

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

As lead Federal Agency pursuant to the National Environmental Policy Act of 1969

U.S. DEPARTMENT OF THE AIR FORCE

As a Cooperating Agency pursuant to 40 CFR §1501.6(a)(1)

FINAL
ENVIRONMENTAL IMPACT STATEMENT

PROPOSED AIRFIELD SAFETY ENHANCEMENT PROJECT
Tucson International Airport
Tucson, Pima County, Arizona

Abstract:

This Final Environmental Impact Statement (EIS) assesses the potential environmental impacts of the proposed Airfield Safety Enhancement Project (ASEP) at Tucson International Airport (TUS). This Final EIS is submitted pursuant to the following public law requirements: Section 102(2)(c) of the National Environmental Policy Act (NEPA) of 1969, as amended, (42 United States Code [U.S.C.] § 4321 et seq.); Council on Environmental Quality NEPA implementing regulations (Title 40, Code of Federal Regulations [C.F.R.] parts 1500 to 1508); and Section 509(b)(5) of the Airport and Airway Improvement Act of 1982, as amended. In addition, this proposed ASEP project is covered under Fixing America's Surface Transportation (FAST) Act (Pub. L. 114-94), which includes additional requirements to accelerate the environmental review process for surface transportation projects. To meet these requirements, and in accordance with FAST Section 1304(j), 23 U.S.C. § 139(o), the Federal Aviation Administration (FAA) is using the Federal Infrastructure Permitting Dashboard to track this project.

This Final EIS has been prepared pursuant to 40 CFR § 1506.4, which states, "*Any environmental document in compliance with NEPA may be combined with any other agency document to reduce duplication and paperwork.*" The FAA entered into a Memorandum of Understanding with the United States Air Force (USAF) and the National Guard Bureau (NGB) to participate as cooperating agencies as described under 40 CFR § 1501.6(a)(1). The Deputy Assistant Secretary of the Air Force for Installations is acting as the Cooperating Agency for both the USAF and the NGB. The FAA conducted coordinated and concurrent environmental reviews consistent with the goals and principles laid out in Section 1313 of the FAST Act as well as Executive Order (EO) 13807, *Establishing Discipline and Accountability in the Environmental Review and Permitting Process for Infrastructure*, which reemphasizes the importance of streamlining federal environmental review processes.

For further information:

Mr. David B. Kessler, AICP

U.S. Department of Transportation -Federal Aviation Administration

Office of Airports – Western-Pacific Region

777 S. Aviation Boulevard, Suite 150, El Segundo, California 90245

Telephone: 424-405-7315

August 2018

GENERAL INFORMATION ABOUT THIS DOCUMENT

WHAT IS IN THIS DOCUMENT? This is a federal document, which contains a Final Environmental Impact Statement (EIS), which examines the potential environmental impacts of the proposed Airfield Safety Enhancement Project (ASEP) including real property transactions at Tucson International Airport (TUS). The Proposed Action includes the following components: construct a full length parallel runway; displace Runway 11L arrivals threshold; demolish existing Runway 11R/29L; construct a new centerline parallel taxiway; construct new outboard parallel taxiway; construct bypass taxiway; close Taxiway A2, construct/maintain Arizona Air National Guard (AANG) extended arm/disarm pad; provide associated drainage improvements; and, provide AANG aircraft arresting system/runway improvements. This Proposed Action also includes land transactions/conveyance of Parcel F from Air Force Plant 44 (AFP 44) to Tucson Airport Authority (TAA), Parcel G from TAA to United States Air Force (USAF), Parcel H from TAA to USAF, the demolition of 12 USAF ECMs identified at AFP 44 as "A" Magazines, construction of replacement magazines elsewhere on AFP 44, and construction of a munitions storage area for the AANG. This document discloses the analysis and findings of the potential impacts of the Proposed Action and the No Action Alternative.

BACKGROUND. A Notice of Intent to prepare an EIS was published in the *Federal Register* on August 19, 2016. Scoping Meetings for agencies and the public were held on September 22, 2016 to provide an opportunity to comment on the scope of environmental issues to be addressed in the Draft EIS. A Purpose, Need, and Alternatives working paper was published on April 14, 2017 for public comment as part of a continued effort to engage the public in the scoping process for this project. The Federal Aviation Administration (FAA) conducted a public workshop on September 28, 2017 for the public to learn first-hand what the Federal environmental process entails, to review the Proposed Action, the various alternatives considered, and the affected environment. The Draft EIS was released on May 18, 2018. A Public Workshop and Public Hearing on the Draft EIS was conducted on June 21, 2018. The comment period for the Draft EIS was open from May 21, 2018 to July 9, 2018. Notices of the opportunities to comment on the Draft EIS were published in local newspapers and were sent to governmental agencies and to individuals and organizations who expressed interest in commenting on the proposed project.

The document presented herein represents the Final EIS for the federal decision-making process, in fulfillment of FAA's policies and procedures relative to NEPA and other related federal requirements. Copies of the document are available for review at various libraries in the Tucson Metropolitan area, the FAA's Western-Pacific Region office in El Segundo, California, and the FAA's Airports District Office in Phoenix, Arizona. A list of these and other locations are where the document may be viewed can be found in Chapter 5.

WHAT HAPPENS AFTER THIS? Pursuant to Title 40, Code of Federal Regulations (C.F.R.) § 1506.4, the FAA and USAF will issue a joint Record of Decision (ROD) pursuant to the National Environmental Policy Act of 1969 (NEPA). The joint ROD would not be issued until at least 30 days after distribution of this Final EIS to the public. Issuance of a ROD would complete National Environmental Policy Act requirements for the project pursuant to 40 CFR § 1506.10. The project may begin as funds become available and as the mitigation requirements set forth in the Final EIS are completed.