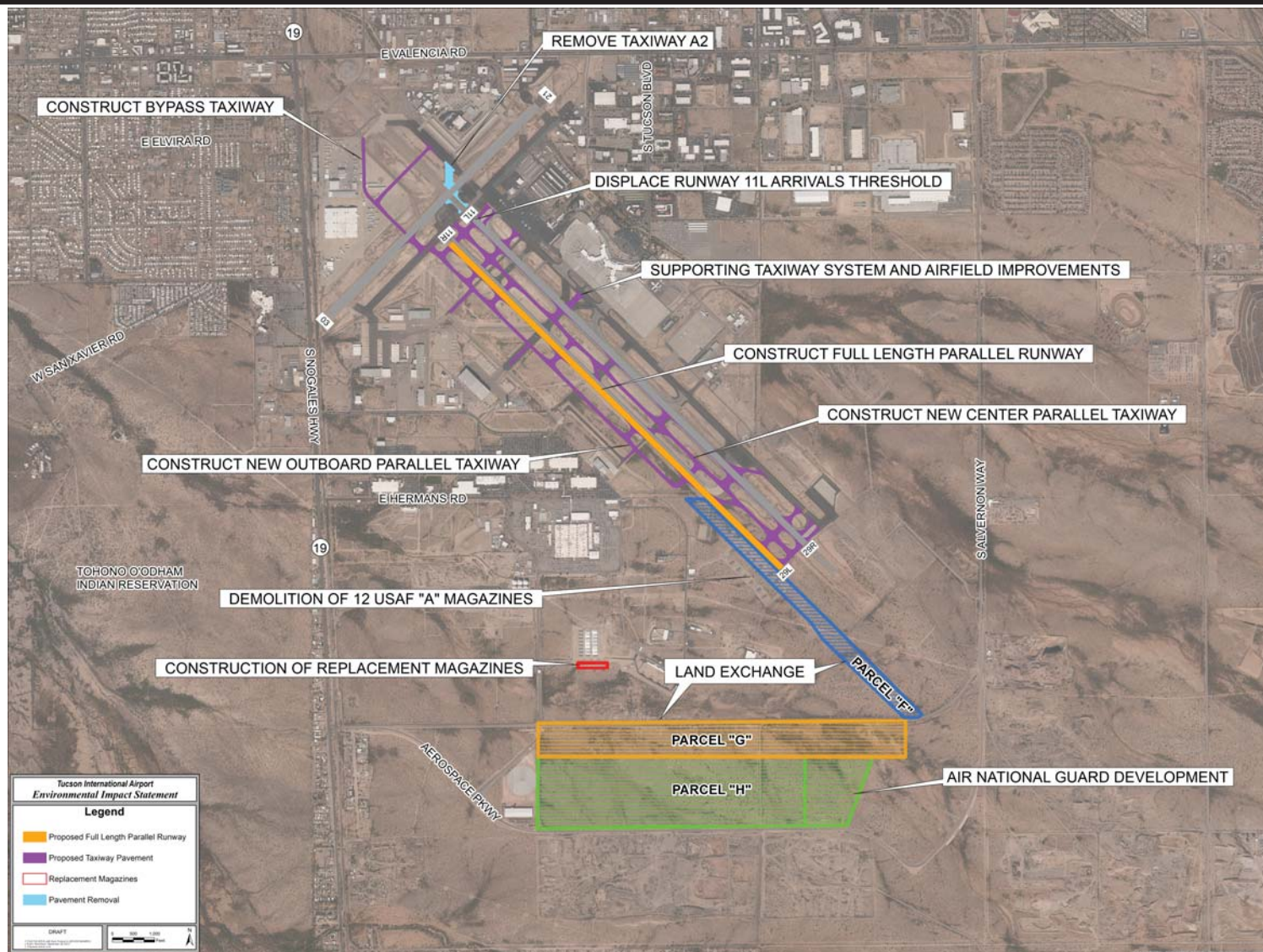


***Welcome
to the
Environmental
Impact Statement (EIS)
Public Workshop
for the
Proposed Airfield
Safety Enhancement Project
and Land Transactions
at
Tucson International Airport***



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

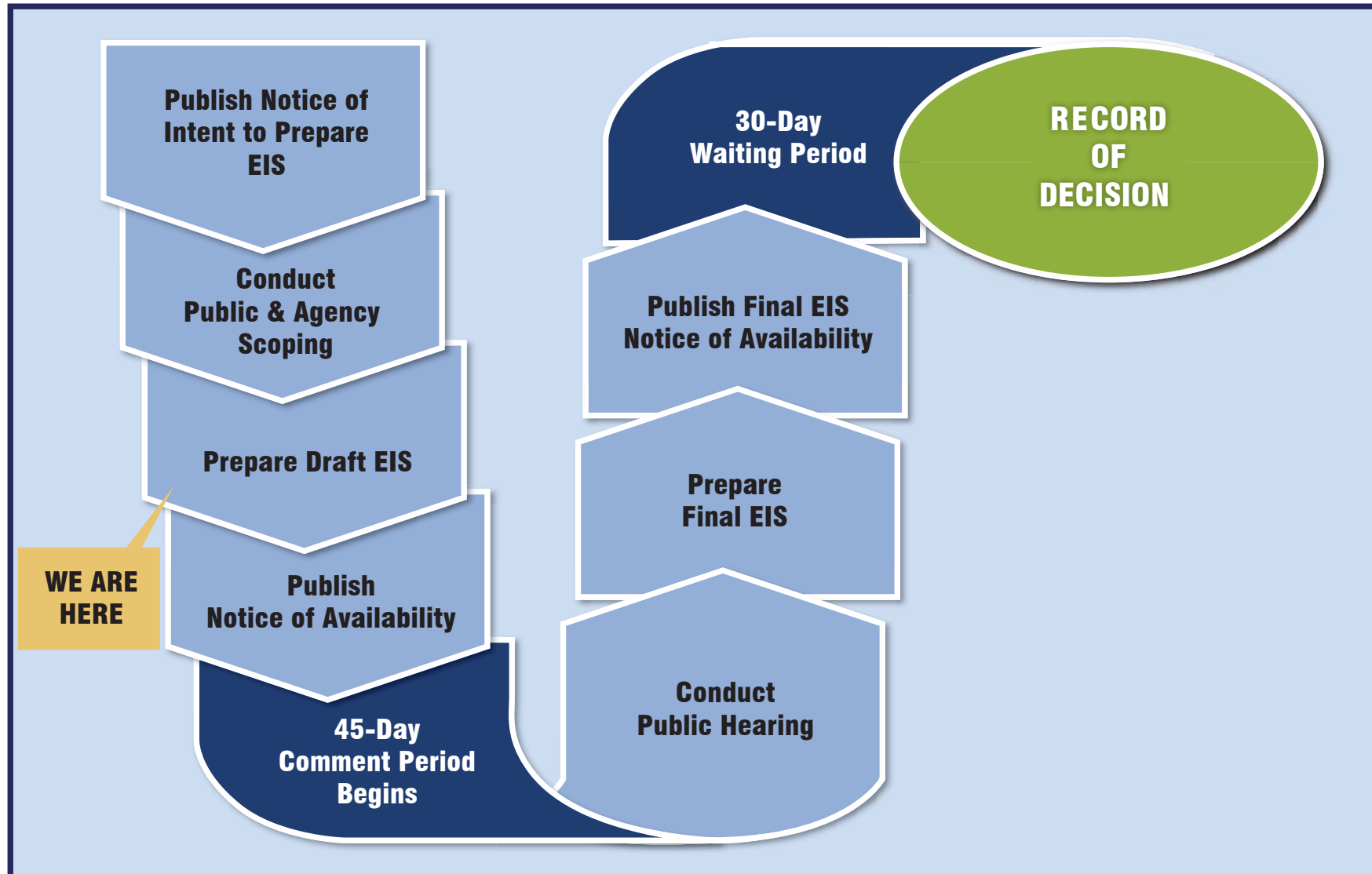
NATIONAL GUARD BUREAU (NGB)

- 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

EIS Process

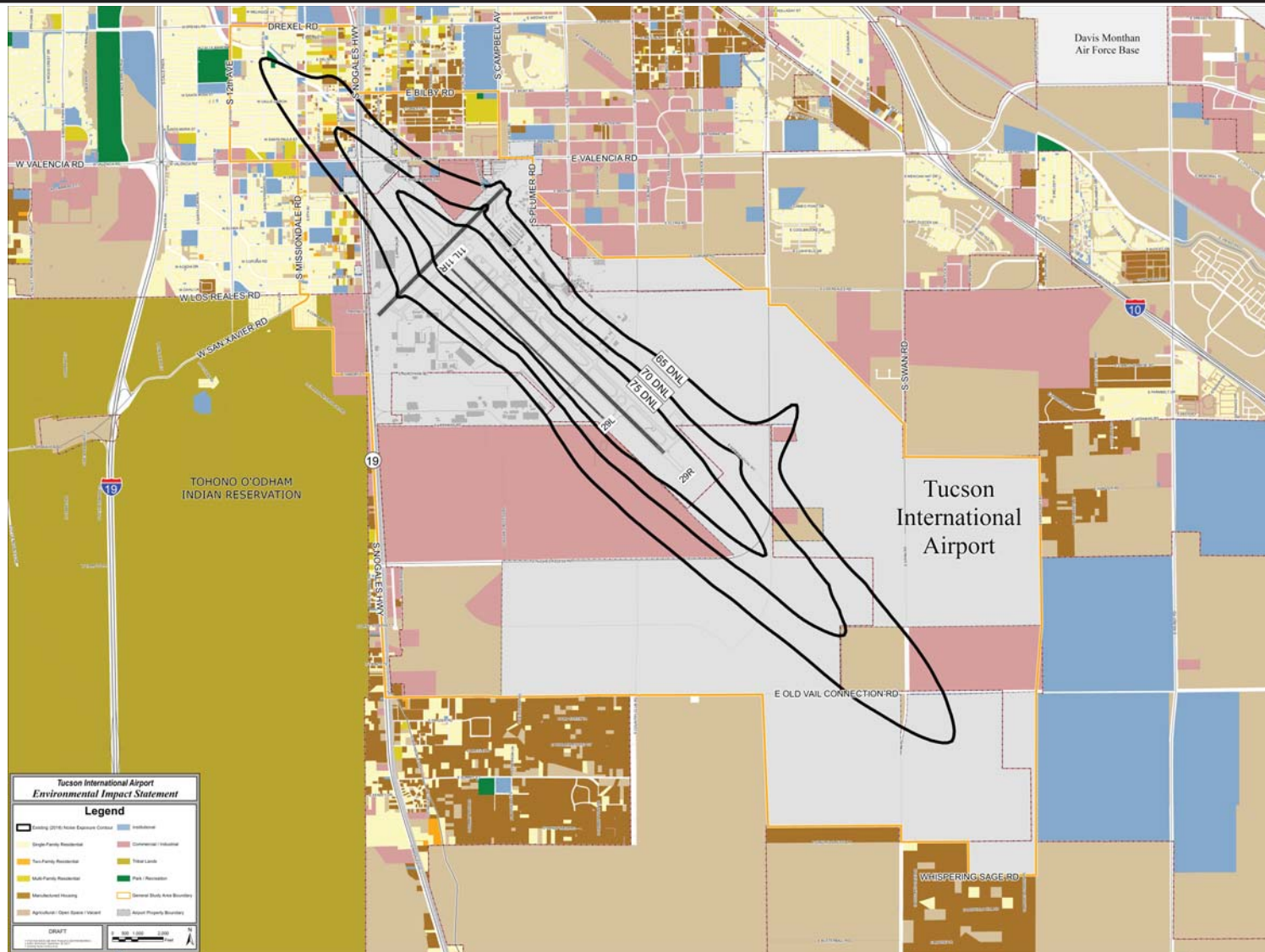


Environmental Impact Categories

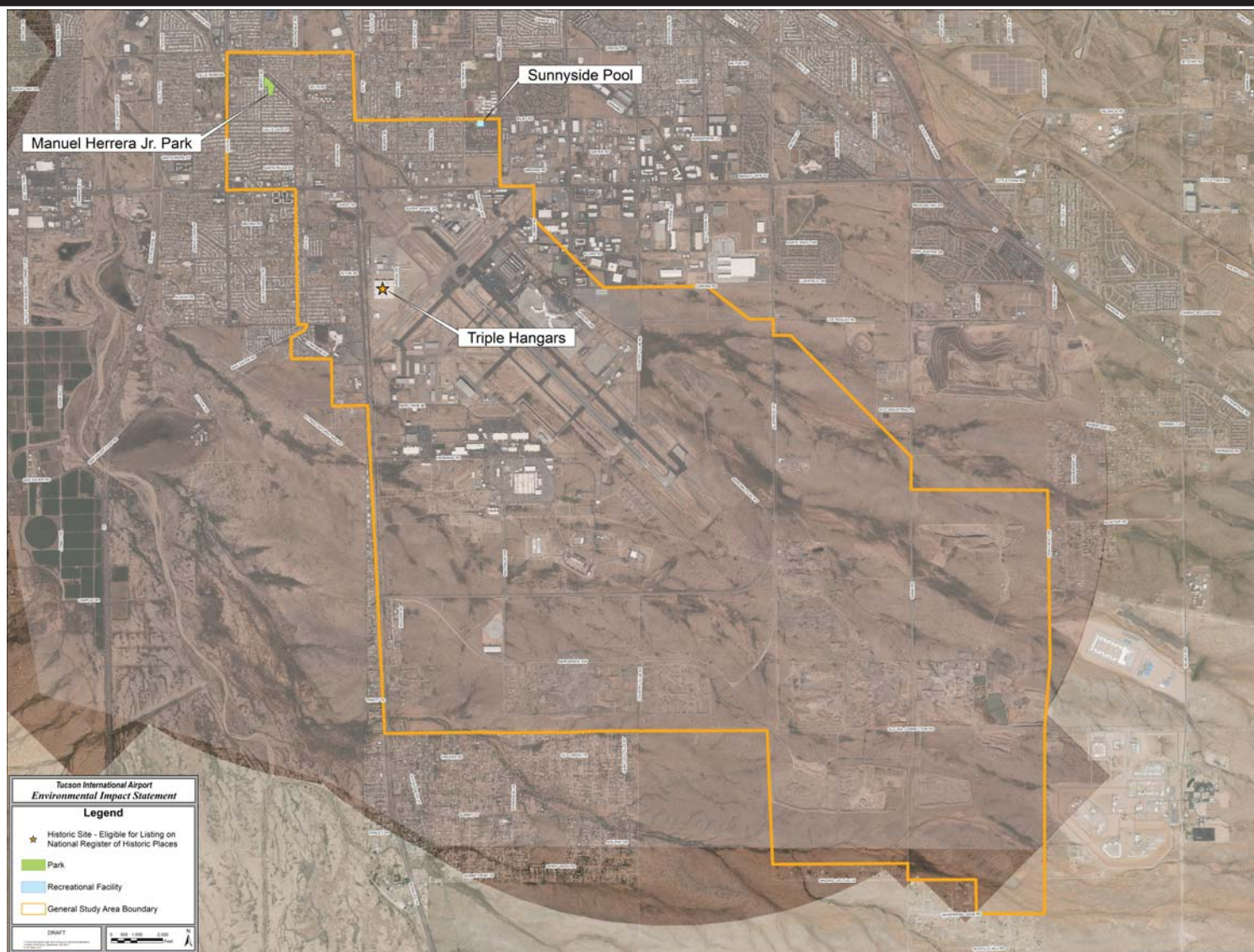


- Air Quality
- Biological Resources (Fish, Wildlife, and Plants)
- Climate
- Coastal Resources
- Department of Transportation Act, Section 4(f)
- Farmlands
- Hazardous Materials, Solid Waste, and Pollution Prevention
- Historic, Architectural, Archaeological, and Cultural Resources
- Land Use
- Natural 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

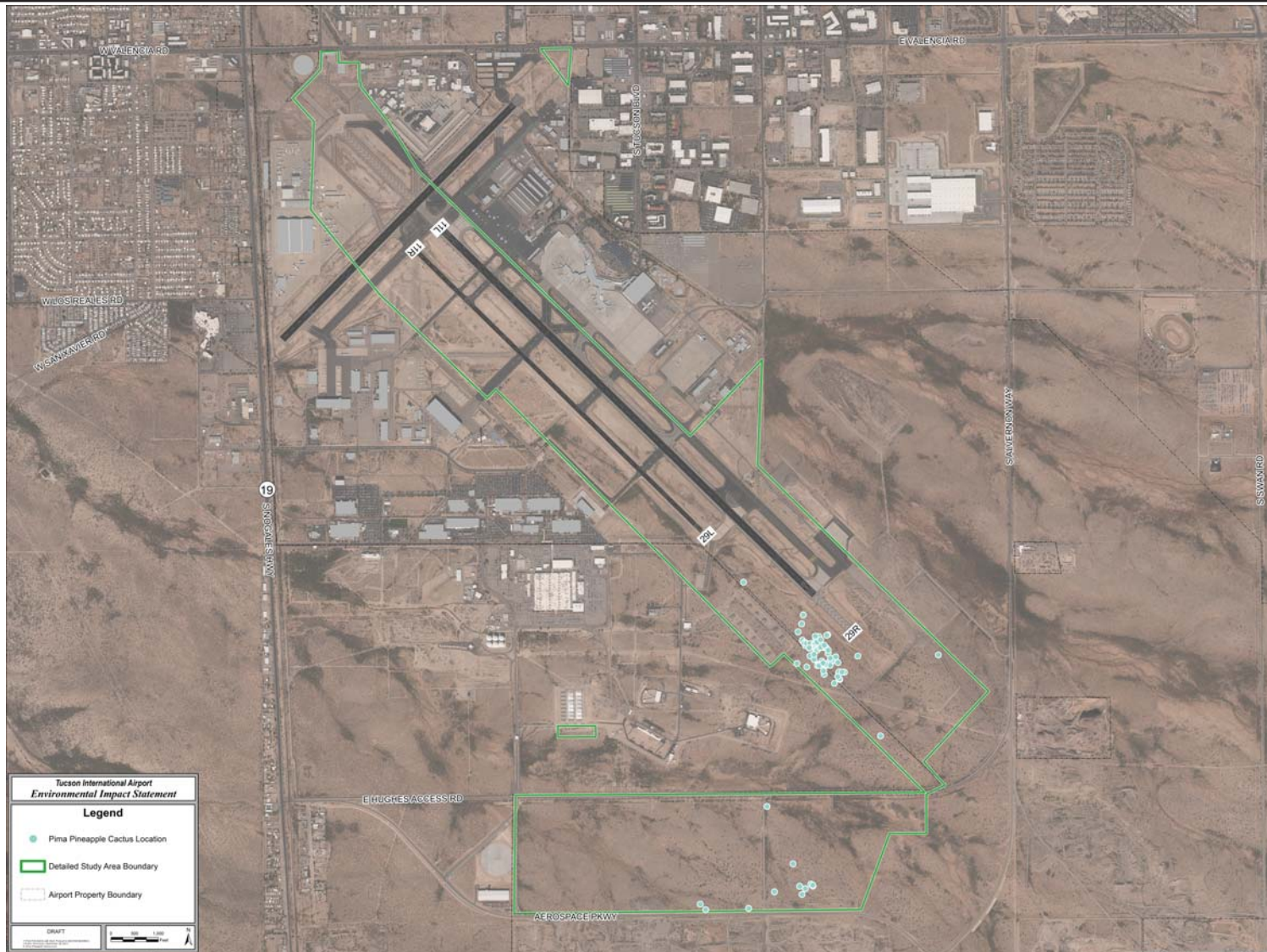
Existing (2016) Noise Exposure Contour



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



Pima Pineapple Cactus



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)

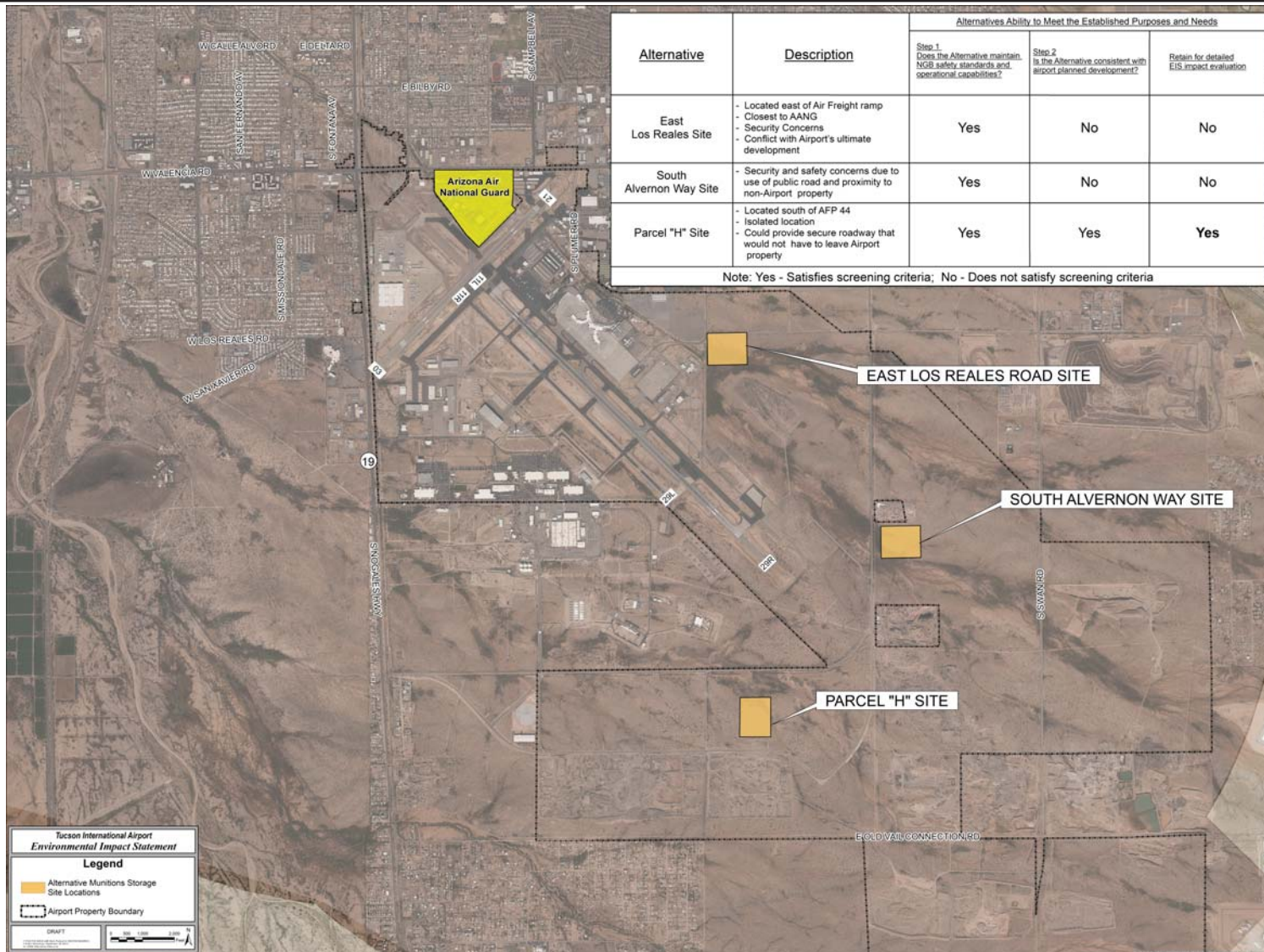
- Sunnyside and Elvira neighborhoods
- Northeastern portion of the San Xavier District of the Tohono O'odham Nation

Resources Not Present in Detailed Study Area

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



Munitions Storage Area Alternatives



Airfield Safety Enhancement Alternatives

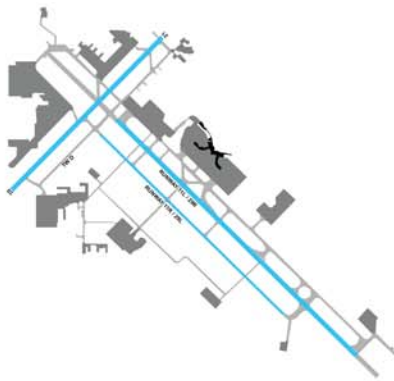


Alternative	Description	Alternatives Ability to Meet the Established Purposes and Needs			Retain for detailed EIS impact evaluation
		Step 1 Achieve the objectives of Purpose and Need - Eliminates Existing Hot Spots?	Step 2 - Practical or Feasible to Implement from an economic and technical standpoint?	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 - Retain both Runway 11's end thresholds	No	---	---	No
706-Foot Separation Plan C	- Dual full length parallel runway system - Displace both Runway 11's thresholds	No	---	---	No
800-Foot Separation Plan A	- Dual full length parallel runway system - 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 - Shift runways southeast, unobstructed end-around Taxiway D	Yes	Yes	No	No
East Runway	- Dual full length parallel runway system - New Runway 12/30, east of terminal core - Dual independent approaches - 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

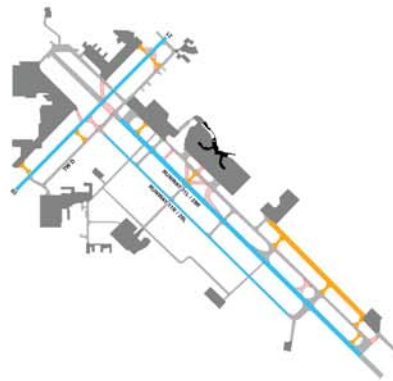
Airfield Safety Enhancements Alternatives



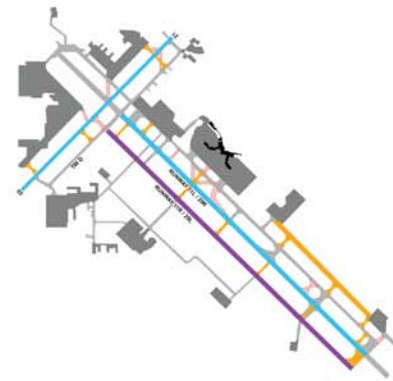
No Action Alternative



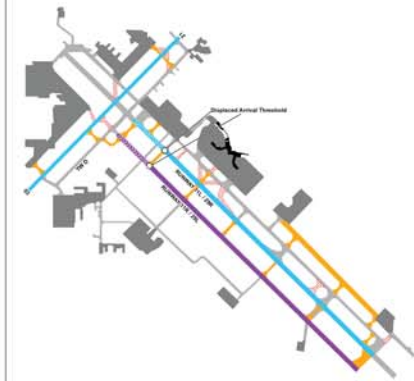
706-Foot Separation Plan A



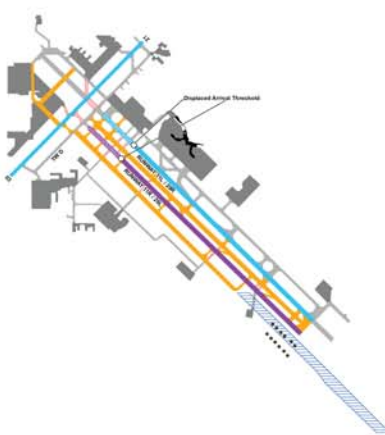
706-Foot Separation Plan B



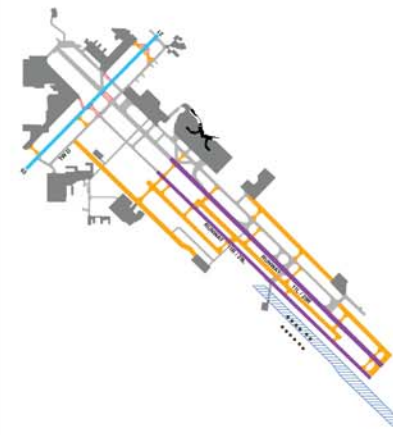
706-Foot Separation Plan C



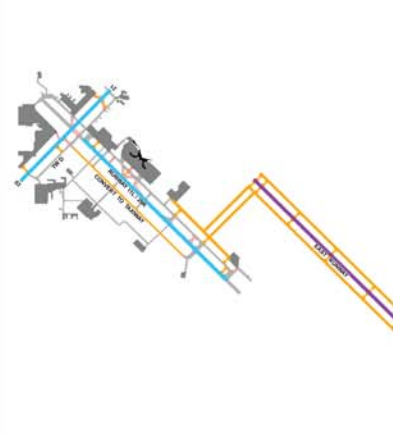
800-Foot Separation Plan A



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

