

Two high-speed transportation corridors (Gibson and Tijeras Arroyo corridors) that would traverse KAFB have been proposed. Of these, the Tijeras Arroyo Corridor would come in closest proximity to the Manzano WSA. Both transportation routes have been discussed for a number of years. However, NEPA documentation has not been completed on either project.

5.5.1.12 Aircraft Accidents

The Manzano WSA is located in the foothills of the Manzano Mountains, approximately 6.5 kilometers (4 miles) southeast of the main (east-west) runway of the Albuquerque International Airport. Figure 5.5–1 shows the locations of the Manzano WSA relative to the two runways of interest for the Albuquerque International Airport, one of three airports in the vicinity of the Manzano WSA.

The Albuquerque International Airport is the major commercial airfield in the State of New Mexico; it is the only airport with regular commercial jet service. In addition to its role as a commercial airfield, the Albuquerque International Airport is used by military aircraft at KAFB. In 1994, the Albuquerque International Airport had 220,914 aircraft operations (take-offs and landings) (PC 1996j). Table 5.5.1.12–1 summarizes the total number

of airfield operations at the Albuquerque International Airport.

In addition to the Albuquerque International Airport, there are two other airports in the Albuquerque area. Coronado Airport, approximately 19 kilometers (12 miles) to the north-northwest, has two runways, used only by general aviation aircraft. Similarly, Alameda Airport, approximately 24 kilometers (15 miles) to the northwest, has two runways also used by general aviation aircraft. Both of these airports are outside the probability density function boundary for general aviation aircraft and, therefore, were not included in the aircraft crash analysis. Further details on these two airports are contained in volume II, appendix E. Only the Albuquerque International Airport and non-airport (in-flight) aircraft were included in the analysis as required by the Draft DOE Standard (DOE 1996g).

In the history of the Manzano WSA, there have been three aircraft crashes. One crash involved an F-100C; the crash site was located east of the Manzano WSA administration area. Another crash involved a B-29 in the northern portion of the site. This aircraft departed from KAFB and crashed after approximately three minutes in flight, killing the crew. The third crash also occurred in the northern portion of the site and involved an EC-135 (KAFB 1993:69, 73, 74). None of these crashes affected the storage facilities.

**TABLE 5.5.1.12–1.—Albuquerque
International Airport Operations for 1994**

AIRCRAFT TYPE	NUMBER OF OPERATIONS
Air Carrier	77,978
Air Taxi	41,349
Military	29,929
General Aviation	71,658
Total Airfield Operations	220,914

Source: (PC 1996j)

If DOE chooses to relocate pits to the Manzano WSA, the pits would be stored in Type D magazines. Type D magazines (as shown in Figure 5.5.1.12–1) have access tunnels that vary in length from 20 meters to over 30 meters (65 feet to over 100 feet). The main chambers are approximately 19 meters (61 feet) long and have the capacity to store up to 800 pit containers each in a Stage Right configuration. In addition, the main chambers are protected by two vault-like steel doors at both ends of the access tunnel.