SUPPORT FACILITIES

The location and function of support facilities are driven by the location and function of the other airport components to be served.

As a result, most of the support facilities were considered in conjunction with the other airport components they are designed to serve. This section will serve as a follow-up to summarize the support facility considerations and bring forward the recommended program.

The facility requirements are outlined on **Exhibit ES-13**.

The following support considerations take into account the recommended concept for the airfield, passenger terminal, general aviation, and air cargo.

Much of the airport's concerns with off-airport access capacity were relieved with the construction of Sunport Boulevard for direct access to Interstate 25. Even with reduced airport traffic, however, the nearby intersection of Gibson and Yale is expected to have capacity problems in the future. The Aviation Department should continue to coordinate with the City and regional transportation planners with regards to improvements off-airport.

Another off-airport consideration is the potential for light rail. The airport would be a natural terminus for light rail. A strong light rail system not only can reduce auto traffic, but also parking requirements. Light rail is still in the early planning phases in Albuquerque. It does appear that a link to the airport would likely come from the university area to the north, although the right-of-way corridor has yet to be determined. Each terminal alternative considered light rail access and circulation in the evaluation.

The on-airport access loop in the northeast quadrant posed another unique situation due to the perpendicular access points.

The preferred alternative maintains the Sunport Boulevard entrance and exit in the existing Yale underpass corridor as depicted previously on **Exhibit ES-12**. The primary advantage of this alternative is minimizing the off-site roadway construction.

The parking plan, as depicted on **Exhibit ES-12**, will increase the on-airport parking to meet future needs as outlined in the facility requirements. Off-airport parking, however, will still be an important part of the public parking system at Albuquerque International Sunport, potentially supplying half of the parking spaces required to meet the long range demand.

The airport maintenance and snow removal equipment (SRE) facilities are presently located between the general aviation and air cargo area. This area is at-grade and makes an excellent location for development of additional air cargo facilities. Combining this with the need for additional storage space for maintenance and snow removal equipment, it is timely to consider relocating the maintenance and SRE facilities. Not only can the additional

storage be developed, but the entire facility can be brought up to state-of-the-art.

With the passenger terminal planned to remain on the north side of the airport, and the general aviation and air cargo facilities to remain on the southwest side, there is ample room on the southeast side for the maintenance and SRE facility. This is depicted on **Exhibit ES-14.** The facility has ready access to the airfield as well as the perimeter road system.

The Aviation Department has been considering a consolidated fuel farm with pipeline delivery for the past several years. A location on the southwest side of the airport, behind the general aviation and air cargo facilities, has been considered. The Master Plan review suggests that this site is still valid. It is off the flight line, but accessible from the perimeter service roads. It would also be readily accessible from the existing pipeline located west of the airport. Therefore, it is recommended to continue to plan for the consolidated facility in the location depicted on **Exhibit ES-14**.

AIRPORT LAYOUT PLAN

Per Federal Aviation Administration (FAA) requirements, a set of plans, referred to as Airport Layout Plans, has been prepared to graphically depict the ultimate airfield layout, facility development, and airspace. The airport layout plan set was actually an update to the previous airport layout plan that was prepared on a computer-aided drafting (CAD) system. The computerized plan set provides detailed information of existing and future facility layouts on multiple layers that permits the user to focus in on any section of the airport at a desirable scale. The plan can be used as base information for design, and can continue to be easily updated in the future to reflect new development and more detail concerning existing conditions as made available through design surveys. The airport layout plan set includes a number of technical drawings, all of which are included in the Master Plan. **Exhibit ES-15** presents the key drawing, called the Airport Layout Drawing.

FINANCIAL PLAN

The financial operations of ABQ and its reliever, Double Eagle II Airport (together, the Airport System), are accounted for as an enterprise fund of the City of Albuquerque. Audited financial statements for the Airport System are prepared according to generally accepted accounting principles for government entities and the requirements of ABQ's Bond Ordinances.

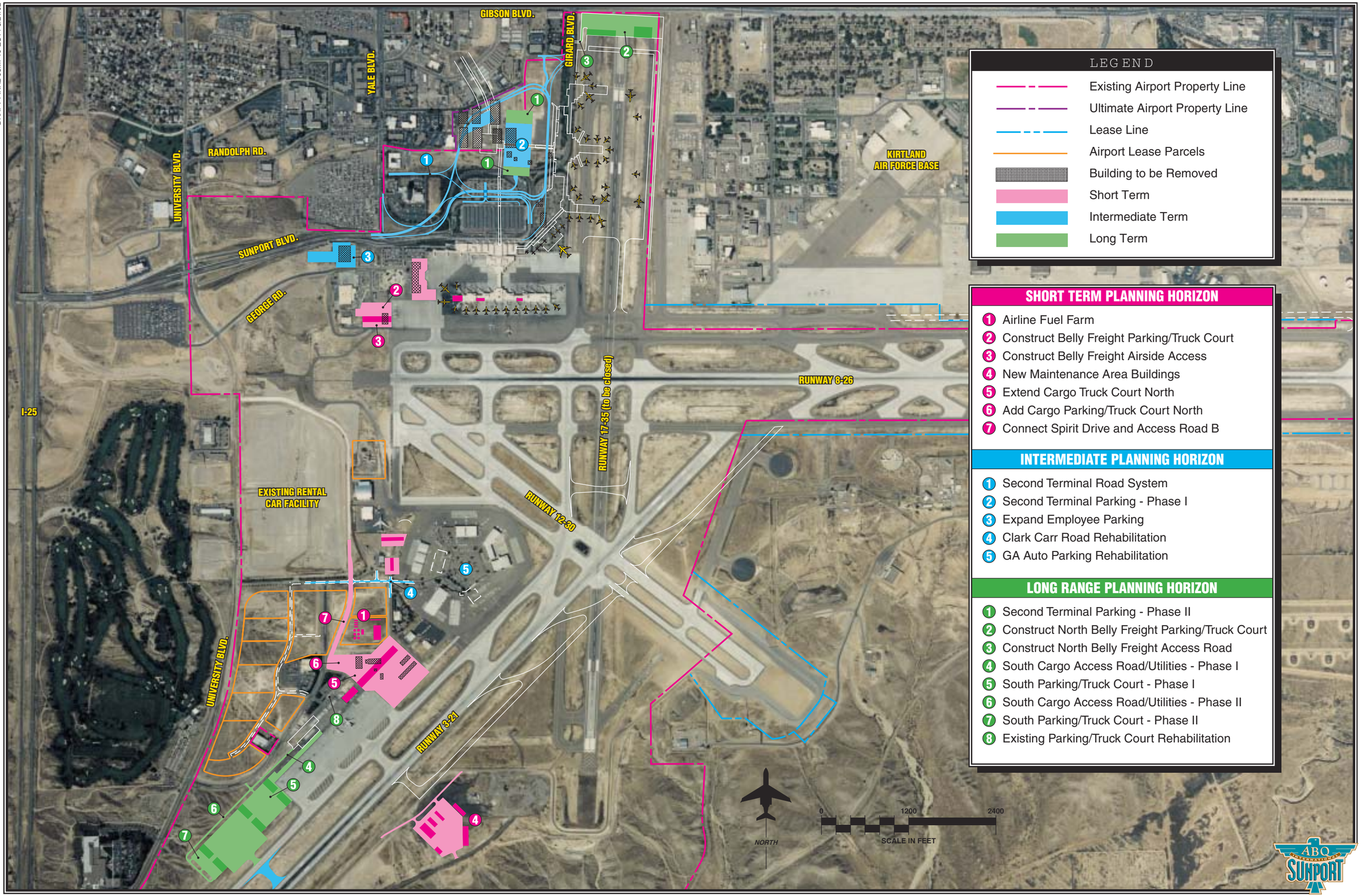
The Bond Ordinances require that airline rates and charges be established each year to generate Net Revenues (Gross Airport Revenues less Operation and Maintenance Expenses) sufficient to make the deposits required to the funds and accounts established in the Bond Ordinances and demonstrate 120 percent debt service coverage for Outstanding Senior Parity Obligations and 110 percent debt service coverage for all Outstanding Senior and

98MP19-ES13-4/6/01

CATEGORY	AVAILABLE	CURRENT	SHORT TERM	INTERMEDIATE	LONG RANGE
TERMINAL CURB					
Departure Curb (l.f.)	630	540	665	775	1,050
Arrival Curb (l.f.)					
Auto/Taxi	660	710	875	1,020	1,385
Commercial	660	385	470	550	750
TERMINAL PARKING					
Public Total Parking	11,827	8,100	10,200	12,400	19,200
On-Airport Parking	3,727	4,000	5,100	6,200	9,600
Short Term Parking	NA	1,200	1,500	1,900	2,900
Employee Parking	550	470	590	720	1,120
		All numbers refer to parking spaces			
RENTAL CAR					
Ready/Return (spaces)	1,200	850	1,020	1,180	2,010
Service Storage (acres)	34	19	24	29	45
FUEL STORAGE					
JetA (gallons)	225,000	660,000	780,000	910,000	1,330,000
Avgas (gallons)	35,000	18,000	21,000	23,000	28,000

Exhibit ES-13
ACCESS AND SUPPORT
FACILITY REQUIREMENTS

DRAFT FINAL-98MP19-ES14-5/21/02



LEGEND

- Existing Airport Property Line
- Ultimate Airport Property Line
- Lease Line
- Airport Lease Parcels
- Building to be Removed
- Short Term
- Intermediate Term
- Long Term

SHORT TERM PLANNING HORIZON

1. Airline Fuel Farm
2. Construct Belly Freight Parking/Truck Court
3. Construct Belly Freight Airside Access
4. New Maintenance Area Buildings
5. Extend Cargo Truck Court North
6. Add Cargo Parking/Truck Court North
7. Connect Spirit Drive and Access Road B

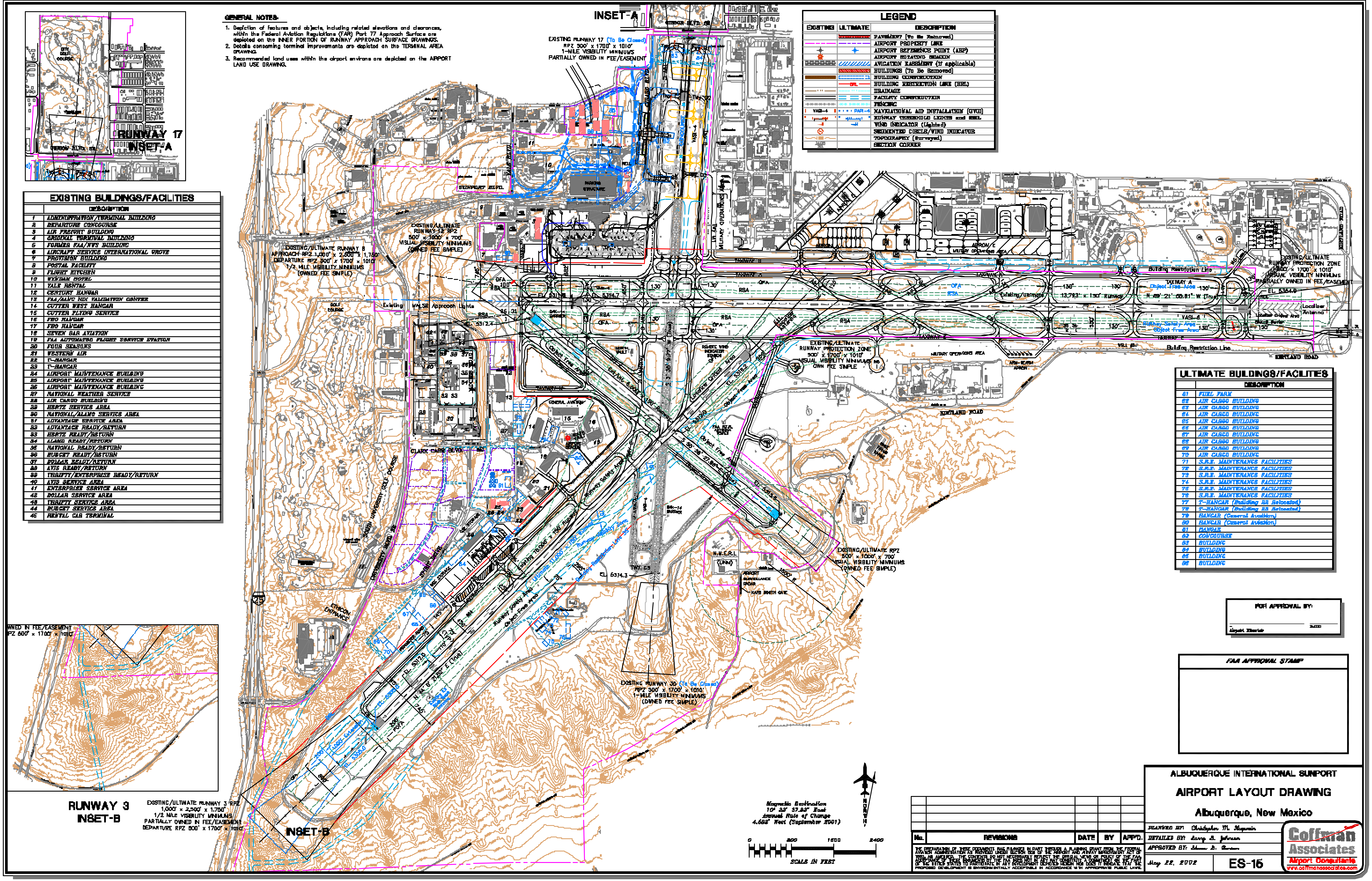
INTERMEDIATE PLANNING HORIZON

1. Second Terminal Road System
2. Second Terminal Parking - Phase I
3. Expand Employee Parking
4. Clark Carr Road Rehabilitation
5. GA Auto Parking Rehabilitation

LONG RANGE PLANNING HORIZON

1. Second Terminal Parking - Phase II
2. Construct North Belly Freight Parking/Truck Court
3. Construct North Belly Freight Access Road
4. South Cargo Access Road/Utilities - Phase I
5. South Parking/Truck Court - Phase I
6. South Cargo Access Road/Utilities - Phase II
7. South Parking/Truck Court - Phase II
8. Existing Parking/Truck Court Rehabilitation

Exhibit ES-14
SUPPORT FACILITY DEVELOPMENT STAGING



GENERAL NOTES:

1. Depiction of features and objects, including related elevations and clearances, within the Federal Aviation Regulations (FAR) Part 77 Approach Surface are depicted on the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS.
2. Details concerning terminal improvements are depicted on the TERMINAL AREA DRAWING.
3. Recommended land uses within the airport environs are depicted on the AIRPORT LAND USE DRAWING.

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
	▨	PAVEMENT (To Be Removed)
— — —	— — —	AIRPORT PROPERTY LINE
✦	✦	AIRPORT REFERENCE POINT (ARP)
✹		AIRPORT ROTATING BEACON
▦	▨	AVIGATION EASEMENT (If applicable)
	▨	BUILDINGS (To Be Removed)
▬	▭	BUILDING CONSTRUCTION
	—BRL—	BUILDING RESTRICTION LINE (BRL)
— ‖ —	— ‖ —	DRAINAGE
═	═	FACILITY CONSTRUCTION
-x-x-x-	-x-x-x-	FENCING
VASI-4	PAPI-4	NAVIGATIONAL AID INSTALLATION (GVGI)
┴┴┴	┴┴┴	RUNWAY THRESHOLD LIGHTS and REIL
◄	◄	WIND INDICATOR (Lighted)
◎		SEGMENTED CIRCLE/WIND INDICATOR
∿		TOPOGRAPHY (Surveyed)
┼		SECTION CORNER

EXISTING BUILDINGS/FACILITIES

	DESCRIPTION
1	ADMINISTRATION/TERMINAL BUILDING
2	DEPARTURE CONCOURSE
3	AIR FREIGHT BUILDING
4	ORIGINAL TERMINAL BUILDING
5	FORMER FAA/NWS BUILDING
6	AIRCRAFT SERVICE INTERNATIONAL GROVE
7	PROVISION BUILDING
8	POSTAL FACILITY
9	FLIGHT KITCHEN
10	WYNDAM HOTEL
11	YALE RENTAL
12	CENTURY HANGAR
13	FAA/AANC NDI VALIDATION CENTER
14	CUTTER WEST HANGAR
15	CUTTER FLYING SERVICE
16	FBO HANGAR
17	FBO HANGAR
18	SEVEN BAR AVIATION
19	FAA AUTOMATED FLIGHT SERVICE STATION
20	FOUR SEASONS
21	WESTERN AIR
22	T-HANGAR
23	T-HANGAR
24	AIRPORT MAINTENANCE BUILDING
25	AIRPORT MAINTENANCE BUILDING
26	AIRPORT MAINTENANCE BUILDING
27	NATIONAL WEATHER SERVICE
28	AIR CARGO BUILDING
29	HERTZ SERVICE AREA
30	NATIONAL/ALAMO SERVICE AREA
31	ADVANTAGE SERVICE AREA
32	ADVANTAGE READY/RETURN
33	HERTZ READY/RETURN
34	ALAMO READY/RETURN
35	NATIONAL READY/RETURN
36	BUDGET READY/RETURN
37	DOLLAR READY/RETURN
38	AVIS READY/RETURN
39	THRIFTY/ENTERPRISE READY/RETURN
40	AVIS SERVICE AREA
41	ENTERPRISE SERVICE AREA
42	DOLLAR SERVICE AREA
43	THRIFTY SERVICE AREA
44	BUDGET SERVICE AREA
45	RENTAL CAR TERMINAL

ULTIMATE BUILDINGS/FACILITES

	DESCRIPTION
61	FUEL FARM
62	AIR CARGO BUILDING
63	AIR CARGO BUILDING
64	AIR CARGO BUILDING
65	AIR CARGO BUILDING
66	AIR CARGO BUILDING
67	AIR CARGO BUILDING
68	AIR CARGO BUILDING
69	AIR CARGO BUILDING
70	AIR CARGO BUILDING
71	S.R.E. MAINTENANCE FACILITIES
72	S.R.E. MAINTENANCE FACILITIES
73	S.R.E. MAINTENANCE FACILITIES
74	S.R.E. MAINTENANCE FACILITIES
75	S.R.E. MAINTENANCE FACILITIES
76	S.R.E. MAINTENANCE FACILITIES
77	T-HANGAR (Building 22 Relocated)
78	T-HANGAR (Building 23 Relocated)
79	HANGAR (General Aviation)
80	HANGAR (General Aviation)
81	HANGAR
82	CONCOURSE
83	BUILDING
84	BUILDING
85	BUILDING
86	BUILDING

FOR APPROVAL BY:

Airport Director DATE

FAA APPROVAL STAMP

Magnetic Declination
10° 22' 37.92" East
Annual Rate of Change
4.582" West (September 2001)

0 800 1600 2400
SCALE IN FEET

No.	REVISIONS	DATE	BY	APP'D.

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

ALBUQUERQUE INTERNATIONAL SUNPORT

AIRPORT LAYOUT DRAWING

Albuquerque, New Mexico

PLANNED BY: Christopher M. Hugunin
DETAILED BY: Larry S. Johnson
APPROVED BY: [illegible]

May 22, 2002

ES-15

Coffman Associates
Airport Consultants
www.coffmanassociates.com

Coffman Associates-LDJ ABQ-LAYOUT.dwg Wednesday May 22 2002 4:39pm

Subordinate Parity obligations. ABQ's Outstanding Bonds are backed solely by the Net Revenues of the Airport System.

FUNDING SOURCES

Table ES-3 shows gross project costs for the Capital Development Program by cost center and the estimated sources of funding.

For purposes of projecting the financial results for the Airport System, the project costs shown on **Table ES-3** include allowances for: (1) ABQ costs allocable to capital projects and the acquisition of land; (2) design, construction, and program management fees and contingencies; (3) allowances for inflation; and (4) New Mexico gross receipts tax.

Sources of funding for the Capital Development Program are as follows:

- Federal grants-in-aid under the Airport Improvement Program (AIP)
- Passenger Facility Charges (PFCs)
  - → Pay-as-you-go
  - → Proceeds from the sale of PFC-supported bonds
- ABQ internally-generated funds
- Proceeds from the sale of airport revenue bonds

The amount of funding available from these sources will depend primarily on future levels of aviation activity at ABQ and future federal reauthorizations.

Federal Grants-In-Aids

The Airport Improvement Program is authorized by the *Airport and Airway Improvement Act of 1982* (the Act). The Act authorized funding for the AIP from the Airport and Airway Trust Fund for airport development, airport planning, and noise compatibility planning and programs. The Airport and Airway Trust Fund is funded through several aviation user taxes on airline fares, air freight, and aviation gasoline.

Under the AIP, ABQ receives annual entitlement grants based on numbers of enplaned passengers and cargo tonnage and is eligible to receive discretionary grants. In general, AIP grants can be used for land acquisition, noise mitigation, airfield improvements, on-airport roadways, public areas of terminal buildings, safety and security systems, and equipment.

On April 5, 2000, the U.S. Congress approved passage of the *Wendell H. Ford Aviation Investment and Reform Act for the 21st Century* (AIR-21). Among several provisions, AIR-21 provided for four years of AIP authorization (Federal Fiscal Years [FFY] 2000-2003), ranging from $2.475 billion in FFY 2000 to $3.4 billion in FFY 2003. Under AIR-21, if appropriated AIP funds equal or exceed $3.2 billion in a single year, resulting entitlement grants to airport operators would be double the amount that would have been received under an appropriation lower than $3.2 billion.

Passenger Facility Charges

PFCs are authorized by Title 14 of the Code of Federal Regulations, Part 158, and the PFC program is administered by the FAA. PFCs are collected from qualified enplaned passengers and PFC revenues are used to fund eligible projects. A PFC of up to $4.50 per eligible enplaned passenger can be imposed by an airport operator, and more than 85 percent of the nation's large-, medium-, and small-hub airport operators impose a PFC. Once a PFC is imposed, it is included as part of the ticket price paid by passengers enplaning at the airport, collected by the airlines, and remitted to the airport operator, less an allowance for airline processing expenses. ABQ currently imposes a $3.00 PFC and foregoes 50 percent of its annual AIP entitlement funds. The amount foregone by ABQ is significantly less than the annual PFC revenues earned by imposing the $3.00 PFC. If a $4.50 PFC were imposed, ABQ would forego 75 percent of its annual AIP entitlement funds.

PFCs cannot be used for commercial facilities at airports, such as restaurants and other concession space, rental car facilities, public parking facilities, or construction of exclusively leased space or facilities.

ABQ has been collecting a $3.00 PFC since July 1996 and is authorized by the FAA under its first PFC application to collect $49.6 million. ABQ expects that the first PFC authorization will expire in FY 2002. ABQ's second PFC application was approved by the FAA in FY 2002 and allows ABQ to increase its collection authority by $44.5 million. Under the second PFC application, PFC revenues are to be used to paydown the unamortized cost of certain airfield projects. Based on the projections of aviation activity presented in Chapter Two, ABQ will reach its $44.5 million authorized collections level by FY 2007.

Internally-Generated Funds

The Airport System's financial operations are accounted for as an enterprise fund of the City. In the past, ABQ has used internally-generated funds to finance projects in the Airport System. Under the Bond Ordinances, internally-generated funds are deposited in the Capital Fund at the end of each year (after such funds have been used for all other purposes) and can be used for any lawful Airport System purpose.

Airport Revenue Bonds

ABQ has four series of outstanding Senior Parity Obligations (the 1995 Bonds, 1997 Refunding Bonds, 1998 Refunding Bonds, and 2001 Refunding Bonds) and four series of outstanding Subordinate Party Obligations (the 1995 Refunding Bonds, 1996A Bonds, 2000A Bonds, and 2000B Bonds).

As shown on **Table ES-3**, ABQ may have to issue revenue bonds to finance the remaining costs (after applying the other funding sources discussed above) for the projects in the Capital Development Program within the three planning periods.

	Project costs (a)				Estimated sources of funding				
	Short term 2002-2005	Intermediate term 2006-2010	Long term 2011-2025	Total project costs	Federal grants (b)	PFC revenues (c)	Internally generated funds (d)	Airport revenue bonds (e)	Total funding sources
TERMINAL COMPLEX									
Existing Terminal & Concourse Projects	$ 41,244,000	$ -	$ -	$ 41,244,000	-$ -	$ -	$ -	$ 41,244,000	$ 41,244,000
Aircraft Loading Bridge Systems	1,267,000	-	-	1,267,000	-	-	-	1,267,000	1,267,000
Second Terminal and Concourse - Phase I	-	256,186,000	-	256,186,000	-	64,046,000	-	192,140,000	256,186,000
Existing Terminal/Concourse Upgrades - Phase I	-	68,908,000	-	68,908,000	-	17,227,000	4,000,000	47,681,000	68,908,000
Second Terminal Loading Bridges - Phase I	-	6,653,000	-	6,653,000	-	6,653,000	-	-	6,653,000
SecondTerminal/Concourse - Phase II	-	-	112,329,000	112,329,000	-	28,082,000	80,000,000	4,247,000	112,329,000
Existing Terminal/Concourse Upgrades - Phase II	-	-	79,833,000	79,833,000	-	19,958,000	-	59,875,000	79,833,000
Second Terminal Loading Bridges - Phase II	-	-	6,387,000	6,387,000	-	6,387,000	-	-	6,387,000
	$ 42,511,000	**$ 331,747,000**	**$ 198,549,000**	**$ 572,807,000**	**-$**	**$ 142,353,000**	**$ 84,000,000**	**$ 346,454,000**	**$ 572,807,000**
AIRFIELD									
Close/Remove Runway 17-35	$ -	$ 4,879,000	$ -	$ 4,879,000	$ 3,659,000	$ -	$ 1,220,000	$ -	$ 4,879,000
Connecting Taxiway between C & D	-	1,191,000	-	1,191,000	893,000	298,000	-	-	1,191,000
Extend Runway 3-21 1,000 feet SE	-	3,295,000	-	3,295,000	2,471,000	824,000	-	-	3,295,000
Taxiway Exit on Runway 3-21	-	840,000	-	840,000	630,000	210,000	-	-	840,000
Eastside Partial Parallel Taxiway	-	-	14,476,000	14,476,000	10,857,000	3,619,000	-	-	14,476,000
	$ -	**$ 10,205,000**	**$ 14,476,000**	**$ 24,681,000**	**$ 18,510,000**	**$ 4,951,000**	**$ 1,220,000**	**$ -**	**$ 24,681,000**
TERMINAL APRON									
Terminal Apron Rehabilitation	$ 19,817,000	$ -	$ -	$ 19,817,000	$ 5,792,000	$ -	$ -	$ 14,025,000	$ 19,817,000
Terminal Apron Improvements	2,831,000	-	-	2,831,000	2,123,000	-	-	708,000	2,831,000
Second Terminal Apron - Phase I	-	27,880,000	-	27,880,000	6,188,000	21,692,000	-	-	27,880,000
Second Terminal Apron - Phase II	-	-	30,656,000	30,656,000	15,661,000	14,995,000	-	-	30,656,000
	$ 22,648,000	**$ 27,880,000**	**$ 30,656,000**	**$ 81,184,000**	**$ 29,764,000**	**$ 36,687,000**	**$ -**	**$ 14,733,000**	**$ 81,184,000**
LANDSIDE AREA									
Second Terminal Parking - Phase I	$ -	$ 67,863,000	$ -	$ 67,863,000	-$	$ -	$ 67,863,000	$ -	$ 67,863,000
Expand Employee Parking	-	1,331,000	-	1,331,000	-	-	1,331,000	-	1,331,000
Second Terminal Parking - Phase II	-	-	88,902,000	88,902,000	-	-	88,902,000	-	88,902,000
	$ -	**$ 69,194,000**	**$ 88,902,000**	**$ 158,096,000**	**-$**	**$ -**	**$ 158,096,000**	**$ -**	**$ 158,096,000**

Table ES-3
ESTIMATED PROJECT COST AND SOURCES OF FUNDING
2002 THROUGH 2025

	Project costs (a)				Estimated sources of funding				
	Short term 2002-2005	Intermediate term 2006-2010	Long term 2011-2025	Total project costs	Federal grants (b)	PFC revenues (c)	Internally generated funds (d)	Airport revenue bonds (e)	Total funding sources
OTHER AREAS									
Cargo									
Remove Existing Belly Freight Facility	$ 703,000	$ -	$ -	$ 703,000	$ 527,000	$ -	$ -	$ 176,000	$ 703,000
Construct Belly Freight Building	3,207,000	-	-	3,207,000	-	-	-	3,207,000	3,207,000
Construct Belly Freight Parking/Truck Court	714,000	-	-	714,000	535,000	-	-	179,000	714,000
Construct Belly Freight Airside Access	890,000	-	-	890,000	667,000	-	-	223,000	890,000
Air Cargo Apron North	3,828,000	-	-	3,828,000	2,871,000	-	-	957,000	3,828,000
Extend Cargo Building North	2,567,000	-	-	2,567,000	-	-	-	2,567,000	2,567,000
Extend Cargo Truck Court North	422,000	-	-	422,000	-	-	-	422,000	422,000
Add Cargo Building North	2,605,000	-	-	2,605,000	-	-	-	2,605,000	2,605,000
Add Cargo Parking/Truck Court North	981,000	-	-	981,000	-	-	-	981,000	981,000
Extend Cargo Building South	-	3,158,000	-	3,158,000	-	-	3,158,000	-	3,158,000
Extend Cargo Truck Court South	-	1,090,000	-	1,090,000	-	-	1,090,000	-	1,090,000
Construct North Belly Freight Building	-	-	4,850,000	4,850,000	-	-	4,850,000	-	4,850,000
Construct North Belly Freight Parking/Truck Court	-	-	3,066,000	3,066,000	-	-	3,066,000	-	3,066,000
Construct North Belly Freight Access Road	-	-	511,000	511,000	383,000	128,000	-	-	511,000
Construct North Belly Freight Airside Access	-	-	2,129,000	2,129,000	1,597,000	-	532,000	-	2,129,000
Cargo Buildings South End of Ramp	-	-	4,850,000	4,850,000	-	-	4,850,000	-	4,850,000
South Cargo Access Road/Utilities Phase I	-	-	852,000	852,000	639,000	213,000	-	-	852,000
South Parking/Truck Court Phase I	-	-	3,066,000	3,066,000	-	-	3,066,000	-	3,066,000
South Cargo Apron	-	-	8,720,000	8,720,000	6,540,000	2,180,000	-	-	8,720,000
South Cargo Buildings	-	-	9,701,000	9,701,000	-	-	9,701,000	-	9,701,000
South Cargo Access Road/Utilities Phase II	-	-	852,000	852,000	639,000	213,000	-	-	852,000
South Parking/Truck Court Phase II	-	-	1,490,000	1,490,000	-	-	1,490,000	-	1,490,000
Existing Cargo Apron Rehabilitation	-	-	383,000	383,000	287,000	96,000	-	-	383,000
Existing Parking/Truck Court Rehabilitation	-	-	43,000	43,000	-	-	43,000	-	43,000
	$ 15,917,000	**$ 4,248,000**	**$ 40,513,000**	**$ 60,678,000**	**$ 14,685,000**	**$ 2,830,000**	**$ 31,846,000**	**$ 11,317,000**	**$ 60,678,000**
Other									
Airline Fuel Farm	$ 13,511,000	$ -	$ -	$ 13,511,000	-$	$ -	$ -	$ 13,511,000	$ 13,511,000
New Maintenance Area Civil and Utilities	2,426,000	-	-	2,426,000	1,820,000	-	606,000	-	2,426,000
New Maintenance Area Buildings	5,685,000	-	-	5,685,000	2,842,000	-	2,843,000	-	5,685,000
Relocate Existing T-Hangars	642,000	-	-	642,000	481,000	-	161,000	-	642,000
South GA Apron Rehabilitation	9,233,000	-	-	9,233,000	6,925,000	-	2,308,000	-	9,233,000
GA Auto Parking Rehabilitation	-	634,000	-	634,000	-	-	634,000	-	634,000
	$ 31,497,000	**$ 634,000**	**$ -**	**$ 32,131,000**	**$ 12,068,000**	**$ -**	**$ 6,552,000**	**$ 13,511,000**	**$ 32,131,000**
	$ 47,414,000	**$ 4,882,000**	**$ 40,513,000**	**$ 92,809,000**	**$ 26,753,000**	**$ 2,830,000**	**$ 38,398,000**	**$ 24,828,000**	**$ 92,809,000**
ROADWAYS									
Connect Spirit Drive and Access Road B	$ 1,486,000	$ -	$ -	$ 1,486,000	$ 1,115,000	$ -	$ 371,000	$ -	$ 1,486,000
Terminal Area Property Acquisition-Phase I	14,850,000	-	-	14,850,000	-	-	14,850,000	-	14,850,000
Terminal Area Property Acquisition-Phase II	-	16,713,000	-	16,713,000	-	-	16,713,000	-	16,713,000
Second Terminal Road System	-	62,096,000	-	62,096,000	-	62,096,000	-	-	62,096,000
Clark Carr Road Rehabilitation	-	95,000	-	95,000	-	95,000	-	-	95,000
	$ 16,336,000	**$ 78,904,000**	**$ -**	**$ 95,240,000**	**$ 1,115,000**	**$ 62,191,000**	**$ 31,934,000**	**$ -**	**$ 95,240,000**
Total project costs and sources of funding	**$ 128,909,000**	**$ 522,812,000**	**$ 373,096,000**	**$ 1,024,817,000**	**$ 76,142,000**	**$ 249,012,000**	**$ 313,648,000**	**$ 386,015,000**	**$ 1,024,817,000**

(a) Reflects a capital development program of $746,226,000, escalated for inflation at 3.0% per year; New Mexico Gross Receipts Tax of 5.8125%; and CIP Overhead Charge of 1.9% for construction projects and 1.4% for land acquisition.
(b) Includes AIP entitlement grants and $15 million in discretionary grants.
(c) Includes PFC pay-as-you-go and bond-funded amounts. Reflects PFC revenues available upon completion of current PFC program and collection of a $4.50 PFC.
(d) Reflects investment of 100% of year-end remaining revenues. Also includes reimbursed equity from PFC revenues associated with the second PFC application of $44.5 million from FY 2003 to FY 2007.
(e) Assuming bond issuance every 5-8 years, as needed, with a 20-year term, 2-year capitalized interest period, 15% cost of issuance, and allowances for increases in interest rates for future bonds.

Table ES-3 (continued)
ESTIMATED PROJECT COST AND SOURCES OF FUNDING
2002 THROUGH 2025

PROJECTED FINANCIAL RESULTS

Table ES-4 presents debt service coverage from FY 1999 through the three planning periods. The calculations of the two tests that show debt service coverage compliance in accordance with ABQ's Bond Ordinances are shown in the table.

As shown on **Table ES-4**, Net Revenues (Gross Revenues less Operation and Maintenance Expenses) are projected to increase from $36,582,041 in FY 2001 to $90,434,000 in the intermediate-term planning period, resulting in debt service coverage ratios that exceed the requirements of both tests in the Bond Ordinances.

The financial projections were prepared on the basis of available information and assumptions as set forth in the Master Plan. It is believed that such information and assumptions provide a reasonable basis for projections to the level of detail appropriate for an airport master plan. Based on these assumptions, the Capital Development Program could be financed in the future by ABQ and result in key financial indicators that are consistent with the historical results of the Airport System and industry comparables.

ENVIRONMENTAL OVERVIEW

The protection and preservation of the local environment are essential concerns in the master planning process. An inventory of known environmental issues at ABQ was developed at the start of the project. These issues were considered during the preparation of this Master Plan's final recommendations. Now that a program for the use and development of Albuquerque International Sunport has been finalized, it is necessary to review environmental issues to ensure that this program can be implemented in compliance with applicable environmental regulations, standards, and guidelines.

All of the improvements planned for Albuquerque International Sunport as depicted on the Airport Layout Plan (ALP) will require compliance with the *National Environmental Policy Act (NEPA) of 1969*, as amended. Many of the improvements will be categorically excluded and will not require formal NEPA documentation; however, some improvements will likely require further NEPA analysis and documentation. These improvements include the following projects: closure of Runway 17-35, extension of Runway 3-21 1,000 feet southwest, construction of the southeast access road, and the construction of the second passenger terminal building. Compliance with the provisions of NEPA for these projects will be required prior to project implementation and is outside the scope of the Master Plan.

The following pages consider the environmental resources as outlined in *FAA Order 5050.4A*.

A review of existing documents and coordination with appropriate federal, state, and local agencies contributed to this analysis. Issues of concern that were identified as part of this process are presented on the following pages in **Table ES-5**.

The projections presented in this table were prepared using information from the sources indicated and assumptions provided by, or reviewed with and agreed to by, Airport management, as described in the accompanying text. Inevitably, some of the assumptions used to develop the projections will not be realized and unanticipated events and circumstances may occur. Therefore, there are likely to be differences between the projected and actual results, and those differences may be material.

	Table reference	Historical (a)			Projected					
		1999	2000	2001	2002	2003	2004	2005	Intermediate term (b)	Long term (c)
GROSS AIRPORT REVENUES										
Airline and nonairline revenues	D	$ 43,258,426	$ 45,701,964	$ 45,739,346	$ 49,181,000	$ 50,741,000	$ 53,778,000	$ 68,842,000	$ 109,643,000	$ 170,677,000
CFC revenues		-	-	1,840,909	3,861,000	4,086,000	4,325,000	4,807,000	6,932,000	10,803,000
PFC revenues		8,258,458	8,289,634	8,544,558	9,014,000	9,510,000	10,034,000	10,587,000	19,401,000	29,321,000
		$ 51,516,884	$ 53,991,598	$ 56,124,813	$ 62,056,000	$ 64,337,000	$ 68,137,000	$ 84,236,000	$ 135,976,000	$ 210,801,000
Less: Operation and Maintenance Expenses	C	16,075,018	17,035,881	19,542,772	22,585,000	24,543,000	26,671,000	29,028,000	45,542,000	111,398,000
Net Revenues		$ 35,441,866	$ 36,955,717	$ 36,582,041	$ 39,471,000	$ 39,794,000	$ 41,466,000	$ 55,208,000	$ 90,434,000	$ 99,403,000
RATE COVENANT TEST 1										
Net Revenues	[A]	$ 35,441,866	$ 36,955,717	$ 36,582,041	$ 39,471,000	$ 39,794,000	$ 41,466,000	$ 55,208,000	$ 90,434,000	$ 99,403,000
Senior Parity Debt Service Requirements	[B] B-1	9,248,056	9,734,622	10,651,225	9,437,000	9,687,000	10,347,000	19,788,000	61,050,000	48,128,000
Demonstrated coverage	[A/B]	3.83	3.80	3.43	4.18	4.11	4.01	2.79	1.48	2.07
Required coverage		1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
RATE COVENANT TEST 2										
Net Revenues		$ 35,441,866	$ 36,955,717	$ 36,582,041	$ 39,471,000	$ 39,794,000	$ 41,466,000	$ 55,208,000	$ 90,434,000	$ 99,403,000
Plus: Debt Service Reserve Account interest earnings	B-1	1,728,751	802,012	802,012	557,009	401,771	401,771	865,129	3,008,787	2,533,056
	[C]	$ 37,170,617	$ 37,757,729	$ 37,384,053	$ 40,028,009	$ 40,195,771	$ 41,867,771	$ 56,073,129	$ 93,442,787	$ 101,936,056
Debt Service Requirements	[D] B-1	$ 18,208,857	$ 17,596,198	$ 19,868,000	$ 20,077,000	$ 19,400,000	$ 20,057,000	$ 30,449,000	$ 75,612,000	$ 50,661,000
Demonstrated coverage	[C/D]	2.04	2.15	1.88	1.99	2.07	2.09	1.84	1.24	2.01
Required coverage		1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10

(a) Source: Aviation Department records.
(b) Assumed to be FY 2010.
(c) Assumed to be FY 2025.

TABLE ES-5
Summary of Environmental Resources
Potentially Impacted by the Proposed Improvements

Environmental Resource	Anticipated Impacts
Noise. The Yearly Day-Night Average Sound Level (DNL) is used in this study to assess aircraft noise. DNL is the metric currently accepted by the Federal Aviation Administration (FAA), Environmental Protection Agency (EPA), and Department of Housing and Urban Development (HUD) as an appropriate measure of cumulative noise exposure. These three federal agencies have each identified the 65 DNL noise contour as the threshold of incompatibility.	*Less-than-significant negative impacts and significant positive impacts.* • As depicted on **Exhibit ES-16**, closure of Runway 17-35 and extension of Runway 3-21 1,000 feet southwest will not result in any new impacts to noise-sensitive development southwest of the airport. With the closure of Runway 17-35, noise impacts on residential development north of the airport would likely decrease dramatically. • NEPA documentation will be required to fully assess the impact of the runway closure and runway extension.
Compatible Land Use. F.A.R. Part 150 recommends guidelines for planning land use compatibility within various levels of aircraft noise exposure. In addition, *Advisory Circular 150/5200-33* identifies land uses that are incompatible with safe airport operations because of their propensity for attracting birds or other wildlife, which in turn results in an increased risk of aircraft strikes and damage. Finally, F.A.R. Part 77 regulates the height of structures within the vicinity of the airport.	*Less-than-significant negative impacts and significant positive impacts.* • Implementation of the proposed runway closure and runway extension do not result in additional noise impacts on noise-sensitive development. In fact, implementation of the proposed projects alleviates the noise impact of the airport to the north. • The proposed airport improvements will not provide wildlife attractants, nor will any development impede the airport's Part 77 surface.
Social Impacts. These impacts are often associated with the relocation of residences or businesses or other community disruptions.	*Less-than-significant impacts (with mitigation).* • Development of the second terminal building parking structure and access roadways requires the acquisition of land and existing commercial businesses. *FAA Order 5050.4A* provides that where the relocation of a residence, business or farmland is involved, the provisions of the *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970* (URARPAPA) must be met. The Act requires that businesses be offered assistance in finding a new site and funding relocation costs.
Induced Socioeconomic Impacts. These impacts address those secondary impacts to surrounding communities resulting from the proposed development, including shifts in patterns of population movement and growth, public service demands, and changes in business and economic activity to the extent influenced by the airport development.	*Less-than-significant negative impacts and significant positive impacts.* • It is expected that the proposed developments would potentially induce positive socioeconomic impacts for the community over a period of years. The airport, with expanded facilities and services, would be expected to attract additional users. It is also expected to encourage tourism, industry, and trade, and to enhance the future growth and expansion of the community's economic base.

TABLE ES-5 (Continued)
Summary of Environmental Resources
Potentially Impacted by the Proposed Improvements

Environmental Resource	Resources Potentially Affected
Air Quality. EPA has adopted air quality standards that specify the maximum permissible short-term and long-term concentrations of various air contaminants. Various levels of review apply within both NEPA and permitting requirements. For example, an air quality analysis is typically required during the preparation of a NEPA document if enplanement levels exceed 3.2 million enplanements or general aviation operations exceed 180,000.	*Anticipated less-than-significant impacts.* • It is not anticipated that the proposed projects will have a dramatic affect on air quality (based on the results of two previous air quality assessments.) However, a new air quality assessment will most likely be required during the NEPA documentation process for the proposed runway projects.
Water Quality.	*Less-than-significant impacts.*
Section 4(f) Lands. These include publicly-owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or any land from a historic site of national, state or local significance.	*No impacts anticipated.*
Historical and Cultural Resources	*Anticipated less-than-significant impacts.* • Further coordination with the SHPO will be required prior to project implementation and field surveys may be required.
Threatened or Endangered Species and Biological Resources	*Less-than-significant impacts.* • Correspondence received from the U.S. Fish and Wildlife Service (FWS) indicated that no federally-listed threatened or endangered species are present and, thus, will not be affected by the proposed projects. • Under the Migratory Bird Treaty Act (MBTA), the taking of migratory birds, nests, and eggs is prohibited. To minimize the likelihood of a taking, the FWS recommended that construction activities occur outside the nesting season of March through August, or a survey be completed prior to construction to determine the potential affect on these protected species.
Waters of the U.S. including Wetlands	*No impacts anticipated.*
Floodplains	*No impacts.*
Wild and Scenic Rivers	*No impacts.*
Farmland	*No impacts.*
Energy Supply and Natural Resources	*No impacts anticipated.*
Light Emissions	*No significant impacts anticipated.*
Solid Waste	*No impacts anticipated.*

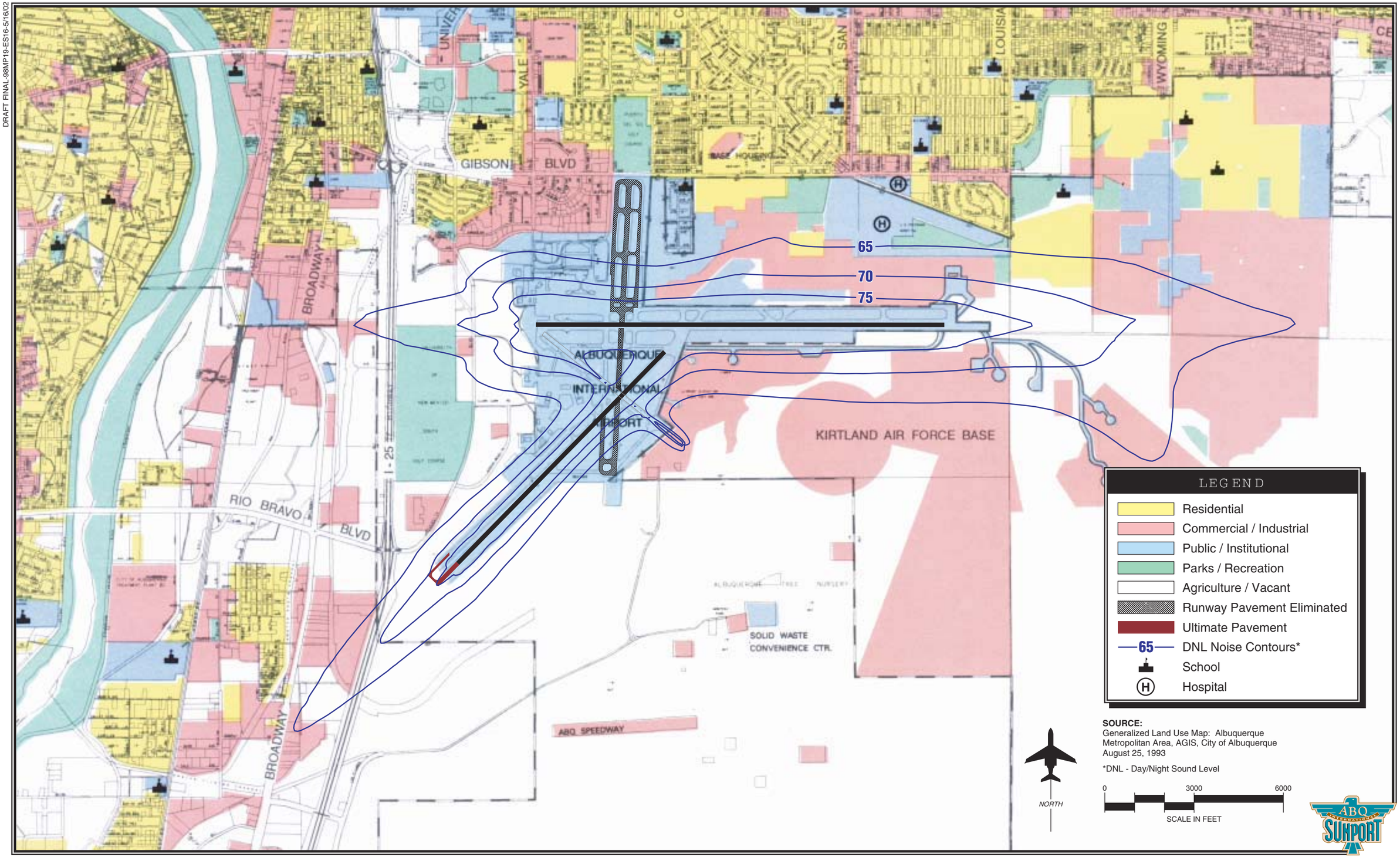


Exhibit ES-16
2006 NOISE CONTOURS

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