



# 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

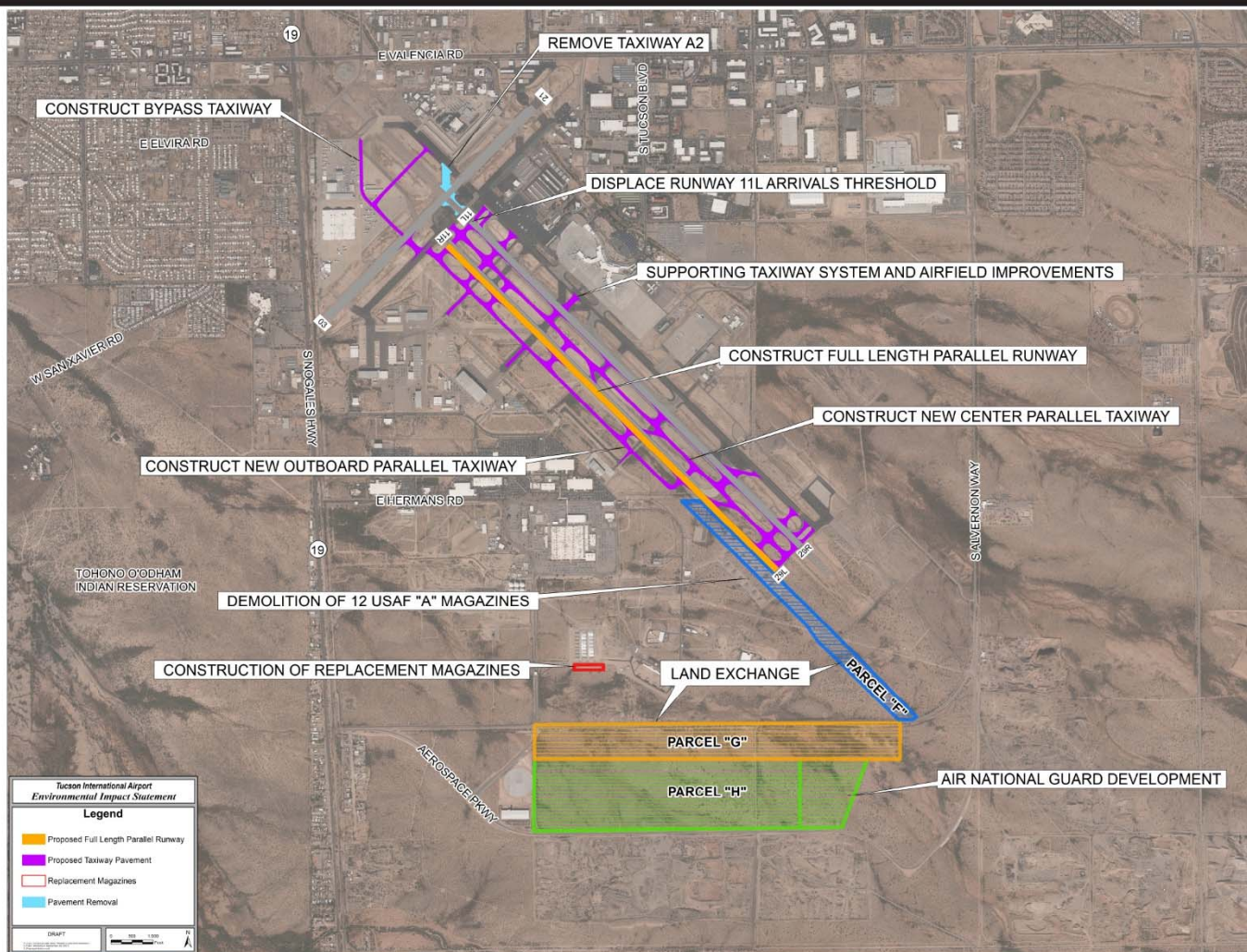
This is an opportunity for the public to learn first-hand what the Federal environmental review process for the Proposed Action entails.

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





# Proposed Action



# *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

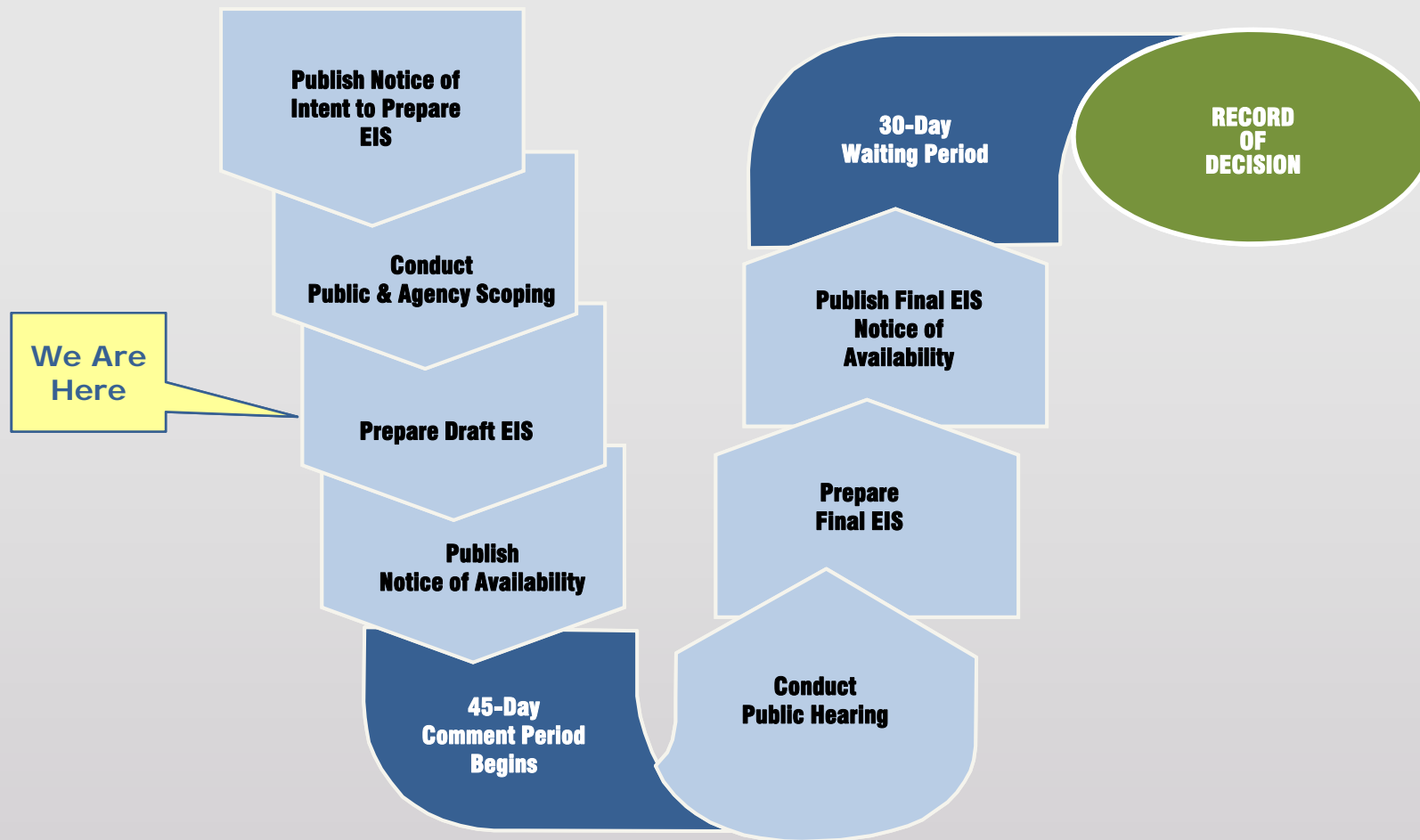




- **Role of Federal Aviation Administration (FAA)**
  - Serves as the Lead Federal Agency on the EIS.
  - To ensure actions meet the National Environmental Policy Act (NEPA) goals and policies.
  - Directs the work performed by the Consultant.
- **Role of the United States Air Force (USAF) and National 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





# Alternatives

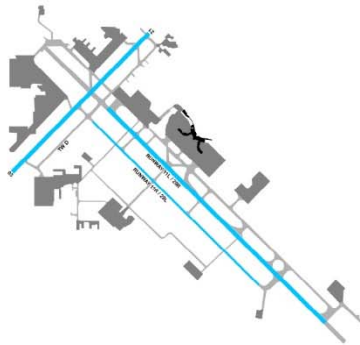
- No Action Alternative
- Development Alternatives
  - *Proposed Action*
  - *Other Airfield Development Alternatives at TUS*
- Use of Other Existing Airports



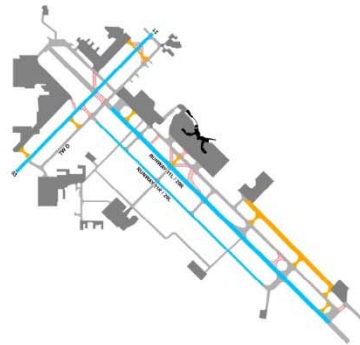
# Airfield Safety Enhancements Alternatives



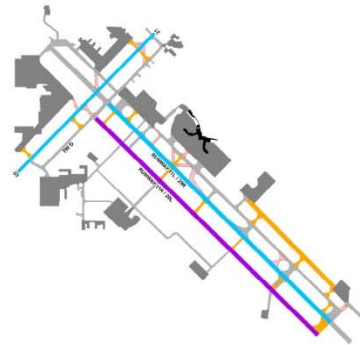
**No Action Alternative**



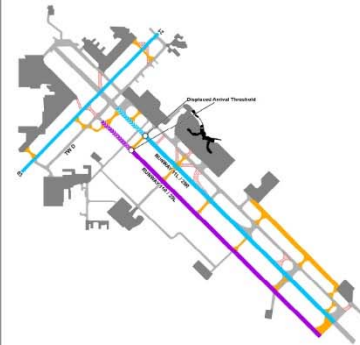
**706-Foot Separation Plan A**



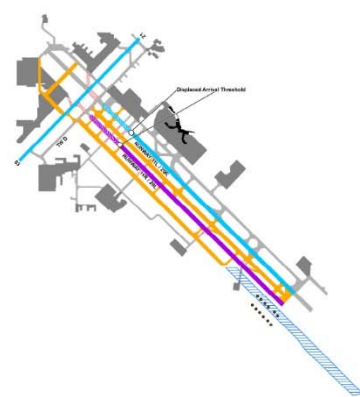
**706-Foot Separation Plan B**



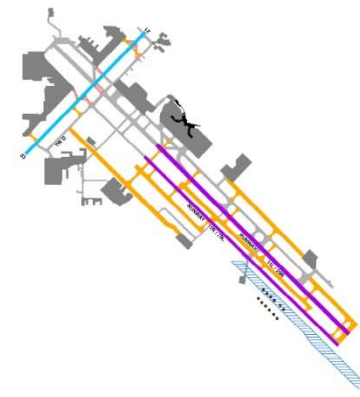
**706-Foot Separation Plan C**



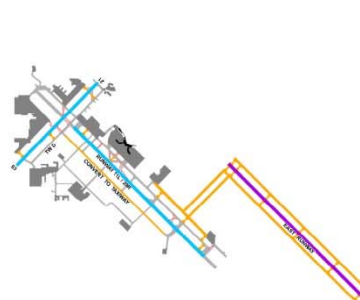
**800-Foot Separation Plan A**



**800-Foot Separation Plan B**



**East Runway**



**Legend**

- Existing ECM's
- Existing Runway
- Future Runway
- Pavement to be Removed
- Future Taxiway/Apron
- Proposed Property Acquisition
- Existing Apron
- Existing Taxiway

NOTE: Graphic Depictions, Not to Scale

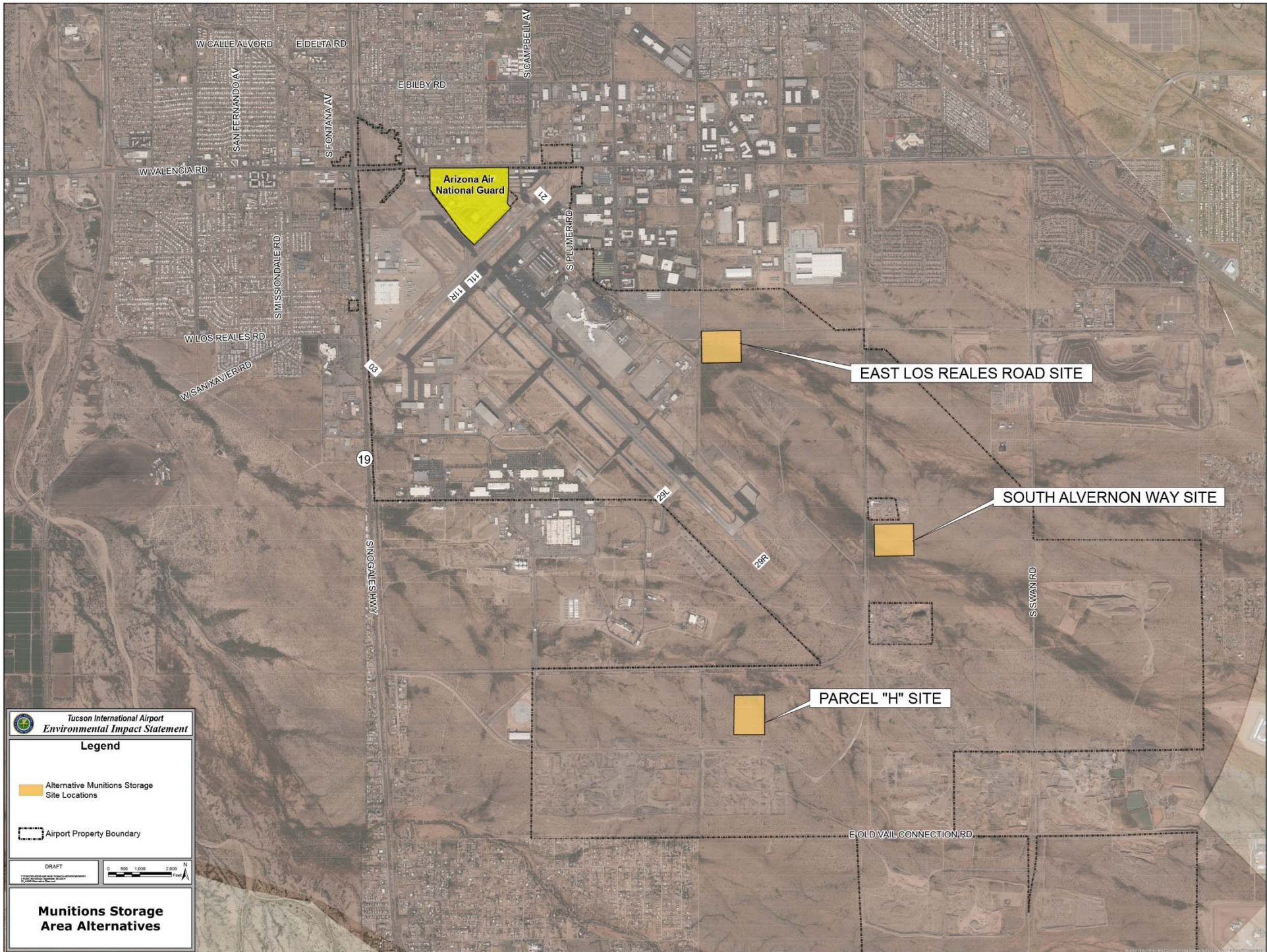


# Airfield Safety Enhancement Alternatives



| Alternative                  | Description  | Alternatives Ability to Meet the Established Purposes and Needs                    |  |  | Retain for detailed EIS impact evaluation |
|------------------------------|--|--|--|--|---|
|                              |  | Step 1 Achieve the objectives of Purpose and Need - Eliminates Existing Hot Spots? | Step 2 - Practical or Feasible to Implement from an economic and technical standpoint? | Step 3 Results in Safe and Efficient use of Navigable airspace and Minimizes airfield operational impacts? |   |
| No Action                    | - Airport remains as it is today   | No   | Yes  | Yes/No   | Yes                                       |
| 706-Foot Separation Plan A   | - Minimal action to taxiway connectors to increase pilot awareness and limit runway crossings  | No   | ---  | ---  | No  |
| 706-Foot Separation Plan B   | - Dual full length parallel runway system<br>- Retain both Runway 11's end thresholds  | No   | ---  | ---  | No  |
| 706-Foot Separation Plan C   | - Dual full length parallel runway system<br>- Displace both Runway 11's thresholds  | No   | ---  | ---  | No  |
| 800-Foot Separation Plan A   | - Dual full length parallel runway system<br>- Displace both Runway 11's thresholds, end-around Taxiway D for B-II aircraft                                    | Yes  | Yes  | Yes  | Yes                                       |
| 800-Foot Separation Plan B   | - Dual full length parallel runway system<br>- Shift runways southeast, unobstructed end-around Taxiway D  | Yes  | Yes  | No   | No  |
| East Runway                  | - Dual full length parallel runway system<br>- New Runway 12/30, east of terminal core<br>- Dual independent approaches<br>- Additional taxiways near west pad | No   | ---  | ---  | No  |
| Ryan Airfield                | - Insufficient runway length & airport facilities  | Yes  | No   | ---  | No  |
| Marana Regional              | - Insufficient runway length & airport facilities  | Yes  | No   | ---  | No  |
| Davis-Monthan Air Force Base | - Cannot accept commercial/public traffic  | Yes  | No   | ---  | No  |







| <u>Alternative</u>   | <u>Description</u>   | <u>Alternatives Ability to Meet the Established Purposes and Needs</u>   |   |  |
|--|--|--|---|--|
|  |  | <u>Step 1</u><br><u>Does the Alternative maintain</u><br><u>NGB safety standards and</u><br><u>operational capabilities?</u> | <u>Step 2</u><br><u>Is the Alternative consistent with</u><br><u>airport planned development?</u> | <u>Retain for detailed</u><br><u>EIS impact evaluation</u> |
| East<br>Los Reales Site  | <ul style="list-style-type: none"> <li>- Located east of Air Freight ramp</li> <li>- Closest to AANG</li> <li>- Security Concerns</li> <li>- Conflict with Airport's ultimate development</li> </ul> | Yes  | No  | No   |
| South<br>Alvernon Way Site   | <ul style="list-style-type: none"> <li>- Security and safety concerns due to use of public road and proximity to non-Airport property</li> </ul>   | Yes  | No  | No   |
| Parcel "H" Site  | <ul style="list-style-type: none"> <li>- Located south of AFP 44</li> <li>- Isolated location</li> <li>- Could provide secure roadway that would not have to leave Airport property</li> </ul>       | 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

Sources: FAA Order 1050.1F, Environmental Impacts: Policies and Procedures; FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions; Title 32, Code of Federal Regulations (CFR), Part 989 Environmental Impact Analysis Process (EIAP)



# *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

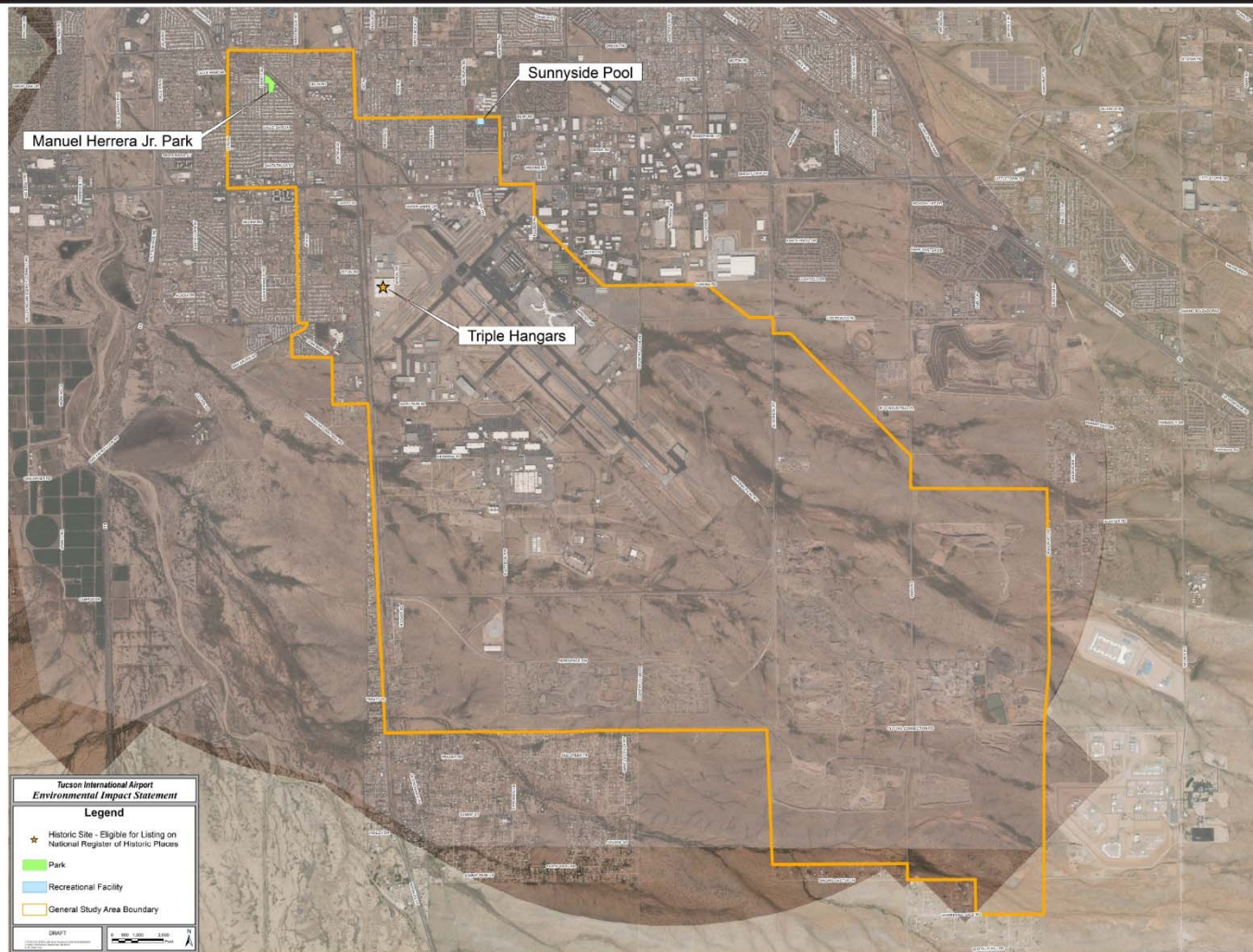
## **Resources Not Present in Detailed Study Area**

- Coastal Resources
- Prime and Unique Farmlands
- Wild and Scenic Rivers





# Department of Transportation 4(f) Sites in the General Study Area

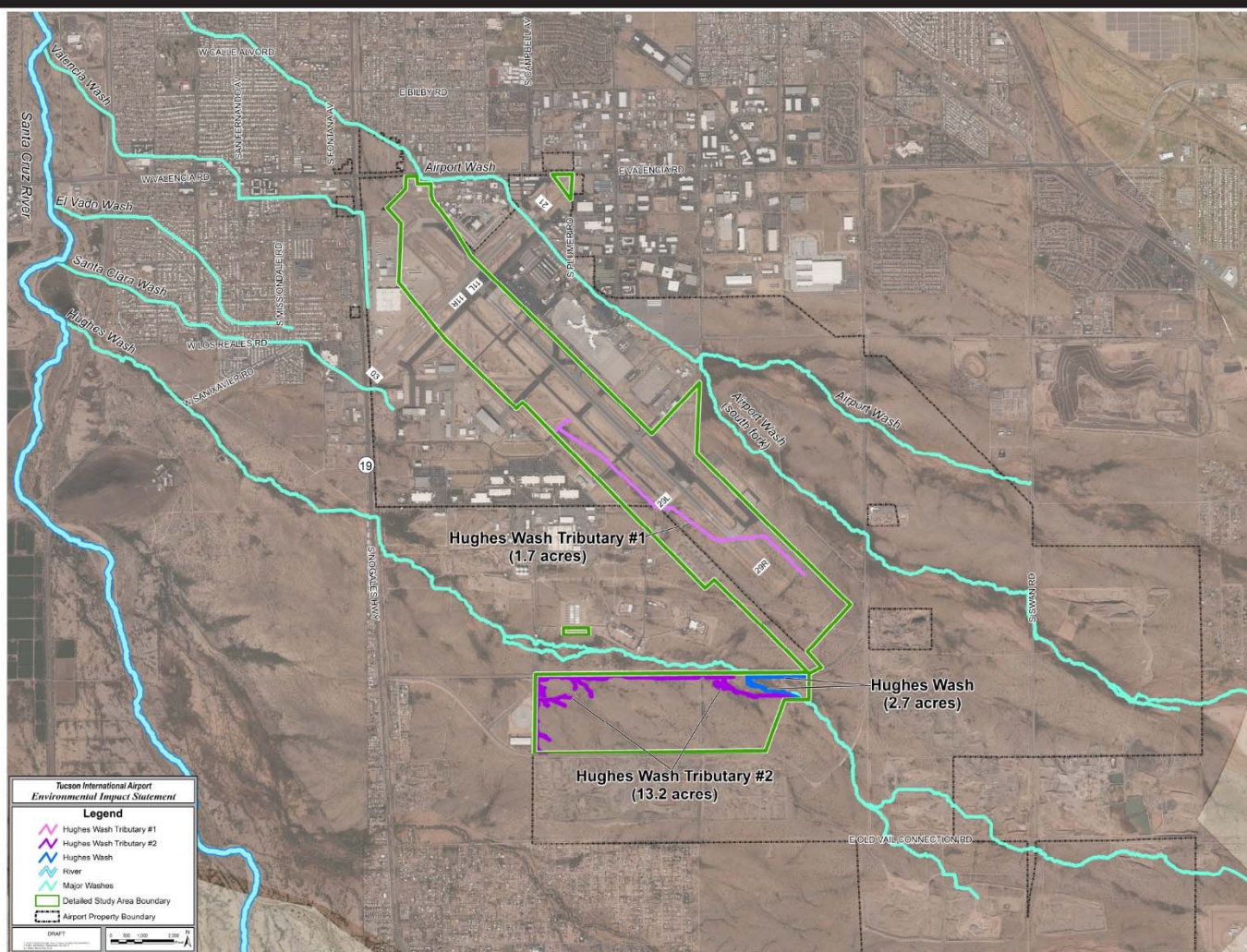








# Water Resources



# 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**

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