Proposed Airfield Safety Enhancement Project and Land Transactions

Environmental Impact Statement

Public Workshop
September 28, 2017

Tucson International Airport
Agenda

- Background and Proposed Action
- EIS Process
- Alternatives
- Environmental Impact Categories
- Affected Environment
- Next Steps
Background

This is an opportunity for the public to learn first-hand what the Federal environmental review process for the Proposed Action entails.

The workshop will be an open house format, with FAA representatives available to provide information and answer questions.
Proposed Action

- Construct Bypass Taxiway
- Displace Runway 11L Arrivals Threshold
- Support Taxiway System and Airfield Improvements
- Construct Full Length Parallel Runway
- Construct New Center Parallel Taxiway
- Construct New Outboard Parallel Taxiway
- Demolition of 12 USAF "A" Magazines
- Construction of Replacement Magazines
- Land Exchange
- Parcel G
- Parcel HC
- Air National Guard Development
Need for the Proposed Action

FEDERAL AVIATION ADMINISTRATION (FAA)
- The need to enhance the safety of the airfield and eliminate existing “hot spots”
- The need to prevent aircraft from crossing directly between two parallel runways
- The need to maintain operational capabilities when there is a temporary closure of Runway 11L/29R

UNITED STATES AIR FORCE (USAF)
- The need to maintain Equivalent United States Air Force (USAF) Plant 44 operational capabilities

NATIONAL GUARD BUREAU (NGB)
- The need to maintain National Guard Bureau (NGB) Safety Standards and operational capabilities

TUCSON AIRPORT AUTHORITY (TAA)
- The need to enhance the safety of the airfield
- The need to ensure land use compatibility among users of TUS
**Purpose and Need**

**Hot Spot 2** - Located along Taxiway D between Runway 11L / 29R and Runway 11R / 29L. At this location pilots taxiing along Taxiway D have crossed the approach path for Runway 11L / 29R and Runway 11R / 29L without clearance.

**Hot Spot 1** - Located at end of Runway 29L. On several occasions pilots on approach during west flow have mistaken Runway 29L for Runway 29R and Taxiway A for Runway 29R.
- **Role of Federal Aviation Administration (FAA)**
  - Serves as the Lead Federal Agency on the EIS.
  - To ensure actions meet the National Environmental Policy Act (NEPA) goals and policies.
  - Directs the work performed by the Consultant.

- **Role of the United States Air Force (USAF) and National Guard Bureau (NGB)**
  - Cooperating agency for the EIS.
  - Involved as alternative sites may occur on USAF owned land.

- **Role of Airport Sponsor / Tucson Airport Authority (TAA)**
  - Assist the FAA in acquiring data.
  - Assist with public involvement and outreach components of the EIS.
EIS Process

- 45-Day Comment Period Begins
- Conduct Public & Agency Scoping
- Prepare Draft EIS
- Publish Notice of Availability
- 30-Day Waiting Period
- Publish Final EIS Notice of Availability
- Prepare Final EIS
- Conduct Public Hearing
- RECORD OF DECISION

We Are Here
Alternatives

- No Action Alternative
- Development Alternatives
  - Proposed Action
  - Other Airfield Development Alternatives at TUS
- Use of Other Existing Airports
Airfield Safety Enhancements Alternatives

No Action Alternative

706-Foot Separation Plan A

706-Foot Separation Plan B

706-Foot Separation Plan C

800-Foot Separation Plan A

800-Foot Separation Plan B

East Runway

Legend:
- Existing EOM's
- Existing Runway
- Future Runway
- Pavement to be Removed
- Future Taxiway/Arpor
- Proposed Property Acquisition
- Existing Apron
- Existing Taxiway

NOTE: Graphic Depictions, Not to Scale
# Airfield Safety Enhancement Alternatives

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Description</th>
<th>Alternatives Utility to Meet the Separated Purposes and Needs</th>
<th>Return for Detailed ES Impact Evaluation</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Action</td>
<td>- Airport remains as it today</td>
<td>No</td>
<td>Yes/No</td>
</tr>
<tr>
<td>706-Foot Separation Plan A</td>
<td>- Minimal addition to taxiway connectors to expand slide access and first runway crosswings</td>
<td>No</td>
<td>--</td>
</tr>
<tr>
<td>706-Foot Separation Plan B</td>
<td>- Dual full length parallel runway system</td>
<td>No</td>
<td>--</td>
</tr>
<tr>
<td>706-Foot Separation Plan C</td>
<td>- Dual full length parallel runway system</td>
<td>No</td>
<td>--</td>
</tr>
<tr>
<td>800-Foot Separation Plan A</td>
<td>- Dual full length parallel runway system</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>800-Foot Separation Plan B</td>
<td>- Dual full length parallel runway system</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>East Runway</td>
<td>- Dual full length parallel runway system</td>
<td>No</td>
<td>--</td>
</tr>
<tr>
<td>Ryan Airfield</td>
<td>- Insufficient runway length &amp; airport facilities</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Marana Regional</td>
<td>- Insufficient runway length &amp; airport facilities</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Davis-Monthan Air Force Base</td>
<td>- Cannot accept commercial/airport traffic</td>
<td>Yes</td>
<td>No</td>
</tr>
</tbody>
</table>

Step 1: Aligns the objectives of Summer and Winter ENSs to enhance airport functionality and environmental aesthetics.

Step 2: Traditional FAA standards to enhance airport functionality and environmental aesthetics.

Step 3: Returns to Safe and Efficient Use of Navigation systems and improve airport functional impacts.

---

*YTUR/US ERIE, IBM Non-Pri, OR/LOG/PH/EN/DES/5/3 Public Workshop September 29, 2017/193, ES Scoping Summary*
<table>
<thead>
<tr>
<th>Alternative</th>
<th>Description</th>
<th>Alternatives Ability to Meet the Established Purposes and Needs</th>
</tr>
</thead>
</table>
| East Los Reales Site | - Located east of Air Freight ramp  
                    - Closest to AANG  
                    - Security Concerns  
                    - Conflict with Airport's ultimate development | Step 1: Does the Alternative maintain NGB safety standards and operational capabilities?  
Step 2: Is the Alternative consistent with airport planned development?  
Retain for detailed EIS impact evaluation |
| South Alvernon Way Site | - Security and safety concerns due to use of public road and proximity to non-Airport property | Yes  
No  
No |
| Parcel "H" Site      | - Located south of AFP 44  
                    - Isolated location  
                    - Could provide secure roadway that would not have to leave Airport property | Yes  
Yes  
Yes |

Note: Yes - Satisfies screening criteria; No - Does not satisfy screening criteria
Environmental Impact Categories

- Air Quality
- Biological Resources (Fish, Wildlife, and Plants)
- Climate
- Coastal Resources
- Department of Transportation Act, Section 4(f)
- Farmlands
- Hazardous Materials, Solid Waste, and Pollution Prevention
- Historical, Architectural, Archeological, and Cultural Resources
- Land Use
- Natural Resources and Energy Supply
- Noise and Compatible Land Use
- Socioeconomics, Environmental Justice, and Children’s Environmental Health and Safety Risks
- Visual Effects (including light emissions)
- Water Resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)
- Cumulative Impacts

**Affected Environment**

**Air Quality**
- Pima County is considered maintenance area for Carbon Monoxide (CO) emissions
- A General Conformity Evaluation under the Clean Air Act will be required

**Hazardous Materials, Solid Waste, and Pollution Prevention**
- Portions of the Airport are listed as Superfund site and remediation is ongoing
- 22 wells located within the Detailed Study Area

**Historic, Archaeological, Architectural, and Cultural Resources**
- Research and field surveys completed in August 2017
- No structures listed or considered eligible for the National Register of Historic Places within Detailed Study Area
- Assessment of archaeological and cultural sites is ongoing

**Environmental Justice (Minority and/or Low Income)**
- Sunnyside and Elvira neighborhoods
- Northeastern portion of the San Xavier District of the Tohono O’odham Nation

**Resources Not Present in Detailed Study Area**
- Coastal Resources
- Prime and Unique Farmlands
- Wild and Scenic Rivers
Existing (2016) Noise Exposure Contour
Department of Transportation 4(f) Sites in the General Study Area
Pima Pineapple Cactus
Water Resources
Next Steps

- FAA Publishes Draft EIS document – *Spring 2018*
- Public Hearing and Workshop – *Spring 2018*
- Final EIS – *Fall 2018*
- FAA issues its finding in a Record of Decision (ROD) – *Fall/ Early Winter 2018*
Contact

FAA Project Manager

Mr. David B. Kessler, M.A., AICP
Federal Aviation Administration
Western-Pacific Region-Airports Division AWP-610.1
15000 Aviation Boulevard, Lawndale, California 90261
310-725-3615