshop Date: August 27, 2009 Time: 5:00-7:00 p.m.

Place: Double Eagle II Maintenance Facility

Please Print Neatly

**CW1** *I am oppose to making Runway 35/17 THE main runway. The extra cost are not worth the benefits.*

**CW2** *I am a pilot and have had turbulence on Runway 17 when the wind was from the SE. probably caused by turbulent caused by the increase to the east of that runway*

**CW3** *I don't know of anyone pilot who thinks option 'A' is a good idea*

*C. Alexander*

*Mail to:*  
COFFMAN ASSOCIATES, INC.  
237 N.W. Blue Parkway, Suite 100  
Lee's Summit, MO 64063 FAX: (816) 524-2575  
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Name: Keith R. Beasley, 3322181      Date: August 27, 2009 Time: 5:00pm-7:00pm  
10000 Chantilly NW, Albu, NM 87114      Place: Double Eagle II Airfield Maintenance Facility

Please print neatly

**KB1.** Refer to the response to comment GJ31.

**KB2.** See response to comments CW2 and GJ9.

I have been flying out of Double Eagle since late 1994, nearly 15 years now. I have seen lots of changes, most of which have been good--new hangars, new FBO's, tower, etc.--just to mention a few. All the new growth has taken place off of 4-22, except for one building off of 17-35 which was owned by Eclipse Aviation, which has now gone belly-up and whose new owners have stated no production for a year and they did not say where this will happen.

Changing the main active runway to 17-35 away from all the new growth seems foolish and irresponsible. More fuel use and time taxiing will not only add to the expense of pilots but will impact the environment as well, especially with only one way to get to and from 35. This will also impact traffic flow and decrease safety overall, especially as safety equipment needed in case of accident would be located that much further from the active runway.

Couple this with the opinion of a high percentage of pilots who have flown from Double Eagle for any period of time that the wind conditions generated by the volcanoes in proximity to 17-35 are problematic in and of themselves, and you can begin to understand the frustration of pilots with recommendations being made to change the main runway usage from 4-22.

I could go into further detail, but having attended every meeting held on this matter, it seems the opinions of those actually flying out of Double Eagle are being brushed aside by whatever motivates the City of Albuquerque has for making this unnecessary and dangerous change.

KB1

KB2

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Name: <u>Bobby &amp; Lisa</u>	Date: <u>August 27, 2009</u>	Time: <u>5:00pm-7:00pm</u>
<u>LUNSER</u>	Place: Double Eagle II Airfield Maintenance Facility <u>7401 Paseo del Volcan NW, Albuq, NM 87120</u>	
<i>Please print neatly</i>		
<b>Bobby Lunsen - pilot 45 years</b>		
<b>Lisa Lunsen - pilot 10 years</b>		
Both of our airplanes are based at Double Eagle II airport now and have been <del>for</del> since the birth of this Airport.		
I have flown in here year round + all kinds of weather. The logical runway is 22-04, if nothing else. Tee Environ's cost to extend 35-17 + the moving of TCS + roads + facility is outrageous. The longer taxiing + add cost on passenger not been considered. To make matters worse the people making the decisions are <u>not</u> pilots. As a pilot fee cost <del>is</del> staggering. The sure our City Council would be outraged over their cost.		
<i>Bobby Lunsen</i>		
<i>Mail to:</i> COFFMAN ASSOCIATES, INC. 237 N.W. Blue Parkway, Suite 100 Lee's Summit, MO 64063 FAX: (816) 524-2575 <a href="http://www.coffmanassociates.com">www.coffmanassociates.com</a>		

**BU1.** Comment noted. Refer to response to comment UNK1.

**BU2.** See responses to comments GJ9 and KH2.

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DT1. See response to comment GJ4.

Name: <u>DAN TELFAIR</u>	Date: <u>August 27, 2009</u>	Time: <u>5:00pm-7:00pm</u>
<u>DAN TELFAIR @ AOL.COM</u>	Place: Double Eagle II Airfield Maintenance Facility <u>7401 Paseo del Volcan NW, Albu, NM 87120</u>	
Please print neatly		
<p><u>PLEASE SEE ATTACHED SUMMARY OF</u> <u>OBJECTIONS, COMMENTS, AND QUESTIONS</u> <u>CONCERNING THE RECOMMENDATIONS/DECISIONS</u> <u>CONTAINED IN THE LATER EA.</u></p>		
<p><u>SPECIFIC QUESTIONS:</u></p>		
<p><u>WHAT ARE THE COSTS OF OPTION A vs.</u> <u>OPTION B?</u></p>		

DT1

DT2

<p><u>HAVE ANY USERS TO DATE REPLIED</u> <u>OPTION A, PILOT OWNERS, TOWIN</u> <u>OPTIONS?</u></p>
---

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**Comments on EA and Option A**

I object to the recommendation/decision to adopt Option A, lengthen Runway 17/35 and make it the primary runway, even more now than I did when the idea first surfaced. My objections can be summarized under the general heading of preponderance of considerations. This preponderance falls into three separate but inter-related areas, safety, costs, and user preference.

**Safety:**

Extending Runway 17 to the North 2,000 feet would reduce the distance to the power lines serving AEG from approximately 4,600 feet to approximately 2,600 feet, placing them at or inside the Missed Approach Point of the proposed relocation of the ILS from Runway 22 to Runway 17, and dangerously close to the approach end of Runway 17. This safety hazard was apparently not recognized by the EA, and would require relocating or burying these lines if they are not to pose an unacceptable increase in risk to landing aircraft.

With a westerly pattern for Runway 17/35, recommended to reduce overflight of the Petroglyph Park, the pattern would overfly Runway 04/22. During hours of darkness, when the tower is not in operation, this is a mid-air collision waiting to happen.

There is greater mechanical turbulence on 17/35 than on Runway 04/22 due to its proximity to the volcanoes and the effect this topography has with easterly winds.

There is a danger of accidental detonation of unexploded ordinance in the area to be cleared for the extension of Runway 17 to the North, and for relocating the recently completed access road to accommodate the extension. The Corps of Engineers did not equivocate in their finding that clearing the area to the North of Runway 17 would be more hazardous than extending Runway 22 to the South. They were also unequivocal in their recommendation for Option B over Option A. An added danger, not addressed by the Corps of Engineers because it was not considered in the EA, would be the increased possibility of encountering unexploded ordinance when relocating or burying the power lines serving AEG.

In aviation, safety is normally given more weight than other considerations. That does not appear to be the case in this EA.

**Costs:**

In the presentation of the EA (6/26/08) before Runway 04/22 reconstruction was assured using separate stimulus funding, a cost comparison was offered to "prove" that Option B would cost more than Option A. This comparison was based on the concept that the existing length of Runway 17/35 had already been reconstructed. The justification was that reconstructing the existing length of Runway 04/22 should be added to the cost of Option B, but that the sunk cost of reconstructing Runway 17/35 should not be added to the cost of Option A. Now, with the cost of reconstructing the existing length of

DT3      **DT3.** Comment noted.

DT4      **DT4.** Refer to the response to comments DB3 and GJ6.

**DT5.** Safety is the top priority whenever a Fly Friendly Program is developed. Measures would be put into place to offset such an occurrence.

**DT6.** Refer to the analysis undertaken by the National Weather Service contained in Appendix E, beginning on page E-16.

**DT7.** Refer to the response to comments DB4 and GJ5.

**DT8.** Refer to the response to comment KH1.

**DT9.** Refer to the response to comments UNK1 and GJ4.

DT5      **DT5.** Refer to the response to comment KH1.

DT6      **DT6.** Refer to the response to comments UNK1 and GJ4.

DT7      **DT7.** Refer to the response to comments UNK1 and GJ4.

DT8      **DT8.** Refer to the response to comment KH1.

DT9      **DT9.** Refer to the response to comments UNK1 and GJ4.

Runway 04/22 removed from the equation, it is obvious that implementing Option A would be far more expensive than implementing Option B. For this, or some other reason, no cost comparison of the two options is now being offered. Additionally, when the previous cost comparison was made, it did not include the costs of relocating or burying the power lines serving AEG, or the fact that the access road would have already been relocated, as is the case today.

**Additional costs of Option A over Option B now include:**

1,400 feet of additional runway and lighting

Over 1,700 feet of additional taxiway and lighting

Tearing up the recently reconstructed access roadway and intersection, and building approximately 2,500 feet of additional roadway with a new intersection location

Relocating or burying the power lines serving AEG

Relocating and certifying the ILS from Runway 22 to Runway 17, including relocating required approach lighting.

Recertifying the RNAV/GPS approach from Runway 22 to Runway 17

Locating and removing unexploded ordnance from areas involved in extending Runway 17, relocating the access road, and relocating or burying the power lines

Since no cost figures are provided, it is difficult to estimate the total amount of additional costs involved in implementing Option A. A conservative estimate would place these additional costs over \$5,000,000.

**User Preference:**

Over 120 pilots who routinely use AEG and/or keep their aircraft there have joined the DEPOA, a totally unfunded volunteer group, in opposition to Option A. To the best of my knowledge, in spite of the funding available for this EA, the proponents of Option A have not been able to find a single pilot at AEG who favored that option. Added to this overwhelming voiced opposition to Option A, there is the evidence of historical and present user preference for Runway 04/22 as the primary runway at AEG. Prior to the activation of the current control tower, when every pilot had his choice of runways, Runway 04/22 was used approximately fifty percent more than Runway 17/35. Since the AEG tower became operational, the approximately fifty percent advantage of Runway 04/22 use continued up until the runway was closed for reconstruction.

In two separate interviews/discussions, tower personnel have voiced their opposition to Option A. As controllers of aircraft operations at AEG, their primary concerns are safety and utility of operations. Have the tower personnel been interviewed by those who favor Option A? If so, what were the results? If not, why not?

**DT10.** Refer to response to comments GJ60 and DT2.

**DT11.** The Double Eagle II Airport ATCT personnel have been involved in the preparation of the EA since the tower became operational. At no time was opposition to Alternative A voiced or provided in writing.

DT9  
contd

DT1

DT1

To the best of my knowledge, no person involved in the decision/recommendation favoring Option A has ever taken off from, landed at, or kept an aircraft at AEG. How can they over-rule those who have flown hundreds of thousands of take-offs and landings at the airfield and/or kept their aircraft there?

**Given the consistent and overwhelming opposition to Option A on the part of the user community, and the opposition of the AEG tower personnel, why is user preference still being ignored and/or over-ruled by other considerations?**

Against the safety and cost considerations listed above, and the overwhelming opposition of the user community, the EA offers a statistically insignificant wind advantage of Runway 17/35 over Runway 04/22, and the preferences of the Park Service. The strength of the Park Service preference for Option A may be surmised by their apparent lack of concern regarding present operations at AEG. With the tower in operation, it would be a simple matter to keep the Runway 17/35 pattern to the west of the runway during daylight operations, and prevent helicopters from low-level overflights of the Petroglyph Park. To date, no complaints have been received about overflights of the Petroglyph Park, either by east traffic for Runway 17/35 or by helicopter take-offs and landings. Had complaints in this regard been received, it would have been easy for tower personnel to redirect traffic away from the park. The same holds true of the Geologic Window. If the Park Service personnel are really concerned about overflights of the Petroglyph Park and/or the Geologic Window, why are they remaining silent about the volume of overflights that occur now?

In summary, the overwhelming preponderance of considerations favors Option B over Option A. Why do City personnel and/or the EA consultants continue to favor Option A, as they obviously have since the issue was first raised?

**DT12.** Comment noted. Refer to response to comments GJ60 and DT2.

**DT13.** Refer to response to comments KH1, KH3, UNK2, GJ1, GJ3, and GJ13.

DT1

DT1

Dan Telfair

Dantelfair@aol.com

505-856-6774

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SM1. Comment noted.

SM2. Comment noted.

Name: STUART MILES Date: August 27, 2009 Time: 5:00pm-7:00pm  
stuartmiles488@hotmail.com Place: Double Eagle II Airfield Maintenance Facility  
7401 Paseo del Volcan NW, Albuquerque, NM 87120

Please print neatly

I disagree with the decision to extend runway 17-35

(option A) at Double Eagle II Airport. This decision does not take into account many factors not the least of which is the opinion/preference of the pilots, owners, and operators at Double Eagle II Airport. The exorbitant extra cost of option A over option B is based on either of findings by people who do not own businesses or even fly into or out of this airport. Option B is the least expensive and does the most sense. Option A will cost multiple 10's of millions of tax payers dollars over option B. Option B should be put into effect and the city's original Airport Plans should be adhered to including the construction of a Phasue runway to 22-04 until construction of runway 08-26. runway 17-35 The main runway at Double Eagle is breakers as it will cause nonstop night traffic at ABQ Airports and remaining odd 08.

SM1

SM2

SM3

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# DOUBLE EAGLE II AIRPORT ENVIRONMENTAL ASSESSMENT

## PUBLIC INFORMATION WORKSHOP

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Meeting Public Information Workshop \_\_\_\_\_ Date: August 27, 2009 Time: 5:00-7:00 p.m.

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We have two general aviation aircraft based at Double Eagle II and fly regularly from the field. We share concerns of many other local pilots who utilize this airport with the city's proposal to spend federal, state and city tax dollars to extend the north/south runway (17-35) vs. proceeding consistent with the 1999 Master Plan to extend runway 4-22. We agree it would be nice to have a runway 8-26 upon which the EA wind analysis conclusions were based, but accept that the cost is too prohibitive in the foreseeable future.

Our main issue is that the EA recommendations inherently will cost several million dollars more than following the current Master Plan and will result in no significant improvement in reducing noise, or improving aviation safety. There is no justification for this extra expense and change of the original plan. Details of these unnecessary expenses:

- Approximately \$1,600,000.00 to relocate and re-erect the Instrument Landing System (ILS).
- Construction of over 1,400 of additional feet of runway for 17-35 versus 4-22.
- Construction of over 1,700 feet of additional taxiways for 17-35 not needed with an extension of runway 4-22.
- Construction of approximately 2500 feet of new roadway, plus the wasted cost of tearing up the recently reconstructed access road and intersection.
- Unknown cost to re-certify the GPS approach.
- Unknown cost to relocate the existing landing guidance system (MALSR).
- Unknown cost to develop new air traffic procedures.
- Unknown cost to relocate two chain-link fences.
- Unknown cost if relocation of power lines to north of runway 17-35 is required for safety reasons.
- Unknown cost for remediation of Ordnance Operable Unit 4, north of runway 35(WWII practice bomb range)
- Unknown cost for remediation of Petroglyph National Monument which (per the FAA) do

Note that the noise study demonstrated sound levels at the Petroglyph National Monument which (per the FAA) do not exceed noise levels expected at a national park located near a city. The most significant positive impact on noise reduction is implementation of a "fly friendly" program. With the FAA Control Tower now operational, such a program can be easily implemented and efficiently managed to achieve the city's noise reduction objectives, regardless of which runway is extended. This can be done NOW.

The wind study data shows that Runway 4-22 is the preferred runway (by 3.4% over 17-35) when winds are strongest (16kt) and most critical for safety. However, the conclusion that 17-35 is marginally better is based on the assumption that a runway 8/26 will be added in the future and perhaps a typo in Exhibit 1 which incorrectly used the data from 4-22 for 17-35. The need for a runway extension is justified by larger aircraft but yet the basis for recommending runway 17-35 is based on lower wind periods affecting smaller single engine piston aircraft (10.5 kt winds with 2.31% advantage or 13 kt winds with a 1.66% advantage). The high wind (16kt) data validates the actual experience of local pilots. We strongly urge that pilot concerns of adverse safety impact should weigh more heavily on the runway selection decision, given this relatively insignificant overall wind analysis difference.

In summary, since consideration of a future runway 8-26 has been removed, the EA does not show a significant advantage to either runway considering noise or winds. We do not see how the city of Albuquerque and the FAA can justify this excessive unnecessary spending to extend 17-35, and changing the Master Plan for Double Eagle II airport.

*Arthur & Joyce Woods  
Albuquerque*

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**AW1.** Comment noted. Refer to response to comment KH1.

**AW2.** Comment noted.

**AW3.** Even with implementation of a Fly Friendly Program, a large percentage of the existing overflight of the northern portions of the monument and the Northern Geologic Window cannot be reduced due to the presence of the ILS on Runway 4-22.

**AW4.** Refer to the response to comment GJ9.

**AW5.** Comment noted.

AW1

AW3

AW4

AW5

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*The relocation of the ILS to Runway 17 will not be viable for the following reasons.  
1. ABQ Tower does not want KAES traffic conflicting with KABQ traffic arrivals over ABQ VOR. In fact, they have implemented special procedures for KAES Runway 17 departures to delay a southerly heading until west of ABQ VOR. This is a fact.  
If the ILS were re-located to Runway 17 the missed approach would conflict with KABQ Runway 17 arrivals and the potential for a mid-air collision would be increased.*

*2. If the ILS were re-located to Runway 17, and the LOM was not re-timed, then where would the Missed Approach Holding Point be? ABQ VOR will not work due to traffic conflicts. FAA FPO would have to establish a fix over Grants, NM by using both ABQ VOR and GPS VOR.*

*(cont)*

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*Fig. 1*

**RK2.** Early coordination with ABQ Approach Control indicated that relocating the ILS approach to Runway 17 would improve rather than negatively impact the area airspace. The special procedures that are published for the Runway 17 departures call for a climb heading of 169 degrees (effectively a south heading to 9400 feet mean sea level [MSL]) before turning left; all others turn right on course. Double Eagle II is just outside the northeast edge of the Class C airspace for ABQ. The VOR is on the eastern edge of the Class C airspace. Right turns keep the aircraft departing Runway 17 outside the Class C airspace. Aircraft desiring to go east must climb to the prescribed elevation above the Class C airspace prior to turning east. Runway 22 departures have a similar requirement before turning left. The missed approach for the Runway 22 ILS is to climb to 6,500 feet MSL, then climb right to 8,000 feet to the hold point at the outer marker. A Runway 17 approach could follow a similar procedure with a hold position using other fixes than an outer marker. The hold position would still be established north and/or west of the airport. This keeps the aircraft below or outside the Class C airspace of ABQ.

**RK3.** Refer to the response to RK2. As the commenter indicates, other fixes can be established north and/or west of the airport that would not affect the ABQ airspace.

RK3

DOUBLE EAGLE II AIRPORT ENVIRONMENTAL ASSESSMENT  
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3. The existing ILS uses a ~~Mark-1F~~ and / reference glide slope that may not work for Runway 17 due to increased terrain variations to the North of RAEG.

Here is my suggestion on how to solve this problem and make all parties happy.

Lengthen Runway 32 to the Southwest. Keep the ILS on Runway 32, but use the Localizer as a LDA (Localizer-type directional aid). Use an approach course of between 190° and 193° (approximately). This will keep the approach course from overflights of the monument boundary.

Here is how this can legally be done.  
Reference the Aeromatic Information Manual (2008 version) Paragraph 1-1-9(C), description of LDA (part)

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**RK4.** It is anticipated the ILS for Runway 17-35 will utilize the newest generation of equipment.

**RK5.** The approach the commenter is recommending would be a straight-in approach, but it would leave the airport with minimums of one mile or greater. An LDA can have the 30 degree variance, but an ILS approach cannot.

RK4

RK5

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DOUBLE EAGLE II AIRPORT ENVIRONMENTAL ASSESSMENT  
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If the approach course is kept within 30° of the Runway (22), then straight-in minimums may be published. A newly defined category of approaches are called Approach with Vertical Guidance (AV), and this allows LDA with Glideslope. The FAA has 18 commissioned LDAs in the United States. A Mark-II Localizer can be used as an LDA by changing the Facility Ident Code. A good example of LDA with Glideslope is Roanoke, Va. Run 6 (R06). This approach has a fairly low minimum, which could be lower if there was not a close-in obstruction. The offset angle for this approach is 14.52°. Up to 30° offset angle is allowable. KAEG Runway 22 does not have any charted close-in obstructions, so a LDA/GS straight-in minimum could be as low as 200 feet AGL,

(cont.)

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DOUBLE EAGLE II AIRPORT ENVIRONMENTAL ASSESSMENT

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The same as the current ILS Runway 12 approach. The FAA definition of a LDA is this: "a subsystem of the ILS which fulfills special requirements for noise abatement, special air conditions, obstruction avoidance, departure guidance, etc." The requirement for KAECS is noise abatement. Now back to the topic of Missed Approach. Holding point. No matter which runway the ILS ends up on, there will still need to be a ground-based MATH other than ABP VOR. The lowest legal holding altitude for ABP VOR is 8000 ft. msl. That is already used for UASQ Runway of ILS MAHP. In order to use 9000 ft. msl at ABP VOR, an aircraft on a missed approach from Runway 17 at RAEG, would have to achieve and maintain 700+1000 fpm rate-of-climb. Most smaller GA aircraft cannot (cont.)

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# PUBLIC INFORMATION WORKSHOP MEETING COMMENT FORM

Meeting Public Information Workshop \_\_\_\_\_ Date: August 27, 2009 Time: 5:00-7:00 p.m.

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do that. So AEG Iom(Dudle) would probably need to be re-located no matter what the final ILS configuration would be. The Draft EA states that Alternative A does not require any property acquisition. Obviously, the re-location of the LOM and OM would require property acquisition.

RKS  
Contd

If the wind data in the Draft EA is accurate, then the average wind must be from approximately 190°. A LDA/G5 approach course of 190°-193° would not only prevent overflights of the monument boundary, but would also provide far more stabilized approaches since the average would be directly into the wind. This would result in less missed approaches - during IMC, and less practice approaches required to achieve proficiency.

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# PUBLIC INFORMATION WORKSHOP

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The cost to reconfigure the existing localizers to a LDA application would surely be much less than to move the entire ILS to Runway 17 or having to buy a new ILS at \$1.6 - 1.8 million. Since WAAS and LAAS approaches are eventually going to obsolete ILS approaches, the cost/benefit of spending huge amounts of money on a ILS with a in-service life expectancy of 5-7 years, is questionable. KABP is not an OEP airport, it is not an air carrier airport. It is a GA airport and a reliever for KABP. The City of Albia agree would be wise to save the money to maintain KABP especially since KABP is designated as a critical airport (Runway in case of area wide or catastrophic power failure. Reference the AFD. (Special Notices)

(cont)

*What to*

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*Patrice Price Neath*

In closing, I state that these comments represent my opinion and no one else's. I am an aircraft owner and private pilot with instrument rating. I have 33 years experience in aviation in a wide variety of fields. I am not based at KAECC, but do fly there on occasion.

Respectfully submitted,

*Aaron Zeller*

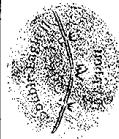
08-28-09

*[Signature]*

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## PUBLIC INFORMATION WORKSHOP MEETING COMMENT FORM



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Type comments according to this

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COMMENTS FOR COFFMAN & ASSOCIATES  
RE DRAFT EA PUBLIC MEETING AUGUST 27, 2009

I object to the decision which has been made in favor of Alternative A over Alternative B in the KAEG draft EA. I base this on a review of the entire EA and my own logic and extensive experience as a pilot (4300 plus total hours and use of KAEG ever since it opened). I am listing only what I consider to be the most important problems with the draft EA.

Coffman concedes that the wind coverage and other factors are essentially a wash (despite that fact that the slight wind coverage superiority was put forth originally several years ago as the factor driving the preference for Alternative A). They state that due to the National Park Service belief that overflights of the Petroglyphs would be decreased by Alternative A as compared to Alternative B, that Alternative A has been chosen by the City as the preferred alternative.

In regard to the point favoring Alternative A over Alternative B:

I met personally with Park Service personnel about two years ago; I unfortunately did not record the name of the lady with whom I spoke, but she stated that this is an urban park and as such does not fit the guidelines established by the Park Service for overflights. She indicated that overflights by helicopters of the main Petroglyph area have been their major concern. Also, the North Geologic window, the specific area which might be impacted by arriving and departing flights on 4-22, will fairly soon have a housing development along its eastern boundary which she felt would likely be more intrusive than the overflights. This "Geologic Window" was not a part of the Petroglyph Park until the City of Albuquerque transferred it to the Park Service as part of a complex series of land swaps in 2001; it has no trail or road access. I note that in the EA noise sensor data , even with current flight patterns largely on 4-22, that the north geologic window had the lowest noise readings of any site measured (p.L-24, Table L7, EA). Finally, a "Fly Friendly" program for use with Alternative A is discussed extensively (p. 4-18) as a means to mitigate overflights; although the same sort of program for Alternative B is mapped (Exhibit 4B) this is not described in corresponding text.

JS1. Comment noted.

JS2. Refer to response to comments UNK2 and AW3.

JS1

JS2

This program could be established for Alternative B and would divert all flights except aircraft on instrument approaches away from the north geologic window. Additionally, using Alternative B, it would appear that noise in the main Petroglyph area would be less since the departures on runway 22 would all be farther from the Petroglyphs than on 17, whose full length parallels the Petroglyph Park.

JS3. Comments noted.

JS2

contd

JS4. Refer to response to comment DB4.

In regard to points favoring Alternative B over Alternative A:

1. Cost:

- a. Alternative A requires about 3000 feet of new runway construction along with taxiways and lighting vs. about 1600 feet for Alternative B.
  - b. The ILS will have to be moved for Alternative A, an expense in excess of \$1 million.
  - c. The recently constructed access road on the north side of the airport will have to be again re-routed.
  - d. A power line which is by my measurements slightly inside the missed approach point for the proposed runway 17 ILS will have to be moved or buried.
  - e. Despite the statements in the EA that no new land acquisitions will be required for either alternative, in fact the missed approach fix and the replacement for the Dudley approach fix will require ground installations.
2. The Army Corps of Engineers has identified a WWII bomb site which will need clearing before runway 17/35 can be extended to the north and they have written a letter recommending Alternative B ( Appendix .B pp. 48 and following).
- Unexploded ordinance must be removed at unknown cost and presents a hazard to workers.
3. Overwhelmingly, the users at KAEG have endorsed Alternative B; multiple reasons are cited in the comments they have written. Additionally, they have voted by using runway 22 more frequently than any other runway. Based on the charge in multiple government documents that public input is to be heavily weighted in this type of decision, it should have been given more weight in the recommendation process.

JS3

JS4

JS5

JS5. Refer to response to comments UNK2, GI1, GI31, and GI54.

I presume that these comments, although not delivered at the time of the public meeting, will be in your hands before the September 10, 2009 public comment deadline and that they will be included both in the document delivered to the FAA for their review, and in the final EA.



Julia P. Smith  
4 Puesta del Sol  
Placitas, NM 87043  
(505) 867-9268  
[snj.aa@comcast.net](mailto:snj.aa@comcast.net)

A visitor has commented on the Double Eagle study.

Name: James Domenick  
Organization: Self  
Email Address: [iddomenick@msn.com](mailto:iddomenick@msn.com)  
City: Placitas  
State: NM  
Zip Code: 87043

**JD1.** Comment noted.

**JD2.** Comment noted.

**JD3.** Comment noted.

Comment Made On: 2009-09-06 12:17:55

Comments: I am the owner of an aircraft based at KAEG and am a weekly user of the airport. I conduct several hundred operations annually, and have been using the airport regularly for over 10 years.

This is to express my strong preference for Alternative B, based on pilot safety, cost, and lower environmental impacts, as compared to Alternative A.

Notwithstanding the data in your wind study, every regular pilot I have spoken to at KAEG prefers Runway 4-22 as the primary, because the prevailing winds tend to have a westerly component. I agree with them, based on my extensive experience at the airport. Switching the primary runway to 17-35 would compromise pilot safety by exposing pilots to increased exposure to crosswinds.

The additional cost to switch primary runways to 17-35 is a ridiculous waste of taxpayer funds. The destruction of recently-completed access road realignment will be an embarrassment to the airport planners and the Chavez administration. Relocation of the ILS is also an enormous waste. Etc., etc.

Alternative A has greater environmental impacts in all areas, except for the perceived affect on the NPS. There will be greater emissions from construction activities, as well as impacts from clearing an ordnance range for construction. Since the noise thresholds are all met under both alternatives, the NPS request does not make much sense to me. Maybe the NPS employees just do not like the idea of having airplanes over their park.

Please consider the needs of pilots and users of the airport before you push Alternative A forward.

**JD4.** Refer to response to comment UNK2.

**JD1**

**JD2**

**JD3**

**JD4**

A visitor has commented on the Double Eagle study.

Name: Kevin Fredekind  
Organization: Double Eagle II  
Email Address: maggyver1082@comcast.net  
City: Albuquerque  
State: NJ  
Zip Code: 87120

Comment Made On: 2009-09-07 14:52:15

Comments: Your assessment makes no sense at all!!

This "geological window" seems to be all your driving force to NOT make 22 the primary runway. So what you are suggesting is not fly over this "window" that just "appeared" a couple years ago. By the way, an approach to 22 would mean flying over the "window" at about 1500' at low or no power. The alternative is 17/35 in which we will be flying race track patterns over the Petroglyph National park instead!! Where does that make any sense at all ????????

They just made the road from AEG to Paseo del Volcan, and now with your plan that would have to be moved. A large expense for no reason. You want to move the ILS to 17. A HUGE expense for not reason. In fact, moving the ILS is STUPID!! It will take all departures and missed approaches right into the approach routes for ABQ. Are you trying to get someone killed?? The taxi to runway 35 will be over 9,000 feet?? That is almost 2 miles!! Again, an added expense to all the operators out here, and for what reason??

It appears that the only data used to make this decision is what the City wants, after all, they are the one's paying you, and what the Park Service "suggested". The Park Service is only one vote. Why do you think they have any more say over this decision than anyone else? They dont you say?? Then why is their recommendation the only factor you have used, yet you have literally hundreds of USERS for AEG that disagree and want 22 as the primary, but the public outcry has had no factor in this decision what so ever. Sure, you have the "town hall" meetings and "public outreach" which has been a joke!!

This whole process has been nothing but a political cartoon. And if proceed will cost the tax payers literally MILLIONS of more dollars than necessary to get what we dont want.

Really???

**KF1.** Refer to response to comment UNK2.

**KF2.** The recent road reconfiguration will not be impacted by implementation of Alternative A. The existing access road will be moved north, beyond the extended runway safety area.

**KF3.** Comment noted. It must be pointed out that implementation of Alternative B results in an over 10,000-foot taxi to the Runway 4 end.

**KF4.** Comment noted. Refer to responses to comments GJ54 and UNK2.

KF1

KF2

KF3

KF4

A visitor has commented on the Double Eagle study.

Name: Arthur and Joyce Woods  
Organization:  
Email Address: niner3ech0@flyloncone.com  
City: Albuquerque  
State: NM  
Zip Code: 87120

Comment Made On: 2009-09-08 10:18:33

Comments: These comments were also sent via FAX on 9-08-09 on the form received at the Public Hearing. To be sure comments are readable, we are submitting electronically also. Sorry for any inconvenience. Our comments follow:

RE: Double Eagle II Airport Environmental Assessment - Comments

We have two general aviation aircraft based at Double Eagle II and fly regularly from the field. We share concerns of many other local pilots who utilize this airport with the city's proposal to spend federal, state and city tax dollars to extend the north/south runway (17-35) vs. proceeding consistent with the 1999 Master Plan to extend runway 4-22. We agree it would be nice to have a runway 8-26 upon which the EA wind analysis conclusions were based, but accept that the cost is too prohibitive in the foreseeable future.

Our main issue is that the EA recommendations inherently will cost several million dollars more than following the current Master Plan and will result in no significant improvement in reducing noise, or improving aviation safety. There is no justification for this extra expense and change of the original plan. Details of these unnecessary expenses:

- a. Approximately \$1,600,000.00 to relocate and recertify the Instrument Landing System (ILS).
- b. Construction of over 1400 of additional feet of runway for 17-35 versus 4-22.
- c. Construction of over 1700 feet of additional taxiways for 17-35 not needed with an extension of runway 4-22.
- d. Construction of approximately 2500 feet of new roadway, plus the wasted cost of tearing up the recently reconstructed access road and intersection.
- e. Unknown cost to re-certify the GPS approach.
- f. Unknown cost to relocate the existing landing guidance system (MALSR).  
g. Unknown cost to develop new air traffic procedures.  
h. Unknown cost to relocate two chain link fences.
- i. Unknown cost if relocation of power lines to north of runway 17-35 is required for safety reasons.
- j. Unknown cost for remediation of Ordnance Operable Unit 4 north of runway 35(WWII practice bomb range)

Note that the noise study demonstrated sound levels at the Petroglyph National Monument which (per the FAA) do not exceed noise levels expected at a national park located near a city. The most significant positive impact on noise reduction is implementation of a friendly program. With the FAA Control Tower now operational, such a program can be easily implemented and efficiently managed to achieve the city's noise reduction objectives, regardless of which runway is extended. This can be done Now.

Comments from Arthur and Joyce Woods were responded to on page L-39.  
Refer to responses AW1 through AW5.

The wind study data shows that Runway 4-22 is the preferred runway (by 3.4% over 17-35) when winds are strongest (16kt) and most critical for safety. However, the conclusion that 17-35 is ~~marginally~~ marginally better<sup>10</sup> is based on the assumption that a runway 8/26 will be added in the future and perhaps a typo in Exhibit 1 which incorrectly used the data from 4-22 for 17-35.

The need for a runway extension is justified by larger aircraft but yet the basis for recommending runway 17-35 is based on lower wind periods affecting smaller single engine piston aircraft (10.5 kt winds with 2.31% advantage or 13 kt winds with a 1.66% advantage).

The high wind (16kt) data validates the actual experience of local pilots. We strongly urge that pilot concerns of adverse safety impact should weigh more heavily on the runway selection decision, given this relatively insignificant overall wind analysis difference.

In summary, since consideration of a future runway 8-26 has been removed, the EA does not show a significant advantage to either runway considering noise or winds. We do not see how the city of Albuquerque and the FAA can justify this excessive unnecessary spending to extend 17-35, and changing the Master Plan for Double Eagle II airport.

Respectfully submitted,

Art and Joyce Woods  
Albuquerque, NM

Name: Kathryn Henderson  
Organization: DEPOA  
Email Address: [germologist@comcast.net](mailto:germologist@comcast.net)  
City: Albuquerque  
State: NM  
Zip Code: 87111

Comments from Kathryn Henderson were responded to on page L-12.  
Refer to response KH1.

Comment Made On: 2009-09-08 11:01:37  
Comments: I am a research virologist by profession. This is field in which personal safety is paramount. I would NEVER expect that I, my students, employees or colleagues should have to work under unsafe conditions or would have no input on the ways we can improve our working relationships with viruses. Analogously, the primary consideration for a General Aviation airport should be the safety and preferences of the pilots who fly in and out of that airport, as long as they adhere to environmental ordinances and regulatory restrictions. It appears that Mayor Martin Chavez (henceforth referred to as "the City") has taken it upon himself to modify the 1999 Master Plan approved by the City Council (why??) by commissioning a consulting firm (through what process and paid for by whom?) to do an Environmental Assessment of the runways at Double Eagle Airport. Was this EA commission with the knowledge and approval of the City Council to spend millions of public dollars for proposed changes? In my opinion, the EA is a thinly veiled and weakly-supported study with a pre-determined outcome: that is, to extend 17-35 as the main runway, come hell or high water! (again, why???) The pilots (including myself) who regularly fly in and out of AEG have repeatedly expressed their frustration that their concerns and inputs about safety, costs, efficacy and environmental impact were completely ignored by "the City" and the EA. We are being treated like ecologically insensitive idiots whose safety should rest in the capable(?) hands of non-flying bureaucrats. Unexploded WWII ordinance north of 17-35, high-voltage distribution power lines on the approach to 17 and missed IFR approaches on 17 into incoming ABQ traffic are not my idea of enjoyable flying experiences!

The third and final so-called "Public Information Meeting" on Thursday, August 27th to reinforce Coffman's decision to support Option A was just another example of rote and unsubstantiated effort to make the pre-determined outcome acceptable to the FAA and environmental agencies. When we inquired about the difference between the costs inherent in Option A compared to Option B, both Molly and Bill (1) pointed their fingers at each other and said that (s)he would know, but neither one had any answers (perhaps because Option B was never costed out?) When we inquired whether we could have a written copy of the FAA comments on Option A, Molly replied that that wasn't possible, and that the FAA's comments would be incorporated into the final plan. Was Option B even presented to the FAA, since the AEG controllers themselves favor Runways 4-22 over 17-35? When we asked whether we could get the written guidelines for the hyped "friendly" program which seemed to be such an integral and prideful part of Option A, Molly replied that there were no guidelines; they were actually just in the process of developing the program. Why couldn't the "friendly" program be just as appropriately applied to Option B? The lack of response and inaccessibility on the part of Coffman could certainly lead pilots to speculate that "the City" has its own agenda for the AEG properties, runways and facilities. Perhaps "the City" has worked deals with the land developers for properties north of the

airport; perhaps the City has an agreement to facilitate Eclipse Aviation plans; perhaps the City values autocratic policy-making and prioritizes public funding decisions over the safety and preferences of the pilots, owners and users at Double Eagle Airport. If there are reasonable explanations to all of these questions, then we pilots would appreciate an honest dialog and a higher level of communication from the City after having this Option A jammed down our throats and ! the thro ats of the tax-paying ABQ citizens. During this time of recession and financial insecurity, the significantly increased costs of AEG Option A are contra-indicated. My thought is that the federal stimulus money currently being spent to refurbish and re-do Runway 4-22 is a more worthwhile and reasonable expenditure of funds related to Double Eagle than any of this EA and the City's saga.

A visitor has commented on the Double Eagle study.

**JB1.** Refer to responses to comments UNK2, GJ54, GJ55, GJ60, and DB4.

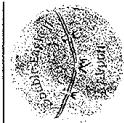
Name: John Bode  
Organization: Bode Aero, Inc.  
Email Address: johnrbode@gmail.com  
City: Albuquerque  
State: NM  
Zip Code: 87123

Comment Made On: 2009-09-08 11:29:12

Comments: The EA does not provide a dominant rationale for selection of either runway as primary. The "city's" proposed designation of Runway 17/35 as primary is arbitrary, and totally in disregard of the many comments of the users of the airport and the US Army Core of Engineers. A legal mandate for community involvement is found in Public Law 94-54 Title of Law which states, ~~as~~No airport development project may be approved by the Secretary [of Transportation] unless he is satisfied that fair consideration has been given to the interest of the communities in or near which the project is located.~~as~~ §16(c)(3). With no operational justification for changing the primary runway and high attendant dollar costs, one must wonder what motive the "city" has for proposing the change.

JB1

DOUBLE EAGLE II AIRPORT ENVIRONMENTAL ASSESSMENT  
PUBLIC INFORMATION WORKSHOP  
MEETING COMMENT FORM



09/08/09

Meeting Public Information Workshop \_\_\_\_\_ Date: August 27, 2009 Time: 5:00-7:00 p.m.

Place: Double Eagle II Maintenance Facility

Please Print Neatly

I have a couple of concerns about the proposed changes to the Double Eagle II airport runway usage.  
(KAES)

First: I have flown airplanes and helicopters into and out of KAES for several years, flying VFR and IFR. At no time in the past, nor is there presently, any indications of no-fly areas depicted oneronautical charts due to requirements on the ground. Only very recently, with the advent of money coming into the airport for improvements has this issue been raised. If the ground were sacred somehow, it should have been designated as such long time ago when KAES first opened up.

Second: All required ILS equipment and patterns are setup, flight checked, and operational for ILS/ILC approaches to runway 22. The costs involved with moving all this equipment and getting it certified for runway 17 is an unnecessary expense and time waste for the taxpayer. Our collections government are financially broke, we do not need more expenses for no obvious gain from moving all this equipment. Totally unnecessary. Additionally, traffic departing IFL from runway 17, especially fast moving jets will cause Air Traffic Control interference with traffic using runways 08 and 26 at Albuquerque International!

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

**CW1.** Comment noted.

**CW2.** Comment noted. Refer to response to comment DB2. Flight checks would be required for both Alternative A and Alternative B due to the changes in landing thresholds under both alternatives.

This entire process of changing the primary use money, including the ILS equipment, is going to cause more headaches, grief, and expense than is warranted. There is no solid justification for going to all this trouble to do such. I as a pilot and taxpayer see absolutely no advantage to making these changes.

Calvin Wachos  
CALVIN WACHOS

**CW3.** Comment noted.

CW

A visitor has commented on the Double Eagle study.

Name: Diane Bode  
Organization: Bode Aero Services, Inc.  
Email Address: [flyinggirl\\_aeg@yahoo.com](mailto:flyinggirl_aeg@yahoo.com)  
City: Albuquerque  
State: NM  
Zip Code: 87120

**DB5.** See responses to comments KH3, GJ1, and DB1.

**DB6.** See response to comment DB2.

**DB7.** See response to comment DB3.

Comment Made On: 2009-09-10 17:19:36  
Comments: Comments on the Environmental Assessment For Double Eagle II Airport September 10, 2009

After all the meetings and all the comments the AEG pilot community has made, there is no evidence that any consideration was given to their concerns. Given all the changes that will have to be made to make 17-35 the primary runway, one would think that extending 4-22 would be a lot cheaper. Even if the cost was more for 4-22, the safety issues involved with 17-35 should be given a lot of consideration.

The tower operators (who still do not have radar) can see the traffic on 4-22 and its taxiways much better than that on 17-35.

The departing traffic on runway 17 conflicts with the arriving traffic descending through the corridor into the Sunport on runway 8.

If a pilot is descending into runway 17 or departing on runway 35 he has to cross the high power lines to the north of the end of 35. That is fine in average conditions. However, if it is a really hot day, the pilot (taking off on 35) is not used to high elevation airports and/or is carrying a heavy load, he may not be able to gain enough altitude to clear the power lines. Another dangerous scenario would be in IFR conditions at night where a pilot on the ILS to 17 could accidentally pass through his minimum descent altitude a little early and catch the wires. Also if runway 17-35 is extended to the north, the power lines probably will be within the missed approach point on an ILS for runway 17. How many pilots will die before you put the power lines under ground?

I attended the public meeting on August 27, 2009. I asked Mr. Hinde about the safety issues regarding the use of an ILS on Runway 17-35. He wanted to argue whether the electric lines were high voltage or not. It doesn't matter. A wire is a wire when you catch your wing tip on one. The lines feed the airport and would cross below the glide slope for 17. Mr. Hinde allowed that ~~if~~ it becomes necessary, we will bury the lines. ~~When is it necessary? After someone else (Richard Fuller was the first one) dies?~~

Diane L. Bode  
Private Pilot

September 10, 2009

Dear Associates,

**RH1. Comment noted.**

I am a resident of Taylor Ranch, and would like to comment on the proposed runway extension. I visited your open house in late August, and talked with your consultants. I was happy to see that the airport was trying to select the best alternative that would not only address extending the runway but also be more sensitive to the National Monument. I have done a lot of hiking within the Monument boundaries, including the Volcanoes and the Geological Window. While hiking at the very northern end of the Monument, I have noticed many airplanes flying above me. It would not be so bad if only an occasional plane flew overhead. I remember one particular visit to the Monument when there seemed to be one plane after the other that flew over the northern most volcano, while I was there. The noise became very annoying and it was difficult to communicate with the person I was hiking with. Unless you are planning to construct another north-south runway further west, away from the Monument; I support the recommendation in the draft Environmental Assessment to extend the existing north-south runway 17-35, along with the implementation of the flight friendly program.

CW1

Sincerely,  
Rene' Horvath  
aboard10@juno.com

 Page 1

DOUBLE EAGLE II AIRPORT  
ENVIRONMENTAL ASSESSMENT  
Public Information Workshop  
5:00 p.m. to 7:00 p.m.  
August 27, 2009  
Double Eagle II Airport Maintenance Facility

REPORTED BY: Deborah E. Trattel, NM CCR #153  
TRATTEL COURT REPORTING, VIDEOGRAPHY &  
VIDEOCONFERENCE CENTER  
P.O. Box 36297  
Albuquerque, New Mexico 87110

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Albuquerque, NM 87102  
2647af8-1106-4355-98ae-d1c8f0720aand

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2647af8-1106-4355-98ae-d1c8f0720aand

**CM1.** Comment noted.

1           MR. CHACE MAYHEW: The decision to change the  
2 primary runway at the Double Eagle Airport does not seem  
3 to be based on intelligent decision-making, but simply  
4 political motivation from local politicians. They are  
5 not taking any input from the users of the airport. The  
6 City Council needs to investigate what the motivation is  
7 to change the primary runway and why the additional  
8 money wants to be spent when it is unnecessary and  
9 uncalled for. That's all.

10          MR. GUY JONES: My name is Guy Jones. I am  
11 the president of the Double Eagle Pilots and Operators  
12 Association. I want to take this opportunity to make a  
13 written comment on the proposed city extension of Runway  
14 1735 and the EA that supports that decision. DEPOA is  
15 strongly opposed to this decision by the city to extend  
16 1735.

17          The reasons that we're opposed are the  
18 following: With over 120 pilots representing hundreds  
19 of hours or hundreds of years of experience and  
20 thousands of hours of flight operation, we unanimously  
21 favor an extension of Runway 422.

22          Second, the EA cites a wind advantage to 1735.  
23 However, data used to make this decision appears to say  
24 there's no significant advantage to either runway.

25          Three, the city cites the preference of the

Page 3

CM1       **GJ68.** Comment noted.  
**GJ69.** Comment noted.  
**GJ70.** See response to Comment GJ2.

GJ68

GJ69

GJ70

**GJ71.** See response to comments UNK2 and GJ3.

**GJ72.** See response to comments GJ4, DB1, and UNK1.  
**GJ73.** See response to comments GJ4, DB1, and GJ3.

Page 4

1 National Park Service for 1735, due to asserted noise  
2 issues, but one; the National Park Service is a  
3 coordinating agency, and is not entitled to greater  
4 consideration than any other concerned party, and it  
5 does not appear that other concerned parties have had  
6 equal weight given to their positions.

7 Two, the Federal Aviation Administration, in  
8 writing, has determined that these asserted aircraft  
9 noise levels are not an issue under any of the three  
10 alternatives contained in the environmental assessment.

11 Four, we believe there are very significant  
12 expenditures of tax dollars that will be necessary to  
13 extend Runway 1735 to the north and south versus

14 extending Runway 422 to the southwest. We do not have  
15 detailed cost estimates, but I believe they can  
16 reasonably be stated in the millions of dollars due to  
17 the following considerations:

18 Construction of over 1,400 feet of additional  
19 runway for 1735 versus 422. Construction of over 1,700  
20 feet of additional taxiways for 1735 not needed with an  
21 extension of Runway 422. Construction of approximately

22 2,500 feet of new roadway, plus a destruction of the  
23 newly reconstructed access road with its intersections.

24 The cost of approximately 1,600,000 to relocate  
25 and recertify the instrument landing system currently on

**GJ74.** See response to comments GJ5 and GJ14.

August 27, 2009

Page 5

1       422. The FAA has stated that they will not pay this  
2       cost. An unknown cost to recenter GPS approaches, an  
3       unknown cost to relocating the existing MALSR, unknown  
4       cost to develop new air traffic control procedures;  
5       unknown cost to relocate two major chain link fences  
6       that now lie to the north of 1735.

7       A significant unknown cost of relocation of  
8       power lines to the north of Runway 1735 is required to  
9       meet safety margins. Unknown additional cost for  
10      taxiway and runway lighting and signage to extend Runway  
11      1735 versus Runway 422. And an unknown cost for the  
12      remediation of ordinance operable Unit 4 north of Runway  
13      35. This is a World War II practice bomb range known to  
14      contain both practice and live ordnance.

15      Fifth, the U.S. Corp of Engineers has formally  
16      stated the following, and I quote: "The Army Corp of  
17      Engineers strongly advises that there are significant  
18      unexploded munitions in the area directly north of 1735  
19      which create safety and clearance issues for alternative  
20      A, which is the extension of 1735," unquote.

21      The existing power lines to the north of the  
22      approaching end of Runway 17 are now approximately 4,600  
23      feet from the end of the runway. An extension of the  
24      2,000 feet would bring the approach end of 17 to 2,600  
25      feet from the power lines. It appears this would place

**GJ75.** See response to comments DB3.

GJ73  
contd

GJ74

GJ75

August 27, 2009

**HW2. Comments noted.**

Page 6

G175  
contd

1 the power lines inside a missed approach point for an  
2 instrument landing system and dangerously close to the  
3 approach into the runway.  
4 These are the six major items of concern  
5 alternatively as chosen by the city. These six items  
6 are not all our areas of concern and we will submit  
7 additional written comments.

8 MR. HARLEY WADSWORTH: My name is Harley  
9 Wadsworth and I'm an aircraft owner and a hangar owner  
10 here at Double Eagle II Airport. I have two airplanes  
11 here. And my strong preference is to keep Runway 4,  
12 Runway 22, the active -- the primary runway for the  
13 airport. I think it would be a mistake to change it to  
14 the other runway for a variety of reasons, including  
15 safety reasons and expense reasons.

16 And for the reasons that have been spelled out  
17 in the -- by the DEPA, which is the Double Eagle Pilot  
18 and Operator Association, I agree with the statements  
19 that they make there.

20 I have talked with many pilots around the area,  
21 and I have never heard one pilot here at this airport  
22 who felt that making the primary Runway 1835 was a good  
23 idea. There is no pilot that I ever heard tell me that  
24 they thought that that was a good idea. And the vote  
25 that we took over at the meeting previous to coming here

1 was unanimous in support of the things that are written  
2 in this document from the DEPOA.

3 I think it would be a terrible mistake for the  
4 city to go ahead and change the active runway. I don't  
5 know why they want to do it. Not heard any good reasons  
6 for it. None of the pilots are in favor of it. And I'm  
7 strongly against it. That's all I have to say.

8 (Conclusion at 7:05 p.m.)

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HW2  
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1 IN RE:

2 DOUBLE EAGLE II AIRPORT COMMENTARY

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4 REPORTER'S CERTIFICATE

5  
6 I, DEBORAH E. TRATTEL, CCR #153, DO HEREBY  
7 CERTIFY that on August 27, 2009, the Proceedings in the  
8 above-captioned matter was taken before me, that I did  
9 report in stenographic shorthand the Proceedings set  
10 forth herein, and the foregoing pages are a true and  
11 correct transcription to the best of my ability.

12 I FURTHER CERTIFY that I am neither employed by  
13 nor related to nor contracted with (unless excepted by  
14 the rules) any of the parties or attorneys in this case,  
15 and that I have no interest whatsoever in the final  
16 disposition of this case in any court.

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19

*Deborah E. Trattel*

Deborah E. Trattel, CRR, RPR,  
Certified Court Reporter #153  
License Expires: 12-31-09

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