

Master Plan Update

On April 13th, 14th and 15th, the Federal Aviation Administration (FAA) and Philadelphia International Airport (PHL) will host a second round of public information meetings regarding the Environmental Impact Statements (EIS) related to proposed airfield improvements at the Airport. The initial series of public workshops was held last August. The April meetings represent another important step in a long-range planning process whereby the Airport strives to accomplish its customer service mission by developing a more efficient runway system that will accommodate growth for the next generation of air travelers.

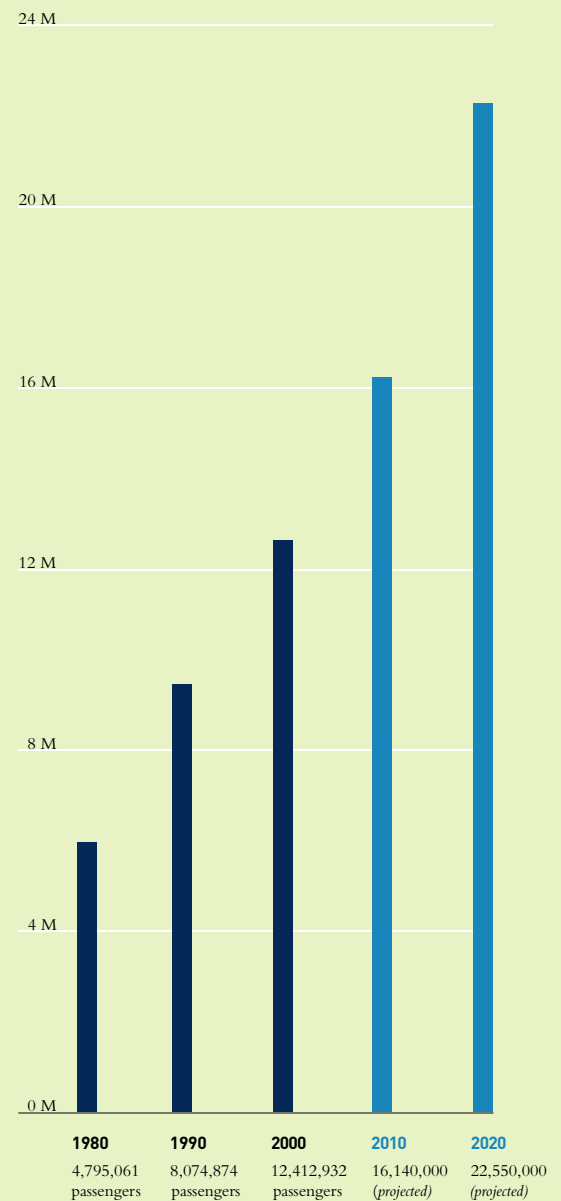
Airports like Philadelphia International have an obligation to periodically evaluate their existing facilities against forecasts of projected aircraft activity and passenger utilization over periods of 5, 10, 15 and 20 years into the future. Potential ideas to construct facilities to meet future demand are then proposed and evaluated. This process, which is known as master planning, is important to us at PHL, as well as the FAA in its ongoing development of a national air transportation system. Projects that contribute to a more efficient system can be funded with grants from the federal Airport Improvement Program legislation. Before the FAA approves runway or other airport development projects, strict federal planning guidelines must be followed and environmental analyses must be conducted.

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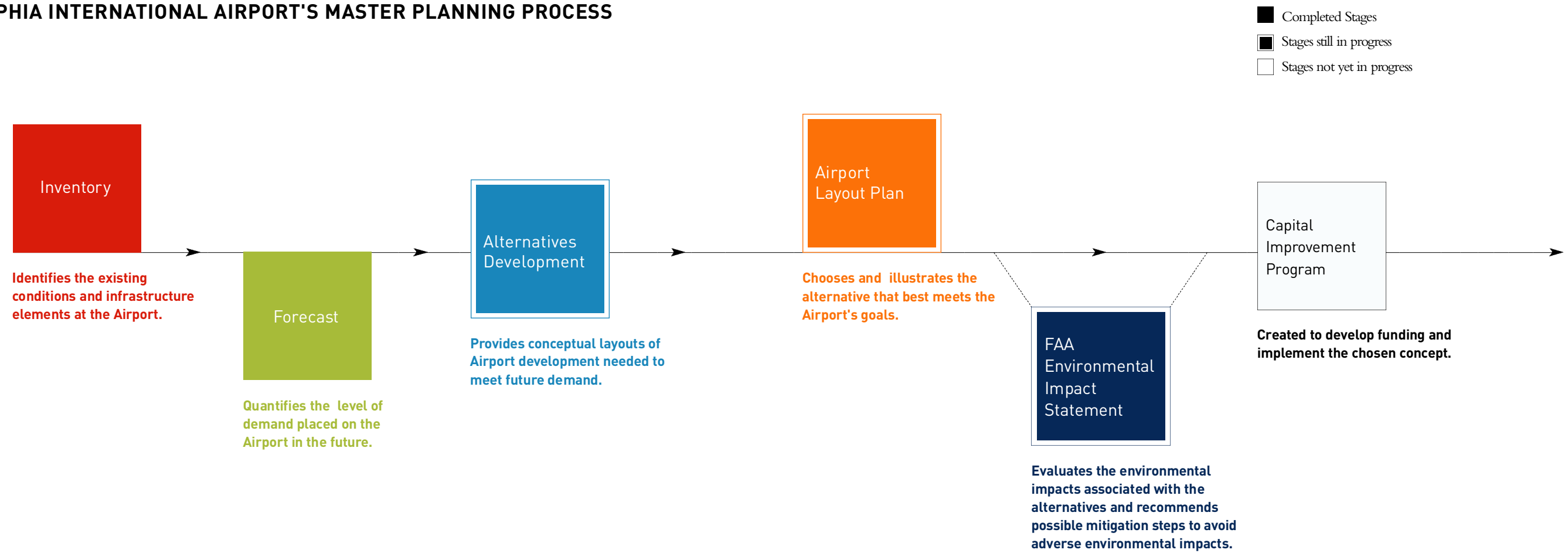
As the local Airport operator, PHL's primary motivation for future airfield development is to serve the needs of the citizens of this region, who desire convenient, efficient and affordable air travel options. An inefficient airfield results in arrival and departure delays. These delays increase the airlines costs for fuel and labor, making Philadelphia a less attractive destination, particularly for low-fare carriers. Airfield congestion also frustrates passengers by causing them to postpone scheduled appointments and, even worse, miss connecting flights. Business travelers in particular will frequently try to avoid airports that are delay-prone. Ultimately, airfield congestion can hurt the regional economy by discouraging airlines to add flights here and by deflecting travelers to other, less constrained airports.

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DEPARTING PASSENGER COUNTS FOR PHL



PHILADELPHIA INTERNATIONAL AIRPORT'S MASTER PLANNING PROCESS



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Currently, airfield and airspace system delays cost the airlines that operate at PHL nearly \$100 million per year. Conversely, a high performing airfield can draw increased flights and passengers, creating jobs and taxes for the region. Today, PHL generates an economic benefit to our region that exceeds \$7 billion annually. Based on growth projections,

and with an efficient runway configuration, that number could easily increase to \$12 billion or more by the year 2020.

Runway initiatives are major public works projects, which frequently produce environmental impacts that extend beyond the property boundaries of the Airport itself. Therefore, as we evaluate the costs and benefits of improvements to our airfield, we must also

account for potential detrimental effects they may have on the quality of life of those who live and work near PHL. Issues such as noise, air quality, water quality, natural resources, wildlife habitat and wetlands must be considered. PHL is cooperating with the FAA as well as other federal and state regulatory agencies in their efforts to balance these sometimes competing issues. We believe the challenge of serving

the traveling public and minimizing negative impacts on our neighbors is surmountable. Although we do not have all the answers presently, with participation and input from all of our stakeholders, we will move toward a solution that will enable the Philadelphia metropolitan area and its only major airport to grow into a promising future with minimal disruption to our present

day environment and with suitable respect for our region's historical past.

We look forward to seeing representatives of the traveling public as well as our friends and neighbors from nearby communities at the April series of EIS meetings. With your help, the FAA and PHL can make informed decisions about the future of air travel in one of America's great metropolitan areas.

PHL FACTS

- **Philadelphia International Airport is classified as a Primary Hub facility by the Federal Aviation Administration.** The Airport is a key component of the National Airport System. It is identified as one of the eight pacing airports, which makes the efficient operation of PHL vital to the movement of passengers and goods across the U.S. and North America by air.
- **The City of Philadelphia is responsible for maintaining an airport facility** that can serve the growing air travel needs of Delaware Valley businesses and its population of 8 million people.
- **Philadelphia is facing the same pressures to improve its airport facility as Atlanta, Chicago and Los Angeles,** all of which are presently embarking on multi-billion dollar airport development programs to serve the growing demands of U.S. travelers.
- **On an average day, PHL experiences a total of 160 hours of aircraft flight delays.**
- **In 2003, PHL was the 6th most delay-prone airport in the U.S. (source: FAA)**
- **A single hour of flight delay results in \$1,260 of additional operating costs to the airlines,** which contributes to higher air fares for the traveling public.
- **PHL generates \$7.2 billion in economic benefits annually to the Delaware Valley region.**

MASTER PLAN UPDATE

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