

**STATE OF NEW MEXICO
BEFORE THE SECRETARY OF ENVIRONMENT**

**IN THE MATTER OF THE APPLICATION
UNIVERSAL WASTE SYSTEMS, INC.
FOR A SOLID WASTE FACILITY PERMIT
FOR BROADWAY TRANSFER STATION**

SWB 24-08

**MAXWELL'S FINAL NON-TECHNICAL PUBLIC COMMENTS
ON THE REMANDED MATTER**

I submit the following comments for consideration:

ON COMMUNITY MEETING NOTICE.

1. During my visit to Albuquerque to attend and record¹ the first community meeting conducted pursuant to the Secretary's Order, I obtained copies of the Albuquerque Journal dated April 10, 2025, and The Paper dated April 2, 2025.
2. I personally reviewed both publications for public notices relating to the meeting.
3. The April 10, 2025 Albuquerque Journal contained one English-language notice and one Spanish-language notice for the meeting. Both notices appeared in the legal notices section.
4. The April 2, 2025 edition of The Paper contained one English-language notice and one Spanish-language notice. These notices appeared immediately behind the cover page, with the English notice occupying the upper-left portion of the page and the Spanish notice occupying the lower-left portion.
5. The content of the notices appearing in both publications was substantially identical.
6. Attachment 1 is a scan of the English-language notice appearing in The Paper, with a portion of the accompanying Spanish-language notice visible below.

¹ See my Public Comment on Community Meeting Recordings, filed in the docket on May 11, 2026.

ON AMENDED APPLICATION FILING NOTICE.

7. I first became aware that the amended application had been filed when, on March 9, 2026, the Hearing Clerk contacted me regarding availability for a scheduling conference. At the same time, I became aware that the Department had determined the amended application to be administratively complete.

ON TRANSPORTATION.

8. During my attendance at the second community meeting conducted by Applicant, I personally observed multiple aircraft overflights affecting audibility within the meeting environment.

9. At one point, aircraft noise completely interrupted the meeting. On other occasions, aircraft noise competed with or interfered with hearing speakers.

10. Attachment 2 consists of eighteen screenshots obtained from ADS-B Exchange², a publicly available flight-tracking website, depicting aircraft movements during the time period of the meeting.

11. The screenshots are arranged chronologically and correspond to aircraft movements from the Albuquerque Sunport occurring while the meeting was underway.

12. The first screenshot depicts an aircraft first appearing on radar at approximately 6:10 p.m. on June 23, 2025. Based upon comparison with my video recording of the meeting, this aircraft appears to correspond with the overflight that caused a complete interruption of the meeting shortly after it began.

² See URL: <https://adsbexchange.com/>

13. Review of the radar data alongside the meeting recording demonstrates that numerous aircraft can be heard at times corresponding with the recorded flight activity.

14. For example, a tanker aircraft depicted in Screenshot 4 can be heard “growling”³ in the recording at approximately the expected time of its overflight.

15. Screenshot 8 depicts a commercial aircraft corresponding with an overflight that substantially affected audibility during a public comment.

16. The final screenshot depicts an aircraft passing over the area shortly after the meeting concluded.

17. The screenshots and recording collectively document the aircraft transportation activity on the meeting environment and surrounding community.

ON THE WIND ROSE.

18. The wind rose relied upon by Applicant was derived from data collected at the Albuquerque Sunport, which is situated at a higher elevation than both the proposed facility and portions of the surrounding South Valley community.

ON FAIRNESS.

19. I requested access to the Administrative Record on May 1, 2026.

20. The Administrative Record was not provided until May 18, 2026, approximately three days before the hearing.

21. The timing of that production substantially limited my ability to review the complete record, prepare exhibits, and conduct documentary cross-examination.

3 See URL: <https://www.youtube.com/shorts/XnwJICzqYz4> (Video of DC-10 tanker “growling” on its take off)

22. As a result, I was required to rely primarily upon questioning and memory during cross-examination rather than documentary confrontation supported by prepared exhibits.

23. It is also my perception that the process resulting from the Secretary's Order was used, in part, to incorporate substantial revisions to Applicant's plans and supporting materials that were developed shortly after the original hearing but prior to the Secretary's Order. Among those revisions were engineering drawings dated late 2024 and approved by a professional engineer, which reflected a materially different level of development than the plans previously presented in the original proceeding.

24. During the hearing, I observed that Applicant and Department representatives were provided dedicated tables and workspace for witnesses, counsel, and materials.

25. By contrast, it appeared that community participants and intervenor representatives did not have comparable workspace available while presenting their statements.

26. While participating remotely, I also observed comments from members of the public regarding crowding and comfort within the hearing room.

27. The hearing room appeared substantially occupied during portions of the proceeding, and some attendees appeared to be standing.

28. Multiple members of the public testified that they had not learned of the proceeding until relatively late in the process.

ON THE VOLUME OF PUBLIC COMMENTS.

29. I reviewed all of the public comments submitted through the Department's public comment portal and listened to the public comments presented during the hearing.

30. Following the hearing, a substantial number of additional comments were submitted during the extended comment period, including comments from members of the public and elected officials.

31. These comments raised numerous concerns not specifically addressed within the CIA.

32. One recurring concern involved the effect of transportation activity on emergency ingress and egress routes serving the surrounding community.

33. During the extended comment period, I observed only one written comment submitted in support of the facility. That comment appears to have been submitted by an individual sharing the name of the president of a local solid waste-related business that advertises roll-off dumpster rental, compaction equipment service, and related operations.⁴

By -s- Nicholas Maxwell
Mr. Nicholas R. Maxwell
P.O. Box 1064
Hobbs, New Mexico 88241
Telephone: (575) 441-3560
Email: inspector@sunshineaudit.com

CERTIFICATE OF SERVICE

I certify that a true and correct copy of my Final Non-Technical Public Comments on the Remanded Matter was served by email on June 4, 2026 to the Hearing Clerk and to all parties of record in this matter, with a hard copy mailed upon request.

-s- Nicholas Maxwell
Mr. Nicholas R. Maxwell

⁴ See URL: <https://jacksoncompaction.com/> and <https://jacksoncompaction.com/about/>

Attachment 1.

1 Page.

NOTICE OF PUBLIC MEETING

SOLID WASTE TRANSFER FACILITY
LOCATED AT 5520 BROADWAY SW
ALBUQUERQUE, NEW MEXICO 87107

PURSUANT TO THE OCTOBER 3, 2024 ORDER OF THE NEW MEXICO SECRETARY OF ENVIRONMENT, UNIVERSAL WASTE SYSTEMS, INC. ("UWS") WILL CONDUCT A PUBLIC MEETING TO REVIEW AND SEEK INPUT ON THE CUMULATIVE IMPACT STATEMENT ("CIA") PREPARED IN CONNECTION WITH THE APPLICATION FOR A SOLID WASTE TRANSFER STATION (APPLICATION SWB 24-08(P)) AS FOLLOWS:

DATE OF MEETING: April 22, 2025

TIME OF MEETING: 5:00 PM to 8:00 PM

PLACE OF MEETING: Kiki Saavedra Community Center
201 Prosperity SE, Albuquerque, New Mexico

ALL INTERESTED STAKEHOLDERS AND THE PUBLIC IS INVITED TO REVIEW THE CIA, HEAR A PRESENTATION REGARDING THE CIA AND PROVIDE INPUT RELATING TO THE CIA. THE CUMULATIVE IMPACT STATEMENT SUMMARIZES POTENTIAL ENVIRONMENTAL IMPACT FROM THE CONSTRUCTION OF A TRANSFER STATION AND MITIGATION OF SUCH IMPACTS.

IF YOU REQUIRE ACCOMMODATION OF A DISABILITY, INCLUDING AN AMERICAN SIGN LANGUAGE INTERPRETER, PLEASE SEND AN EMAIL TO: cadigan@cadiganlaw.com ON OR BEFORE APRIL 12, 2025.

IF YOU REQUIRE SPANISH TRANSLATION SERVICES, OR TRANSLATION TO A DIFFERENT LANGUAGE, PLEASE SEND AN EMAIL TO: cadigan@cadiganlaw.com ON OR BEFORE APRIL 12, 2025.

AVISO DE REUNIÓN PÚBLICA

INSTALACIÓN DE TRANSFERENCIA DE RESIDUOS SÓLIDOS

Ubicado en 5520 Broadway SW
ALBUQUERQUE, NUEVO MÉXICO 87107

DE CONFORMIDAD CON LA ORDEN DEL 3 DE OCTUBRE DE 2024 DEL SECRETARIO DE MEDIO AMBIENTE DE NUEVO MÉXICO, UNIVERSAL WASTE SYSTEMS, INC.

("UWS") LLEVARÁ A CABO UNA REUNIÓN PÚBLICA PARA REVISAR Y SOLICITAR OPINIÓN SOBRE LA DECLARACIÓN DE IMPACTO ACUMULATIVO ("CIA") PREPARADA EN RELACIÓN CON LA SOLICITUD DE UNA ESTACIÓN DE TRANSFERENCIA DE RESIDUOS SÓLIDOS (SOLICITUD SWB 24-08(P)) DE LA SIGUIENTE MANERA:

FECHA DE LA REUNIÓN: 22 de abril de 2025

HORA DE LA REUNIÓN: 17:00 a 20:00 horas

LUGAR DE REUNIÓN: Centro Comunitario Kiki Saavedra
201 Prosperity SE, Albuquerque, Nuevo México

SE INVITA A TODOS LOS INTERESADOS Y AL PÚBLICO A REVISAR LA CIA, ESCUCHAR UNA PRESENTACIÓN SOBRE LA CIA Y PROPORCIONAR



**Get more
eyes on
your
business.**

**Contact our ad
department
(505) 300-4087
sales@abq.news**

Attachment 2.

18 Pages.

no callsign
Hex: ~26886E
Copy Link
adsbexchange.com

Non-ICAO hex, info:
ATC contact broadcast
This hex ID is dynamic and can't be connected to a type or registration
Often corresponding MLAT contact for the same aircraft
MLAT requires the contact to have a ModeS transponder and reception by 4 receivers
What is a hex ID?

FULL DETAILS

FLIGHT ACTIVITY

History

SPATIAL

Groundspeed: 289 kt
Baro. altitude: 7400 ft
WGS84 altitude: 9775 ft
Vert. Rate: 3328 ft/min
Track: 243.9°
Pos.: 35.000°, -106.678°
Distance: n/a

SIGNAL

Source: TIS-B
RSSI: n/a
Msg. Rate: 0.0
Receivers: NaN
Last Pos.: 0.0 s
Last Seen: 0.0 s

FMS SEL

Sel. Alt.: n/a
Sel. Head.: n/a

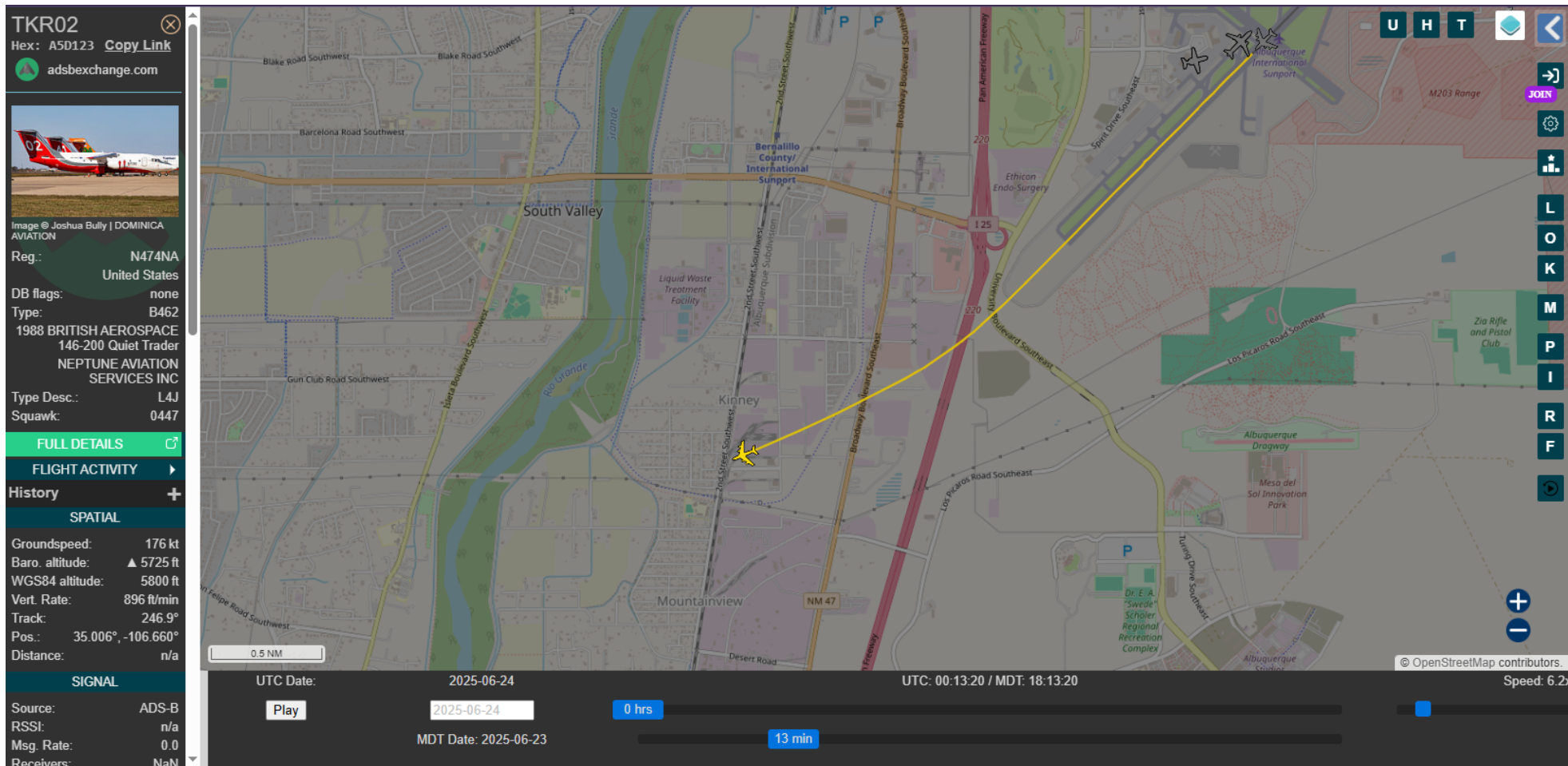
U
H
T

0.5 NM

UTC Date: 2025-06-24
Play
2025-06-24
0 hrs
MDT Date: 2025-06-23
10 min

UTC: 00:10:40 / MDT: 18:10:40
Speed: 6.2

1



SKW5475

Hex: ABB5EC [Copy Link](#)

adsbexchange.com

Reg.: N85379

United States

DB flags: none

Type: E75L

2021 EMBRAER ERJ-170-200 (long wing)

UNITED AIRLINES INC

Type Desc.: L2J

Squawk: 1606

FULL DETAILS

FLIGHT ACTIVITY

History

SPATIAL

Groundspeed: 167 kt

Baro. altitude: ▲ 6650 ft

WGS84 altitude: 6850 ft

Vert. Rate: 1344 ft/min

Track: 247.4°

Pos.: 35.007°, -106.662°

Distance: n/a

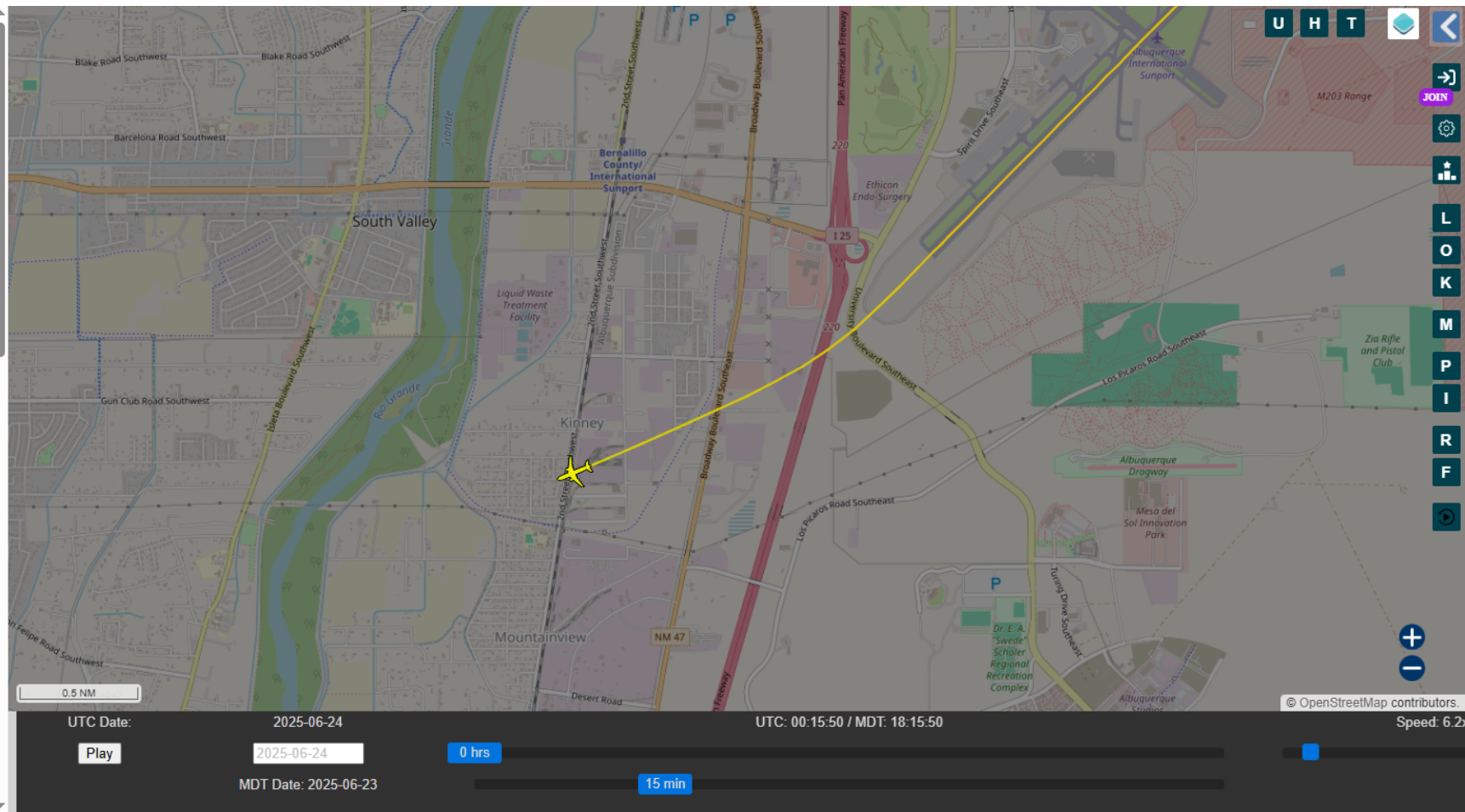
SIGNAL

Source: ADS-B

RSSI: n/a

Msg. Rate: 0.0

Receivers: NaN



TKR912

Hex: A69072 [Copy Link](#)

adsbexchange.com



Image © Flightline Aviation Media - Bruce Leibowitz

Reg.: N522AX

United States

DB flags: none

Type: DC10

1988 MCDONNELL DOUGLAS DC-10

BC AIRCRAFT LEASING LLC

Type Desc.: L3J

Squawk: 0415

FULL DETAILS

FLIGHT ACTIVITY

History

SPATIAL

Groundspeed: 195 kt

Baro. altitude: ▲ 6075 ft

WGS84 altitude: 6225 ft

Vert. Rate: 1408 ft/min

Track: 244.8°

Pos.: 35.008°, -106.660°

Distance: n/a

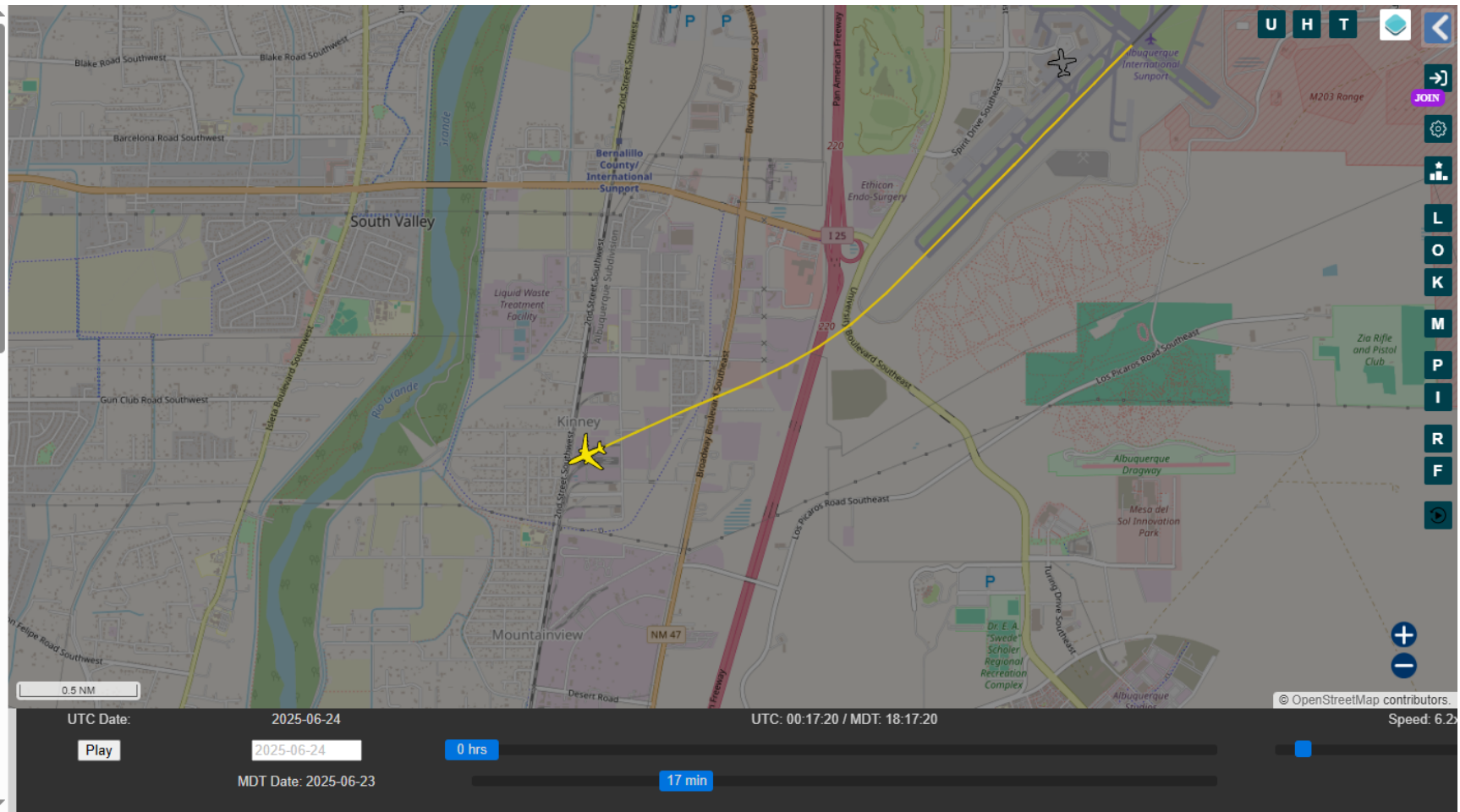
SIGNAL

Source: ADS-B

RSSI: n/a

Msg. Rate: 0.0

Receivers: NaN



ASH6117

Hex: AC03EE [Copy Link](#)

Image © OMGcat

Reg.: N87302

United States

DB flags: none

Type: E75L

2014 EMBRAER ERJ-170-200 (long wing)

UNITED AIRLINES INC

Type Desc.: L2J

Squawk: 7404

FULL DETAILS

FLIGHT ACTIVITY

History

SPATIAL

Groundspeed: 220 kt

Baro. altitude: ▲ 7850 ft

WGS84 altitude: 8150 ft

Vert. Rate: 576 ft/min

Track: 246.1°

Pos.: 35.011°, -106.659°

Distance: n/a

SIGNAL

Source: ADS-B

RSSI: n/a

Msg. Rate: 0.0

Receivers: NaN

UHT

JOIN

LOOKPIRF

+

-

0.5 NM

UTC Date: 2025-06-24

UTC: 00:18:50 / MDT: 18:18:50

MDT Date: 2025-06-23

Speed: 6.2

Play

0 hrs

18 min

5

FRLD89

Hex: A257BB [Copy Link](#)


adsbexchange.com



Image © CJ/Moeser

Reg.: N250CL

United States

DB flags: none

Type: BE20

2014 BEECH 200 Super King Air

TENAX AEROSPACE LLC

Type Desc.: L2T

Squawk: 0454

FULL DETAILS

FLIGHT ACTIVITY

History

SPATIAL

Groundspeed: 164 kt

Baro. altitude: ▲ 6650 ft

WGS84 altitude: ▲ 6850 ft

Vert. Rate: 1536 ft/min

Track: 245.2°

Pos.: 35.014°, -106.659°

Distance: n/a

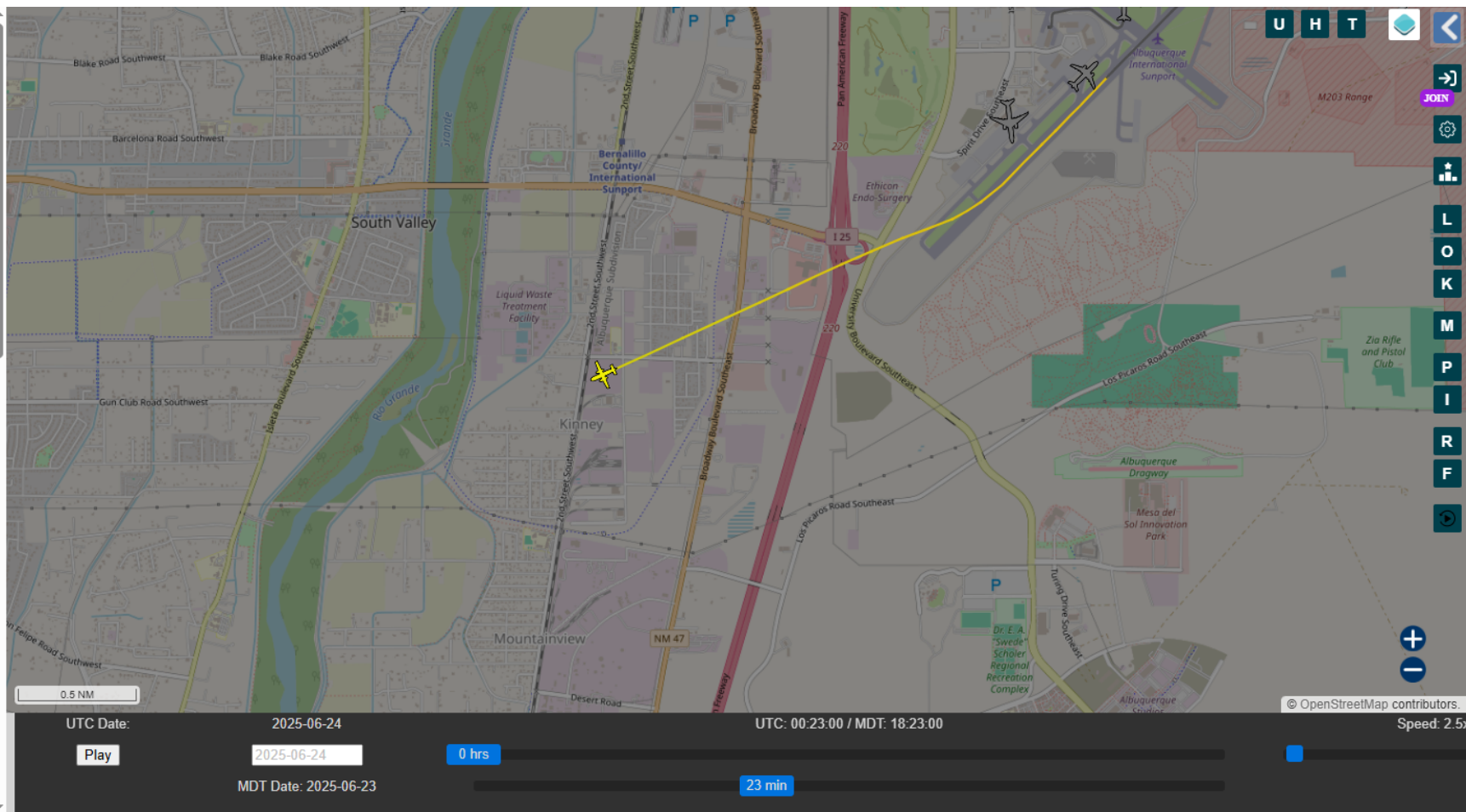
SIGNAL

Source: ADS-B

RSSI: n/a

Msg. Rate: 0.0

Receivers: NaN



N116AA

Hex: A0427E [Copy Link](#)


adsbexchange.com



Reg.: N116AA

United States

DB flags: none

Type: C25B

2007 CESSNA 525B Citation C/J3

CORSAIR TWO LLC

Type Desc.: L2J

Squawk: 2624

FULL DETAILS

FLIGHT ACTIVITY

History

SPATIAL

Groundspeed: 196 kt

Baro. altitude: ▲ 7125 ft

WGS84 altitude: ▲ 7350 ft

Vert. Rate: 2112 ft/min

Track: 245.5°

Pos.: 35.006°, -106.670°

Distance: n/a

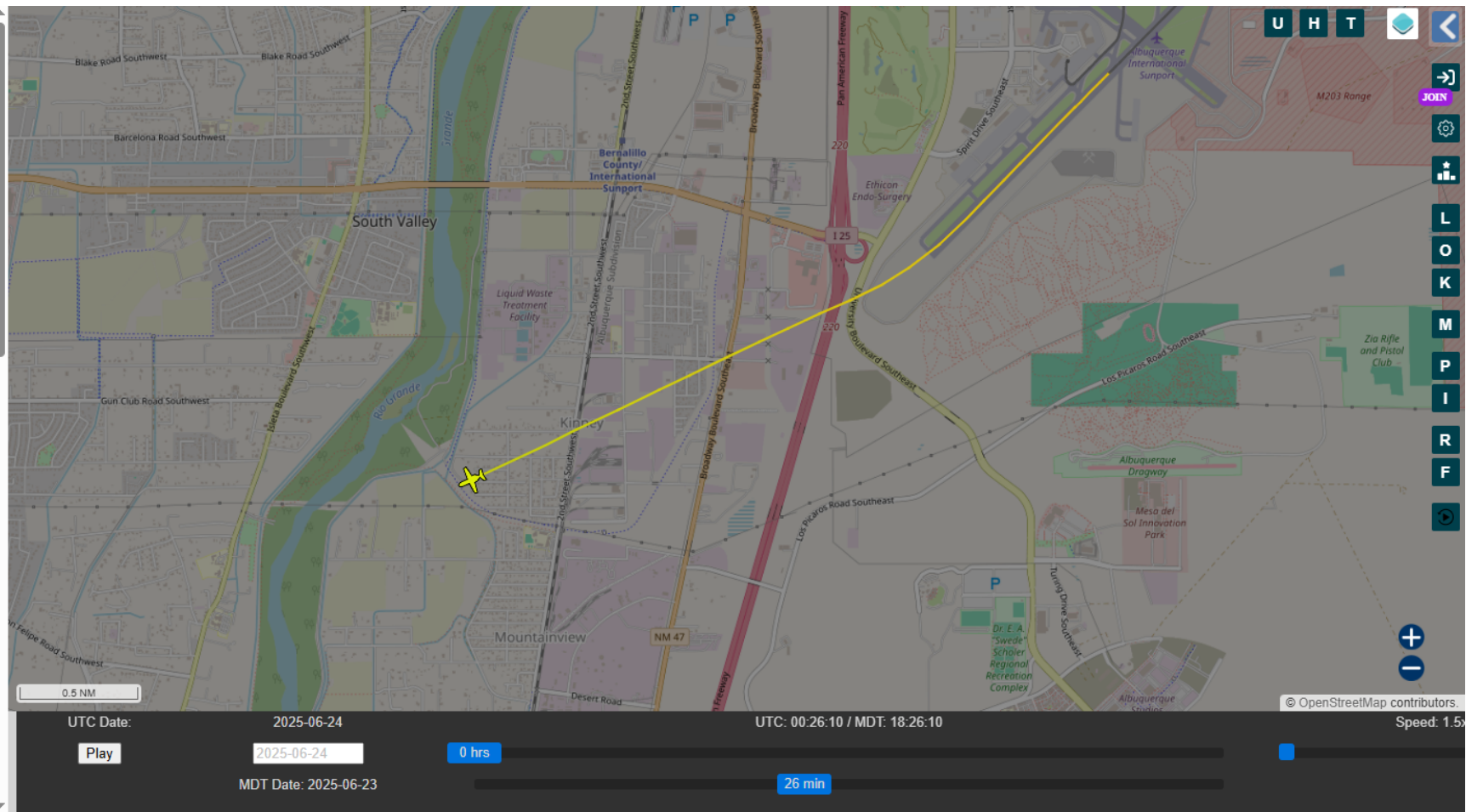
SIGNAL

Source: ADS-B

RSSI: n/a

Msg. Rate: 0.0

Receivers: NaN



TKR102

Hex: A2FD4D [Copy Link](#)

adsbexchange.com



Image © CJMoeser

Reg.: N292EA

United States

DB flags: none

Type: MD87

1991 MCDONNELL-DOUGLAS MD-87

CORSAIR TWO LLC

Type Desc.: L2J

Squawk: 0445

FULL DETAILS

FLIGHT ACTIVITY

History

SPATIAL

Groundspeed: 184 kt

Baro. altitude: ▲ 6250 ft

WGS84 altitude: ▲ 6125 ft

Vert. Rate: 768 ft/min

Track: 250.0°

Pos.: 35.013°, -106.658°

Distance: n/a

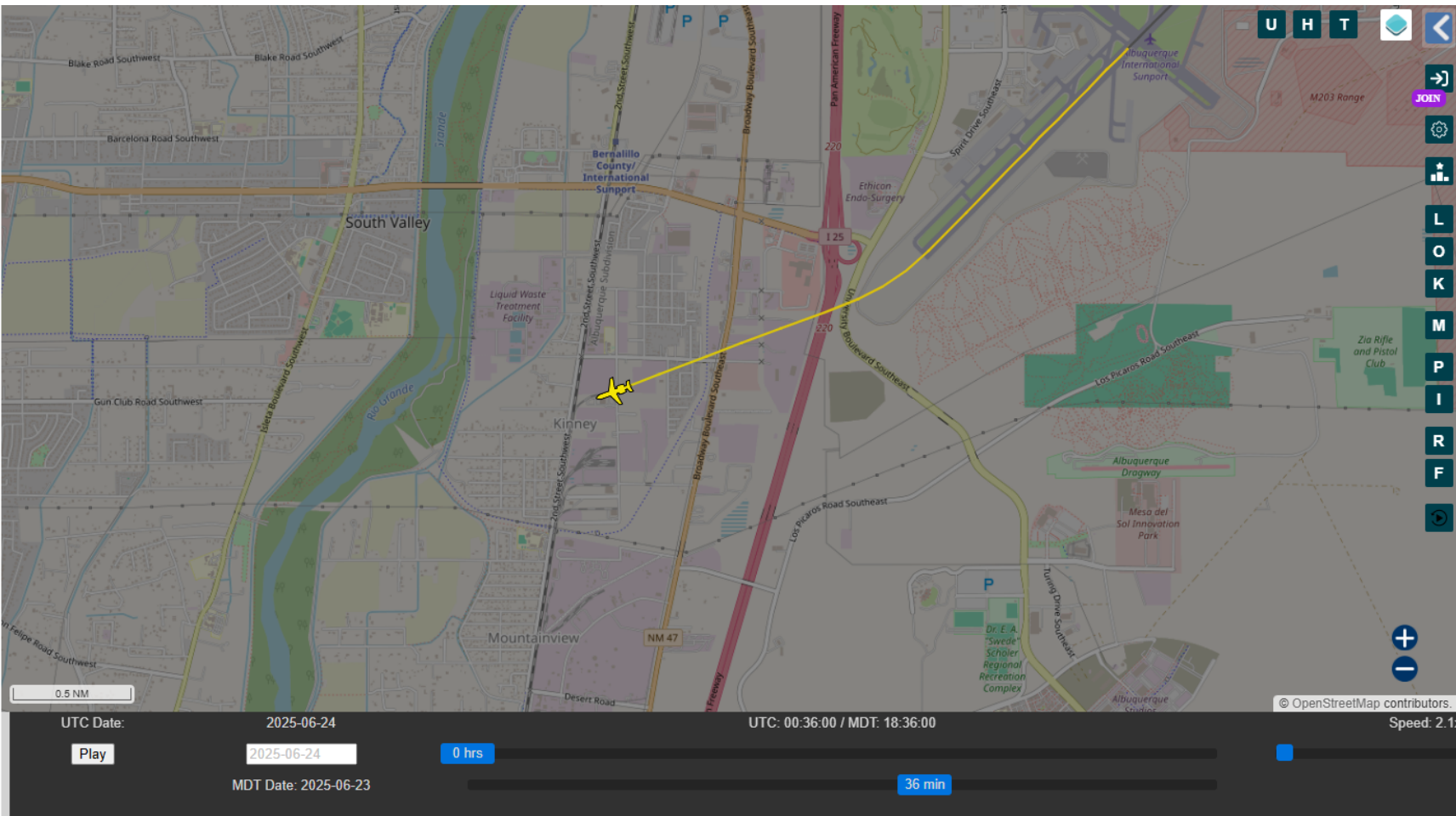
SIGNAL

Source: ADS-B

RSSI: n/a

Msg. Rate: 0.0

Receivers: NaN



SWA146

Hex: AAA954 [Copy Link](#)

Image © HUNG CHIA CHEN

Reg.: N7861J

United States

DB flags: none

Type: B737

2005 BOEING 737-700

SOUTHWEST AIRLINES CO

Type Desc.: L2J

Squawk: 1563

FULL DETAILS

FLIGHT ACTIVITY

History

SPATIAL

Groundspeed: 184 kt

Baro. altitude: ▲ 6825 ft

WGS84 altitude: 6975 ft

Vert. Rate: 1344 ft/min

Track: 209.4°

Pos.: 35.002°, -106.645°

Distance: n/a

SIGNAL

Source: ADS-B

RSSI: n/a

Msg. Rate: 0.0

Receivers: NaN

Last Pos.: 0.0 s

Map showing the flight path of SWA146 (N7861J) over Albuquerque, NM. The map includes labels for South Valley, Kinney, Mountainview, and various roads like I-25 and NM 47. A yellow arrow indicates the flight direction. The interface includes a sidebar with 'UHT' and 'LOOKPIRF' buttons, a bottom status bar with UTC/MDT dates and times, and a speed indicator.

UTC Date: 2025-06-24 UTC: 00:37:20 / MDT: 18:37:20

MDT Date: 2025-06-23

Speed: 4.9

9

SKW4091

Hex: A280A4 [Copy Link](#)


adsbexchange.com



Image © Tristian Gruber

Reg.: N260SY

United States

DB flags: none

Type: E75L

2017 EMBRAER ERJ-170-200 (long wing)

SKYWEST AIRLINES INC

Type Desc.: L2J

Squawk: 0703

FULL DETAILS

FLIGHT ACTIVITY

History

SPATIAL

Groundspeed: 168 kt

Baro. altitude: ▲ 6700 ft

WGS84 altitude: 6900 ft

Vert. Rate: 832 ft/min

Track: 246.8°

Pos.: 35.012°, -106.652°

Distance: n/a

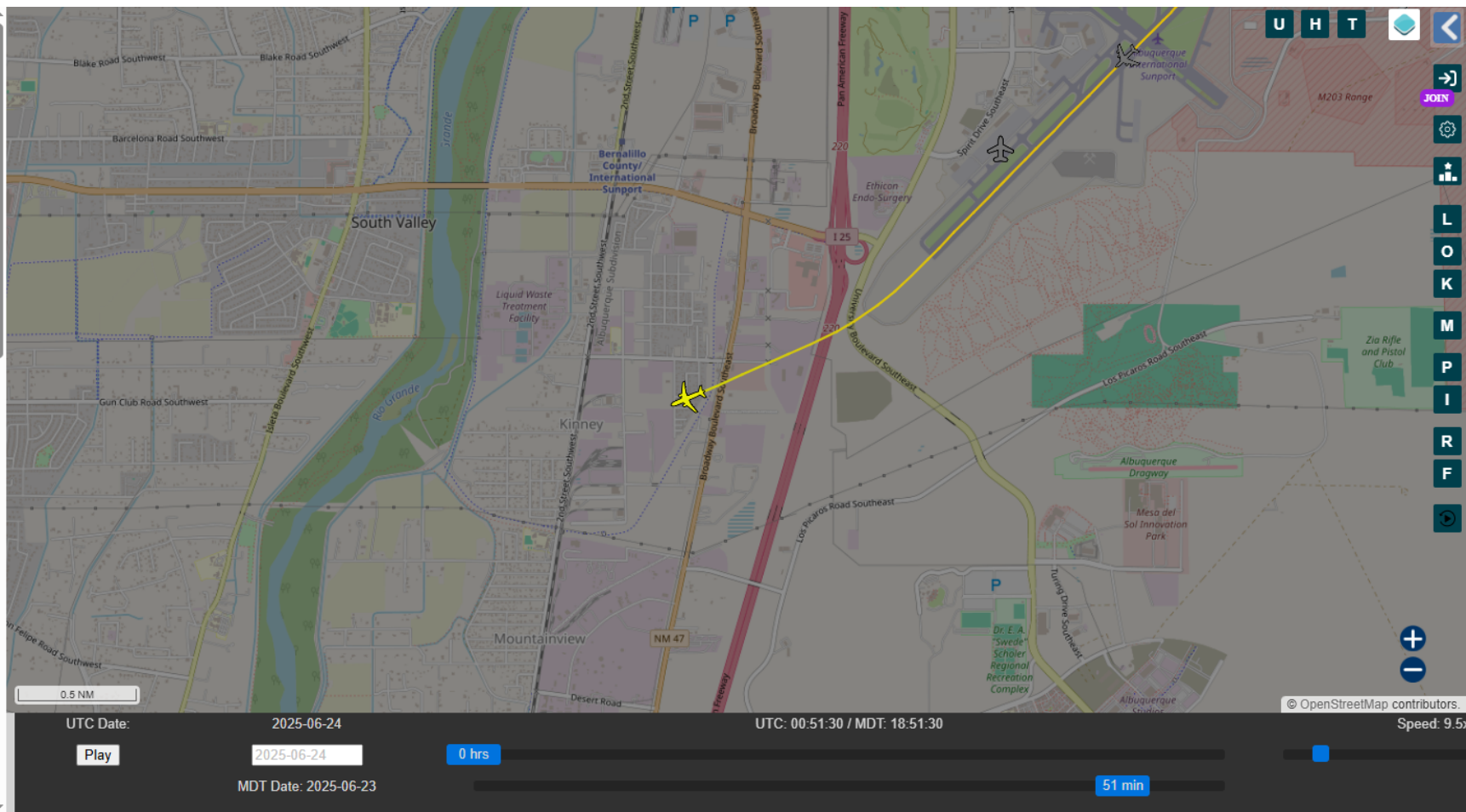
SIGNAL

Source: ADS-B

RSSI: n/a

Msg. Rate: 0.0

Receivers: NaN



TKR12

Hex: A5D891 [Copy Link](#)

adsbexchange.com



Image © Paul Brito

Reg.: N476NA

United States

DB flags: none

Type: B461

1991 BRITISH AEROSPACE

146-100 Statesman

NEPTUNE AVIATION SERVICES INC

Type Desc.: L4J

Squawk: 0434

FULL DETAILS

FLIGHT ACTIVITY

History

SPATIAL

Groundspeed: 175 kt

Baro. altitude: ▲ 5650 ft

WGS84 altitude: 5725 ft

Vert. Rate: 640 ft/min

Track: 228.0°

Pos.: 34.997°, -106.663°

Distance: n/a

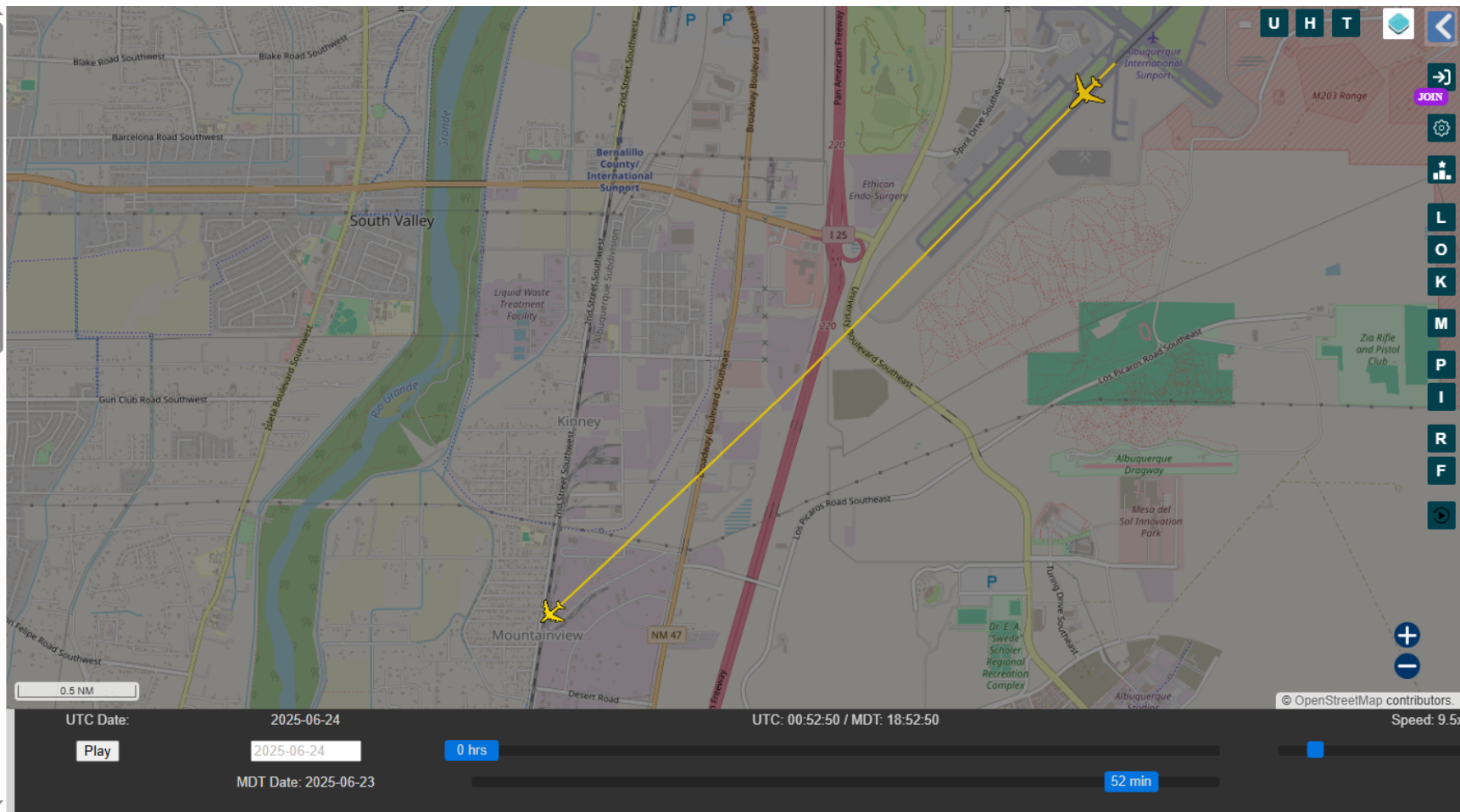
SIGNAL

Source: ADS-B

RSSI: n/a

Msg. Rate: 0.0

Receivers: NaN



CSI503

Hex: A6452A [Copy Link](#)

Reg.: N503AW

United States

DB flags: LADD

Type: BE20

1995 BEECH 200 Super King Air

CSI AVIATION INC

Type Desc.: L2T

Squawk: 4315

FULL DETAILS

FLIGHT ACTIVITY

History

SPATIAL

Groundspeed: 153 kt

Baro. altitude: ▲ 6475 ft

WGS84 altitude: 6650 ft

Vert. Rate: 2048 ft/min

Track: 242.4°

Pos.: 35.007°, -106.659°

Distance: n/a

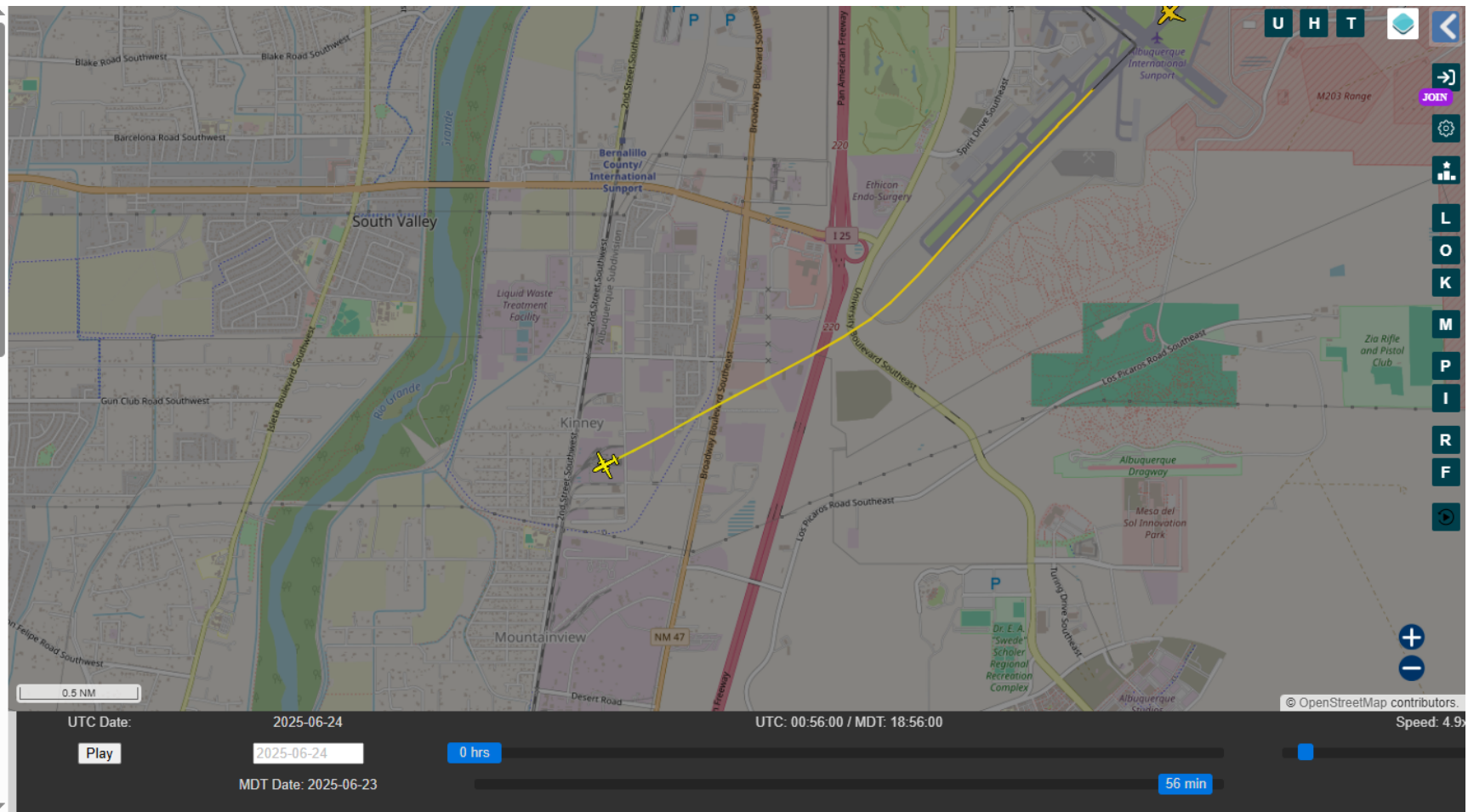
SIGNAL

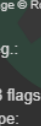
Source: ADS-B

RSSI: n/a

Msg. Rate: 0.0

Receivers: NaN



ENY4003	
Hex:	A39E0C Copy Link
	adsbexchange.com
	
Image © Rovannerä	
Reg.:	N332JG United States
DB flags:	none
Type:	E75L 2015 EMBRAER ERJ-170- 200 (long wing) AMERICAN AIRLINES INC
Type Desc.:	L2J
Squawk:	1652
FULL DETAILS 	
FLIGHT ACTIVITY 	
History 	
SPATIAL	
Groundspeed:	174 kt
Baro. altitude:	 6725 ft
WGS84 altitude:	6925 ft
Vert. Rate:	1216 ft/min
Track:	182.0°
Pos.:	34.999°, -106.643°
Distance:	n/a
SIGNAL	
Source:	ADS-B
RSSI:	n/a
Msg. Rate:	0.0
Receivers:	NaN



Reg.:	N332JG
DB flags:	United States
Type:	none
Type:	E75L
	2015 EMBRAER ERJ-170-200 (long wing)
	AMERICAN AIRLINES INC
Type Desc.:	L2J
Squawk:	1652

[FULL DETAILS](#) 

FLIGHT ACTIVITY ▶

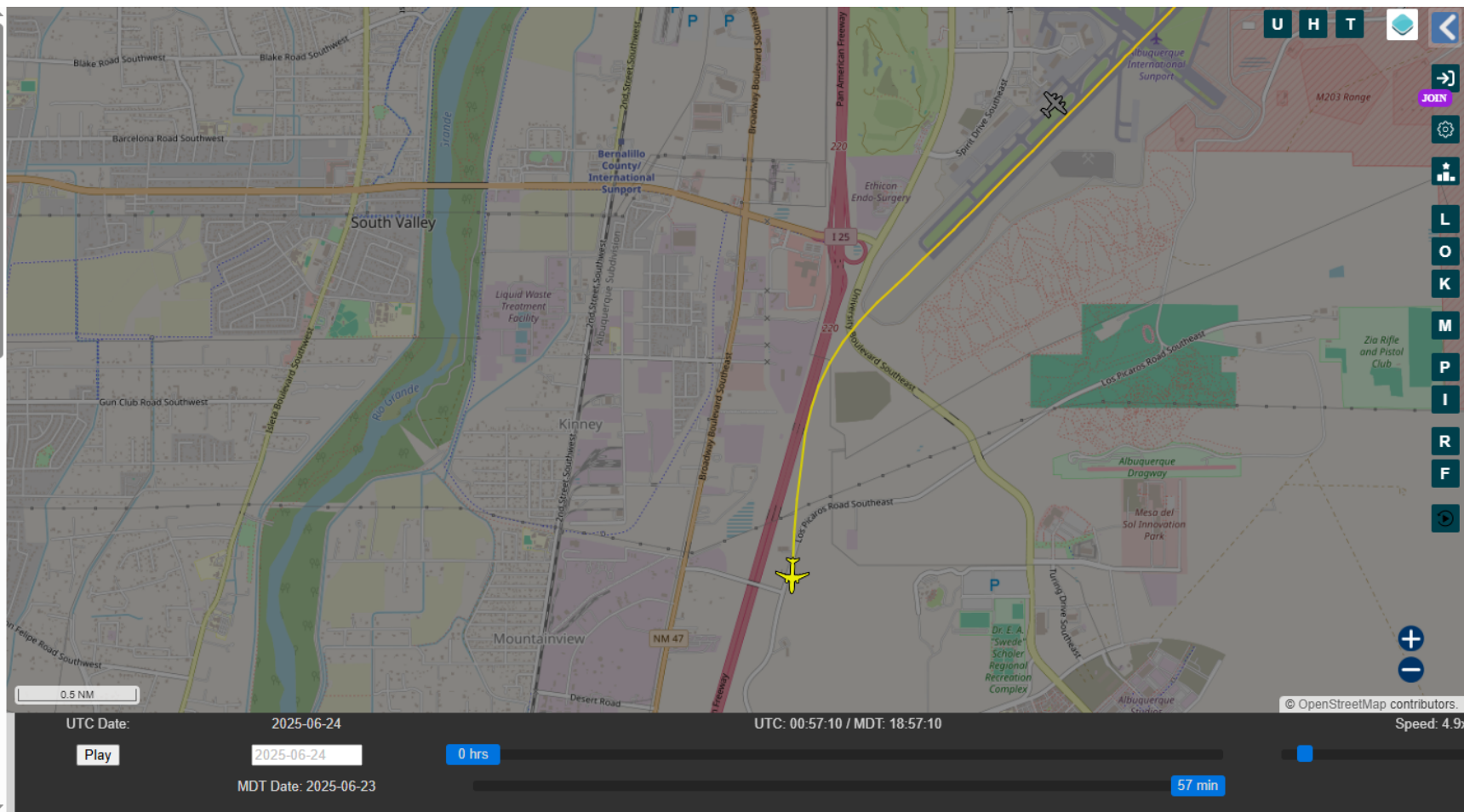
History +

SPATIAL

Groundspeed:	174 kt
Baro. altitude:	▲ 6725 ft
WGS84 altitude:	6925 ft
Vert. Rate:	1216 ft/min
Track:	182.0°
Pos.:	34.999°, -106.643°
Distance:	n/a

SIGNAL

Source:	ADS-B
RSSI:	n/a
Msg. Rate:	0.0
Receivers:	NaN



© OpenStreetMap contributors.

Speed: 4.9x

UTC Date: 2025-06-24

UTC: 00:57:10 / MDT: 18:57:10

Play

2025-06-24

0 hrs

MDT Date: 2025-06-23

57 min

N1079D

Hex: A0224C [Copy Link](#)


[adsbexchange.com](#)



Reg.: N1079D

United States

DB flags: LADD

Type: BE9L

1996 BEECH 90 King Air

GUARDIAN FLIGHT LLC

Type Desc.: L2T

Squawk: 4210

FULL DETAILS

FLIGHT ACTIVITY

History

SPATIAL

Groundspeed: 136 kt

Baro. altitude: 6325 ft

WGS84 altitude: 6475 ft

Vert. Rate: 1216 ft/min

Track: 240.4°

Pos.: 35.010°, -106.655°

Distance: n/a

SIGNAL

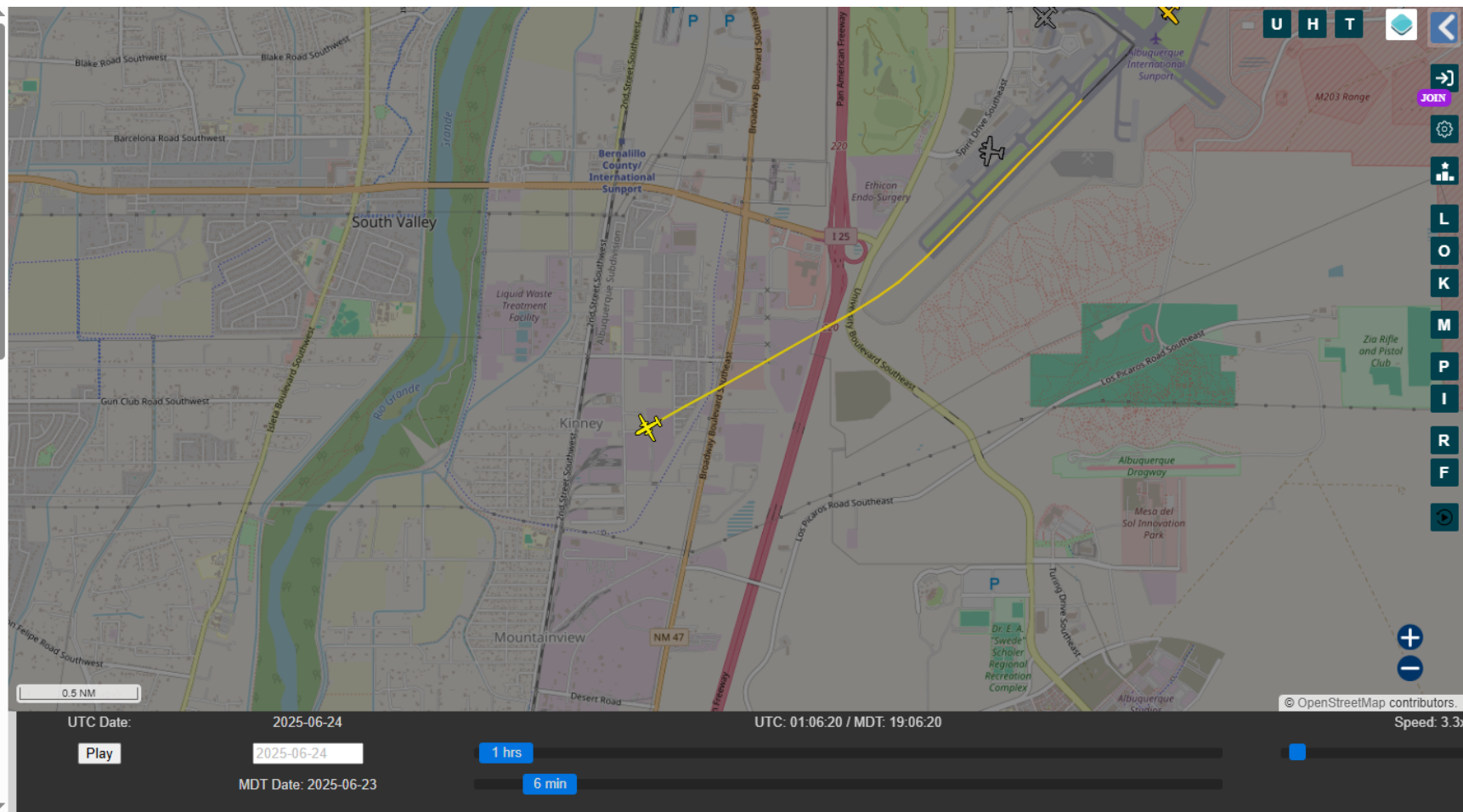
Source: ADS-B

RSSI: n/a

Msg. Rate: 0.0

Receivers: NaN

Last Pos.: 0.0 s



TKR02

Hex: A5D123 [Copy Link](#)

adsbexchange.com

Image © Joshua Bully | DOMINICA AVIATION

Reg.: N474NA

United States

DB flags: none

Type: B462

1988 BRITISH AEROSPACE

146-200 Quiet Trader

NEPTUNE AVIATION SERVICES INC

Type Desc.: L4J

Squawk: 0447

FULL DETAILS

FLIGHT ACTIVITY

History

SPATIAL

Groundspeed: 179 kt

Baro. altitude: ▲ 5775 ft

WGS84 altitude: 5850 ft

Vert. Rate: 768 ft/min

Track: 242.0°

Pos.: 35.006°, -106.661°

Distance: n/a

SIGNAL

Source: ADS-B

RSSI: n/a

Msg. Rate: 0.0

Receivers: NaN

U H T

JOIN

LOOKPIRF

+

-

UTC Date: 2025-06-24

UTC: 01:10:20 / MDT: 19:10:20

MDT Date: 2025-06-23

Speed: 3.8

Play

1 hrs

10 min

QXE2269

Hex: A8ABE6 [Copy Link](#)

adsbexchange.com

Image © Marco Charon

Reg.: N658QX

United States

DB flags: none

Type: E75L

2023 EMBRAER ERJ-170-200 (long wing)

HORIZON AIR INDUSTRIES

INC

Type Desc.: L2J

Squawk: 0731

FULL DETAILS

FLIGHT ACTIVITY

History

SPATIAL

SIGNAL

Groundspeed: 179 kt

Baro. altitude: 6650 ft

WGS84 altitude: 6825 ft

Vert. Rate: 64 ft/min

Track: 243.9°

Pos.: 35.005°, -106.664°

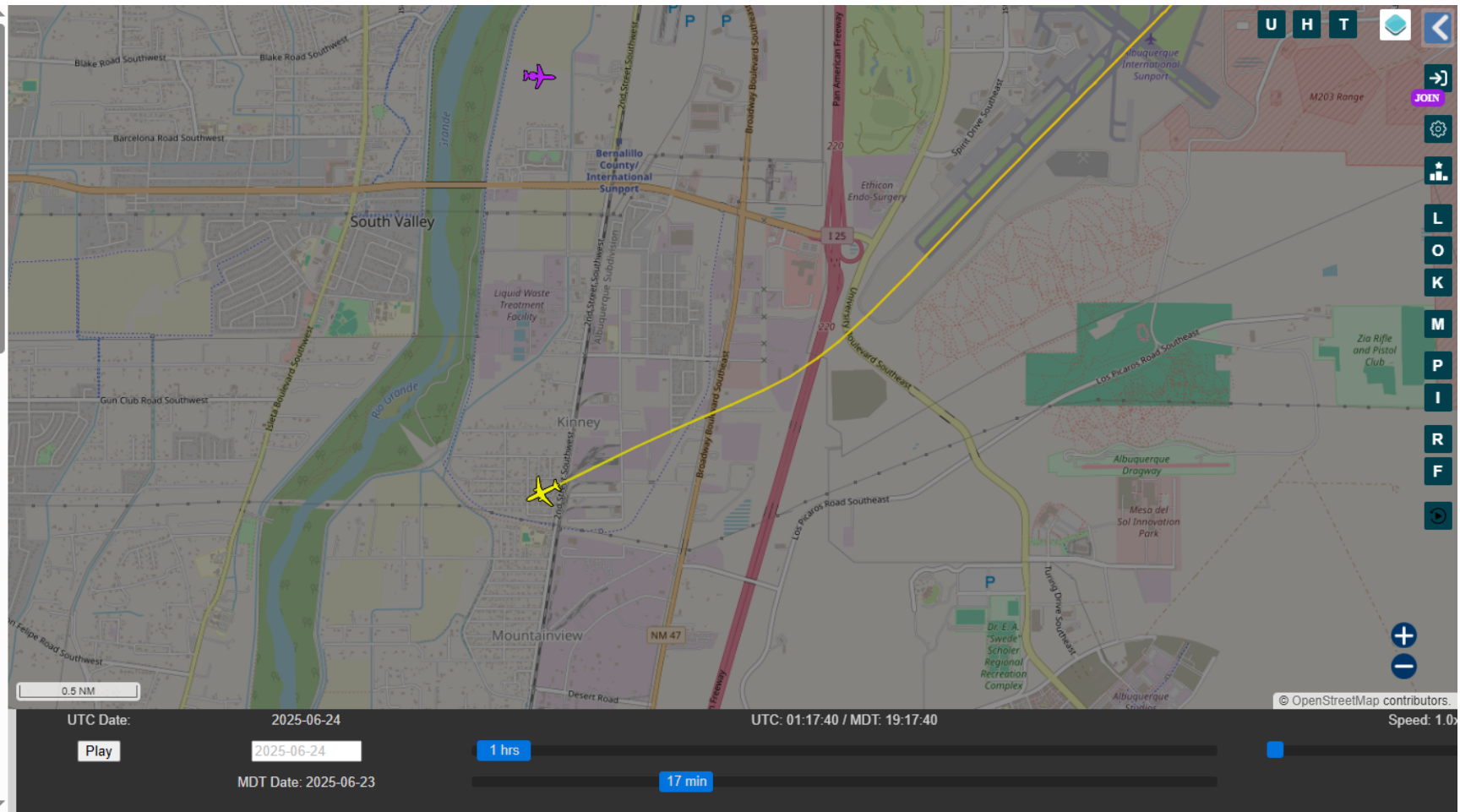
Distance: n/a

Source: ADS-B

RSSI: n/a

Msg. Rate: 0.0

Receivers: NaN



N2486U

Hex: A250F4 [Copy Link](#)


[adsbexchange.com](#)



Reg.: N2486U

United States

DB flags: LADD

Type: PA34

1979 PIPER PA-34 Seneca

Type Desc.: L2P

Squawk: 4342

FULL DETAILS

FLIGHT ACTIVITY

History

SPATIAL

Groundspeed: 103 kt

Baro. altitude: ▲ 6200 ft

WGS84 altitude: ▲ 6325 ft

Vert. Rate: 512 ft/min

Track: 278.9°

Pos.: 35.024°, -106.660°

Distance: n/a

SIGNAL

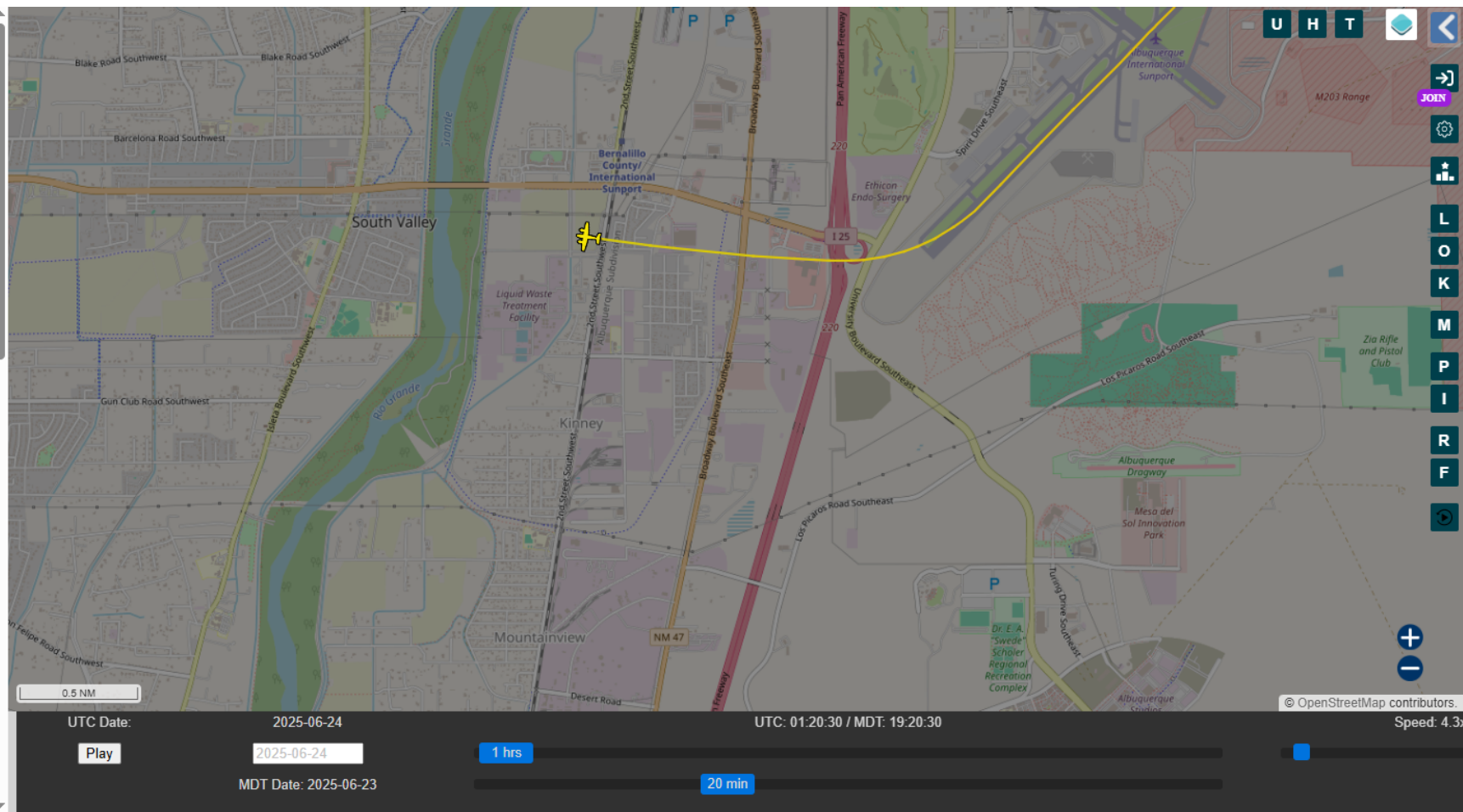
Source: ADS-B

RSSI: n/a

Msg. Rate: 0.0

Receivers: NaN

Last Pos.: 0.0 s



AAL3239

Hex: A03574 [Copy Link](#)


[adsbexchange.com](#)



Image © Jacob Reppert

Reg.: N112US

United States

DB flags: none

Type: A320

1999 AIRBUS A-320

AMERICAN AIRLINES INC

Type Desc.: L2J

Squawk: 4250

FULL DETAILS

FLIGHT ACTIVITY

History

SPATIAL

Groundspeed: 182 kt

Baro. altitude: ▲ 6825 ft

WGS84 altitude: 6975 ft

Vert. Rate: 640 ft/min

Track: 242.4°

Pos.: 35.006°, -106.662°

Distance: n/a

SIGNAL

Source: ADS-B

RSSI: n/a

Msg. Rate: 0.0

Receivers: NaN

Last Pos.: 0.0 s

