Airfield Safety Enhancement Project and Land Transactions

Environmental Impact Statement

Scoping Meeting
September 22, 2016

Tucson International Airport
AGENDA

- Purpose and Need
- Sponsor’s Proposed Action
- Range of Alternatives
- EIS Purpose and Process
- Environmental Impact Categories
- Schedule
- Contact
Sponsor’s Purpose and Need

- 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 as recommended in FAA Engineering Brief 75, Incorporation of Runway Incursion Prevention into Taxiway and Apron Design.
- The need to maintain operational capabilities when there is a temporary closure of Runway 11L/29R.
- The need to develop currently under-utilized land that is compatible with FAA airspace restrictions and design standards.
Federal Purpose and Need

**FAA Purpose and Need**
- The need to operate TUS in the safest manner possible pursuant to 49 U.S.C. 47101(1), and reduce the potential risk of runway incursions to the extent practicable.

**USAF Purpose and Need**
- The need to maintain United States Air Force (USAF) Plant 44 operational capabilities.

**National Guard Bureau Purpose and Need**
- The need to maintain National Guard Bureau (NGB) safety standards and operational capabilities.
Sponsor’s Proposed Action

- **Proposed Relocation of Runway 11R/29L**
  - Relocation and reconstruction of Runway 11R/29L as an 11,000 foot long, 150 foot wide runway
  - Displace Runway 11L Arrivals Threshold

- **Proposed New Airfield Improvements**
  - Construct New Center Parallel Taxiway
  - Construct New Outboard Parallel Taxiway
  - Construct Bypass Taxiway
  - Construct Supporting Connector Taxiways
  - Construct Detention Basins
Sponsor’s Proposed Action

- **Associated Actions**
  - Land Transactions/Conveyance of Parcel F from USAF to TAA, Parcel G from TAA ultimately to USAF, and Parcel H from TAA ultimately to USAF
  - Demolition of twelve USAF “A” Magazines
  - Construction of replacement “A” Magazines elsewhere on USAF Plant 44
  - Construction of Air National Guard Munitions Storage Area
Range of Alternatives

- No Action Alternative
- Development Alternatives
  - Sponsor’s Proposed Action
  - Other Airfield Development Alternatives at TUS
- Use of Other Existing Airports
- Use of Other Modes of Transportation
EIS Purpose and Process

- **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 Purpose and Process

- **Role of the Regulatory Agencies**
  - Help identify potentially significant environmental impacts
  - Review and comment on EIS finding
  - Issue environmental permits where applicable
  - Review proposed mitigation strategies where applicable
  - Ensure compliance with local, state, and Federal environmental regulations
EIS Process

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

Schedule

- Notice of Intent – **August 19, 2016**
- Agency and Public Scoping – **September 22, 2016**
- FAA prepares Draft EIS document – **Fall/Winter 2017**
- Public Hearing and Workshop – **Spring 2018**
- Final EIS – **Fall 2018**
- FAA issues its finding in a Record of Decision (ROD) – **Fall 2018**
Contacts

FAA Project Manager
Mr. David B. Kessler, M.A., AICP
Federal Aviation Administration
Western-Pacific Region-Airports Division AWP-610.1
P.O. Box 92007
Los Angeles, CA 90009-2007
310-725-3615