

# **APPENDIX A AGENCY AND PUBLIC INVOLVEMENT**

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**NOTICE OF INTENT TO PREPARE AN  
ENVIRONMENTAL IMPACT STATEMENT**

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Federal Register Notice August 19, 2016

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described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <http://www.dot.gov/privacy>.

*Docket:* Background documents or comments received may be read at <http://www.regulations.gov> at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Deana Stedman, ANM-113, Federal Aviation Administration, 1601 Lind Avenue SW., Renton, WA 98057-3356, email [deana.stedman@faa.gov](mailto:deana.stedman@faa.gov), phone (425) 227-2148.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on August 2, 2016.

**Dale Bouffiu,**

*Acting Director, Office of Rulemaking.*

#### **Petition for Exemption**

*Docket No.:* FAA-2016-8687.

*Petitioner:* Delta Engineering.

*Section(s) of 14 CFR Affected:*

§ 25.571(e)(1).

*Description of Relief Sought:* Delta Engineering has requested relief from certain discrete source damage-tolerance requirements for the installation of two cameras on an Aerospatiale ATR42-500 airplane.

[FR Doc. 2016-19780 Filed 8-18-16; 8:45 am]

**BILLING CODE 4910-13-P**

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **Notice of Intent To Prepare an Environmental Impact Statement (EIS) for the Proposed Airfield Safety Enhancement Project at Tucson International Airport, Tucson, Pima County, Arizona**

**AGENCY:** Federal Aviation Administration, (FAA), DOT.

**ACTION:** Notice of intent to prepare an Environmental Impact Statement and request for scoping comments.

**SUMMARY:** The Federal Aviation Administration (FAA) is issuing this notice under the provisions of the National Environmental Policy Act (NEPA) of 1969, as amended to advise the public that an Environmental Impact Statement (EIS) will be prepared to assess the potential impacts of the proposed Airfield Safety Enhancement Project (ASEP) including real property

transactions between the United States Air Force (USAF) and the Tucson Airport Authority (TAA); demolition of 12 Earth Covered Magazines (ECM); replacement of the ECMs elsewhere on USAF Plant 44; construction of a new parallel taxiway; relocation of Runway 11R-29L and other associated development at Tucson International Airport. The proposed project also includes transfer of land ultimately to the USAF, on behalf of the National Guard Bureau (NGB), for construction of a Munitions Storage Area and access road to support the 162nd Fighter Wing at Tucson Air National Guard Base. To ensure that all significant issues related to the proposed action are identified, one (1) public scoping meeting and one (1) governmental agency scoping meeting will be held.

FAA is the lead agency on the preparation of the EIS and has invited the Department of the Air Force (USAF) and the National Guard Bureau (NGB) to participate as cooperating agencies because the Tucson Airport Authority's proposed action requires federal actions by both U.S. Department of Defense agencies.

**FOR FURTHER INFORMATION CONTACT:** Mr. David B. Kessler, M.A., AICP, Federal Aviation Administration, Western-Pacific Region—Airports Division, AWP-610.1., P.O. Box 92007, Los Angeles, California 90009-2007. Telephone: 310-725-3615.

**SUPPLEMENTARY INFORMATION:** The purpose of this notice is to inform federal, state, and local government agencies, and the public of the intent to prepare an EIS and to conduct a public and agency scoping process. Information, data, opinions, and comments obtained throughout the scoping process will be considered in preparing the draft EIS.

The scoping process for this EIS will include a comment period for interested agencies and interested persons to submit oral and/or written comments representing the concerns and issues they believe should be addressed. Please submit any written comments to the FAA not later than 5:00 p.m. Pacific Daylight Time, Monday, October 3, 2016.

The EIS will be prepared in accordance with the procedures described in FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, and FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*. The Tucson Airport Authority, the owner of Tucson International Airport, proposes the following development as identified in

the Airfield Safety Enhancement Plan: Construction of a new center parallel and connecting taxiway system; a replacement Runway 11R-29L (proposed to be 11,000 feet long by 150 feet wide); acquisition of land for the runway object free area, taxiway object free area, runway safety area, and runway protection zone; from USAF Plant 44. The proposed ASEP also includes relocation of navigational aids and development and/or modification of associated arrival and departure procedures for the relocated runway. The proposed ASEP also includes demolition of 12 ECMs and replacement of the ECMs elsewhere on USAF Plant 44. The EIS will also evaluate the proposed release of airport land from federal obligations between the former East Hughes Access Road and the new Aerospace Parkway, south of USAF Plant 44. A portion of this land has been proposed for construction of a Munitions Storage Area, to include ECMs, and access road, for the 162nd Fighter Wing at the Tucson Air National Guard Base located adjacent to Tucson International Airport. The FAA is the lead Federal Agency for preparation of the EIS. The FAA has invited the U.S. Department of the Air Force and the U.S. National Guard Bureau to participate as cooperating agencies under Title 40, Code of Federal Regulations (CFR) § 1508.5.

Within the EIS, FAA proposes to consider a range of alternatives that could potentially meet the purpose and need to enhance airfield safety at Tucson International Airport including, but not limited to, the following:

*Alternative One—Sponsor's Proposed Action:* Acquire 58 acres of land along the shared property boundary between the Tucson International Airport and USAF Plant 44, construction of a new centerline parallel and connecting taxiway between Runway 11L-29R and Runway 11R-29L; construction of a relocated Runway 11R-29L about 100 feet to the southwest, creating a centerline separation of 800 feet between the existing Runway 11L/29R and the relocated Runway 11R/29L. The relocated Runway 11R/29L will be 11,000 feet long by 150 feet wide. The relocation of Runway 11R/29L will include removal and reinstallation of associated navigational aids. This alternative includes demolition of 12 ECMs and construction of replacement ECMs, elsewhere on USAF Plant 44; release of airport land from federal obligations between the former East Hughes Access Road and Aerospace Parkway. A portion of this land would be ultimately transferred to the USAF, on behalf of the NGB, for construction

of a Munitions Storage Area and an access road for the 162 Fighter Wing based at Tucson Air National Guard Base.

*Alternative Two—Alternative Airfield Development at Tucson:* Extending and upgrading the current general aviation Runway 11R/29L to an air carrier runway, maintaining a 700-foot centerline separation between the current air carrier Runway 11L/29R and the extended and upgraded Runway 11R/29L.

*Alternative Three—Use of Other Existing Airports:* The possible use of other existing area airports including, but not limited to, Ryan Airfield and Marana Regional Airport will be evaluated.

*Alternative Four—Use of Other Modes of Transportation:* Use of intercity bus line, rail, and automobile transportation will be evaluated.

*Alternative Five—No Action Alternative:* Under this alternative, the existing airport would remain unchanged. No land acquisition and transfer between the Tucson International Airport and USAF Plant 44 and no demolition and replacement of ECMs would occur; no new center taxiway would be constructed, and Runway 11R–29L would remain in its current configuration. FAA would not release land between the former East Hughes Access Road and Aerospace Parkway, no new Munitions Storage Area and access road for the 162nd Fighter Wing of the Arizona Air National would be constructed on land between the former East Hughes Access Road and Aerospace Parkway.

*Public Scoping and Agency Meetings:* To ensure that the full range of issues related to the proposed action is addressed and that all significant issues are identified, comments and suggestions are invited from all interested parties. Public and agency scoping meetings will be conducted to identify any significant issues associated with the proposed action.

A governmental agency scoping meeting for all federal, state, and local regulatory agencies which have jurisdiction by law or have special expertise with respect to any potential environmental impacts associated with the proposed action will be held on Thursday, September 22, 2016. This meeting will take place at 1:00 p.m. Mountain Standard Time, on the first floor of the Tucson Executive Terminal, at the base of the old Airport Traffic Control Tower building with “TUCSON” on the side, 7081 South Plumer Avenue, Tucson, Arizona. A notification letter will be sent in advance of the meeting.

One public scoping meeting for the general public will be held. The public scoping meeting will be held from 6:00 p.m. to 8:00 p.m. Mountain Standard Time on Thursday, September 22, 2016. The public scoping meeting will be conducted on the first floor of the Tucson Executive Terminal at the base of the old Airport Traffic Control Tower building with “TUCSON” on the side, 7081 South Plumer Avenue, Tucson, Arizona. To notify the general public of the scoping process, a legal notice will be placed in newspapers having general circulation in the study area. The newspaper notice will notify the public that scoping meetings will be held to gain their input concerning the proposed action, alternatives to be considered, and impacts to be evaluated.

The FAA is aware that there are Native American tribes with a historical interest in the area. The FAA will interact on a government-to-government basis, in accordance with all executive orders, laws, regulations, and other memoranda. The tribes will also be invited to participate in accordance with NEPA and Section 106 of the National Historic Preservation Act.

Issued in Hawthorne, California August 11, 2016.

**Mark A. McClardy,**

*Director, Office of Airports, Western-Pacific Region, AWP-600.*

[FR Doc. 2016-19776 Filed 8-18-16; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Summary Notice No. 2016-89]

#### Petition for Exemption; Summary of Petition Received; The Boeing Company

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice.

**SUMMARY:** This notice contains a summary of a petition seeking relief from specified requirements of title 14 of the Code of Federal Regulations. The purpose of this notice is to improve the public’s awareness of, and participation in, the FAA’s exemption process. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of the petition or its final disposition.

**DATES:** Comments on this petition must identify the petition docket number and

must be received on or before September 8, 2016.

**ADDRESSES:** Send comments identified by docket number FAA-2016-7855 using any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov> and follow the online instructions for sending your comments electronically.

- *Mail:* Send comments to Docket Operations, M-30; U.S. Department of Transportation (DOT), 1200 New Jersey Avenue SE., Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.

- *Hand Delivery or Courier:* Take comments to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- *Fax:* Fax comments to Docket Operations at 202-493-2251.

*Privacy:* In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to <http://www.regulations.gov>, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <http://www.dot.gov/privacy>.

*Docket:* Background documents or comments received may be read at <http://www.regulations.gov> at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Deana Stedman, ANM-113, Federal Aviation Administration, 1601 Lind Avenue SW., Renton, WA 98057-3356, email [deana.stedman@faa.gov](mailto:deana.stedman@faa.gov), phone (425) 227-2148.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on August 2, 2016.

**Dale Bouffiou,**

*Acting Director, Office of Rulemaking.*

#### Petition for Exemption

*Docket No.:* FAA-2016-7855.

*Petitioner:* The Boeing Company.

*Section(s) of 14 CFR Affected:*

§§ 25.901(c) and 25.1309(b).

*Description of Relief Sought:* The Boeing Company seeks temporary relief from the requirements of 14 CFR 25.901(c) and 25.1309(b) to allow time necessary to fully develop, certify, and

**AGENCY AND PUBLIC SCOPING MEETINGS  
SEPTEMBER 22, 2016**

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Published Notices / Affidavits  
Agency Scoping Letter  
Agency Scoping Package  
Agency Scoping Letter Distribution List  
Agency Meeting Agenda  
Agenda Registration  
Meeting Presentation  
Display Boards  
Agency Meeting Summary  
Agency Comments  
Public Registration  
Public Comments  
Public Scoping Transcript  
Response to Scoping Comments

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ARIZONA DAILY STAR  
Tucson, Arizona

STATE OF ARIZONA)  
COUNTY OF PIMA)

Debbie Freedle, being first duly sworn deposes and says: that she is the Advertising Representative of **TNI PARTNERS**, a General Partnership organized and existing under the laws of the State of Arizona, and that it prints and publishes the Arizona Daily Star, a daily newspaper printed and published in the City of Tucson, Pima County, State of Arizona, and having a general circulation in said City, County, State and elsewhere, and that the attached ad was printed and

Legal Notice

published correctly in the entire issue of the said Arizona Daily Star on each of the following dates, to-wit:

AUGUST 22, 2016

*Debbie Freedle*

Subscribed and sworn to before me this 23<sup>rd</sup> day of August 2016

*Lydia Fimbres*

Notary Public



My commission expires

AD NO. 8589130

RECEIVED  
AUG 29 2016

BY: \_\_\_\_\_

Department of Transportation  
Federal Aviation Administration

Notice of Intent to Prepare an Environmental Impact Statement (EIS) and Record of Decision (ROD) for the Tucson International Airport (TIA) Runway 11/79W and Runway 11/79E Project (EIS) is hereby published in the Tucson International Airport Authority (TIAA) Official Gazette on August 18, 2016. The EIS is available for public review at the Tucson International Airport Authority (TIAA) and at the National Aeronautics and Space Administration (NASA) Headquarters, Washington, DC. The EIS is available for public review at the Tucson International Airport Authority (TIAA) and at the National Aeronautics and Space Administration (NASA) Headquarters, Washington, DC. The EIS is available for public review at the Tucson International Airport Authority (TIAA) and at the National Aeronautics and Space Administration (NASA) Headquarters, Washington, DC.

The EIS will be prepared in accordance with the provisions of the FAA Order 5500.10, Environmental Impact Statement, and FAA Order 5500.11, Environmental Impact Statement, and FAA Order 5500.12, Environmental Impact Statement. The EIS will be prepared in accordance with the provisions of the FAA Order 5500.10, Environmental Impact Statement, and FAA Order 5500.11, Environmental Impact Statement, and FAA Order 5500.12, Environmental Impact Statement. The EIS will be prepared in accordance with the provisions of the FAA Order 5500.10, Environmental Impact Statement, and FAA Order 5500.11, Environmental Impact Statement, and FAA Order 5500.12, Environmental Impact Statement.

Alternative Two Alternative Runway Extension and Runway 11/79W and Runway 11/79E Project (EIS) is hereby published in the Tucson International Airport Authority (TIAA) Official Gazette on August 18, 2016. The EIS is available for public review at the Tucson International Airport Authority (TIAA) and at the National Aeronautics and Space Administration (NASA) Headquarters, Washington, DC. The EIS is available for public review at the Tucson International Airport Authority (TIAA) and at the National Aeronautics and Space Administration (NASA) Headquarters, Washington, DC. The EIS is available for public review at the Tucson International Airport Authority (TIAA) and at the National Aeronautics and Space Administration (NASA) Headquarters, Washington, DC.

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### Affidavit of Publication

Name of Publication: Arizona Daily Star  
Address: 4850 South Park Avenue (P.O. Box 26887)

City, State, Zip: Tucson, Arizona 85714 (85726)

Phone: 520-573-4405

State of Arizona  
County of Pima

I, Anna Almazan, for the Publisher of Arizona Daily Star, State of Arizona, hereby certify that the following was printed and/or inserted in said newspapers on the following date(s):  
Tucson International Airport 8/22/16 4x5 Main, 8/26/16 4x5 La Estrella.

Given under my hand, this 1<sup>st</sup> day of September, 2016.

Signature: Anna Almazan

Sworn to and subscribed before me on this 1<sup>st</sup> day of September, 2016, at Tucson, State of Arizona.

Lydia Fimbres  
Notary Public

My commission expires: October 18, 2019

Notary Seal



# Jesse & Joy y Sin Bandera en Grammy Acoustic Sessions



THE ASSOCIATED PRESS

Los hermanos Jesse & Joy y Gloria Trevi encabezarán este año los conciertos Latin Grammy Acoustic Sessions, anunció la Academia Latina de la Grabación el martes 23 de agosto de 2016.

fonos dorados. Trevi no ha conseguido el galardón.

Los Latin Grammy Acoustic Sessions cumplen en 2016 su sexto año. En ediciones anteriores han participado artistas como Camila, Debi Nova, Alejandro Sanz y Reik; mientras que se han presentado en ciudades latinoamericanas como Lima, Bogotá, Río de Janeiro y Ciudad de México, donde ya había participado Jesse & Joy en un concierto.

La 17 entrega anual de los Latin Grammy será transmitida en vivo el 17 de noviembre desde la T-Mobile Arena en Las Vegas.

## Te invitamos a la Reunión Pública de Determinación de Alcances Declaración de Impacto Ambiental (EIS) para el Aeropuerto Internacional de Tucson

**Asunto:** La Administración Federal de Aviación te invita a la Reunión Pública de Determinación de Alcances en cual se discutirá el tipo y alcance de información y análisis que se incluyera en el borrador del EIS para el Proyecto de Mejorar la Seguridad del Aeródromo (ASEP, por sus siglas en Inglés) propuesto, incluyendo transacciones de propiedad real en el Aeropuerto Internacional de Tucson.

Este proyecto va a evaluar los impactos ambientales de la construcción de la calle de rodaje paralela propuesta, sustitución de la pista 11R/29L, y otras acciones asociadas al proyecto. Este proyecto también evaluara la adquisición de tierra de la Fuerza Aérea de los Estados Unidos (USAF, por sus siglas en Inglés) Planta 44, incluyendo demolición y reemplazo de 12 polvorines enterrados (ECM, por sus siglas en Inglés) en otro sitio en la USAF Planta 44. El EIS evaluara también la liberación de tierra del aeropuerto de obligaciones federales durante construcción de un almacenamiento de municiones, para incluir ECMs para el Ala de Combate 162 en la Base Aérea de la Guardia Nacional en Tucson al costado del Aeropuerto Internacional de Tucson.

La reunión ofrece el público la oportunidad de comentar y preguntar sobre cuestiones que deben recibir atención. Tendrán la oportunidad de hacer comentarios orales o escritos en la reunión.

### Cuando y Donde:

Esperamos que nos acompañen el jueves 22 de septiembre 2016 de 6:00 p.m. a 8:00 p.m.

La reunión va a ocurrir en el 1° piso del Terminal Ejecutivo de Tucson (Executive Terminal), en la base del edificio Airport Traffic Control Tower con "TUCSON" escrito al lado en 7081 South Plumer Avenue, Tucson, Arizona.

Tenga en cuenta que la totalidad de su comentario—incluyendo información personal como su nombre, dirección, número de teléfono, correo electrónico—se hará pública en cualquier momento.

### Asistencia:

Favor de comunicarse con Eric Roudebush, TAA si necesita ayuda con idioma o accesibilidad al (520) 573-4805.

## A10 • EARTHWEEK



**You're Invited to the Public Scoping Meeting**  
For the Environmental Impact Statement (EIS) at Tucson International Airport

**What:** The Federal Aviation Administration will host a Public Scoping Meeting to discuss the type and scope of information and analysis to be included in a Draft EIS for a proposed Airfield Safety Enhancement Project including real property transactions at Tucson International Airport.

This project will study the environmental impacts of construction of a proposed center parallel taxiway, a replacement 11R/29L Runway, and other associated actions. This project will also evaluate acquisition of land from United States Air Force (USAF) Plant 44 including demolition of 12 Earth Covered Magazines (ECM) and replacement elsewhere on USAF Plant 44, the EIS will also evaluate the proposed release of airport land from federal obligations proposed for construction of a Munitions Storage, to include ECMs for the 162nd Fighter Wing at the Tucson Air National Guard Base adjacent to Tucson International Airport.

This is an opportunity for the public to provide input on what issues and information should be addressed in the EIS. Comment sheets and a chance to give oral comments will be available at the meeting.

### When and Where:

The public scoping meeting will be held from 6:00 p.m. to 8:00 p.m. on Thursday, September 22, 2016.

The meeting will be held on the first floor of the Tucson Executive Terminal, at the base of the old Airport Traffic Control Tower building with "TUCSON" on the side, 7081 South Plumer Avenue, Tucson, Arizona.

Before 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.

### Assistance:

If you need assistance with language or accessibility, please contact Eric Roudebush, TAA at (520) 573-4805.

# Philippines leader, under fire for drug war, poses UN exit



**THE ASSOCIATED PRESS**  
DAVAO, Philippines — The Philippines' brash, talking president threatened Sunday to withdraw his country from the United Nations and lashed out at U.S. police killings of black men in his latest outburst against critics of his anti-drug campaign, which has left hundreds of suspects dead.

**Rodrigo Duterte** pointed to the haunting image pulled from the rubble of a missile-struck building in the Syrian city of Aleppo to note the inability of the U.S. and the U.N. to stop such deadly conflicts, complaining that he comes under the fire for the killings of criminals.

Critics say Duterte's onetime crusade against a problem that he says has become a pandemic provoked an angry outburst from Duterte, who held a news conference after midnight Saturday that degenerated on for more than eight weeks ago.

Agnas Callanad, the new U.N. special rapporteur on summary executions, suggested that Philippine officials could be held liable, saying in a recent statement that "claims to fight illicit drug trade do not absolve the government from its international legal obligations and do not shield state actors or others from responsibility for illegal killings."

Monday, August 22, 2016 / Arizona Daily Star

## Affidavit of Publication

Name of Publication: Arizona Daily Star  
 Address: 4850 South Park Avenue (P.O. Box 26887)  
 City, State, Zip: Tucson, Arizona 85714 (85726)  
 Phone: 520-573-4405  
 State of Arizona  
 County of Pima

I, Anna Almazan, for the Publisher of Arizona Daily Star, State of Arizona, hereby certify that the following was printed and/or inserted in said newspapers on the following date(s):  
 Tucson International Airport 9/06/16 4x5 Main, 9/09/16 4x5 La Estrella.

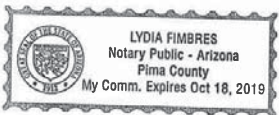
Given under my hand, this 21<sup>st</sup> day of September, 2016.

Signature: *Anna Almazan*

Sworn to and subscribed before me on this 21<sup>st</sup> day of September 2016, at Tucson, State of Arizona.

*Lydia Fimbres*  
 Notary Public

My commission expires: October 18, 2019

Notary Seal  




**You're invited to the Public Scoping Meeting**  
 For the Environmental Impact Statement (EIS) at Tucson International Airport

**What:** The Federal Aviation Administration will host a Public Scoping Meeting to discuss the type and scope of information and analysis to be included in a Draft EIS for a proposed Airfield Safety Enhancement Project including real property transactions at Tucson International Airport.

This project will study the environmental impacts of construction of a proposed center parallel taxiway, a replacement 11R/29L Runway, and other associated actions. This project will also evaluate acquisition of land from United States Air Force (USAF) Plant 44 including demolition of 12 Earth Covered Magazines (ECM) and replacement elsewhere on USAF Plant 44. The EIS will also evaluate the proposed release of airport land from federal obligations proposed for construction of a Munitions Storage, to include ECMs for the 162nd Fighter Wing at the Tucson Air National Guard Base adjacent to Tucson International Airport.

This is an opportunity for the public to provide input on what issues and information should be addressed in the EIS. Comment sheets and a chance to give oral comments will be available at the meeting.

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Before 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.

**Assistance:**

If you need assistance with language or accessibility please contact Eric Roudelush, TAA at (520) 573-4805.



Hey I, **THEY** USTEN! you can too!!!  
 Wake Up Tucson! Every Morning at 6  
 ON AM 1030, KVOI, The Voice.

**What's an ARBORIST?**

Arborist (ar-bor-ist) noun  
 A specialist in the cultivation and care of trees and shrubs, including tree surgery, the diagnosis, treatment, and prevention of tree diseases and the control of pests.

**Need a tree removed?**  
 We're the tree removal specialists!

**Unhealthy/Diseased Trees?**  
 We fix sick trees!

**Worried about storm/damage?**  
 Let us prune your trees before monsoon to reduce the risk of large tree damage!  
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[www.tlctreecare.com](http://www.tlctreecare.com)





U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

August 22, 2016

Dear Sir or Madam:

**Tucson International Airport, Tucson, Pima County, Arizona  
Environmental Impact Statement Scoping Meetings**

The Federal Aviation Administration (FAA) intends to prepare an Environmental Impact Statement (EIS) to identify potential environmental impacts associated with the Proposed Airfield Safety Enhancement Project (ASEP), including real property transactions at Tucson International Airport (TUS). A Notice of Intent to prepare the EIS appeared in the August 19, 2016, issue of the *Federal Register*.

The EIS will investigate actions proposed by the Tucson Airport Authority, the sponsor of TUS, including the construction of a new center parallel and connecting taxiway system; a replacement Runway 11R/29L (proposed to be 11,000 feet long by 150 feet wide); acquisition of land for the runway object free area, taxiway object free area, runway safety area, and runway protection zone from United States Air Force (USAF) Plant 44. The Sponsor's Proposed Action includes relocation of navigational aids and development and/or modification of associated arrival and departure procedures for the relocated runway. The Sponsor's Proposed Action includes demolition of 12 Earth Covered Magazines (ECM) and their replacement elsewhere on USAF Plant 44. The EIS will also evaluate the proposed release of airport land from Federal obligations. A portion of this land has been proposed for construction of a Munitions Storage Area to include ECMs and access road, for the 162nd Fighter Wing at the Tucson Air National Guard Base. FAA has invited the USAF and the National Guard Bureau to be Cooperating Agencies for this EIS

The FAA formally invites your agency to participate in an agency scoping meeting to be held **September 22, 2016 at 1:00 p.m.** at the Tucson Executive Terminal at the base of the old Airport Traffic Control Tower building with "TUCSON" on the side, 7081 South Plumer Avenue, Tucson, Arizona 85756. If you are unable to attend the scoping meeting, please send written comments not later than 5:00 p.m. Pacific Daylight Time **Monday, October 3, 2016** to:

Mr. David B. Kessler, M.A., AICP  
Federal Aviation Administration  
Western-Pacific Region-Airports Division, AWP-610.1  
P.O. Box 92007  
Los Angeles, California 90009-2007

If you have any questions concerning this matter, please call me at 310-725-3615.

Sincerely,

David B. Kessler, M.A., AICP  
Regional Environmental Protection Specialist

## TUCSON

Víase de la pág. 10

Frontier y una base de operaciones avanzadas cerca de la frontera, pero el hecho es que el Yel Kenigo Silverstein Cabeza Prieta (Cabeza Prieta Wildlife Refuge) es uno de los más brutales y desolados del país.

No muy lejos de aquí, 14 inmigrantes fueron hallados en mayo de 2001 un día en el que las arenas del desierto llegaron a 130 grados Fahrenheit. Estaban a 40 km de la frontera; la carretera más cercana estaba a 80 km de donde el coyote los dejó.

El año pasado, 15 cuerpos fueron recuperados de Cabeza, también cubierto por el Sector Yuma, dice Sid Stone, gerente del ferriño.

En algunas áreas la frontera está a menos de 7 km, pero apenas sales del carro y empiezas a caminar todo se ve igual. No hay manera de hacer una caminata rápida, pues a cada tantos pasos

la pierna se humedece hasta la rodilla.

El clima también es enérgicamente desafiado. Una brisa fresca y alguina nube rápidamente se alejan dejando un calor sofocante.

Una día en junio, cuando la temperatura de tres dígitos rompió record, todas las ranas de Adunias y Protección Fronteriza - la Patrulla Operaciones de Campo y otras - Trabajaron juntas para atender casi una docena de llamadas al 911 de gente que quería entregarse y pedir ayuda. La mayoría fueron desde Cabeza y Organ Pipe.

Para ese momento, los inmigrantes ya habían caminado unos 100 km tan sólo del lado estadounidense. Muchas veces se quedan sin comida ni agua, ante la imposibilidad de llevar suficiente para un viaje de varios días.

Desde 2001 se han encontrado casi 2,500 restos en el sur de Arizona.

Del 9 al 15 de septiembre del 2016 / MAS ALLA DEL MURO

LA ESTRELLA DE  
TUCSON

11



### Te invitamos a la Reunión Pública de Determinación de Alcances Declaración de Impacto Ambiental (EIS) para el Aeropuerto Internacional de Tucson

**Asunto:** La Administración Federal de Aviación te invita a la Reunión Pública de Determinación de Alcances en la cual se discutirá el tipo y alcance de información y análisis que se incluyera en el borrador del EIS para el Proyecto de Mejorar la Seguridad del Aeródromo (ASEP, por sus siglas en inglés) propuesto, incluyendo transacciones de propiedad real en el Aeropuerto Internacional de Tucson.

Este proyecto va a evaluar los impactos ambientales de la construcción de la calle de rodaje paralela propuesta, sustitución de la pista 11R/29L, y otras acciones asociadas al proyecto. Este proyecto también evaluará la adquisición de tierra de la Fuera Aérea de los Estados Unidos (USAF, por sus siglas en inglés) Planta 44, incluyendo demolición y reemplazo de 12 polvorines enterrados (ECM, por sus siglas en inglés) en otro sitio en la USAF Planta 44. El EIS evaluará también la liberación de tierra del aeropuerto de obligaciones federales durante construcción de un almacenamiento de municiones, para incluir ECMs para el Ala de Combate 152 en la Base Aérea de la Guardia Nacional en Tucson al costado del Aeropuerto Internacional de Tucson.

La reunión ofrece el público la oportunidad de comentar y preguntar sobre cuestiones que deben recibir atención. Tendrán la oportunidad de hacer comentarios orales o escritos en la reunión.

**Cuando y Dónde:**  
Esperamos que nos acompañen el **Jueves 22 de septiembre 2016 de 6:00 p.m. a 8:00 p.m.**

La reunión va a ocurrir en el 1° piso del Terminal Ejecutivo de Tucson (Executive Terminal), en la base del edificio Airport Traffic Control Tower con "TUCSON" escrito al lado en 7081 South Plumer Avenue, Tucson, Arizona. Tenga en cuenta que la totalidad de su comentario—incluyendo información personal como su nombre, dirección, número de teléfono, correo electrónico—se hará pública en cualquier momento.

**Asistencia:**  
Favor de comunicarse con Eric Roudoush, TAA si necesita ayuda con idioma o accesibilidad al (520) 573-4805.



**ENVIRONMENTAL IMPACT STATEMENT (EIS)  
FOR THE  
PROPOSED AIRFIELD SAFETY ENHANCEMENT  
PROJECT AND LAND TRANSACTIONS  
AT  
TUCSON INTERNATIONAL AIRPORT**

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**Scoping Meeting Package**

**September 22, 2016**

**Tucson Executive Terminal  
(At the base of the old Airport Traffic Control Tower  
building with "TUCSON" on the side)  
7081 South Plumer Avenue  
Tucson, AZ 85756**

## I. BACKGROUND AND PURPOSE AND NEED

### BACKGROUND

The Tucson Airport Authority (TAA) is the owner and operator of the Tucson International Airport (TUS or Airport). The TAA 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 on the Airport Layout Plan (ALP) for TUS. Pursuant to the Federal Aviation Act of 1958, as amended, the Federal Aviation Administration (FAA) must approve the proposed project as depicted on the ALP. FAA approval of the ALP is a Federal action that must comply with the *National Environmental Policy Act (NEPA) of 1969*, as amended (42 United States Code [U.S.C.] §4321 et seq). The FAA issued a Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) in the *Federal Register* on August 19, 2016.

The FAA is the lead Federal agency for preparation of the EIS and will do so in compliance with NEPA and Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (40, Code of Federal Regulations (CFR) Parts 1500-1508). The preparation of the EIS will follow FAA regulations and policies for implementing NEPA published in FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *NEPA Implementing Instructions for Airport Actions*; as well as documentation necessary for all substantive environmental studies. The FAA has invited the U.S. Air Force (USAF) and the National Guard Bureau to participate as cooperating agencies under 40 CFR § 1508.5.

As a requirement of FAA Orders 1050.1F and 5050.4B, a scoping process must be conducted to provide the opportunity for public and agency participation during the preparation of an EIS. Guidelines for conducting such scoping processes are contained within the CEQ Regulations, 40 CFR § 1501.7, which states that *"there shall be an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to the proposed action. This process shall be termed scoping."* In an effort to aid participation in the scoping process this scoping package has been prepared to help all scoping participants to understand the Proposed Action and the NEPA process.

### PRELIMINARY UNDERSTANDING OF PURPOSE AND NEED

The following describes the purpose and need for the Proposed Action at TUS and identifies FAA regulations and policies for aviation safety. FAA Order 5050.4B requires that an EIS fully address and convey the purpose and need for a proposed action.

FAA Order 1050.1F states that the purpose and need of an EIS *"briefly describes the underlying purpose and need for the Federal action. It presents the problem being addressed and describes what the FAA is trying to achieve with the proposed action. It provides the parameters for defining a reasonable range of alternatives to be considered."*

*The purpose and need for the proposed action must be clearly explained and stated in terms that are understandable to individuals who are not familiar with aviation or commercial aerospace activities. Where appropriate, the responsible FAA official should initiate early coordination with cooperating agencies in developing purpose and need."*

The purpose and need serves as the foundation for the identification of reasonable alternatives to the Proposed Action and the comparative evaluation of impacts of development. In order for an alternative to be considered viable and carried forward for detailed evaluation within the NEPA process and the EIS, it must address the needs.

### Sponsor's Purpose and Need

The TAA has conducted various planning studies leading up to the preparation of this EIS. The TAA's goals and objectives were most recently stated in the 2015 Airfield Safety Enhancement Implementation Study.<sup>1</sup>

- **The need to enhance the safety of the airfield and eliminate existing "hot spots".**

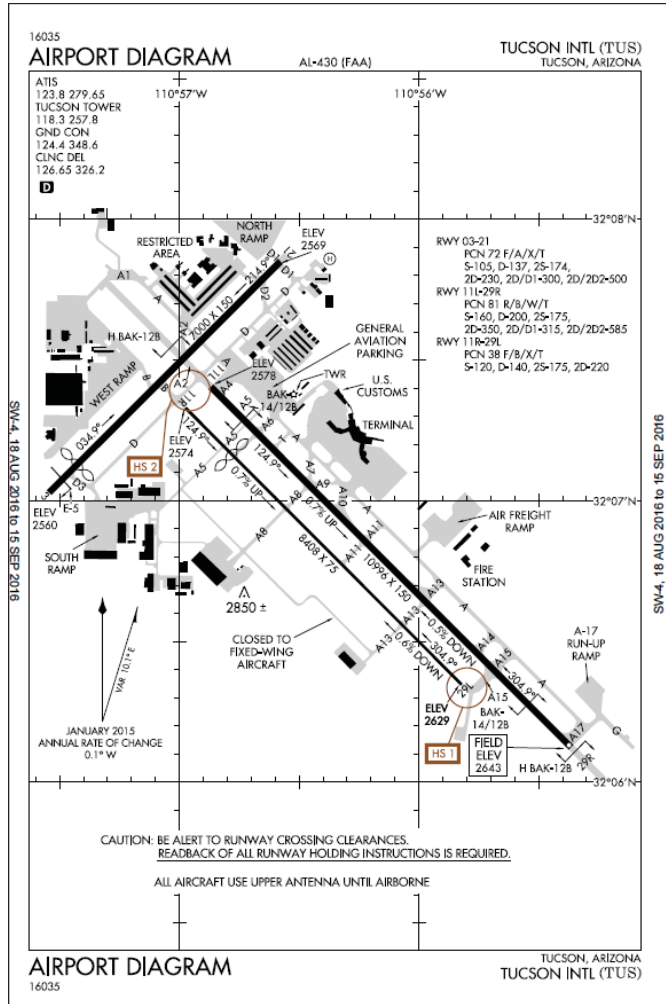
The FAA defines a "hot spot" as a runway safety related problem area or intersection on an airport. Typically, it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. A confusing condition may be compounded by a miscommunication between an air traffic controller and a pilot, and may compromise aircraft separation standards. The hot spot may have a history of surface incidents or the potential for surface incidents.

The FAA has identified two existing hot spots at the Airport (see **Exhibit 1**). One hot spot is located along Taxiway D between with Runway 11L/29R and Runway 11R/29L. At this location pilots taxiing along Taxiway D have crossed the approach path for Runway 11L/29R or Runway 11R/29L without clearance. Another hot spot is located at the approach (South) end of Runway 29R. This has been a historical point of confusion between Runways 29L and 29R and Runway 29R and Taxiway A. On several occasions pilots on approach during west flow have mistaken Runway 29R for Runway 29L and Taxiway A for Runway 29R, landing on the wrong runway or on Taxiway A. Therefore, the purpose of the Proposed Action is to enhance safety and remove existing FAA identified hot spots.

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<sup>1</sup> Tucson Airport Authority, *Airfield Safety Enhancement Implementation Study Final Report*, May 2015.

Exhibit 1  
EXISTING HOT SPOTS AT TUCSON INTERNATIONAL AIRPORT



- 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 FAA recommends Airport Sponsors find ways to reduce the probability of potential runway incursions. One way to do that is by increasing runway separation distance and creating a safety buffer to prevent straight runway crossings. A parallel taxiway between runways minimizes the potential for pilots to cross an active runway by forcing them to first turn onto the taxiway and wait for Airport Traffic Control Tower (ATCT) clearance to cross the other runway. A center parallel taxiway increases the margin of safety by providing opportunity to move aircraft runway crossings to lower risk areas and also provides space for aircraft to queue prior to crossing runways. Therefore, the purpose of the Proposed Action is to enhance safety by providing additional parallel taxiways.

- The need to maintain operational capabilities when there is a temporary closure of Runway 11L/29R.

As a primary commercial airport within the National Airspace System, TUS's commercial operations and military training operations will be disrupted if the primary Runway 11L/29R is closed for any amount of time. The Airport has experienced maintenance or reconstruction activities of Runway 11L/29R, disabled aircraft occupying Runway 11L/29R, and military aircraft operations that cause Runway 11L/29R to be closed to commercial service. The use of Runway 3/21 or existing 11R/29L would limit the takeoff length available to aircraft and effectively limits the airport's capabilities. Runway 11L/29R is 10,996 feet long by 150 feet wide. Runway 11R/29L is 8,408 long by 75 feet wide; and Runway 3/21 is 7,000 feet long by 150 feet wide. Runway 3/21 is used only during cross-wind weather conditions.

Therefore, the purpose of the Proposed Action is to maintain aircraft operational capabilities during times when Runway 11L/29R is not available by providing additional runway capabilities that can accommodate all the diverse aircraft that operate at TUS.

- The need to develop currently under-utilized land that is compatible with FAA airspace restrictions and design standards.

One of TAA's goals is to promote compatible land uses to preserve and grow major employment centers and leverage reasonable revenue enhancement opportunities. Therefore, the purpose of the Proposed Action is to promote land uses that benefit the surrounding community and enhance revenue to promote the Airport's financial sustainability.

### FAA Purpose and Need

The FAA has identified the following 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.**

The FAA's statutory mission is to ensure the safe and efficient use of navigable airspace in the United States pursuant to 49 U.S.C. § 47101(a)(1). The FAA is charged with carrying out a policy ensuring "that the safe operation of the airport and airway system is the highest aviation priority." In issuing grants to airport sponsors to achieve this mission, sponsors must accomplish the improvement in accordance with an FAA-approved ALP and various grant-in-aid assurances.

### USAF Purpose and Need

- **The need to maintain Air Force Plant 44 operational capabilities.**

The USAF owns land, known as Air Force Plant 44 (AFP 44), adjacent to the Airport. The USAF currently leases this land to Raytheon Missile Systems, who operates AFP 44, which is primarily used for research, development, manufacturing, and testing of various munitions/missile systems. AFP 44 consists of administrative and industrial facilities that support missile production operations. Additionally, operations at AFP 44 include the safe storage of munitions, providing security for the Plant and for the munitions, and providing the required explosive safety areas around munitions facilities to make sure the public is sufficiently protected in the unlikely event of a mishap. Therefore, the purpose of the Proposed Action is to maintain AFP 44's current operational capabilities.

### National Guard Bureau Purpose and Need

- **The need to maintain National Guard Bureau (NGB) operational capabilities.**

The 162nd Wing of the Arizona Air National Guard currently maintains Munitions Storage Areas (MSA) as part of their operational capability at Tucson Air National Guard Base immediately adjacent to TUS. The 162nd Wing needs additional areas to maintain the safe storage of munitions and provide safety areas consistent with USAF standards to ensure the public is not in close proximity to any munitions in the event of a mishap. Therefore, the purpose of the Proposed Action is to release airport land for use by the Arizona Air National Guard to develop a new MSA and associated roadway system to maintain its current operational capabilities at TUS.

## **II. PROPOSED ACTION**

The Airport is located in Tucson, Arizona south of the City's central business district. The Airport is in close proximity to Interstate 10 and Interstate 19 through Valencia Road and S. Tucson Road as shown on **Exhibit 2**. Davis-Monthan Air Force Base is located in Pima County approximately four miles northeast of TUS.

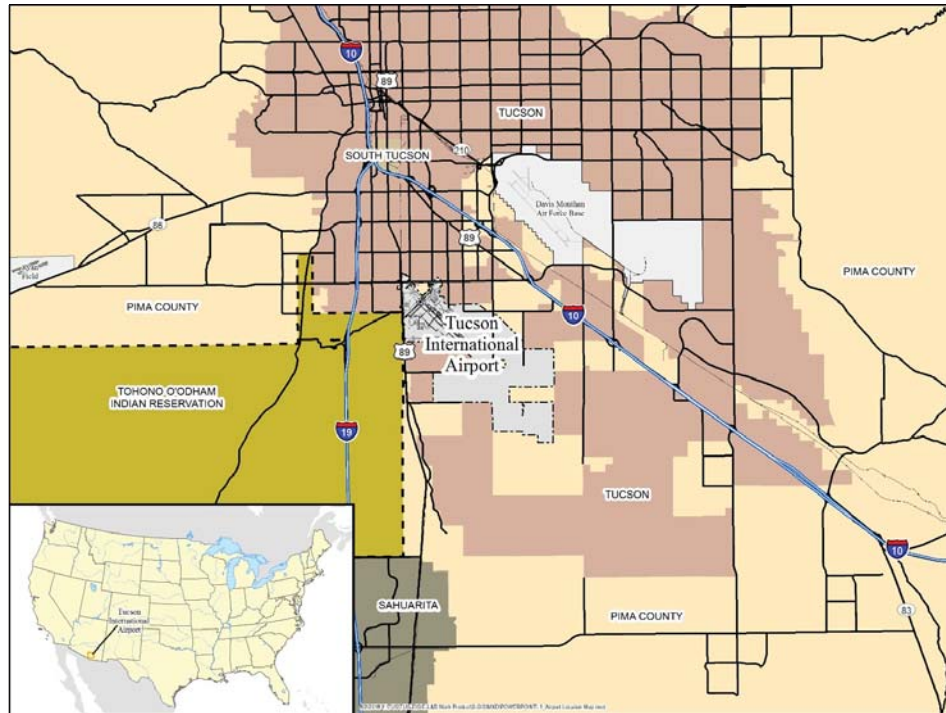
The airfield at TUS consists of two parallel, northwest/southeast oriented runways spaced approximately 700 feet apart and one crosswind runway as shown on **Exhibit 3**. As noted above, Runway 11L/29R is the longest runway on the airfield at 10,996 feet by 150 feet wide. Runway 11R/29L is 8,408 feet in length by 75 feet wide. Runway 3/21 is 7,000 feet in length by 150 feet wide. The passenger terminal at TUS is located at the center of the airfield north of Runways 11L/29R and 11R/29L. The Airport hosts the Tucson Air National Guard base, a 92-acre complex on the northeast corner of the airfield. The west ramp, located north of Runway 3/21 and west of the primary parallel runways, is the oldest area of the Airport and still maintains three hangars which were once used to house B-24 bombers during the Korean War.

As shown on **Exhibit 4**, the Proposed Action includes the construction of a new center parallel and connecting taxiway system; a replacement Runway 11R/29L (proposed to be 11,000 feet long by 150 feet wide); acquisition of land for the runway object free area, taxiway object free area, runway safety area, and 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 (ECM) on AFP 44 and their replacement elsewhere on AFP 44. The EIS will also evaluate the proposed release of airport land from Federal obligations. A portion of this land has been proposed for construction of a Munitions Storage Area to include ECMs and access road, for the 162nd Wing at the Arizona Air National Guard Base.

**Exhibit 3  
EXISTING AIRFIELD**



**Exhibit 2  
AIRPORT LOCATION**





### III. RANGE OF ALTERNATIVES

In addition to the Proposed Action, the EIS will evaluate a comprehensive range of alternatives. This is necessary to ensure that other alternatives that satisfy the proposed purpose and need, while having a less detrimental effect on the environment, have not been prematurely dismissed from consideration.

Within the EIS, FAA proposes to consider a range of alternatives that could potentially meet the purpose and need to enhance airfield safety at TUS including, but not limited to, the following:

**Alternative One** – Proposed Action: Acquire 58 acres of land along the shared property boundary between the Tucson International Airport and AFP 44, construction of a new centerline parallel and connecting taxiway between Runway 11L/29R and Runway 11R/29L; construction of a relocated Runway 11R/29L about 100 feet to the southwest, creating a centerline separation of 800 feet between the existing Runway 11L/29R and the relocated Runway 11R/29L. The relocated Runway 11R/29L will be 11,000 feet long by 150 feet wide. The relocation of Runway 11R/29L will include removal and reinstallation of associated navigational aids. This alternative includes demolition of 12 ECMs on AFP 44 and construction of replacement ECMs, elsewhere on AFP 44; release of airport land from Federal obligations between the former East Hughes Access Road and Aerospace Parkway. A portion of this land would be ultimately transferred to the USAF, on behalf of the NGB, for construction of a Munitions Storage Area to include ECMs and an access road for the 162nd Wing based at Arizona Air National Guard Base.

**Alternative Two** – Alternative Airfield Development at Tucson: Extending and upgrading the current general aviation Runway 11R/29L to an air carrier runway, maintaining a 700-foot centerline separation between the current air carrier Runway 11L/29R and the extended and upgraded Runway 11R/29L.

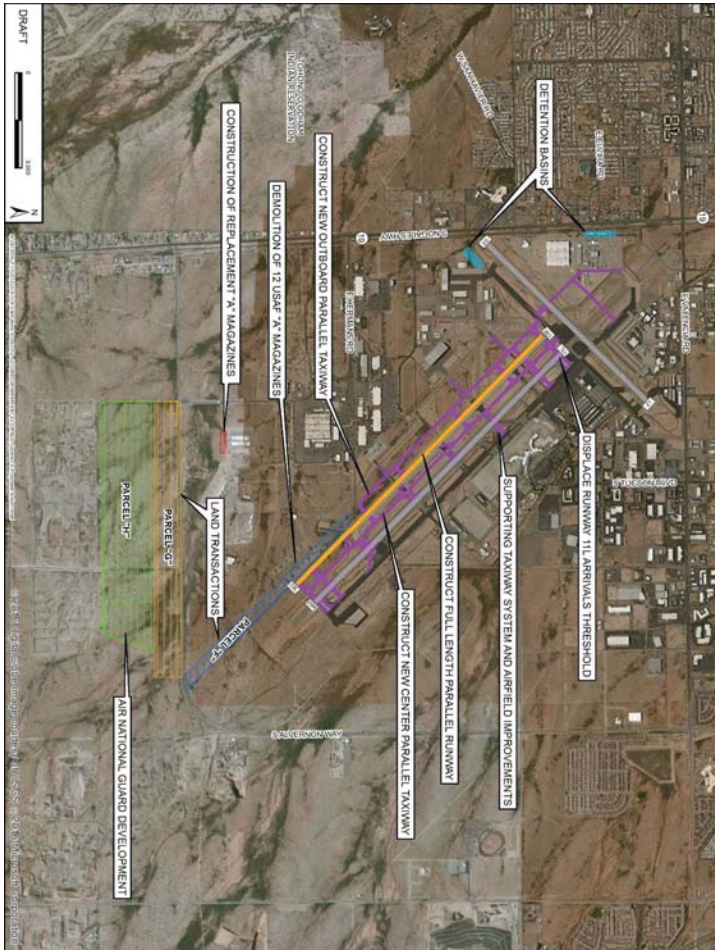
**Alternative Three** – Use of Other Existing Airports: The possible use of other existing area airports including, but not limited to, Ryan Airfield and Marana Regional Airport will be evaluated.

**Alternative Four** – Use of Other Modes of Transportation: Use of intercity bus line, rail, and automobile transportation will be evaluated.

**No Action Alternative** – Under this alternative, the existing airport would remain unchanged. No land acquisition and transfer between the Tucson International Airport and AFP 44 and no demolition and replacement of ECMs would occur; no new center taxiway would be constructed, and Runway 11R/29L would remain in its current configuration. FAA would not release land between the former East Hughes Access Road and Aerospace Parkway, no new Munitions Storage Area and access road for the 162nd Wing of the Arizona Air National Guard would be constructed on land between the former East Hughes Access Road and Aerospace Parkway.

TUCSON INTERNATIONAL AIRPORT  
ENVIRONMENTAL IMPACT STATEMENT

#### Exhibit 4 PROPOSED ACTION





## **IV. EIS PROCESS**

The role of the FAA as the lead Federal agency on the EIS is to ensure proposed actions meet NEPA goals and policies. The FAA will also be responsible for conducting a process that provides for an independent review of the Proposal and other reasonable and feasible alternatives and that achieve the project's purpose. The FAA has selected a team of consulting firms to assist with the preparation of the EIS and to prepare technical work. The FAA is responsible for directing the work performed by these consultants.

The role of the USAF and the National Guard Bureau as cooperating agencies is to assist the FAA to prepare the EIS and ultimately adopt the EIS to satisfy their NEPA requirements for their Federal actions. The TAA, as the Airport Sponsor, assists the FAA with acquiring data and with the public involvement and outreach components of the EIS.

The role of the regulatory agencies in the EIS process is to:

- 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

To ensure all significant issues related to the Proposed Action are identified, one (1) public scoping meeting and one (1) governmental agency scoping meeting will be held. A governmental agency scoping meeting for all Federal, state, and local regulatory agencies which have jurisdiction by law or have special expertise with respect to any potential environmental impacts associated with the proposed action will be held on Thursday, September 22, 2016. This meeting will take place at 1:00 p.m. The public scoping meeting will be held from 6:00 p.m. to 8:00 p.m. on Thursday, September 22, 2016. Both meetings will be held on the first floor of the Tucson Executive Terminal, at the base of the old Airport Traffic Control Tower building with "TUCSON" on the side, 7081 South Plumer Avenue, Tucson, Arizona.

As the initial step in the preparation of the EIS, the scoping process is an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to the proposed action. Additional public coordination will occur throughout the EIS process. Additional agency coordination will formally occur with the Federal, state, and local agencies at key milestones in the EIS process.

## **Results of Key Environmental Studies/Mitigation**

Agencies will be informed as to the findings of biological, hazardous materials, wetland, and cultural resource surveys, air quality and noise modeling methodologies, and results. Any mitigation necessary for the Proposed Action would be coordinated with the appropriate agencies to comply with Federal, state, and local regulations and to identify suitable mitigation strategies.

## **Development of the Draft EIS**

The status of the development of the Draft EIS, the data, analysis, findings, and mitigation recommendations will be presented to the agencies for review, comment, and input.

## **V. ASSESSING ENVIRONMENTAL IMPACTS**

In accordance with FAA Order 1050.1F and FAA Order 5050.4B, the EIS shall assess the environmental impacts of the following 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 Noise-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

Based on an initial review of the Proposed Action, there are no potential impacts likely to occur for coastal resources, farmlands, or wild and scenic rivers. The following environmental categories may have potential impacts due to the Proposed Action or the alternatives and will be the focus of the EIS environmental analysis.



### **Air Quality**

An air quality assessment will be conducted to determine the rate of air emissions (tons per year) of the U.S. EPA's criteria pollutants of concern from airport-related sources. Official agency correspondence to obtain comments, relevant data, guidance, and assessment methodology will be solicited from the various Federal, state and other agencies. A review of existing studies relating to air quality at TUS and in Pima County will be conducted to obtain all relevant and available data in order to maximize the technical understanding of current and past air quality conditions. Data relating to airport sources of emissions that may be affected would then be obtained and developed into spreadsheets for evaluation and for modelling. The resulting data will be used in conjunction with the FAA's Aviation Environmental Design Tool (AEDT) to determine the potential air quality impacts.

Since Pima County is currently maintenance for Carbon Monoxide (CO) and considered nonattainment for Particulate Matter (PM10) each of the emission inventories for the alternatives will be compared to the future no action conditions of the same year. The result of the comparative analysis will determine the relative increase or decrease in net emissions under the various alternatives. Where an increase in net emissions occurs, the increase will be compared to the associated threshold levels established under the Clean Air Act, referred to as the *de minimis* thresholds. Where any alternative equals or exceeds any of the *de minimis* thresholds, further agency coordination will be required to determine whether additional analysis, such as dispersion analysis for comparison to the NAAQS, will be required.

### **Biological Resources**

The FAA will query the online environmental review tools and State Database Management System to determine whether any special status species or special management areas have been documented as occurring within three miles of the project limits and the Information for Planning and Conservation (IPaC, USFWS) to review species and critical habitat occurring within one or more delineated US Geological Survey 7.5 minute quadrangles intersecting the project area. This information will form the basis for potential state sensitive species, and Federally threatened and endangered species in the project area to ensure compliance with the Sikes Act; Endangered Species Act (ESA); Migratory Bird Treaty Act; other applicable Federal, state and local laws and regulations; and related directives.

Based on preliminary research, the most sensitive wildlife species recorded in the project area include:

- Pima pineapple cactus
- Lesser long-nosed bat
- Cactus ferruginous pygmy-owl
- Western burrowing owl
- Sonoran Desert tortoise

The FAA will conduct a preliminary site assessment on Airport property to determine if any PPC or any of the specific species of concern are present. The results of this preliminary assessment will be documented in a Biological Assessment, which will include the following:

- A description and mapping of vegetation communities;
- A discussion of wildlife habitats on the project site and in the immediate area (within 500 feet of the project boundaries);
- A listing of all wildlife, birds and plant species observed; and
- An assessment of the wildlife habitats on the property and in the immediate area in relation to potential sensitive species that could be affected by the proposed project.

FAA will also utilize information prepared by the USAF and Pima County for location of PPC on AFP 44 and between the old East Hughes Access Road and new Aerospace Parkway.

The draft Biological Assessment and briefing materials will be provided to the USFWS. If the findings and agency coordination undertaken for this EIS provide a basis that a Federally-listed species uses or inhabits all or part of the Detailed Study Area, that the species will be adversely impacted by any of the alternatives, and that those adverse impacts are unavoidable, formal consultations with the USFWS under Section 7 of the ESA will be conducted.

### **Climate**

According to the Intergovernmental Panel on Climate Change, aviation emissions comprise a small but potentially important percentage of human made greenhouse gases and other emissions that contribute to global warming. Greenhouse gases are gases that trap heat in the earth's atmosphere. Both naturally occurring and man-made greenhouse gases primarily include water vapor (H<sub>2</sub>O), carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O). Sources that require fuel or power at an airport are the primary sources that would generate greenhouse gases. Aircraft are probably the most often cited air pollutant source, but they produce the same types of emissions as ground access vehicles (GAV). Different chemical species that are emitted such as CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O have a different effect on climate. The equivalency method will be used in the EIS as a way to show relative impacts on climate change of different chemical species.

Analysis will be prepared that will consider how the Proposed Action and alternatives may or may not increase the factors that result in climate change. An emissions inventory will be prepared for potential GHG emissions from the alternatives. Although there are no Federal standards for aviation-related GHG emissions, it is well-established that GHG emissions can affect climate.

### **Department of Transportation Act, Section 4(f)**

The EIS analysis will include the identification of Department of Transportation, Section 4(f) resources within the project area which includes public lands such as parks, historic/cultural sites, recreation areas, and wildlife refuges and sanctuaries through agency coordination (State Historic Preservation Office [SHPO], local repositories, officials with jurisdiction over any Section 4(f) properties) and GIS mapping. Both primary and secondary impacts to Department of Transportation, Section 4(f) resources will be evaluated and disclosed for each alternative. The evaluation will also include evidence that applicable requirements of Section 6(f) of the Land and Water Conservation Fund, 26 U.S.C. §4601-8(f) have been met by the alternatives.

### **Hazardous Materials, Solid Waste, and Pollution Prevention**

The EIS analysis will identify the presence of any sites within the General Study Area listed or under consideration for listing on the Comprehensive Environmental Response Compensation, and Liability Act - National Priorities List. In addition, the absence or presence of areas containing hazardous substances and/or environmental contamination will be identified in the General Study Area.

A Phase I Environmental Due Diligence Audit (EDDA) investigation and report will be completed in accordance with the USEPA standards on all appropriate inquiry (40 CFR Part 312) and the current ASTM Standard E1527-13. A written report that incorporates the information obtained during the EDDA will be prepared that provides conclusions as to whether the land is, was, or has the potential for hazardous substances and/or environmental contamination.

If the potential for hazardous material and/or environmental contamination is found on an alternative site, a Phase II investigation will be conducted to verify and identify the existence of the materials found during the Phase I investigation and characterize the extent of hazardous material and/or environmental contamination as necessary. Limits of alternatives would be overlaid on the base mapping of potential sites, and the number, type, and nature of disturbance impacts would be quantified. In this way, the concerns over potential costs, conflicts, and delays associated with hazardous materials and contaminated sites can be disclosed.

### **Historic, Architectural, Archeological, and Cultural Resources**

Archaeological and historic surveys will be performed as part of the EIS analysis for the Area of Potential Effect (APE). According to 36 CFR 800.16(d), the APE is the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if such properties exist. The APE is influenced by the scale and nature of the undertaking and may be different for different kinds of effects caused by the undertaking. Consensus on the APE(s) for cultural resources between the FAA, cooperating agencies, and the SHPO will occur prior to the identification of any archaeological or historical resources that may occur. In addition to the APE an Indirect APE will also need to be established that will include

a larger area where indirect effects, such as aircraft noise or visual effects, could occur. After defining the APEs, a file search (equivalent to a Class I survey) will be conducted to identify any previously known studies or sites that may occur within any of the APEs. The search will identify the location and eligibility determination of sites in the APE for the National Register of Historic Places (NRHP).

In accordance with 36 CFR Part 800 and as required by SHPO, the FAA will also perform additional field surveys (Class III surveys) of any areas that have not been previously surveyed to identify any prehistoric or historic properties located within the APEs that could adversely be impacted. If a project area has not been previously surveyed or was surveyed over five years from the start of project evaluation, a pedestrian cultural resources survey will be necessary to determine if cultural resources occur and whether they may be impacted by construction activities. A report will be prepared detailing the pre-field results, the results of the field survey, site eligibility for the NRHP, and further recommendations for each historic property. A copy of the report will be coordinated with the SHPO.

The FAA will make a determination of eligibility for any properties found during the surveys. Subsequently, FAA will make a finding of effect by the proposed undertaking on those properties. An effect occurs when an action alters the characteristics of a property that may make a property eligible for inclusion in the NRHP or alters features of a property's location, setting, or use that contribute to its significance (see 36 CFR §60.4). At that point the SHPO and Advisory Council on Historic Preservation (ACHP) consultation process generally begins. Section 106 requires the FAA to afford the ACHP a reasonable opportunity to comment on undertakings (36 CFR 800.1). If no adverse effect is found and the SHPO concurs, the report is forwarded to the ACHP for their comment. The FAA must take into account ACHP's opinions in reaching a final decision. If no effect is found and the SHPO does not object, then the FAA takes no further steps in the Section 106 process.

If an effect is found, then a determination of adverse or no adverse effect is recommended to the SHPO following the criteria of adverse effect:

- Destruction or alteration,
- Isolation from or alteration of environment,
- Intrusive elements (visual, audible, or atmospheric),
- Neglect, and
- Transfer, lease, or sale of property.

The SHPO or ACHP may stipulate conditions for concurrence. If an adverse effect is found, it must be avoided or mitigated. Avoidance measures can include altering the undertaking to avoid the adverse effect, using an alternative design, pursuing an alternative undertaking, or no action. Mitigation measures can include alternative design; altering the location of the undertaking; limiting the magnitude of the undertaking; rehabilitating (rather than demolishing) some historic properties;

adopting a planned program of preservation and maintenance; moving historic properties; donating, selling, or leasing historic properties; or documenting a historic property before destroying it (including architectural, engineering, historical, and archaeological documentation).

Once the means of resolving adverse effects are agreed upon by the consulting parties, they may be formalized in a Memorandum of Agreement (MOA). The MOA serves four purposes: (1) specifies the mitigation or alternatives agreed to by the consulting parties, (2) identifies who is responsible for carrying out the specified measures, (3) renders ACHP comment, and (4) serves as an acknowledgement by the signatories that, in their collective view, the FAA has taken into account the effects of the undertaking on historic properties.

#### **Land Use**

The EIS analysis will consider the potential impact of the alternatives on existing and planned future land use. It will also consider whether the alternatives may potentially conflict with the objectives of Federal, regional, tribal, state, and local land use plans, policies, and controls for the affected areas. Existing land uses, future land use plans, and zoning regulations will be reviewed to determine the potential for land use impacts associated with the alternatives.

#### **Natural Resources and Energy Supply**

The EIS analysis will determine the potential effects of each alternative on natural resources and energy supplies in terms of increased draw upon utilities, consumption of combustible fuels, and consumption of construction materials.

#### **Noise and Noise-Compatible Land Use**

The potential change of noise impacts as a result of the Proposed Action and the alternatives will be examined through modeling using the FAA's AEDT and preparation of future noise contours for the No Action and Proposed Action noise levels, and by considering approved FAA guidelines for land use compatibility determinations. Quantification of impacts will be assessed through the use of a GIS database and will include a quantification of impacts of housing units, population, and other noise sensitive land uses, such as school, churches, nursing homes, and U.S. DOT Section 4(f) properties. These impacts will be evaluated in accordance with 14 C.F.R. Part 150 Land Use Compatibility Guidelines.

#### **Socioeconomic; Environmental Justice; and Children's Environmental Health and Safety Risks**

Data will be collected as part of the EIS analysis in order to characterize existing socioeconomic conditions including recent trends, in terms of population movement and growth patterns, public service demands, and general business and economic conditions in the neighborhoods in the General Study Area.

Census data will be obtained from the U.S. Census to determine the potential impacts to population and population characteristics within the General Study Area and to identify the potential impacts to low income and minority communities.

#### **Visual Effects (including Light Emissions)**

The visual resource analysis in the EIS will determine if the alternatives would cause potential impacts to the visual character of the Airport environs. In addition, a light emissions impact evaluation will consider the extent to which any lighting associated with each alternative would create an annoyance or interfere with normal activities of people in the vicinity of the Proposed Action.

#### **Water Resources (including wetlands, floodplains, surface waters, and groundwater)**

The EIS analysis will determine if the alternatives would cause potential impacts to water resources including impacts to surface waters, floodplains, groundwater, hydrology, and drainage in the General Study Area.

#### Wetlands and Surface Water

A site-specific investigation of vegetation, soils, and hydrology will be conducted by qualified wetland delineation specialists to determine the presence of potential wetlands, streams, or other water features in the area of potential disturbance. Wetlands will be identified and delineated by use of the routine onsite inspection methods of the U.S. Army Corps of Engineers in accordance with the 1987 "*Corps of Engineers Wetlands Delineation Manual*" and the 2006 "Corps of Engineers Interim Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region," and any additional regional or national Army Corps of Engineers guidance or regulations that may be issued up to the time the field work is conducted. Analysis of impacts will also be accomplished in accordance with Executive Order 11990, *Protection of Wetlands*, and Department of Transportation Order 5660.1A, *Preservation of the Nation's Wetlands*.

The baseline conditions will be thoroughly investigated through pedestrian surveys and formal surveying of the extent of all wetlands (using GPS) within study area. GIS maps (shape file) of each identified wetland boundaries will be created. Each wetland or other sampling area potentially within Clean Water Act jurisdiction such as desert washes, will be fully described (e.g., plant lists, wetland indicator status, soil characteristics, hydrology), classified, photographed, and mapped.

The EIS evaluation will consider potential impacts to both jurisdictional and non-jurisdictional wetland features from each of the alternatives. Primary and secondary impacts to wetlands (i.e., non-isolated) and watercourses (i.e., streams, washes) resulting from implementation of each alternative will be quantified by laying the disturbance footprint (edge of grading, fill, cuts, etc., associated with development of the project site) over mapped wetlands.

Wetland impacts will be quantified by wetland type, area of fill, and volume of fill placed within the delineated boundaries.

Impacts to surface water quality attributable to development and operation of the alternatives will be evaluated in terms of stormwater management, authorized discharges, and current and future operational water quality impacts in accordance with applicable water quality standards. The impact analysis will include a description of the stormwater management system for each alternative that will control runoff volumes.

#### Floodplains

The effect of the alternatives under consideration on floodplains and floodways will be evaluated in accordance with Executive Order 11988, *Floodplain Management* and DOT Order 5650.2, *Floodplain Management and Protection*. Floodplain and floodway impacts will be quantified in terms of volume of fill placed or removed and in changes in floodplain surface area.

#### Groundwater

Potential impacts to groundwater quality will be assessed in the EIS. This will consider the potential for spills of petroleum products and hazardous materials to reach aquifers in the area.

#### **Cumulative Impacts**

The discussion and disclosure of Cumulative Impacts will include the following:

- Identification of the study area, which should be defined as the entire geographic area with the potential to be either directly or indirectly impacted by the proposed action or alternative(s)
- Identification of relevant past, present, and reasonably foreseeable future actions, whether Federal or non-Federal
- Analysis of the incremental interaction the Proposed Action may have with other actions
- Comparison of cumulative impacts against the applicable significant threshold for the resource analyzed

## **VI. EIS SCHEDULE**

The EIS process as shown on **Exhibit 6** is expected to be completed in less than 30 months from issuance of the Notice of Intent until a final decision is reached. Permits and other mitigation requirements if necessary are likely to extend beyond that timeframe. The schedule will be monitored throughout the study and coordinated with appropriate parties.

The next milestone for the study is to finalize the purpose and need and alternatives and the initiation of the preparation of the Draft EIS, which will lead up to the public release of the Draft EIS. Your agency will receive a copy of the Draft EIS with instructions for the submission of comments.

## VII. OPPORTUNITY TO COMMENT ON THE EIS SCOPE OF WORK

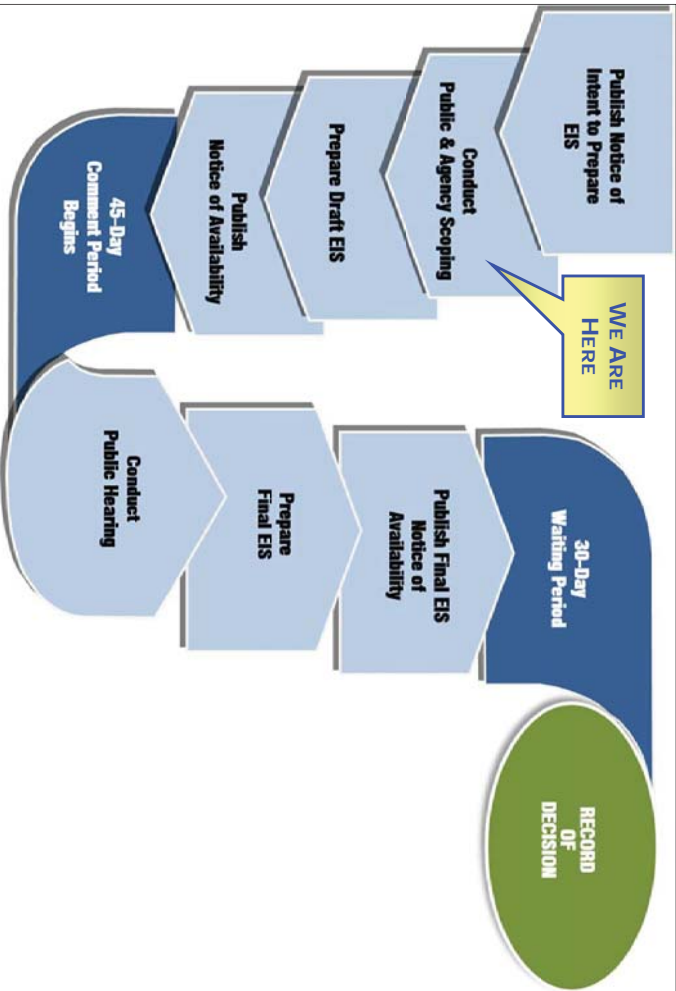
Comments and suggestions are invited from all interested parties to ensure that the full range of issues related to the Proposed Action are addressed, and that all concerns are identified. The FAA has not made a final decision on the EIS's content. Please submit any written comments not later than 5:00 p.m. Pacific Daylight Time, **Monday, October 3, 2016** to the following:

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

TUCSON INTERNATIONAL AIRPORT  
ENVIRONMENTAL IMPACT STATEMENT

DRAFT

Exhibit 6  
EIS PROCESS



## AGENCY SCOPING LETTER DISTRIBUTION LIST

U.S. EPA - Region 9  
Kathleen Goforth  
Manager-Environmental Review  
Section  
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San Francisco, CA 94105

U.S. EPA - Region 9  
Jeanne Geselbracht  
NEPA Reviewer  
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U.S. Army Corps of Engineers  
Sallie Diebolt  
Chief, AZ Branch Regulatory Division  
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Tucson Airport Authority  
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Tucson Airport Authority  
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Michael K. Bends  
Planning Administrator  
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Pima Association of Governments  
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Pima County Natural Resources,  
Parks, and Recreation  
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Director  
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Tucson, AZ 85741

Pima County Cultural Resources and  
Historic Preservation  
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Tucson, AZ 85741

In addition, the following were sent invitations and scoping packages via email.

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Pima Association of Governments  
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FEMA Region IX  
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Pima Association of Governments  
Chris Blue  
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Tucson International Airport  
Environmental Impact Statement  
Agency Scoping Meeting  
September 22, 2016

**SIGN IN SHEET - PLEASE PRINT**

Name	Address	Phone Number	E-Mail Address
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Wacey Carter	17635 S. BANGOR AT RISS VILL	228-3291	honnie.carter@us.af.mil
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DEBB WEDON	" " " "	937-938-4477	debb@pva.com
SCOTT BALKMAN	650 N. 6TH AVE TUCSON, AZ	520 609 815	sbalkman@pva.com

Before 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.

**Federal Aviation Administration**  
**ENVIRONMENTAL IMPACT STATEMENT**

AT  
**TUCSON INTERNATIONAL AIRPORT**

**AGENCY SCOPING MEETING**

September 22, 2016  
1:00 p.m.

**AGENDA**

Welcome.....Dave Kessler, Federal Aviation Administration  
Eric Roudebush, Tucson Airport Authority

- I. Background and Purpose and Need
- II. Proposed Action
- III. Range of Alternatives
- IV. EIS Process
- V. Assessing Environmental Impacts
- VI. EIS Schedule
- VII. Opportunity to Comment on the EIS Scope of Work

\* \* \* \* \*

**CONTACT:** 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





# Airfield Safety Enhancement Project and Land Transactions

## Environmental Impact Statement

Scoping Meeting  
September 22, 2016

Tucson International Airport

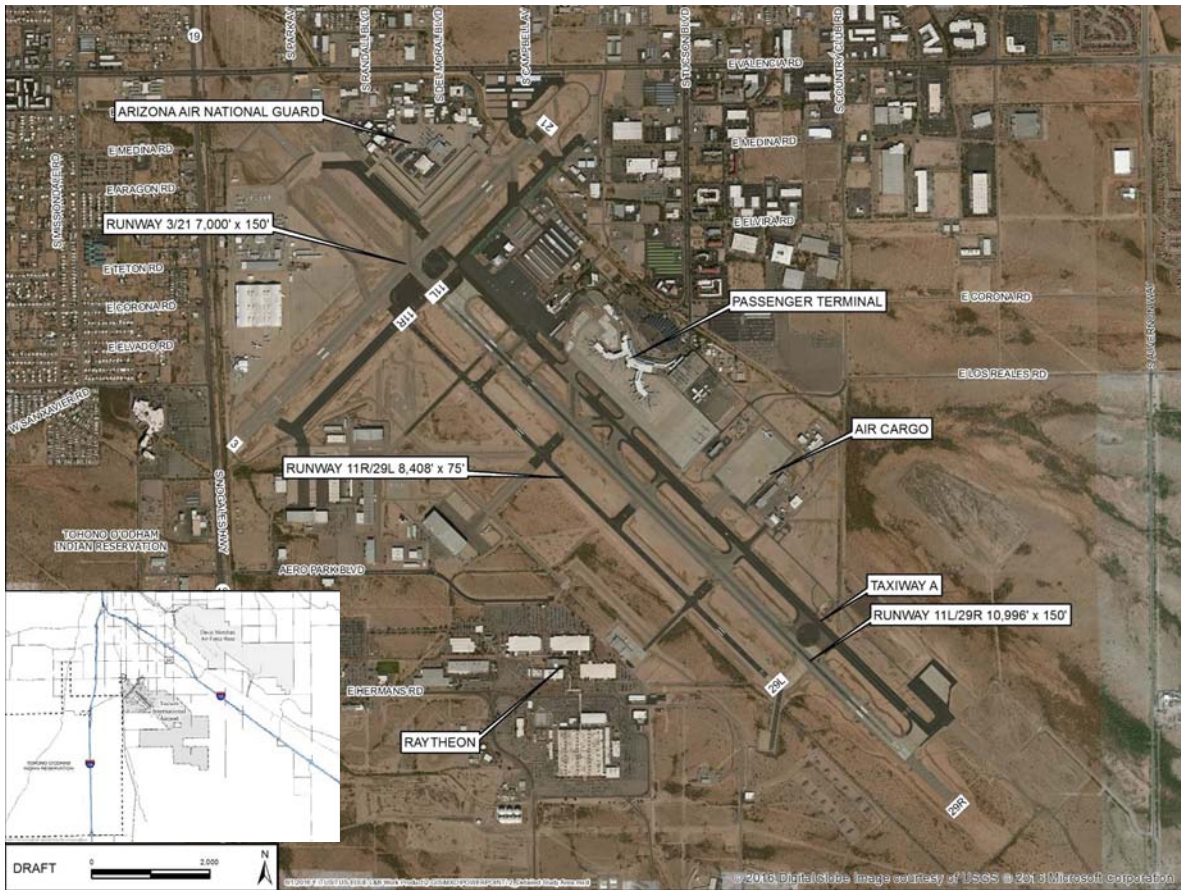


Tucson International Airport  
Environmental Impact Statement  
Agency Scoping Meeting  
September 22, 2016

**SIGN IN SHEET - PLEASE PRINT**

Name	Address	Phone Number	E-Mail Address
MARK PUGOFF	2028 W SAN XAVIER DEL	523-4076	mpugoff@aknet.org
Kristin Terpening	555 N Grandwood Rd	388-4447	kterpening@azgfd.gov

Before 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.



## AGENDA

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



# 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 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.



## 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



## Sponsor's Proposed Action

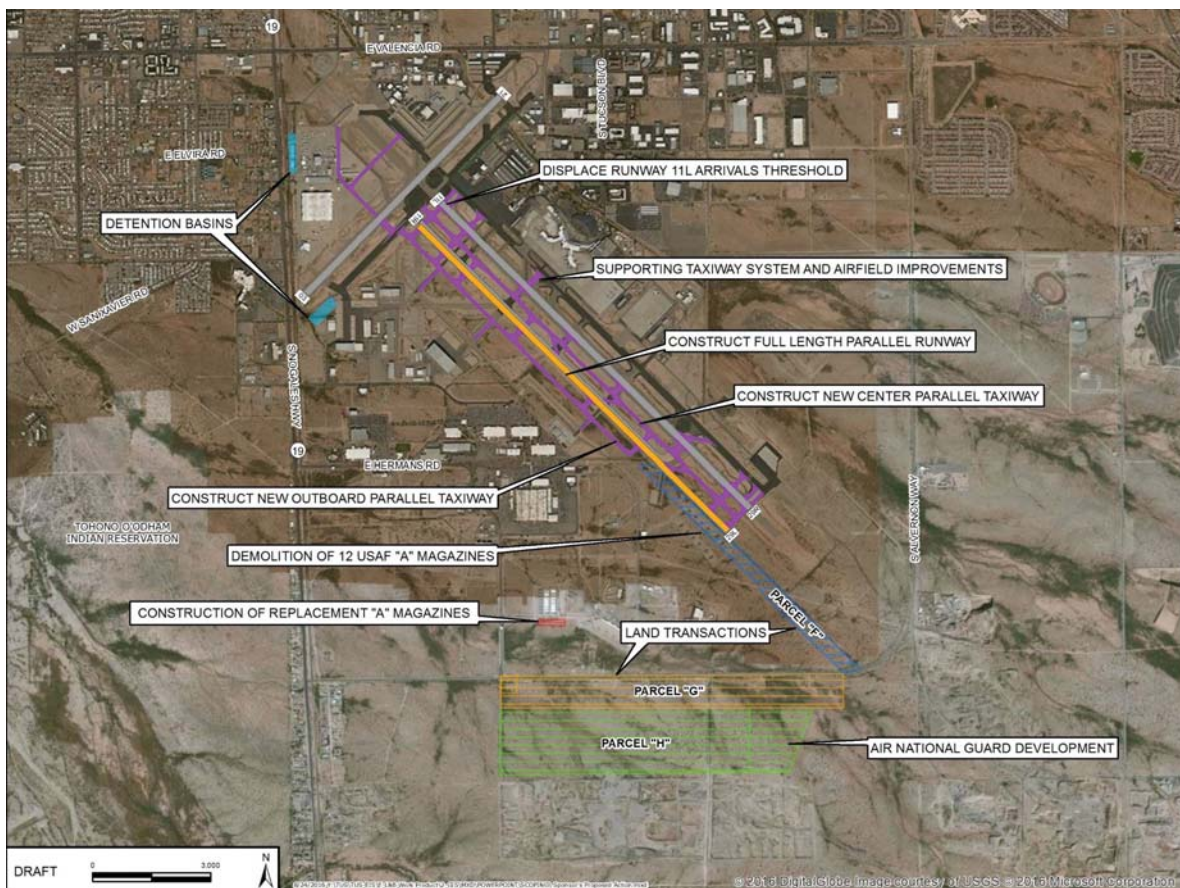
- **Proposed Relocation of Runway 11R/29L**
  - Relocation and reconstruction of Runway 11R/29L as an 11,000 foot long, 150 foot wide runway
  - Displace Runway 11L Arrivals Threshold
- **Proposed New Airfield Improvements**
  - Construct New Center Parallel Taxiway
  - Construct New Outboard Parallel Taxiway
  - Construct Bypass Taxiway
  - Construct Supporting Connector Taxiways
  - Construct Detention Basins





# 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 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



US Army Corps of Engineers



## 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.



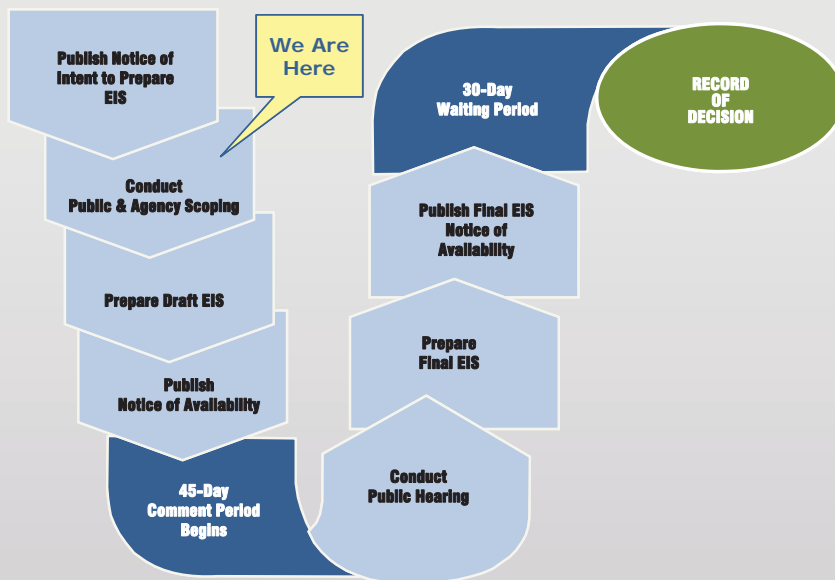
# Environmental Impact Categories

- 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)

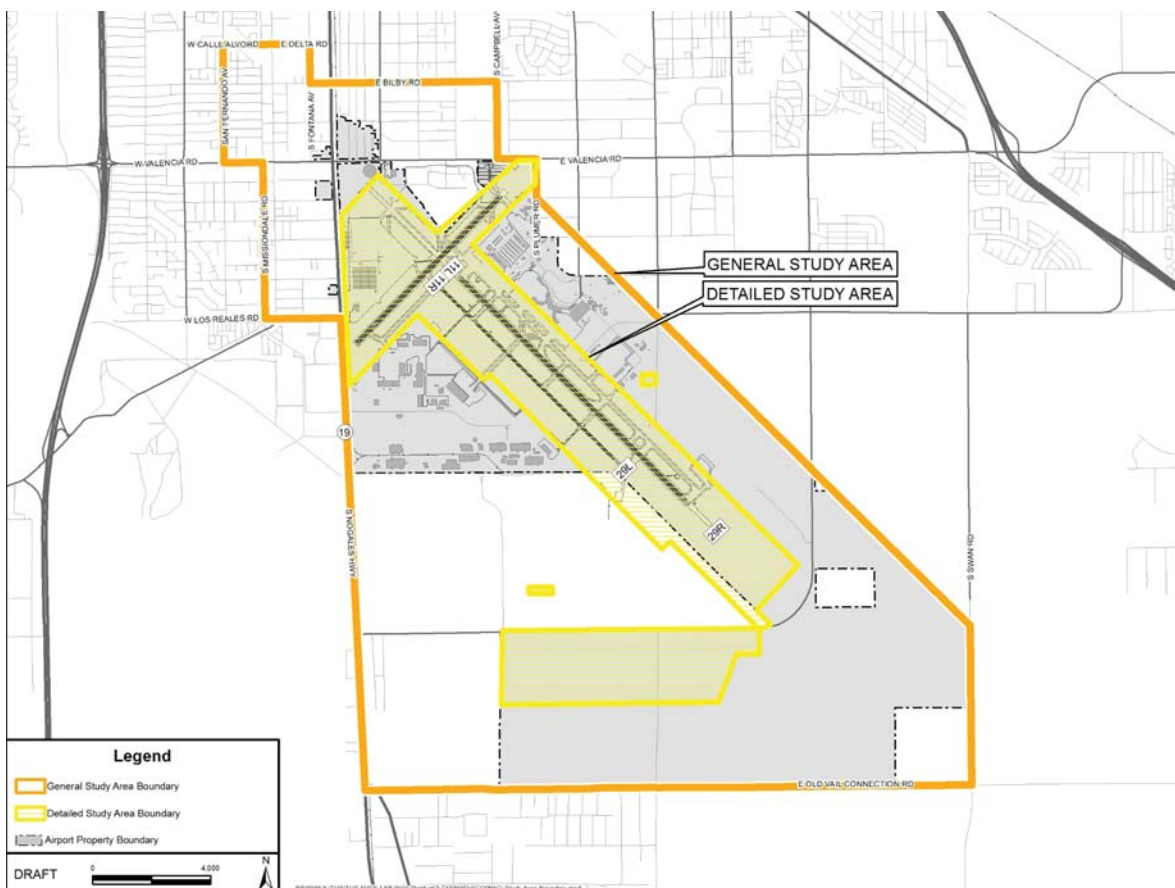


# EIS Process



# 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





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



## Contacts

### **FAA Project Manager**

Mr. David B. Kessler, M.A., AICP

Federal Aviation Administration

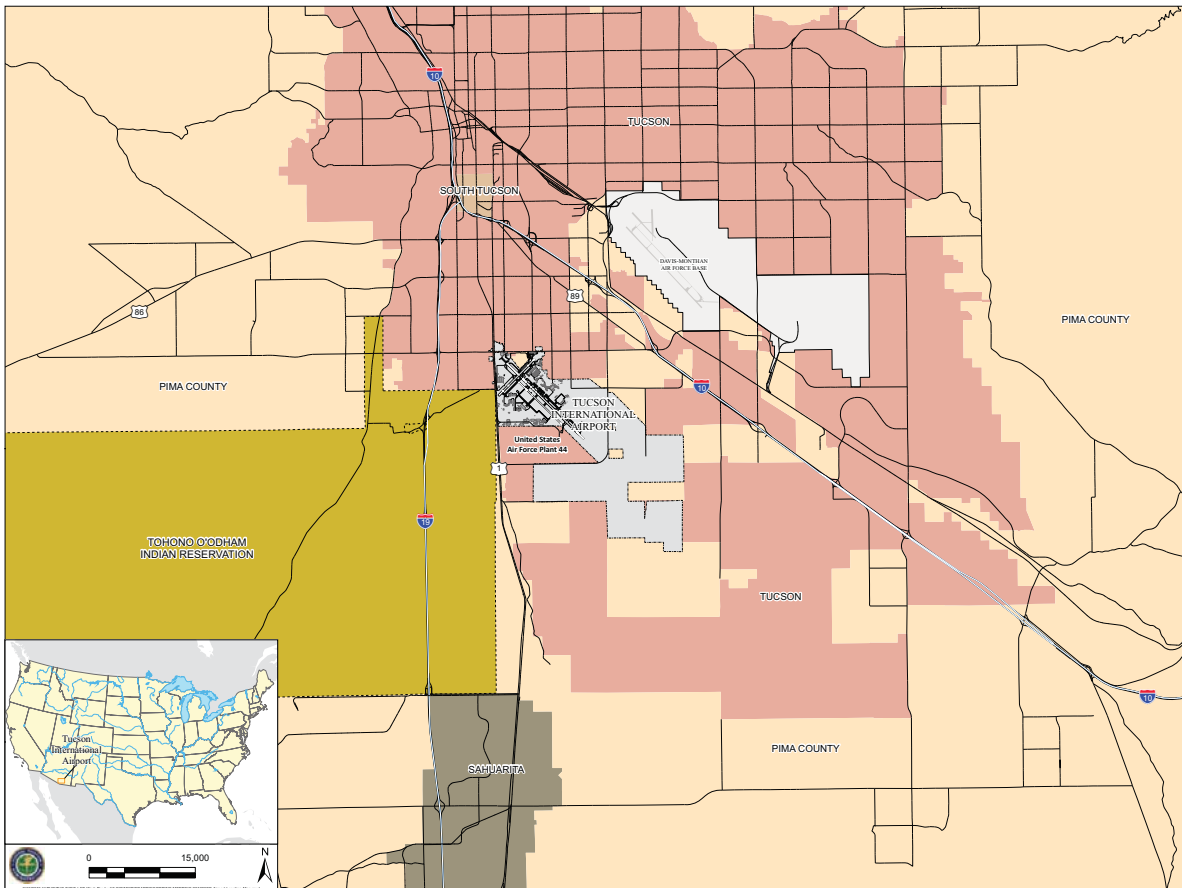
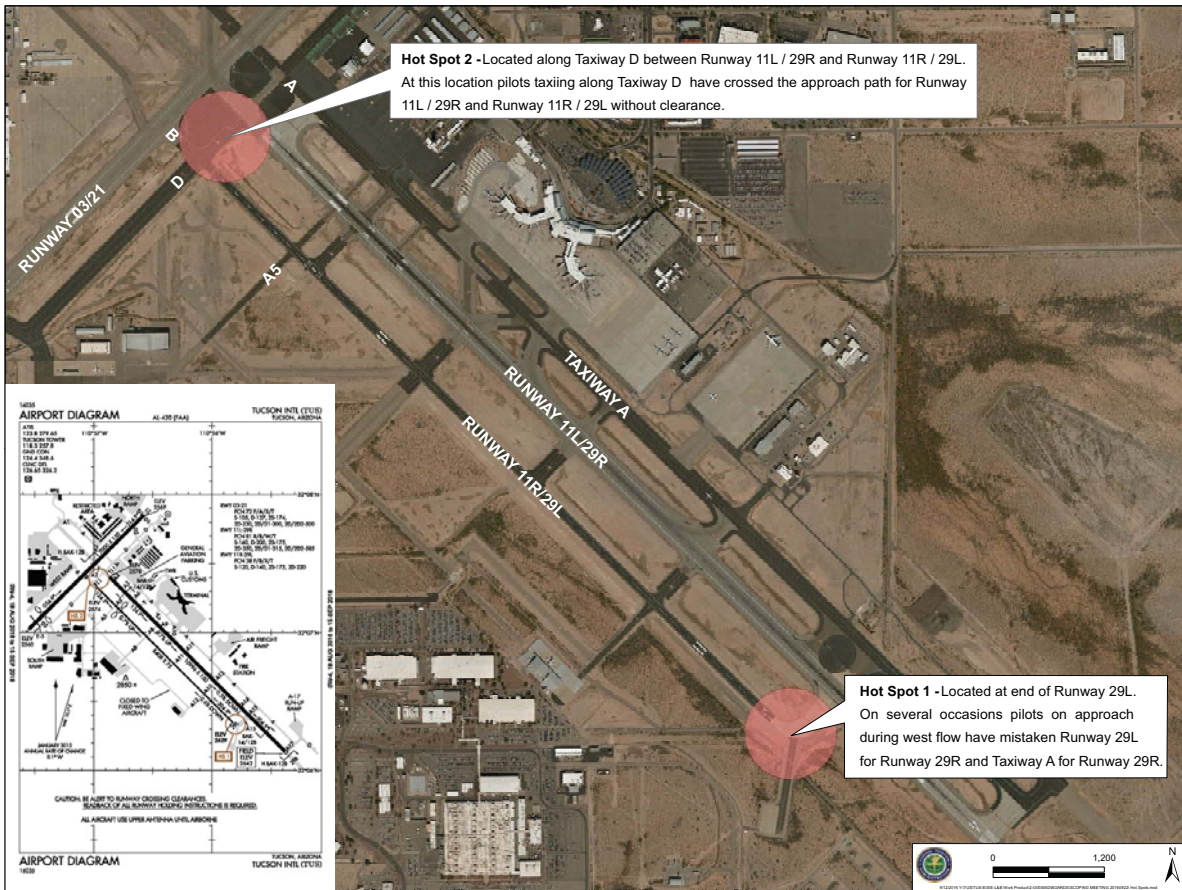
Western-Pacific Region-Airports Division AWP-610.1

P.O. Box 92007

Los Angeles, CA 90009-2007

310-725-3615





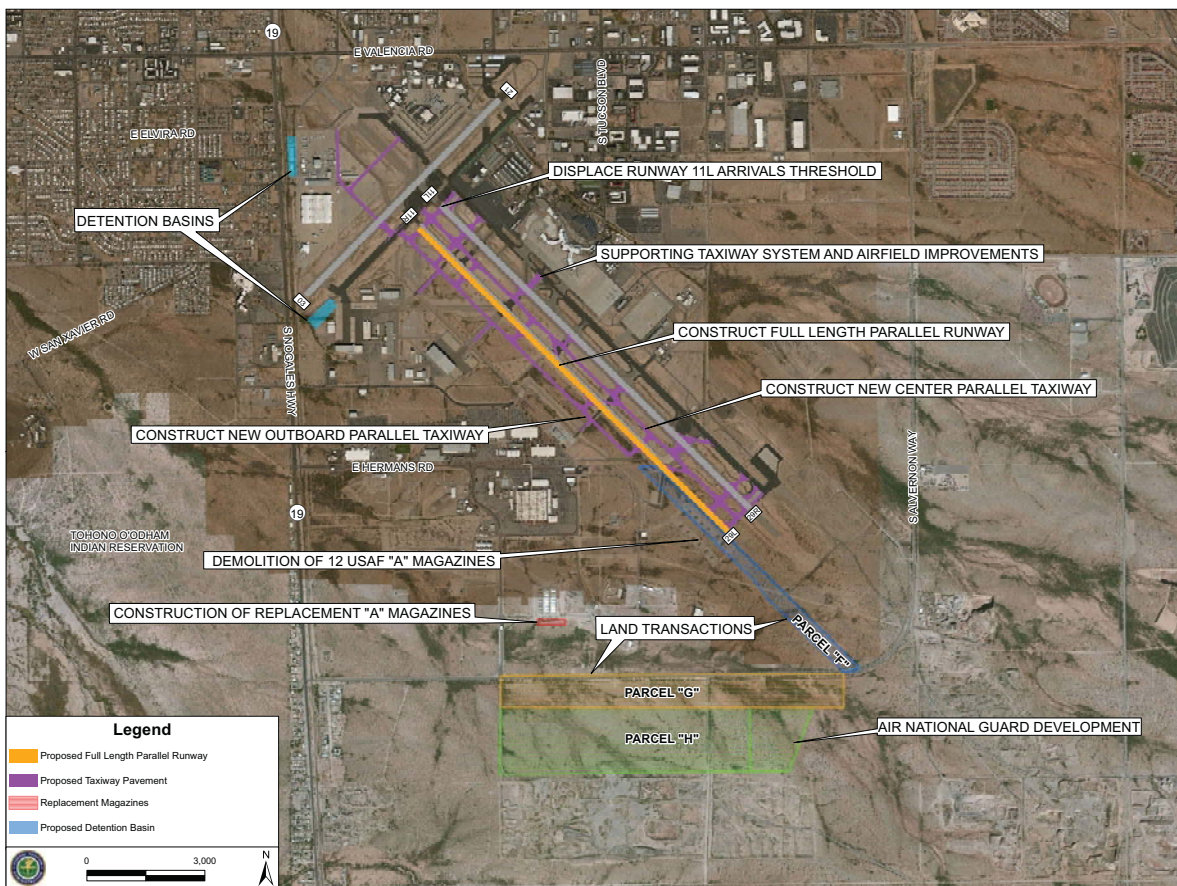




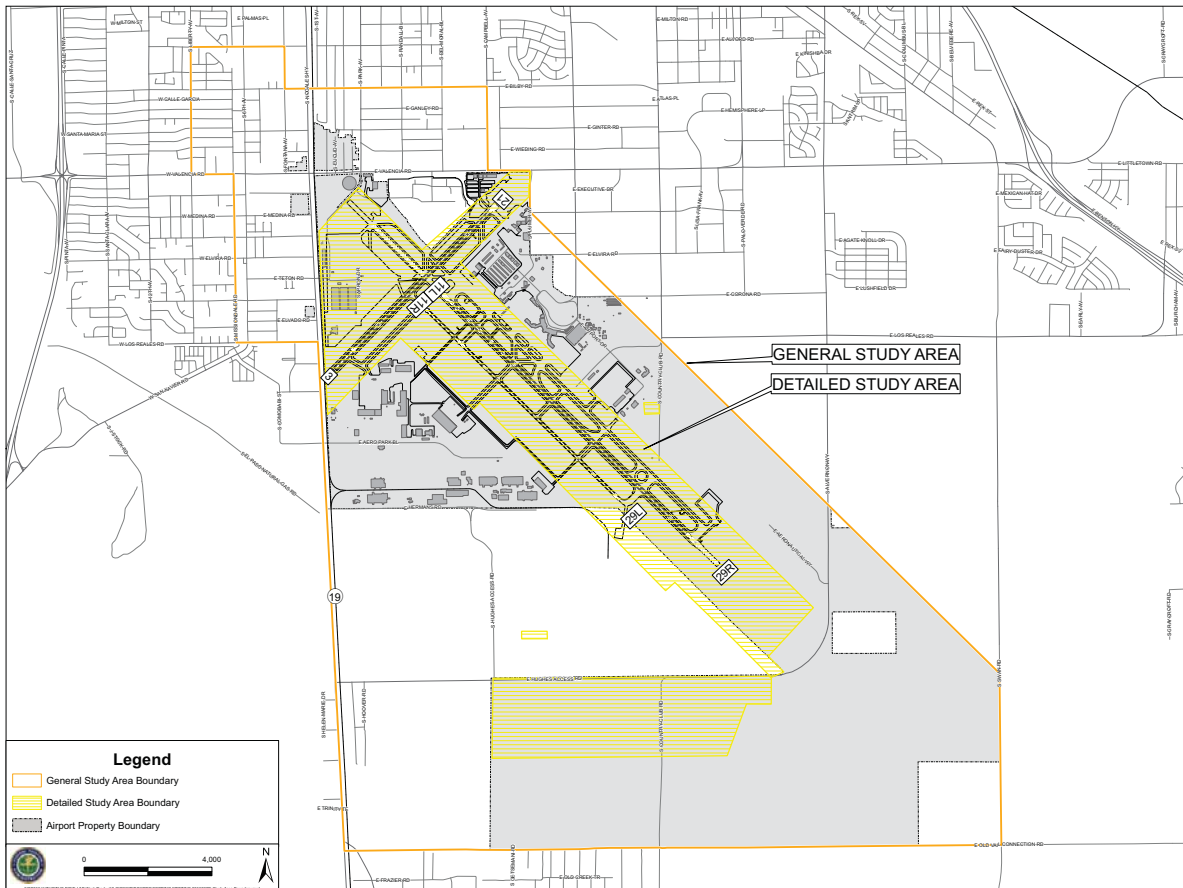
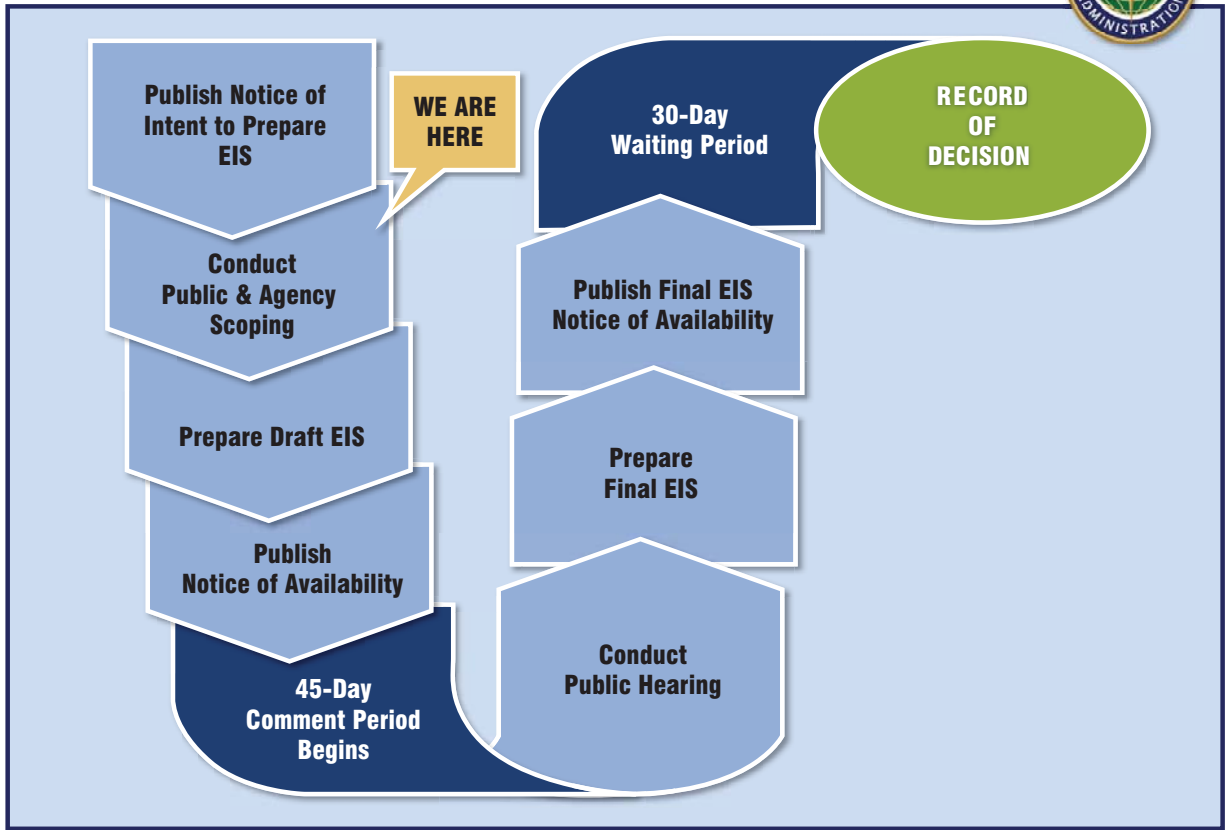
# Environmental Impact Categories

- Air Quality
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- 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)



# EIS Process



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**Federal Aviation Administration**  
**ENVIRONMENTAL IMPACT STATEMENT**  
AT  
**TUCSON INTERNATIONAL AIRPORT**

AGENCY SCOPING MEETING  
SEPTEMBER 22, 2016  
1:00 P.M.

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**Summary:**

- Dave Kessler, FAA opened the agency scoping meeting and requested everyone in attendance identify themselves.
- The FAA stated the purpose of the meeting was to gather information, help define the issues to be addressed in the EIS, and identify any significant issues related to the proposed project.
- The FAA proceeded to go through a PowerPoint presentation and stated the purpose of the proposed project was to enhance safety not to increase capacity.
- During the course of the presentation the following questions were asked by the agencies in attendance.
  - o Question from Ursula Nelson, Pima County- The project proposes to extend and widen Runway 11R/29L. Would you need a longer Runway 11R/29L or would a runway the same size as Runway 11L/29R be sufficient?
  - o Response- A runway the same size as Runway 11L/29R would be sufficient to maintain the operational capabilities of the Airport.
  - o Question from Kacey Carter, Davis-Monthan Air Force Base- Will existing runway 11R/29L be removed?
  - o Response- Yes the existing runway pavement will be removed and new construction will be needed.
  - o Question from Ursula Nelson, Pima County- How many potential Record of Decisions (RODs) will there be?
  - o Response- The FAA explained that since the FAA is the lead agency and the United States Air Force (USAF) and National Guard Bureau (NGB) are cooperating agencies it is anticipated that there would be three separate RODs. However, there would only be one EIS document that satisfies all FAA, USAF, and NGB requirements.
  - o Question from Ian Milliken, Pima County- Will the Section 106 process be separate or part of the EIS/NEPA process?
  - o Response- The FAA stated the Section 106 process would be carried out concurrent with the NEPA process making sure that all public requirements are satisfied.
  - o Question from John Moffat, Pima County- Pima County has collected various data on their lands. Does the FAA need this Pima County data?
  - o Response- Yes, the FAA is requesting all relevant data pertaining to Pima County lands, specifically lands within the General Study Area.

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**Federal Aviation Administration**  
**ENVIRONMENTAL IMPACT STATEMENT**  
AT  
**TUCSON INTERNATIONAL AIRPORT**

AGENCY SCOPING MEETING  
SEPTEMBER 22, 2016  
1:00 P.M.

---

- o Question from John Moffat, Pima County- Can Pima County use the EIS for environmental requirements they may need to comply with?
- o Response- Yes, the FAA stated the EIS will be a public document and may be referenced in Pima County documents.
- o Question from John Moffat, Pima County- There may be interest to develop the area south of Parcel H. Is Pima County prohibited to move forward with developing their own land during the EIS process?
- o Response- No, Pima County is not prohibited from developing their own land. The FAA does request Pima County provide any recent past or future projects (five years in the past and five years into the future) so they may be included in the cumulative impacts section of the EIS.
- o Question from Kacey Carter, Davis-Monthan Air Force Base- Since Runway 11R/29L is being relocated will there be different flight patterns?
- o Response- Yes, there may be different flight patterns and the EIS will evaluate any potential environmental impacts associated with any changes, however the proposed project is not anticipated to increase aircraft activity.
- o Question from Kristin Terpening, Arizona Game and Fish- Will there be new taxiways?
- o Response- Yes, new taxiways including a new center parallel taxiway and new outboard parallel taxiway is part of the proposed project.
- o Question from John Moffat, Pima County-Why does the new outboard parallel taxiway not go the full length of the new runway?
- o Response- The new outboard parallel taxiway primarily serves the facilities/tenants to the north and the new taxiway was not full length to minimize further land impacts.
- o Question from John Moffat, Pima County- There is a public scoping meeting later this evening. Will this same presentation be given at that meeting?
- o Response- Yes, the same presentation will be given to the public tonight.
- o Question from Ian Milliken, Pima County- Pima County has conducted many surveys south of the Airport and has documented a large Area of Potential Effect (APE) for one of their reports. For the Hughes Road Environmental Assessment, a smaller APE was developed from this



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**Federal Aviation Administration**  
**ENVIRONMENTAL IMPACT STATEMENT**  
AT  
**TUCSON INTERNATIONAL AIRPORT**

AGENCY SCOPING MEETING  
SEPTEMBER 22, 2016  
1:00 P.M.

---

"parent report" and submitted to the State Historic Preservation Office.  
Would the FAA like the larger parent document?

- o Response- Yes, the FAA is requesting all relevant data pertaining to Pima County lands specifically lands within the General Study Area.
- The FAA concluded the presentation, requested comments on the scope of the EIS be submitted by October 3, 2016, and thanked everyone for their participation.

---

**Chris Babb**

**Subject:** FW: Tuscon International Airport project

**From:** [djacobs@azstateparks.gov](mailto:djacobs@azstateparks.gov) [<mailto:djacobs@azstateparks.gov>]  
**Sent:** Thursday, September 15, 2016 10:21 AM  
**To:** Kessler, Dave (FAA)  
**Subject:** RE: Tuscon International Airport project

I have vacation scheduled for next week, so I am not planning on attending the scoping meeting since I will be out of the office.

-----Original Message-----

**From:** [Dave.Kessler@faa.gov](mailto:Dave.Kessler@faa.gov)  
**Sent:** Wednesday, September 14, 2016 8:21pm  
**To:** [djacobs@azstateparks.gov](mailto:djacobs@azstateparks.gov)  
**Cc:** [jaclyn.johnson@faa.gov](mailto:jaclyn.johnson@faa.gov)  
**Subject:** RE: Tuscon International Airport project

Thanks David - Are you planning to attend the Scoping meeting next Thursday?

Dave

---

**From:** [djacobs@azstateparks.gov](mailto:djacobs@azstateparks.gov) [[djacobs@azstateparks.gov](mailto:djacobs@azstateparks.gov)]  
**Sent:** Wednesday, September 14, 2016 5:39 PM  
**To:** Kessler, Dave (FAA)  
**Subject:** Tuscon International Airport project

Dave-

Our office received the NEPA notice of the preparation of an EIS for the proposed Airfield Safety Enhancement Project, including real property transactions, at Tucson International Airport [TUS]. Out of curiosity, I did a preliminary check of our electronic records and looked at AZSITE, our electronic database of historic properties in Arizona, and found that much of the project area in and around the TUS was assessed back in the 1990s by two of the better archaeological firms in Arizona. A few archaeological sites were identified, as would be expected in the Tucson area near the Santa Cruz River, however it appears that much of the project area is already disturbed or falls in areas surveyed with nothing identified. We will have to wait for the actual integration on a map of the design plans and what is known known to exist archaeologically and historically. Looking forward to reviewing those more detailed plans and information about the project.

We now have a new AZSHPO, and her name is Kathryn Leonard. So please address your future correspondence to her. Our address has also changed, from 1300 West Washington Street to 1100 West Washington Street. We moved two blocks down the street to a house constructed in 1893.

---

**David Jacobs**  
Compliance Specialist / Archaeologist  
State Historic Preservation Office

Phone: (602) 542-7140  
Fax: (602) 542-4180

Email: [djacobs@azstateparks.gov](mailto:djacobs@azstateparks.gov)  
Web: <http://AZStateParks.com>



Douglas A. Ducey  
Governor

ARIZONA DEPARTMENT  
OF  
ENVIRONMENTAL QUALITY



Misael Cabrera  
Director

September 28, 2016

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

Re: Tucson International Airport, Environmental Impact Statement

Mr. Kessler,

After careful review of the Environmental Impact Statement there are a few concerns identified by our staff in the Waste Programs Remedial Projects Section:

- There is no mention this is part of the Tucson International Airport Area (TIAA) Comprehensive Environmental Response, Compensation & Liability Act (CERCLA) site.
- Part of the plan is to transfer land from the Airport Authority to the U.S. Air Force. There is an US Environmental Protection Agency (EPA) Consent Decree requiring remediation for the Airport Property. The land transfer must not affect the Consent Decree. Also, there may be contamination issues in this part of the Airport Property that we currently are not aware of.
- Part of the plan involves moving explosives storage at Air Force Plant 44 and building new ones. The plan also calls for building new explosives storage for the Arizona Air National Guard. Demolishing the old explosives storage areas may require oversight through our Military Munitions Response Program (MMRP) ?
- Since it is part of a CERCLA site, we believe EPA Region IX should be consulted.

Please feel free to contact me with any questions or concerns.

Sincerely,

Sherri Zendri  
Administrative Counsel

Main Office  
1110 W. Washington Street • Phoenix, AZ 85007  
(602) 771-2300

Southern Regional Office  
400 W. Congress Street • Suite 433 • Tucson, AZ 85701  
(520) 628-6733

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United States Department of the Interior

NATIONAL PARK SERVICE  
INTERMOUNTAIN REGION  
12795 West Alameda Parkway  
P.O. Box 25287  
Denver, Colorado 80225-0287



IN REPLY REFER TO:  
IMRO-RSS-EQ (1248)

SEP 28 2016

Mr. David B. Kessler, M.A., AICP  
Federal Aviation Administration,  
Western Pacific Region  
Airports Division AWP-610.1,  
P.O. Box 92007  
Los Angeles, California 90009-2007

Dear Mr. Kessler,

The National Park Service (NPS) has reviewed the Federal Aviation Administration (FAA) Notice of Intent to prepare an Environmental Impact Statement for the Airfield Safety Enhancement Project at Tucson International Airport Pima County, Arizona. We appreciate having the opportunity to provide our initial thoughts and comments about how this project may affect units of the National Park System.

The designated corridor for the Juan Bautista de Anza National Historic Trail follows the Santa Cruz River, approximately two miles to the east of the proposed project area. The Anza Trail historic corridor, recreation retrace route, and auto route follow the Santa Cruz River through southern Arizona and Tucson, to the east of the project area. The NPS requests that coordination with the National Historic Trail division is conducted to protect the Juan Bautista de Anza National Historic Trail. The NPS requests analysis be conducted to ensure that visual impacts and impacts to recreation trail users are properly identified and disclosed and that appropriate mitigation is proposed if necessary and if the project area overlaps with the Anza Trail.

In addition, please be aware that the San Xavier del Bac National Historic Landmark (Pima County, Arizona) is located near the proposed area of potential effect for the airfield safety enhancement project. To the maximum extent possible, efforts should be made to minimize any potential impacts to the National Historic Landmark, listed above, in accordance with Section 106 of the National Historic Preservation Act. Please contact our office with any questions or for further information on this site.

If you have any questions regarding Juan Bautista de Anza National Historic Trail, please contact Brianna Weldon 415-623-2343 or by email at [brianna\\_weldon@nps.gov](mailto:brianna_weldon@nps.gov). If you have questions regarding the San Xavier del Bac National Historic Landmark, please contact Skylar Bauer at 303-969-2842 or by email at [skylar\\_bauer@nps.gov](mailto:skylar_bauer@nps.gov).

Melissa R. Trechik  
Chief, Environmental Quality



## MEMORANDUM

DATE: September 28, 2016

*Carlos De La Torre*  
For

TO: James McAdam, MPA, LEED-AP  
Project Manager  
City Manager's Office

FROM: Carlos De La Torre  
Interim Director  
Environmental & General  
Services

SUBJECT: Environmental & General Services Comments on the Scope of Work for the Environmental Impact Statement for the Airfield Safety Enhancement Project at the Tucson International Airport

The Environmental & General Services Department submits the following comments regarding the scope of work for the Environmental Impact Statement (EIS) for the Airfield Safety Enhancement Project at the Tucson International Airport (TIA):

Concerns and Issues to Address in the EIS:

- Soil and groundwater remedial efforts are underway by the various Responsible Parties at TIA, including the City of Tucson. These efforts are collectively known as the Tucson Airport Remediation Project or TARP. Remedial activities which may take place in conjunction with TARP include the drilling of exploratory soil borings, installation of groundwater monitoring, extraction or injection wells, trenching and installation of groundwater conveyance pipelines, excavation of contaminated soil, construction of remedial treatment compounds, and other possible remedial activities. The existing and proposed (if known) remedial activities should be evaluated as part of the scope of work for the EIS. It should be determined if the proposed airfield safety improvements (subject of the EIS) will potentially interfere with any current or future soil or groundwater remedial activities. If conflicts exist, methods to address these conflicts should be discussed.
- Additional runway construction will provide more impervious surface areas at TIA. The impervious surface will produce more precipitation runoff. The site Stormwater Management Plan will have to be evaluated and modified as part of the EIS. Modifications to the Stormwater Management Plan should ensure that sufficiently sized drainage swales, culverts, berms, and retention or detention basins are provided to accommodate the additional quantity of stormwater runoff to be generated due to the new runway construction.



TO: James McAdam, MPA, LEED-AP, Project Manager, City Manager's Office  
SUBJECT: Environmental & General Services Comments on the Scope of Work for the Environmental Impact Statement for the Airfield Safety Enhancement Project at the Tucson International Airport  
Page 2 of 2

- The location of the additional runway construction should be evaluated, as part of the EIS, against floodplain maps to verify that there are no floodplain encroachment issues with the proposed construction.
- The west edge of the Los Reales Landfill site along Swan Road is approximately 5,500 feet east of the east edge of the TIA property. The distance from the west edge of the Los Reales Landfill site to the area on the TIA where the Airfield Safety Enhancement Project will take place is not known but is likely somewhat greater than 5,500 feet. Environmental & General Services can provide any information about the Los Reales Landfill that the consultant for the EIS desires. This information could include current topographic maps depicting the lateral extent of the waste fill, height of the waste fill and the locations of soil borrow areas or other items of interest on the landfill site. We can provide environmental reports such as the Annual Emissions Inventory report, Greenhouse Gas report, methane gas collection system report, Pima County Air Quality report, information on special wastes accepted at the site and any other available reports. Additional construction activities are planned for the landfill entrance area located on the northeast side of the landfill footprint. We can provide any information about future construction activities at the landfill entrance area that is requested by the consultant for the EIS. Environmental & General Services is evaluating alternatives for methane gas management at the Los Reales landfill. One alternative being evaluated is upgrading the methane gas to high BTU pipeline quality gas and pumping the gas to the existing El Paso gas pipeline. Environmental & General Services can provide any information concerning this methane gas alternative that is requested by the consultant for the EIS.
- The Davis-Monthan Air Force base is located northwest from TIA. The scope of work for the EIS should evaluate the flight paths at the new runway at TIA against the flight paths at Davis-Monthan to verify that there are no conflicts or potential safety issues with the flights from the new runway area at TIA.

Other standard items to be addressed in the EIS such as socioeconomic impacts, noise, light emissions and others already are being evaluated as part of the EIS and do not need special consideration here.

If you have any questions or require additional information, please contact Thomas Ryan, P.E. at 837-3713.

CT/PLT/TR/rm

- c: Pat L. Tapia, Deputy Director, Environmental & General Services  
David Barraza, Administrator, Environmental & General Services  
Thomas Ryan, Engineering Manager, Environmental & General Services

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OCT - 4 2016

Federal Aviation Administration  
Western-Pacific Region  
Airports Division - AWP-600



September 30, 2016

David B. Kessler, MA, AICP  
Federal Aviation Administration  
Western-Pacific Region-Airports Division, AWP-610.1  
P. O. Box 92007  
Los Angeles, California 90009-2007

Dear Mr. Kessler:

This is in response to your request for comments regarding the Tucson Environmental Impact Statement for Proposed Airfield Safety Enhancement Project and Land Transactions at Tucson International Airport dated September 22, 2016.

Please review the current effective countywide Flood Insurance Rate Maps (FIRMs) for the County of Pima (Community Number 040073) and City of Tucson (Community Number 040076), Maps revised September 28, 2012. Please note that the City of Tucson, Pima County, Arizona is a participant in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65.

A summary of these NFIP floodplain management building requirements are as follows:

- All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE, and A1 through A30 as delineated on the FIRM), must be elevated so that the lowest floor is at or above the Base Flood Elevation level in accordance with the effective Flood Insurance Rate Map.
- If the area of construction is located within a Regulatory Floodway as delineated on the FIRM, any **development** must not increase base flood elevation levels. **The term development means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials.** A hydrologic and hydraulic analysis must be performed *prior* to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. No rise is permitted within regulatory floodways.

David B. Kessler, MA, AICP  
Page 2  
September 30, 2016

- Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with 44 CFR, Section 65.3, as soon as practicable, but not later than six months after such data becomes available, a community shall notify FEMA of the changes by submitting technical data for a flood map revision. To obtain copies of FEMA's Flood Map Revision Application Packages, please refer to the FEMA website at <http://www.fema.gov/business/nfip/forms.shtm>.

**Please Note:**

Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community's floodplain manager for more information on local floodplain management building requirements. The Tucson floodplain manager can be reached by calling Fred Felix, City Engineer, at (520) 837-0000. The Pima County floodplain manager can be reached by calling Suzanne Shields, Chief Engineer/FPA/Director, at (520) 724-4600.

If you have any questions or concerns, please do not hesitate to call Patricia Rippe of the Mitigation staff at (510) 627-7015.

Sincerely,



Gregor Blackburn, CFM, Branch Chief  
Floodplain Management and Insurance Branch

cc:  
Fred Felix, City Engineer, City of Tucson  
Suzanne Shields, Chief Engineer/FPA/Director PCRFC, Pima County  
Brian Cosson, NFIP State Coordinator, Arizona Department of Water Resources  
Patricia Rippe, Senior NFIP Planner, DHS/FEMA Region IX  
Alessandro Amaglio, Environmental Officer, DHS/FEMA Region IX



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION IX  
75 Hawthorne Street  
San Francisco, CA 94105

September 29, 2016

Mr. David B. Kessler, M.A., AICP  
Federal Aviation Administration  
Western-Pacific Region-Airports Division, AWP-610.1  
P.O. Box 92007  
Los Angeles, California 90009-2007

Subject: Notice of Intent to Prepare a Draft Environmental Impact Statement for the Proposed Airfield Safety Enhancement Project, Tucson International Airport

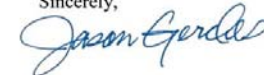
Dear Mr. Kessler:

The U.S. Environmental Protection Agency has reviewed the Federal Aviation Administration's Notice of Intent to prepare a draft environmental impact statement (DEIS) for the Proposed Airfield Safety Enhancement Project. Our review and comments are provided pursuant to NEPA, Council on Environmental Quality regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act.

We recommend that the FAA consider a number of issues when preparing the DEIS, including: the range of alternatives to be evaluated; the regulatory framework surrounding the proposed action; biological resources; air quality; and climate change. These issues are discussed further in the attached Detailed Comments.

We appreciate the opportunity to review this scoping notice and are available to discuss our comments. When the DEIS prepared for this proposed action is released for public review, please send one hard copy and one CD to the address above (mail code: ENF-4-2). If you have questions, please contact me at (415) 947-4221 or [gerdes.jason@epa.gov](mailto:gerdes.jason@epa.gov).

Sincerely,



Jason Gerdes  
Environmental Review Section

Enclosures: EPA's Detailed Comments

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OCT - 4 2016

Federal Aviation Administration  
Western-Pacific Region  
Airports Division - AWP-600



**U.S. EPA Detailed Comments on the Notice of Intent to Prepare a Draft Environmental Impact Statement for the Proposed Airfield Safety Enhancement Project, Tucson International Airport – September 29, 2016**

**Statement of Purpose and Need**

The Environmental Impact Statement (EIS) prepared for the Proposed Airfield Safety Enhancement Project (ASEP) should clearly identify the underlying purpose and need to which the Federal Aviation Administration (FAA) is responding in proposing the alternatives (40 CFR 1502.13). The *purpose* of the proposed action is typically the specific objectives of the activity, while the *need* for the proposed action may be to eliminate a broader underlying problem or take advantage of an opportunity.

*Recommendation:*

The purpose and need should be a clear, objective statement of the rationale for the proposed project.

**Alternatives Analysis**

All reasonable alternatives that fulfill the proposed action's purpose and need should be evaluated in detail, including alternatives outside the legal jurisdiction of the Service (40 CFR Section 1502.14(c)). The EIS should provide a clear discussion of the reasons for the elimination of alternatives which are not evaluated in detail.

A robust range of alternatives will include options for avoiding significant environmental impacts. The EIS should clearly describe the rationale used to determine whether impacts of an alternative are significant or not. Thresholds of significance should be determined by considering the context and intensity of an action and its effects (40 CFR 1508.27).

The environmental impacts of the proposed action and alternatives should be presented in comparative form, thus sharply defining the issues and providing a clear basis for choice among options by the decision maker and the public (40 CFR 1502.14). The potential environmental impacts of each alternative should be quantified to the greatest extent possible (e.g. acres of wetlands impacted; change in water quality).

**Regulatory Framework**

The EIS prepared for the proposed action should include a comprehensive description of the regulatory context of the project. This section should include a description of any permits and/or modifications to those permits that the proposed action will require (e.g. National Pollutant Discharge Elimination System permits for discharges to Waters of the United States).

*Clean Water Act Section 404*

The FAA should coordinate with the U.S. Army Corps of Engineers (USACE) to determine if the proposed action requires a Section 404 permit under the Clean Water Act. Section 404 regulates the discharge of dredged or fill material into waters of the United States (WOUS), including wetlands and other special aquatic sites. The EIS should describe all WOUS that could be affected by the project alternatives and include a jurisdictional delineation for all WOUS, including ephemeral drainages. The

EIS should include maps that clearly identify all waters within the direct footprints of the construction and operational areas (including the project area and proposed appurtenant facilities, such as new electrical transmission towers and pipeline corridors). A jurisdictional delineation will confirm the presence or absence of WOUS in the project area and help determine methods for impact avoidance if state and federal permits would be required for activities that affect WOUS.

If a Section 404 permit is required, the EPA may review the project for compliance with Section 404(b)(1) Guidelines. Pursuant to 40 CFR 230, any permitted discharge into WOUS must be the *least environmentally damaging practicable alternative* available to achieve the project purpose. If needed, the EIS should include an evaluation of the project alternatives within this context in order to demonstrate the project's compliance with the 404(b)(1) Guidelines.

*Recommendations:*

The EIS should include a jurisdictional delineation for all WOUS, including ephemeral drainages. The document should describe all WOUS that could be affected by the project alternatives and should include maps that clearly identify all WOUS within the project area. The discussion should include acreages and channel lengths, habitat types, values, and functions of these WOUS.

**Biological Resources, Habitat, and Wildlife**

The EIS should identify all petitioned and listed threatened and endangered species and critical habitat that might occur within the project area. The document should identify and quantify which species or critical habitat might be directly, indirectly, or cumulatively affected by each alternative and mitigate impacts to these species; emphasis should be placed on the protection and recovery of species due to their status or potential status under the federal or state Endangered Species Act.

The scoping package prepared for this proposed project states that based on preliminary research, the most sensitive wildlife species recorded in the project area include the Pima pineapple cactus, Lesser long-nosed bat, Cactus ferruginous pygmy-owl, Western burrowing owl, and the Sonoran Desert tortoise, and that to determine if these or other species of concern are present on Tucson International Airport property, the FAA will conduct a preliminary site assessment, the results of which will be documented in a Biological Assessment. The key findings of the Biological Assessment (including a listing of all species observed, and an assessment of wildlife habitats contained, on the property) should be included in the EIS.

*Recommendations:*

Identify all petitioned and listed threatened and endangered species and critical habitat that might occur within the project area. Identify and quantify which species or critical habitat might be directly, indirectly, or cumulatively affected by each alternative. Additionally, the results of the Biological Assessment should be included in the EIS.

**Air Quality**

The EIS should provide a detailed discussion of ambient air conditions (baseline or existing conditions), National Ambient Air Quality Standards, criteria pollutant nonattainment areas, and potential air quality impacts of the proposed action (including cumulative and indirect impacts). Such an evaluation is

necessary to assure compliance with State and Federal air quality regulations, and to disclose the potential impacts from temporary or cumulative degradation of air quality.

The EIS should describe and estimate air emissions from potential construction, operation and maintenance activities, as well as proposed mitigation measures to minimize those emissions. The EPA recommends an evaluation of the following measures to reduce emissions of criteria air pollutants and hazardous air pollutants (air toxics).

*Recommendations:*

- *Existing Conditions* – The EIS should provide a detailed discussion of ambient air conditions, National Ambient Air Quality Standards, and criteria pollutant nonattainment areas in the vicinity of the project.
- *Quantify Emissions* – The document should estimate emissions of criteria pollutants from the proposed project and discuss the timeframe for release of these emissions over the lifespan of the project. The document should describe and estimate emissions from potential construction activities, as well as proposed mitigation measures to minimize these emissions.
- *Specify Emission Sources* – The document should specify the emission sources by pollutant from mobile sources, stationary sources, and ground disturbance. This source specific information should be used to identify appropriate mitigation measures and areas in need of the greatest attention.
- *Construction Emissions Mitigation Plan* – Include, in the EIS, a list of all mitigation measures to be implemented as part of a construction emissions mitigation plan. In addition to measures necessary to meet all applicable local, state, and federal requirements, we recommend that the following measures be included:

Fugitive Dust Source Controls:

- Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative where appropriate. This applies to both inactive and active sites, during workdays, weekends, holidays, and windy conditions.
- Install wind fencing and phase grading operations where appropriate, and operate water trucks for stabilization of surfaces under windy conditions.
- When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour. Limit speed of earth-moving equipment to 10 mph.

Mobile and Stationary Source Controls:

- Minimize use, trips, and unnecessary idling of heavy equipment.
- Maintain and tune engines per manufacturer's specifications to perform at EPA certification levels, where applicable, and to perform at verified standards applicable to retrofit technologies.
- Limit unnecessary idling and ensure that construction equipment is properly maintained, tuned, and modified consistent with established specifications.
- Prohibit any tampering with engines and require continuing adherence to manufacturer's recommendations.

Administrative controls:

- Specify the means by which impacts to sensitive receptors, such as children, the elderly, and the infirm, would be avoided. For example, locate construction equipment and staging zones away from sensitive receptors and fresh air intakes to buildings and air conditioners.
- Prepare an inventory of all equipment prior to construction.
- Develop a construction traffic and parking management plan that minimizes traffic interference and maintains traffic flow.
- Identify where implementation of mitigation measures is rejected based on economic infeasibility.

Additionally, on September 30, 2004, EPA's Office of Air Quality Planning and Standards issued guidance for a program to reduce emissions from airport vehicles and infrastructure. The EIS should identify measures utilizing EPA's "Guidance on Airport Emission Reduction Credits for Early Measures through Voluntary Airport Low Emissions Programs" ([https://www3.epa.gov/airquality/genconform/documents/aerc\\_040930.pdf](https://www3.epa.gov/airquality/genconform/documents/aerc_040930.pdf)). Under the program the FAA will approve funding of projects to voluntarily reduce emissions at airports (<http://www.faa.gov/airports/environmental/vale/>). In turn, the airport will receive emission reduction credits that can be used for demonstrating general conformity or as new source review offsets ([https://www.faa.gov/airports/environmental/vale/media/vale\\_techreport\\_v7.pdf](https://www.faa.gov/airports/environmental/vale/media/vale_techreport_v7.pdf)).

Climate Change

On August 1, 2016, the Council on Environmental Quality issued final guidance on considering greenhouse gas (GHG) emissions and climate change in NEPA reviews. Fundamental to this guidance are the recommendations that when addressing climate change, agencies should consider: (1) The potential effects of a proposed action on climate change as indicated by assessing GHG emissions (e.g., to include, where applicable, carbon sequestration); and, (2) The effects of climate change on a proposed action and its environmental impacts.

*Recommendations:*

The EIS should include an estimate of the GHG emissions associated with the proposed action, qualitatively describe relevant climate change impacts, and analyze reasonable alternatives and/or practicable mitigation measures to reduce project-related GHG emissions.

The NEPA analysis should address the appropriateness of considering changes to the design of the proposal to incorporate GHG reduction measures and resilience to foreseeable climate change. The EIS should make clear whether commitments have been made to ensure implementation of design or other measures to reduce GHG emissions or to adapt to climate change impacts.

Health Impacts

The EIS should disclose the project's direct and indirect impacts to human health and state whether any of the fully evaluated alternatives would have an adverse effect on human health. Under the Council Environmental Quality's (CEQ) NEPA Implementing Regulations, "effects" include those on human health, whether direct, indirect, or cumulative (40 CFR Part 1508.8). The EPA recommends including a discussion and analysis specific to potential cumulative risk and health effects of all pollutants (criteria

air pollutants and air toxics) resulting from the project from all exposure routes. The EIS should qualitatively address the potential for interactive health effects of volatile organic compounds, ozone, oxides of nitrogen, diesel particulate matter, and other pollutants and should present this information and any conclusions in a format to disclose these effects to the affected residents and communities, along with measures to mitigate impacts.

#### **Noise Impacts**

The EIS should address the potential noise impact to residents and businesses related to any increase in aircraft traffic due to the proposed project. Should existing runways be relocated and/or new runways be constructed, noise impacts to residents should be analyzed and presented in the EIS, along with commitments to implement measures to adequately mitigate noise impacts associated with the project.

#### **Hazardous Materials and Waste**

The EIS should address potential environmental impacts due to the use of hazardous materials in construction and operation of the proposed airport improvements (including the demolition of 12 Earth Covered Magazines on Air Force Plant 44) and the expected types and volumes of hazardous materials. The use of hazardous materials in construction and operation should be addressed and included in a Hazardous Materials Management Plan addressing the proposed airport improvements and methods to reduce the volume and/or toxicity of waste requiring subsequent management as hazardous waste under the Resource Conservation and Recovery Act (RCRA). The EIS should identify if there is evidence of hazardous materials or other materials having been buried in the proposed project area, and include protocols for: (1) handling hazardous materials or refuse sites found during construction; (2) storing and disposing of hazardous wastes; and (3) remediating any spill or discharge of jet fuel and other hazardous materials into the environment.

The EIS should address air quality impacts related to the demolition or physical disturbance of structures and facilities that may potentially contain asbestos, and include mitigation to protect health and environmental quality from emissions of asbestos. Please address the project's consistency with the National Emission Standard for Asbestos (40 CFR Part 61.140).

#### **Coordination with Tribal Governments**

Executive Order 13175, "Consultation and Coordination with Indian Tribal Governments" (November 6, 2000), was issued in order to establish regular and meaningful consultation and collaboration with tribal officials in the development of federal policies that have tribal implications, and to strengthen the United States government-to-government relationships with Indian tribes.

##### *Recommendation:*

The EIS should describe the process and outcome of government-to-government consultation between the FAA and each of the tribal governments in the vicinity of the project area (such as the Tohono O'odham Indian Reservation) issues that were raised (if any), and how those issues were addressed in the selection of the proposed alternative.

#### *National Historic Preservation Act and Executive Order 13007*

Consultation for tribal cultural resources is required under Section 106 of the National Historic Preservation Act (NHPA). Historic properties under the NHPA are properties that are included in the National Register of Historic Places (NRHP) or that meet the criteria for the National Register. Section 106 of the NHPA requires a federal agency, upon determining that activities under its control could affect historic properties, consult with the appropriate State Historic Preservation Officer/Tribal Historic Preservation Officer (SHPO/THPO). Under NEPA, any impacts to tribal, cultural, or other treaty resources must be discussed and mitigated. Section 106 of the NHPA requires that Federal agencies consider the effects of their actions on cultural resources, following regulation in 36 CFR 800.

Executive Order 13007, "Indian Sacred Sites" (May 24, 1996), requires federal land managing agencies to accommodate access to, and ceremonial use of, Indian sacred sites by Indian Religious practitioners, and to avoid adversely affecting the physical integrity, accessibility, or use of sacred sites. It is important to note that a sacred site may not meet the National Register criteria for a historic property and that, conversely, a historic property may not meet the criteria for a sacred site.

##### *Recommendation:*

The EIS should address the existence of Indian sacred sites in the project areas. It should address Executive Order 13007, distinguish it from Section 106 of the NHPA, and discuss how the Service will avoid adversely affecting the physical integrity, accessibility, or use of sacred sites, if they exist. The EIS should provide a summary of all coordination with Tribes and with the SHPO/THPO, including identification of NRHP eligible sites, and development of a Cultural Resource Management Plan.

#### **Environmental Justice**

Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations" (February 11, 1994), and the "Memorandum of Understanding on Environmental Justice and Executive Order 12898," released on August 4, 2011, direct federal agencies to identify and address disproportionately high and adverse human health or environmental effects on minority and low-income populations, allowing those populations a meaningful opportunity to participate in the decision-making process. Guidance<sup>1</sup> by CEQ clarifies the terms low-income and minority population (which includes American Indians) and describes the factors to consider when evaluating disproportionately high and adverse human health effects.

##### *Recommendation:*

The EIS should include an evaluation of environmental justice populations within the geographic scope of the project. If such populations exist, the EIS should address the potential for disproportionate adverse impacts to minority and low-income populations, and the approaches used to foster public participation by these populations. Assessment of the project's impact on minority and low-income populations should reflect coordination with those affected populations.

---

<sup>1</sup>Environmental Justice Guidance under the National Environmental Policy Act, Appendix A (Guidance for Federal Agencies on Key Terms in Executive Order 12898), CEQ, December 10, 1997.

### Coordination with Land Use Planning Activities

The EIS should discuss how the proposed action would support or conflict with the objectives of federal, state, tribal or local land use plans, policies and controls in the project area. The term "land use plans" includes all types of formally adopted documents for land use planning, conservation, zoning and related regulatory requirements. Proposed plans not yet developed should also be addressed if they have been formally proposed by the appropriate government body in a written form (CEQ's Forty Questions, #23b).

### Invasive Species

Executive Order 13112, "Invasive Species" (February 3, 1999), mandates that federal agencies take actions to prevent the introduction of invasive species, provide for their control, and minimize the economic, ecological, and human health impacts that invasive species cause. Executive Order 13112 also calls for the restoration of native plants and tree species. If the proposed project will entail new landscaping, the EIS should describe how the project will meet the requirements of Executive Order 13112.

#### ***Recommendation:***

The EIS should include an invasive plant management plan to monitor and control noxious weeds.

### Chris Babb

---

**Subject:** FW: Juan Bautista de Anza National Historic Trail near Tucson, Arizona

**From:** Weldon, BriAnna [[mailto:brianna\\_weldon@nps.gov](mailto:brianna_weldon@nps.gov)]

**Sent:** Monday, October 17, 2016 12:34 PM

**To:** Kessler, Dave (FAA)

**Subject:** Re: Juan Bautista de Anza National Historic Trail near Tucson, Arizona

Hi Dave,

Thank you for sending along the scoping document so I could take a second look.

There are no concerns from the Anza Trail for this project.

It's a developed area and this would not result in any significant impact to the Anza Historic Corridor or Recreational Trail.

BriAnna

On Mon, Oct 17, 2016 at 10:55 AM, <[Dave.Kessler@faa.gov](mailto:Dave.Kessler@faa.gov)> wrote:

Here is the scoping package for the Tucson EIS.

Please take a look at it and see if it helps.

Dave

David B. Kessler, M.A., AICP

U.S. Department of Transportation

Federal Aviation Administration

Regional Environmental Protection Specialist

Airports Division – Western-Pacific Region

Voice: 310-725-3615

email: [dave.kessler@faa.gov](mailto:dave.kessler@faa.gov)

**From:** Weldon, BriAnna [mailto:[brianna\\_weldon@nps.gov](mailto:brianna_weldon@nps.gov)]  
**Sent:** Monday, October 17, 2016 7:47 AM  
**To:** Kessler, Dave (FAA)  
**Cc:** Johnson, Jacyln (FAA); Herson-Jones, Lorraine (FAA); Smigelski, Frank (FAA); Rankin, Jessica (FAA); Ratcliff, Mia (FAA)  
**Subject:** Re: Juan Bautista de Anza National Historic Trail near Tucson, Arizona

Hi Dave -

Yes, it is my mistake that the trail of concern is to the west of the project area. I think what I was responding to was the existence of the Anza Trail Recreation Route (hashed line) near the project and if there will be impacts to the viewshed of the corridor and recreation trail. Let's get on the phone - I don't think that there will be a significant impact but I've learned my lesson to respond.

I'm free this week Monday - Wednesday 8am - 3:30pm Pacific Time.

Thanks,

BriAnna

On Fri, Oct 14, 2016 at 5:32 PM, <[Dave.Kessler@faa.gov](mailto:Dave.Kessler@faa.gov)> wrote:

Hello Ms. Weldon – I would like to follow up on a letter I received from Melissa Trechik concerning scoping comments for an Environmental Impact Statement the Federal Aviation Administration is preparing at Tucson International Airport, in Tucson, Arizona. I've attached the letter so you can see what I'm referencing. I would like to talk to you in the coming week to make sure we have a common understanding of the proposed project and how we will evaluate any impacts to NPS controlled resources.

We note the letter describes the designated corridor for the Juan Bautista de Anza National Historic Trail as “following the Santa Cruz River, approximately **two miles to the east** of the proposed project area.” [emphasis added]

I've found this map on the NPS's website: <https://www.nps.gov/juba/planyourvisit/maps.htm>

It indicates the trail goes through Mission San Javier del Bac.

However, when I search this website, <http://www.anzahistorictrail.org/visit/explorer>. I can zoom up on the location of the trail and it shows the trail to the WEST of the airport. Below is a screen shot of the trail.

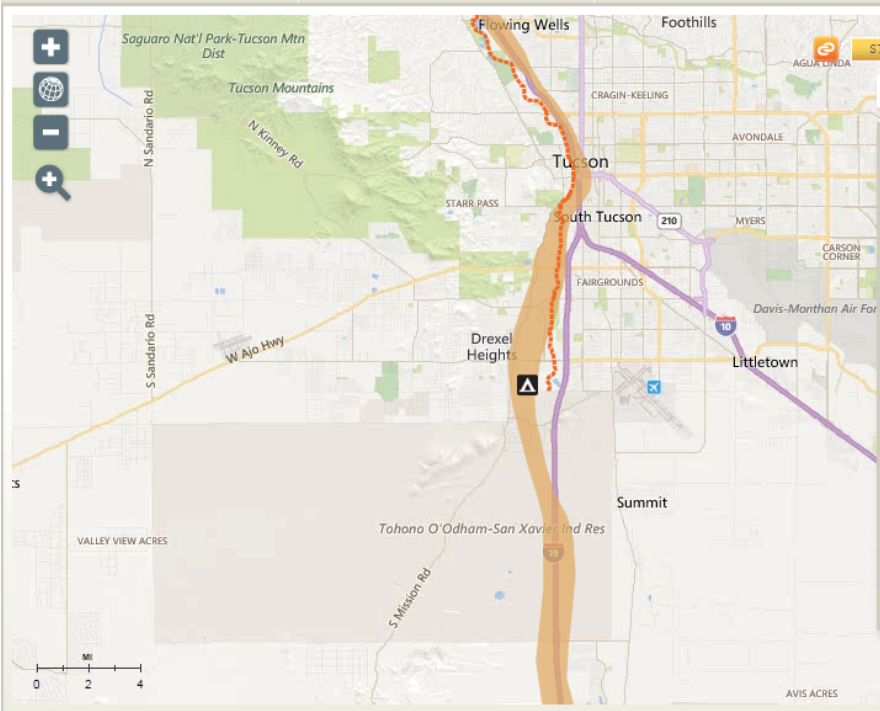


## EXPLORE – Follow the Anza Expedition

**Quick Search**  
Click the map for information

**Trip Planner**  
Choose What to See

**Trail Explorer**  
Learn About the Expedition



Oct. 14, 1775Camp #19

I would like to verify the location of the trail in relation to the Tucson International Airport. I've found information that shows the Mission and the trail appear to be about 4.5 miles *West* of the airport, west of Interstate 19. The proposed project will occur primarily on existing airport property, so I would like to explore the concerns the NPS may have about potential impacts to the trail and mission from the proposed project.

When would be a good time for me to call you so we can discuss this? I want to make sure my EIS team is reviewing the correct resource.

Thanks.

David B. Kessler, M.A., AICP

U.S. Department of Transportation

Federal Aviation Administration

Regional Environmental Protection Specialist

Airports Division – Western-Pacific Region

Voice: 310-725-3615

email: [dave.kessler@faa.gov](mailto:dave.kessler@faa.gov)

--

BriAnna Weldon ~ Outdoor Recreation Planner  
Juan Bautista de Anza National Historic Trail  
415/623.2343



**Tucson International Airport  
Environmental Impact Statement  
Public Scoping Meeting  
September 22, 2016**

**SIGN IN SHEET - PLEASE PRINT**

Name	Address	Phone Number	E-Mail Address
Chuck Durham	8601 N Morning View Tucson 85709	520 349-7302	chucksdurham1@msn.com
Eric Roudsburh	7250 S TULSA BLVD	520 575-4805	eroudsburh@flytucson.com
David Kessler	PO Box 42007 <sup>Los Angeles</sup> CA 90089-2007	310-725-3675	dave.kessler@FAA.gov
Joe Malisewski	2880 N. Hayden Dr	520-268-5445	JoeMalisewski@
GENE SANTARELLI	3544 E WINDYPOINT DR	520.241.8769	GENE@SANTARELLI@aol.com
Brian Andrews	7501 E Clarence Circle 85715	(520)9094814	beampulot@msn.com
Chris Bubbs	11279 Conell Park Drive <sup>Cine: OH</sup> 45242	513-536-1275	cbubbs@kanderson-b-c.com

Before 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.



**Tucson International Airport  
Environmental Impact Statement  
Public Scoping Meeting  
September 22, 2016**

**SIGN IN SHEET - PLEASE PRINT**

Name	Address	Phone Number	E-Mail Address
CHRIS LANGHAM	5762 N. PASEO SONOYTA	520-477-7002	LANGHAMCAZ@GMAIL.COM
ED BAISTRAN	3575 N Pantano Rd	520-296-6662	edbaistran@comcast.net
JARED SCOTT	1981 Monahan Way WPAFB OH 45335	937 904 3807	jared.scott@us.af.mil
JEFF MCCANN	" " " " " "	937 938-4797	jeffrey.mccann@us.af.mil
Kacey Carter	17635 S Bronze Mt Pass Vail CO 81641	520-228-3291	Bernie.carter@us.af.mil
Lance m'Intosh	9200 E. Pima Center Pkwy. Scottsdale AZ 85258	602-769-0566	Lmcintosh@CSCOS.COM

Before 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.

**Tucson International Airport  
Environmental Impact Statement  
Public Scoping Meeting  
September 22, 2016**

**SIGN IN SHEET - PLEASE PRINT**

Name	Address	Phone Number	E-Mail Address
Thomas Ryan	4004 S. Park St	837-3713	Thomas.Ryan@tucsonae.com
Yolanda HERRERA	PO Box 11411 Tuc 85734-1411	991-3307	ACQUINTEERS@AOL.COM
David Barrera	4004 S. Park St. Tuc AZ	837-3711	David.barrera@tucsonaz.gov
Peter GALLO	4345 N CAMINO FACETA	325-9600	pvg1943@gmail.com
OK Kihl	4160 E. Whittier	444-2585	orihl@crowwest.com
David Goldstein	1560 E Placita Lupita	444 7534	dgoldste@diamondven.com
Dick Gruentzel	7250 S. Tucson Blvd. Ste 300	573-4833	dgruentzel@flytucson.com
Lama Aberley	6478 E Santa Quindia	881-7288	LAMAABERLEY@COMCAST.NET
Viki Matthews	18225 Cmo Chubasco 85441	573-8187	vmatthews@flytucson.com
Bruce Dusenberry	7090 N. Via Sierra Del Sol 85718	603-8055	bdusenberry@hrznmoving.com
Sarah Smallhouse	6315 E Miramar Dr 85715	520 405 5723	Sarah@famofz.com

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**Tucson International Airport  
Environmental Impact Statement  
Public Scoping Meeting  
September 22, 2016**

**SIGN IN SHEET - PLEASE PRINT**

Name	Address	Phone Number	E-Mail Address
Danette Benley	Tucson Airport Authority	520.573.4820	dbenley@flytucson.com
Bonnie Allin	Tucson Airport Authority	520.573.8100	b.allin@flytucson.com
Dave Larson	2 E Congress #600 <sup>Tucson</sup> The Planning Center	520 623-6446	dlarson@azplanningcenter.com
BOB LOGAN	4630 E. SAN CARLOS	85712 881-4547	<del>Bob</del> BOBLOGAN@DMSO.ORG
MARK TAYLOR	6827 E. Tivoli Dr	290-8917	

Before 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.

**Tucson International Airport  
Environmental Impact Statement  
Public Scoping Meeting  
September 22, 2016**

**SIGN IN SHEET - PLEASE PRINT**

Name	Address	Phone Number	E-Mail Address
Greg Hoffman, AZAUG	3615 W TULSA RD WAZONA AZ	520 245 6258	GREG.HOFFMAN.Z.MIL@MAIL.MIL
Richard Daxtar	4915 <del>W</del>	520 577-0700	richarddaxtar@mac.com
EDWARD MAXWELL	11055 N. BROADSTONE DR <sup>SP</sup> DUNDAS	520 401 1928	tmaxwell@selc.org
Mary Terry		520 . 326 . 0140	M.Terry@tucsonfreeway@gmail.com

Before 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.



**COMMENT FORM  
PUBLIC SCOPING MEETING  
TUCSON INTERNATIONAL AIRPORT  
ENVIRONMENTAL IMPACT STATEMENT**

**September 22, 2016**

Welcome to the Public Scoping Meeting for the Federal Aviation Administration's (FAA) Environmental Impact Statement (EIS) for the Proposed Airfield Safety Enhancement Project and Land Transactions for the Tucson International Airport. This comment form is provided to receive your input and ensure that your comments are considered. Please use this form to submit written comments. Either place the form in the comment box at the Public Meeting, or mail to the address below not later than 5:00pm Pacific Daylight Time Monday, **October 3, 2016**.

*Before 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.*

I am in favor of this project. This has important impact on the Sonoran Corridor and TIA safety enhancement – both are crucial for our community. I believe the impacts will all be positive with few or no negative impacts. I encourage you to complete the EIS ASAP so we can get this done!

Submit comments to:

Mr. David B. Kessler, M.A., AICP  
Federal Aviation Administration  
Western-Pacific Region Airports Division, AWP-610.1  
P.O. Box 92007  
Los Angeles, California 90009-2007

FROM (Please Print):

Name: Sarah Smallhouse  
Address: 6315 E Miramar Dr  
Tucson, AZ 85715

**COMMENT FORM  
PUBLIC SCOPING MEETING  
TUCSON INTERNATIONAL AIRPORT  
ENVIRONMENTAL IMPACT STATEMENT**

**September 22, 2016**

Welcome to the Public Scoping Meeting for the Federal Aviation Administration's (FAA) Environmental Impact Statement (EIS) for the Proposed Airfield Safety Enhancement Project and Land Transactions for the Tucson International Airport. This comment form is provided to receive your input and ensure that your comments are considered. Please use this form to submit written comments. Either place the form in the comment box at the Public Meeting, or mail to the address below not later than 5:00pm Pacific Daylight Time Monday, **October 3, 2016**.

*Before 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.*

I am totally in support of this project.

Submit comments to:

Mr. David B. Kessler, M.A., AICP  
Federal Aviation Administration  
Western-Pacific Region Airports Division, AWP-610.1  
P.O. Box 92007  
Los Angeles, California 90009-2007

FROM (Please Print):

Name: R.D. Brastron  
Address: 3575 N. Pinaleno Rd.  
Tucson - 85750



**Chris Babb**

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**Subject:** FW: Tucson International Airport - Proposed Airfield Safety Enhancement Plan -

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**From:** Carol Stoner [[mailto:C\\_STONE77@msn.com](mailto:C_STONE77@msn.com)]  
**Sent:** Wednesday, September 28, 2016 10:27 PM  
**To:** Kessler, Dave (FAA)  
**Subject:** Re: Tucson International Airport - Proposed Airfield Safety Enhancement Plan -

Dave,

I have a question about the EIS scoping at TIA , since the Air National Guard flies out of TIA is the scoping in any way in preparation for ANG to bring in the F-35 to Tucson in the future? I ask because DM and ANG fly the same flight pattern and they fly over the city, over homes and it is a noise problem for those in the flight path. I know people who live in the flight path, I have visited them in their home and you hear jets going over daily all day and into the night also. I wouldn't be able to tolerate that. The people in the flight path don't like it either, one person I know moved, they could afford to move, but most people can't afford to move. The flights are all over the city, most people do not have money to move to an area like North Tucson where it is more expensive to live to get out of the noise problem.

Is the EIS scoping taking in to account the area of homes currently under the flight path?

I am concerned about the noise getting worse with more planes and noisier planes in the future for those who suffer being in the flight path now. I have heard them at my house and have had to complain. I am not in the direct flight path but they do fly over here if they have to for some reason. We do need our military but they also should be able to get the jets moved to the open desert away from homes. They don't seem to want to do that though.

If I have more questions I will let you know and I thank you for being most helpful.

Carol

---

----- Original Message -----  
**From:** [Dave.Kessler@faa.gov](mailto:Dave.Kessler@faa.gov)  
**To:** [C\\_STONE77@msn.com](mailto:C_STONE77@msn.com)  
**Sent:** Wednesday, September 28, 2016 12:57 PM  
**Subject:** RE: Tucson International Airport - Proposed Airfield Safety Enhancement Plan -

Hi Carol - I'm glad you were able to open the file. As we spoke yesterday, let me know if you would like me to discuss or explain any portions of the presentation that may be unclear or confusing.

As far as the extending the comment period on the scope of the EIS, we did publish a notice of intent to prepare the EIS in the Federal Register and in the local newspapers indicating the deadline for comments on the scope of the EIS was October 3<sup>rd</sup>. So far I have had no other requests for an extension from any governmental agencies or other members of the public. Therefore, I'm not inclined to extend the comment period deadline. However, I would be happy to consider any comments on the scope of the EIS you could provide by Friday, October 28, 2016. Please send them to me as soon as you can. We will do our best to consider your comments on the scope while we start to prepare the EIS.

Dave

David B. Kessler, M.A., AICP  
U.S. Department of Transportation  
Federal Aviation Administration  
Regional Environmental Protection Specialist  
Airports Division - Western-Pacific Region  
Voice: 310-725-3615  
email: [dave.kessler@faa.gov](mailto:dave.kessler@faa.gov)

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**From:** Carol Stoner [[mailto:C\\_STONE77@msn.com](mailto:C_STONE77@msn.com)]  
**Sent:** Tuesday, September 27, 2016 6:15 PM  
**To:** Kessler, Dave (FAA)  
**Subject:** Re: Tucson International Airport - Proposed Airfield Safety Enhancement Plan -

Dave,

It was nice talking with you today, you have been very helpful. I am able to open the attachment fine. I will forward this to Mary Schiltz, she may have some questions for you. Is there a possibility that you can extend the comment period so I can send this to some people? Thank you!

Carol Stoner  
520-298-9741  
[c\\_stone77@msn.com](mailto:c_stone77@msn.com)

---

----- Original Message -----  
**From:** [Dave.Kessler@faa.gov](mailto:Dave.Kessler@faa.gov)  
**To:** [c\\_stone77@msn.com](mailto:c_stone77@msn.com)  
**Cc:** [Lorraine.Herson-Jones@faa.gov](mailto:Lorraine.Herson-Jones@faa.gov) ; [jaclyn.johnson@faa.gov](mailto:jaclyn.johnson@faa.gov) ; [Frank.Smigelski@faa.gov](mailto:Frank.Smigelski@faa.gov)  
**Sent:** Tuesday, September 27, 2016 5:46 PM  
**Subject:** Tucson International Airport - Proposed Airfield Safety Enhancement Plan -

Hello Ms. Stoner - this is a follow up to our telephone call today. I've attached the presentation slides that I gave at the public scoping meeting for the proposed Airfield Safety Enhancement Project at Tucson International Airport at last Thursday evening. After you've had the opportunity to look at it, let me know if you'd like me to discuss it with you on the phone.

I look forward to any comments on the scope of the EIS that you might be able to provide. Please see if you can send me any comments you might have by Monday, October 3<sup>rd</sup>.

My mailing address is on the very last slide. Please let me know if you can't open the file.

Thanks!

Dave

David B. Kessler, M.A., AICP  
U.S. Department of Transportation  
Federal Aviation Administration  
Regional Environmental Protection Specialist  
Airports Division - Western-Pacific Region  
Voice: 310-725-3615  
email: [dave.kessler@faa.gov](mailto:dave.kessler@faa.gov)

September 30, 2016

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

Dear Mr. Kessler:

Below please find comments and questions related to the Environmental Impact Statement for Tucson International Airport (TIA). Unfortunately, I was unable to attend the scoping meeting, but understand this is a proper way to provide comments to you.

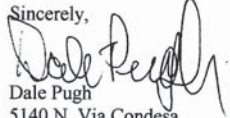
1. Extend the comment period. I understand this initiative was properly noticed in the Federal Register and local paper. While those efforts may meet the legal standards they are far from an effective way to communicate to Tucson residents. As I'm sure you realize, few of us common folks read the Federal Register and newspaper readership is at an all-time low. I would suggest that few residents are aware of this proposal.
2. Tucson International Airport is a Superfund site. I hope this will be considered in the environmental assessment, as it would be logical to question whether a major construction project will make matters worse.
3. It is my understanding that part of this project involves building new munitions storage. Storing munitions at a commercial airport, I would suggest is a dangerous endeavor. It would be difficult for me to explain to someone that you can't get on a flight with certain kinds of lighters, but you can store explosives at the airport itself. How can such a facility possibly be safe?
4. Adding facilities that accommodate additional commercial or military flights into the airport would appear to be a problem. There is already conflict in the skies over Tucson between military flights from Davis Monthan Air Force Base (DM) and commercial and military flights from TIA. DM and TIA are very close together and already many armed military aircraft fly over our homes and schools. This is an issue that needs considerable study to assure the folks living below these flights are safe.
5. The Study Area, which seems to encompass only TIA, needs to be expanded. Many areas of our community will be impacted by increased flights out of TIA. The noise levels of military

aircraft over our community have always been underestimated. There is already on on-going lawsuit over a recent EIS for DM related to similar issues.

6. There is no "need" to maintain USAF Plan 44 at TIA. DM is only miles away and there is no need for duplicative facilities.

Thank you for your consideration of the above remarks.

Sincerely,



Dale Pugh  
5140 N. Via Condesa  
Tucson, AZ 85718  
602-653-9799

---

**Chris Babb**

**Subject:** FW: Copmment on EIS on expanding facilities at TIA for the 162nd Fighter Wing

---

**From:** Carol Stoner [[mailto:C\\_STONE77@msn.com](mailto:C_STONE77@msn.com)]

**Sent:** Monday, October 03, 2016 4:23 PM

**To:** Kessler, Dave (FAA)

**Subject:** Fw: Copmment on EIS on expanding facilities at TIA for the 162nd Fighter Wing

Dave, I am forwarding a comment sent to me regarding the Scoping @ TIA . Tom is a professor at the University of Arizona where multiple military flights fly daily over the college.

Carol

----- Original Message -----

**From:** [Bever, Thomas G - \(tgb\)](mailto:Bever,Thomas G - (tgb))

**To:** [c\\_stone77@msn.com](mailto:c_stone77@msn.com)

**Sent:** Sunday, October 2, 2016 11:16 PM

**Subject:** Copmment on EIS on expanding facilities at TIA for the 162nd Fighter Wing

To whom it may concern.

This provides a comment on the upcoming EIS on plans to expand runways and munitions storage facilities at Tucson International Airport, to increase facilities available for the 162nd Fighter Wing of the air national guard.

The announcement of the EIS does not explain why such changes are needed for the Fighter Wing's operations. What follows is a discussion of the impact, if the longer term intent or result is for the 162nd to receive and fly the F-35 aircraft.

First, a political point. If the F-35 does come to Tucson, even if only as a frequent visitor, the impact will cause a political furor that will affect local politics, and ultimately negatively affect the Fighter Wing's existence as an active unit. This is because of (1) its loudness and physical energy, (2) regular failur of the AF to follow its own restrictions and (3) inevitable early-deployment-years of failures and crashes.

1. There is unambiguous and multiple evidence from AF documents that the F-35 is substantially louder than any F-16, roughly 20 decibels louder in many configurations, which translates into being four times as loud perceptually; it also means much greater physical energy, roughly 100 fold, structurally impacting buildings, especially older ones.

Various documents in favor of the F-35 have cherry-picked AF test results to find particular configurations for the F-35 that seem similar in loudness to F-16s. But these data points are by far the exception and reflect carefully controlled flight patterns.

2. It is indeed the case that a lot can be done with careful management to mitigate military aircraft noise that reaches the ground; and the AF makes a point of promising this; indeed mitigation measures may well be in effect during on-site “tests”.

However, management and restrictions are only good if they are consistently followed: As an example of typical AF behavior, following promulgated restrictions has not been the case at Davis Monthan.

Years ago, the then DM Base Commander, Laughbaum instituted modifications in prior flight paths to constrain low altitude flights to be over major business streets, railway lines and other areas not heavily populated. For quite a few years, these guidelines were generally respected, except in adaptation to unusual weather conditions.

Not any more. In the last year, we have experienced many direct overflights, especially of F-16s and C-132s, even though our neighborhood averages at least a mile from the designated path. These overflights occur in all kinds of weather, normal and unusual and at all times of day and night (sometimes occurring well after the nominal 10:30PM curfew).

All this betrays an obvious fact: whether the current base commander instructs pilots to follow the prior flight paths or not, clearly pilots do not follow the restrictions. When inquiries and complaints are made, a frequent reply is that the offenders were “visitors”, somehow not bound by the flight paths; another response is that the AF does not track in detail the flight paths of its planes, and so it is impossible to verify citizens’ direct observations and complaints.

Whatever the excuses or reasons, the facts show that as a bureaucracy, the Air Force cannot enforce its own promulgated restrictions, or can elect to lift them whenever it wants.

3. When new fighter aircraft come online, there is an inevitable period of unexpected failures, crashes, spontaneous combustion and so on. The F-35 is already no exception to that pattern. In addition, the F-35 has had myriad cost overruns and related construction and performance difficulties. Indeed, John

McCain, a long time member and enthusiastic supporter of the military has observed, that the experience with the F-35,

***“has been both a scandal and a tragedy with respect to cost, schedule and performance”***

Frequently reports come out about the F-35 failures: losing a mock dogfight to an F-16 because of sluggish maneuverability, systematic radar malfunction, a killer ejection seat, insufficient lightning protection, eccentric flight controls, misdesigned fuel tanks, etc. All this and more, is disastrous for the US military posture, but that will not stop the political and fiscal inertia to continue with the F-35 and continue its deployment.

It is almost inevitable that real crashes and civilian damage will occur for its early years of deployment and activity: TIA’s central location in Tucson makes it reckless to have F-35s here during its early years - if ever.

Thank you for your attention,

Thomas Bever  
Tucson, Arizona

**COMMENT FORM**  
**PUBLIC SCOPING MEETING**  
**TUCSON INTERNATIONAL AIRPORT**  
**ENVIRONMENTAL IMPACT STATEMENT**  
**September 22, 2016**

Welcome to the Public Scoping Meeting for the Federal Aviation Administration's (FAA) Environmental Impact Statement (EIS) for the Proposed Airfield Safety Enhancement Project and Land Transactions for the Tucson International Airport. This comment form is provided to receive your input and ensure that your comments are considered. Please use this form to submit written comments. Either place the form in the comment box at the Public Meeting, or mail to the address below not later than 5:00pm Pacific Daylight Time Monday, **October 3, 2016**.

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See attached page two

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**Submit comments to:**

Mr. David B. Kessler, M.A., AICP  
 Federal Aviation Administration  
 Western-Pacific Region Airports Division, AWP-610.1  
 P.O. Box 92007  
 Los Angeles, California 90009-2007

**FROM (Please Print):**

**Name:** Kathleen G. Williamson  
**Address:** 1025 S. Verdugo Ave.  
 Tucson, AZ 85745

David Kessler, FAA (page two of comment form)

To whom it may concern,

This provides a comment on the upcoming EIS on plans to expand runways and munitions storage facilities at Tucson International Airport, which is in reality to increase facilities available for the 162nd Fighter Wing of the air national guard. I want to reiterate the opinions of Dr. Thomas Bever of the University of Arizona, for whose intellect and knowledge I have a great respect:

"The announcement of the EIS does not explain why such changes are needed for the Fighter Wing's operations. What follows is a discussion of the impact, if the longer term intent or result is for the 162nd to receive and fly the F-35 aircraft.

First, a political point. If the F-35 does come to Tucson, even if only as a frequent visitor, the impact will cause a political furor that will affect local politics, and ultimately negatively affect the Fighter Wing's existence as an active unit. This is because of (1) its loudness and physical energy, (2) regular failure of the AF to follow its own restrictions and (3) inevitable early-deployment-years of failures and crashes.

1. There is unambiguous and multiple evidence from AF documents that the F-35 is substantially louder than any F-16, roughly 20 decibels louder in many configurations, which translates into being four times as loud perceptually; it also means much greater physical energy, roughly 100 fold, structurally impacting buildings, especially older ones.

Various documents in favor of the F-35 have cherry-picked AF test results to find particular configurations for the F-35 that seem similar in loudness to F-16s. But these data points are by far the exception and reflect carefully controlled flight patterns.

2. It is indeed the case that a lot can be done with careful management to mitigate military aircraft noise that reaches the ground; and the AF makes a point of promising this; indeed mitigation measures may well be in effect during on-site "tests".

However, management and restrictions are only good if they are consistently followed: As an example of typical AF behavior, following promulgated restrictions has not been the case at Davis Monthan.

Years ago, the then DM Base Commander, Laughbaum instituted modifications in prior flight paths to constrain low altitude flights to be over major business streets, railway lines and other areas not heavily populated. For quite a few years, these guidelines were generally respected, except in adaptation to unusual weather conditions.

Not any more. In the last year, we have experienced many direct overflights, especially of F-16s and C-132s, even though our neighborhood averages at least a mile from the designated path. These overflights occur in all kinds of weather, normal and unusual and at all times of day and night (sometimes occurring well after the nominal 10:30PM curfew).

All this betrays an obvious fact: whether the current base commander instructs pilots to follow the prior flight paths or not, clearly pilots do not follow the restrictions. When inquiries and complaints are made, a frequent reply is that the offenders were "visitors", somehow not bound by the flight paths; another response is that the AF does not track in detail the flight paths of its planes, and so it is impossible to verify citizens' direct observations and complaints.

Whatever the excuses or reasons, the facts show that as a bureaucracy, the Air Force cannot enforce its own promulgated restrictions, or can elect to lift them whenever it wants.

3. When new fighter aircraft come online, there is an inevitable period of unexpected failures, crashes, spontaneous combustion and so on. The F-35 is already no exception to that pattern. In addition, the F-35 has had myriad cost overruns and related construction and performance difficulties. Indeed, John McCain, a long time member and enthusiastic supporter of the military has observed, that the experience with the F-35, "has been both a scandal and a tragedy with respect to cost, schedule and performance" Frequently reports come out about the F-35 failures: losing a mock dogfight to an F-16 because of sluggish maneuverability, systematic radar malfunction, a killer ejection seat, insufficient lightning protection, eccentric flight controls, misdesigned fuel tanks, etc. All this and more, is disastrous for the US military posture, but that will not stop the political and fiscal inertia to continue with the F-35 and continue its deployment.

It is almost inevitable that real crashes and civilian damage will occur for its early years of deployment and activity: TIA's central location in Tucson makes it reckless to have F-35s here during its early years - if ever."

I live under the TIA flight path at the address of 1025 S. Verdugo Ave. I moved there in 2012 to get out from under the A-10 flight path, which had become insufferable over the years, when I lived closer to the university. In 2012, the flights out of TIA were not too bad but they, too, have become more frequent and more violative of flying over areas in downtown Tucson, including over Sentinel Peak, which have not been approved by any EA or EIS. The F16s out of TIA have become a very big problem. The City of Tucson has more control over that than they do over the DMAFB, however, since it is City of Tucson property that is being rented to the ANG. I would strongly object to any increases of these unhealthy and dangerous single engine F16s flying over our downtown and western area of town. I would strongly object to any promotion of the F35 being considered as viable due to the additional runway. Finally, because it appears the the second runway is not really commercially necessary but it the whim of the military for its needs and reckless endangerment of the Tucson citizenry and destruction of our peaceable enjoyment of our beautiful valley, I object to the second runway.

Thank you for your attention,

Kathleen G. Williamson, JD, LL.M, PhD  
 1025 S. Verdugo Ave.  
 Tucson, AZ 85745



**COMMENT FORM**  
**PUBLIC SCOPING MEETING**  
**TUCSON INTERNATIONAL AIRPORT**  
**ENVIRONMENTAL IMPACT STATEMENT**  
**September 22, 2016**

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I FEEL THAT THESE CHANGES AND IMPROVEMENTS TO  
TUCSON INT'L AIRPORT WILL BE EXCELLENT. THIS CAN MAKE  
IT A SAFER MORE PRACTICAL AIRPORT TO OPERATE IN AND  
OUT, FOR BOTH THE MILITARY AND CIVILIAN AVIATION GROUPS.

Submit comments to:

Mr. David B. Kessler, M.A., AICP  
 Federal Aviation Administration  
 Western-Pacific Region Airports Division, AWP-610.1  
 P.O. Box 92007  
 Los Angeles, California 90009-2007

**FROM (Please Print):**

**Name:** MATT MCCLYNN  
**Address:** P.O. Box 1345  
GREEN VALLEY, AZ 85622

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M. MCCLYNN  
P.O. Box 1345  
Green Valley, AZ 85622

PHOENIX AZ 852  
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Federal Aviation Administration  
 Western-Pacific Region  
 Airports Division - AWP-600

Mr. David B. Kessler, M.A., AICP  
 Federal Aviation Administration  
 Western-Pacific Region Airports Division, AWP-610.1  
 P.O. Box 92007  
 Los Angeles, California 90009-2007

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**COMMENT FORM  
PUBLIC SCOPING MEETING  
TUCSON INTERNATIONAL AIRPORT  
ENVIRONMENTAL IMPACT STATEMENT**

**September 22, 2016**

Welcome to the Public Scoping Meeting for the Federal Aviation Administration's (FAA) Environmental Impact Statement (EIS) for the Proposed Airfield Safety Enhancement Project and Land Transactions for the Tucson International Airport. This comment form is provided to receive your input and ensure that your comments are considered. Please use this form to submit written comments. Either place the form in the comment box at the Public Meeting, or mail to the address below not later than 5:00pm Pacific Daylight Time Monday, **October 3, 2016**.

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The proposed improvements to the airport will increase operational safety. Parallel arrivals and departures of commercial and military aircraft would provide better traffic flow and a probable reduction of aircraft noise exposure over the City of Tucson.

Submit comments to:

Mr. David B. Kessler, M.A., AICP  
Federal Aviation Administration  
Western-Pacific Region Airports Division, AWP-610.1  
P.O. Box 92007  
Los Angeles, California 90009-2007

FROM (Please Print):

Name: Brian Andrews  
Address: P.O. Box 31076  
Tucson, AZ 85751

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Andrews  
P.O. Box 31076  
Tucson, AZ 85751

PHOENIX AZ 852

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Airports Division - AWP-600

Mr. David B. Kessler, M.A., AICP  
Federal Aviation Administration  
Western-Pacific Region Airports Division, AWP-610.1  
P.O. Box 92007  
Los Angeles, California 90009-2007

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**COMMENT FORM**  
**PUBLIC SCOPING MEETING**  
**TUCSON INTERNATIONAL AIRPORT**  
**ENVIRONMENTAL IMPACT STATEMENT**  
**September 22, 2016**

Welcome to the Public Scoping Meeting for the Federal Aviation Administration's (FAA) Environmental Impact Statement (EIS) for the Proposed Airfield Safety Enhancement Project and Land Transactions for the Tucson International Airport. This comment form is provided to receive your input and ensure that your comments are considered. Please use this form to submit written comments. Either place the form in the comment box at the Public Meeting, or mail to the address below not later than 5:00pm Pacific Daylight Time Monday, **October 3, 2016**.

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*In all for another A/W for Transport Category, etc.  
 What will happen to the West Ramp / Historical Hangar?*

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Submit comments to:

Mr. David B. Kessler, M.A., AICP  
 Federal Aviation Administration  
 Western-Pacific Region Airports Division, AWP-610.1  
 P.O. Box 92007  
 Los Angeles, California 90009-2007

**FROM (Please Print):**  
**Name:** C. ERDIOS  
**Address:** 10001 E. PRINCE RD  
TUCSON, AZ 85749

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C Erdios  
10001 E Prince Rd  
Tucson, AZ 85749



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Federal Aviation Administration  
 Western-Pacific Region  
 Airports Division - AWP-600

Mr. David B. Kessler, M.A., AICP  
 Federal Aviation Administration  
 Western-Pacific Region Airports Division, AWP-610.1  
 P.O. Box 92007  
 Los Angeles, California 90009-2007

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## TUCSON FORWARD, INC.

October 3, 2016

Mr. David B. Kessler, M.A., AICP  
Federal Aviation Administration  
Western-Pacific Region Airports Division, AWP-610.1  
P.O. Box 92007  
Los Angeles, California 90009

*Sent Via Email*

Dear Mr. Kessler:

We appreciate the opportunity for Tucson Forward, Inc. to respond to the solicitation of comments regarding the public scoping for the Tucson International Airport Environmental Impact Statement. It is somewhat difficult to comment on the scoping, since we haven't yet seen what areas are already under consideration, but we assume that all of the categories specified under the National Environmental Policy Act; the Council on Environmental Quality Regulations for implementation of NEPA; 40 Code of Federal Regulations; Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Public Law 109-59; and Federal Aviation Administration National Policies and Regulations will be comprehensively addressed, analyzed and followed.

We would like to highlight some of the areas of impact considered significant by TFI, for inclusion.

We question whether the **USAF Purpose and Need**, listed as "The need to maintain United States Air Force (USAF) Plant 44 operational capabilities," as stated, depicts the purpose for an EIS. Raytheon has leased this plant from the Air Force for over half a century, and in recent years hundreds more acres have been added in order to provide further buffers; it is certainly operational and projected to remain so. It is confusing to contemplate the "need" for a federal agency to ensure that a private corporation maintain operational capabilities for property that is leased to it.

### HAZARDOUS SUBSTANCE CONTAMINATION (HSCC)

Since the entire Tucson International Airport Area, including USAF Plant 44, is a Superfund site, on the Environmental Protection Agency's National Priority List, thorough examination of the widespread contamination is essential to take into serious account, especially considering the northern part of the TIAA Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) site is the Tucson Airport Remediation Project

[TucsonForward.com](http://TucsonForward.com) P.O. Box 42472 \*Tucson, Arizona 85733 [TucsonForward@gmail.com](mailto:TucsonForward@gmail.com)

Scoping Comments for TIA EIS, Mr. Kessler, FAA October 3, 2016 Page 2 of 3

(TARP); AFP-44 in the southern portion of the TIAA CERCLA site. Trichloroethylene, 1,4-Dioxane, airport carbon, lead, fuel and other contaminants adversely impacting groundwater, health, safety and welfare of people, wildlife habitat corridors, floodplains, bird populations and stormwater management. Of course, TFI emphasizes the National Ambient Air Quality Standards (NAAQS) regarding dangerous pollutants that are harmful to public health and the environment, and expects adherence to National Emission Standards for Hazardous Air Pollutants (NESHAP).

### OTHER ENVIRONMENTAL INFLUENCES

We would appreciate ample consideration of the Environmental Quality Improvement Act, Clean Air Act, Clean Water Act, Endangered Species Act, Fish and Wildlife Coordination Act and the Quiet Communities Act, as well as careful study of all forms of pollution, including, but not limited to noise. Potential impacts to the human environment are extremely important.

According to official USAF documents, information and news releases, potential exists for basing of F-35As at TIA as part of the Arizona National Guard 162nd Wing, basing of additional squadrons of F-16s for the Tucson Air National Guard, and also basing of F-35s at DMAFB.

Other relevant Department of Transportation projects involving EISs should be included, as well as the Federal Highway Administration and Federal Transit Administration.

Indicate any public environmental assessments and other environmental impact statements which are being or will be prepared that are related to but are not part of the scope of the impact statement under consideration. [CEQ NEPA Regulations, 40 C.F.R. § 1501.7(a)(5)]

In accordance with NEPA, multiple other major projects and construction activities within the same geographic area must be included in order to properly gauge **cumulative effects** of actions planned. These include, but are not limited to the following:

I-11 and Intermountain West Corridor EIS; Passenger Rail Study: Tucson to Phoenix Final EIS and subsequent Record of Decision; SunZia Southwest Transmission Project; the Interstate Highway Sonoran Corridor; the planned logistics hub to surround TIA; World View Enterprises under construction, and SpacePort Tucson, headquarters, manufacturing facility and launch-pad on county owned land south of TIA, to include high altitude balloons and unmanned aerial vehicles; recent construction of Aerospace Parkway; Vector Space Systems, Inc. (Project Omni) Rocket Manufacturing Center worldwide headquarters and manufacturing facility on 15 acres, with capacity to double the size of the manufacturing facility in the future. Hughes Access Road Realignment; Alvernon Way Swan

[TucsonForward.com](http://TucsonForward.com) P.O. Box 42472 \*Tucson, Arizona 85733 [TucsonForward@gmail.com](mailto:TucsonForward@gmail.com)

Scoping Comments for TIA EIS, Mr. Kessler, FAA October 3, 2016 Page 3 of 3

Road Realignment; Old Vail Connection Road; Auxiliary Interstate Highway I-10 to I-19; and additional construction and development within the Pima County Aerospace, Defense and Technology Business and Research Park.

**AIR AND OTHER TRAFFIC CONGESTION**

The two major airports are in very close proximity; only 4.5 miles separate the runways now, before any additional changes. Considering that major changes in missions are planned for DMAFB and the 162nd Wing of ANG, and far heavier traffic, both passenger and cargo for TIA, it is vital to examine very closely the health and safety impacts of ever increasing congested airspace over densely populated urban areas. Community Impact Assessments are needed in analyzing effects of proposed transportation options.

**ENVIRONMENTAL JUSTICE AND DISPROPORTIONATE IMPACTS**

Adherence to Presidential Executive Orders must not be cavalier. Heed Executive Order 12898, Federal Actions to Address Environmental Justice in minority populations and Low -Income Populations; Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks; and Executive Order 13166 Limited English Proficiency.

**LAND USE**

We refer to the Federal Land Policy and Management Act of 1976. Numerous buffers have already been adopted, at considerable taxpayer expense. We recognize the importance of including the Department of the Interior, Bureau of Land Management, Bureau of Indian Affairs, Fish and Wildlife, Historical Preservation, and the Arizona State Land Department. Especially given the large acreages of public land involved - federal, City of Tucson, Pima County, TAA, and private parcels, as well as land acquisitions and exchanges, we consider extensive public involvement as requisite. Through the years, there have been previous Notices of Intent and cancellations due to turmoil and lack of agreement in bringing so many entities and jurisdictions together. For the most part, the public has been excluded. It is high time for scrutiny, due process and full inclusion.

Thank you for the opportunity to submit comments concerning this EIS scoping process. We look forward to continued participation of the public in this significant undertaking.

Sincerely,

Mary Terry Schiltz, President  
Tucson Forward, Inc.

[TucsonForward.com](http://TucsonForward.com) P.O. Box 42472 \*Tucson, Arizona 85733 [TucsonForward@gmail.com](mailto:TucsonForward@gmail.com)

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PUBLIC MEETING  
U.S. DEPARTMENT OF TRANSPORTATION  
Federal Aviation Administration

Tucson International Airport  
Tucson, Pima County, Arizona

September 22, 2016

David B. Kessler  
Environmental Protection Specialist

Reported by:

Pamela L. Lohr, RPR  
AZ Certified Court Reporter  
Certificate No. 50035

ORIGINAL

(ORIGINAL)



1 MR. KESSLER: Good evening, ladies and  
2 gentlemen. My name's David Kessler. I'm the Environmental  
3 Protection Specialist from the Federal Aviation  
4 Administration in Los Angeles. I'm from the Airports  
5 Division in the Western-Pacific region.

6 I'd like to welcome you to the Public Scoping  
7 meeting that the FAA is conducting for the Draft  
8 Environmental Impact Statement -- for the Draft  
9 Environmental Impact Statement, or the EIS, for the proposed  
10 Airfield Safety Enhancement Project and Land Transactions  
11 here at Tucson International Airport.

12 This is the second of two meetings being  
13 conducted in the local area to collect comments from the  
14 public, local interest groups, and government agencies  
15 concerning the scope of the EIS. The first scoping meeting  
16 was held earlier this afternoon, in this room, for  
17 governmental agencies.

18 The FAA is preparing the EIS in accordance  
19 with federal legislation known as the National Environmental  
20 Policy Act of 1969, or NEPA. That law became effective on  
21 January 1, 1970.

22 NEPA's implementing regulations defined in  
23 the President's Council on Environmental Quality  
24 Regulations, or CEQ Regulations, is found at Title 40, the  
25 Code of Federal Regulations, Parts 1500-1508. The FAA

1 announced its Notice of Intent to prepare an EIS and the  
2 scheduling of these meetings in accordance with the CEQ  
3 regulations. The notice appeared in the August 19, 2016  
4 issue of the Federal Register.

5 The FAA is the lead agency for preparation of  
6 the Draft EIS. There are several proposed land transactions  
7 that are also being evaluated in the EIS, therefore, the FAA  
8 has invited the United States Air Force and National Guard  
9 Bureau to be cooperating agencies in preparation of the EIS.  
10 The FAA has selected Landrum & Brown as the third-party  
11 consultant to assist the FAA in preparing the EIS.

12 I'd like to take the opportunity to make sure  
13 that everyone understands that no decisions are going to be  
14 made tonight about the proposed project. Today's scoping  
15 meeting is not a question-and-answer type of forum. Our job  
16 is to listen to what you have to say about the scope of the  
17 information to be included in the EIS. In other words, it's  
18 your turn to talk and we're here to listen.

19 I've got a presentation I want to show you  
20 here in a couple minutes, but I want to hear from you about  
21 the information that we need to include in the Environmental  
22 Impact Statement.

23 The other thing -- so we're not going to  
24 argue about -- I don't want to get into an argument with  
25 anybody about the pros and cons about the project. Again, I

1 want to hear information about what we need to put in the  
2 Environmental Impact Statement. You know your local  
3 community better than I do.

4 The public scoping process is a critical part  
5 of the environmental review process and, again, we value  
6 your input in helping us identify issues that need to be  
7 addressed.

8 When the Draft EIS is distributed for review,  
9 the United States Environmental Protection Agency will  
10 publish a Notice of Availability of the Draft EIS in the  
11 Federal Register; we will also post notices in the local  
12 newspapers. Those notices that the EPA puts out normally  
13 occur on Fridays.

14 Following publication of the Draft EIS for  
15 comment, the next step in the federal process would be to  
16 hold a public hearing on the adequacy of the information in  
17 the Draft EIS. Public hearing will be held during the  
18 comment period. We will have -- the Notice of Availability  
19 will say the date. The time and location of the public  
20 hearing will be included in the local newspaper advertiser.  
21 We're going to provide at least 30 days' notice prior to the  
22 public hearing.

23 After the public hearing has been held and  
24 the comment period has ended, we will then correct and  
25 revise the EIS as necessary based on the comments received.

1 The FAA will also prepare responses to the comments that we  
2 receive and include those responses in the final EIS.

3 When the final EIS is published the EPA will  
4 then publish another Notice of Availability of the document  
5 in the Federal Register. After 30 days has passed following  
6 the publication of that Notice of Availability, the FAA will  
7 be able to approve a Record of Decision.

8 Today, again, we are asking about concerning  
9 comments on the scope of the EIS. The FAA will prepare the  
10 document in accordance with our own internal guidance known  
11 as FAA Order 5050.4B as in Bravo. The title of it is called  
12 National Environmental Policy Act, or NEPA, Implementing  
13 Instructions for Airport Action.

14 The document is going to be formatted  
15 consistent with Order 5050.4B, and other applicable FAA and  
16 US Department of Transportation documents and orders that  
17 describe the purpose and need of the proposed project, the  
18 alternatives, the effected environment and potential  
19 environmental impact of the proposed project and the  
20 reasonable alternatives.

21 All right. Now, I've got a presentation I  
22 want to show you which will be easier than the statements I  
23 have prepared. Then right after that I want to make sure  
24 that -- again, the ground rules -- I've got a clock here,  
25 which is right here, and I'm going to ask for speakers.

1                   What I'm going to do is, we've got speaker  
2 cards and I think everybody got handed a speaker card.  
3 Those that are uncomfortable speaking in front of the  
4 public, which I fully understand, you can fill out a comment  
5 form. And we've got a box, you saw a box out in the front  
6 with a sign-in sheet, and we have a box right here in the  
7 back, and you can drop those in there. You can also mail  
8 them, fold it up and mail it to me, but put a stamp on it,  
9 mail it to me and send me a comment, again, on the scope of  
10 the EIS. That's what I want you to do.

11                   So, again, if anybody is uncomfortable, which  
12 I certainly understand that, fill one of these things out, a  
13 verbal comment, written comment, carries the same weight.  
14 So with that, I'm going to go to a presentation I've got  
15 here for you.

16                   All right. Now, while I'm thinking of it, if  
17 anybody has a cell phone, if you can take just a moment, I  
18 put mine on quiet mode. So I did that so it doesn't scare  
19 me or something like that.

20                   So today's agenda, these are the things --  
21 primarily these are topics that are in the Environmental  
22 Impact Statement. We have purpose and need, why does the  
23 airport want to do this? What are the range of  
24 alternatives? I'm going to talk about the process of the  
25 EIS, the Environmental Impact categories, what different

1 topics we are going to be talking about, the schedule, and  
2 then the contact is me. And, again, you'll see that in  
3 larger print. It's on the back of this and you'll see that  
4 in larger print. See. So far so good?

5                   All right. Now, the drawing I have here --  
6 I'm going to just stand over here and maybe this might be  
7 easier for you to hear me. They tell me I have a laser on  
8 here and, hopefully, I don't set fire to the screen. So  
9 somewhere in there is a laser. All right. I'm just going  
10 to use the old-style pointer. That works better for me.  
11 It's an old-style pointer. Anybody wonder if I drive a '60s  
12 car, too?

13                   All right. So here we have the airport.  
14 Right here. Three runways at the airport. Main runway,  
15 11L/29R, with a smaller runway, 11R/29L, and Runway 321.  
16 The main runway is 11,000 feet long, small runway just a  
17 little over 8,400 feet long, crosswind runway, 7,000 feet  
18 long.

19                   So the basic thing here, we have air cargo,  
20 terminal building, Air Force Plant 44. Right here is  
21 operated by Raytheon Missile Systems for the United States  
22 Air Force.

23                   Now, the reason why the airport is proposed  
24 project, what the project is that everybody read in the  
25 Notice of Intent is to build a replacement runway for Runway

1 11R/29L, and you'll forgive if I get those two mixed up. I  
2 have to look at it on paper to make sure I don't mix up left  
3 and right.

4                   What we have at the airport, there are two  
5 hotspots, and I'll show you a drawing of that in a little  
6 bit, that we need to reduce the opportunity for pilot  
7 confusion as far as making sure where we have places to go  
8 on the airport so we minimize the opportunity for a mishap  
9 or somebody getting -- breaking a problem as far as loss of  
10 separation from the aircraft.

11                   A couple things that we also need to do is  
12 the new runway, we need to maintain the capability, the  
13 operation capability, in the event the main runway is  
14 closed, if it's closed for maintenance, mishap or other  
15 reasons.

16                   So the other thing that we need to do is  
17 we're looking at land that is south of Plant 44 that is  
18 compatible for other uses at the airport. What I have here  
19 is a slide on the federal purpose and need.

20                   And here, you know, it might be tough for  
21 some folks in the back, and I normally don't like to read  
22 these out to folks. But the thing here is our job is to  
23 maintain safety. That's the job the FAA does is to reduce  
24 against the risk of runway incursions to the extent  
25 practicable.

1                   The Air Force, as I mentioned, they are a  
2 cooperating agency along with the National Guard bureau.  
3 The Air Force's purpose is to maintain operational  
4 capabilities with Plant 44. The National Guard Bureau also  
5 needs to maintain its operational capabilities here, and  
6 I'll talk about that in a minute.

7                   Now, what the sponsor proposes to do, and the  
8 sponsor is the Tucson Airport Authority, the sponsor  
9 proposes to relocate Runway 11R/29L. Relocation and  
10 construction of this runway is going to be 11,000 feet long  
11 by 150 feet wide. It's going to match the existing long  
12 runway.

13                   And then what we are going to do is displace  
14 the Runway 11 arrival threshold, that means we move the  
15 landing threshold farther down the runway. We have other  
16 proposed improvements, and I'll show a drawing that actually  
17 does this better than just listing them out.

18                   We have some associated actions of some land  
19 conveyances. We need to get some land from the Air Force  
20 Plant 44 that contains earth-covered magazines that we're  
21 calling the A-mags or A-magazines, and we're going to -- in  
22 order to do that we need to reconstruct new ones elsewhere  
23 on Plant 44 to make sure that the Air Force maintains its  
24 capabilities. The bottom one here, we have the constriction  
25 of munitions storage area for the Air National Guard. That

1 would be south of where Plant 44 is.

2 This is the drawing I wanted to show you, and  
3 I'm going to stand over here so I'm not in the way. The  
4 yellow line or, kind of, gold/orange colored lines, this is  
5 the new runway that's proposed. The purple lines here,  
6 these are connecting and parallel taxiways that are  
7 proposed.

8 And I'll show you, we have a hotspot down in  
9 here, and I'll show you this on another slide, and we have a  
10 hotspot up here here, and that's where we need to reduce the  
11 opportunity for problem incursions.

12 I want to take the opportunity right now, the  
13 airport is a safe airport. The purpose of this project is a  
14 safety enhancement. We are going to enhance the safety of  
15 the airport.

16 So now there is a parcel of land right here  
17 known as Parcel F, as in fox. This land has earth-covered  
18 magazines right here. That -- in order to do all the work  
19 that we need -- for here, we need to purchase this land from  
20 the Air Force.

21 The Air Force is interested in this parcel  
22 right down here, Parcel G, and then there is another parcel  
23 here called Parcel H, slightly south. This is all airport  
24 property right here. From here south is airport property.

25 Over in this area here is a parcel that the

1 Air National Guard has expressed interest in building a  
2 munition storage area. And, again, the Air Force Plant 44  
3 has this area right in here. And then we're also planning  
4 on a detention basin so when it rains we have a place to put  
5 the water.

6 Now, a range of alternatives. In a federal  
7 environmental document we look at a range of reasonable  
8 alternatives, not all possible alternatives. So one of the  
9 things that you'll see right off the top is the no-action  
10 alternative. So the Counsel on Environmental Regulations  
11 requires federal agencies to always consider the no-action  
12 alternative. What no-action alternative means is we don't  
13 build what we were proposing. It doesn't mean that the  
14 airport stops maintaining the facility, stops doing repairs  
15 or anything like that.

16 The development alternatives we're looking at  
17 is the sponsor's proposed action is what I showed you on the  
18 slide previous. Other airfield alternatives, we're going to  
19 look at other locations for the runway. We will look at  
20 those.

21 We will look at the option of other existing  
22 airports, and I'll tell you now, Davis-Monthan Airport base  
23 is not an Air Force facility that is open to the public so  
24 it is not something that we would be able to use and move  
25 airliners over there because it is not a joint-use facility.



1 Other modes of transportation would be bus,  
2 rail, automobile. Neither of those, at the moment, would  
3 satisfy the issue of the purpose that we have to do is deal  
4 with hotspots on the airport enhancement and say we're going  
5 to look at them because we are looking at a wide range of  
6 alternatives.

7 Now, in the roles, again, I mentioned this  
8 before, our agency, the FAA, is the lead federal agency for  
9 the EIS. We have several federal actions that must comply  
10 with NEPA, the National Environmental Policy Act, and then  
11 we direct the preparation of the Environmental Impact  
12 Statement.

13 As I mentioned before, Landrum & Brown is the  
14 consultant that we have hired to assist in preparation of  
15 the document. We direct them what to do. The Air Force And  
16 national Guard Bureau, as I mentioned, they are cooperating  
17 agencies because they have federal actions of their own, and  
18 so the intent here is to have the environmental document  
19 satisfy the NEPA requirements for the FAA, for the Air Force  
20 and National Guard.

21 The airport sponsor is Tucson Airport  
22 Authority. They're going to assist us in getting  
23 information that we need and then also to help us out with  
24 events like what we are doing here tonight.

25 And now regulatory agencies, they're going to

1 help us with specific information that comes for special  
2 purpose laws, things like endangered species, with fish and  
3 wildlife service, historic resources, historic preservation  
4 officers, air-quality issues, a whole variety of different  
5 topics, flood plains.

6 So we're got a number of different topics  
7 down here. Pima County's developed a variety of information  
8 for properties that they own and manage, so they have got  
9 information that would be useful right in the same area.  
10 They will also make sure that we are in compliance with  
11 State and Federal regulation.

12 Now, here we are, this is a simplified  
13 version of the NEPA process. We start out with a Notice of  
14 Intent published to prepare the EIS. We published that in  
15 the Federal Register and in local newspapers. I have a copy  
16 here if someone wants the Federal Register, if anybody is  
17 interested in that.

18 We are right here conducting the public and  
19 agency scoping meeting. Again, we were looking for the  
20 scope of the EIS, not anything on the contact, we haven't  
21 written it yet.

22 Next, after we're done with our comment  
23 period on scoping, that ends on Monday, October 3rd, so if  
24 you have a comment that you want to send that you think  
25 about something tonight, oh, gee, I want to send something,

1 you have until October 3rd to send it in. So then after  
2 that we prepare the draft EIS, actually, write the document.  
3 It's going to take a while to get that done.

4 The next thing we do, when we're done we  
5 publish the Notice of Availability. I mentioned that the  
6 Environmental Protection Agency will do that. I have to  
7 send the document to them and they will publish that Notice  
8 and we will have notice in the local newspaper.

9 Then after that, we have a minimum 45-day  
10 public comment period that we will do and the public gets to  
11 look at the document, review it, and prepare any comments  
12 they might have.

13 During that comment period, but no sooner  
14 than 30 days, we will have a public hearing. We'll conduct  
15 a public hearing. We haven't decided on a location for that  
16 yet at this time.

17 Following the comment period, when we get all  
18 the comments back, we will then revise and adjust the final  
19 Environmental Impact Statement based on the comments  
20 received, and then we will prepare it, we'll prepare the  
21 final. Then, again, we go back to EPA, say we are done,  
22 we've published the document.

23 Following that, there is a 30-day waiting  
24 period. And you may hear the phrase, "cooling off period,"  
25 "waiting period," it's just in the regulation where it says

1 a 30-day period.

2 Once that 30-day period expires, the FAA, in  
3 this case, can take -- assigned a record of decision, and  
4 then begin to take the federal action leading towards the  
5 implementation of the product, if that's what the outcome of  
6 the project is

7 Now, I'm not going to read to all these to  
8 you, but some of this is seen on the board in the back.  
9 These are the variety of Environmental Impact categories  
10 that we have to look at. You see one, the coastal resource?  
11 Well, we don't have any here in Tucson, so that will be  
12 noted that we're several hundred miles away from the nearest  
13 coast

14 These are the topics that are required by the  
15 order I mentioned. Also, Order 1050.1F, as in fox, and  
16 5050.4B, these are what I have to look at here. I can then  
17 tell you if there are ones that are not here, wild scenic  
18 rivers, for example, coastal resources, as I mentioned, I  
19 can say those are not here, but I've addressed those.

20 Cumulative impacts, those are topics that  
21 encompass this thing -- the range around the airport and  
22 that's a topic I'm interested in. If there are projects  
23 around the area, and I don't mean like somebody's project at  
24 a house type thing, but a housing development, new shopping  
25 center, big business, some type of thing, that's the kind of

1 thing we want to know.

2 We have to evaluate the cumulative effect of  
3 our project that we are evaluating, plus other projects in  
4 area. We're looking for 5 years in the past and then  
5 present and 5 years into the future. So if you're looking  
6 for a range, at the moment I'm looking for a mile around the  
7 airport, so that's just to give you an idea. That range  
8 right now is not set in stone or anything, so we can make  
9 some adjustments as needed.

10 We have these two study areas, a general  
11 study area that's in the orange, and then a detailed study  
12 area is in the yellow. And what you might be able to see in  
13 the detailed study area, there's a little spot right here  
14 which might be hard to see in the back, and another spot  
15 over here.

16 This spot right here, this is where those  
17 magazines, the earth-covered magazines I mentioned to you  
18 earlier, that's where we think those might go at this point  
19 and time. No decision has been made saying that's where  
20 they are going yet. But that's what we're going to  
21 evaluate.

22 If you see in the gray area here, the gray  
23 area is property owned by the airport. These white areas  
24 here are islands, if you will, inside airport property that  
25 the Airport Authority does not own.

1 Now, our schedule that we're working on,  
2 again, we did the Notice of Intent August the 19th, scoping  
3 meeting today and right now. We are looking at having the  
4 EIS out for review in the fall/winter of 2017, public  
5 hearing, you know, maybe in the spring. It all depends on  
6 when we get the thing done. We are shooting for a final EIS  
7 in the fall of '18 and also a record of decision in the fall  
8 of '18.

9 Now, for those of you who say -- if you want  
10 to send something to me, call me. Again, my address is on  
11 the back of -- the front and back of the form so you can  
12 mail me, again, and comment on the scope. That's my  
13 presentation for that.

14 So now we will -- what I'm going to do is I'm  
15 going to ask Chris -- where are you? Do you have any  
16 speaker cards? Would anybody like to speak?

17 MR. BABBS: If anybody would like to speak, I  
18 can come around take your cards.

19 MR. KESSLER: What I'd like to ask you to do,  
20 I'm asking you if you can keep it to three minutes. If you  
21 think you need more than three minutes, I'm not going to get  
22 the time hook and pull you out. That would be bad.

23 So what I'm going to do is ask you to try to  
24 limit it to three minutes. I want everybody to have the  
25 opportunity. That's what I'm getting to. Even though we

1 are scheduled until 8, I'm going to stay here as long as  
2 necessary so that people can say what they need to say as  
3 far as the scope.

4 I have got a court reporter here to help keep  
5 things accurate and she is making a transcript of what we  
6 are doing. I have got my own record book here and it says  
7 "record" right on it. I'm going to keep notes here and  
8 that's what I do. My job is to listen now so I'm going to  
9 give you guys the opportunity

10 MR. BABBS: Mr. Maxwell, if you'd like to  
11 come and speak.

12 MR. MAXWELL: Certainly, I hope I'm not the  
13 only one speaking tonight. It will be a short night for  
14 everybody.

15 Sir, for the record, my name is Edward  
16 Maxwell. I'm vice president of Southern Arizona Leadership  
17 Counsel which is made up of 138 business and community  
18 leaders in Tucson, Arizona.

19 For full disclosure, I'm also a commander of  
20 the Arizona Air National Guard right now as a part time  
21 traditional guardsman and for 17 years I flew F-16s out of  
22 the 162nd Fighter Wing here at Tucson.

23 I appreciate you being here and going through  
24 this process. It's an important process. I think the  
25 action being requested is critical in nature for the

1 airport.

2 For the airport, from a safety standard, it's  
3 got a great safety record. As you said, everything operated  
4 in this airport is incredibly safe. But what people don't  
5 understand is there's 80 F-16s out of the 162nd Fighter Wing  
6 that fly off this airport as well as the, hopefully,  
7 continuing increasing airline traffic that we have coming  
8 into the region, and not only daytime operations, it's  
9 nighttime operations, it's student pilot training.

10 Anything we can do to resolve any of those  
11 identified hotspots as well as several other areas of  
12 potential conflicts. It's because of the outstanding work  
13 of the FAA controllers, the pilots, both commercial and  
14 military, and all the training they're put through has kept  
15 this airport as efficient and safe as it is.

16 But there are a lot of reasons for this  
17 transaction, the change, then the master plan of building  
18 the second runway. It will not only improve the safety  
19 operations of both the airport and the military and Air  
20 National Guard here, but it will improve the efficiencies  
21 and protects Raytheon, which is one of the largest employers  
22 in this region and the impact that it has on Tucson is  
23 critical.

24 So I appreciate you being out here and I  
25 think when you take a look at it, you're going to find that

1 everything is in place and it will be beneficial to the  
2 airport, both from a safety and operational perspective,  
3 the guard and the community.

4 So thank you for your consideration

5 MR. KESSLER: Thank you.

6 Whoever has a card, would anyone else like  
7 the opportunity to speak? I don't bite.

8 I'll tell you this, as I said it's not a  
9 question/answer type of thing. If it's something that  
10 might -- I guess I'm looking for information. One of the  
11 things I'm looking for would be historic resources. If  
12 there's something -- I found that a lot people in the public  
13 will know about a particular historic resource, not that  
14 that's necessarily where some famous person trips over  
15 something here, but something that was built and let's say  
16 something dedicated to somebody that was an important  
17 structure type, something was built, maybe I'm saying,  
18 something was built 50 years ago, 60 years ago, and oh, this  
19 was an excellent example of architecture of something. Or  
20 this is an example of a particular style or an important  
21 thing happened here, you know, that type of thing. That's  
22 the kind of information I want. A lot of times members of  
23 the public know about it.

24 Just so I can give you an example, we did a  
25 public hearing at Los Angeles International about a year or

1 so ago and an individual came up in a meeting very much like  
2 this, and he was mentioned about a portion of road at the  
3 airport that had been part of what is known as Coast  
4 Highway. And I personally did not know about that. It was  
5 a road that was built between Santa Monica and Redondo Beach  
6 that had been absorbed by the airport long ago, but what had  
7 happened was a portion of that road from the 1920s was still  
8 there, and what he wanted to make sure was done was before  
9 anything happened to it that the airport got out and make  
10 sure they measured it, photographed it, and preserved what  
11 history they could get out of it.

12 This was something that was -- we didn't have  
13 any records of it. We did go do some evaluation, some  
14 aerial photography, and found out what the man was telling  
15 us was true. The road had been altered over time, but  
16 without him telling us we would not have known. And that  
17 little fragment of history would have disappeared and we  
18 would never know.

19 So those are the kind of things we want to  
20 know. If there's information that you have on that that  
21 would be good to know.

22 Development things, I can tell you, again,  
23 topics we will look at, air quality, water quality, noise,  
24 noise, and I'll tell you this, noise is simply unwanted  
25 sound. We will be looking at aircraft noise out of the



1 airport. We will look at that as far as how does the new  
2 runway change a noise contour. And we will present the  
3 noise contours in the document.

4 Noise contours is not something where you  
5 stand on one side and stand on the other and say, oh, I hear  
6 a difference. That's not what it is. It's average sound.  
7 So if you had a sound meter, you could go out and say, gee,  
8 I heard the airplane take off and it registered a certain  
9 volume.

10 What you do in that scenario is you would  
11 have all those sound events and you average that over time  
12 and then you have developed a noise -- get what the average  
13 sound is at that location.

14 So you'll see a contour and that will be the  
15 minimum 65, 70 and 75, day/night average sound level, so  
16 it's DNL, you'll see that in the EIS.

17 So those are the types of things we will take  
18 a look at. We'll take into account aircraft operations, the  
19 civilian operations, the military operations. Those are the  
20 things we'll take into account for a noise analysis.

21 MR. BABB: Mr. Dusenberry, would like to  
22 speak?

23 MR. DUSENBERRY: Bruce Dusenberry. So I'm  
24 just here to speak in favor of this project. And as a  
25 member of the Board of Directors of Tucson Airport

1 Authority, I'm aware of the many benefits of the project,  
2 both to the airport in terms of the safety environment which  
3 is the primary purpose of the project, but also the land  
4 swap that benefits the Raytheon property and the Air Force  
5 property to the south.

6 I'm also a pilot that has my airplane based  
7 here, so I'm well-familiar with the hotspots and safety  
8 issues of this airport. And the extended and expanded  
9 Runway 11 Right, and particularly the center taxiway that  
10 will now be between the two runways will definitely improve  
11 what are now issues that affect safety and I'm sure you'll  
12 get into that.

13 The other safety feature is the removal of  
14 the 12 munitions bunkers that are encroaching into the  
15 airport environment and moving them to the south of  
16 Raytheon, so that's also a plus.

17 I'm sure you will evaluate the noise, but as  
18 you do that, please, take into account that the traffic  
19 pattern for the new runway will be toward the south as  
20 opposed to the existing runway which is toward the north and  
21 that that will take that traffic and that noise over  
22 industrial areas as opposed to residential areas and should  
23 be of benefit to the surrounding communities.

24 So, again, in speaking very much in support  
25 of this project and all the work you're doing at the FAA to

1 enhance safety, consider all the environmental impacts this  
2 project will have, and you're doing it in a very fast track,  
3 the responsible way, so thank you very much.

4 MR. BABBS: Anyone else? Mark Taylor.

5 MR. TAYLOR: I'm Mark Taylor. I'll make mine  
6 fairly short.

7 My name is Mark Taylor and I'm a  
8 businessowner at Weston Resources here in town and I've been  
9 part of the business community for many, many years in  
10 Tucson and an active supporter of everything that Tucson  
11 Airport has provided for us as a business and also the  
12 military.

13 I'm very in favor of this project. I think  
14 it's really good from safety improvements for Tucson Airport  
15 Authority and for continued use of the 162nd.

16 I'm very in favor of the land swap. I think  
17 it's real important to protect that area down there and,  
18 essentially, we need that land swap down there to maintain  
19 that buffer. I think it's really important for all of us.

20 So that's all I wanted to say and I'm very in  
21 favor of this project. Thank you.

22 MR. KESSLER: All right. Thank you.

23 MR. MALISESKI: My name is Joe Maliseski.  
24 I'm a native Tucson resident. I grew up here and I'm here  
25 to support this effort. I came here today not sure what to

1 expect, but I think it's critical that what you're doing  
2 looking to increase and enhance the safety of the runway and  
3 encourage the National Guard to continue to use and create  
4 opportunities for them, but also I'm in favor of securing  
5 the airport and its surrounding areas so we don't have  
6 encroachment by unwanted development that will create a  
7 dissent about the noise or it being, you know, it being here  
8 first, the airport being here first, I think it's critical  
9 that we maintain the security for the airport and enhance  
10 the development around the community Tucson serves. So we  
11 are in support. Thank you

12 MR. LOGAN: Bob Logan, L-O-G-A-N. Good  
13 afternoon, or good evening. My name is Bob Logan. I'm the  
14 president of DM50. DM50 is a group of business leaders in  
15 the community that has been around for 30 years supporting  
16 the efforts of military and the presence of Davis-Monthan.

17 Thank you for the opportunity to allow the  
18 public to come and speak. We are, on behalf of our  
19 organization, we have a number of our members here, I  
20 believe.

21 As an organization, we are fully in favor and  
22 support this project. To me, it seems like a slam dunk.  
23 It's a win-win for almost all parties. My perspective, I'm  
24 not a pilot so I don't know what Bruce knows about flying  
25 out here, but I know that moving the munitions help. I know

1 it helps our relationship with Raytheon. Our partners with  
2 162nd and General Maxwell and General Purcell, we're very  
3 close with them from the Davis-Monthan perspective.

4 And then let's face facts, we're coming out  
5 of a recession and we hope and believe that commercial air  
6 traffic will begin to increase here at TIA. And if this is  
7 an opportunity to bring more traffic then there is an  
8 economic development component as well.

9 So from all the things I've read, this seems  
10 like this is one of the bests project we can do and we're  
11 fully in favor.

12 MR. KESSLER: Thank you.

13 MR. GALLO: I didn't fill out a card, but I  
14 thought I'd say a few things. Peter Gallo, G-A-L-L-O.

15 I just have a few comments. I'm a Tucson  
16 native. I got my private license here, and my commercial.  
17 I flew in the guard here in the 70s and I flew for American  
18 Airlines, so I can just tell you, this is the best project  
19 I've ever seen for this airport or for Tucson, and that's  
20 about all I can say.

21 But this is really a safety factor as a pilot  
22 and, of course, for the commercial airlines this is really  
23 going help this city. I'm very much in flavor. It's  
24 probably one of the best projects we got going right now.  
25 Thank you.

1 MR. ANDREWS: Brian Andrews. Actually, I  
2 agree with what Peter said. What took you so long? As a  
3 general aviation pilot that has flown out of here TAA, I  
4 believe this will really help traffic flow and pattern flow  
5 and improve margins of safety for anyone using the pattern  
6 and coming in on approaches, and I think it will be a  
7 convenience for all the users in and around the field  
8 itself, so I am a proponent of this improvement. Thank you.

9 MR. KESSLER: Thank you.

10 MR. STODDARD: I'm Robin Stoddard. I've been  
11 operating out of this airport for over 35 years. I'm a  
12 member of Air National Guard, 87 F-16 pilot. And I also run  
13 the Wright Flight program, as in Wright brothers.  
14 W-R-I-G-H-T, F-L-I-G-H-T.

15 We're guessing we'll fly a thousand kids this  
16 year. This will help us keep our operation safe and up to  
17 speed and the easier it is for us to fly, the more kids will  
18 get in an airplane, the more kids in airplanes, there's  
19 going to be more use out of this airfield, so I fully  
20 support this.

21 MS. EBERLE: Laura Eberle. I just have a  
22 question. Laura Eberle. I have question. Full disclosure,  
23 my husband is a FedEx pilot and a private pilot here and he  
24 loves this airport.

25 Why? I don't see any controversy here. Why

1 do we have to wait two years? Dumb question, but I mean, is  
2 there any way to fast-track because I know FedEx is bringing  
3 in a lot more cargo and take a lot more out, so I can't  
4 speak on behalf of a company I don't work for, but I'm sure  
5 they want this.

6 And as a private pilot -- I want it flying in  
7 and out as a passenger when we have storms because with a  
8 little plane we get stuck on the smaller runway and it gets  
9 a little dicey.

10 So just curious why we have to wait two years  
11 because if we have to wait two years for you to start  
12 construction that means we won't have it for at least three  
13 to four, so is there any way to move faster?

14 MR. KESSLER: Good comment. Thank you. I  
15 have to tell you in all my time of doing these things that's  
16 the first time I've had somebody say go faster.

17 So it's very interesting when I visit with  
18 members of the public on this and that someone says that. I  
19 normally don't -- I guess it's usually the exact opposite.  
20 Takes longer, don't do it. But that's very interesting  
21 comment.

22 Do we have any other comments? Somebody like  
23 to make another comment? Like I said, I'm here until at  
24 least eight o'clock. If anybody has questions or something  
25 like that we can go and take a break.

1 Let's do that. Let's take a break for a  
2 while. We will come back on the record when we have  
3 somebody else.

4 (A short break was taken.)

5 MR. KESSLER: Is there anyone else who has  
6 not had an opportunity to speak on the scope of the  
7 information to be included in the Draft EIS?

8 Not seeing anyone else, I will remind  
9 everyone that if you feel as if you are unable to provide us  
10 with a verbal comment today, we'll be accepting written  
11 comments until October 3rd, 2016. You can mail them to me  
12 at the address listed on the comment sheet.

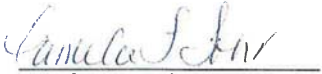
13 I want thank everyone for commenting this  
14 evening. This public scoping meeting for the EIS at Tucson  
15 International Airport is now concluded.

16  
17  
18 (The Public Meeting was adjourned at 8:01 p.m.)  
19  
20  
21  
22  
23  
24  
25

C-E-R-T-I-F-I-C-A-T-E


I HEREBY CERTIFY that the proceedings had upon the foregoing hearing are contained in the shorthand record made by me thereof, and that the foregoing pages constitute a full, true, and correct transcript of said shorthand record; all done to the best of my skill and ability.

DATED at Tucson, Arizona this 26th day of September, 2016.

  
Pamela L. Lohr, RPR  
Certified Court Reporter  
Arizona Cert. No. 50035

\* \* \* \* \*

I certify that Colville and Associates, LLC, has complied with the ethical obligations set forth in ACJA 7-206(J)(1)(g)(1) through (6).

  
COLVILLE & ASSOCIATES, LLC  
DESIGNATED REPRESENTATIVE  
Arizona RRF No. 1032

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## **SCOPING RESPONSES TO COMMENTS**

<b>COMMENT NUMBER</b>	<b>COMMENTS</b>	<b>COMMENT SUMMARY</b>	<b>RESPONSE</b>
<b>AGENCY</b>			
1	Arizona State Historic Preservation Office, David Jacobs Compliance Specialist / Archaeologist	Much of the project area in and around the TUS was assessed back in the 1990s by two of the better archaeological firms in Arizona. A few archaeological sites were identified, as would be expected in the Tucson area near the Santa Cruz River, however it appears that much of the project area is already disturbed or falls in areas surveyed with nothing identified. We will have to wait for the actual integration on a map of the design plans and what is known to exist archaeologically and historically. Looking forward to reviewing those more detailed plans and information about the project. We now have a new AZSHPO, and her name is Kathryn Leonard. So please address your future correspondence to her. Our address has also changed, from 1300 West Washington Street to 1100 West Washington Street. We moved two blocks down the street to a house constructed in 1893.	Archaeological and historic surveys were performed as part of the EIS analysis for the Area of Potential Effect (APE). Consensus on the APE(s) for cultural resources between the FAA, cooperating agencies, and the SHPO occurred prior to the identification of any archaeological or historical resources. See Section 3.9 of this EIS for additional information. In accordance with 36 CFR Part 800 and as required by SHPO, the FAA also performed field surveys (Class III surveys) of any areas that have not been previously surveyed to identify any prehistoric or historic properties located within the APEs that could be adversely impacted. See Section 3.9 of this EIS for additional information.
2	Arizona Department of Environmental Quality, Sherri Zendri, Administrative Counsel	There is no mention this is part of the Tucson International Airport Area (TIAA) Comprehensive Environmental Response, Compensation & Liability Act (CERCLA) site.	The EIS includes a review of hazardous materials and discloses that a portion of the Airport is a CERCLA site. The EIS identifies the location and nature of existing hazardous and/or contaminated materials sites which could be affected by development. See Section 3.8 of this EIS for additional information.
3	Arizona Department of	Part of the plan is to transfer land from the Airport Authority to the U.S. Air Force. There	A Phase I investigation and report was completed as part of the EIS in accordance with the USEPA

<b>COMMENT NUMBER</b>	<b>COMMENTS</b>	<b>COMMENT SUMMARY</b>	<b>RESPONSE</b>
<b>AGENCY</b>			
	Environmental Quality, Sherri Zendri, Administrative Counsel	is an US Environmental Protection Agency (EPA) Consent Decree requiring remediation for the Airport Property. The land transfer must not affect the Consent Decree. Also, there may be contamination issues in this part of the Airport Property that we currently are not aware of.	standards on all appropriate inquiry (40 CFR Part 312) and the current ASTM Standard E1527-13. In addition, soil sampling and lead-based paint survey was performed at each of the 12 ECM sites, which were built in 1954.  See Section 4.8 of this EIS for information on potential impacts to the consent decree and determination whether hazardous wastes, as defined in 40 CFR Part 261 (Resource, Conservation, and Recovery Act), and environmental contamination at concentrations greater than or equal to federal and/or state clean-up standards, will be generated, disturbed, transported or treated, stored, or disposed of by the Proposed Action.
4	Arizona Department of Environmental Quality, Sherri Zendri, Administrative Counsel	Part of the plan involves moving explosives storage at Air Force Plant 44 and building new ones. The plan also calls for building new explosives storage for the Arizona Air Nation Guard. Demolishing the old explosives storage areas may require oversight through our Military Munitions Response Program (MMRP) ?	The Proposed Action does not require oversight through the Military Munitions Response Program (MMRP).
5	Arizona Department of Environmental Quality, Sherri Zendri, Administrative Counsel	Since it is part of a CERCLA site, we believe EPA Region IX should be consulted.	USEPA Region IX is being consulted as part of this EIS process.
6	National Park Service,	The designated corridor for the Juan Bautista de Anza National Historic Trail follows the	The Juan Bautista de Anza National Historic Trail lies west of the EIS General Study Area. The FAA



<b>COMMENT NUMBER</b>	<b>COMMENTS</b>	<b>COMMENT SUMMARY</b>	<b>RESPONSE</b>
<b>AGENCY</b>			
	Melissa Trechik, Chief, Environmental Quality	Santa Cruz River, approximately two miles to the east of the proposed project area. The Anza Trail historic corridor, recreation retracement route, and auto route follow the Santa Cruz River through southern Arizona and Tucson, to the east of the project area. The NPS requests that coordination with the National Historic Trail division is conducted to protect the Juan Bautista de Anza National Historic Trail.	coordinated with the NPS as part of the EIS process. By email dated October 17, 2016 the NPS stated they had no concerns from the Anza Trail for this project.
7	National Park Service, Melissa Trechik, Chief, Environmental Quality	The NPS requests analysis be conducted to ensure that visual impacts and impacts to recreation trail users are properly identified and disclosed and that appropriate mitigation is proposed if necessary and if the project area overlaps with the Anza Trail.	See comment above. See Section 4.7 and Section 4.9 of this EIS for the evaluation of the potential impacts of the alternatives on any historical, architectural, archeological, and cultural resources located within the General Study Area and Area of Potential Effect. This includes both direct impacts from disturbance as well as indirect impacts from noise and visual changes in the setting.
8	National Park Service, Melissa Trechik, Chief, Environmental Quality	In addition, please be aware that the San Xavier del Bac National Historic Landmark (Pima County, Arizona) is located near the proposed area of potential effect for the airfield safety enhancement project. To the maximum extent possible, efforts should be made to minimize any potential impacts to the National Historic Landmark, listed above, in accordance with Section 106 of the National Historic Preservation Act.	The San Xavier del Bac National Historic Landmark (Pima County, Arizona) lies outside of the EIS General Study Area.
9	City of Tucson, Environmental & General Services,	Soil and groundwater remedial efforts are underway by the various Responsible Parties at TIA, including the City of Tucson. These efforts are collectively known as the Tucson	See Section 3.8 of this EIS for the location and nature of existing hazardous and/or contaminated materials sites, which could be affected by development. Contaminated sites

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE
<b>AGENCY</b>			
	Carlos De La Torre	Airport Remediation Project or TARP. Remedial activities which may take place in conjunction with TARP include the drilling of exploratory soil borings, installation of groundwater monitoring, extraction or injection wells, trenching and installation of groundwater conveyance pipelines, excavation of contaminated soil, construction of remedial treatment compounds, and other possible remedial activities. The existing and proposed (if known) remedial activities should be evaluated as part of the scope of work for the EIS. It should be determined if the proposed airfield safety improvements (subject of the EIS) will potentially interfere with any current or future soil or groundwater remedial activities. If conflicts exist, methods to address these conflicts should be discussed.	include areas where groundwater, soil, and/or site materials contain contaminants at or above Federal and/or state clean-up standards.  Section 4.8 of this EIS describes the potential impacts from the Proposed Action and if any appropriate mitigation measures to reduce potentially significant adverse impacts below the level of significance are required.
10	City of Tucson, Environmental & General Services, Carlos De La Torre	Additional runway construction will provide more impervious surface areas at TIA. The impervious surface will produce more precipitation runoff. The site Stormwater Management Plan will have to be evaluated and modified as part of the EIS. Modifications to the Stormwater Management Plan should ensure that sufficiently sized drainage swales, culverts, berms, and retention or detention basins are provided to accommodate the additional quantity of storm water runoff to be	Impacts to surface water quality attributable to development and operation of the Proposed Action are discussed in Section 4.15 of this e EIS in terms of stormwater management, authorized discharges, and current and future operational water quality impacts in accordance with applicable water quality standards. The impact analysis includes the actual amount of increase in impervious surface under the Proposed Action alternative and a description of the proposed stormwater management system that will control runoff volumes.

<b>COMMENT NUMBER</b>	<b>COMMENTS</b>	<b>COMMENT SUMMARY</b>	<b>RESPONSE</b>
<b>AGENCY</b>			
		generated due to the new runway construction.	
11	City of Tucson, Environmental & General Services, Carlos De La Torre	The location of the additional runway construction should be evaluated, as part of the EIS, against floodplain maps to verify that there are no floodplain encroachment issues with the proposed construction.	The relevant FEMA Flood Insurance Rate Map (FIRM) data has been reviewed and the effect of the Proposed Action on floodplains and floodways have been evaluated in accordance with Executive Order 11988. See Section 4.15 of this EIS for additional information.
12	City of Tucson, Environmental & General Services, Carlos De La Torre	The west edge of the Los Reales Landfill site along Swan Road is approximately 5,500 feet east of the east edge of the TIA property. The distance from the west edge of the Los Reales Landfill site to the area on the TIA where the Airfield Safety Enhancement Project will take place is not known but is likely somewhat greater than 5,500 feet. Environmental & General Services can provide any information about the Los Reales Landfill that the consultant for the EIS desires. This information could include current topographic maps depicting the lateral extent of the waste fill, height of the waste fill and the locations of soil borrow areas or other items of interest on the landfill site. We can provide environmental reports such as the Annual Emissions Inventory report, Greenhouse Gas report, methane gas collection system report, Pima County Air Quality report, information on special wastes accepted at the site and any other available reports. Additional construction activities are planned for the landfill entrance area located on the northeast side of the landfill footprint.	The FAA requested the data available and incorporated the material into the EIS as appropriate.

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE
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		We can provide any information about future construction activities at the landfill entrance area that is requested by the consultant for the EIS. Environmental & General Services is evaluating alternatives for methane gas management at the Los Reales landfill. One alternative being evaluated is upgrading the methane gas to high BTU pipeline quality gas and pumping the gas to the existing El Paso gas pipeline. Environmental & General Services can provide any information concerning this methane gas alternative that is requested by the consultant for the EIS.	
13	City of Tucson, Environmental & General Services, Carlos De La Torre	The Davis-Monthan Air Force base is located northwest from TIA. The scope of work for the EIS should evaluate the flight paths at the new runway at TIA against the flight paths at Davis-Monthan to verify that there are no conflicts or potential safety issues with the flights from the new runway area at TIA.	The FAA evaluated the flight track changes from the Proposed Action to determine any conflicts with Davis-Monthan Air Force. . See Section 4.12 in this EIS. No known conflicts were identified.
14	FEMA, Gregor Blackburn, Floodplain Management and Insurance Branch	Please review the current effective countywide Flood Insurance Rate Maps (FIRMs) for the County of Pima (Community Number 040073) and City of Tucson (Community Number 040076), Maps revised September 28, 2012. Please note that the City of Tucson, Pima County, Arizona is a participant in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code	The relevant FEMA Flood Insurance Rate Map (FIRM) data has been reviewed and the effect of the Proposed Action on floodplains and floodways have been evaluated in accordance with Executive Order 11988. See Section 4.15 of this EIS for additional information.

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		of Federal Regulations (44 CFR), Sections 59 through 65.	
15	FEMA, Gregor Blackburn, Floodplain Management and Insurance Branch	All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE, and A1 through A30 as delineated on the FIRM), must be elevated so that the lowest floor is at or above the Base Flood Elevation level in accordance with the effective Flood Insurance Rate Map.	Comment noted.
16	FEMA, Gregor Blackburn, Floodplain Management and Insurance Branch	If the area of construction is located within a Regulatory Floodway as delineated on the FIRM, any development must not increase base flood elevation levels. The term development means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials. A hydrologic and hydraulic analysis must be performed prior to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. No rise is permitted within regulatory floodways.	Comment noted.
17	FEMA, Gregor Blackburn, Floodplain Management and Insurance Branch	Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with 44 CFR, Section 65.3, as soon as practicable, but not later than six months after such data	Comment noted.



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		<p>becomes available, a community shall notify FEMA of the changes by submitting technical data for a flood map revision. To obtain copies or FEMA's Flood Map Revision Application Packages, please refer to the FEMA website at <a href="http://www.fema.gov/business/nfip/forms.shtm">http://www.fema.gov/business/nfip/forms.shtm</a>.</p>	
18	FEMA, Gregor Blackburn, Floodplain Management and Insurance Branch	<p>Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community's floodplain manager for more information on local floodplain management building requirements. The Tucson floodplain manager can be reached by calling Fred Felix, City Engineer, at (520) 837-0000. The Pima County floodplain manager can be reached by calling Suzanne Shields, Chief Engineer/FPA/Director at (520) 724-4600.</p>	<p>The local community's floodplain manager was contacted for more information on local floodplain management building requirements.</p>
19	U.S. EPA, Jason Gerdes, Environmental Review Section	<p>The purpose and need should be a clear, objective statement of the rationale for the proposed project.</p>	<p>FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, states that the purpose and need of an EIS "briefly describes the underlying purpose and need for the Federal action. It presents the problem being addressed and describes what the FAA is trying to achieve with the proposed action. It provides the parameters for defining a reasonable range of alternatives to be considered. The purpose and need for the Proposed Action must be clearly explained and stated in terms that are understandable to individuals who are not</p>

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			<p>familiar with aviation or commercial aerospace activities. Where appropriate, the responsible FAA official should initiate early coordination with cooperating agencies in developing purpose and need.”</p> <p>Chapter 2 of the EIS provided a clear, objective statement of the rationale for the proposed project.</p>
20	U.S. EPA, Jason Gerdes, Environmental Review Section	All reasonable alternatives that fulfill the proposed action's purpose and need should be evaluated in detail, including alternatives outside the legal jurisdiction of the Service (40 CFR Section 1502.14 (c)). The EIS should provide a clear discussion of the reasons for the elimination of alternatives which are not evaluated in detail.	<p>CEQ regulations implementing NEPA (40 CFR Parts 1500 through 1508) require that all reasonable, feasible, prudent, and practicable alternatives that might accomplish the objectives of a proposed project be identified and evaluated.</p> <p>Therefore, in compliance with NEPA, the FAA independently reviewed and analyzed all alternatives that could achieve the established purpose and need for the project and for those alternatives which are eliminated from detailed study, discussed the reasons for their having been eliminated. See Chapter 2 for additional information.</p>
21	U.S. EPA, Jason Gerdes, Environmental Review Section	The EIS prepared for the proposed action should include a comprehensive description of the regulatory context of the project and should include a description of any permits and/or modifications to those permits that the proposed action will require.	As outlined in FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EIS includes the regulatory context of the project and lists any permits, licenses, and other approvals that must be obtained. See Chapter 2 for additional information.
22	U.S. EPA, Jason Gerdes, Environmental	The FAA should coordinate with the U.S. Army Corps of Engineers (USACE) to determine if the proposed action requires a	The FAA coordinated with the USACE as part of the EIS process. A site-specific investigation of vegetation, soils, and hydrology was conducted

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	Review Section	Section 404 permit under the Clean Water Act. The EIS should include a jurisdictional delineation for all water of the United States (WOUS), including ephemeral drainages. The document should describe all WOUS that could be affected by the project alternatives and should include maps that clearly identify all WOUS within the project area. The discussion should include acreages and channel lengths, habitat types, values, and functions of these WOUS.	by qualified wetland delineation specialists to determine and quantify the presence of potential wetlands, streams, or other water features in the area of potential disturbance. See Section 3.15 of this EIS for additional information.
23	U.S. EPA, Jason Gerdes, Environmental Review Section	The EIS should identify all petitioned and listed threatened and endangered species and critical habitat that might occur within the project area. The document should identify and quantify which species or critical habitat might be directly, indirectly, or cumulatively affected by each alternative and mitigate impacts to these species; emphasis should be placed on the protection and recovery of species due to their status or potential status under the federal or state Endangered Species Act. Additionally, the results of the Biological Assessment should be included in the EIS.	The EIS analysis identified all petitioned and listed threatened and endangered species and critical habitat that might occur within the project area. In addition, the EIS analysis identified which species or critical habitat might be directly, indirectly, or cumulatively affected by the Proposed Action. See Section 4.5 of this EIS for additional information.
24	U.S. EPA, Jason Gerdes, Environmental Review Section	The EIS should provide a detailed discussion of ambient air conditions (baseline or existing conditions), National Ambient Air Quality Standards, criteria pollutant nonattainment areas, and potential air quality impacts of the proposed action (including cumulative and indirect impacts). Such an evaluation is necessary to assure	See Section 4.4 for the assessment conducted to determine the potential for air quality impacts to regional air quality due to the Proposed Action and to determine compliance with state and Federal air quality regulations. The assessment was conducted in accordance with FAA's Aviation Emissions and Air Quality Handbook Version 3 Update 1 and the Air Force Air Quality

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		compliance with State and Federal air quality regulations, and to disclose the potential impacts from temporary or cumulative degradation of air quality.	Environmental Impact Analysis Process (EIAP) Guide. The existing conditions was included in Section 3.4 of the EIS.
25	U.S. EPA, Jason Gerdes, Environmental Review Section	The EIS should include an estimate of the GHG emissions associated with the proposed action, qualitatively describe relevant climate change impacts, and analyze reasonable alternatives and/or practicable mitigation measures to reduce project-related GHG emissions. The NEPA analysis should address the appropriateness of considering changes to the design of the proposal to incorporate GHG reduction measures and resilience to foreseeable climate change. The EIS should make clear whether commitments have been made to ensure implementation of design or other measures to reduce GHG emissions or to adapt to climate change impacts.	An analysis was provided in Section 4.6 of this EIS that considered how the Proposed Action may or may not increase the factors that result in climate change. Emissions inventories were prepared for potential GHG emissions from the Proposed Action.
26	U.S. EPA, Jason Gerdes, Environmental Review Section	The EIS should disclose the project's direct and indirect impacts to human health and state whether any of the fully evaluated alternatives would have an adverse effect on human health. The EPA recommends including a discussion and analysis specific to potential cumulative risk and health effects of all pollutants (criteria air pollutants and air toxics) resulting from the project from all exposure routes. The EIS should qualitatively address the potential for interactive health effects of volatile organic compounds, ozone, oxides of nitrogen,	The analysis of environmental impact categories was prepared pursuant to the National Environmental Policy Act of 1969 and in accordance with FAA regulations and policies for implementing NEPA including FAA Order 1050.1F, <i>Environmental Impacts: Policies and Procedures</i> , and FAA Order 5050.4B, <i>National Environmental Policy Act Implementing Instructions for Airport Actions</i> . Potential direct and indirect impacts of the Proposed Action was assessed to determine the effects on the quality of the human environment (including air quality, visual effects, and noise). A human health

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		diesel particulate matter, and other pollutants and should present this information and any conclusions in a format to disclose these effects to the affected residents and communities, along with measures to mitigate impacts.	effects study was not prepared as part of this EIS.
27	U.S. EPA, Jason Gerdes, Environmental Review Section	The EIS should address the potential noise impact to residents and businesses related to any increase in aircraft traffic due to the proposed project. Should existing runways be relocated and/or new runways be constructed, noise impacts to residents should be analyzed and presented in the EIS, along with commitments to implement measures to adequately mitigate noise impacts associated with the project.	The potential change of noise impacts as a result of the Proposed Action was examined through modeling using the FAA's Aviation Environmental Design Tool (AEDT) and preparation of future noise contours for the No Action and the alternatives noise levels, and by considering approved FAA guidelines in 14 CFR Part 150, Appendix A for land use compatibility determinations. See Section 4.12 of this EIS for additional information.
28	U.S. EPA, Jason Gerdes, Environmental Review Section	The EIS should address potential environmental impacts due to the use of hazardous materials in construction and operation of the proposed airport improvements (including the demolition of 12 Earth Covered Magazines on Air Force Plant 44) and the expected types and volumes of hazardous materials. The use of hazardous materials in construction and operation should be addressed and included in a Hazardous Materials Management Plan addressing the proposed airport improvements and methods to reduce the volume and/or toxicity of waste requiring subsequent management as hazardous waste under the Resource Conservation and Recovery Act (RCRA). The EIS should	See Section 4.8 of this EIS for potential hazardous material impacts from the Proposed Action.  See Section 4.4 for the assessment conducted to determine the potential for air quality impacts to regional air quality due to the Proposed Action and to determine compliance with state and Federal air quality regulations.



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		identify if there is evidence of hazardous materials or other materials having been buried in the proposed project area, and include protocols for: (1) handling hazardous materials or refuse sites found during construction; (2) storing and disposing of hazardous wastes; and (3) remediating any spill or discharge of jet fuel and other hazardous materials into the environment. The EIS should address air quality impacts related to the demolition or physical disturbance of structures and facilities that may potentially contain asbestos, and include mitigation to protect health and environmental quality from emissions of asbestos. Please address the project's consistency with the National Emission Standard for Asbestos (40 CFR Part 61.140).	
29	U.S. EPA, Jason Gerdes, Environmental Review Section	The EIS should describe the process and outcome of government-to-government consultation between the FAA and each of the tribal governments in the vicinity of the project area (such as the Tohono O'odham Indian Reservation) issues that were raised (if any), and how those issues were addressed in the selection of the proposed alternative.	The EIS includes documentation of coordination with tribal governments including the FAA's government-to government consultations with tribes in accordance with Executive Order 13175 Consultation and Coordination with Indian Tribal Governments.
30	U.S. EPA, Jason Gerdes, Environmental Review Section	The EIS should address the existence of Indian sacred sites in the project areas. It should address Executive Order 13007, distinguish it from Section 106 of the NHPA, and discuss how the Service will avoid adversely affecting the physical integrity,	Archaeological and historic surveys were performed as part of the EIS analysis for the Area of Potential Effect (APE). Consensus on the APE(s) for cultural resources between the FAA, cooperating agencies, and the SHPO occurred prior to the identification of any archaeological or

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		accessibility, or use of sacred sites, if they exist. The EIS should provide a summary of all coordination with Tribes and with the SHPO/THPO, including identification of NRHP eligible sites, and development of a Cultural Resource Management Plan.	historical resources. See Section 3.9 for additional information and for a summary of the coordination conducted as part of the EIS.
31	U.S. EPA, Jason Gerdes, Environmental Review Section	The EIS should include an evaluation of environmental justice populations within the geographic scope of the project. If such populations exist, the EIS should address the potential for disproportionate adverse impacts to minority and low-income populations, and the approaches used to foster public participation by these populations. Assessment of the project's impact on minority and low-income populations should reflect coordination with those affected populations.	The EIS includes an evaluation of environmental justice in accordance with FAA Order 1050.1F, EO 12898, DOT Order 5610.2(a), and Title VI of the Civil Rights Act. The latest version of the Aviation Environmental Design Tool (AEDT) <sup>1</sup> was used to identify potential environmental justice populations. See Section 3.13 of this EIS for additional information.
32	U.S. EPA, Jason Gerdes, Environmental Review Section	The EIS should discuss how the proposed action would support or conflict with the objectives of federal, state, tribal or local land use plans, policies and controls in the project area. The term "land use plans" includes all types of formally adopted documents for land use planning, conservation, zoning and related regulatory requirements. Proposed plans not yet developed should also be addressed if they have been formally proposed by the	The EIS analysis considered the potential impact of the Proposed Action on existing and planned future land use. It also considered whether the Proposed Action may potentially conflict with the objectives of Federal, regional, tribal, state, and local land use plans, policies, and controls for the affected areas. See Section 4.10 of this EIS for addition information.

<sup>1</sup> Guidance on Using the Aviation Environmental Design Tool (AEDT) to Screen for Potential Environmental Justice Populations, September 12, 2016.

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		appropriate government body in a written form (CEQ's Forty Questions, #23b).	
33	U.S. EPA, Jason Gerdes, Environmental Review Section	The EIS should include an invasive plant management plan to monitor and control noxious weeds.	The EIS was prepared pursuant to the National Environmental Policy Act of 1969 and in accordance with FAA regulations and policies for implementing NEPA including FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, and FAA Order 5050.4B, NEPA Implementing Instructions for Airport Actions. See Section 4.5 of this EIS for a discussion of Biological Resource impacts.

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1	Sarah Smallhouse	I am in favor of this project. This has important impact on the Sonoran Corridor and TIA safety enhancement - both are crucial for our community. I believe the impacts will all be positive with few or no negative impacts. I encourage you to complete the EIS ASAP so we can get this done!	Comment noted.
2	R D Bastran	I am totally in support of this project.	Comment noted.
3	Carol Stoner	I have a question about the EIS scoping at TIA, since the Air National Guard flies out of TIA is the scoping in any way in preparation for ANG to bring in the F-35 to Tucson in the future? I ask because DM and ANG fly the same flight pattern and they fly over the city, over homes and it is a noise problem for those in the flight path. I know people who live in the flight path, I have visited them in their home and you hear jets going over daily all day and into the night also. I wouldn't be able to tolerate that. The people in the flight path don't like it either, one person I know moved, they could afford to move, but most people can't afford to move. The flights are all over the city, most people do not have money to move to an area like North Tucson where it is more expensive to live to get out of the noise problem.	<p>The purpose and need for the proposed project is to enhance safety of airport operations at the Tucson International Airport, and is not related to the F-35. There are two "hot spots" one at the north end of the airport, and the other at the south end. The intended purpose of the proposed project is to eliminate these two "hot spots" by relocating Runway 11R/29L (the western north/south parallel runway to the west and have it the same dimensions as the existing main runway (Runway 11L/29R) 11,000 feet long by 150 feet wide.</p> <p>The USAF signed a Record of Decision to base the F-35A at Luke Air Force Base, west of Phoenix, Arizona. This EIS does not involve the F-35 in any way.</p> <p>This EIS evaluated airport noise impacts by aircraft currently using or expected to use TUS. The EIS identified those areas that would be newly impacted by airport noise from the Proposed Action in accordance with FAA guidance. See Section 4.12 for additional information.</p>

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		<p>Is the EIS scoping taking in to account the area of homes currently under the flight path?</p> <p>I am concerned about the noise getting worse with more planes and noiser planes in the future for those who suffer being in the flight path now. I have heard them at my house and have had to complain. I am not in the direct flight path but they do fly over here if they have to for some reason. We do need our military but they also should be able to get the jets moved to the open desert away from homes. They don't seem to want to do that though.</p>	
4	Edward Maxwell	<p>Anything we can do to resolve any of those identified hotspots as well as several other areas of potential conflicts. It's because of the outstanding work of the FAA controllers, the pilots, both commercial and military, and all the training they're put through has kept this airport as efficient and safe as it is. But there are a lot of reasons for this transaction, the change, then the master plan of building the second runway. It will not only improve the safety operations of both the airport and the military and Air National Guard here, but it will improve the efficiencies and protects Raytheon, which is one of the</p>	Comment noted.



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		largest employers in this region and the impact that it has on Tucson is critical.	
5	Bruce Dusenberry	I'm sure you will evaluate the noise, but as you do that, please, take into account that the traffic pattern for the new runway will be toward the south as opposed to the existing runway which is toward the north and that that will take that traffic and that noise over industrial areas as opposed to residential areas and should be of benefit to the surrounding communities. So, again, in speaking very much in support of this project and all the work you're doing at the FAA to enhance safety, consider all the environmental impacts this project will have, and you're doing it in a very fast track, the responsible way, so thank you very much.	Comment noted.
6	Mark Taylor	I'm very in favor of this project. I think it's really good from safety improvements for Tucson Airport Authority and for continued use of the 162nd. I'm very in favor of the land swap. I think it's real important to protect that area down there and, essentially, we need that land swap down there to maintain that buffer.	Comment noted.
7	Joe Maliseski	I grew up here and I'm here to support this effort. I came here today not sure what to expect, but I think it's critical that what you're doing looking to increase and enhance the safety of the	Comment noted.

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		runway and encourage the National Guard to continue to use and create opportunities for them, but also I'm in favor of securing the airport and its surrounding areas so we don't have encroachment by unwanted development that will create a dissent about the noise or it being, you know, it being here first, the airport being here first, I think it's critical that we maintain the security for the airport and enhance the development around the community Tucson serves.	
8	Bob Logan	I'm the president of DM50. DM50 is a group of business leaders in the community that has been around for 30 years supporting the efforts of military and the presence of Davis Monthan. As an organization, we are fully in favor and support this project. To me, it seems like a slam dunk. It's a win-win for almost all parties. My perspective, I'm not a pilot so I don't know what Bruce knows about flying out here, but I know that moving the munitions help. I know it helps our relationship with Raytheon. Our partners with 162nd and General Maxwell and General Purcell, we're very close with them from the Davis-Monthan perspective. And then let's face facts, we're coming out of a recession and we hope and believe that commercial air traffic will begin to increase here at TIA.	Comment noted.

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		And if this is an opportunity to bring more traffic then there is an economic development component as well.	
9	Peter Gallo	I'm a Tucson native. I got my private license here, and my commercial. I flew in the guard here in the 70s and I flew for American Airlines, so I can just tell you, this is the best project I've ever seen for this airport or for Tucson, and that's about all I can say. But this is really a safety factor as a pilot and, of course, for the commercial airlines this is really going help this city. I'm very much in flavor. It's probably one of the best projects we got going right now.	Comment noted.
10	Brian Andrews	As a general aviation pilot that has flown out of here TAA, I believe this will really help traffic flow and pattern flow and improve margins of safety for anyone using the pattern and coming in on approaches, and I think it will be a convenience for all the users in and around the field itself, so I am a proponent of this improvement.	Comment noted.
11	Robin Stoddard	This will help us keep our operation safe and up to speed and the easier it is for us to fly, the more kids will get in an airplane, the more kids in airplanes, there's going to be more use out of this airfield, so I fully support this.	Comment noted.
12	Laura Eberle	So just curious why we have to wait two years because if we have to wait two years for you to start construction that	The EIS must be prepared in compliance with the requirements of the National Environmental Policy Act (NEPA), of 1969 (P.L. 91-190); the Council on

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		means we won't have it for at least three to four, so is there any way to move faster?	Environmental Quality's (CEQ) regulations implementing NEPA (40 CFR Parts 1500 through 1508); FAA Order 1050.1F, <i>Environmental Impacts: Policies and Procedures</i> ; and FAA Order 5050.4B, <i>NEPA Implementing Instructions for Airport Actions</i> .
13	Dale Pugh	Extend the comment period. I understand this initiative was properly noticed in the Federal Register and local paper. While those efforts may meet the legal standards they are far from an effective way to communicate to Tucson residents. As I'm sure you realize, few of us common folks read the Federal Register and newspaper readership is at an all-time low. I would suggest that few residents are aware of this proposal.	The FAA, USAF, and NGB provided additional time for comments on the scope of the EIS. A Purpose, Need, and Working Paper was also made available for comment. See Chapter 5 for additional information.
14	Dale Pugh	Tucson International Airport is a Superfund site. I hope this will be considered in the environmental assessment, as it would be logical to question whether a major construction project will make matters worse.	The EIS includes a review of hazardous materials and discloses that a portion of the Airport is a CERCLA site. The EIS identifies the location and nature of existing hazardous and/or contaminated materials sites which could be affected by development. See Section 4.8 of this EIS for additional information.
15	Dale Pugh	It is my understanding that part of this project involves building new munitions storage. Storing munitions at a commercial airport, I would suggest is a dangerous endeavor. It would be difficult for me to explain to someone that you can't get on a flight with certain kinds of lighters, but you can store explosives at the airport itself. How can such a facility possibly be safe?	Your concern is noted. The FAA's statutory mission is to ensure the safe and efficient use of navigable airspace in the United States pursuant to 49 U.S.C. § 47101(a)(1). The FAA is charged with carrying out a policy ensuring "that the safe operation of the airport and airway system is the highest aviation priority." Therefore, the Proposed Action under consideration must meet all applicable safety regulations. ANG currently store certain munitions on Tucson Air National Guard Base. The proposal is to build a new

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			Munitions Storage Area consistent with USAF Standards. See Chapter 1 of this EIS for additional information and for a discussion of the USAF and NGB purpose need and the need to maintain operational capabilities.
16	Dale Pugh	Adding facilities that accommodate additional commercial or military flights into the airport would appear to be a problem. There is already conflict in the skies over Tucson between military flights from Davis Monthan Air Force Base (DM) and commercial and military flights from TIA. DM and TIA are very close together and already many armed military aircraft fly over our homes and schools. This is an issue that needs considerable study to assure the folks living below these flights are safe.	The purpose of the Proposed Action is to enhance safety at the Airport and not to increase capacity. The EIS document is being prepared in order for the FAA to make a determination from an airspace utilization and safety perspective and whether the Proposed Action meets all applicable laws, regulations, and executive orders. See comment above.
17	Dale Pugh	The Study Area, which seems to encompass only TIA, needs to be expanded. Many areas of our community will be impacted by increased flights out of TIA. The noise levels of military aircraft over our community have always been underestimated. There is already on on-going lawsuit over a recent EIS for DM related to similar issues.	The General Study Area was developed to cover a broad area so that the potential impacts due to the Proposed Action could be adequately assessed, in particular for the assessment of potential noise impacts. The EIS evaluated the potential change of noise impacts from current and future aircraft operations at TUS as a result of the Proposed Action. See Section 4.12 for additional information.
18	Dale Pugh	There is no "need" to maintain USAF Plant 44 at TIA. DM is only miles away and there is no need for duplicative facilities.	Thank you for your comment. The use of other airports was considered as part of the alternatives analysis in the EIS. See Chapter 2. The USAF owns and operates multiple installations in southern Arizona, including DMA, located about four miles



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			northeast of TUS. None of these facilities and their respective missions duplicate any other USAF facilities in southern Arizona. Thus, each USAF facility performs a different mission.
19	Thomas Bever	The announcement of the EIS does not explain why such changes are needed for the Fighter Wing's operations.	<p>The overall purpose and need for the proposed project is to enhance safety of airport operations at the Tucson International Airport. The ANG wants to move munitions storage away from where they are now consistent with USAF standards.</p> <p>The specific need for the proposed munitions storage area to include ECMs and access road, for the 162nd Wing at the Arizona Air National Guard Base is to maintain National Guard Bureau (NGB) operational capabilities. See Chapter 1 for additional information.</p>
20	Thomas Bever	If the F-35 does come to Tucson, even if only as a frequent visitor, the impact will cause a political furor that will affect local politics, and ultimately negatively affect the Fighter Wing's existence as an active unit. This is because of (1) its loudness and physical energy, (2) regular failure of the AF to follow its own restrictions and (3) inevitable early-deployment-years of failures and crashes.	<p>The Proposed Action, which is the subject of this EIS, is not designed to attract or accommodate the F-35 aircraft at the Tucson International Airport. Any decision to deploy the F-35 to military facilities in Tucson is the responsibility of the Department of Defense. At this time, there is no proposal by the DoD to base the F-35 at either DMA or Tucson Air National Guard Base. If and when such a proposal is made, the USAF will prepare the appropriate NEPA documentation. This EIS will not speculate on if or when the F-35 may be deployed.</p> <p>See also previous response to Public Comment 3.</p>
21	Thomas Bever	There is unambiguous and multiple evidence from AF documents that the F-35 is substantially louder than any F-16,	Comment noted.

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<b>PUBLIC</b>			
		<p>roughly 20 decibels louder in many configurations, which translates into being four times as loud perceptually; it also means much greater physical energy, roughly 100 fold, structurally impacting buildings, especially older ones. Various documents in favor of the F-35 have cherry-picked AF test results to find particular configurations for the F-35 that seem similar in loudness to F-16s. But these data points are by far the exception and reflect carefully controlled flight patterns.</p>	
22	Thomas Bever	<p>As an example of typical AF behavior, following promulgated restrictions has not been the case at Davis Monthan. Years ago, the then DM Base Commander, Laughbaum instituted modifications in prior flight paths to constrain low altitude flights to be over major business streets, railway lines and other areas not heavily populated. For quite a few years, these guidelines were generally respected, except in adaptation to unusual weather conditions. Not anymore. In the last year, we have experienced many direct overflights, especially of F-16s and C-132s, even though our neighborhood averages at least a mile from the designated path. These overflights occur in all kinds of weather, normal and unusual and at all times of day and night</p>	Comment noted.

<b>COMMENT NUMBER</b>	<b>COMMENTER</b>	<b>COMMENT SUMMARY</b>	<b>RESPONSE</b>
<b>PUBLIC</b>			
		<p>(sometimes occurring well after the nominal 10:30PM curfew). All this betrays an obvious fact: whether the current base commander instructs pilots to follow the prior flight paths or not, clearly pilots do not follow the restrictions. When inquiries and complaints are made, a frequent reply is that the offenders were "visitors", somehow not bound by the flight paths; another response is that the AF does not track in detail the flight paths of its planes, and so it is impossible to verify citizens' direct observations and complaints. Whatever the excuses or reasons, the facts show that as a bureaucracy, the Air Force cannot enforce its own promulgated restrictions, or can elect to lift them whenever it wants.</p>	
23	Thomas Bever	<p>When new fighter aircraft come online, there is an inevitable period of unexpected failures, crashes, spontaneous combustion and so on. The F-35 is already no exception to that pattern. In addition, the F-35 has had myriad cost overruns and related construction and performance difficulties. Indeed, John McCain, a longtime member and enthusiastic supporter of the military has observed, that the experience with the F-35, "has been both a scandal and a tragedy with</p>	Comment noted.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE
<b>PUBLIC</b>			
		<p>respect to cost, schedule and performance" Frequently reports come out about the F-35 failures: losing a mock dogfight to an F-16 because of sluggish maneuverability, systematic radar malfunction, a killer ejection seat, insufficient lightning protection, eccentric flight controls, misdesigned fuel tanks, etc. All this and more, is disastrous for the US military posture, but that will not stop the political and fiscal inertia to continue with the F-35 and continue its deployment. It is almost inevitable that real crashes and civilian damage will occur for its early years of deployment and activity: TIA's central location in Tucson makes it reckless to have F-35s here during its early years - if ever.</p>	
24	Kathleen Williamson	<p>The announcement of the EIS does not explain why such changes are needed for the Fighter Wing's operations.</p>	<p>The overall purpose and need for the proposed project is to enhance safety of airport operations at the Tucson International Airport. Chapter 1 of this EIS clearly describes the purpose and need of each component of the Proposed Action.</p> <p>The specific need for the proposed munitions storage area to include ECMs and access road, for the 162nd Wing at the Arizona Air National Guard Base is to maintain National Guard Bureau (NGB) operational capabilities.</p>

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<b>PUBLIC</b>			
25	Kathleen Williamson	If the F-35 does come to Tucson, even if only as a frequent visitor, the impact will cause a political furor that will affect local politics, and ultimately negatively affect the Fighter Wing's existence as an active unit. This is because of (1) its loudness and physical energy, (2) regular failure of the AF to follow its own restrictions and (3) inevitable early-deployment-years of failures and crashes.	The Proposed Action, which is the subject of this EIS, is not designed to attract or accommodate the F-35 aircraft at the Tucson International Airport. Since the USAF and NGB have not made any decision to base the F-35 at military installations in Tucson, this EIS will not speculate on if or when such a proposal might occur. See also previous response to Public Comment 3.
26	Kathleen Williamson	There is unambiguous and multiple evidence from AF documents that the F-35 is substantially louder than any F-16, roughly 20 decibels louder in many configurations, which translates into being four times as loud perceptually; it also means much greater physical energy, roughly 100 fold, structurally impacting buildings, especially older ones. Various documents in favor of the F-35 have cherry-picked AF test results to find particular configurations for the F-35 that seem similar in loudness to F-16s. But these data points are by far the exception and reflect carefully controlled flight patterns.	Comment noted.
27	Kathleen Williamson	As an example of typical AF behavior, following promulgated restrictions has not been the case at Davis Monthan. Years ago, the then DM Base Commander, Laughbaum instituted modifications in prior flight paths to constrain low altitude flights to be over	Comment noted.

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<b>PUBLIC</b>			
		<p>major business streets, railway lines and other areas not heavily populated. For quite a few years, these guidelines were generally respected, except in adaptation to unusual weather conditions. Not anymore. In the last year, we have experienced many direct overflights, especially of F-16s and C-132s, even though our neighborhood averages at least a mile from the designated path. These overflights occur in all kinds of weather, normal and unusual and at all times of day and night (sometimes occurring well after the nominal 10:30PM curfew). All this betrays an obvious fact: whether the current base commander instructs pilots to follow the prior flight paths or not, clearly pilots do not follow the restrictions. When inquiries and complaints are made, a frequent reply is that the offenders were "visitors", somehow not bound by the flight paths; another response is that the AF does not track in detail the flight paths of its planes, and so it is impossible to verify citizens' direct observations and complaints. Whatever the excuses or reasons, the facts show that as a bureaucracy, the Air Force cannot enforce its own promulgated restrictions, or can elect to lift them whenever it wants.</p>	



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<b>PUBLIC</b>			
28	Kathleen Williamson	<p>When new fighter aircraft come online, there is an inevitable period of unexpected failures, crashes, spontaneous combustion and so on. The F-35 is already no exception to that pattern. In addition, the F-35 has had myriad cost overruns and related construction and performance difficulties. Indeed, John McCain, a longtime member and enthusiastic supporter of the military has observed, that the experience with the F-35, "has been both a scandal and a tragedy with respect to cost, schedule and performance" Frequently reports come out about the F-35 failures: losing a mock dogfight to an F-16 because of sluggish maneuverability, systematic radar malfunction, a killer ejection seat, insufficient lightning protection, eccentric flight controls, misdesigned fuel tanks, etc. All this and more, is disastrous for the US military posture, but that will not stop the political and fiscal inertia to continue with the F-35 and continue its deployment. It is almost inevitable that real crashes and civilian damage will occur for its early years of deployment and activity: TIA's central location in Tucson makes it reckless to have F-35s here during its early years - if ever.</p>	Comment noted.

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29	Kathleen Williamson	I live under the TIA flight path at the address of 1025 S. Verdugo Ave. I moved there in 2012 to get out from under the A-10 flight path, which had become insufferable over the years, when I lived closer to the university. In 2012, the flights out of TIA were not too bad but they, too, have become more frequent and more violative of flying over areas in downtown Tucson, including over Sentinel Peak, which have not been approved by any EA or EIS. The F16s out of TIA have become a very big problem. The City of Tucson has more control over that then they do over the DMAFB, however, since it is City of Tucson property that is being rented to the ANG. I would strongly object to any increases of these unhealthy and dangerous single engine F16s flying over our downtown and western area of town. I would strongly object to any promotion of the F35 being considered as viable due to the additional runway. Finally, because it appears the second runway is not really commercially necessary but it the whim of the military for its needs and reckless endangerment of the Tucson citezenry and destruction of our peacable enjoyment of our beautiful valley, I object to the second runway.	Currently the Tucson International Airport has three runways, Runway 11L/29R which is 11,000 feet long by 150 feet wide, Runway 11R/29L which is 8,408 feet long by 75 feet wide, and Runway 3/21 which is 7,000 feet long by 150 feet wide. The Proposed Action is not to add another runway so that the Airport has four runways but to relocate and extend Runway 11R/29L. Thus, if the Proposed Action is implemented Tucson International Airport will still only have three runways as it does today
30	Matt McClynn	I feel that these changes and improvements to Tucson International	Comment noted.

<b>COMMENT NUMBER</b>	<b>COMMENTS</b>	<b>COMMENT SUMMARY</b>	<b>RESPONSE</b>
<b>PUBLIC</b>			
		Airport will be excellent. This can make it a safer more practical airport to operate in and out, for both the military and civilian aviation groups.	
31	Brian Andrews	The proposed improvements to the airport will increase operational safety. Parallel arrivals and departures of commercial and military aircraft would provide better traffic flow and a probable reduction of aircraft noise exposure over the City of Tucson.	The potential change of noise impacts as a result of the Proposed Action was examined through modeling using the FAA's Aviation Environmental Design Tool (AEDT) and preparation of future noise contours for the No Action and the Proposed Action noise levels, and by considering approved FAA guidelines for land use compatibility determinations. See Section 4.12 of this EIS for additional information.
32	C. Erdos	I'm all for another R/W for transport category aircraft. What will happen to the west ramp/historical hangar?	<p>The EIS identified known cultural and historic resources in the General Study Area and Area of Potential Effect (APE) and evaluated the potential impacts of the Proposed Action on historical, architectural, archeological, and cultural resources. See Section 4.9 for additional information.</p> <p>The Proposed Action does not include any physical disturbance of the triple hangars.</p>
33	Mary Terry Schiltz	We question whether the USAF Purpose and Need, listed as "The need to maintain United States Air Force (USAF) Plant 44 operational capabilities," as stated, depicts the purpose for an EIS. Raytheon has leased this plant from the Air Force for over half a century, and in recent years' hundreds more acres have been added in order to provide further buffers; it is certainly operational and projected to remain so. It is confusing to contemplate the "need" for a federal	<p>The overall purpose and need for the Proposed Action is to enhance safety of airport operations at the Tucson International Airport.</p> <p>The boundary of AFP 44 has not changed since 1986, when the USAF deeded approximately 940 acres located east/northeast of the current Plant to the City of Tucson. USAF consideration for this land was the transfer of north airport acreage to locate the Air National Guard unit. No buffer has officially been designated to date for the Integrated test facility.</p>

<b>COMMENT NUMBER</b>	<b>COMMENTS</b>	<b>COMMENT SUMMARY</b>	<b>RESPONSE</b>
<b>PUBLIC</b>			
		agency to ensure that a private corporation maintain operational capabilities for property that is leased to it.	Parcel H, as described in the Proposed Action, would create this buffer area.  Losing AFP 44 acreage along the east boundary (Parcel F) to the Tucson International Airport without gaining land to the south of the current AFP 44 boundary (Parcel G) would diminish the operational capabilities of AFP 44.
34	Mary Terry Schiltz	Since the entire Tucson International Airport Area, including USAF Plant 44, is a Superfund site, on the Environmental Protection Agency's National Priority List, thorough examination of the widespread contamination is essential to take into serious account.	The EIS includes a review of hazardous materials and discloses that a portion of the Airport is a CERCLA site. The EIS identifies the location and nature of existing hazardous and/or contaminated materials sites which could be affected by development. See Section 3.8 of this EIS for additional information.
35	Mary Terry Schiltz	We would appreciate ample consideration of the Environmental Quality Improvement Act, Clean Air Act, Clean Water Act, Endangered Species Act, Fish and Wildlife Coordination Act and the Quiet Communities Act, as well as careful study of all forms of pollution, including, but not limited to noise. Potential impacts to the human environment are extremely important.	The analysis of environmental impacts was prepared pursuant to the National Environmental Policy Act of 1969 and in accordance with FAA regulations and policies for implementing NEPA including FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, and FAA Order 5050.4B, NEPA Implementing Instructions for Airport Actions. NEPA and these orders require consideration of the acts mentioned as well as others not mentioned in the comment.
36	Mary Terry Schiltz	According to official USAF documents, information and news releases, potential exists for basing of F-35A's at TIA as part of the Arizona National Guard 162nd Wing, basing of additional squadrons of F-16s for the Tucson Air National Guard, and also basing of F-35s at DMAFB.	The actions by the USAF and the NGB for this project do not involve, in any way the F-35. The Proposed Action is not to attract the F-35 to the Tucson International Airport. Deployment of the F-35 is a decision made by the USAF. The USAF signed a Record of Decision to station the F-35A at Luke Air Force Base, west of Phoenix, Arizona.

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<b>PUBLIC</b>			
37	Mary Terry Schiltz	<p>Other relevant Department of Transportation projects involving EISs should be included, as well as the Federal Highway Administration and Federal Transit Administration.</p> <p>In accordance with NEPA, multiple other major projects and construction activities within the same geographic area must be included in order to properly gauge cumulative effects of actions planned. These include, but are not limited to the following: I-11 and Intermountain West Corridor EIS; Passenger Rail Study: Tucson to Phoenix Final EIS and subsequent Record of Decision; SunZia Southwest Transmission Project; the Interstate Highway Sonoran Corridor; the planned logistics hub to surround TIA; World View Enterprises under construction, and SpacePort Tucson, headquarters, manufacturing facility and launch-pad on county owned land south of TIA, to include high altitude balloons and unmanned aerial vehicles; recent construction of Aerospace Parkway; Vecter Space Systems, Inc. (Project Omni) Rocket Manufacturing Center worldwide headquarters and manufacturing facility on 15 acres, with capacity to double the size of the manufacturing facility in the future.</p>	<p>Past, present, and reasonably foreseeable future actions at TUS and the surrounding area that may affect the same resources as the Proposed Action were identified in Section 3.16 of this EIS.</p>

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE
<b>PUBLIC</b>			
		Hughes Access Road Realignment; Alvernon Way Swan Road Realignment; Old Vail Connection Road; Auxiliary Interstate Highway I-10 to I-19; and additional construction and development within the Pima County Aerospace, Defense and Technology Business and Research Park.	
38	Mary Terry Schiltz	The two major airports are in very close proximity; only 4.5 miles separate the runways now, before any additional changes. Considering that major changes in missions are planned for DMAFB and the 162nd Wing of ANG, and far heavier traffic, both passenger and cargo for TIA, it is vital to examine very closely the health and safety impacts of ever increasing congested airspace over densely populated urban areas. Community Impact Assessments are needed in analyzing effects of proposed transportation options.	The FAA’s statutory mission is to ensure the safe and efficient use of navigable airspace in the United States pursuant to 49 U.S.C. § 47101(a)(1). The FAA is charged with carrying out a policy ensuring “that the safe operation of the airport and airway system is the highest aviation priority.” Therefore, the Proposed Action under consideration will meet all applicable safety regulations.
39	Mary Terry Schiltz	Adherence to Presidential Executive Orders must not be cavalier. Heed Executive Order 12898, Federal Actions to Address Environmental Justice in minority populations and Low-Income Populations; Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks; and Executive Order 13166 Limited English Proficiency.	The analysis of environmental impacts was prepared pursuant to the National Environmental Policy Act of 1969 and in accordance with FAA regulations and policies for implementing NEPA including FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, and FAA Order 5050.4B, NEPA Implementing Instructions for Airport Actions. NEPA and these orders require consideration of the Executive Orders mentioned in the comment.



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40	Mary Terry Schiltz	We recognize the importance of including the Department of the Interior, Bureau of Land Management, Bureau of Indian Affairs, Fish and Wildlife, Historical Preservation, and the Arizona State Land Department. For the most part, the public has been excluded. It is high time for scrutiny, due process and full inclusion.	<p>Public involvement was conducted as part of the EIS process pursuant to the National Environmental Policy Act of 1969 and in accordance with FAA regulations and policies for implementing NEPA including FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, and FAA Order 5050.4B, NEPA Implementing Instructions for Airport Actions.</p> <p>Scoping for the EIS began with the publication of the Notice of Intent in the <i>Federal Register</i> on August 19, 2016 (<i>Federal Register</i>, August 19, 2016, Volume 81, No. 161, Pages 55518-55519). In the NOI, the FAA invited the participation of Federal, State, and local agencies, Native American tribes, environmental groups, citizens, and other interested parties to assist in determining the scope and significant issues to be evaluated in the EIS. The FAA provided notification of its intent to prepare an EIS and conduct scoping, including advertising in local newspapers (i.e., Arizona Daily Star and La Estrella). An agency scoping meeting was conducted on August 22, 2016. A public scoping meeting was conducted on August 22, 2016 at the Tucson International Airport, Tucson Executive Terminal, at the base of the old Airport Traffic Control Tower building, 7081 South Plumer Avenue, Tucson, Arizona. The scoping period ended on October 3, 2016.</p> <p>In addition, the public was given an opportunity to provide comment on a Purpose, Need, and Alternatives Working Paper published April 14, 2017. The comment period extended until May 15, 2017. The FAA provided notification through advertising in</p>

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE
<b>PUBLIC</b>			
			<p>local newspapers (i.e., Arizona Daily Star and La Estrella).</p> <p>The FAA has also set up a website for use by the general public in obtaining information about the EIS process and study. (<a href="http://www.airportprojects.net/tus-eis">www.airportprojects.net/tus-eis</a>)</p>

**PURPOSE, NEED, AND ALTERNATIVES WORKING PAPER**

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Federal Register Notice  
Published Notices / Affidavits  
Purpose, Need, and Alternatives Working Paper

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36108, must be filed with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001. In addition, one copy of each pleading must be served on Thomas F. McFarland, Thomas F. McFarland, P.C., 208 South LaSalle Street, #1666, Chicago, IL 60604.

According to IBR, this action is categorically excluded from environmental review under 49 CFR 1105.6(c).

Board decisions and notices are available on our Web site at “[WWW.STB.GOV](http://WWW.STB.GOV).”

Decided: April 7, 2017.

By the Board, Rachel D. Campbell, Director, Office of Proceedings.

**Rena Laws-Byrum,**  
Clearance Clerk.

[FR Doc. 2017-07409 Filed 4-11-17; 8:45 am]

**BILLING CODE 4915-01-P**

#### TENNESSEE VALLEY AUTHORITY

##### Agency Information Collection Activities: Proposed Collection; Comment Request

**AGENCY:** Tennessee Valley Authority.  
**ACTION:** 30-Day notice of submission of information collection approval and request for comments.

**SUMMARY:** This is a renewal request for approval of the EnergyRight® Program information collection (OMB No. 3316-0019). The information collection described below will be submitted to the Office of Management and Budget (OMB) for review, as required by the Paperwork Reduction Act of 1995. The Tennessee Valley Authority is soliciting public comments on this renewal of an existing information collection as provided by 5 CFR 1320.8(d)(1).

**ADDRESSES:** Requests for information, including copies of the information collection proposed and supporting documentation, should be directed to the Senior Privacy Program Manager: Christopher A. Marsalis, Tennessee Valley Authority, 400 W. Summit Hill Dr. (WT 5D), Knoxville, Tennessee 37902-1401; telephone (865) 632-2467 or by email at [camarsalis@tva.gov](mailto:camarsalis@tva.gov); or to Joy L. Lloyd, Tennessee Valley Authority, 400 W. Summit Hill Dr. (WT 5A), Knoxville, Tennessee 37902-1401; telephone (865) 632-8370 or by email at [jlloyd@tva.gov](mailto:jlloyd@tva.gov); or to the Agency Clearance Officer: Philip D. Propes, Tennessee Valley Authority, 1101 Market Street (MP 3), Chattanooga, Tennessee 37402-2801; telephone (423) 751-8593 or email at [pdpropes@tva.gov](mailto:pdpropes@tva.gov).

**DATES:** Comments should be sent to the Agency Clearance Officer, and the OMB Office of Information & Regulatory Affairs, Attention: Desk Officer for Tennessee Valley Authority, Washington, DC 20503, or email: [oira\\_submission@omb.eop.gov](mailto:oira_submission@omb.eop.gov), no later than May 12, 2017.

##### SUPPLEMENTARY INFORMATION:

*Type of Request:* Reauthorization, Regular submission.

*Title of Information Collection:* EnergyRight® Program.

*Frequency of Use:* On Occasion.

*Type of Affected Public:* Individuals or households.

*Small Businesses or Organizations Affected:* No.

*Federal Budget Functional Category Code:* 271.

*Estimated Number of Annual Responses:* 33,000.

*Estimated Total Annual Burden Hours:* 10,020.

*Estimated Average Burden Hours per Response:* .3.

*Need For and Use of Information:* This information is used by distributors of TVA power to assist in identifying and financing energy improvements for their electrical energy customers.

**Philip D. Propes,**

Director, TVA Cybersecurity.

[FR Doc. 2017-07296 Filed 4-11-17; 8:45 am]

**BILLING CODE 8120-08-P**

#### DEPARTMENT OF TRANSPORTATION

##### Federal Aviation Administration

##### Notice of Availability of Purpose, Need, and Alternatives Working Paper for the Proposed Airfield Safety Enhancement Project and Real Property Transactions, Tucson International Airport, Tucson, Pima County, Arizona

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of Availability of Purpose, Need, and Alternatives Working Paper.

**SUMMARY:** The Federal Aviation Administration (FAA) has prepared the Purpose, Need, and Alternatives Working Paper for the Proposed Airfield Safety Enhancement Project (ASEP) including real property transactions at Tucson International Airport (TUS), Pima County, Arizona.

The FAA initiated preparation of an Environmental Impact Statement (EIS) in response to a proposal by the Tucson Airport Authority (TAA). The FAA is issuing this notice to advise the public that the Purpose, Need, and Alternatives

Working Paper will be made available for public comment as part of a continued effort to engage the public in the scoping process for this project. FAA is seeking comments on the Working Paper.

The FAA is the lead Federal agency for preparation of the EIS and will do so in compliance with the National Environmental Policy Act (NEPA) of 1969, as amended (42 U.S.C. 4321 *et seq.*) and Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (40 CFR parts 1500-15080).

The preparation of the EIS will follow FAA regulations and policies for implementing NEPA published in FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. The U.S. Air Force (USAF) and the National Guard Bureau (NGB) are cooperating agencies under 40 CFR 1501.6.

This Purpose, Need, and Alternatives Working Paper provides background information on TUS, a description of the Proposed Action, and the Purpose and Need to which the FAA, USAF, and NGB are responding in evaluating the Proposed Action and various reasonable alternatives to the Proposed Action. In whole or in summary, the Purpose, Need, and Alternatives Working Paper will become part of the EIS. The FAA is not making a decision regarding the Proposed Action in this Working Paper.

**FOR FURTHER INFORMATION CONTACT:** David B. Kessler, M.A., AICP, Regional Environmental Protection Specialist, AWP-610.1, Airports Division, Federal Aviation Administration, Western-Pacific Region, Mailing address: 15000, Aviation Boulevard, Lawndale, California 90261. Telephone: 310-725-3615.

**SUPPLEMENTARY INFORMATION:** The FAA as Lead Agency, along with the USAF and the NGB, as Cooperating Agencies, are preparing a Draft EIS for the proposed ASEP including real property transactions at TUS. The TAA is the owner and operator of TUS and has depicted the Proposed Action on the Airport Layout Plan (ALP) for TUS. Pursuant to 49 U.S.C. 47107(a)(16), the FAA must decide whether to approve the proposed project as depicted on the ALP. FAA approval of the ALP is a Federal action that must comply with NEPA requirements.

The proposed project includes construction of a new center parallel and connecting taxiway system; a replacement Runway 11R/29L (proposed to be 11,000 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 Air Force Plant 44 (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 EMCs and an access road, for the 162nd Wing at the Arizona Air National Guard Base.

Copies of the Working Paper are available for public 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, Room 3012, 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.

The document is also available for public review at the following libraries and other locations and at <http://www.airportprojects.net/tus-eis>.

Tucson International Airport Administrative Offices, 7005 South Plumer Avenue, 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, AZ 85745  
Santa Rosa Library, 1075 S 10th Ave, Tucson, AZ 85701  
Quinic Douglas library, 1585 East 36th Street, Tucson, Arizona 85713  
Eckstrom-Columbus Library, 4350 East 22nd Street, Tucson, AZ 85711  
Sam Lena-South Tucson Library, 1607 South 6th Avenue, Tucson, AZ 85713

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  
The Purpose, Need, and Alternatives Working Paper will be available for public comment for 30 days. Written comments on the Working Paper should be submitted to the address above under the heading “For Further Information Contact” and must be received no later than 5:00 p.m. Pacific Daylight Time, May 15, 2017.

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.

Issued in Hawthorne, California on March 31, 2017.

**Mark A. McClardy,**

Director, Office of Airports, Western-Pacific Region, AWP-600.

[FR Doc. 2017-07377 Filed 4-11-17; 8:45 am]

**BILLING CODE 4910-13-P**

#### DEPARTMENT OF TRANSPORTATION

##### Federal Highway Administration

[FHWA Docket No. FHWA-2016-0025]

##### Surface Transportation Project Delivery Program; TxDOT Audit Report #3

**AGENCY:** Federal Highway Administration (FHWA), Department of Transportation (DOT).  
**ACTION:** Notice.

**SUMMARY:** The Surface Transportation Project Delivery Program allows a State to assume FHWA’s environmental responsibilities for review, consultation, and compliance for Federal-aid highway projects. When a State assumes these Federal responsibilities, the State becomes solely responsible and liable for carrying out the responsibilities it has assumed, in lieu of FHWA. Prior to the Fixing America’s Surface Transportation (FAST) Act of 2015, the program required semiannual audits during each of the first 2 years of State

participation to ensure compliance by each State participating in the program. This notice finalizes the findings of the third audit report for the Texas Department of Transportation’s (TxDOT) participation in accordance to these pre-FAST Act requirements.

**FOR FURTHER INFORMATION CONTACT:** Dr. Owen Lindauer, Office of Project Development and Environmental Review, (202) 366-2655, [Owen.Lindauer@dot.gov](mailto:Owen.Lindauer@dot.gov), or Mr. Jomar Maldonado, Office of the Chief Counsel, (202) 366-1373, [Jomar.Maldonado@dot.gov](mailto:Jomar.Maldonado@dot.gov), Federal Highway Administration, Department of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590. Office hours are from 8:00 a.m. to 4:30 p.m., e.t., Monday through Friday, except Federal holidays.

##### SUPPLEMENTARY INFORMATION:

###### Electronic Access

An electronic copy of this notice may be downloaded from the specific docket page at [www.regulations.gov](http://www.regulations.gov).

###### Background

The Surface Transportation Project Delivery Program (or NEPA Assignment Program) allows a State to assume FHWA’s environmental responsibilities for review, consultation, and compliance for Federal-aid highway projects (23 U.S.C. 327). When a State assumes these Federal responsibilities, the State becomes solely responsible and liable for carrying out the responsibilities it has assumed, in lieu of FHWA. The TxDOT published its application for assumption under the National Environmental Policy Act (NEPA) Assignment Program on March 14, 2014, at Texas Register 39(11): 1992, and made it available for public comment for 30 days. After considering public comments, TxDOT submitted its application to FHWA on May 29, 2014. The application served as the basis for developing the Memorandum of Understanding (MOU) that identifies the responsibilities and obligations TxDOT would assume. The FHWA published a notice of the draft of the MOU in the **Federal Register** on October 10, 2014, at 79 FR 61370 with a 30-day comment period to solicit the views of the public and Federal agencies. After the close of the comment period FHWA and TxDOT considered comments and proceeded to execute the MOU. Since December 16, 2014, TxDOT has assumed FHWA’s responsibilities under NEPA, and the responsibilities for the NEPA-related Federal environmental laws.

Prior to December 4, 2015, 23 U.S.C. 327(g) required the Secretary to conduct

ARIZONA DAILY STAR

Tucson, Arizona

STATE OF ARIZONA)  
COUNTY OF PIMA)

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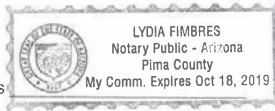
APRIL 14, 2017

*Debbie Freedle*

Subscribed and sworn to before me this 18<sup>th</sup> day of

April 2017

*Lydia Fimbres*  
Notary Public



My commission expires

AD NO. 8675620

U.S. DEPARTMENT OF TRANSPORTATION  
Federal Aviation Administration

Notice of Availability of Purpose, Need, and Alternatives Working Paper for the proposed Airfield Safety Enhancement Project, Tucson International Airport, Tucson, Pima County, Arizona

The Federal Aviation Administration (FAA) is seeking public comments on a Purpose, Need, and Alternatives Working Paper. The Purpose, Need, and Alternatives Working Paper will be used by the FAA in preparation for the Environmental Impact Statement (EIS) for the Proposed Airfield Safety Enhancement Project (ASEP) including real property transactions at Tucson International Airport (TUS), Pima County, Arizona. FAA initiated preparation of the EIS in response to a proposal by the Tucson Airport Authority (TAA).

The FAA is the lead Federal agency for preparation of the EIS and will do so in compliance with the National Environmental Policy Act (NEPA) of 1969, as amended (42 U.S.C. § 4321 et seq.) and Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (40 Code of Federal Regulations (CFR) Parts 1500-1508).

The preparation of the EIS will follow FAA regulations and policies for implementing NEPA published in FAA Order 1050.1F, Environmental Impacts Policies and Procedures and FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions. The U.S. Air Force (USAF) and the National Guard Bureau (NGB) are cooperating agencies under 40 CFR § 1501.6(a)(1).

This Purpose, Need, and Alternatives Working Paper provides background information on TUS, a description of the Proposed Action and the Purpose.

Continued.

Public Notices

and Need to which the FAA, USAF and NGB are responding in evaluating the proposed action and various alternatives considered. In whole or in summary, this Purpose, Need, and Alternatives Working Paper will become part of the EIS. The FAA is not making a decision regarding the Proposed Action or the Preferred Alternative in this Working Paper.

The FAA is issuing this notice to advise the public that the Purpose, Need, and Alternatives Working Paper will be made available for public comment as part of a continued effort to engage the public in the scoping process for this project. FAA is seeking comments on the Purpose, Need, and Alternatives Working Paper.

FOR FURTHER INFORMATION CONTACT:

David B. Kessler, M.A., AICP, Regional Environmental Protection Specialist, AWP-610.1, Federal Aviation Administration, Western-Pacific Region, Office of the Airports Division, Mailing Address: 15000 Aviation Boulevard, Lawndale, California 90261, Telephone: 310-725-3615.

The FAA as Lead Agency, along with the USAF and the NGB as Cooperating Agencies, are preparing a Draft EIS for the proposed ASEP project including real property transactions at TUS. The FAA is the owner and operator of TUS and has depicted the Proposed Action on the Airport Layout Plan (ALP) for TUS.

Pursuant to 49 U.S.C. § 47107(a)(16), the FAA must decide whether to approve the proposed project as depicted on the ALP. FAA approval of the ALP is a Federal action that must comply with NEPA requirements.

The proposed project includes construction of a new center parallel and connecting taxiway system; a replacement Runway 11R/29L (proposed to be 11,000 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 Air Force Plant 44 (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 EMCs and an access road for the 162nd Wing at the Arizona Air National Guard Base.

Copies of the Purpose, Need, and Alternatives Working Paper are available for public 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.

The document is also available for public review at the following libraries and other locations and at <http://www.airportprojects.net/tus-ets>.

- Tucson International Airport Administrative Offices, 7250 South Tucson Boulevard, Suite 300, Tucson, Arizona 85756
- Jose 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

- Mission 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, AZ 85745
- Santa Rosa Library, 1075 S 10th Ave, Tucson, AZ 85701
- Quince Douglas library, 1585 East 36th Street, Tucson, Arizona 85713
- Eckstrom-Columbus Library, 4350 East 22nd Street, Tucson, AZ 85711
- Sam Lena-South Tucson library, 1607 South 6th Avenue, Tucson, AZ 85713
- 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

The Working Paper will be available for public comment for 30 days. Written comments on the Working Paper should be submitted to the address above under the heading "For Further Information Contact" and must be received no later than 5:00 p.m. Pacific Daylight Time, Monday, May 15, 2017.

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.

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**Affidavit of Publication**

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I, Judy Loya, for the Publisher of Arizona Daily Star, State of Arizona, hereby certify that the following was printed and/or inserted in said newspapers on the following date(s):  
Tucson International Airport 04/14/2017, 4x5 Main & also 04/14/2017, 4x5 La Estrella.

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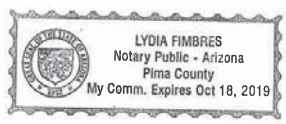
Signature: Judy Loya

Sworn to and subscribed before me on this 14<sup>th</sup> day of April, 2017 at Tucson, State of Arizona.

Lydia Fimbres  
Notary Public

My commission expires: October 18, 2019

Notary Seal



A14 • NATION

Friday, April 14, 2017 / Arizona Daily Star

**NOTICE OF AVAILABILITY OF PURPOSE, NEED, AND ALTERNATIVES WORKING PAPER**  
For the Environmental Impact Statement (EIS) at Tucson International Airport

The Federal Aviation Administration (FAA) is seeking public comments on a Purpose, Need, and Alternatives Working Paper. The Purpose, Need, and Alternatives Working Paper will be used by the FAA in preparation for the EIS for the Proposed Airfield Safety Enhancement Project (ASEP) including real property transactions at Tucson International Airport (TUS), Pima County, Arizona. This Working Paper provides background information on TUS, a description of the Proposed Action, and the Purpose and Need to which the FAA, U.S. Air Force, and National Guard Bureau are responding in evaluating the proposed action and various alternatives. In whole or in summary, this Working Paper will be used to prepare the first two chapters of the EIS. The FAA is not making a decision regarding the Proposed Action or the Preferred Alternative in this Working Paper.

Copies of the Purpose, Need, and Alternatives Working Paper are available for public review at local libraries during normal business hours. A listing of the specific libraries and the Working Paper document are available online at <http://www.airportprojects.net/tus-eis>.

**FOR FURTHER INFORMATION CONTACT:** David B. Kessler, M.A., AICP, Federal Aviation Administration, Western-Pacific Region-Office of the Airports Division, 15000 Aviation Boulevard, Lawndale, California 90261, Telephone: 310-725-3615.

The Purpose, Need, and Alternatives Working Paper will be available for public comment for 30 days. Written comments on the Working Paper should be submitted to the address above and must be received no later than 5:00 p.m. Pacific Daylight Time, Monday, May 15, 2017.

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.

**AVISO DE DISPONIBILIDAD DEL DOCUMENTO DE TRABAJO ACERCA DEL PROPOSITO, LA NECESIDAD, Y LAS ALTERNATIVAS DEL PROYECTO PROPUESTO**

Declaración de Impacto Ambiental (EIS, por sus siglas en inglés)  
para el Aeropuerto Internacional de Tucson

La Administración Federal de Aviación (FAA, por sus siglas en inglés) está solicitando comentarios sobre el documento de trabajo acerca del propósito, la necesidad, y las alternativas del proyecto propuesto para el Aeropuerto Internacional de Tucson. El FAA usará el documento de trabajo en la preparación del EIS para el Proyecto de Mejorar la Seguridad del Aeródromo (ASEP, por sus siglas en inglés), incluyendo transacciones de propiedad real en el Aeropuerto Internacional de Tucson (TUS, por sus siglas en inglés), Pima County, Arizona. Este documento de trabajo suministra información general del TUS, la acción propuesta, y el propósito y la necesidad del proyecto. El FAA, la Fuerza Aérea Estadounidense, y la Oficina de la Guardia Nacional usarán este documento para evaluar la acción propuesta y sus alternativas. Este documento de trabajo se usará en la preparación de los primeros dos capítulos del EIS. El FAA no establecerá su decisión sobre la acción propuesta en este documento de trabajo.

Copias del documento de trabajo se harán disponible al público en bibliotecas locales durante las horas laborables. Información sobre las bibliotecas y el documento de trabajo están disponible en línea en <http://www.airportprojects.net/tus-eis>.

**PARA RECIBIR MAS INFORMACION, FAVOR DE COMUNICARSE CON:** David B. Kessler, M.A., AICP, Federal Aviation Administration, Western-Pacific Region-Office of the Airports Division, 15000 Aviation Boulevard, Lawndale, California 90261, Telephone: 310-725-3615.

El documento de trabajo será disponible al público por 30 días. Si desea comentar en forma escrita sobre el documento de trabajo, favor de dirigir su comentario a la dirección mencionada. Todos los comentarios escritos deben ser recibidos antes de las 5:00 p.m. hora Pacífica del lunes 15 de mayo 2017.

Tenga en cuenta que la totalidad de su comentario—incluyendo información personal como su nombre, dirección, número de teléfono, correo electrónico—se hará hecha pública en cualquier momento. No hay garantía de que su información personal no se hará hecha pública.

## ***Purpose, Need, and Alternatives Working Paper***

### **TUCSON INTERNATIONAL AIRPORT**

#### **PROPOSED AIRFIELD SAFETY ENHANCEMENT PROJECT ENVIRONMENTAL IMPACT STATEMENT**

Tucson, Pima County, Arizona

This Working Paper provides a detailed description of the various components of the proposed Airfield Safety Enhancement project at Tucson International Airport and the various issues it is intended to address. This Working Paper also provides a detailed description of the various alternatives including the Proposed Action. The No Action Alternative is included as an alternative and will be included in the Environmental Impact Statement being prepared for the proposed project as required by Title 40, Code of Federal Regulations (CFR) Section 1502.14(d).

*Prepared by:*

**U.S. Department of Transportation –  
Federal Aviation Administration – as the Lead Agency  
U.S. Department of the Air Force – as a Cooperating Agency  
National Guard Bureau – as a Cooperating Agency**

Comments on this Working Paper must be **received** no later than  
5:00 p.m. Pacific Daylight Time, **May 15, 2017**

*For further information:*

Mr. David B. Kessler, M.A., AICP  
U.S. Department of Transportation  
Federal Aviation Administration  
Western-Pacific Region, Office of the Airports Division  
15000 Aviation Boulevard  
Lawndale, California 90261  
Telephone: 310-725-3615

**April 2017**

**TUCSON INTERNATIONAL AIRPORT  
 DRAFT PURPOSE, NEED, AND ALTERNATIVES  
 WORKING PAPER  
 REQUEST FOR PUBLIC COMMENTS**

This Working Paper has been prepared as part of the Environmental Impact Statement (EIS) process for the Proposed Airfield Safety Enhancement Project (ASEP) including real property transactions at Tucson International Airport (TUS), Pima County, Arizona. The EIS was initiated in response to a proposal by the Tucson Airport Authority (TAA). The Federal Aviation Administration (FAA) is the lead federal agency for preparation of the EIS and will do so in compliance with the National Environmental Policy Act (NEPA) of 1969, as amended (42 U.S.C. § 4321 et seq.) and Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (40 CFR Parts 1500-1508). The preparation of the EIS will follow FAA regulations and policies for complying with NEPA published in FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *NEPA Implementing Instructions for Airport Actions*. The FAA has invited the U.S. Air Force (USAF) and the National Guard Bureau (NGB) to participate as cooperating agencies under 40 CFR § 1501.6(a)(1).

This Purpose, Need, and Alternatives Working Paper provides background information on the TUS, a description of the Proposed Action, and the Purpose and Need to which the FAA, USAF, and NGB are responding in evaluating the Proposed Action and alternatives. This Working Paper also identifies and evaluates all reasonable alternatives that respond to the Purpose and Need. In whole or in summary, this Working Paper will become part of the EIS. **The FAA is not making a decision regarding the Proposed Action or the Preferred Alternative in this Working Paper.**

**REQUEST FOR PUBLIC COMMENTS**

The FAA is requesting public comments on this Working Paper as part of an additional National Environmental Policy Act public scoping effort for this project. You may submit comments by mail from **April 14 2017** to **May 15 2017**. Please provide any written public comments to the point of contact below:

*Before 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.*

Mr. David B. Kessler, M.A., AICP  
 Federal Aviation Administration  
 Western-Pacific Region, Office of the Airports Division AWP-610.1  
 15000 Aviation Boulevard  
 Lawndale, California 90261

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## ACRONYMS

The following is a list of acronyms used in this Working Paper.

AANG	Arizona Air National Guard 162 <sup>nd</sup> Wing
AFP 44	Air Force Plant Number 44
AIP	Airport Improvement Program
ALP	Airport Layout Plan
AMARG	Aerospace Maintenance and Regeneration Group
ASE	Airfield Safety Enhancement
ASEP	Airfield Safety Enhancement Project
ATCT	Airport Traffic Control Tower
AVQ	Marana Regional Airport
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
DMA	Davis-Monthan Air Force Base
ECM	Earth Covered Magazine
EIS	Environmental Impact Statement
FAA	Federal Aviation Administration
FY	Fiscal Year
GA	General Aviation
HS-1	Hot Spot-1
HS-2	Hot Spot-2
ICAO	International Civil Aviation Organization
ILS	Instrument Landing System
MALSR	Medium Intensity Approach Lights with Runway Alignment Indicator Lights
MSA	Munitions Storage Areas
NEPA	National Environmental Policy Act of 1969
NGB	National Guard Bureau
PAPI	Precision Approach Path Indicator
REIL	Runway End Identified Lights
RYN	Ryan Airfield
TAA	Tucson Airport Authority
TAF	Terminal Area Forecast
TUS	Tucson International Airport
USAF	United States Air Force
USC	United States Code

## SECTION 1 PURPOSE AND NEED

### 1.1 PURPOSE AND NEED INTRODUCTION

1  
2  
3  
4  
5 The Federal Aviation Administration (FAA) issued a *Federal Register* Notice on  
6 August 19, 2016, announcing its intent to prepare an Environmental Impact  
7 Statement (EIS) for the Proposed Airfield Safety Enhancement Project (ASEP)  
8 including real property transactions at Tucson International Airport (TUS or Airport)  
9 in Pima County, Arizona (the Proposed Action).

10  
11 The FAA is the lead federal agency for preparation of the EIS and will do so in  
12 compliance with National Environmental Policy Act of 1969 (NEPA) and Council on  
13 Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions  
14 of NEPA (40 Code of Federal Regulations [CFR] Parts 1500-1508), as well as FAA's  
15 policies and procedures for complying with NEPA found in FAA Order 1050.1F,  
16 *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *NEPA*  
17 *Implementing Instructions for Airport Actions*. The FAA has invited the United States  
18 Air Force (USAF) and the National Guard Bureau (NGB) to participate as cooperating  
19 agencies as described under 40 CFR § 1501.6 and both have accepted FAA's  
20 invitation.

21  
22 An EIS describes and discusses the significant environmental impacts that would be  
23 caused by the Proposed Action, the reasonable alternatives to the Proposed Action,  
24 and the no action alternative. As the lead federal agency, the FAA is responsible for  
25 preparing the EIS. The FAA selected a third-party contractor to assist in preparing  
26 the EIS. As cooperating agencies, the USAF and the NGB will assist the FAA in  
27 preparing the EIS. The USAF and the NGB also plan to ultimately adopt the EIS to  
28 satisfy their own NEPA requirements for their federal actions in connection with the  
29 Proposed Action. The Tucson Airport Authority (TAA), as the Airport Sponsor, will  
30 assist the FAA with acquiring data and with the public involvement and outreach  
31 components of the EIS. The city of Tucson and Pima County will also provide  
32 information in connection with the EIS.

33  
34 The FAA conducted an agency scoping meeting and a public scoping meeting on  
35 September 22, 2016 at the Old Airport Traffic Control Tower at TUS. These meetings  
36 were held in order to determine the scope of issues to be addressed and to identify  
37 significant issues related to the Proposed Action. The FAA is making this Working  
38 Paper available to the public and government agencies for review and comment.  
39 Once that review is complete, in whole or in summary, this Working Paper will become  
40 part of the EIS. **The FAA is not making a decision regarding the Proposed**  
41 **Action in this Working Paper. That decision would be made as part of a**  
42 **Record of Decision on the Final EIS.**



43 **1.2 BACKGROUND INFORMATION**

44  
45 In October 2007, the FAA changed its accepted definition of the term "runway  
46 *incursion*" to adopt the International Civil Aviation Organization (ICAO) definition of  
47 runway incursions.<sup>1</sup> Since that time, FAA has defined runway incursion as "any  
48 *occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle,*  
49 *or person on the protected area of a surface designated for the landing and takeoff*  
50 *of an aircraft,"* which is a more expansive definition than FAA's pre-2007 definition.<sup>2</sup>  
51 Under the current definition, there are four categories of runway incursions based on  
52 the severity of the incident:

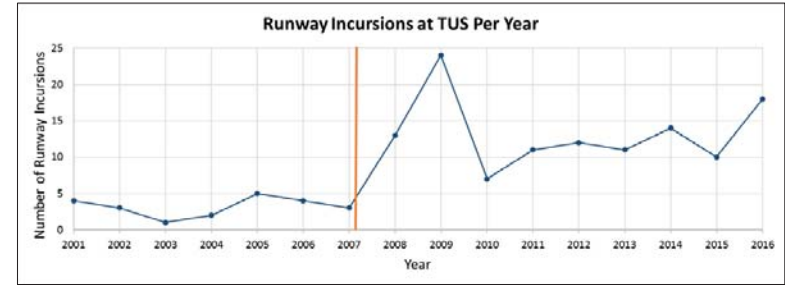
- 53 • **Category A:** a serious incident in which a collision was narrowly avoided
- 54 • **Category B:** an incident in which separation decreases and there is a  
55 significant potential for collision, which may result in a time critical  
56 corrective/evasive response to avoid a collision.
- 57 • **Category C:** an incident characterized by ample time and/or distance to avoid  
58 a collision.
- 59 • **Category D:** an incident that meets the definition of runway incursion such  
60 as incorrect presence of a single vehicle/person/aircraft on the protected area  
61 of a surface designated for the landing and take-off of aircraft but with no  
62 immediate safety consequences.

63  
64 Under these standards, runway incursion severity is measured by the available  
65 reaction time, the opportunity for evasive corrective action, environmental  
66 conditions, the speed of the aircraft and/or vehicle, and the proximity of aircraft  
67 and/or vehicle. The severity of a runway incursion increases from a Category D to a  
68 Category A classification.

69  
70 The 2007 change in definitions caused a greater number of reported surface incidents  
71 to become classified as a Category C or D runway incursion. This resulted in a  
72 dramatic increase of runway incursions at TUS, as shown in **Exhibit 1** and **Table 1**.  
73 TUS reported a total of 22 runway incursions during the years 2001 to 2007—  
74 approximately 3 incursions per year. After the runway incursion definition changed,  
75 TUS reported a total of 120 runway incursions during the years 2008 to 2016—over  
76 13 per year.

<sup>1</sup> ICAO, Manual on the Prevention of Runway Incursions, 2007. ICAO defines "runway incursion" as "Any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and take-off of aircraft."  
<sup>2</sup> FAA, Runway Incursions, April 2015. [https://www.faa.gov/airports/runway\\_safety/news/runway\\_incursions](https://www.faa.gov/airports/runway_safety/news/runway_incursions)

77 **Exhibit 1**  
78 **RUNWAY INCURSIONS AT TUS PER YEAR**  
79



80 Source: FAA Aviation Safety Information Analysis and Sharing (ASIAS) Database, 2017.

81  
82  
83 **Table 1**  
84 **RUNWAY INCURSIONS BY CATEGORY**  
85  
86

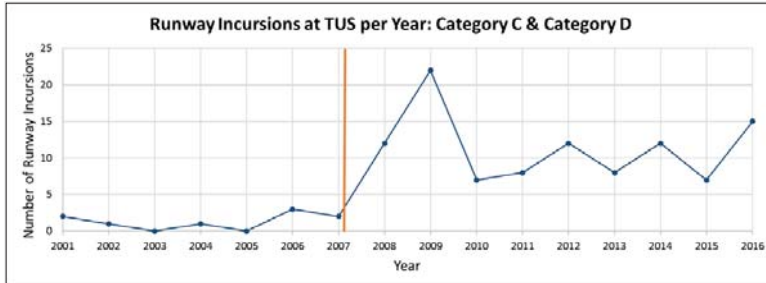
	2001-2007	2008-2016
Category A	1	0
Category B	0	0
Category C	3	32
Category D	6	71
N/A	12	17
<b>TOTAL</b>	<b>22</b>	<b>120</b>

87 Source: FAA ASIAS Database, 2017.



88 Since 2007, no Category A or B incursions have occurred at TUS.<sup>3</sup> However, the  
89 number of Category C and Category D incursions per year have increased  
90 significantly, as shown in **Exhibit 2**.

92 **Exhibit 2**  
93 **CATEGORY C AND CATEGORY D RUNWAY INCURSIONS AT TUS PER YEAR**  
94



95 Source: FAA ASIAS Database, 2017.

96  
97  
98 Category C and Category D incursions include use of the wrong runway and  
99 maneuvering to the wrong runway caused by pilot confusion. These incursions are  
100 shown in **Table 2**, below.

102 **Table 2**  
103 **2008-2016 RUNWAY INCURSIONS BY CATEGORY AND INCIDENT**  
104

2008-2016 Runway Incursions	Number of incursions
<b>Category C</b>	<b>32</b>
Arrival/departure on wrong runway	2
<b>Category D</b>	<b>71</b>
Arrival/departure on wrong runway	8
Maneuvered to wrong runway	3
N/A	17
<b>TOTAL</b>	<b>120</b>

105 Source: FAA ASIAS Database, 2017.

<sup>3</sup> This data covers through 2016. Since that time, there have been two potential incidents at TUS. It is unknown at this time whether they will be classified as runway incursions. The National Transportation Safety Board is investigating. On January 23, 2017, there was an aircraft accident at TUS which resulted in two fatalities. On February 14, 2017, a small aircraft crashed at TUS, no injuries were reported.

106 As a result of the increase in the number of incursions, the TAA conducted various  
107 planning studies. TAA initially completed an Airfield Safety Enhancement (ASE) Study  
108 in 2011 to analyze, categorize, and recommend mitigations to enhance safety.  
109 Several of these recommendations were implemented. In 2014, TAA completed the  
110 most recent Airport Master Plan Update, which further analyzed enhancements  
111 recommended in the ASE Study. This set of improvements included the Proposed  
112 ASEP, which recommended relocation of Runway 11R/29L, and construction of a  
113 center parallel taxiway, as well as additional safety elements. The TAA depicted the  
114 ASEP on the Airport Layout Plan (ALP) for TUS. On June 24, 2014, the FAA accepted  
115 TAA's Airport Master Plan Update and approved the ALP depicting the proposed ASEP  
116 conditional on TAA obtaining FAA environmental approval for the proposed projects  
117 depicted on the ALP. In 2015, TAA prepared an update to the ASE study, which  
118 refined the improvements while maintaining the goal of reducing airfield incursions  
119 and improving overall safety with the relocation of Runway 11R/29L and construction  
120 of a center parallel taxiway.

121  
122 Pursuant to 49 U.S.C. § 47107(a)(16), FAA must approve the Proposed Action as  
123 depicted on the ALP. FAA approval of the ALP is a federal action that must comply  
124 with NEPA.

125  
126 **1.2.1 DESCRIPTION OF EXISTING AIRPORT**  
127

128 The TAA is the operator of the TUS. TAA developed a set of improvements to TUS,  
129 which includes the ASEP as depicted on the ALP for TUS.

130  
131 TUS is located on 8,343 acres in Tucson, Arizona in Pima County south of the city of  
132 Tucson central business district. The Airport is near both Interstate 10 and Interstate  
133 19 as shown on **Exhibit 3**. Davis-Monthan Air Force Base (DMA) is located in Pima  
134 County approximately four miles northeast of TUS. DMA is a military installation that  
135 is not open to civilian aviation use. Special permissions are needed prior to landing  
136 non-military aircraft at the base. The USAF owned land, known as Air Force Plant 44  
137 (AFP 44), is located along the southwest border of the Airport.

138  
139 The domestic passenger facilities at TUS are comprised of a terminal building with  
140 two concourses, referred to as the east and west concourses. The International  
141 Terminal building is separate from the Domestic Terminal building. The two domestic  
142 concourses have a total of 20 gate positions and the International Terminal building  
143 has two gates. Tucson Air National Guard Base, which hosts the Arizona Air National  
144 Guard 162<sup>nd</sup> Wing (AANG), occupies 94 acres on the north side of the Airport along  
145 Valencia Road. The AANG has trained tactical fighter pilots since 1958. Today, the  
146 facility is used to train F-16 Fighting Falcon pilots.

147  
148 As a result of TAA's planning studies, various airfield safety issues were identified at  
149 the Airport that may affect its ability to efficiently maintain critical transportation  
150 function, now and in the near future. These issues must be addressed for TUS to  
151 continue to be a safe, efficient, and effective commercial, GA, cargo, and military  
152 aviation service provider.

## 1.2.2 EXISTING RUNWAYS AND TAXIWAYS

### Existing Runways

As shown on **Exhibit 4**, the TUS airfield is comprised of three runways; one set of close parallel runways separated by a distance of 706 feet (oriented in a northwest/southeast direction) and one crosswind runway (oriented in a northeast/southwest direction).

Parallel Runways 11L/29R and 11R/29L measure 10,996 feet long by 150 feet wide and 8,408-feet long by 75-feet wide, respectively. The crosswind runway, Runway 3/21, measures 7,000 feet long by 150-feet wide. Runway threshold 11R is displaced 1,410 feet; this results in an available landing length of 6,998 feet. Runway threshold 3 is displaced 850 feet, resulting in an available landing length of 6,150 feet.

Runway 11L/29R is the primary runway at TUS and is the runway generally used by air carrier and military aircraft. During adverse wind conditions, air carrier and military aircraft occasionally use crosswind Runway 3/21. The crosswind runway is also used for convenience by General Aviation (GA) aircraft when conditions allow. Runway 11R/29L, originally built as a taxiway, has been converted to a runway primarily used by GA aircraft, due to its length and width.

The Airport has an Instrument Landing System (ILS) (Category I) available for precision approaches to Runway 11L. To supplement the ILS approach, Runway 11L is also equipped with a Medium-intensity Approach Light System with Runway alignment indicator lights (MALSR). All runways have Area Navigation Global Positioning System.

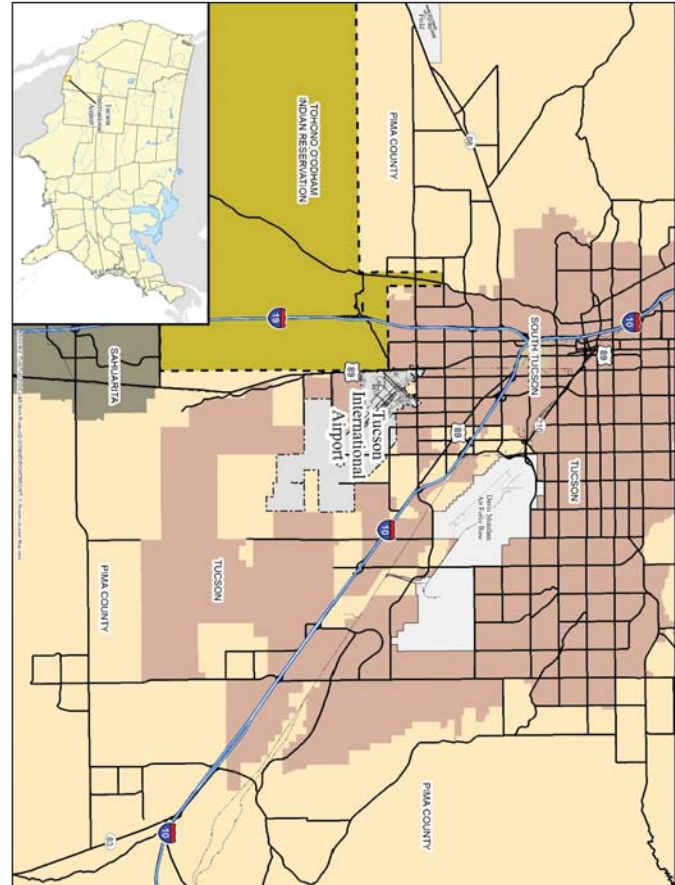
The Airport's runway ends are also equipped with the following landing aids:

- Runway 11L – ILS, MALSR, and Precision Approach Path Indicator (PAPI)
- Runway 29R – PAPI and Runway End Identifier Lights (REILs)
- Runway 11R – PAPI
- Runway 29L – REILs
- Runway 21 – PAPI and REILs

Photos of an existing PAPI, REILs, and localizer at TUS are shown in **Exhibit 5**.

190  
191  
192

### Exhibit 3 AIRPORT LOCATION



193  
194

Source: Landrum & Brown, 2016.  
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200 Exhibit 5  
201 LANDING AIDS

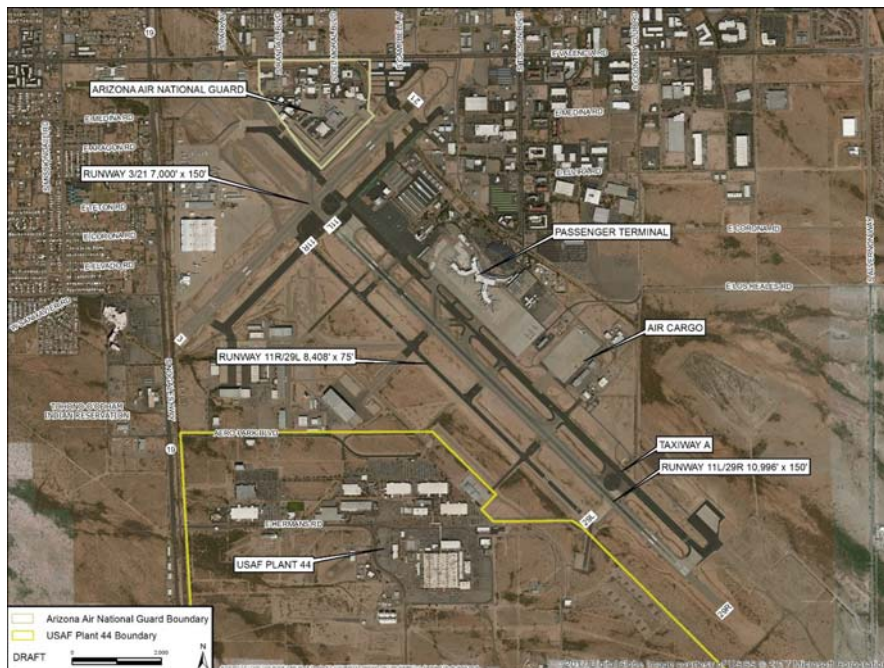


202 Source: Photos courtesy of Tucson Airport Authority, 2016.  
203

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195 Exhibit 4  
196 EXISTING AIRFIELD  
197



198 Source: Arizona Air National Guard and USAF Plant 44 property boundaries from Pima County GIS data, 2016.  
199

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**204 Taxiways**

205 The taxiway system provides aircraft access between the runways and the passenger  
206 terminal complex, general and corporate aviation areas, military facilities, airfreight  
207 terminals, and other aircraft parking areas.

208 Runway 11L/29R has a full-length parallel taxiway, identified as Taxiway A.  
209 Taxiway A is 75-feet wide and is located to the northeast of Runway 11L/29R at a  
210 separation of 537 feet from the runway centerline to the taxiway centerline.  
211 Runway 11L/29R is connected to Taxiway A at the thresholds, as well as at multiple  
212 intermediate points between the thresholds via 45-degree, 60-degree, and 90-degree  
213 connector taxiways.

214 Runway 3/21 has a parallel taxiway, identified as Taxiway D. Taxiway D is 75-feet  
215 wide and is located to the southeast of Runway 3/21 at a separation of 537.5 feet  
216 from the centerline of the runway to the centerline of the taxiway.

217 Runway 11R/29L does not have a parallel taxiway. Aircraft taxiing from  
218 Runway 11R/29L to the terminal and cargo areas must cross Runway 11L/29R.  
219 There is a separation of 706 feet from the Runway 11R/29L centerline to the  
220 Runway 11L/29R centerline. Runway 11R/29L is connected to Runway 11L/29R at  
221 the thresholds, as well as at five intermediate points between the thresholds via  
222 90-degree connector taxiways.

**223 1.2.3 AVIATION ACTIVITY**

224 The FAA publishes its forecast annually for each U.S. airport, including TUS.  
225 The Terminal Area Forecast (TAF) is "prepared to assist the FAA in meeting its  
226 planning, budgeting, and staffing requirements. In addition, state aviation  
227 authorities and other aviation planners use the TAF as a basis for planning airport  
228 improvements."<sup>4</sup> The most recent release is the 2016 TAF, which was issued in  
229 January 2017. All data in the TAF is provided on a U.S. Government fiscal year (FY)  
230 basis (October 1st through September 30th).

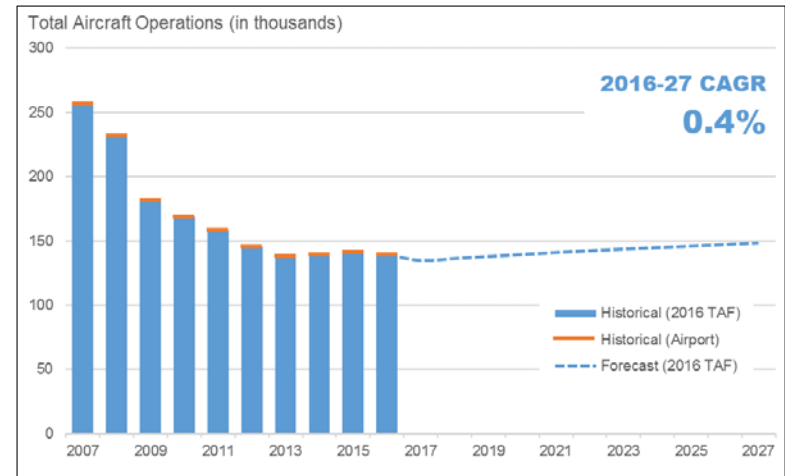
231 The 2016 TAF includes historical information on aircraft operations from FY1990  
232 through FY2015 and forecasts for FY2016<sup>5</sup> to FY2040. At airports with FAA Airport  
233 Traffic Control Towers (ATCT) like TUS, FAA air traffic controllers provide historical  
234 aircraft operations data for the TAF, which count landings and takeoffs. These aircraft  
235 operations are recorded as either air carrier, commuter & air taxi, GA, or military.  
236 Air carrier is defined as an aircraft with seating capacity of more than 60 seats or a  
237 maximum payload capacity of more than 18,000 pounds carrying passengers or cargo  
238 for hire or compensation. Commuter and air taxi aircraft are designed to have a  
239 maximum seating capacity of 60 seats or a maximum payload capacity of  
240 18,000 pounds carrying passengers or cargo for hire or compensation.

<sup>4</sup> FAA, TAF Summary: Fiscal Years 2015-2040, January 2016.  
<sup>5</sup> Operations data for 2016 are actual.

248 According to the 2016 TAF, aircraft operations at TUS have declined from 257,527 in  
249 FY2007 to 139,555 in FY2016, representing an average annual rate of decline of  
250 6.6 percent. The national economic downturn of 2008 to 2013/2014 is believed to  
251 be the primary cause for the decline in commercial and GA aircraft operations at TUS  
252 during this period.

253 **Exhibit 6** graphically depicts the historical and forecast aircraft operations from the  
254 2016 TAF as well as the historical values provided by the Airport records. The 2016  
255 TAF projects that aircraft operations at TUS will increase from 139,555 in FY2016 to  
256 148,465 in FY2027, representing an average annual growth rate of 0.4 percent.

**257 Exhibit 6  
258 FAA 2015 TAF AIRCRAFT OPERATIONS FORECAST**



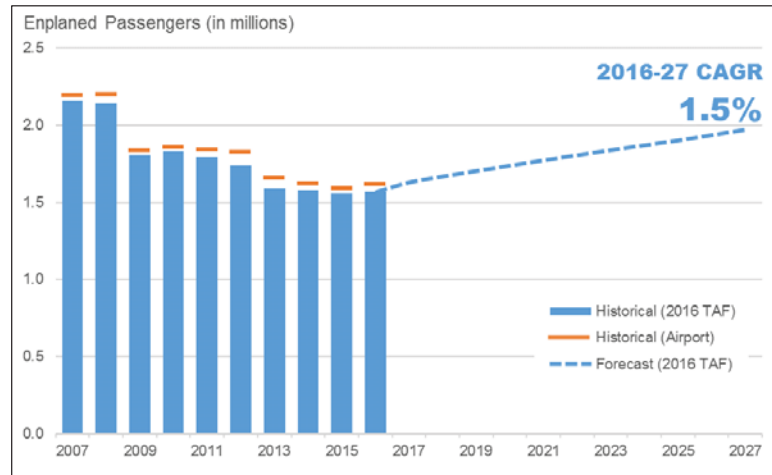
262 Source: Tucson Airport Authority, Monthly Activity Overview; Federal Aviation Administration, Terminal Area  
263 Forecast: Fiscal Years 2016-2045, January 2017.  
264

265 The enplanement information in the 2016 TAF includes historical values from FY1976  
266 through FY2015, estimated enplanement figures for FY2016, and forecasts from  
267 FY2017 to FY2040. Historical enplanement data is obtained through the U.S.  
268 Department of Transportation T-100 Reports.  
269



270 According to the 2016 TAF, enplanements at TUS have declined from a high of  
 271 2.16 million in FY2007 to an estimated 1.57 million in FY2016, representing an  
 272 average annual rate of decline of 3.5 percent. During this span, enplanements  
 273 provided in the 2016 TAF have on average been within 2.6 percent of the Airport's  
 274 records. A difference is common when comparing the TAF to airport records because  
 275 the enplanements provided in the TAF exclude non-revenue passengers and military  
 276 charter passengers. In FY2016, the Airport reported 1.62 million enplanements  
 277 which is 3.1 percent higher than the 1.57 million estimated for FY2016 in the 2016  
 278 TAF. The 2016 TAF projects that enplanements will increase from an estimated  
 279 1.57 million in FY2016 to 1.97 million in FY2027, representing an average annual  
 280 growth rate of 1.5 percent. **Exhibit 7** graphically depicts the historical and forecast  
 281 enplanements from the 2016 TAF as well as the historical values provided by the  
 282 Airport records.

283  
 284 **Exhibit 7**  
 285 **FAA 2015 TAF ENPLANED PASSENGERS FORECAST**  
 286



287  
 288 Source: Tucson Airport Authority, 10 Year Passenger Statistics; Federal Aviation Administration, Terminal Area  
 289 Forecast: Fiscal Years 2016-2045, January 2017.

290 **1.3 PROJECT PURPOSE AND NEED**

291  
 292 FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, states that the  
 293 purpose and need of an EIS "briefly describes the underlying purpose and need for  
 294 the Federal action. It presents the problem being addressed and describes what the  
 295 FAA is trying to achieve with the Proposed Action. It provides the parameters for  
 296 defining a reasonable range of alternatives to be considered. The purpose and need  
 297 for the Proposed Action must be clearly explained and stated in terms that are  
 298 understandable to individuals who are not familiar with aviation or commercial  
 299 aerospace activities. Where appropriate, the responsible FAA official should initiate  
 300 early coordination with cooperating agencies in developing purpose and need."

301  
 302 Here, the purpose and need for the Proposed Action serves as the foundation for  
 303 identifying reasonable alternatives to the Proposed Action and comparing the impacts  
 304 of developing the various alternatives. In order for a potential alternative to be  
 305 considered viable and carried forward for detailed evaluation within the NEPA process  
 306 and the EIS, that alternative must address the purpose and need.

307  
 308 **1.3.1 FAA PURPOSE AND NEED**

309  
 310 The purpose of the Proposed Action is to fulfill FAA's statutory mission to ensure the  
 311 safe and efficient use of navigable airspace in the U.S. as set forth under 49 United  
 312 States Code (USC) § 47101 (a)(1). The FAA must ensure that the Proposed Action  
 313 does not derogate the safety of aircraft and airport operations at TUS. Moreover, it  
 314 is the policy of the FAA under 49 USC § 47101(a)(6) that airport development  
 315 projects provide for the protection and enhancement of natural resources and the  
 316 quality of the environment of the United States.

317  
 318 Additionally, the purpose of the Proposed Action in connection with TAA's request to  
 319 modify the existing ALP is to ensure the proposed improvements to the airport do not  
 320 adversely affect the safety, utility and efficiency of the airport. Pursuant to 49 U.S.C.  
 321 § 47107(a)(16), the FAA Administrator (under authority delegated from the  
 322 Secretary of Transportation) must approve any revision or modification to an ALP  
 323 before the revision or modification takes effect. The Administrator's approval reflects  
 324 a determination that the proposed alterations to the airport, reflected in the ALP  
 325 revision or modification, do not adversely affect the safety, utility, or efficiency of the  
 326 airport.

327  
 328 The need for the Proposed Action is to ensure that TUS operates in the safest manner  
 329 possible pursuant to 49 U.S.C. § 47101(a)(1) and to reduce the potential risk of  
 330 runway incursions to the extent practicable. The following sections present the FAA's  
 331 specific needs.

332 THE NEED TO ENHANCE THE SAFETY OF THE AIRFIELD AND ELIMINATE EXISTING "HOT SPOTS".  
333  
334

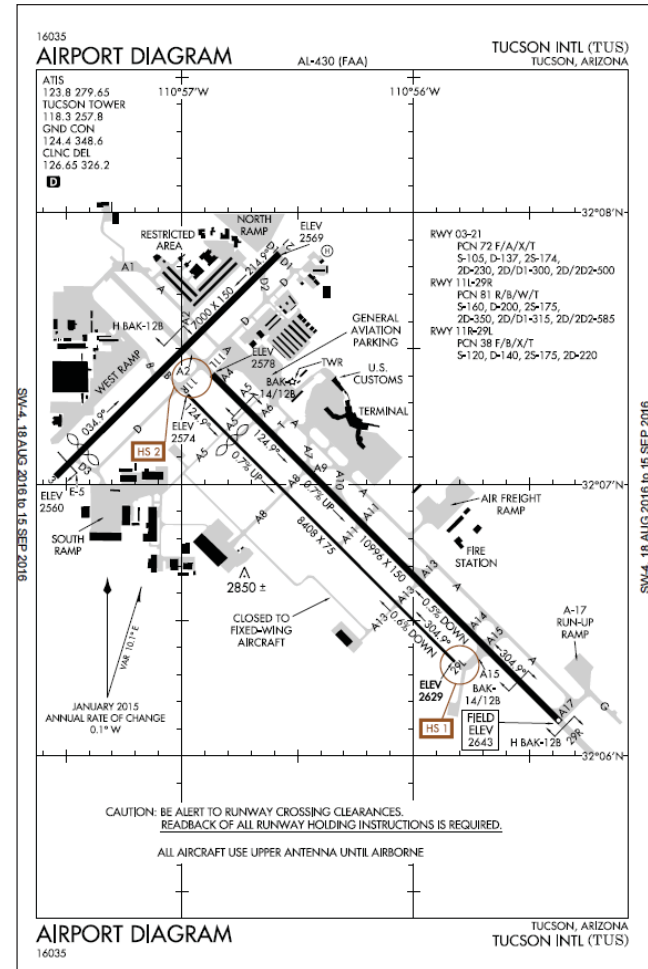
335 The FAA defines a "hot spot" as a location on an airport movement area with a history  
336 of potential risk of collision or runway incursion, and where heightened attention by  
337 pilots and drivers is necessary.<sup>6</sup> Typically, hot spots are located in areas with complex  
338 or confusing airfield geometry or in areas that have a history of incursions or the  
339 potential for incursions. A confusing condition may be compounded by a  
340 miscommunication between ATCT and a pilot, and may cause an aircraft separation  
341 standard to be compromised.<sup>7</sup> The FAA has identified two existing hot spots at the  
342 Airport, labeled as Hot Spot-1 (HS-1) and Hot Spot-2 (HS-2) on **Exhibit 8**.  
343

344 HS-1, an aerial view of which is shown on **Exhibit 9**, is located at the end of  
345 Runway 29L. HS-1 has been a historical point of confusion between Runways 29L  
346 and 29R and Runway 29R and Taxiway A. On several occasions pilots on approach  
347 from the south have mistaken Runway 29R for Runway 29L and Taxiway A for  
348 Runway 29R, landing on the wrong runway or on Taxiway A.  
349

350 HS-2, an aerial view of which is shown on **Exhibit 10**, is located along Taxiway D  
351 between Runway 11L/29R and Runway 11R/29L. At this location pilots taxiing along  
352 Taxiway D have crossed the approach path for Runway 11L/29R or Runway 11R/29L  
353 without proper clearance.

<sup>6</sup> [https://www.faa.gov/airports/runway\\_safety/hotspots/hotspots\\_list/](https://www.faa.gov/airports/runway_safety/hotspots/hotspots_list/)  
<sup>7</sup> FAA Air Traffic Organization Office of Runway Safety. Focus on Hotspots- Prevent Runway Incursions Brochure. [www.faa.gov/airports/runway\\_safety/publications](http://www.faa.gov/airports/runway_safety/publications)

354 **Exhibit 8**  
355 **EXISTING HOT SPOTS**  
356

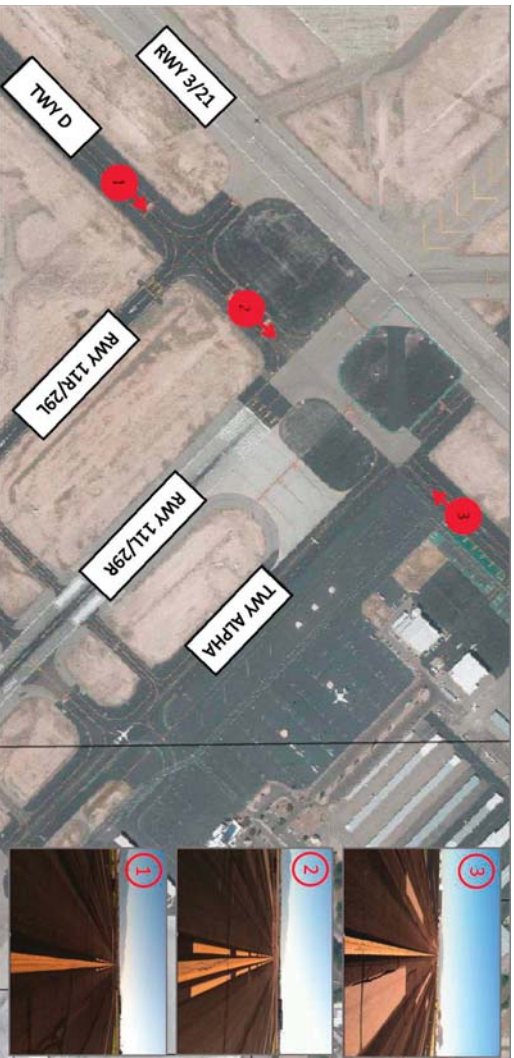


357  
358 Source: Federal Aviation Administration, 2017. Available at: <http://aeronav.faa.gov/d-tp/1701/00430ad.pdf#search=KTUS>  
359



TUCSON INTERNATIONAL AIRPORT  
ENVIRONMENTAL IMPACT STATEMENT

365 Exhibit 10  
366 TAXIWAY D HOT SPOT  
367



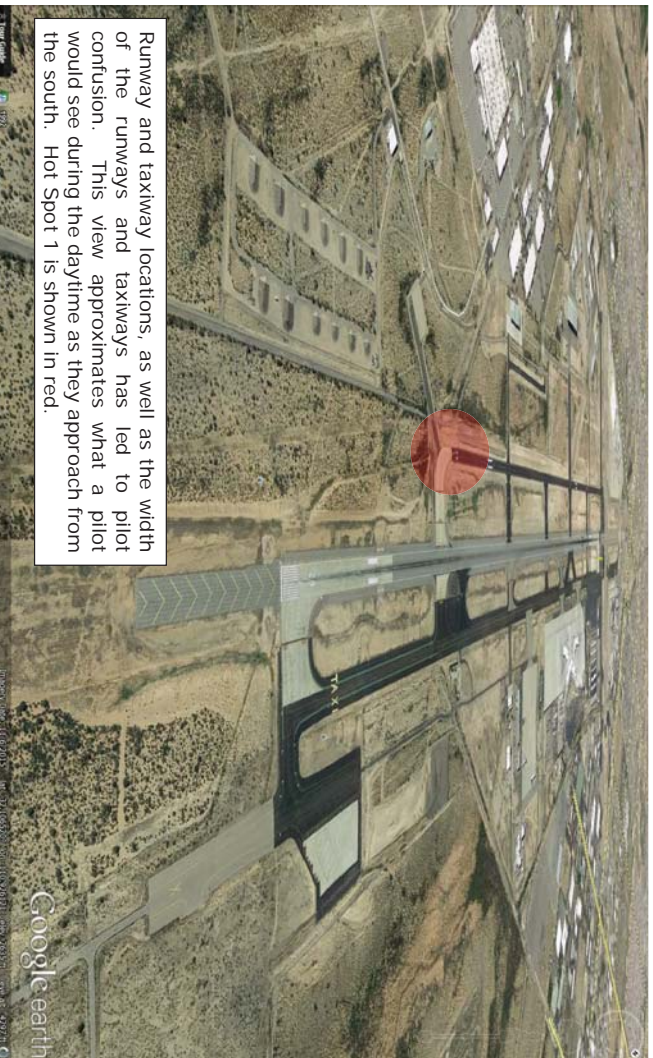
368  
369 Source: Photos courtesy of Tucson Airport Authority, 2016.

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TUCSON INTERNATIONAL AIRPORT  
ENVIRONMENTAL IMPACT STATEMENT

360 Exhibit 9  
361 RUNWAY 29L HOT SPOT  
362



363  
364 Source: FAA, 2016.

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370 **THE NEED TO PREVENT AIRCRAFT FROM CROSSING DIRECTLY BETWEEN TWO PARALLEL**  
371 **RUNWAYS<sup>8</sup>.**

372  
373 The FAA recommends Airport Sponsors find ways to reduce the probability of  
374 potential runway incursions. One way to do that is preventing direct runway to  
375 runway crossings. A so-called "centerline" parallel taxiway between parallel runways  
376 minimizes the potential for pilots to cross an active runway by forcing them to first  
377 turn onto the centerline taxiway and wait for ATCT clearance to cross the other  
378 runway. A centerline parallel taxiway increases the margin of safety by providing  
379 opportunity to move aircraft runway crossings to lower risk areas and also provides  
380 space for aircraft to queue prior to crossing runways.

381  
382 **THE NEED TO MAINTAIN OPERATIONAL CAPABILITIES WHEN THERE IS A TEMPORARY**  
383 **CLOSURE OF RUNWAY 11L/29R.**

384  
385 TUS is a primary commercial airport, and any closure to Runway 11L/29R would have  
386 an adverse effect on the National Airspace System. In the past, the Airport has  
387 experienced maintenance, disabled aircraft and military aircraft operations that have  
388 caused Runway 11L/29R to be closed to commercial service. The use of Runway 3/21  
389 or existing 11R/29L reduces the takeoff runway length available to aircraft, which  
390 effectively limits the airport's capabilities to serve commercial aircraft. Therefore,  
391 one purpose of the Proposed Action is to maintain airport operational capabilities  
392 during times when Runway 11L/29R is not available by providing additional runway  
393 capabilities that can handle the diverse aircraft operating at TUS.

394  
395 **1.3.2 USAF PURPOSE AND NEED**

396  
397 **THE NEED TO MAINTAIN UNITED STATES AIR FORCE (USAF) PLANT 44 OPERATIONAL**  
398 **CAPABILITIES.**

399  
400 The USAF owns and operates multiple installations in southern Arizona, including  
401 DMA, located about four miles northeast of TUS. None of these facilities and their  
402 respective missions duplicate any other USAF facilities in southern Arizona.  
403 Thus, each USAF facility performs a different mission.

404  
405 The USAF owns land, known as Air Force Plant 44 (AFP 44), adjacent to the Airport.  
406 The USAF currently leases this land to Raytheon Missile Systems, which operates  
407 AFP 44 for the manufacture of various munitions. The boundaries of AFP 44 have not  
408 changed since 1986 when the USAF deeded about 940 acres of land east/northeast  
409 of the current plant to the city of Tucson. In addition to the manufacturing of various  
410 munitions, the operations at AFP 44 include the safe storage of explosives/munitions,  
411 providing overall plant security, and providing safety areas to make sure the public  
412 is not in close proximity to any munitions. AFP 44 does not accommodate any  
413 aviation activity and has no runways or helipads.

---

<sup>8</sup> See FAA Engineering Brief 75, *Incorporation of Runway Incursion Prevention into Taxiway and Apron Design*.

414 Under the Proposed Action, Earth Covered Magazines (ECMs) located on AFP 44 would  
415 have to be demolished to protect airport safety areas. An ECM is a specific structure  
416 that is used to store munitions. Land identified as Parcel "F" would be transferred  
417 from AFP 44 to TAA in order to demolish the ECMs. TAA would also transfer a parcel  
418 of land identified as Parcel "G" and Parcel "H" ultimately to the USAF for AFP 44.  
419 These parcels would incorporate the various USAF safety arcs onto USAF property.  
420 Incorporation of USAF safety arcs onto USAF property would help to ensure continued  
421 operational capabilities of AFP 44 while accommodating the proposed safety  
422 enhancement project at TUS. Therefore, the purpose of the Proposed Action is to  
423 maintain AFP 44 operational capabilities while removing 6 ECMs from Parcel "F" and  
424 6 ECMs directly adjacent to Parcel "F".

425  
426 **1.3.3 NGB PURPOSE AND NEED**

427  
428 **THE NEED TO MAINTAIN NATIONAL GUARD BUREAU (NGB) SAFETY STANDARDS AND**  
429 **OPERATIONAL CAPABILITIES.**

430  
431 Since its activation, the AANG has fulfilled a Federal and state mission. The dual  
432 mission, a provision of the U.S. Constitution, results in each Guardsman holding  
433 membership in the National Guard of Arizona and in the National Guard of the United  
434 States. Specifically, the AANG serves the United States and allied nations by  
435 providing fighter aircraft training programs while partnering with the U.S. Air Force  
436 in overseas contingencies and Aerospace Control Alert.

437  
438 The AANG's Federal mission is to maintain well-trained, well-equipped units available  
439 for prompt mobilization during war and provide assistance during national  
440 emergencies such as natural disasters or civil disturbances. Currently, the AANG  
441 deploys its members as part of the Air and Space Expeditionary Force to provide  
442 combat forces in support of Operations in Southwest Asia.

443  
444 When Guardsmen are not mobilized or under Federal control, they report to the  
445 Governor of Arizona and are led by the adjutant general of the state. Under state  
446 law, the wing provides protection of life, property and preserves peace, order and  
447 public safety. These missions are accomplished through emergency relief support  
448 during natural disasters such as floods, earthquakes and forest fires; search and  
449 rescue operations; support to civil defense authorities; maintenance of vital public  
450 services and counterdrug operations.

451  
452 The AANG currently maintains Munitions Storage Areas (MSAs) as part of their  
453 operational capability. Munitions storage areas may include ECMs but also includes  
454 other facilities to support munitions-related operations such as inspection areas,  
455 secured roadways, loading docks, and maintenance areas. Not all the munitions used  
456 by the AANG can be stored at the existing facilities. Some munitions must be stored  
457 at DMA. The AANG needs additional areas to maintain the safe storage of munitions  
458 and provide safety areas consistent with USAF standards to ensure the public is not  
459 in close proximity to any munitions in the event of a mishap.

460 TUS is home to the AANG F-16 fighter pilot training unit. It is the largest AANG  
461 fighter wing in the country and resides on 94 acres as Tucson Air National Guard  
462 Base. The AANG shares use of the runways, security and fire suppression with the  
463 Airport. Approximately 1,450 people work at the Tucson Air National Guard Base.  
464 About 900 are full-time employees and the balance are drill status Guardsmen  
465 providing forces in support of wartime operations.  
466

467 The NGB's purpose and need is to maintain NGB safety standards and operational  
468 capabilities at the Tucson Air National Guard Base. More specifically, NGB needs to  
469 meet required separation distances for its MSA. The existing MSA at the Tucson Air  
470 National Guard Base does not meet the USAF separation distances required for  
471 explosive operations and exposes non-munitions personnel to explosive hazards.  
472 Relocating the MSA would accommodate the required Quantity-Distance clear zone  
473 arcs that are required in accordance with USAF Manual 91-201, *Explosive Safety*  
474 *Standards*.  
475

#### 1.3.4 TAA PURPOSE AND NEED

##### *THE NEED TO ENSURE LAND USE COMPATIBILITY AMONG USERS OF TUS.*

476 TUS is an essential transportation resource for the Tucson metropolitan area, Pima  
477 County, and southern Arizona. The primary objective of the TAA is the promotion  
478 and development of the most effective and efficient airport system to meet the needs  
479 of users and encourage economic growth in Tucson and southern Arizona. One of  
480 TAA's goals is to promote compatible land uses to preserve and grow major  
481 employment centers and leverage reasonable revenue enhancement opportunities.  
482 TAA does not receive any local tax dollars.  
483

484 The Proposed Action would require relocation of the ECMs currently on AFP 44  
485 property. The removal of 6 ECMs from Parcel "F" and 6 ECMs directly adjacent to  
486 Parcel "F" is necessary to protect the relocated runway object free area, taxiway  
487 object free area, runway safety area, and runway protection zone. TAA would need  
488 to acquire land, possibly through an exchange of land parcels with USAF. The location  
489 of the replacement magazines and operations at AFP 44 requires land for safety area  
490 buffer in case of incident. The purpose of a land exchange would be to provide the  
491 safety buffer, to ensure compatibility of adjacent land uses, and to offer USAF the  
492 ability to control neighboring uses to ensure compatibility with current and future  
493 uses at AFP 44. The exchange of land parcels would provide for future economic  
494 growth and safety area protections for one of the region's major employers, and  
495 would help to ensure continued operational capabilities and safety buffers for AFP 44.  
496  
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499

## 1.4 DESCRIPTION OF PROPOSED ACTION

500 The Proposed Action as shown on **Exhibit 11** includes the following elements:  
501

### 1.4.1 PROPOSED RELOCATION OF RUNWAY 11R/29L

502  
503  
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505  
506 **Construct Full Length Parallel Runway:** This element includes the relocation and  
507 reconstruction of Runway 11R/29L as a 10,996-foot long, 150-foot wide runway.  
508 The relocation of Runway 11R/29L would require development and/or modification of  
509 associated arrival and departure procedures. Currently the narrow width and shorter  
510 length of Runway 11R/29L causes some pilots to confuse it with a taxiway when  
511 approaching from the south. On several occasions pilots on approach from the south  
512 have mistaken Runway 29R for Runway 29L and Taxiway A for Runway 29R, landing  
513 on the wrong runway or on Taxiway A.  
514

515 The construction of a full-length parallel runway would eliminate HS-1 because it  
516 would clearly differentiate Runway 29L, Runway 29R, and Taxiway A. The proposed  
517 relocated Runway 11R/29L would have its threshold aligned with Runway 11L/29R  
518 and have the same width, which would clearly differentiate it from a parallel taxiway.  
519 Having the length, width, and threshold locations of Runway 11R/29L and  
520 Runway 11L/29R the same, would increase safety and pilot situational awareness.  
521 Pilots on approach from the south would be better able to visually acquire the end of  
522 the runways if they have non-staggered landing thresholds. This would eliminate the  
523 potential to mistake Runway 29R for Runway 29L and Taxiway A for Runway 29R.  
524 The existing Runway 11R/29L would be demolished and the pavement materials  
525 recycled for use during construction of the relocated runway pavement.  
526

527 **Displace Runway 11L Arrivals Threshold:** As part of the Runway 11R/29L  
528 relocation, the arrival threshold on Runway 11L would be shifted 921 feet to match  
529 Runway 11R and allow aircraft to taxi along Taxiway D independent of runway arrival  
530 operations. Currently at HS-2, the existing Runway 11L arrival threshold begins at  
531 the physical end of the runway near Taxiway D. Occasionally pilots taxiing along  
532 Taxiway D have crossed the approach path for Runway 11L/29R or Runway 11R/29L  
533 without clearance. With the existing Runway 11L arrival threshold, the potential for  
534 runway incursion is high when a pilot taxis across the approach path without  
535 clearance while an aircraft is on approach.  
536

537 Displacing the Runway 11L arrivals threshold to match the new Runway 11R arrivals  
538 threshold would eliminate HS-2 by enabling aircraft classified as B-II or smaller to be  
539 out of the runway safety areas, thereby decreasing the risk of a runway incursion.



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545 This element also includes reconfiguring the Runway 11L MALSR by shifting stations  
 546 and installing in-pavement approach lights in the displaced threshold. The existing  
 547 PAPI and glideslope antenna would also be relocated to accommodate the  
 548 Runway 11L arrival threshold shift. The existing MALSR and glide slope are shown in  
 549 **Exhibit 12**.  
 550

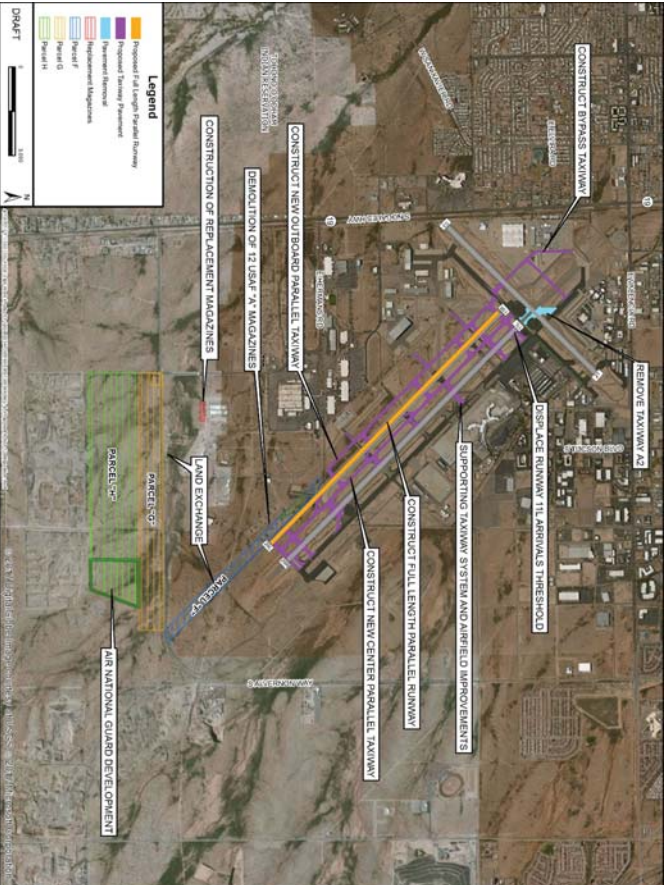
**Exhibit 12  
EXISTING MALSR AND GLIDE SLOPE ANTENNA**



553  
 554 Source: Photos courtesy of Tucson Airport Authority, 2016.

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ENVIRONMENTAL IMPACT STATEMENT**

540  
 541 **Exhibit 11**  
 542 **PROPOSED ACTION**



543  
 544 Source: Tucson Airport Authority and Landrum & Brown, 2016.

#### 1.4.2 PROPOSED NEW AIRFIELD IMPROVEMENTS

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**Construct New Centerline Parallel Taxiway:** This element proposes construction of a full-length parallel taxiway between Runway 11L/29R and Runway 11R/29L.

**Construct New Outboard Parallel Taxiway:** This element includes the construction of a parallel taxiway 400 feet southwest of the new relocated Runway 11R/29L. This parallel taxiway would provide additional access to Runway 11R/29L.

**Construct Supporting Connector Taxiways:** This element includes construction of connector taxiways between Runway 11R/29L and both outboard and centerline parallel taxiway. It also includes construction of connector taxiways between Runway 11L/29R and the centerline parallel taxiway and connector taxiways between Runway 11L/29R and Taxiway A accommodate the new displaced threshold.

**Construct Bypass Taxiway:** This element includes construction of a new bypass taxiway northwest of the Runway Protection Zones for Runways 11L and 11R. The displaced arrivals thresholds would allow unrestricted taxiing of aircraft (regardless of size) accessing Runway 11R. This element would include removal of the existing concrete apron from the surrounding area and demolition of four existing buildings/hangars within the area. The Triple hangars would not be demolished as part of this element.

**Close Taxiway A2:** This element includes the closure of Taxiway A2 segment between Taxiway A and Runway 3/21 and the Taxiway A2 segments between Runway 3/21 and Taxiway D.

**Construct/Maintain AANG Extended Blast Pad:** This element would construct/maintain the AANG blast pads for Runways 11L/29R and 11R/29L and paint/mark as non-runway/taxiway pavement.

**Associated Drainage Improvements:** This element provides for additional drainage detention areas to provide for the additional impervious pavement areas.

#### 1.4.3 CONNECTED AND SIMILAR ACTIONS

**Land Transactions/Conveyance of Parcel "F" (approximately 58 acres) from AFP 44 to TAA, Parcel "G" (160 acres) from TAA to USAF, and Conveyance of Parcel "H" (up to 291 acres) from TAA ultimately to USAF:** This element of the Proposed Action includes the TAA acquiring land from AFP 44 from USAF known as Parcel "F." This land is needed by TAA for the relocated runway object free area, taxiway object free area, runway safety area, and runway protection zone for the relocated runway. This Parcel "F" area is currently used by USAF to store explosives in ECMs.

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In exchange for Parcel "F," this element also includes FAA releasing TAA from its Federal obligations for the Airport land located between the former East Hughes Access Road and the new Aerospace Parkway, south of AFP 44 from TAA to USAF, and the release of that land from Federal obligations. A portion of this land has been proposed for construction of a Munitions Storage Area, to include ECMs, and access road, for the AANG at the Tucson Air National Guard Base located adjacent to TUS.

**Demolition of twelve USAF ECMs identified at AFP 44 as "A" Magazines:** This element includes the demolition of the twelve ECMs on Parcel "F" and adjacent to Parcel "F" to maintain the necessary FAA required safety areas for the relocated runway. An ECM is depicted in **Exhibit 13**.

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#### Exhibit 13 EARTH COVERED MAGAZINE



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Source: Photos courtesy of USAF and Raytheon Missile Systems, 2016.

**Construction of replacement magazines elsewhere on AFP 44:** In order to maintain the existing munitions storage capacity of AFP 44, replacement storage facilities would be constructed elsewhere on AFP 44 that would provide the same volume of storage provided in the "A" Magazines. These new ECMs would replace the twelve "A" Magazines to be demolished on Parcel "F" and adjacent to Parcel "F".

**Construction of Munitions Storage Area for the AANG.** This element of the Proposed Action includes transfer of land from Parcel "H" to the USAF on behalf of the NGB for construction of a MSA and access road to support the AANG at Tucson Air National Guard Base. A conceptual layout of the MSA is shown on **Exhibit 14**.

1.5 REQUESTED FEDERAL ACTIONS

This section summarizes the Federal actions and approvals the Federal Government must give before the Sponsor can implement the Proposed Action, described in Section 1.4.

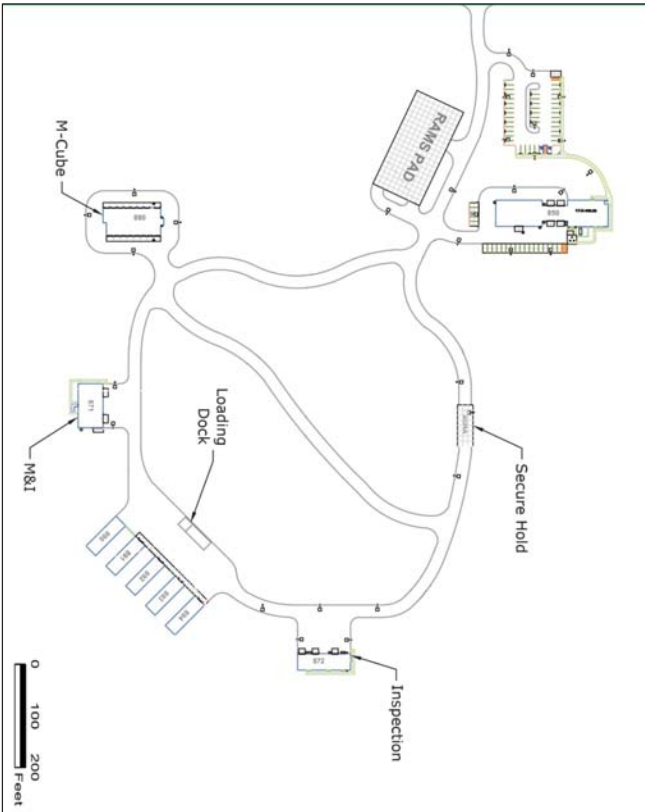
Federal Actions by the Federal Aviation Administration (FAA):

- 634 • Unconditional approval of the ALP to depict the proposed improvements
- 635 pursuant to 49 USC §§ 40103(b) and 47107(a)(16); 14 CFR Part 77, *Objects*
- 636 *Affecting Navigable Airspace*; and 14 CFR Part 157, *Notice of Construction,*
- 637 *Alteration, Activation, and Deactivation of Airports.*
- 638
- 639
- 640
- 641 • Determination under 49 USC § 44502(b) that the airport development is
- 642 reasonably necessary for use in air commerce or in the interests of national
- 643 defense.
- 644
- 645 • Determination under 49 USC § 47106(a)(1) that the Selected Alternative is
- 646 Reasonably Consistent with Existing Plans of Public Agencies Responsible for
- 647 Development in the Area.
- 648
- 649 • Determination under 49 USC § 47106(a)(1) that the Selected Alternative is
- 650 Reasonably Consistent with Existing Plans of Public Agencies Responsible for
- 651 Development in the Area.
- 652
- 653 • Approval of a Construction Safety and Phasing Plan to maintain aviation and
- 654 airfield safety during construction pursuant to FAA Advisory
- 655 Circular 150/5370-2F, *Operational Safety on Airports During Construction,*
- 656 *[14 CFR Part 139 (49 USC § 44706)].*
- 657
- 658 • Construction, installation, relocation and/or upgrade of various navigational
- 659 and visual aids including but not limited to Localizer Array, PAPI; wind
- 660 directional indicator cones, MALSR and associated equipment shelters; runway
- 661 threshold and edge lights, and taxiway edge lighting and signage and
- 662 associated utility lines. This equipment is necessary to ensure the safety of
- 663 air navigation for aircraft operations at the Airport.
- 664
- 665 • Approval of demolition of 12 ECMs on and adjacent to Parcel "F" on AFP 44
- 666 following transfer of Parcel "F" to TAA.
- 667
- 668 • Implementation of revised and temporary air traffic control procedures below
- 669 3,000 feet above ground level; including temporary approach procedures to
- 670 be used during construction.
- 671
- 672 • Establishment of new Standard Instrument Departure and Standard Terminal
- 673 Arrival Route procedures.
- 674
- 675 • Approval of the TAA's request for release of Federal obligations on land owned
- 676 by the Airport Authority for ultimate transfer to the USAF for AFP 44.
- 677
- 678 • Approval changes to the airport certification manual pursuant to
- 679 14 CFR Part 139.
- 680

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Exhibit 14  
 GENERAL LAYOUT OF PROPOSED MUNITIONS STORAGE AREA

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 633

Note: M&I is Maintenance and Inspection  
 Source: National Guard Bureau, 2016.

April 2017



- 676 • Determinations under 49 U.S.C §§ 47106 and 47107 relating to project grant  
677 application approval conditioned on satisfaction of project requirements, and  
678 project grant application approval conditioned on assurances about airport  
679 operations the proposed project for Federal funding assistance under the  
680 Airport Improvement Plan (AIP) for the proposed project as shown on the ALP.<sup>9</sup>
- 681 • Determination of eligibility for Federal assistance for the near-term  
682 development projects under the Federal grant-in-aid program authorized by  
683 the Airport and Airway Improvement Act of 1982, as amended (49 USC §  
684 47101 et seq.).
- 685 • Appropriate amendments to air carrier operations specifications pursuant to  
686 49 USC § 44705.
- 687 • FAA determination of the Proposed Action's effects on the safe and efficient  
688 use of navigable airspace.  
689

690 **Federal Actions by the United States Air Force:**

- 691 • Approval of disposal of Parcel "F" and associated recorded deed restrictions for  
692 AFP 44.
- 693 • Approval of acquisition of Parcel "G" from TAA for use by the USAF at AFP 44.  
694
- 695 • Approval of the ultimate transfer of Parcel "H" from TAA to the USAF, a portion  
696 of which would be designated for use by the National Guard Bureau.
- 697 • Approval of construction of replacement ECMS on AFP 44.
- 698 • Approval of deactivation and subsequent demolition of 12 ECMS (also known  
699 as "A" Magazines) located on and adjacent to Parcel "F".
- 700 • Approval of construction of a replacement AFP 44 perimeter fence along the  
701 western boundary of Parcel "F".  
702

703 **Federal Actions by the National Guard Bureau:**

- 704 • Approval of appropriate agreements between the USAF and NGB for use of  
705 land in Parcel "H" for construction of a Munitions Storage Area.
- 706 • Approval of funds for design/construction of a Munitions Storage Area to  
707 support the AANG at Tucson Air National Guard Base on Parcel "H".

<sup>9</sup> Certain requirements for AIP funding overlap with environmental review requirements for approval of the ALP and so are addressed as part of the EIS for the ALP. These determinations are a prerequisite to funding but do not complete the determinations that are necessary for funding. The decision to approve AIP and PFC funding are completed in separate processes.

708 **1.6 THE ENVIRONMENTAL REVIEW PROCESS**

709 FAA's environmental review is done in compliance with environmental requirements  
710 and policies including NEPA, the CEQ Regulations for Implementing the Procedural  
711 Provisions of NEPA (40 CFR §1506.6), and FAA Orders 1050.1F and 5050.4B.  
712 Throughout this process, FAA is directed to "[m]ake diligent efforts to involve the  
713 public in preparing and implementing [its] NEPA procedures."<sup>10</sup>  
714

715 NEPA allows for an early and open process for determining the scope of issues to be  
716 addressed in an EIS and for identifying issues related to the Proposed Action.  
717 This public participation process is called scoping. Scoping is a fundamental part of  
718 the EIS development process and promotes better decision making. Scoping not only  
719 informs the public about the Proposed Action and alternatives, but also identifies  
720 issues and concerns early in the EIS process that are of particular interest to affected  
721 communities.  
722

723 Scoping for the development of the EIS began with the publication of the Notice of  
724 Intent to prepare the EIS in the *Federal Register* on August 19, 2016. A notice of the  
725 scoping meeting was published in the *Arizona Daily Star*, 30 days in advance of the  
726 scheduled meeting.  
727

728 A governmental agency scoping meeting for all federal, state, and local regulatory  
729 agencies which have jurisdiction by law or have special expertise with respect to any  
730 potential environmental impacts associated with the Proposed Action was held on  
731 September 22, 2016 at Tucson Executive Terminal at the base of the Old Airport  
732 Traffic Control Tower building, 7081 South Plumer Avenue, Tucson, Arizona.  
733

734 FAA also conducted a public scoping meeting on September 22, 2016 at the same  
735 location during the evening. The public scoping meeting was conducted in an open  
736 house format designed to inform the public about the Proposed Action and NEPA  
737 process, and allow the public to speak with FAA, USAF, NGB, and Airport Sponsor  
738 representatives on issues and concerns they would like to see addressed in the EIS.  
739 During the scoping meeting, FAA staff gave a presentation on the proposed ASEP  
740 project and the objectives of the Proposed Action. Following the presentation, the  
741 public was provided the opportunity to comment on the project. A total of 22  
742 individuals not including FAA, USAF, NGB, and Airport Sponsor representatives signed  
743 in at the meeting.  
744

745 The public had the following five ways to provide comments to the FAA about the  
746 scope of the EIS during the scoping period:  
747

- 748 • Submit written comments during the public scoping meeting;
- 749 • Provide comments orally to a stenographer at the scoping meeting;
- 750 • Provide comments orally by telephoning Dave Kessler, the FAA Project  
751 Manager, at (310) 725-3615;
- 752 • Submit comments electronically to [dave.kessler@faa.gov](mailto:dave.kessler@faa.gov); or

<sup>10</sup> 40 CFR 1506.6(a).

- 753 • Mail written comments to David B. Kessler, M.A., AICP, Regional Environmental  
754 Protection Specialist, AWP-610.1, Airports Division, Federal Aviation  
755 Administration, Western-Pacific Region. Mailing address:  
756 15000 Aviation Boulevard, Lawndale, California 90261.  
757

758 During the government agency scoping process from August 19, 2016 to  
759 October 3, 2016, six government agencies submitted comments about the project.  
760 These agencies included the Arizona State Historic Preservation Office, Arizona  
761 Department of Environmental Quality, National Park Service, the city of Tucson  
762 Environmental and General Services, Federal Emergency Management Agency  
763 Floodplain Management and Insurance Branch, and the U.S. Environmental  
764 Protection Agency.  
765

766 A total of 18 public comments were received during the scoping period from  
767 August 19, 2016 to October 3, 2016. Thirteen people provided comments in support  
768 of the proposed project. Five comments were received concerning the possibility of  
769 additional military flights including the F-35 Lightning II fighter aircraft being based at  
770 DMA or Tucson Air National Guard Base. **However, the need for the Proposed  
771 Action at TUS does not involve, in any way, the new F-35 fighter aircraft.**  
772 Deployment of the F-35 to various installations around the United States and abroad  
773 is a decision made by the USAF. In August 2012, the USAF approved a Record of  
774 Decision to station the F-35A at Luke Air Force Base, west of Phoenix, Arizona. At this  
775 time, there is no proposal before the USAF or NGB to station the F-35 at DMA or  
776 Tucson Air National Guard Base. There will be no analysis of potential F-35  
777 deployment at TUS in the EIS.  
778

779 The next milestone for the EIS is to collect comments on the purpose, need, and  
780 alternatives working paper and to begin preparing the Draft EIS document.  
781 The public release of the Draft EIS is anticipated to take place in the spring of 2018.  
782 The Final EIS is anticipated to be released in the fall of 2018, with a Record of Decision  
783 completed in late fall/early winter 2018. Permits and other mitigation requirements,  
784 if necessary, and the final design of the proposed project, are likely to extend beyond  
785 that timeframe. Construction of the proposed project is expected to take  
786 approximately three years. Under this timeline, if the FAA decides to proceed with  
787 the project following environmental review, the Proposed Action could be completed  
788 and operational by 2022.

## 789 SECTION 2 ALTERNATIVES

### 790 2.1 ALTERNATIVES INTRODUCTION

791 An EIS describes and discusses the significant environmental impacts that would be  
792 caused by the Proposed Action, its reasonable alternatives and the no action  
793 alternative. The purpose of this Working Paper is to identify potential reasonable  
794 alternatives to the Proposed Action. When considering alternatives, the FAA must:

- 797 • Develop and describe the range of reasonable alternatives capable of achieving  
798 the Purpose and Need (see 40 CFR § 1502.14; FAA Order 1050.1F, paragraph  
799 7-1.1(e)) including the Proposed Action, any reasonable alternatives not within  
800 the jurisdiction of the lead agency, and the No Action Alternative; and
- 801 • Rigorously explore and objectively evaluate all reasonable alternatives, and  
802 provide reasons why any alternatives were eliminated from further study  
803 (40 CFR § 1502.14(a)).  
804

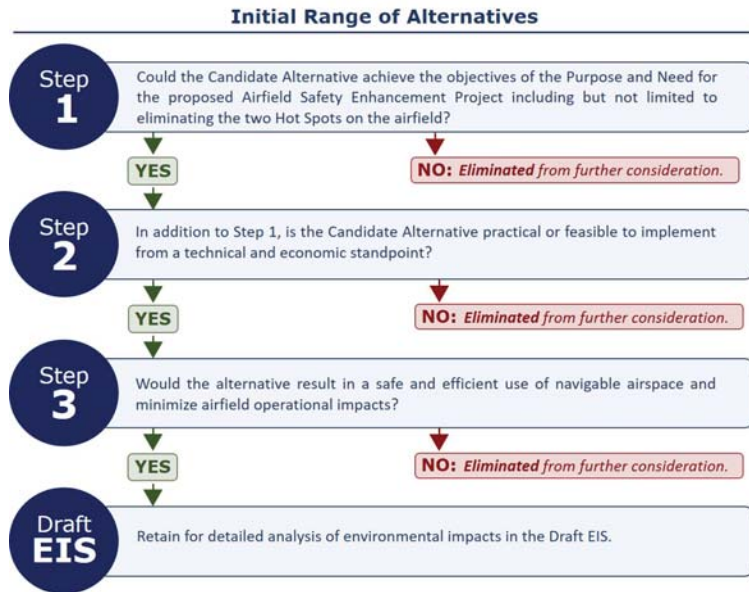
805 This Working Paper describes and applies a screening process to determine  
806 reasonable alternatives that are capable of achieving the Purpose and Need, and to  
807 describe the alternatives that will be evaluated in detail in the Draft EIS. There are  
808 two similar actions for which alternatives are being considered. The first screening  
809 process identifies alternatives for the ASEP. The second screening process identifies  
810 alternatives for the location of a proposed munitions storage area. The FAA is making  
811 this Working Paper available to the public and government agencies for review and  
812 comment. Once that review is complete, in whole or in summary, this Working Paper  
813 will become part of the EIS. **The FAA is not making a decision about the  
814 Preferred Alternative in this Working Paper. That decision would be made  
815 as part of a Record of Decision on the Final EIS.**

816 **2.2 AIRFIELD SAFETY ENHANCEMENT ALTERNATIVES**  
817 **SCREENING PROCESS**

818 FAA established a multi-step screening process to identify a range of reasonable ASE  
819 alternatives responsive to the Purpose and Need for the Proposed Action. The first  
820 step in this screening process was to determine if the proposed ASE alternative was  
821 capable of addressing the Purpose and Need.  
822

823 After determining whether the proposed ASE alternatives were capable of addressing  
824 the Purpose and Need, various alternatives were carried forward into a second step  
825 evaluation to consider whether the alternative is practical or feasible to implement  
826 from an economic and technical standpoint. At the completion of this second step  
827 evaluation, ASE alternatives moved forward to a third step to determine if the  
828 alternative would result in safe and efficient use of navigable airspace and if the  
829 alternative would minimize airfield operational impacts. If the ASE alternative  
830 advanced through all three steps, it was retained for a more detailed environmental  
831 evaluation in the EIS process. The screening process for the ASE alternatives is  
832 portrayed conceptually in **Exhibit 15**.  
833

834 **Exhibit 15**  
835 **AIRFIELD SAFETY ENHANCEMENT ALTERNATIVES SCREENING PROCESS**  
836  
837



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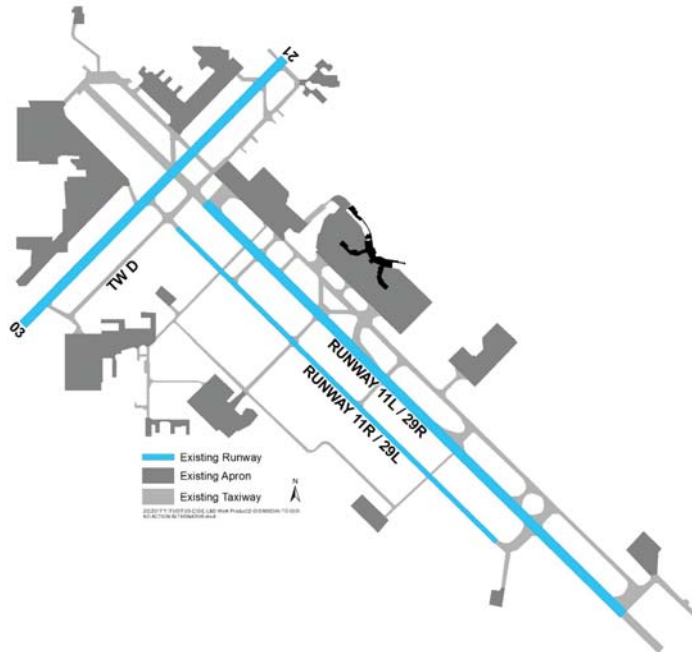
839 **2.3 INITIAL RANGE OF AIRFIELD SAFETY ENHANCEMENT**  
840 **ALTERNATIVES**

841 This section provides a brief description of the ASE alternatives that are subject to  
842 the multi-step screening process. The initial range of alternatives to be evaluated  
843 include the No Action Alternative, on-site airfield alternatives, and off-site  
844 alternatives.  
845

846 **2.3.1 NO ACTION ALTERNATIVE**

847 **Exhibit 16** presents the No Action Alternative, where no changes would be made  
848 from the existing conditions and the airfield would remain as it is today.  
849 Parallel Runways 11L/29R and 11R/29L measure 10,996 feet by 150 feet and  
850 8,408 feet by 75 feet, respectively, and are separated by 706 feet. The crosswind  
851 Runway 3/21 measures 7,000 feet by 150 feet. While the No Action Alternative does  
852 not meet the Purpose and Need, the No Action Alternative must be carried forward  
853 in the assessment of environmental impacts as required by 40 CFR § 1502.14(d).  
854 The No Action Alternative serves as a baseline to compare the impacts of the other  
855 alternatives.  
856  
857

858 **Exhibit 16**  
859 **NO ACTION ALTERNATIVE**  
860



861  
862 Source: TAA, Airport Layout Plan, 2014.

863 **2.3.2 ON-SITE AIRFIELD ALTERNATIVES**

864  
865 The range of on-site airfield alternatives includes those identified in the TAA's Master  
866 Plan, dated June 1, 2014; TAA's ASE Implementation Study dated May 2015; and the  
867 TAA's ALP drawings.<sup>11</sup> These alternatives were evaluated through the screening  
868 process to determine whether they meet the Purpose and Need.

869  
870 **Existing 706-Foot Separation alternatives**

871  
872 The common feature of the three alternatives below is that they each maintain a  
873 706-foot separation between parallel runway centerlines.

874  
875 **Existing 706-Foot Separation Plan A**

876  
877 This Alternative, as shown in **Exhibit 17**, retains the existing length, threshold  
878 locations, and centerline geometry of both Runways 11L/29R and 11R/29L.  
879 This Alternative removes various taxiway crossings currently used by GA aircraft  
880 accessing Runway 11R/29L. Various other taxiway improvements are proposed to  
881 promote pilot awareness on the airfield, most importantly the removal of the taxiways  
882 leading to the north ends of Runway 11L/29R and 11R/29L. The addition of several  
883 taxiway segments would replace removed taxiways and would comply with FAA  
884 design standards. Similar to the existing condition, parallel Runways 11L/29R and  
885 11R/29L would measure 10,996 feet by 150 feet and 8,408 feet by 75 feet,  
886 respectively, and would still be separated by 706 feet.

<sup>11</sup> Tucson Airport Authority. ALP drawing approved by the TAA Chief Executive Officer on June 2, 2014 and conditionally approved by FAA on June 24, 2014.

887 **Exhibit 17**  
888 **EXISTING 706-FOOT SEPARATION PLAN A**  
889



890  
891 Source: TAA, Master Plan Airfield Alternative 2A, 2015.

892 **Existing 706-Foot Separation Plan B**

893  
894 This Alternative, as shown on **Exhibit 18**, creates an Airplane Design Group-IV  
895 capable runway by widening and extending Runway 11R/29L south so that the ends  
896 of the two runways line up and are no longer staggered. Both runways would also  
897 be extended north to intersect with Taxiway D. Currently, both runways end south  
898 of Taxiway D. Various other taxiway improvements are proposed to promote pilot  
899 awareness on the airfield. These improvements include the removal of the taxiways  
900 leading to the north ends of Runway 11L/29R and 11R/29L. The addition of several  
901 taxiway segments would replace removed taxiways and would comply with FAA  
902 design standards. Parallel Runways 11R/29L and 11L/29R would both measure  
903 11,330 feet by 150 feet. This alternative retains the current separation between the  
904 parallel runways of 706 feet.  
905

906 **Exhibit 18**  
907 **EXISTING 706-FOOT SEPARATION PLAN B**  
908

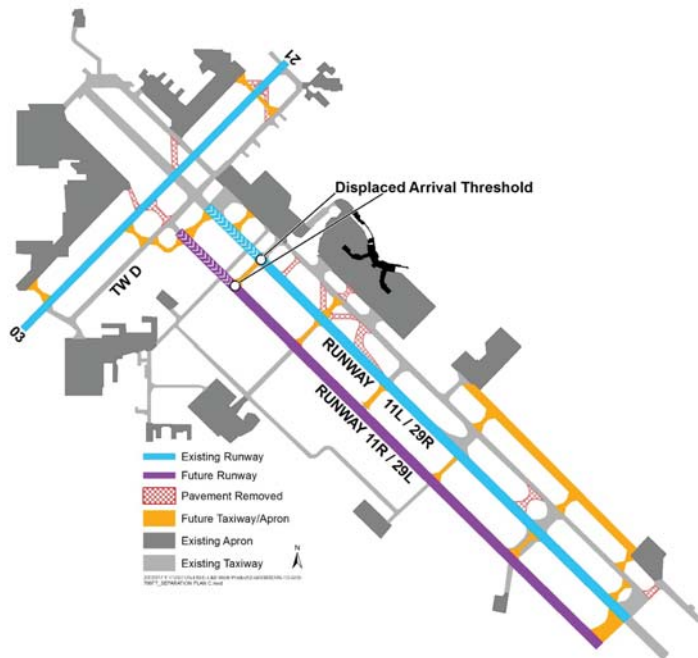


909  
910 Source: TAA, Master Plan Airfield Alternative 2B, 2015.

911 **706-Foot Separation Plan C**

912 This Alternative, as shown on **Exhibit 19**, utilizes many of the elements of the  
913 706-Foot Separation Plan B Alternative. However, this Alternative displaces the  
914 Runway 11L/29R and 11R/29L arrival thresholds south of their current positions to  
915 allow Taxiway D to function as an end-around taxiway. Various other taxiway  
916 improvements are proposed to promote pilot awareness on the airfield.  
917 These improvements include the removal of the taxiways leading to the north ends  
918 of Runway 11L/29R and 11R/29L. The addition of several taxiway segments would  
919 replace removed taxiways and would comply with FAA design standards.  
920 Parallel Runways 11R/29L and 11L/29R would both measure 10,807 feet for  
921 departures and 9,618 feet of distance for landings. This Alternative retains the  
922 current separation between the parallel runways of 706 feet.  
923  
924

925 **Exhibit 19**  
926 **EXISTING 706-FOOT SEPARATION PLAN C**  
927



928  
929 Source: TAA, Master Plan Airfield Alternative 2C, 2015.

930 **800-Foot Separation Alternatives**

931  
932 The common feature of the two alternatives below is that they both include an  
933 800-foot separation between parallel runways, which allows for a parallel taxiway to  
934 be constructed between the runways. These alternatives would require the  
935 replacement of Runway 11R/29L.  
936

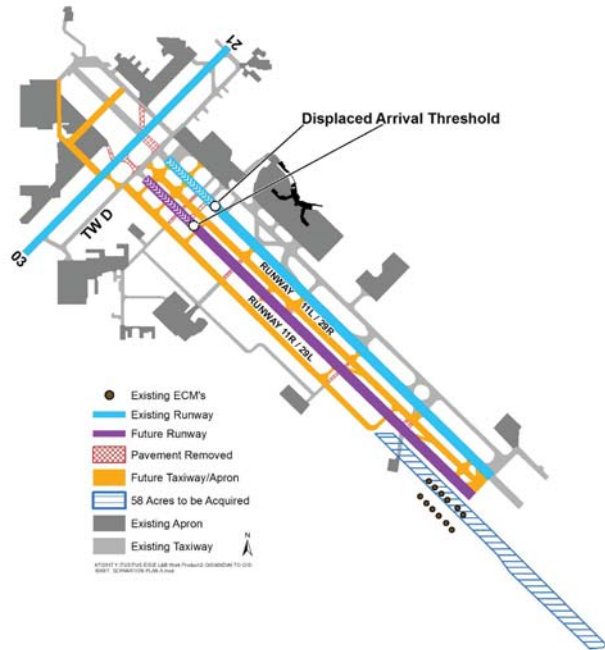
937 **800-Foot Separation Plan A**

938  
939 This Alternative, as shown on **Exhibit 20**, includes the replacement of  
940 Runway 11R/29L with a full-length parallel runway. The distance between the  
941 parallel runways would be expanded to 800 feet. A center parallel taxiway would be  
942 constructed to allow aircraft to queue prior to crossing the other parallel runway.  
943 The center parallel taxiway would minimize the potential for pilots to inadvertently  
944 cross an active runway by forcing them to first turn onto the taxiway. Pilots would  
945 then contact the ATCT to receive clearance to cross the runway. An additional parallel  
946 taxiway west of the relocated Runway 11R/29L would limit direct access from aircraft  
947 approaching the runway from the west. Various other taxiway improvements are  
948 proposed to promote pilot awareness on the airfield, most importantly the removal  
949 of the taxiways leading to the north ends of Runway 11L/29R and 11R/29L.  
950 The addition of several taxiway segments would replace removed taxiways and would  
951 comply with FAA design standards. Parallel Runways 11R/29L and 11L/29R would  
952 both measure 10,996 feet by 150 feet.  
953

954 Under this Alternative, TAA would acquire approximately 58 acres of land along the  
955 shared property boundary between the Airport and AFP 44 in order to demolish 12  
956 ECMs to protect airport safety areas.



957 **Exhibit 20**  
958 **800-FOOT SEPARATION PLAN A**  
959



960  
961 Source: TAA, 2016.

962 **800-Foot Separation Plan B**

963 This Alternative, as shown on **Exhibit 21**, includes the same basic elements of the  
964 800-Foot Separation Plan A Alternative, but shifts the parallel runways approximately  
965 2,700 feet to the southeast along the centerline. The relocation of the runways and  
966 addition of other taxiways on the west side of the airfield would allow Taxiway D to  
967 be used as an unrestricted end-around taxiway. Parallel Runways 11R/29L and  
968 11L/29R would both measure 10,996 feet by 150 feet. This Alternative would expand  
969 the separation between the parallel runways to 800 feet. Under this Alternative, TAA  
970 would also acquire approximately 58 acres of land along the shared property  
971 boundary between the Airport and AFP 44 in order to demolish 12 ECMs in order to  
972 protect airport safety areas.  
973  
974

975 **Exhibit 21**  
976 **800-FOOT SEPARATION PLAN B**  
977



978  
979 Source: TAA, Master Plan Airfield Alternative 5, 2015.



1040 Group, the 943rd Rescue Group, and a number of other organizations. DMA's aircraft  
1041 inventory includes A-10Cs, EC-130s, HC-130Js, HH-60Gs, a contingent of  
1042  
1043 F-16s, and over 3,700 assorted aircraft in the AMARG Boneyard. DMA has one  
1044 runway, Runway 12/30, which is 13,643 feet in length.  
1045

## 1046 **2.4 STEP ONE: ACHIEVES PURPOSE AND NEED**

1047  
1048 The following sections describe the Step One evaluation of each initial ASE  
1049 alternative, which evaluates each alternative's ability to satisfy the Purpose and  
1050 Need. **Table 3** at the end of Section 2.4 summarizes the evaluation findings.  
1051

### 1052 **2.4.1 NO ACTION ALTERNATIVE**

1053  
1054 To comply with 40 CFR 1502.14(d), FAA Order 5050.4B, and other special purpose  
1055 environmental laws, the No Action Alternative is carried forward in the analysis of  
1056 environmental consequences.  
1057

1058 The No Action Alternative depicts the existing conditions of the Airport. Although the  
1059 No Action Alternative would not address the Purpose and Need to enhance the safety  
1060 and operational condition of the existing airfield, it provides a basis of comparison for  
1061 the assessment of future conditions and impacts. Therefore, the No Action  
1062 Alternative is carried forward through the Alternatives Screening and evaluated in  
1063 the Environmental Consequences Chapter of the EIS.  
1064

### 1065 **2.4.2 ON-SITE AIRFIELD ALTERNATIVES**

1066  
1067 The FAA defines a "hot spot" as a location on an airport movement area with a history  
1068 of potential risk of collision or runway incursion, and where heightened attention by  
1069 pilots and drivers is necessary.<sup>14</sup> Typically, hot spots are located in areas with  
1070 complex or confusing airfield geometry or in areas that have a history of incursions  
1071 or the potential for incursions. A confusing condition may be compounded by a  
1072 miscommunication between ATCT and a pilot, and may cause an aircraft separation  
1073 standard to be compromised.<sup>15</sup> The FAA has identified two existing hot spots at the  
1074 Airport, labeled as HS-1 and HS-2 as described in Section 1.3.  
1075

1076 HS-1 is located at the end of Runway 29L. HS-1 has been a historical point of  
1077 confusion between Runways 29L and 29R and Runway 29R and Taxiway A.  
1078 On several occasions pilots on approach from the south have mistaken Runway 29R  
1079 for Runway 29L and Taxiway A for Runway 29R, landing on the wrong runway or on  
1080 Taxiway A.  
1081

1082 HS-2 is located along Taxiway D between Runway 11L/29R and Runway 11R/29L.  
1083 At this location, pilots taxiing along Taxiway D have crossed the approach path for  
1084 Runway 11L/29R or Runway 11R/29L without proper clearance.

<sup>14</sup> [https://www.faa.gov/airports/runway\\_safety/hotspots/hotspots\\_list/](https://www.faa.gov/airports/runway_safety/hotspots/hotspots_list/)

<sup>15</sup> FAA Air Traffic Organization Office of Runway Safety. Focus on Hotspots- Prevent Runway Incursions Brochure. [www.faa.gov/airports/runway\\_safety/publications](http://www.faa.gov/airports/runway_safety/publications)

## 1085 **706-Foot Separation Plan A**

1086  
1087 This Alternative does not meet the need to eliminate HS-1 on the south of the Airport  
1088 because under this Alternative, the Runway 11R/29L length, width, and basic airfield  
1089 geometry would remain as they are today. Thus, the staggered runway ends would  
1090 continue to exist.  
1091

1092 This Alternative does not prevent aircraft from crossing directly between two parallel  
1093 runways because it does not include a center parallel taxiway. This Alternative would  
1094 not meet the need to maintain operational capability when there is a temporary  
1095 closure of 11L/29R because the runways would remain as they are today.  
1096 This Alternative would maintain AFP 44 and NGB capabilities. This Alternative was  
1097 not carried forward for Step Two evaluation because it does not meet all of the stated  
1098 needs.  
1099

## 1100 **Existing 706-Foot Separation Plan B**

1101  
1102 This Alternative does not meet the need to eliminate the existing HS-2. This is  
1103 because this Alternative does not prevent aircraft from crossing directly between two  
1104 parallel runways because it does not include a center parallel taxiway.  
1105 This Alternative would maintain operational capability when there is a temporary  
1106 closure of 11L/29R due to the expansion of Runway 11R/29L. This Alternative would  
1107 maintain AFP 44 and NGB capabilities. This Alternative was not carried forward for  
1108 Step Two evaluation because it does not meet all of the stated needs.  
1109

## 1110 **Existing 706-Foot Separation Plan C**

1111  
1112 This Alternative does not meet the need to eliminate the existing HS-2. This is  
1113 because this Alternative does not prevent aircraft from crossing directly between two  
1114 parallel runways because it does not include a center parallel taxiway.  
1115 This Alternative would maintain operational capability when there is a temporary  
1116 closure of 11L/29R. This Alternative would maintain AFP 44 and NGB capabilities.  
1117 This Alternative was not carried forward for Step Two evaluation because it does not  
1118 meet all of the stated needs.

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1155  
**Table 3**  
**STEP ONE SCREENING MATRIX**

Alternative	Description	Alternatives Ability to Meet the Established Purposes and Needs				
		Enhances Safety and Eliminates Existing Hot Spots	Prevents aircraft from crossing directly between two parallel runways	Maintains Operational Capabilities when there is a temporary closure of 11L/29R	Maintaining AFP 44 capabilities and NGB safety standards and capabilities	Move to Step Two
No Action	- Airport remains as it is today	No	No	No	Yes	Yes
706-foot Separation Plan A	- Minimal action to taxiway connectors to increase taxiway safety - Dual full length parallel runway crossings - Realign both Runway 11's end thresholds	No	No	No	Yes	No
706-foot Separation Plan B	- Dual full length parallel runway system - Displace both Runway 11's thresholds	No	No	Yes	Yes	No
706-foot Separation Plan C	- Dual full length parallel runway system - Displace both Runway 11's thresholds, end-around Taxiway D for B-II aircraft	No	No	Yes	Yes	No
800-foot Separation Plan A	- Dual full length parallel runway system - Split runways southeast, undestructured end-around Taxiway D for B-II aircraft	Yes	Yes	Yes	Yes	Yes
800-foot Separation Plan B	- Dual full length parallel runway system - Split runways southeast, undestructured end-around Taxiway D for B-II aircraft	Yes	Yes	Yes	Yes	Yes
East Runway	- Dual full length parallel runway system - New Runway 12/30, east of terminal core - Dual independent approaches - Additional taxiways near west end	No	Yes	Yes	Yes	No
Ryan Airfield	- Insufficient runway length & airport facilities	Yes	Yes	Yes	Yes	Yes
Marana Regional	- Insufficient runway length & airport facilities	Yes	Yes	Yes	Yes	Yes
Davis-Monthan Air Force Base	- Cannot accept commercial/public traffic	Yes	Yes	Yes	Yes	Yes

1154 Note: Yes- Satisfies purpose and need  
1155 No- Does not satisfy purpose and need

**TUCSON INTERNATIONAL AIRPORT  
ENVIRONMENTAL IMPACT STATEMENT**

**800-Foot Separation Plan A**

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1125  
1126  
1127

This Alternative would eliminate both existing hot spots. This Alternative would prevent aircraft from crossing directly between two parallel runways because it includes a center parallel taxiway. This alternative would maintain operational capability when there is a temporary closure of 11L/29R. This Alternative would maintain AFP 44 and NGB capabilities. This Alternative was carried forward for Step Two evaluation because it meets all of the stated needs.

**800-Foot Separation Plan B**

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1136

This Alternative would eliminate both existing hot spots. This Alternative would prevent aircraft from crossing directly between two parallel runways because it includes a center parallel taxiway. This Alternative would maintain operational capability when there is a temporary closure of 11L/29R. This Alternative would maintain AFP 44 and NGB capabilities. This Alternative was carried forward for Step Two evaluation because it meets all of the stated needs.

**East Runway**

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This Alternative would eliminate HS-1 but not HS-2. This Alternative would prevent aircraft from crossing directly between two parallel runways because it includes a center taxiway. This Alternative would maintain operational capability when there is a temporary closure of 11L/29R. This Alternative would maintain AFP 44 and NGB capabilities.

This Alternative is shown on TAA's ALP as "conceptual" because it is a future capacity enhancement that is needed beyond the 20-year planning horizon of the Master Plan Update. At this time, implementation of this Alternative would not be warranted because TUS does not need additional airfield capacity. This Alternative was not carried forward for Step Two evaluation because it does not meet all of the stated needs, specifically it does not eliminate HS-2.

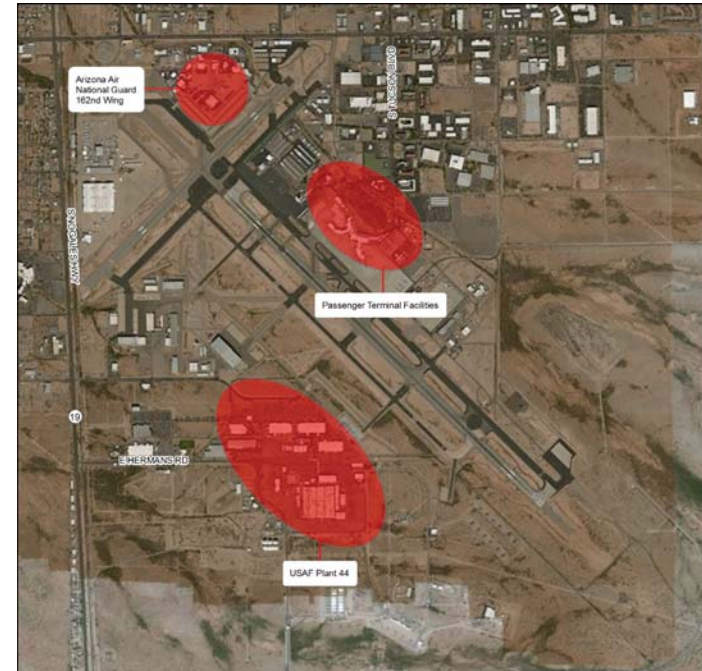
1156 **2.5 STEP TWO: PRACTICAL OR FEASIBLE TO IMPLEMENT**

1157  
1158 Based on the findings from the initial screening, two airfield alternatives and three  
1159 off-site alternatives were identified as satisfying the Purpose and Need, in addition to  
1160 the No Action alternative. The second step of the evaluation analyzed the alternatives  
1161 a step further to evaluate if the alternative is practical or feasible to implement from  
1162 a technical and economic standpoint.

1163  
1164 The FAA reviewed the current layout of the Airport and its surroundings to identify  
1165 constraints to potential implementation of alternatives. The facilities depicted on  
1166 **Exhibit 23** are located on or immediately adjacent to the Airport and have been  
1167 identified as development limitation constraints. Developing an alternative that  
1168 would conflict with one of these existing facilities would result in substantial  
1169 redevelopment costs or would inhibit development or maintenance of existing  
1170 infrastructure and would therefore be impractical from a technical or economic  
1171 standpoint. As such, no alternatives that directly affect these existing facilities were  
1172 considered feasible to implement. The areas that are development limitation  
1173 constraints for the alternatives include:

- 1174 • **AFP 44 Facilities:** An alternative that would result in a major relocation of  
1175 AFP 44 facilities would cause significant disruption to AFP 44 operations and  
1176 would require substantial additional investment. Therefore, no alternatives  
1177 that would cause substantial relocation of AFP 44 facilities would proceed to  
1178 Step Three.
- 1179 • **Passenger Terminal Facilities:** An alternative that would result in a major  
1180 encroachment to the existing terminal core passenger processing facilities area  
1181 would cause significant disruption of airline and passenger service. Therefore,  
1182 no alternatives that require substantial relocation of facilities and additional  
1183 investment would proceed to Step Three.
- 1184 • **Arizona Air National Guard 162<sup>nd</sup> Wing (AANG) Facilities:** An alternative  
1185 that would result in a major relocation of AANG facilities would cause significant  
1186 disruption to their mission and would require substantial additional investment  
1187 to complete. Therefore, no alternatives that would cause substantial relocation  
1188 of AANG facilities are included in this analysis.

1189 **Exhibit 23**  
1190 **ALTERNATIVE CONSTRAINTS**  
1191



1192 Source: Aerial photo provided by Google Earth.  
1193



1194 **2.5.1 NO ACTION ALTERNATIVE**

1195  
1196 To comply with 40 CFR 1502.14(d), FAA Order 5050.4B, and other special purpose  
1197 environmental laws, the No Action Alternative is carried forward in the analysis of  
1198 environmental consequences.  
1199

1200 **2.5.2 ON-SITE AIRFIELD ALTERNATIVES**

1201  
1202 Both of the airfield development alternatives were identified as being feasible to  
1203 implement and avoiding existing facilities and were carried forward for Step Three  
1204 evaluation.  
1205

1206 **2.5.3 OFF-SITE ALTERNATIVES**

1207  
1208 The ability to use another airport as a feasible and reasonable alternative is largely  
1209 based on the potential for that airport to accommodate most, if not all of the aircraft  
1210 operations that are currently using TUS.  
1211

1212 **Ryan Airfield**

1213  
1214 The current runways at RYN do not provide the length and width necessary to  
1215 accommodate military training operations, regional jet, or large passenger jet  
1216 operations. Further, there is a lack of proper passenger terminal facilities (terminal  
1217 buildings, baggage services, fueling facilities, utility infrastructure, and parking) to  
1218 support passenger service. TAA does not hold a Part 139 Certificate for RYN.  
1219 The lack of terminal and runway facilities at RYN would restrict it from being  
1220 considered a reasonable or feasible alternative due to the significant investment that  
1221 would have to occur. Therefore, the use of RYN as an alternative was not carried  
1222 forward for the Step Three evaluation. While TAA does have the responsibility for  
1223 decisions to further develop RYN, FAA and TAA do not have the authority to divert air  
1224 transportation activity from TUS to RYN.  
1225

1226 **Marana Regional Airport (AVQ)**

1227  
1228 The current runway at AVQ is not long enough to accommodate military training  
1229 operations, regional jet, or large jet passenger operations. Further, there is a lack  
1230 of proper terminal facilities (secure terminal, baggage services, and parking) to  
1231 support passenger service. The lack of terminal and runway facilities at AVQ would  
1232 restrict that airport from being considered a reasonable or feasible alternative due to  
1233 the significant investments that would have to occur. Therefore, the use of AVQ as  
1234 an alternative was not carried forward for Step Three evaluation. Unlike TUS and  
1235 RYN, TAA does not have the responsibility for decisions to further develop AVQ.  
1236 FAA and TAA do not have the authority to divert air transportation activity from TUS  
1237 to AVQ.

1238 **Davis-Monthan Air Force Base**

1239  
1240 DMA is a military installation closed to the public. Pilots must obtain special  
1241 permissions prior to landing at DMA. Because DMA is not a public-use airport,  
1242 relocating commercial aviation activity from TUS to DMA is not possible. Therefore,  
1243 the use of DMA is not a feasible or reasonable alternative to the Proposed Action at  
1244 TUS and was not carried forward for Step Three evaluation.  
1245

1246 **Table 4**  
1247 **STEP TWO SCREENING MATRIX**  
1248

Alternative	Description	Step Two Screening Criteria	
		Is the Alternative practical or feasible to implement from a technical and economic standpoint?	Move to Step Three
No Action	- Airport remains as it is today	Yes	Yes
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
800-Foot Separation Plan B	- Dual full length parallel runway system - Shift runways southeast, unobstructed end-around Taxiway D	Yes	Yes
Ryan Airfield	- Insufficient runway length & airport facilities	No	No
Marana Regional	- Insufficient runway length & airport facilities	No	No
Davis -Monthan Air Force Base	- Cannot accept commercial/public traffic	No	No

1249 Note: Yes- Satisfies Step Two screening criteria  
1250 No- Does not satisfy Step Two screening criteria  
1251

1252 **2.6 STEP THREE: MINIMIZE AIRFIELD OPERATIONAL**  
1253 **IMPACTS**

1254  
1255 Based on the analysis from Step One and Step Two of the initial screening, two airfield  
1256 alternatives were carried forward for Step Three screening in addition to the No Action  
1257 alternative. The third step of the evaluation analyzes the ASE alternatives' ability to  
1258 result in a safe and efficient use of navigable airspace and minimize airfield  
1259 operational impacts.  
1260

1261 This Working Paper identifies and evaluates all reasonable, feasible, prudent, and  
1262 practicable alternatives that might accomplish the objectives of the Proposed Action.  
1263 Each of the ASE alternatives carried forward to this point appears feasible in terms  
1264 that the alternative is physically capable of being built and could be operated safely.  
1265 This Step Three screening considered the alternatives' impacts on airfield operations  
1266 and issues of practicality and prudence.



1267 Here, the most evident impact from the ASE alternatives considered was the potential  
1268 increase in taxi times of aircraft going from the runways to the terminal, the AANG  
1269 facility, and the GA ramp and on potential supporting infrastructure that would need  
1270 to be built to support the alternatives.

1271 **2.6.1 NO ACTION ALTERNATIVE**

1272 The No Action Alternative required pursuant to 40 CFR § 1502.14(d) provides a basis  
1273 of comparison for the assessment of future conditions and impacts. Therefore, the  
1274 No Action alternative was carried forward for detailed evaluation in the EIS.

1275 **2.6.2 800-FOOT SEPARATION PLAN A**

1276 From an operational standpoint, this Alternative would provide an efficient use of the  
1277 airfield and would maintain taxi times most similar to existing conditions.

1278 **2.6.3 800-FOOT SEPARATION PLAN B**

1279 From an operational standpoint, this Alternative would require additional runway  
1280 pavement and taxiways to route aircraft to the passenger terminal area, the AANG  
1281 facility, and the GA ramp and additional infrastructure development such as extension  
1282 of utilities.

1283 In addition, this alternative would cause a significant increase to taxi times for aircraft  
1284 as compared to the existing conditions. It would not be practical or prudent to  
1285 construct this Alternative because the additional resources needed for  
1286 implementation and due to the increase in airfield operational impacts, specifically  
1287 taxi time. Therefore, this Alternative was not carried forward for detailed evaluation  
1288 in the EIS.

1289 **Table 5** summarizes the Step Three evaluation findings.

1290 **Table 5**  
1291 **STEP THREE SCREENING MATRIX**

Alternative	Description	Step Three Screening Criteria		
		Would the Alternative result in a safe and efficient use of navigable airspace?	Does the Alternative minimize airfield operational impacts?	Retain for detailed EIS impact evaluation
No Action	- Airport remains as it is today	Yes	No	Yes
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
800-Foot Separation Plan B	- Dual full length parallel runway system - Shift runways southeast, unobstructed end-around Taxiway D	Yes	No	No

1302 Note: Yes- Satisfies Step Three screening criteria  
1303 No- Does not satisfy Step Three screening criteria

1304 **2.7 MUNITIONS STORAGE AREA ALTERNATIVES**  
1305 **SCREENING PROCESS**

1306 This section provides a second screening process in order to identify alternatives for  
1307 the location of a proposed munitions storage area (MSA). The proposed MSA is a  
1308 separate project from the ASEP, but is considered a similar action under 40 CFR  
1309 1508.25(a)(3). The environmental consequences of the proposed MSA is similar to  
1310 the ASEP, because they have common timing and geography. Inclusion of the MSA  
1311 in the EIS also avoids unnecessary duplication and delay in preparing federal  
1312 environmental documents.

1313 The AANG currently maintains MSAs as part of their operational capability. Munitions  
1314 storage areas may include ECMs but also includes other facilities to support  
1315 munitions-related operations such as inspection areas, secured roadways, loading  
1316 docks, and maintenance areas. Not all the munitions used by the AANG can be stored  
1317 at the existing facilities. Some munitions must be stored at DMA. The AANG needs  
1318 additional areas to maintain the safe storage of munitions and provide safety areas  
1319 consistent with USAF standards to ensure the public is not in close proximity to any  
1320 munitions in the event of a mishap.

1321 FAA and NGB established a screening process to identify a range of reasonable  
1322 munitions storage area alternatives. The screening process determined if the initial  
1323 range of alternatives were able to meet the NGB's Purpose and Need and if the  
1324 alternative was consistent with planned airport development. If the munitions  
1325 storage area alternative advanced through the screening process, it was retained for  
1326 a more detailed environmental evaluation in the EIS. The screening process is  
1327 portrayed conceptually in **Exhibit 24**.

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1333

**Exhibit 24  
MUNITIONS STORAGE AREA ALTERNATIVES SCREENING PROCESS**



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**2.7.1 INITIAL RANGE OF MUNITIONS STORAGE AREA ALTERNATIVES**

The NGB's purpose and need is to maintain NGB safety standards and operational capabilities at the Tucson Air National Guard Base. In order to meet NGB safety standards, NGB needs to meet required separation distances for its MSA. The existing MSA does not meet the separation distances required for all the munitions utilized by the AANG. Some munitions must be stored at DMA. Recognizing the need to enhance safety and efficiency, the AANG has expressed interest in removing munitions storage from its current site at the existing AANG facilities located west of the Runway 21 end to a new MSA that would hold all necessary munitions for safe and efficient operations.

From a safety perspective, potential munitions storage area alternative sites must have the necessary clear zone arcs that are required in accordance with United States Air Force Manual 91-201, *Explosive Safety Standards*. The clear zone arcs keep the munitions and explosive operations a safe distance from the public. From an operational perspective, the MSA needs to be in close proximity to existing AANG facilities while minimizing runway crossings, as well as appropriate landside and airside access for staff.

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In addition to meeting the NGB's purpose and need, it is also important to identify potential MSA locations that do not conflict with future planned developments at the Airport. Developing an alternative that would conflict with current or future airport facilities may result in substantial future redevelopment costs or would inhibit development. As such, no alternatives that would conflict with the ultimate development depicted on TAA's ALP were considered feasible or practical from a technical or economic standpoint to implement.

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1372

The NGB has identified that the area needed for the potential munitions storage area alternatives will need to be at least 55 acres in order to provide all the necessary facilities. Potential storage areas north and west of the airport core were not considered due to the lack of available land and impact to non-aviation related land. The following sections provide a brief description of the munitions storage area sites that are subject to the screening process.

**East Los Reales Road Site**

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1380

The East Los Reales Road Site is located east of the Air Freight ramp, southeast of intersection between East Los Reales Road and Country Club Road. This potential site, which is located on Airport property, is the closest to the AANG's current operations. Access to the AANG from the East Los Reales Road Site would utilize the existing East Los Reales Road to gain direct airside access and travel along the terminal apron airport service road.

**South Alvernon Way Site**

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1383  
1384  
1385  
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The South Alvernon Way Site is located east of the Runway 29 ends, along South Alvernon Way. This potential site is located on Airport property. However, this location is between two parcels that TAA does not own or control – parcels owned and operated by Crown Products Incorporated and Sierra Mining and Crushing.

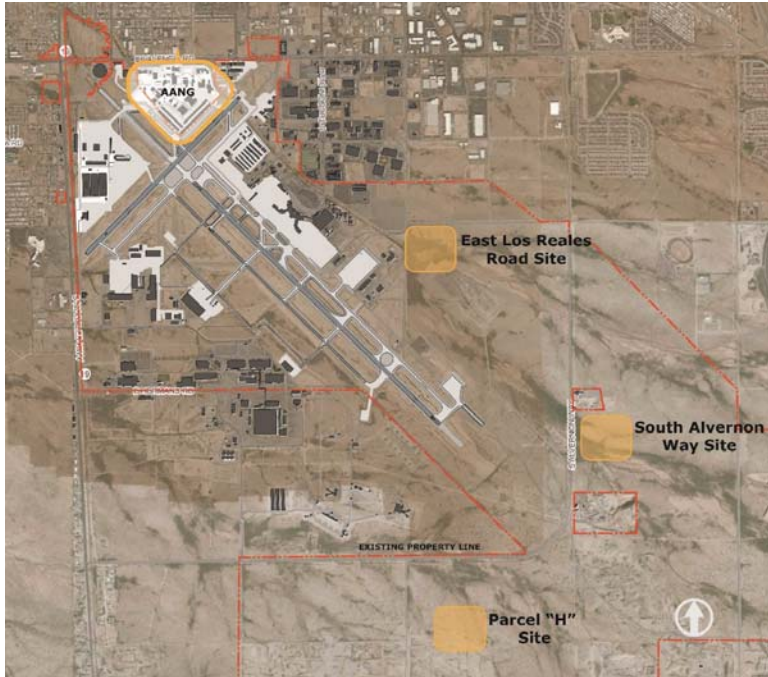
**Parcel "H" Site**

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The Parcel "H" Site is located south of AFP 44, southeast of intersection between former Hughes Access Road and South Country Club Road.

The existing AANG facilities and the three potential on-site AANG alternatives are shown in **Exhibit 25**.

1396 Exhibit 25  
1397 ON-SITE AANG ALTERNATIVE SITES  
1398



1399  
1400 Source: National Guard Bureau and Landrum & Brown, Inc. Analysis, 2017.

1401 2.7.2 STEP ONE: ACHIEVES NGB PURPOSE AND NEED AND IS  
1402 CONSISTENT WITH AIRPORT PLANNING  
1403

1404 **East Los Reales Road Site**  
1405

1406 This site would achieve the NGB's purpose and need and provide the necessary  
1407 55 acres of land. However, additional security considerations would be required as  
1408 half of the site sits along public roadways. This site would conflict with the Airport's  
1409 ultimate development and land use approach that recommends future development  
1410 in this area. Because this site may expose the public to munitions while being  
1411 transported and would conflict with the Airport's ultimate development plan, the East  
1412 Los Reales Road Site was not carried forward for detailed evaluation.  
1413

1414 **South Alvernon Way Site**  
1415

1416 This site would achieve the NGB's purpose and need and provide the necessary  
1417 55 acres of land. However, additional security considerations would be required as  
1418 transportation of munitions to the existing AANG would cross public roadways.  
1419 From a land use perspective, combining the munitions storage area and publicly  
1420 owned parcels of land in proximity to one another may present operational and  
1421 security concerns in the future. This site would conflict with the Airport's ultimate  
1422 development and land use approach that recommends future development in this  
1423 area. Because this site may expose the public to munitions while being transported  
1424 and would conflict with the Airport's ultimate development plan, the South Alvernon  
1425 Way Site was not carried forward for detailed evaluation.  
1426

1427 **Parcel "H" Site**  
1428

1429 The Parcel "H" site provides the necessary 55 acres and achieves NGB's purpose and  
1430 need. The Parcel "H" Site would require less security preparation because access to  
1431 the AANG from the Parcel "H" Site could utilize a new secure roadway that does not  
1432 leave Airport property or cross public roadways. From a land use perspective, the  
1433 location would not conflict with the Airport's ultimate development and future land  
1434 use efforts. For these reasons, the Parcel "H" site was selected to be carried forward  
1435 for detailed evaluation.

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1453  
**Table 7**  
**AIRFIELD SAFETY ENHANCEMENT ALTERNATIVES SCREENING SUMMARY**

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 actions to taxiway connectors to increase separation between Runway 11's and Taxiway C - Dual full length parallel runway system - Retain both Runway 11's and Taxiway C	NO	NO	NO	NO
706-foot Separation Plan B	- Dual full length parallel runway system - Retain both Runway 11's and Taxiway C	NO	NO	NO	NO
706-foot Separation Plan C	- Dual full length parallel runway system - Displace both Runway 11's thresholds	NO	NO	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 - Split runways southeast, undestructured end-around Taxiway D for B-II aircraft	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 end	NO	NO	NO	NO
Ryan Airfield	- Insufficient runway length & airport facilities	Yes	NO	NO	NO
Marana Regional	- Insufficient runway length & airport facilities	Yes	NO	NO	NO
Davis-Monthan Air Force Base	- Cannot accept commercial/public traffic	Yes	NO	NO	NO

1454 Note: Yes- Satisfies purpose and need  
1455 No- Does not satisfy purpose and need

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**Table 6**  
**STEP ONE MUNITIONS STORAGE AREA ALTERNATIVES SCREENING MATRIX**

Alternative	Description	Step One Screening Criteria		
		Does the Alternative maintain NGB safety standards and operational capabilities?	Is the Alternative consistent with airport planned development?	Retain for detailed EIS impact evaluation
East Los Reales Site	- Located east of Air Freight ramp - Closest to AANG - Security Concerns - Conflict with Airport's ultimate development	Yes	No	No
South Alvernon Way Site	- Security and safety concerns due to use of public road and proximity to non-Airport property	Yes	No	No
Parcel "H" Site	- Located south of AFP 44 - Could provide secure roadway that would not have to leave Airport property	Yes	Yes	Yes

1439 Note: Yes- Satisfies Step One screening criteria  
1440 No- Does not satisfy Step One screening criteria

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**2.8 ALTERNATIVES RECOMMENDED FOR DETAILED EVALUATION IN THE ENVIRONMENTAL IMPACT STATEMENT**

1446 Based on the screening analysis presented, one ASE alternative (800-foot Separation  
1447 Plan A) and one munitions storage area alternative (Parcel "H" Site) are  
1448 recommended to be carried forward for further detailed environmental evaluation in  
1449 the EIS. **Table 7** provides the screening summary for the ASE alternatives. **Table 8**  
1450 provides the screening summary for the munitions storage area alternatives.

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1458

**Table 8**  
**MUNITIONS STORAGE AREA ALTERNATIVES SCREENING SUMMARY**

Alternative	Description	Alternatives Ability to Meet the Established Purposes and Needs		
		Step 1 Does the Alternative maintain NGB safety standards and operational capabilities?	Step 2 Is the Alternative consistent with airport planned development?	Retain for detailed EIS impact evaluation
East Los Reales Site	- Located east of Air Freight ramp - Closest to AANG - Security Concerns - Conflict with Airport's ultimate development	Yes	No	No
South Alvernon Way Site	- Security and safety concerns due to use of public road and proximity to non-Airport property	Yes	No	No
Parcel "H" Site	- Located south of AFP 44 - Isolated location - Could provide secure roadway that would not have to leave Airport property	Yes	Yes	Yes

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Note: Yes- Satisfies screening criteria  
No- Does not satisfy screening criteria

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**2.8.1 NO ACTION ALTERNATIVE**

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Under this alternative, the existing Airport would remain unchanged. The No Action Alternative required pursuant to 40 CFR § 1502.14(d) provides a basis of comparison for the assessment of future conditions and impacts.

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**2.8.2 800-FOOT SEPARATION PLAN A (PROPOSED ACTION)**

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This Alternative includes the replacement of Runway 11R/29L with a full-length parallel runway. The distance between the parallel runways would be expanded to 800 feet. A center parallel taxiway would be constructed to allow aircraft to queue prior to crossing the other parallel runway. An additional parallel taxiway west of the relocated Runway 11R/29L would limit direct access from aircraft approaching the runway from the west. Various other taxiways improvements are proposed to promote pilot awareness on the airfield, most importantly the removal of the taxiways leading to the north ends of Runway 11L and 11R. The addition of several taxiway segments would replace removed taxiways and would comply with FAA design standards. This Alternative would eliminate both HS-1 and HS-2. Parallel Runways 11R/29L and 11L/29R would both measure 10,996 feet by 150 feet and have parallel thresholds at both ends to enhance visual acquisition of the runway end by pilots in the air. The 800-foot separation Plan A alternative will move forward as the Proposed Action.

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**2.8.3 PARCEL "H" SITE**

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The Parcel "H" Site located south of AFP 44 and southeast of intersection between former Hughes Access Road and South Country Club Road would provide the AANG the appropriate landside and airside access for a new munitions storage area. In addition, this approximate 55-acre site would maintain NGB safety standards and operational capabilities and not conflict with future developments on the airfield. This site would also not conflict with AFP 44 operations.

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**PUBLIC WORKSHOP SEPTEMBER 28, 2017**

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Published Notices / Affidavits  
Sign In Sheets  
Public Workshop Agenda  
Public Workshop Presentation  
Display Boards

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# Affidavit of Publication

Name of Publication: Arizona Daily Star  
 Address: 4850 South Park Avenue (P.O. Box 26887)  
 City, State, Zip: Tucson, Arizona 85714  
 Phone: 520-573-4403  
 State of Arizona  
 County of Pima

I, Judy Loya, for the Publisher of Arizona Daily Star, State of Arizona, hereby certify that the following was printed and/or inserted in said newspapers on the following date(s):  
 Tucson International Airport 08/25/2017, 4x5 La Estrella.

Given under my hand, this 1<sup>st</sup> day of September, 2017.

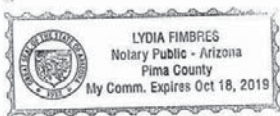
Signature: Judy Loya

Sworn to and subscribed before me on this 15<sup>th</sup> day of September, 2017, at  
 Tucson, State of Arizona.

Lydia Fimbres  
 Notary Public

My commission expires: Oct 18, 2019

Notary Seal



## ARIZONA DAILY STAR

Tucson, Arizona

STATE OF ARIZONA)  
 COUNTY OF PIMA)

Debbie Freedle, being first duly sworn deposes and says: that she is the Advertising Representative of TNI PARTNERS, a General Partnership organized and existing under the laws of the State of Arizona, and that it prints and publishes the Arizona Daily Star, a daily newspaper printed and published in the City of Tucson, Pima County, State of Arizona, and having a general circulation in said City, County, State and elsewhere, and that the attached ad was printed and

### Legal Notice

published correctly in the entire issue of the said Arizona Daily Star on each of the following dates, to-wit:

08/25/2017

D

Subscribed to before me this 15<sup>th</sup> day of September, 2017, at Tucson, Arizona.

Lydia Fimbres  
 Notary Public



My commission expires: Oct 18, 2019

AD NO. 8716762

U.S. DEPARTMENT OF TRANSPORTATION  
 Federal Aviation Administration  
**Notice of Public Workshop**  
 The Federal Aviation Administration (FAA) is conducting a public workshop as part of a limited action plan to address the public's concerns regarding the proposed Airfield Safety Statement (PSS) for the proposed Airfield Safety Enhancement Project (PAEP) at Tucson International Airport (TIA). This workshop will be an open house format with FAA representatives available to provide information and answer questions. The proposed action includes construction of a new center taxiway and connecting taxiway system, a replacement Runway 44, and a new runway safety area and runway side strip. The proposed action also includes relocation of navigational aids and development and modification of associated arrival and departure procedures for the relocated runway. The proposed action also includes demolition of the existing Taxiway A (TW A) and Taxiway B (TW B) on the east side of the airport and on the east side of the Runway 44. The FAA is the lead Federal agency for the preparation of the PSS and the National Environmental Policy Act (NEPA) of 1969 as amended (42 U.S.C. § 4321 et seq.) and compliance with the National Quality (CER) Regulations for Impairment of Procedural Quality. The preparation of the PSS will follow the FAA regulations and procedures for implementation of NEPA published in the Federal Register and FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementation. The workshop will be held on **September 28, 2017** from **8:00 am to 4:00 pm** at **800 pm - 1st floor of the Tucson International Airport Terminal Building, 1st floor of the old Airport Terminal Building, Tucson, Arizona 85714.** For further information, please contact: **David Kessler, M.A., AICP**, P.M. Western-Pacific Region, FAA, 40 CFR 55.103, 103.103, Telephone: 310-726-3615. **ASSISTANCE:** If you need assistance with language or access, please contact the FAA at 800-547-7000. **FOR FURTHER INFORMATION CONTACT:** David Kessler, M.A., AICP, P.M. Western-Pacific Region, FAA, 40 CFR 55.103, 103.103, Telephone: 310-726-3615. **ASSISTANCE:** If you need assistance with language or access, please contact the FAA at 800-547-7000. **FOR FURTHER INFORMATION CONTACT:** David Kessler, M.A., AICP, P.M. Western-Pacific Region, FAA, 40 CFR 55.103, 103.103, Telephone: 310-726-3615. **ASSISTANCE:** If you need assistance with language or access, please contact the FAA at 800-547-7000.

**FOR FURTHER INFORMATION CONTACT:**  
 David Kessler, M.A., AICP  
 P.M. Western-Pacific Region  
 FAA, 40 CFR 55.103, 103.103  
 Telephone: 310-726-3615  
**ASSISTANCE:** If you need assistance with language or access, please contact the FAA at 800-547-7000.

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State of Arizona  
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Tucson International Airport 08/29/2017, 4x5 Main.

Given under my hand, this 1<sup>st</sup> day of September, 2017.

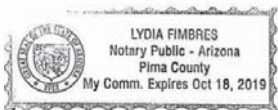
Signature: Judy Loya

Sworn to and subscribed before me on this 15/1 day of September, 2017, at Tucson, State of Arizona.

Lydia Fimbres  
 Notary Public

My commission expires: Oct 18, 2019

Notary Seal



## AIO - NATION



An injured woman is carried to an ambulance in Clovis, N.M., as authorities press for a shooting into the downtown public library. One man was arrested, but police said they had yet to determine a motive.

### 2 dead, 4 injured as gunman starts shooting in NM library

**By Michael Bender** — Clovis, N.M. — Two people were killed and four others were injured Monday night in a shooting that started in a downtown public library. The gunman started firing at about 10:30 p.m. in the downtown public library, which is located on the corner of 10th and Main streets. The gunman started firing at about 10:30 p.m. in the downtown public library, which is located on the corner of 10th and Main streets. The gunman started firing at about 10:30 p.m. in the downtown public library, which is located on the corner of 10th and Main streets.

## Inquiry into EPA chief's tax-paid trips to home state



Scott Pruitt

### AP reported earlier this year that while Pruitt was Environmental Protection Agency inspector general, he frequently traveled to his home state of Oklahoma for personal and family matters.

**By Michael Bender** — The AP reported earlier this year that while Pruitt was Environmental Protection Agency inspector general, he frequently traveled to his home state of Oklahoma for personal and family matters. Pruitt's frequent trips to Oklahoma have been a subject of controversy, with critics arguing that the trips were excessive and that Pruitt was using taxpayer money for personal expenses. Pruitt has defended the trips, stating that they were necessary for family matters and that he was not using taxpayer money for personal expenses.

### Adviser to EPA chief cited for federal banking violations before joining agency

**By Michael Bender** — An insurance Corporation has been cited for federal banking violations before joining the EPA. The citation was issued by the FDIC, which found that the corporation had violated several banking regulations. The corporation has appealed the citation, and the FDIC is currently reviewing the appeal. The citation was issued in August 2017, and the corporation was given 90 days to resolve the violations.

### AROUND THE NATION

**California** — A small campaign to oust a judge under fire for his handling of a sexual-assault case involving a Stanford University swimmer came to a head Monday. The judge, Judge James B. Lewis, was cited for federal banking violations. **South Carolina** — A South Carolina couple has been arrested after playing around on a golf course instead of playing a game. **San Francisco** — The Herald of San Francisco County Judge Roy Thomsen agreed with the recall campaign that the county — not Judge Lewis — was the one to be recalled. **Virginia** — A 19-year-old Duke University student and a 24-year-old Kean College student were charged with indecent exposure. **Maryland** — School hand silences pro-Confederate song. **New York** — The University of Maryland's new minimum-price law, which takes effect on Monday, will make New York the most expensive state in the U.S. for cigarettes. **Washington** — The University of Maryland's new minimum-price law, which takes effect on Monday, will make New York the most expensive state in the U.S. for cigarettes.

**Notice of Public Workshop**  
 For the Environmental Impact Statement (EIS) for the Proposed Airfield Safety Enhancement Project at Tucson International Airport

**You Are Invited:** The Federal Aviation Administration (FAA) is hosting a public workshop to discuss the progress of the Draft Environmental Impact Statement (DEIS) for the Proposed Airfield Safety Enhancement Project, including real property transactions, at Tucson International Airport (TUS), Pima County, Arizona (the Proposed Action).

This is an opportunity for the public to learn first-hand what the federal environmental review process for the Proposed Action entails. You will also be able to review exhibits illustrating the Proposed Action, the various alternatives considered, and the affected environment. The workshop will be an open house format, with FAA representatives available to provide information and answer questions.

**When and Where:**  
 Thursday, September 28, 2017, 6:00 p.m. to 8:00 p.m.  
 7083 South Park Avenue, Tucson, Arizona

The public workshop will be held on the first floor of the Tucson Executive Terminal, at the base of the old Airport Traffic Control Tower building with "TUCON" on the side.

**For further information contact:** David B. Kessler, M.A., AICP, Federal Aviation Administration, Western-Pacific Region, Airport Division, AWP-630.1, 15000 Aviation Boulevard, Landers, California 90261, Telephone: 310-725-3615.

**Assistance:**  
 If you need assistance with language or accessibility please contact Eric Roudsbush, TAA at (520) 573-4855.







**Tucson International Airport  
Environmental Impact Statement  
Public Workshop  
September 28, 2017**

**SIGN IN SHEET - PLEASE PRINT**

Name	Address	Phone Number	E-Mail Address
Vanessa Noonkister	2540 N. TUCSON Blvd.	327-6077	VANESSA@goodleygroup.com
PAT HARTSHORNE, SCS ENG.	2410 W RUTHAUFF RD, STE 110	646-1617	phartshorne@susengineers.com
Kyle Erhard	3500 N Central #1025 Plaza	602-792-1073	Kyle.erhard@faa.gov
Dee Phan	" "	602-792-1062	Dee.phan@faa.gov
Sandra Wilson	1602 W 3 Tucson	520-295-6232	Sandra.L.Wilson.56.111@math.k12.ar
Mike Smejkal	TAA	520-573-4886	msmejkal@flytucson.com
Dick Gruentzel	TAA	520-573-4833	dgruentzel@flytucson.com
Steve Reeder	7440 N. 16 <sup>th</sup> St #300 Par. A. 9500	602-9661379	Steve.Reeder@Kinley-Horn.com
GENE SANTARELLI	3584 E. WINDY POINT DR.	520.241.8769	BSRELLI@Q.O.I.COM
Bonnie Allin	TAA		

Before 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.

# Los mejores sitios para tomar una selfie

LA ESTRELLA DE TUCSON

Olvídate del baño, Tucson tiene muchos lugares hermosos para tomar la codiciada selfie. Aquí están algunos de los mejores sitios para un autorretrato memorable.



MAMA POPAT / LA ESTRELLA DE TUCSON  
El mural Saludos desde Tucson parece a una tarjeta postal. Está en el callejón atrás del negocio Miller Surplus, en 406 N. Sixth Ave.



RON MEDVESCEK / LA ESTRELLA DE TUCSON  
El mural de Frida Kahlo y Diego Rivera, del artista Rock Martínez, está ubicado en una residencia cerca de W. Cushing y Avenida del Palo Fierro, a un lado del Mercado San Agustín.



### Aviso de Taller Público

Declaración de Impacto Ambiental (EIS) para el Proyecto de Mejorar la Seguridad del Aeródromo en el Aeropuerto Internacional de Tucson

**Asunto:** La Administración Federal de Aviación te invita al taller público para discutir el progreso del borrador del EIS para el Proyecto de Mejorar la Seguridad del Aeródromo (ASEP, por sus siglas en Inglés) propuesto, incluyendo transacciones de propiedad real en el Aeropuerto Internacional de Tucson, Pima County, Arizona (la acción propuesta).

La reunión ofrece el público la oportunidad de aprender de primera mano lo que implica el proceso de revisión ambiental federal de la acción propuesta. Tendrán la oportunidad de revisar exposiciones que ilustran la acción propuesta, las alternativas consideradas, y el medio ambiente afectado.

El taller será un formato de casa abierta, con representantes de la FAA disponibles para proporcionar información y responder a preguntas.

#### Cuando y Donde:

Esperamos que nos acompañen el jueves 28 de septiembre 2017 de 6:00 p.m. a 8:00 p.m. en 7081 South Plumer Avenue, Tucson, Arizona.

El taller va a ocurrir en el 1° piso del Terminal Ejecutivo de Tucson (Executive Terminal), en la base del edificio Airport Traffic Control Tower con "TUCSON" escrito al lado.

**Para recibir más información, favor de comunicarse con:** David B. Kessler, M.A., AICP, Federal Aviation Administration, Western-Pacific Region- Airports Division, AWP-610.1, 15000 Aviation Boulevard, Lawndale, California 90261, Numero de teléfono: 310-725-3615.

**Asistencia:** Favor de comunicarse con Eric Roudebush, TAA si necesita ayuda con idioma o accesibilidad al (520) 573-4805.



DEAN KNUTH / LA ESTRELLA DE TUCSON

El icónico puente del cascabel, Diamondback Bridge sobre Broadway, al este del centro de Tucson.



RON MEDVESCEK / LA ESTRELLA DE TUCSON

La majestuosa Paloma Blanca, la Misión San Xavier del Bac.





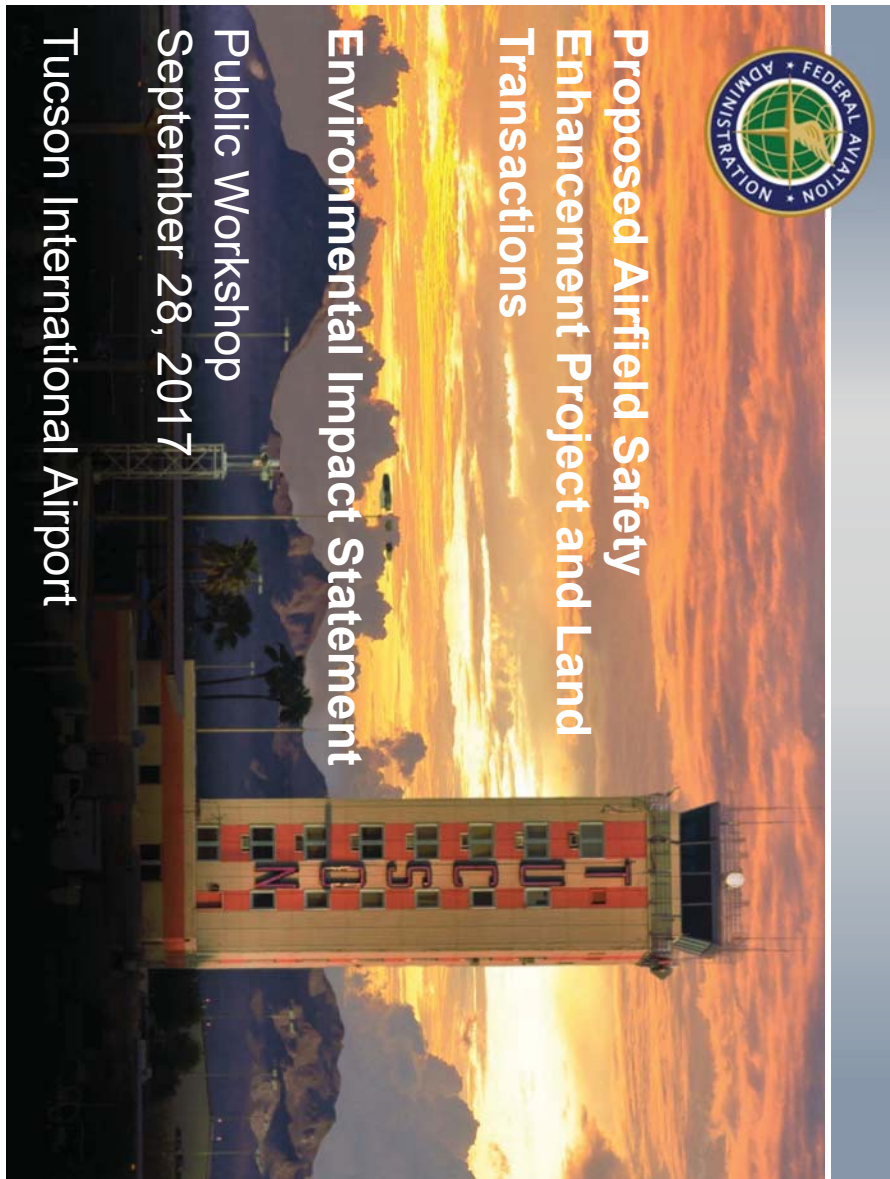


# Proposed Airfield Safety Enhancement Project and Land Transactions

## Environmental Impact Statement

Public Workshop  
September 28, 2017

Tucson International Airport



---

### ***Federal Aviation Administration***

#### **ENVIRONMENTAL IMPACT STATEMENT**

AT

#### **TUCSON INTERNATIONAL AIRPORT**

#### **Public Workshop**

September 28, 2017  
6:00 p.m. – 8:00 p.m.

---

### **AGENDA**

Welcome .....*Dave Kessler, Federal Aviation Administration*

- I. Background and Proposed Action
- II. EIS Process
- III. Alternatives
- IV. Environmental Resources
- V. Affected Environment
- VI. Next Steps

\* \* \* \* \*

**CONTACT:** Mr. David B. Kessler, M.A., AICP  
Federal Aviation Administration  
Western-Pacific Region-Airports Division, AWP-610.1  
15000 Aviation Boulevard  
Lawndale, CA 90261

## 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.



## Agenda

- Background and Proposed Action
- EIS Process
- Alternatives
- Environmental Impact Categories
- Affected Environment
- Next Steps



# 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

# Proposed Action





- **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.



## *Purpose and Need*

**Hot Spot 2** - Located along Taxiway D between Runway 11L / 29R and Runway 11R / 29L. At this location pilots taxiing along Taxiway D have crossed the approach path for Runway 11L / 29R and Runway 11R / 29L without clearance.

**Hot Spot 1** - Located at end of Runway 29L. On several occasions pilots on approach during west flow have mistaken Runway 29L for Runway 29R and Taxiway A for Runway 29R.

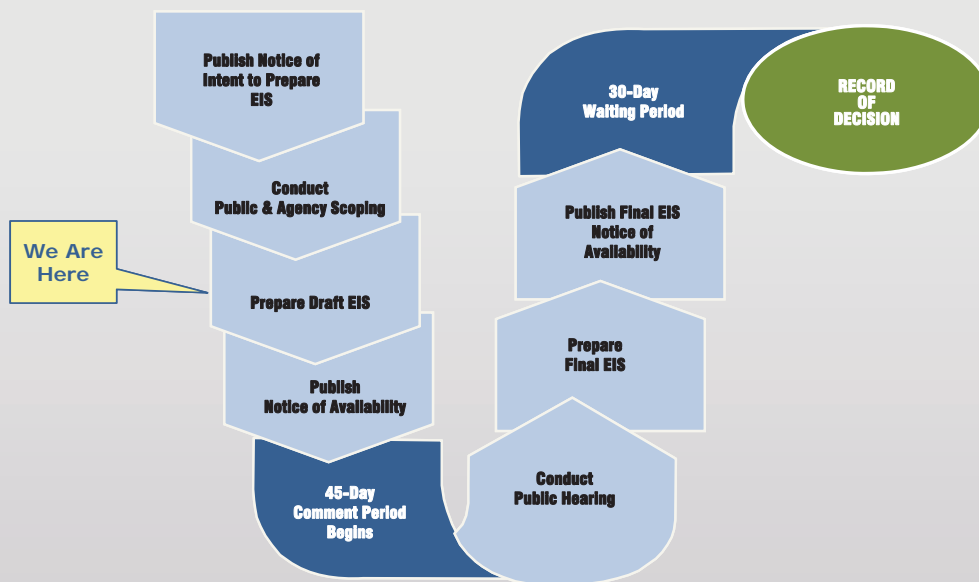
Tucson International Airport  
Environmental Impact Statement  
Volume 1  
Appendix A  
September 20, 2017

# Alternatives

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



# EIS Process





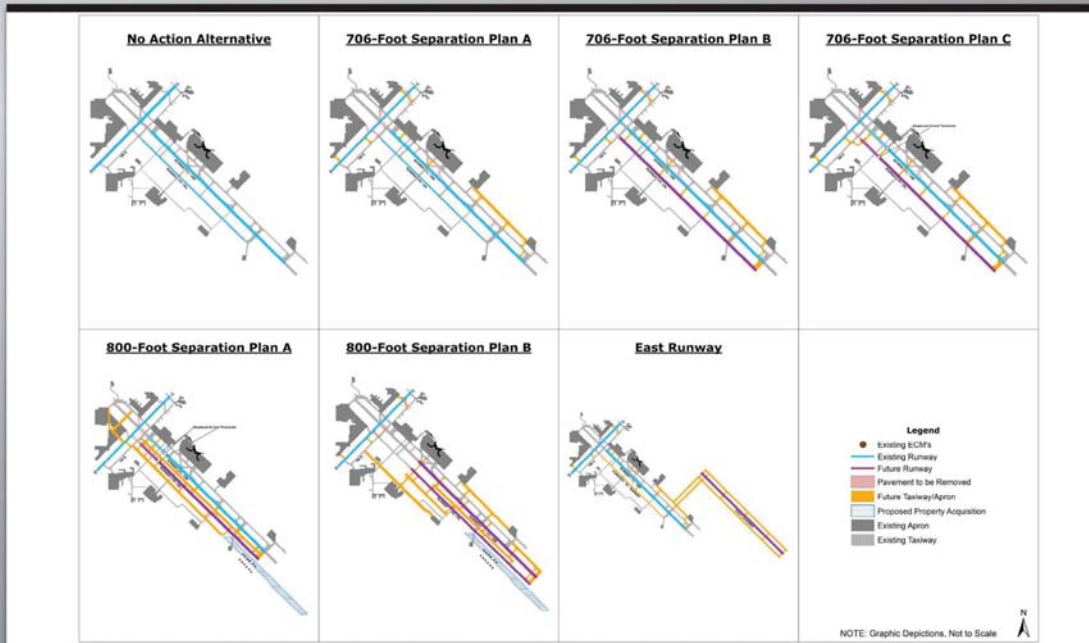
# Airfield Safety Enhancement Alternatives



Alternative	Description	Alternative Ability to Meet the Established Purpose and Needs			Reason for Rating EIS Impact Evaluation
		Step 1: Achieve the objectives of Purpose and Need... (Consider Existing and New?)	Step 2 - Feasible as a Practice to Implement Both an economic and technical alternative?	Step 3: Results in Safe and Efficient Use of Through-airspace and Minimize Adverse Operational Impacts?	
No Action	- Airport remains as it is today	No	Yes	Yes/No	Yes
706-Foot Separation Plan A	- Minimal action to runway connectors to minimize pilot confusion and avoid runway crossings	No	---	---	No
706-Foot Separation Plan B	- Dual full length parallel runway system - Retain both Runway 11's and 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 and around Taxiway D for B-E aircraft	Yes	Yes	Yes	Yes
800-Foot Separation Plan B	- Dual full length parallel runway system - Shift runways southeast, unobstructed and around Taxiway D	Yes	Yes	No	No
East Runway	- Dual full length parallel runway system - New Runway 12/30, east of terminal area - Dual independent approaches - Additional taxiways near west gate	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

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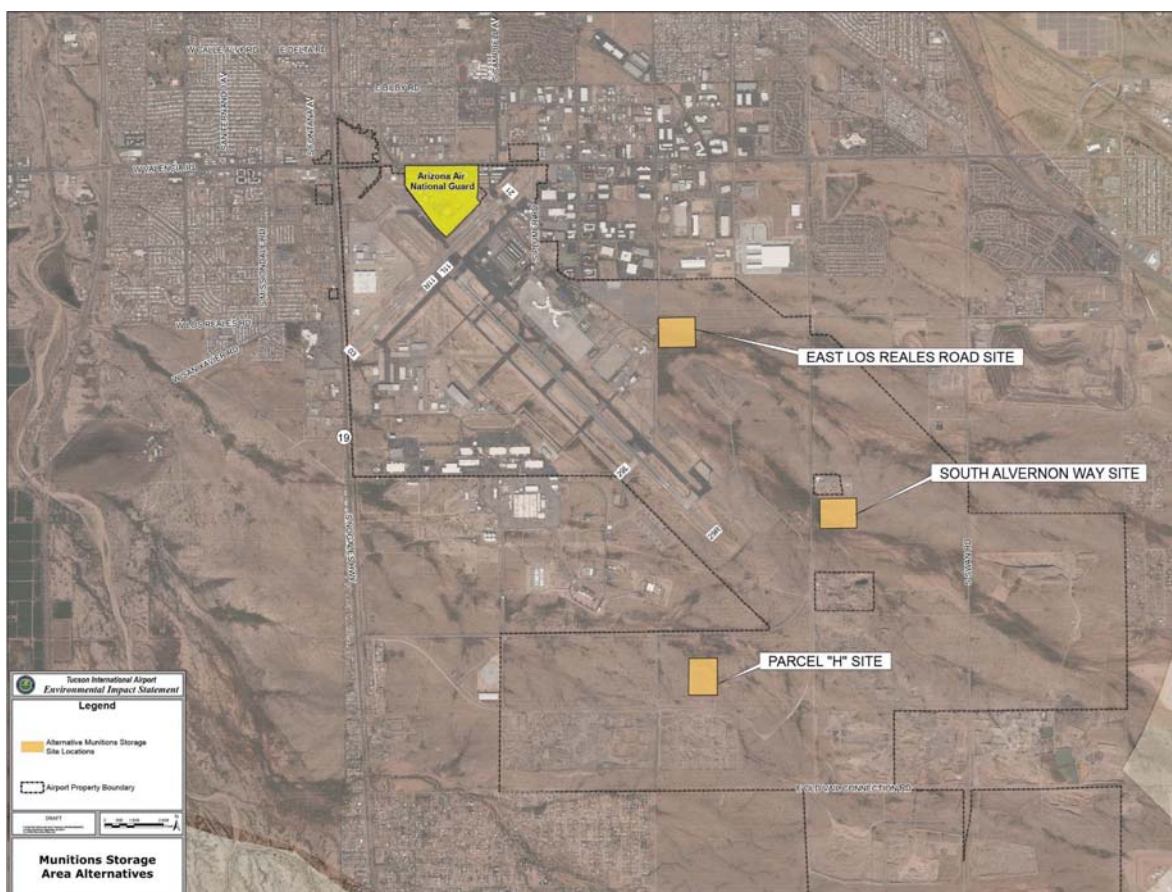
# Airfield Safety Enhancements Alternatives



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Alternative	Description	Alternatives Ability to Meet the Established Purposes and Needs		
		Step 1 Does the Alternative maintain NGB safety standards and operational capabilities?	Step 2 Is the Alternative consistent with airport planned development?	Retain for detailed EIS impact evaluation
East 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 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

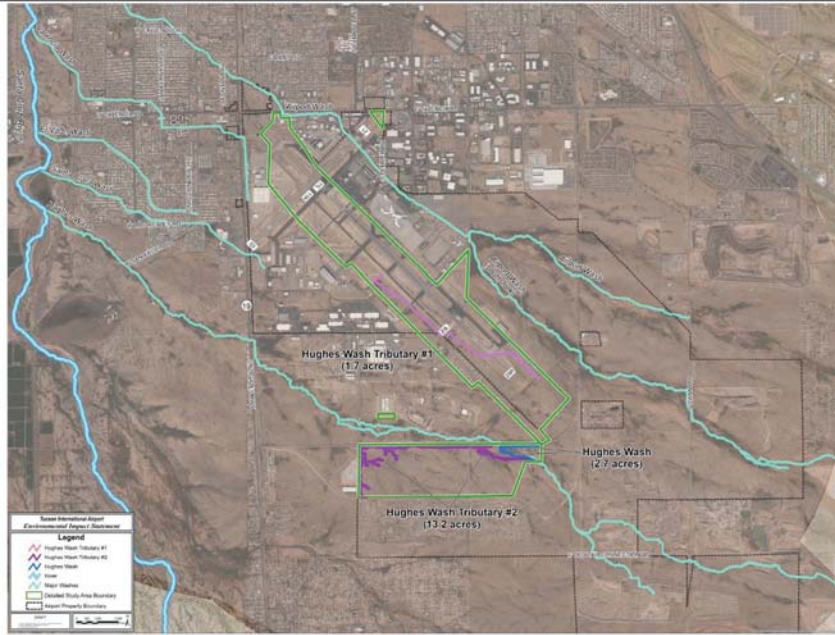








# Water Resources



# Pima Pineapple Cactus



## Contact

### **FAA Project Manager**

Mr. David B. Kessler, M.A., AICP

Federal Aviation Administration

Western-Pacific Region-Airports Division AWP-610.1

15000 Aviation Boulevard, Lawndale, California

90261 Los Angeles, CA 90261

310-725-3615



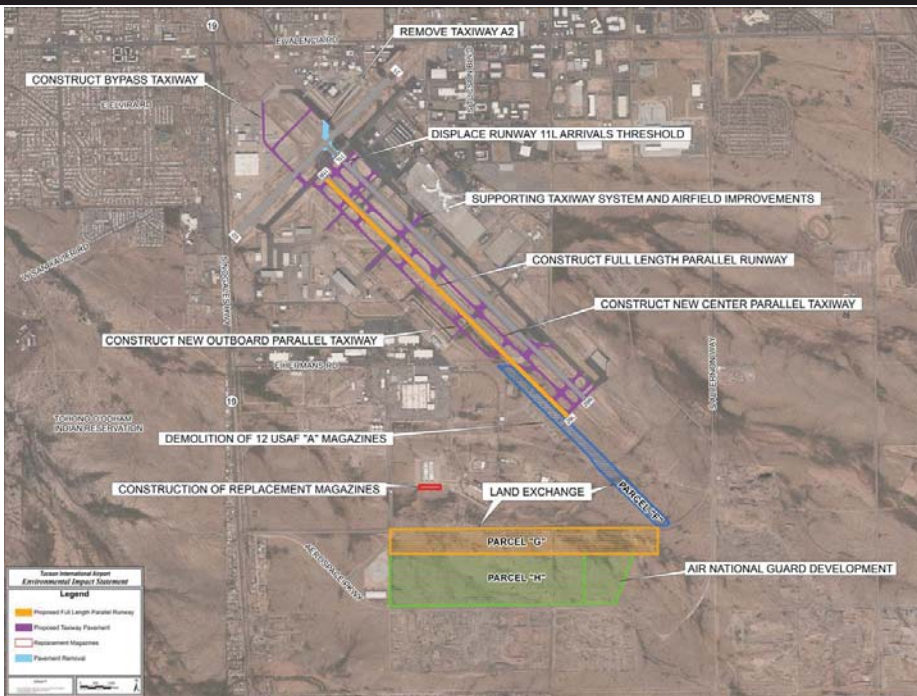
## Next Steps

- 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





# Proposed Action



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





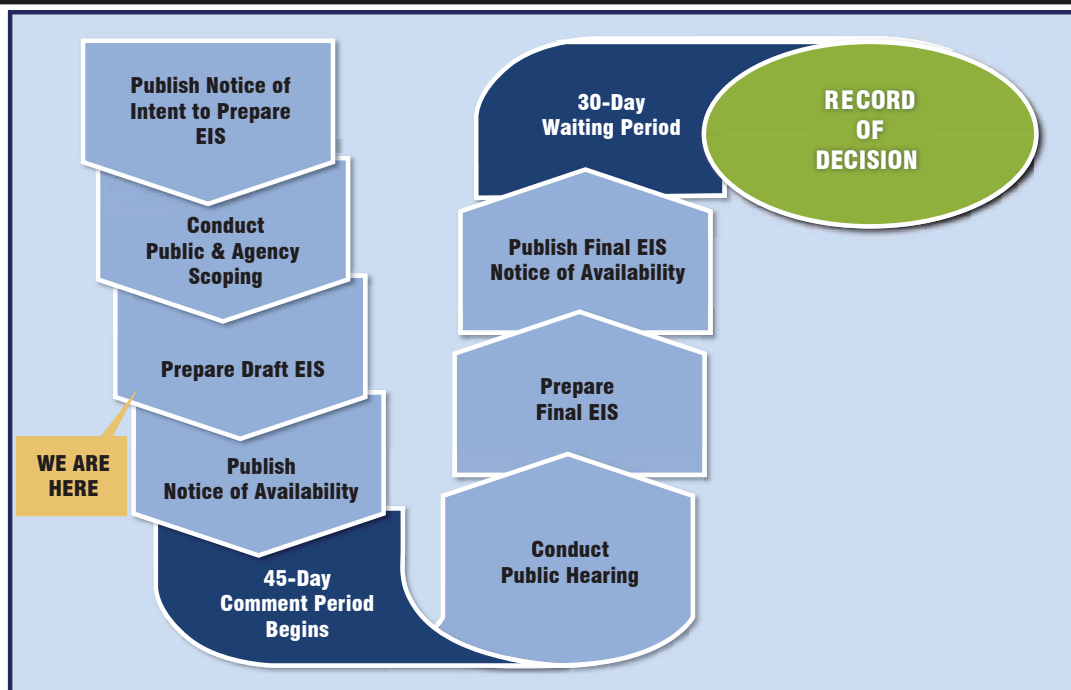
# Environmental Impact Categories



- 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

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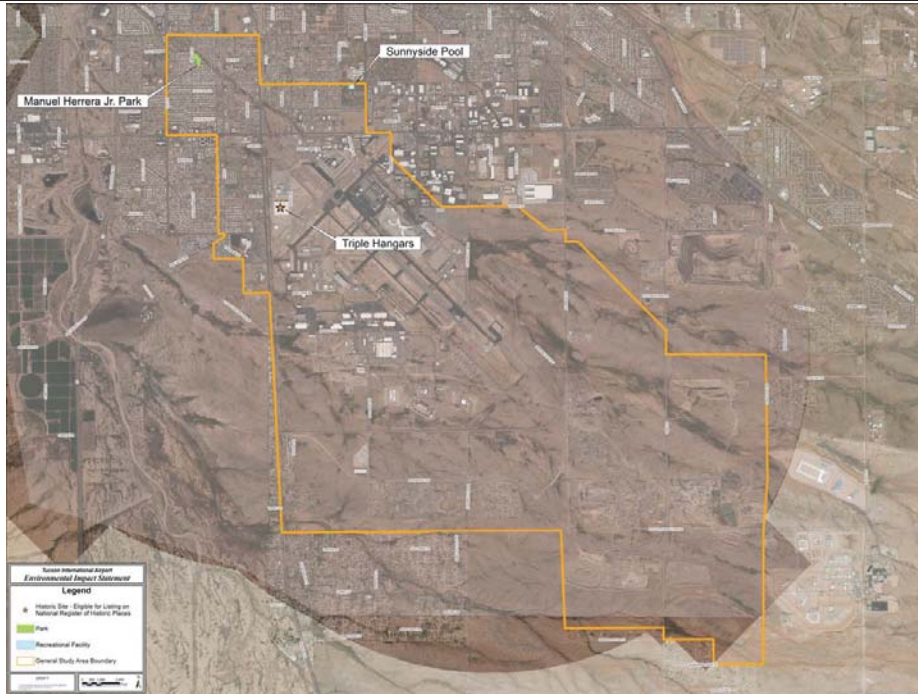
# EIS Process



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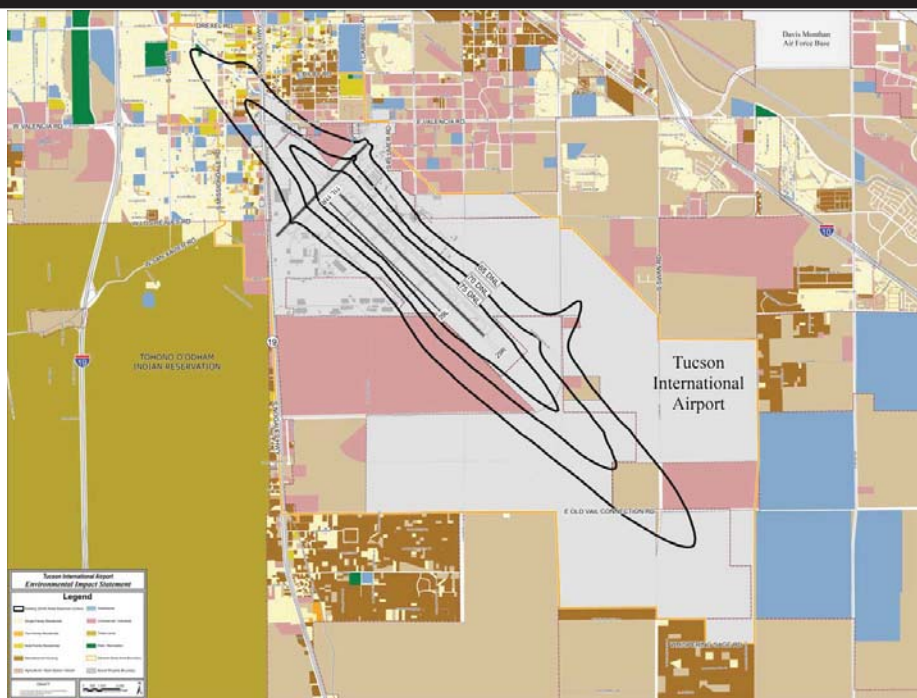


# Department of Transportation 4(f) Sites in the General Study Area



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# Existing (2016) Noise Exposure Contour



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# 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

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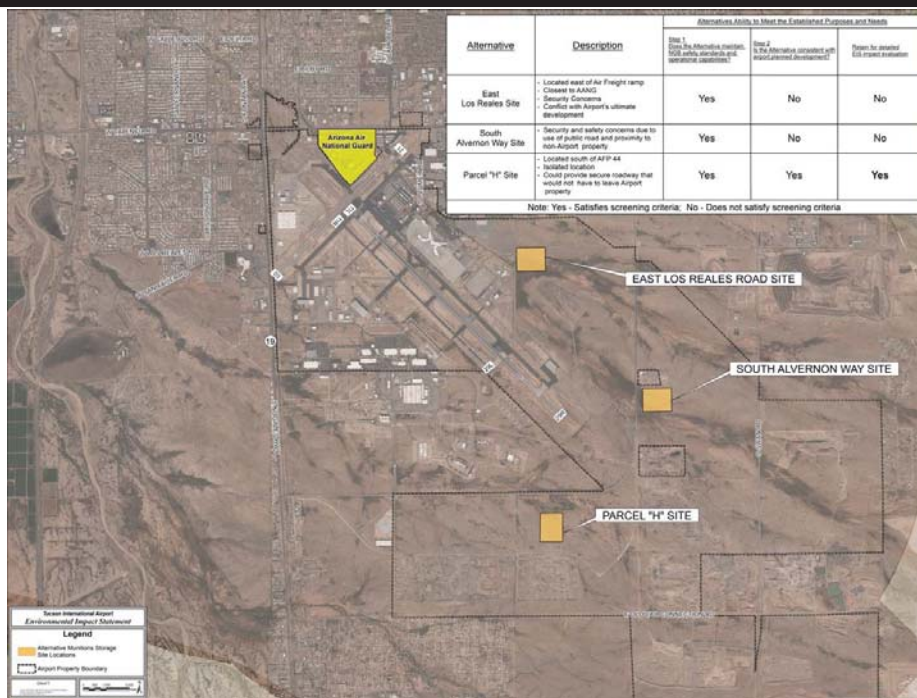
# Pima Pineapple Cactus



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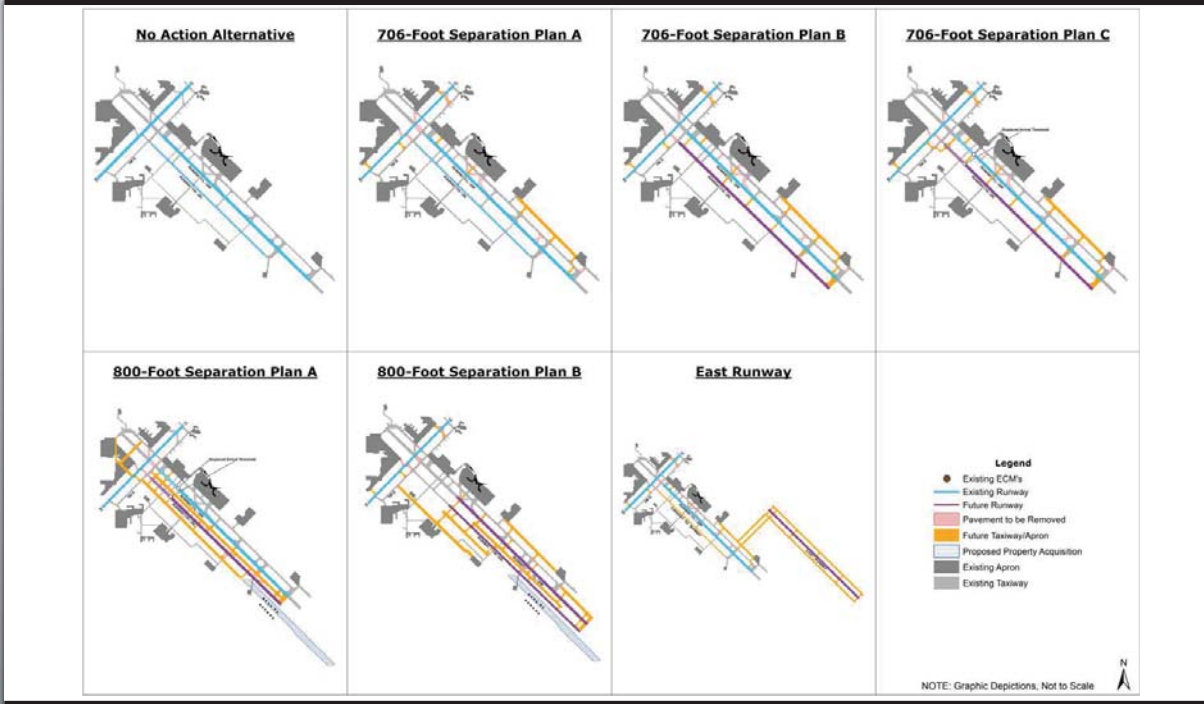
# Munitions Storage Area Alternatives



# Water Resources



# Airfield Safety Enhancements Alternatives



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# Airfield Safety Enhancement Alternatives



Alternative	Description	Alternative Ability to Meet the Established Purposes and Goals			Return for detailed US impact evaluation
		Step 1: Achieve the objectives of Purpose and Need - Eliminates Excesses Not Spent?	Step 2 - Practical or Feasible to Implement from an economic and technical standpoint?	Step 3: Results in Safe and Efficient use of Available Airport and Airspace without operational impacts?	
No Action	- Airport remains as it is today	No	Yes	Yes/No	Yes
706-Foot Separation Plan A	- Minimal action to taxiway connections 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 1230, 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

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