



Federal Aviation Administration



DRAFT ENVIRONMENTAL IMPACT STATEMENT

Proposed Airfield Safety Enhancement Project at Tucson International Airport

PUBLIC WORKSHOP

Thursday, June 21, 2018 5 – 6 pm

PUBLIC HEARING

Thursday, June 21, 2018 6 – 8 pm

WHAT IS THE PURPOSE OF THIS PUBLIC WORKSHOP AND PUBLIC HEARING?

In accordance with the National Environment Policy Act (NEPA), the Federal Aviation Administration (FAA) as Lead Federal Agency, along with the United States Air Force (USAF) and the National Guard Bureau (NGB) have prepared a Draft Environmental Impact Statement (EIS). The Draft EIS evaluates the potential environmental impacts resulting from the proposed Federal action and analysis of reasonable alternatives, including the No Action Alternative, discussion of impacts for each reasonable alternative, and supporting appendices.

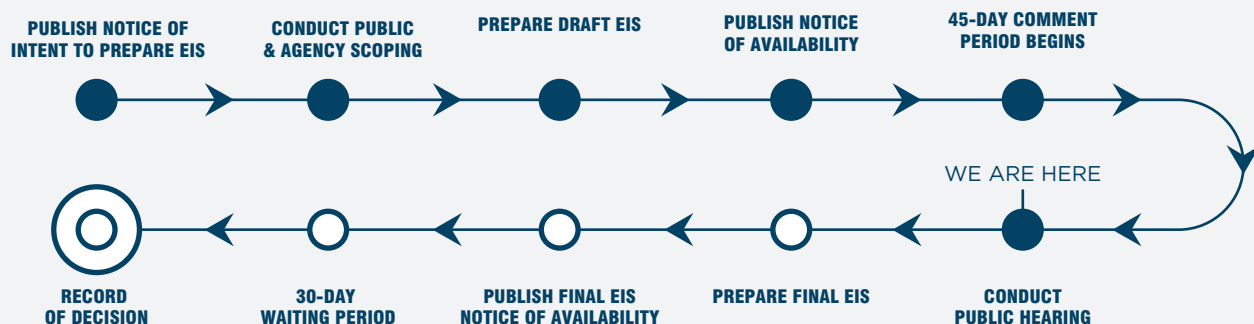
The FAA is hosting this Public Workshop and Hearing to discuss the Draft EIS and provide an opportunity for the public to provide input on the Draft EIS. The public workshop is an

informal activity, which provides the public with the opportunity to ask questions of the FAA and its environmental consultants about the project and the potential impacts described in the Draft EIS. There are display boards around the room with information about the project, the impacts evaluated, and the Federal environmental process.

The public hearing is a formal process where FAA is there to listen to what you have to say about the adequacy of the information disclosed in the Draft EIS. The public hearing is not a forum for debate. FAA will have a court reporter present to record the statements made during the public hearing. The FAA encourages you to attend both the workshop and the public hearing.

EIS PROCESS

The FAA first published a Notice of Intent on August 19, 2016. The FAA held an agency and public scoping meeting on September 22, 2016. A Purpose, Need, and Alternatives Working Paper was published on April 14, 2017. The FAA also conducted a public workshop on September 28, 2017.



WHAT IS THE PURPOSE OF PROPOSED PROJECT?

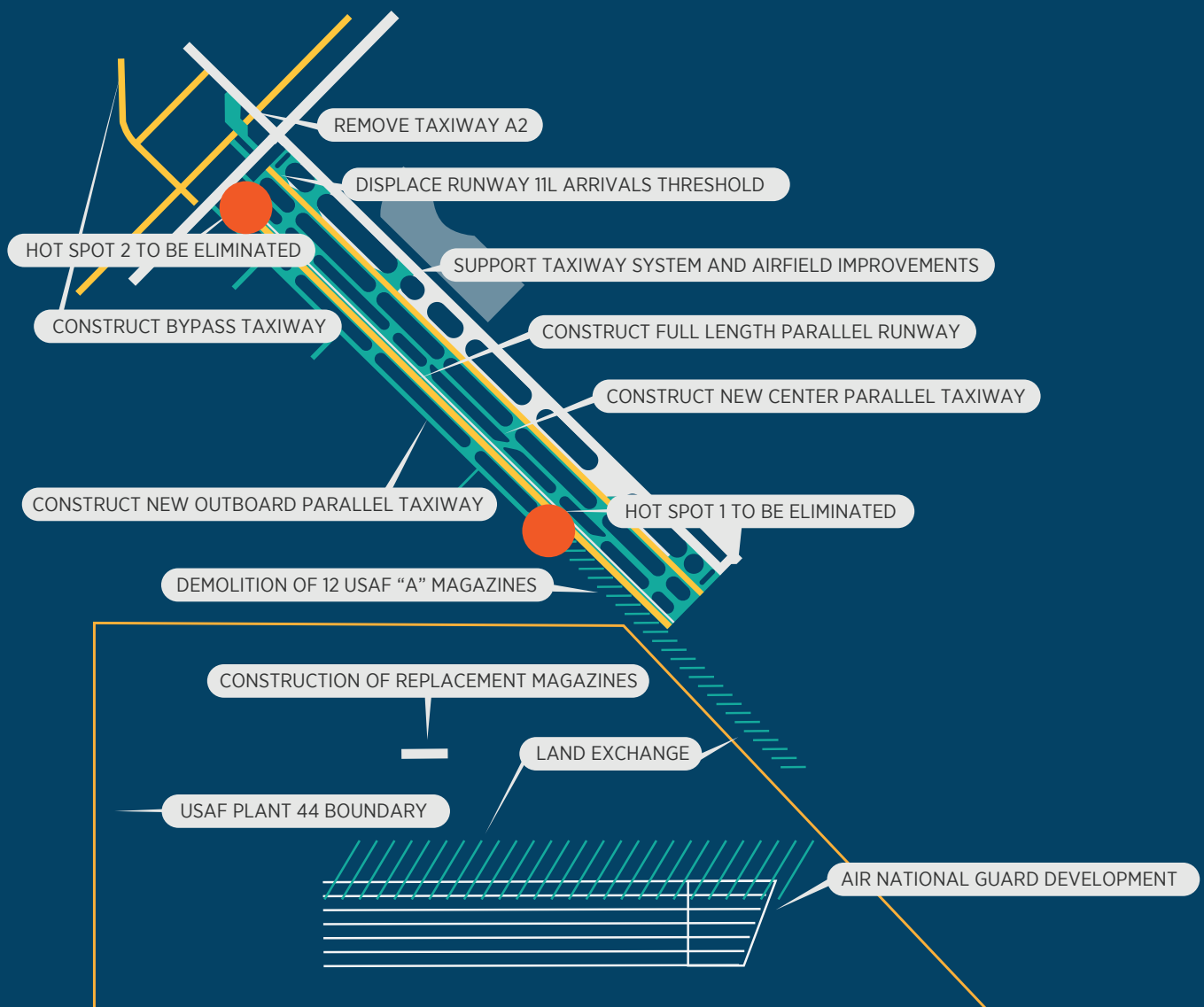
The purpose of the proposed project is to eliminate two hot spots, one at the north end of the airport, the other at the south. The FAA defines a “hot spot” as a location on an airport movement area with a history of potential risk of collision or runway incursion, and where heightened attention by pilots and drivers is necessary.

WHAT IS THE PROPOSED PROJECT?

The Tucson Airport Authority (TAA) as the operator of the Tucson International Airport (TUS or Airport) developed a set of improvements to TUS, which includes the Proposed Airfield Safety Enhancement Project (ASEP) including real property transactions. TAA has depicted the Proposed Action of the Airport Layout Plan (ALP) for TUS. Pursuant to the Federal Aviation Act of 1958, as amended, the FAA must approve the proposed project.

The Proposed Action includes construction of a new center parallel and connecting taxiway system; a replacement Runway 11R/29L (proposed to be 10,996 feet long by 150 feet wide); acquisition of land for the runway object-free area, taxiway object-free area, runway safety area, and the runway protection zone from AFP 44. The Proposed Action includes relocation of navigational aids and development and/or modification of associated arrival and departure procedures for the relocated runway. The Proposed Action also includes demolition of 12 Earth Covered Magazines (ECMs) on AFP 44 and their replacement elsewhere on AFP 44. The Proposed Action also includes both connected and similar land transfer actions from TAA ultimately to the USAF for land at AFP-44, and another parcel of airport land, on behalf of the NGB, for construction of a Munitions Storage Area to include ECMs and an access road, for the Arizona Air National Guard 162nd Wing.

PROPOSED ACTION



IS THE PROPOSED PROJECT DESIGNED TO ACCOMMODATE OR ATTRACT THE F-35 LIGHTING II FIGHTER AIRCRAFT TO TUCSON INTERNATIONAL AIRPORT?

No. The need for the Proposed Action at TUS does not involve, in any way, the new F-35 fighter aircraft. Deployment of the F-35 to various installations around the United States and abroad is a decision made by the USAF. In August 2012, the USAF approved a Record of Decision to station the F-35A at Luke Air Force Base, west of Phoenix, Arizona. At this time, there is no proposal before the USAF or NGB that has identified Tucson Air National Guard Base for placement of the F-35.

HOW CAN I COMMENT AND WHEN ARE MY COMMENTS DUE?

Comments on the Draft EIS should be as specific as possible and address the analysis of potential environmental impacts and the adequacy of the Proposed Action or merits of the alternatives and the mitigation being considered. **Comments on this Draft EIS must be received no later than 5:00 p.m. Pacific Daylight Time, Monday, July 9, 2018. Please allow enough time for mailing. The FAA must receive your comments by the deadline, not simply postmarked, by that date.**

There are three ways to comment:

1. Provide written comments at tonight's public meeting
2. Speak during the public statement portion of tonight's public hearing
3. Mail your written comment form to:
*Mr. David B. Kessler, M.A., AICP
Federal Aviation Administration
Western-Pacific Region-Airports Division,
AWP-610.1 15000 Aviation Boulevard, Lawndale,
CA 90261*

By including your name, address and telephone number, email or other personal identifying information in your comment, be advised that your entire comment - including your personal identifying information - may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

WHERE IS THE DRAFT EIS AVAILABLE?

The Draft EIS is available for public review from May 18, 2018 through July 9, 2018. It is available on the website (www.airportprojects.net/tus-eis) under the heading of Reports and Documents. A printed copy is available for review at the following locations during normal business hours:

- U.S. Department of Transportation, Federal Aviation Administration, Western-Pacific Region, Office of the Airports Division, Physical Address: 15000 Aviation Boulevard, Hawthorne, California 90261
- U.S. Department of Transportation, Federal Aviation Administration, Phoenix Airports District Office, 3800 North Central Avenue, Suite 1025, 10th Floor, Phoenix, Arizona 85012
- Tucson International Airport Administrative Offices, 7250 South Tucson Boulevard, Suite 300, Tucson, Arizona 85756
- Joel D. Valdez Main Library, 101 North Stone Avenue, Tucson, Arizona 85701
- Murphy-Wilmot Library, 530 North Wilmot Road, Tucson, Arizona 85711
- Dusenberry-River Library 5605 East River Road, Suite 105, Tucson, Arizona 85750
- Mission Public Library, 3770 South Mission Road, Tucson, Arizona 85713
- El Pueblo Library, 101 West Irvington Road, Tucson, Arizona 85706
- Valencia Library, 202 West Valencia Road, Tucson, Arizona 85706
- El Rio Library, 1390 W Speedway Blvd, Tucson, Arizona 85745
- Santa Rosa Library, 1075 S 10th Ave, Tucson, Arizona 85701
- Quincie Douglas Library, 1585 East 36th Street, Tucson, Arizona 85713
- Eckstrom-Columbus Library, 4350 East 22nd Street, Tucson, Arizona 85711
- Himmel Park Library, Himmel Park, 1035 North Treat Avenue, Tucson, AZ 85716
- Martha Cooper Library 1377 North Catalina Avenue, Tucson, Arizona 85712
- Woods Memorial Library, 3455 North 1st Avenue, Tucson, Arizona 85719
- University of Arizona Main Library, 1510 East University Boulevard, Tucson, Arizona 85721



WHAT ARE THE ENVIRONMENTAL IMPACTS?

In accordance with NEPA's implementing regulations, this study conducted a thorough assessment of potential environmental impacts in the following areas.

- Air Quality
- Biological Resources
- Climate
- Department of Transportation, Section 4(f) Resources and Land and Water Conservation Act, Section 6(f) Resources
- Hazardous Materials, Solid Waste, and Pollution Prevention
- Historical, Architectural, Archaeological, and Cultural Resources
- Land use
- Natural Resources and Energy Supply
- Noise and Noise-Compatible Land Use
- Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks
- Visual Effects
- Water Resources
- Irreversible and Irretrievable Commitment of Resources
- Cumulative Impacts

Coastal resources, prime and unique farmlands, and wild and scenic rivers are not present within the project area and would not be affected by the Proposed Action. Pursuant to the Endangered Species Act, 16 U.S.C. § 1536 the FAA gives notice that the FAA has determined the Proposed Action may affect, is not likely to adversely affect, the lesser long-nosed bat (*Leptonycteris curasoae yerbabuenae*). FAA has also determined the Proposed Action: may affect, is likely to adversely affect, the Pima pineapple cactus (*Coryphantha scheeri* var. *robustispina*). There is no proposed or designated critical habitat for either of these species in the Detailed Study Area, as described in the Draft EIS. FAA has completed formal Section 7 consultation with the U.S. Fish and Wildlife Service for the proposed project. FAA provides notice pursuant to 36 C.F.R. § 800.8(c) that it is using the NEPA process to notify the public of FAA's finding that the proposed undertaking will not affect any properties listed or eligible for listing on the National Register of Historic Places. FAA provides notice pursuant to Executive Order 11990, Protection of Wetlands, that the proposed project will affect approximately 1.16 acres of Waters of the U.S. specifically in Hughes Wash Tributary No. 1 and Tributary No. 2. Impacts to these washes are disclosed in the Draft EIS.

WHAT WILL HAPPEN WITH MY COMMENTS?

FAA and USAF will review the comments. Written responses will be prepared and the FAA and the USAF will consider these responses, while developing the Final EIS.

HAS A FINAL DECISION BEEN MADE TO IMPLEMENT THE PROJECT?

No. The FAA and USAF are still in the process of environmentally analyzing this project. The FAA will not make a decision until, and if, it issues a Record of Decision after the environmental analysis process has been completed.

IF APPROVED WHEN WILL CONSTRUCTION BEGIN?

Construction cannot begin until after FAA and the USAF have made a positive decision to approve and go ahead with the proposed project and all necessary permits and other approvals are obtained by TAA. The FAA and USAF decisions will be documented in a Record of Decision signed by both FAA and the USAF. If approved TAA anticipates beginning construction in 2019 and finishing the project by 2023.



Federal Aviation Administration

FAA EIS PROJECT MANAGER

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For EIS and project information,
visit: www.airportprojects.net/tus-eis