



# A

## Appendix A: DEIS Responses to Comments

**BOUND SEPARATELY IN VOLUMES 3 and 4**



# B

## Appendix B: Notice of Intent

Register notices with a 60-day comment period soliciting comments on the following collections of information were published on April 17, 2003 on page 19066.

**DATES:** Comments must be submitted on or before August 29, 2003.

**FOR FURTHER INFORMATION CONTACT:** Judy Street on (202) 267-9895.

**SUPPLEMENTARY INFORMATION:**

**Federal Aviation Administration (FAA)**

1. *Title:* Type Certification Procedures for Changed Products.

*Type of Request:* Extension of a currently approved collection.

*OMB Control Number:* 2120-0657.

*Forms(s):* N/A

*Affected Public:* A total of 2,558 applicants.

*Abstract:* This collection requires that applicants comply with the latest regulations in effect on the date of application for amended Type Certificates or Supplemental Type Certificates for aeronautical products. They now may incur an additional incremental administrative cost to determine the level of significance of the product change.

*Estimated Annual Burden Hours:* An estimated 18,815 hours annually.

2. *Title:* Noise Certification Standards for Subsonic Jet Airplanes and Subsonic Transport Category Large Airplanes.

*Type of Request:* Extension of a currently approved collection.

*OMB Control Number:* 2120-0659.

*Forms(s):* N/A.

*Affected Public:* A total of 10 applicants.

*Abstract:* Sections A36.5.2 and A36.5.2.5 of the Federal Aviation Administration (FAA) noise certification standards for subsonic jet airplanes and subsonic transport category large airplanes (14 CFR part 36) contain information collection requirements. The information collected is needed for the applicant's noise certification compliance report in order to demonstrate compliance with part 36.

*Estimated Annual Burden Hours:* An estimated 1,350 hours annually.

3. *Title:* Flight Operational Quality Assurance (FOQA) Program.

*Type of Request:* Extension of a currently approved collection.

*OMB Control Number:* 2120-0660.

*Forms(s):* N/A.

*Affected Public:* A total of 30 air carriers.

*Abstract:* FOQA is a voluntary program for the routine collection and analysis of digital flight data from airplane operations. The purpose is to enable early corrective action for potential threats to safety. This NPRM

codifies protection from punitive enforcement action based on FOQA information, and requires participating air carriers to provide aggregate FOQA data to the FAA.

*Estimated Annual Burden Hours:* An estimated 360 hours annually.

**ADDRESSES:** Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th NW., Washington, DC 20503, Attention FAA Desk Officer.

*Comments are invited on:* Whether the proposed collection of information is necessary for the proper performance of the function of the Department, including whether the information will have practical utility; the accuracy of the Department's estimates of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on responders, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC, on July 22, 2003.

**Judith D. Street,**

*FAA Information Collection Clearance Officer, Standards and Information Division, APF-100.*

[FR Doc. 03-19400 Filed 7-29-03; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**Environmental Impact Statement: Philadelphia International Airport Runway 17-35 Extension Project, Philadelphia, PA**

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

**ACTION:** Notice of Intent.

**SUMMARY:** The FAA is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for the Philadelphia International Airport Runway 17-35 Extension Project. In 2002, although the Philadelphia International Airport (PHL or the Airport) was the 12th busiest airport in the United States in terms of the annual number of aircraft operations (departures and arrivals), it was the 5th most delayed airport in the country. The FAA has also identified PHL as a "pacing" airport—an airport that contributes to delays throughout the national airports system. An airfield modeling and capacity/delay analysis performed during the Airport's on-going Master Plan Update process determined

that the average annual delay in 2000 at PHL was nearly 10 minutes per aircraft operation. This level of delay has not abated significantly since that time. Without improvements, the Master Plan Update forecasts that this average annual delay would increase to nearly 20 minutes per operations by 2010. Furthermore, it was determined that one of the major causes of the delay is inadequate airfield capacity because of the current configuration of the airfield. As a result, the City of Philadelphia is proposing major improvements to the Airport to increase airfield capacity at PHL in order to reduce existing and forecast delays. The FAA has concurred that a capacity and delay problem exists at PHL and that projects for alleviating this problem are subject to the preparation of an EIS under the National Environmental Policy Act (NEPA). The City proposes two projects to address immediate and long-term needs. One project, known as the Runway 17-35 Extension Project (the Runway 17-35 Project), which is the subject of this Notice of Intent, would provide a more immediate delay reduction for several years by extending the length of Runway 17-35. The second project, referred to as the Capacity Enhancement Program, is a major airfield redevelopment project that would provide greater relief from delay over a much longer period and is the subject of a separate Notice of Intent. The FAA, as lead federal agency, at the City of Philadelphia's request, has opted to prepare a separate EIS for each project because the Runway 17-35 Project will address the short-term need for delay reduction at PHL while the Capacity Enhancement Program will provide more comprehensive and longer-term delay reduction. The FAA will prepare the EISs concurrently and will take into account the potential cumulative impacts of each project, but a separate Public Scoping Meeting will be held for the Capacity Enhancement Program.

The U.S. Secretary of Transportation has chosen these proposed improvements as one of thirteen high priority transportation projects for expedited environmental review under Executive Order 13274, *Environmental Stewardship and Transportation Infrastructure Project Review*. The FAA and the environmental review agencies will be collaborating to undertake environmental streamlining and stewardship on both the Capacity Enhancement Program and the Runway 17-35 Project.

**FOR FURTHER INFORMATION CONTACT:** James B. Byers, Environmental Specialist, Federal Aviation

Administration, Harrisburg Airports District Office, 3905 Hartzdale Drive, Suite 508, Camp Hill, PA 17011. Telephone (717) 730-2833.

**SUPPLEMENTARY INFORMATION:** The FAA, in cooperation with the City of Philadelphia Department of Aviation, will prepare an EIS for the proposed project. The EIS for the Runway 17-35 Project will address a range of alternatives that would reduce existing and forecasted delays at PHL, including a No Build Alternative, a build alternative that would extend Runway 17-35 to the north by 600 feet and to the south by 440 feet, to a total length of 6,500 feet, as well as a range of other alternatives such as demand management alternatives and alternatives that are not within the jurisdiction of PHL or FAA, such as greater use of regional airports or other transportation modes. The EIS will also evaluate alternatives identified during the Scoping process that would reduce existing and forecasted delays at PHL. The FAA intends to use the preparation of this EIS to comply with Section 106 of the National Historic Preservation Act of 1966, as amended and any other applicable laws having public involvement requirements. Comments addressing this issue should be addressed to the listed contact person.

The FAA intends to conduct a Scoping process to gather input from all interested parties to help identify any issues of concern associated with the proposed project. In addition to this notice, Federal, State, and local agencies, which have jurisdiction by law or have special expertise with respect to any potential environmental impacts associated with the proposed project, will be notified by letter of an Agency Scoping Meeting to be held on August 19, 2003 from 8:30 a.m. to 4 p.m. at the Airport Executive Offices in Terminal E at the Philadelphia International Airport in Philadelphia, Pennsylvania. To notify the general public of the Scoping process, a legal notice will be placed in newspapers having general circulation in the project area describing proposed project. The newspaper notice will notify the public that a Scoping Meeting will be held to gain their input concerning the proposed project. The public scoping meeting is scheduled for 5 p.m. to 9 p.m. on August 12, 2003 at the Sheraton Suites and Four Points, Philadelphia Airport Complex, 4101 Island Avenue in Philadelphia, Pennsylvania. The format of the meeting will be an open house with project information displayed and representatives from the FAA and the Airport available to answer

questions. A formal presentation will be held at 6 p.m. and repeated at 8 p.m. Written and oral comments will be accepted at each of the meetings. The public comment period on this initial Scoping phase of the EIS will end on September 3, 2003. Written comments will be accepted if postmarked on or before September 3, 2003 and should be sent to the address above.

The purpose of the Scoping Meeting is to receive comments from the public and answer questions regarding the scope and process related to the EIS.

Issued on: July 21, 2003.

**James White,**

*Acting Manager, Airports Division, Eastern Region.*

[FR Doc. 03-19402 Filed 7-29-03; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Environmental Impact Statement: Philadelphia International Airport Capacity Enhancement Program, Philadelphia, PA**

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

**ACTION:** Notice of Intent.

**SUMMARY:** The FAA is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for the Philadelphia International Airport Capacity Enhancement Program (Capacity Enhancement Program). In 2002, although the Philadelphia International Airport (PHL or the Airport) was the 12th busiest airport in the United States in terms of the annual number of aircraft operations (departures and arrivals), it was the 5th most delayed airport in the country. The FAA has also identified PHL as a "pacing" airport—an airport that contributes to delays throughout the national airports system. An airfield modeling and capacity/delay analysis performed during the Airport's on-going Master Plan Update process determined that the average annual delay in 2000 at PHL was nearly 10 minutes per aircraft operation. This level of delay has not abated significantly since that time. Without improvements, the Master Plan Update forecasts that this average annual delay would increase to nearly 20 minutes per operation by 2010. Furthermore, it was determined that one of the major causes of the delay is inadequate airfield capacity because of the current configuration of the airfield. As a result, the City of Philadelphia is proposing major improvements to

increase airfield capacity at the Airport to reduce existing and forecast delays. The FAA has concurred that a capacity and delay problem exists at PHL and that projects for alleviating this problem are subject to the preparation of an EIS under the National Environmental Policy Act (NEPA). The City proposes two projects to address immediate and long-term needs. One project, known as the Runway 17-35 Extension Project (the Runway 17-35 Project) would provide a more immediate delay reduction for several years by extending the length of Runway 17-35 and is the subject of a separate Notice of Intent. The second project, referred to as the Capacity Enhancement Program, which is the subject of this Notice of Intent, is a major airfield redevelopment project that would provide greater relief from delay over a much longer period. The FAA, as lead federal agency, at the City of Philadelphia's request, has opted to prepare a separate EIS for each project because the Runway 17-35 Project will address the need for delay reduction at PHL in the short term while the Capacity Enhancement Program will provide a more comprehensive and longer-term delay reduction. The EISs will be prepared concurrently, but a separate Public Scoping Meeting will be held for the Runway 17-35 Project. The U.S. Secretary of Transportation has chosen these proposed improvements as one of thirteen high priority transportation projects for expedited environmental review under Executive Order 13274, Environmental Stewardship and Transportation Infrastructure Project Review. The FAA and the environmental review agencies will be collaborating to undertake environmental streamlining and stewardship on both the Capacity Enhancement Program and the Runway 17-35 Project.

#### **FOR FURTHER INFORMATION CONTACT:**

James B. Byers, Environmental Specialist, Federal Aviation Administration, Harrisburg Airports District Office, 3905 Hartzdale Drive, Suite 508, Camp Hill, PA 17011. Telephone (717) 730-2833.

**SUPPLEMENTARY INFORMATION:** The FAA, in cooperation with the City of Philadelphia Department of Aviation, will prepare an EIS for the proposed project. The EIS for the Capacity Enhancement Program will address a range of alternatives that would reduce existing and forecasted delays at PHL, including demand management alternatives and alternatives that are not within the jurisdiction of PHL or FAA, such as greater use of regional airports or other transportation modes. Within



# C

## Appendix C: Public Information Materials

**Public Scoping Meeting for the  
Philadelphia International Airport Runway 17-35 Extension Project  
Environmental Impact Statement  
Philadelphia, Pennsylvania**

The Federal Aviation Administration (FAA), in cooperation with the City of Philadelphia Department of Aviation, will prepare an Environmental Impact Statement (EIS) for the Philadelphia International Airport Runway 17-35 Extension Project (Runway 17-35 Project). An airfield modeling and capacity/delay analysis performed during the Airport's on-going Master Plan Update process determined that the average annual delay in 2000 at the Philadelphia Airport was nearly 10 minutes per aircraft operation. This level of delay has not abated significantly since that time. Without improvements, forecasts predict that this average annual delay would increase to nearly 20 minutes per operation by 2010, and that one of the major causes of the delay is inadequate airfield capacity because of the current configuration of the airfield. As a result, the City of Philadelphia is proposing major improvements to the Airport, to increase airfield capacity at the Airport in order to reduce existing and forecast delays.

The EIS for the Runway 17-35 Project will address a range of alternatives that would reduce existing and forecasted delays at PHL, including demand management alternatives and alternatives that are not within the jurisdiction of PHL or FAA, such as greater use of regional airports or other transportation modes. Within this range, the alternatives being considered for the Runway 17-35 Project include the No Build Alternative and a build alternative that would extend this runway to the north by 600 feet and to the south by 440 feet, to a total length of 6,500 feet. The EIS will also evaluate alternatives identified during the Scoping process that would reduce existing and forecasted delays at PHL.

A separate EIS will also be prepared for another Philadelphia International Airport project, the Capacity Enhancement Program, a major airfield redevelopment project that would provide greater relief from delay over a much longer period. The FAA will prepare the EISs concurrently. A separate Public Scoping Meeting for the Capacity Enhancement Program will be held on a different date, which is listed in the notice for the Capacity Enhancement Program that is appearing concurrently with this notice.

The U.S. Secretary of Transportation has chosen the proposed improvements at PHL as one of thirteen high priority transportation projects for expedited environmental review under Executive Order 13274, *Environmental Stewardship and Transportation Infrastructure Project Review*. The FAA and the environmental review agencies will be collaborating to undertake environmental streamlining and stewardship on both the Capacity Enhancement Program and the Runway 17-35 Project.

The FAA will be conducting a Public Scoping Meeting to gather input from all interested parties to help identify any issues of concern associated with the proposed project. The Scoping Meeting will be held on August 12, 2003 from 5 PM to 9 PM at Sheraton Suites and Four Points, Philadelphia Airport Complex, 4101 Island Avenue in Philadelphia, Pennsylvania. The format of the meetings will be an open house with project information displayed and representatives from the FAA and the Airport available to

answer questions. A formal presentation will be held at 6 p.m. and repeated at 8 p.m. Written and oral comments will be accepted at the meeting. The public comment period on this initial Scoping phase of the EIS will end on September 3, 2003. Written comments will be accepted if postmarked on or before September 3, 2003 and should be sent to the address below.

If you are disabled and need special assistance to attend or participate in the Scoping Meetings, please contact Angie Liou at 215-546-1496 or [chplanal@voicenet.com](mailto:chplanal@voicenet.com) at least 5 business days before the meeting you would like to attend.

For further information, please contact:

James B. Byers  
Environmental Specialist  
Federal Aviation Administration  
Airports District Office  
3905 Hartzdale Drive, Suite 508  
Camp Hill, PA 17011  
E-mail: [jim.byers@faa.gov](mailto:jim.byers@faa.gov)  
Phone: (717) 730-2833

The FAA intends to use the preparation of this EIS to comply with Section 106 of the National Historic Preservation Act of 1966, as amended and any other applicable laws having public involvement requirements. Comments addressing this issue should be addressed to the listed contact person.

**The Federal Aviation Administration  
announces  
Public Scoping Meeting  
for the  
Philadelphia International Airport  
Runway 17-35 Extension Project  
Environmental Impact Statement**

The Public Scoping Meeting will be held on August 12, 2003 from 5 p.m. to 9 p.m. with a formal presentation at 6 p.m. and repeated at 8 p.m. at the Sheraton Suites and Four Points, Philadelphia Airport Complex, 4101 Island Avenue in Philadelphia, Pennsylvania.

For further information, please see the legal notice in today's edition or contact James B. Byers, FAA Environmental Specialist at (717) 730-2833.

Prepared by VHB, Inc. (07/11/03)



# Public Scoping Meeting

## Philadelphia International Airport Runway 17-35 Extension Project Environmental Impact Statement

The Federal Aviation Administration (FAA), in cooperation with the City of Philadelphia Department of Aviation, will prepare an Environmental Impact Statement for the Philadelphia International Airport Runway 17-35 Extension Project. The primary purpose of this improvement is to extend the length of Runway 17-35 by 1,040 feet. Extending Runway 17-35 would help to free the larger runways for use by larger aircraft, thereby reducing delays.

FAA will conduct a Public Scoping Meeting to gather input from all interested parties to help identify any issues of concern associated with the proposed project. The Scoping Meeting will be held from 5 p.m. to 9 p.m. on: **August 12, 2003 at the Sheraton Suites and Four Points, Philadelphia Airport Complex, 4101 Island Avenue in Philadelphia, Pennsylvania.**

The format of the meeting will be an open house with project information displayed and representatives from the FAA and the Airport available to answer questions. A formal presentation will be held at 6 p.m. and repeated at 8 p.m. Written and oral comments will be accepted at each of the meetings. The public comment period on this initial Scoping phase of the EIS will end on September 3, 2003. Written comments will be accepted if postmarked on or before September 3, 2003 and should be sent to the address below.

If you are disabled and need special assistance to attend or participate in the Scoping Meeting, please contact Angie Liou at 215-546-1496 or [chplanal@voicenet.com](mailto:chplanal@voicenet.com) at least 5 business days before the meeting.

The FAA intends to use the preparation of this EIS to comply with Section 106 of the National Historic Preservation Act of 1966, as amended and any other applicable laws having public involvement requirements. Comments addressing this issue should be addressed to the listed contact person.

For further information, please contact:

James B. Byers  
Environmental Specialist  
Federal Aviation Administration  
Airports District Office  
3905 Hartzdale Drive, Suite 508  
Camp Hill, PA 17011  
E-mail: [jim.byers@faa.gov](mailto:jim.byers@faa.gov)  
Phone: (717) 730-2833  
Project Web site:  
[www.phlrunway17-35eis.com](http://www.phlrunway17-35eis.com)

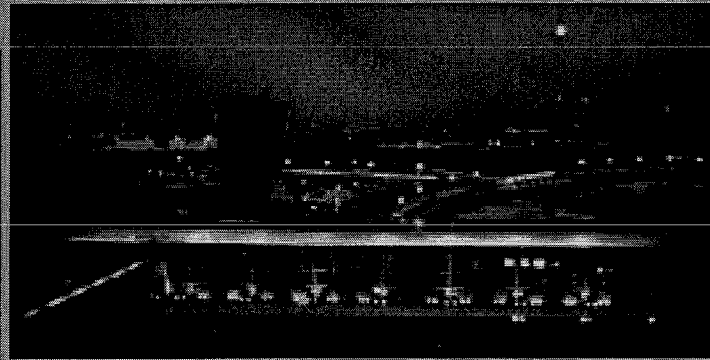


SCOPING INFORMATION DOCUMENT

PHILADELPHIA INTERNATIONAL AIRPORT

# Runway 17-35 Extension Project

## Environmental Impact Statement



Rick McMullin Photography



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**Introduction**

In 2002, although the Philadelphia International Airport (PHL or the Airport) was the 12<sup>th</sup> busiest airport in the United States in terms of the annual number of aircraft operations (departures and arrivals),<sup>1</sup> it was the fifth most delayed airport in the country.<sup>2</sup> The Federal Aviation Administration (FAA) has also identified PHL as a “pacing” airport – an airport that contributes to delays throughout the national airports system.

In 1999, the City of Philadelphia Department of Aviation (the City) commenced preparation of a Master Plan Update to address the cause(s) of delays at PHL. The City examined current passenger and aircraft activity levels, and measured them against the capacity of the existing facilities to determine the cause of existing delays. An airfield modeling and capacity/delay analysis determined that the average current (baseline) delay at PHL was nearly 10 minutes per operation. As stated in the National Plan of Integrated Airports Systems (NPIAS), an airport is considered to be congested when average delay exceeds 5 minutes per operation.

In the past, aviation activity has undergone significant, although temporary, reductions in response to economic downturns or security events such as the 1991 Gulf War, but has recovered. When the City examined forecasted passenger and aircraft activity levels, its forecasts assumed that temporary downturns and upswings might occur during the forecast period. The analysis of the forecasted passenger and aircraft activity levels determined that the

number of delayed operations at PHL would continue to increase in the foreseeable future, that the delays are likely to increase in duration, and that the cause of the delay is inadequate airfield capacity. PHL is in need of major capacity improvements not only to avoid increasing the current 10-minute delay level, but also to approach the 5-minute NPIAS recommendation as forecasted activity levels increase.

As a result, the City is proposing major improvements to the Airport to increase airfield capacity at PHL in order to reduce existing and forecast delays. The FAA has concurred that a capacity and delay problem exists at PHL and that projects for alleviating this problem are subject to the preparation of environmental impact statements (EIS) under the National Environmental Policy Act (NEPA). The City proposes two projects to address immediate and long-term needs. One project, known as the Runway 17-35 Extension Project (the Runway 17-35 Project), which is the subject of this Scoping Information Document, would provide a more immediate delay reduction for several years by extending the length of Runway 17-35. The second project, referred to as the Capacity Enhancement Program, is a major airfield redevelopment project that would provide greater relief from delay over a much longer period. The FAA, as the lead federal agency, at the City of Philadelphia’s request, has opted to prepare a separate EIS for each project because the Runway 17-35 Project will address the need for delay reduction at PHL in the short term while the Capacity Enhancement Program will provide a more comprehensive and longer term delay reduction. The FAA will prepare the EISs concurrently and will take into account the potential cumulative impacts of both projects.

**Relationship of the Runway 17-35 Project to the Capacity Enhancement Program**

To provide relief from the existing delays as soon as feasible, the proposed improvements to the Airport have been divided into two separate projects, the the Runway 17-35 Project and the Capacity Enhancement Program. The Capacity Enhancement Program is discussed in a separate Scoping Information Document that can be obtained via [www.phl-cep-eis.com](http://www.phl-cep-eis.com) or by contacting:

James B. Byers, Environmental Specialist  
Federal Aviation Administration  
Airports District Office  
3905 Hartzdale Drive, Suite 508  
Camp Hill, PA 17011  
E-mail: [jim.byers@faa.gov](mailto:jim.byers@faa.gov)

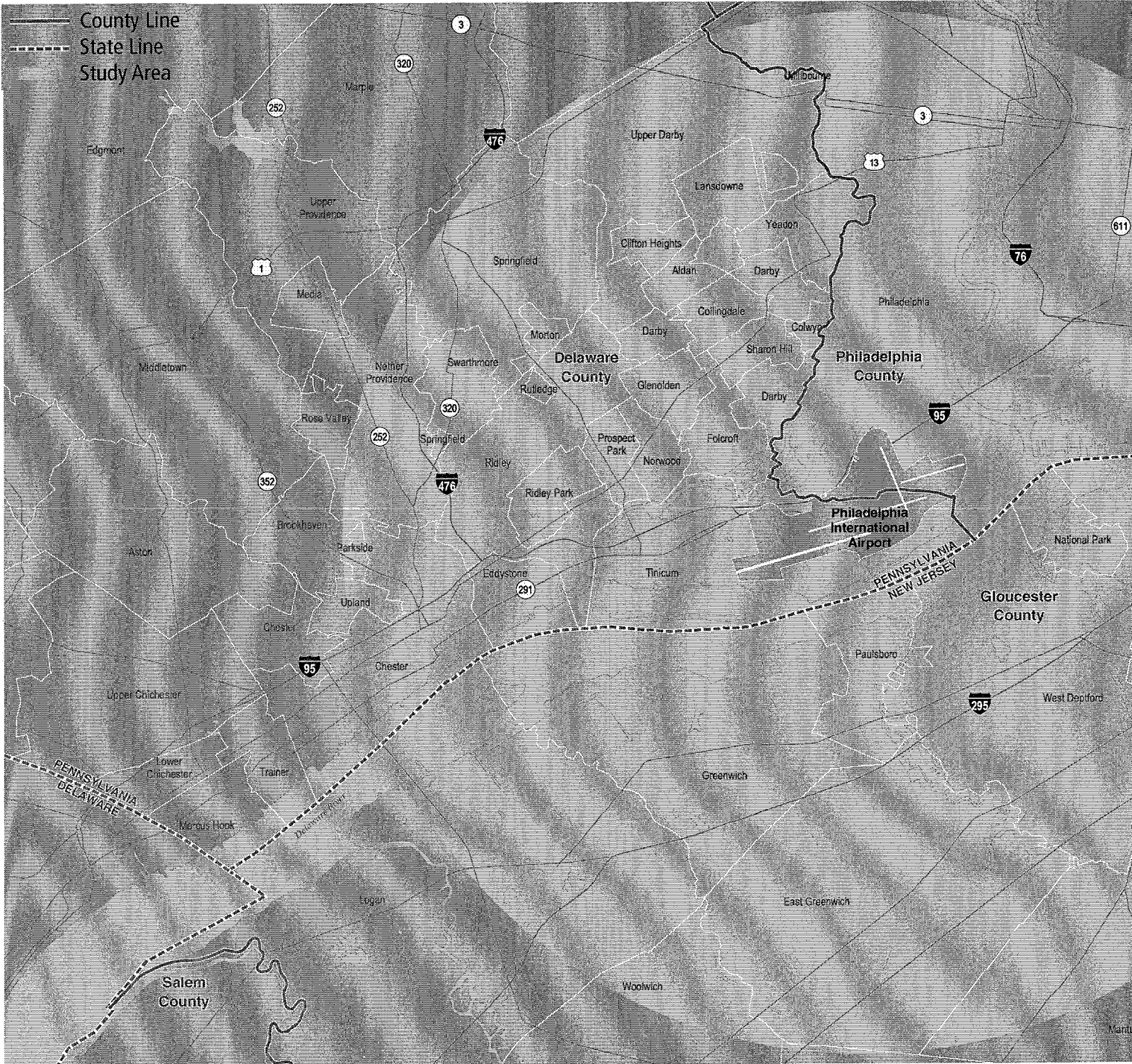
<sup>1</sup> 2002 North American Traffic Report: Total Movements. Airports Council International.

<sup>2</sup> FAA OPSNET Database, 2002

FAA agreed with the City to separate the Runway 17-35 Project and the Capacity Enhancement Program because the Runway 17-35 Project, alone, will provide substantial interim relief from the existing delays at the Airport and would remain in operation for a substantial number of years into the future.

Furthermore, it appears that the Runway 17-35 Project will generate fewer environmental impacts and that the impacts will be of lesser magnitude than the impacts from the Capacity Enhancement Program. The EIS and permitting for the Runway 17-35 Project is, therefore, anticipated to be complete in a much shorter timeframe than the EIS for the Capacity Enhancement Program will be completed.

**Figure 1: Study Area**



The analysis for each of the projects will be closely coordinated and the cumulative impacts of the projects will be assessed. To the greatest extent possible, agency meetings for the projects would occur jointly.

The purpose of this Scoping Information Document is to provide federal, state, regional and local agencies, as well as

other interested parties, with preliminary information on the Runway 17-35 Project.

### **Preliminary Study Area**

PHL is located on approximately 2,400 acres in the City of Philadelphia and Tincum Township (Figures 1 and 2). It is bounded on the north by Interstate 95 (I-95) and on the south by Sun Oil Company facilities, a United Parcel Service (UPS) facility and the Delaware River. Undeveloped areas in Tincum Township are to the west, beyond which are residential areas. The City of Philadelphia Water Treatment Plant, wetlands, and Fort Mifflin, a National Historic Landmark, are to the east. The airfield is on the southern portion of the site, with the terminals and other landside facilities situated primarily along the northern edge of the site, between the airfield and I-95.

The study area is defined as broadly as possible to include those locales that the alternatives would affect. Tentatively, FAA has determined that future aircraft noise would affect the most extensive area. As a result, the study area includes portions of Philadelphia and Delaware Counties in Pennsylvania, and Camden and Gloucester Counties in New Jersey, as illustrated in Figure 1. The study area includes those areas within a circular boundary that was based on the outermost estimated preliminary 60 decibel Day-Night Average Sound Level (dB DNL) noise contour. The study area may be adjusted if additional alternatives are identified during Scoping or during the preparation of the Draft EIS. FAA will define it further, as needed, based on the detailed analyses of environmental consequences that FAA will conduct for the Draft EIS.

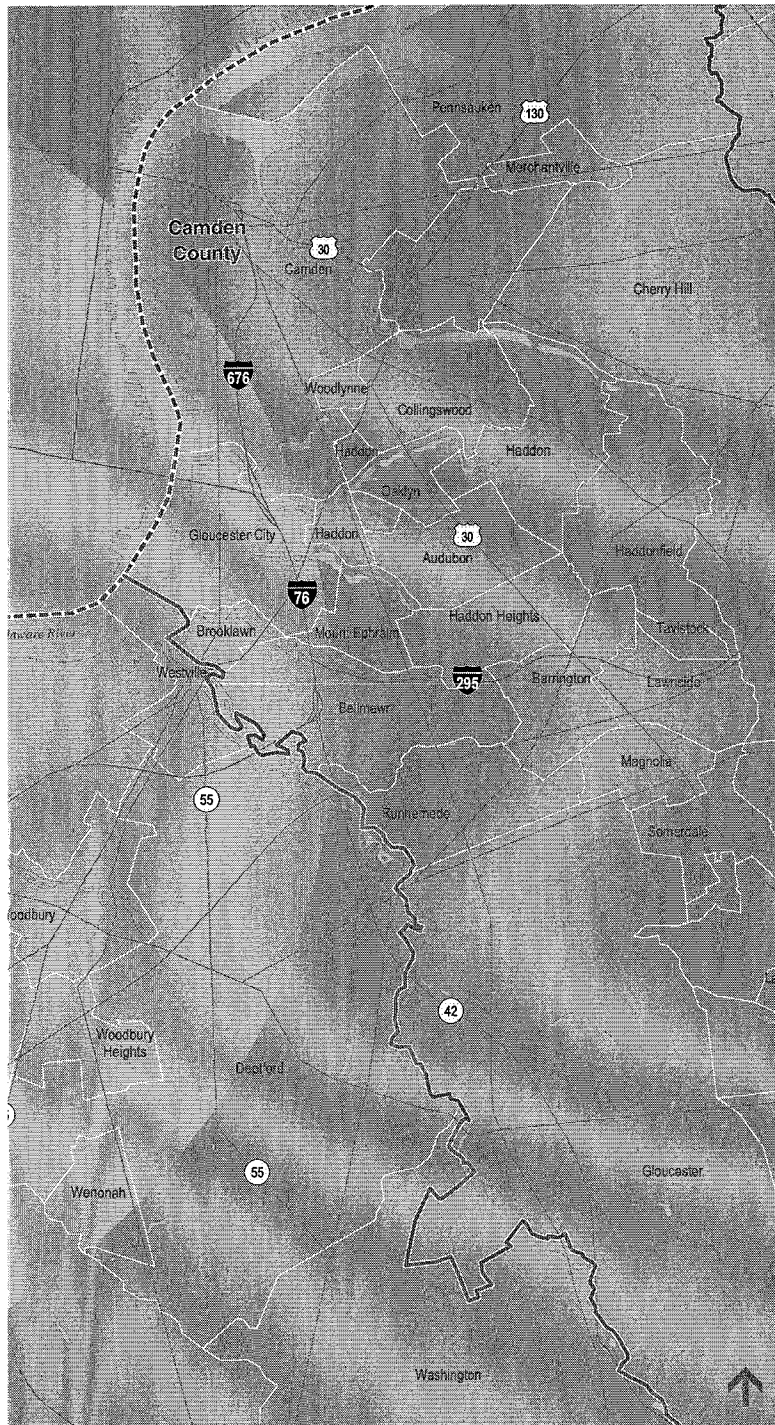
### **Existing Facilities**

The existing facilities at the Airport include airfield facilities and terminal facilities.

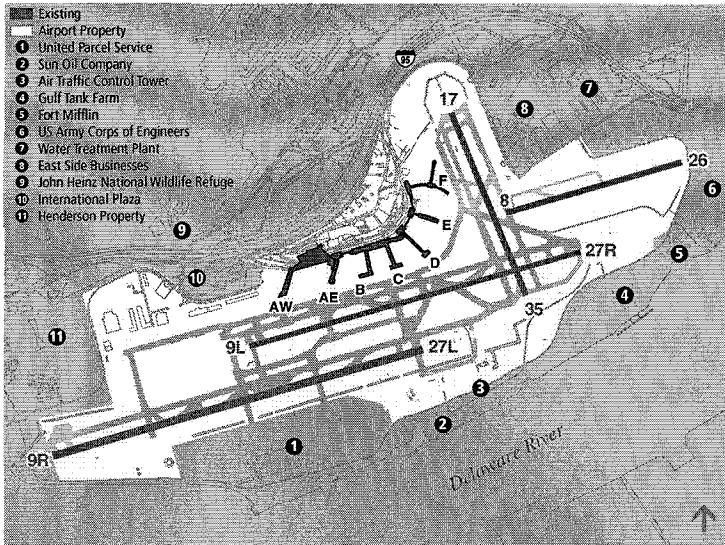
#### **Airfield Facilities**

The airfield is comprised of runways and taxiways, as well as ancillary facilities, such as hangars, navigational aids, cargo facilities, general aviation facilities, fuel facilities, fire-fighting facilities, and deicing facilities.

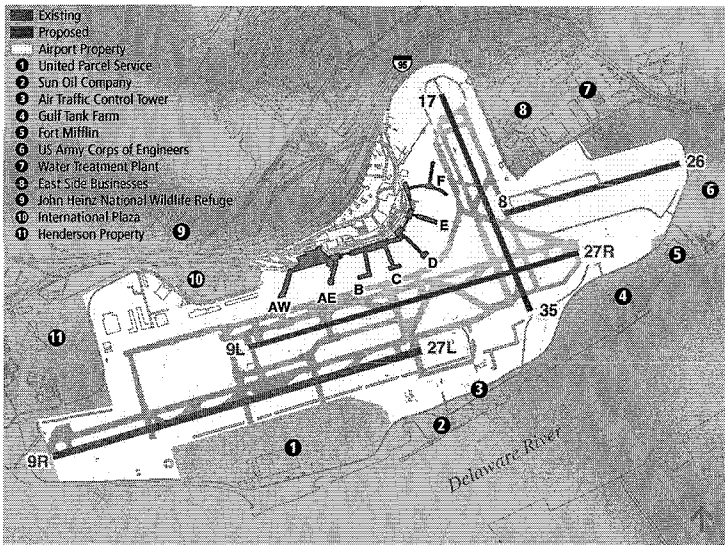
There are four runways on the airfield at PHL. Three parallel runways are oriented in the east-west direction and one runway is in the north-south direction, as shown in Figure 2 on page 4. The three east-west runways are:



**Figure 2: Existing Airport Facilities**



**Figure 3: Runway 17-35 Build Alternative**



- ▷ Runway 9L-27R, which is just south of the terminal complex, is 9,500 feet long and 150 feet wide;
- ▷ Runway 9R-27L, which is 1,400 feet south of and parallel to Runway 9L-27R, is 10,499 feet long and 200 feet wide.
- ▷ Runway 8-26, which is at the east end of the airfield, is 5,000 feet long and 150 feet wide.

Crosswind Runway 17-35, the subject of this Scoping Information Document, is oriented in the north-south direction, and is 5,459 feet long and 150 feet wide. Several taxiways are parallel to the runway, and others cross the runway to provide access and egress to the airfield from the terminal area.

### Terminal Facilities

The passenger terminal area contains seven terminals totaling approximately 3.3 million square feet of passenger space, including the recently opened International Terminal A West. The terminals are connected to each other by second level pedestrian walkways. There are 100 domestic gates and 20 international gates.

### Why Improve the Airport?

An analysis for the Master Plan Update determined that the average annual delay in 2000 at PHL was nearly 10 minutes per aircraft operation. This level of delay has not abated significantly since that time. Without improvements, the Master Plan Update forecasts that this average annual delay would increase to nearly 20 minutes per operations by 2010.

The requirements of present and forecasted aircraft fleet mixes limit the use of Runway 17-35. This runway was designed to accommodate turboprop aircraft. Over the past several years, airlines have replaced turboprops with regional jets, which require greater runway length than turboprops. Furthermore, over half the flights at PHL use narrowbody aircraft and forecasts indicate that this condition will continue in the forecast period. Regional jets and the smaller narrowbodies sharing the longer runways with larger aircraft cause delay, not only because of sheer numbers, but also because greater separation distances are required between small and large aircraft than between two large aircraft. Extending Runway 17-35 would help to accommodate both regional jets and the smaller narrowbodies, thereby helping to free the longer runways for use by larger aircraft and reducing delays.

### Alternatives Being Considered

The alternatives being considered for the Runway 17-35 Project include the No Build Alternative and a build alternative that would extend this runway. The No Build Alternative assumes that only periodic maintenance and minor enhancements needed to maintain safe operations at the Airport would occur. It serves as the basis for assessing the impacts of the other alternatives being considered. The Build Alternative would extend Runway 17-35 to the north by 600 feet and to the south by 440 feet, to a total length of 6,500 feet, as shown in Figure 3. The Build Alternative potentially requires the discontinuation of State Route 291.

The EIS will also address a range of alternatives that would reduce existing and forecasted delays at PHL, including demand management alternatives and alternatives that are not within the jurisdiction of PHL or FAA, such as greater use of regional airports or other transportation modes. The EIS will also evaluate alternatives identified during the Scoping process that would reduce existing and forecasted delays at PHL.

## Environmental Streamlining and Stewardship

The proposed PHL improvements, including the Capacity Enhancement Program and the Runway 17-35 Project, have been chosen as one of 13 transportation projects by the U.S. Secretary of Transportation (the Secretary) as high priority projects for expedited environmental review (environmental streamlining) under *Executive Order 13274, Environmental Stewardship and Transportation Infrastructure Project Review*. For projects on the Secretary's list, executive departments and agencies are required, to the maximum extent practicable, to expedite their reviews for relevant permits or other approvals.

The FAA and the environmental review agencies will be collaborating to undertake environmental streamlining and stewardship on both the Capacity Enhancement Program and the Runway 17-35 Project. A major endeavor that will occur to initiate environmental streamlining and stewardship is the development and implementation of an interagency agreement. This agreement would establish a mutually agreed upon, single comprehensive environmental review path and schedule. This agreement would also:

- ▷ Identify key consensus points and mutually agreed upon time frames for agency review;
- ▷ Commit to identify environmental agency priorities and explore opportunities to incorporate environmental protection and stewardship into the project, and;
- ▷ Include a mutually acceptable, collaborative problem solving and issue resolution process.

## Environmental Analysis Process

The Runway 17-35 Project requires the preparation of an EIS in accordance with NEPA because there are potentially significant impacts. This Scoping Information Document represents the start of FAA's EIS preparation.

## Environmental Impact Statement

The purpose of an EIS is to provide government agencies and other interested parties with information about the proposed improvements at PHL so that informed decisions can be made. The Draft EIS will:

- ▷ Explain the purpose of and need for the proposed improvements;
- ▷ Develop and describe the range of alternatives capable of achieving the purpose and need;
- ▷ Identify alternatives that will not achieve the purpose and need;
- ▷ Provide the reasons why certain alternatives are rejected from further consideration and state that they will not be included in the EIS for detailed analyses;
- ▷ Identify those alternatives that are reasonable, practicable, or feasible ways to achieve the purpose and need and state that the EIS will provide detailed analyses of these alternatives, including the No Build Alternative;
- ▷ Identify the airport sponsor's proposed action;
- ▷ Determine the environmental consequences of the No Build Alternative, the proposed action, and each alternative that is capable of achieving the purpose and need;
- ▷ Identify measures to avoid, minimize or mitigate potential environmental consequences for the proposed action and other alternatives that would achieve the purpose and need;
- ▷ Describe the agency and public coordination efforts,
- ▷ Serve as the NEPA document for FAA and the other Federal agencies, as needed; and
- ▷ Serve as the document supporting the Record of Decision that FAA and the other Federal agencies need to prepare.

## Scoping

Scoping is an early, open, and on-going process used to determine the range of alternatives, issues, and impacts that the EIS will address in detail. The process includes the general public and appropriate federal, state, regional, and local agencies.

Public and agency meetings are important scoping elements. A Scoping Meeting for the Runway 17-35 Project is scheduled for the general public from 5 PM to 9 PM on August 12, 2003 in the study area. This public meeting will involve interaction with the EIS Team members, as well as a short presentation about the project and the EIS process. Information about the project, the schedule for the EIS, and the purpose of the EIS

will also be on display. An Agency Scoping Meeting covering both the Runway 17-35 EIS and the Capacity Enhancement Program EIS will be held during the day on August 19, 2003 at the Airport Executive Offices in Terminal E at the Philadelphia International Airport in Philadelphia, Pennsylvania.

Scoping comments can be submitted at the Scoping Meeting or anytime before September 3, 2003. A comment sheet for the EIS is enclosed with this package. The comment sheet may also be downloaded from the project web site, [www.phlrunway17-35eis.com](http://www.phlrunway17-35eis.com). Comments may also be submitted to:

James B. Byers, Environmental Specialist  
Federal Aviation Administration  
Airports District Office  
3905 Hartzdale Drive, Suite 508  
Camp Hill, PA 17011  
E-mail: [jim.byers@faa.gov](mailto:jim.byers@faa.gov)

Upon completing the Scoping Meeting, a Scoping Process Report will be prepared for the EIS. This report will document the issues and concerns raised and will be distributed to those appearing on the distribution list at the end of this document. The report will also be available on the project web site, [www.phlrunway17-35eis.com](http://www.phlrunway17-35eis.com).

#### Environmental Impact Analysis

FAA, in cooperation with many agencies and consultation with others interested in the project, will prepare a detailed evaluation of environmental impacts from the No Build Alternative and from those alternatives that are reasonable, practicable, and feasible ways to achieve the project's purpose and need. FAA will complete the EIS in accordance with FAA Order 1050.1D Change 4, *Policies and Procedures For Considering Environmental Impacts* and with FAA Order 5050.4A, *Airports Environmental Handbook*. These Orders provide instructions to FAA staff to ensure that FAA environmental documents prepared for airport development actions comply with NEPA and other federal and state regulations. Airport sponsors, environmental consultants, and others interested in those actions may also use the Orders as guidance and information.

The EIS will provide analyses covering a full range of technical areas. The EIS will identify and examine key issues, evaluate potential impacts, and develop appropriate conceptual mitigation measures. Some of the issues to be analyzed are listed in the box at the right. Together with

input from various agencies and the public, these technical analyses will provide the basis for the assessments and conclusions presented in the EIS.

#### Environmental Documentation and Review

After completing the environmental impact analysis for affected resources, FAA will prepare a Draft EIS for public review. A public review and comment period of no less than 45 days will occur. Public hearings will be held in the study area for the public to review the proposed conceptual design, environmental impacts and mitigation for each alternative the Draft EIS evaluated in detail. Following the hearings and a review of the public comments received, and balancing a number of factors, the FAA will identify its preferred alternative. FAA will then prepare its Final EIS. The Final EIS will :

- ▷ Summarize the comments received on the Draft EIS and the key issues raised during the public hearings;
- ▷ Provide FAA responses to the key issues and comments noted above;
- ▷ Identify FAA's preferred alternative;
- ▷ Document avoidance and minimization efforts associated with the preferred alternative;
- ▷ Describe conceptual measures and other commitments needed to mitigate the unavoidable environmental impacts that the preferred alternative would cause; and
- ▷ Discuss compliance with applicable federal and state regulations.

The FAA will issue a Record of Decision no sooner than 30 days after FAA releases the Final EIS.

#### Public Outreach

As part of this NEPA process, a broad array of opportunities will be provided to distribute information about the Draft EIS and Final EIS to relevant federal, state, and local

#### Some Issues to be Analyzed

- Air Quality
- Construction Impacts
- Cumulative Impacts
- Environmental Justice
- Ground Transportation
- Hazardous Materials
- Land Use Compatibility
- Natural Resources
- Noise
- Sole Source Aquifer
- Water Quality
- Wetlands



agencies and other interested parties, as well as to solicit the input of these parties on those documents. The FAA intends to use the preparation of this EIS to comply with Section 106 of the National Preservation Act of 1966, as amended and any other applicable laws having public involvement requirements. The public outreach actions will also help to obtain public input on any draft general conformity determination on air quality in accordance with General Conformity requirements under the Clean Air Act.

Each of these public outreach opportunities is described briefly below.

### **Public Meetings**

The first public meeting for the project will be held on August 12, 2003 and is intended to serve as an important part of the Scoping process for the EIS. A second meeting is tentatively scheduled for Fall 2003 and will showcase the data and analysis that demonstrate the purpose and need for the project. The meeting will also present the process for identifying alternatives that achieve the purpose and need for the project and will provide descriptions of those alternatives. The meetings will include presentations of information and analyses, opportunities to discuss issues with the EIS Team, and opportunities to comment on the information presented. Additional public meetings will be held, if necessary, to discuss issues of particular concern to the community. These issues will be identified during Scoping.

### **Public Hearings**

After the Draft EIS is made available for public review, public hearings will be held in the study area. The purpose of the hearings is to provide an opportunity for public comment on the Draft EIS.

### **Newsletters**

Newsletters will be developed and distributed at strategic points during preparation of the EIS and will contain information about the EIS. The newsletters will provide brief summaries of progress and the schedule for the EIS, as well as information on upcoming meetings and particular issues or analyses of concern.

### **Web Site**

An EIS information web site will be maintained for the project throughout the development of the EIS. The web site address is [www.phlrunway17-35eis.com](http://www.phlrunway17-35eis.com). Information that will be displayed on the site includes meeting locations, dates,

and times; EIS status reports and schedules; newsletters; study report highlights; and alternative concepts. The web site will also house technical reports generated during development of the EIS. Interested parties will be able to download the comment form from the web site.

## **Agency Coordination**

As the lead federal agency, the FAA will prepare the Draft EIS and the Final EIS. Federal and state agencies with jurisdiction by law or with special expertise on resources the project may affect have been invited to be Cooperating Agencies.

The FAA will coordinate closely with environmental review agencies with regard to technical issues throughout the development of the Draft EIS and Final EIS as described below. The first agency meeting covering both the Runway 17-35 EIS and the Capacity Enhancement Program EIS will be held on August 19, 2003 and is intended to serve as an important part of the Scoping process.

Additional group agency meetings and/or meetings with individual agencies will be held to discuss:

- ▷ Screening criteria for and ways to measure the effectiveness of reasonable, practicable, and feasible alternatives;
- ▷ The rationale for eliminating alternatives;
- ▷ Finalizing the study area boundaries;
- ▷ Data requirements and methodology for data collection for both the Draft EIS and the Final EIS;
- ▷ The level of detail and methodology for environmental resource and community impact analysis in both the Draft EIS and the Final EIS;
- ▷ The level of detail needed for engineering design in both the Draft EIS and the Final EIS; and
- ▷ Conceptual measures to mitigate unavoidable environmental impacts.

Each meeting may address one or more of these topics. The meetings will include presentations of information and analyses, field meetings, opportunities to discuss issues with the EIS Team, and opportunities to comment on the information presented.

## EIS Process

The EIS preparation process consists of the following primary tasks:

- ▷ **Scoping:** This initial task defines the study by identifying issues and obtaining comments from the general public, agencies, and jurisdictions.
- ▷ **Purpose and Need:** Defines the problem (delay) that the project is designed to address and the reason for the problem (insufficient airfield capacity).
- ▷ **Alternatives Development/Evaluation/Refinement:** Defines alternatives that will address the delay and the capacity deficiencies at PHL.
- ▷ **Environmental Impact Analysis:** Evaluates the impacts of potential alternatives and develops mitigation measures.
- ▷ **Draft EIS:** Describes the purpose and need, alternatives considered, alternatives rejected or accepted, and a comprehensive, detailed, interdisciplinary evaluation of the environmental impacts that the accepted alternatives would likely cause, and conceptual mitigation.
- ▷ **Public Hearings:** Provides opportunity for the public to discuss the proposed project and provide oral or submit written comments on the Draft EIS.
- ▷ **Public Review Period:** At least a 45-day period during which the public reviews the Draft EIS and submits comments to the lead agency about that document.
- ▷ **Final EIS:** Addresses the comments on the Draft EIS and from the Public Hearings, presents the final evaluation of project-induced environmental impacts and conceptual ways to mitigate unavoidable impacts, identifies the least environmentally damaging alternative, and the FAA's preferred alternative.
- ▷ **Record of Decision (ROD):** The document providing the federal decision maker's rationale for selecting the preferred alternative. The agency uses information in the Final EIS to prepare the ROD.

**For additional information contact:**

James B. Byers, Environmental Specialist  
Federal Aviation Administration  
Airports District Office  
3905 Hartzdale Drive, Suite 508  
Camp Hill, PA 17011

**Web Site:** [www.phlrunway17-35eis.com](http://www.phlrunway17-35eis.com)

Prepared by VHB/Vanasse Hangen Brustlin, Inc. - July 2003

## Distribution List

### United States Senate

#### Pennsylvania

Honorable Rick Santorum  
Honorable Arlen Specter

#### New Jersey

Honorable Jon Corzine  
Honorable Frank Lautenberg

#### Delaware

Honorable Joseph Biden  
Honorable Thomas Carper

### United States House of Representatives

#### Pennsylvania

Honorable Robert Brady  
Honorable Chaka Fattah  
Honorable Curt Weldon  
Honorable James C. Greenwood  
Honorable Joseph Hoefel

#### New Jersey

Honorable Robert Andrews  
Honorable James Saxton

#### Delaware

Honorable Michael Castle

### Federal Agencies

Advisory Council on Historic Preservation  
Federal Emergency Management Agency  
Federal Highway Administration,  
    Pennsylvania Division  
National Marine Fisheries Service, Northeast Region  
Natural Resources Conservation Service  
    East Regional Office  
    Pennsylvania State Conservationist  
    New Jersey State Conservationist  
U.S. Army Corps of Engineers, Philadelphia District  
U.S. Coast Guard, Group Philadelphia  
U.S. Department of Interior  
    Office of Environmental Compliance  
    National Park Service  
U.S. Environmental Protection Agency,  
    Region 2 (NJ) and Region 3 (PA)  
U.S. Fish and Wildlife Service  
    Eastern Pennsylvania Field Office  
    New Jersey Field Office  
    John Heinz National Wildlife Refuge

### Federally Recognized Indian Tribal Entities

Absentee-Shawnee Tribe of Oklahoma  
Delaware Nation, Oklahoma  
Delaware Tribe of Indians, Oklahoma  
Eastern Shawnee Tribe of Oklahoma  
Oneida Tribe of Indians of Wisconsin  
Onondaga Indian Nation

### State Agencies

Pennsylvania Department of Community and  
    Economic Development  
Pennsylvania Department of Environmental Protection  
Pennsylvania Department of Health  
Pennsylvania Department of Transportation  
Pennsylvania Emergency Management Agency  
Pennsylvania Fish & Boat Commission,  
    Division of Fisheries Management –  
    Non-game & Endangered Species Unit  
Pennsylvania Game Commission, Bureau of Land  
    Management - Division of Environmental  
    Planning & Habitat Protection  
Pennsylvania Historical and Museum Commission  
New Jersey Department of Environmental  
    Protection, Division of Fish and Wildlife –  
    Endangered & Nongame Species Program  
New Jersey Historic Preservation Office  
Delaware Division of Historical and Cultural Affairs,  
    Delaware State Historical Preservation Office

### Regional Agencies

Delaware Valley Regional Planning Commission  
Southeastern Pennsylvania Transportation Authority

### County Agencies

#### Pennsylvania

Delaware County  
    Executive Director  
    County Council  
Philadelphia County

#### New Jersey

Camden County  
    Freeholder Director  
    Board of Freeholders  
Gloucester County  
    Freeholder Director  
    Board of Freeholders

#### Delaware

New Castle County  
    County Executive  
    County Council

### Local Governments

#### Philadelphia City Council

Mayor John Street  
Anna Verna, President, City Council  
City Councilors

#### Tinicum Township

Township Manager  
William Wasch, Commission President  
Commissioners

### Pennsylvania Communities

Aldan Borough  
Brookhaven Borough  
Chester City  
Clifton Heights Borough  
Collingdale Borough  
Colwyn Borough  
Darby Borough  
Darby Township  
East Landsdowne Borough  
Eastwick (City of Philadelphia)  
Eddystone Borough  
Folcroft Borough  
Glenolden Borough  
Haverford Township  
Landsdowne Borough  
Millbourne Borough  
Morton Borough  
Nether Providence Township  
Norwood Borough  
Parkside Borough  
Prospect Park Borough  
Ridley Township  
Ridley Park Borough  
Rutledge Borough  
Sharon Hill Borough  
Springfield Township  
Swarthmore Borough  
Upland Borough  
Upper Darby Township  
Yeadon Borough

#### New Jersey

Bellmawr Borough  
Brooklawn Borough  
Camden City  
Collingswood Borough  
Deptford Township  
East Greenwich Township  
Gloucester City  
Greenwich Township  
Haddon Township  
Logan Township  
Mantua Township  
Mount Ephraim Borough  
National Park Borough  
Paulsboro Borough  
Runnemede Borough  
Wenonah Borough  
West Deptford Township  
Westville Borough  
Woodbury City  
Woodbury Heights Borough  
Woolwich Township

**Public Information Meetings for the Philadelphia International Airport  
Capacity Enhancement Program & Runway 17-35 Extension Project  
Environmental Impact Statements  
Philadelphia, Pennsylvania**

The Federal Aviation Administration (FAA), in cooperation with the City of Philadelphia Division of Aviation, will hold three Public Information Meetings on April 13, 14, and 15, 2004. The meetings will provide the opportunity to learn more about how the Philadelphia International Airport (PHL) operates, including information about the airport layout, flight procedures, and airport operations. The topic of this first group of meetings is based on many of the comments and questions received at the August 2003 scoping meetings.

The meetings will include an open house from 5 p.m. to 7 p.m., where the public can come to view display boards and ask questions of the Environmental Impact Statement (EIS) team, followed by a presentation and a question and answer session from 7 p.m. to 9 p.m. The meeting content at each meeting will be the same. These meetings are a first in a series of public information meetings that will be held throughout the preparation of each of the EISs and are important for those participating in the EIS processes in understanding how the airport operates.

- **April 13, 2004**- Paulsboro High School, Auditorium, 670 N. Delaware St. in Paulsboro, NJ
- **April 14, 2004** – Claymont Community Center, Gymnasium, 3301 Green St. in Claymont, DE
- **April 15, 2004** – Ridley Community Center, Auditorium, 801 Morton Ave. in Folsom, PA

If you are disabled and need special assistance to attend or participate in the meetings, please contact Connerie Cepeda at (215) 546-1496 or [chplancc@voicenet.com](mailto:chplancc@voicenet.com) at least 5 business days before the meeting you would like to attend.

For more information, please visit the following web sites: Capacity Enhancement Program EIS ([www.phl-cep-eis.com](http://www.phl-cep-eis.com)) and Runway 17-35 Extension Project EIS ([www.phlrunway17-35eis.com](http://www.phlrunway17-35eis.com)) or contact: James Byers, Environmental Specialist, Federal Aviation Administration, Airports District Office, 3905 Hartzdale Drive, Suite 508, Camp Hill, PA 17011, (202) 267-3007, [jim.byers@faa.gov](mailto:jim.byers@faa.gov).

Meeting Notice Newsletter Distribution List

- Philadelphia Inquirer/Daily News Monday 3/22/04
- South Jersey Courier-Post Monday 3/22/04
- Wilmington News Journal Monday 3/22/04
- Delaware County Daily Times Monday 3/22/04
- Gloucester County Times/Today's Sunbeam Wednesday 3/24/04
- Town Talk Wednesday 3/24/04
- Philadelphia Weekly Wednesday 3/24/04
- Philadelphia Public Record Thursday 3/25/04
- Al Día Friday 3/26/04
- Brandywine Community News Friday 3/26/04



**Philadelphia International Airport  
Environmental Impact Statements**



March 2004

Dear Elected or Appointed Official:

The Federal Aviation Administration (FAA) is preparing Environmental Impact Statements (EISs) to evaluate the impacts of the Capacity Enhancement Program (CEP) and the Runway 17-35 Extension Project (Runway 17-35 Project) at the Philadelphia International Airport (PHL). The City of Philadelphia, owner and operator of the airport, proposes both projects.

The FAA will hold three public information meetings in the Philadelphia metro area during mid-April (see the next page for more details) for the two EIS studies being conducted at PHL.

The public information meetings will give the public the opportunity to learn more about how the airport operates, including information about the airport layout, air traffic control issues, and airport delays. The topic of these meetings is based on the many comments and questions received during the August 2003 scoping meetings.

We invite you and your staff to join us at these public information meetings. The meetings will include an open house, where display boards, presentations by FAA and PHL staffs on airport operations, and a forum to ask questions of the EIS team, will be available to attendees.

For further information about the EIS studies, please visit the web site for the CEP (<http://www.phl-cep-eis.com>) and the Runway 17-35 Project (<http://www.phlrunway17-35eis.com>) or contact me.

We look forward to seeing you at these meetings.

Sincerely,

Jim Byers, Environmental Specialist  
Federal Aviation Administration  
Airports District Office  
3905 Hartzdale Drive, Suite 508  
Camp Hill, PA 17011  
E-mail: [jim.byers@faa.gov](mailto:jim.byers@faa.gov)  
Phone: (202) 267-3007



**Philadelphia International Airport  
Environmental Impact Statements**



**Public Information Meetings\***

**Topic:** How the Airport Operates

**Dates:** April 13, 14 & 15, 2004

**Time:** Open House - 5 – 7 p.m. Presentation – 7 - 9 p.m.

**Places\*\*:**

**Paulsboro High School (April 13)**

Auditorium  
670 North Delaware Street  
Paulsboro, NJ 08066

**Claymont Community Center (April 14)**

Gymnasium  
3301 Green Street  
Claymont, DE 19703

**Ridley Community Center (April 15)**

Auditorium  
801 Morton Avenue  
Folsom, PA 19033

*\* The agenda content at each meeting will be the same.*

*\*\*You can find directions to the above locations on the project web site for the Capacity Enhancement Program EIS (<http://www.phl-cep-eis.com>) and the Runway 17-35 Extension Project EIS (<http://www.phlrunway17-35eis.com>).*

**This Newsletter Contains**

- Introduction
- Upcoming Public Information Meeting dates
- How the EIS process works
- Scoping meeting results
- How to learn more about the projects

**Public Information Meetings\***

Topic: "How the Airport Operates"  
 April 13, 14, 15, 2004  
 Open House: 5:00 p.m. – 7:00 p.m.  
 Presentation: 7:00 p.m. - 9:00 p.m.

**April 13:**  
 Paulsboro High School  
 Auditorium  
 670 N. Delaware Street  
 Paulsboro, NJ 08066

**April 14:**  
 Claymont Community Center  
 Gymnasium  
 3301 Green Street  
 Claymont, DE 19703

**April 15:**  
 Ridley Community Center  
 Auditorium  
 801 Morton Avenue  
 Folsom, PA 19033

You can find directions to the above locations on the project web sites:

Capacity Enhancement Program EIS  
[www.phl-cep-eis.com](http://www.phl-cep-eis.com)

Runway 17-35 Extension Project EIS  
[www.phlrunway17-35eis.com](http://www.phlrunway17-35eis.com)

\* The agenda content at each meeting will be the same.

**How the Environmental Impact Statement Process Works**

**Introduction**

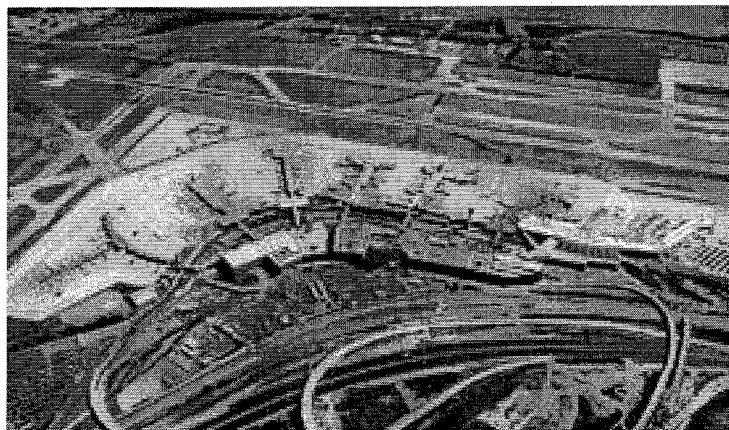
The Federal Aviation Administration (FAA) is preparing two separate Environmental Impact Statements (EISs), one to evaluate the impacts of the Capacity Enhancement Program (CEP) and another to evaluate the impact of the Runway 17-35 Extension Project (Runway 17-35 Project) at the Philadelphia International Airport (PHL). The City of Philadelphia (the City), owner and operator of the airport, proposes both projects.

This newsletter is the first in a series that the FAA will distribute to those interested in learning more about the CEP EIS and the Runway 17-35 Project EIS. This newsletter explains how the EIS process works and how you can participate in it.

Future newsletters for each EIS will cover topics including the purpose and need for each project, environmental stewardship, the alternatives analysis process and the results of the environmental impact analyses for each project.

The first in a series of public information meetings will apply to both EISs. The FAA will hold them in mid-April 2004 (see meeting details at left). This first group of meetings will give the public the opportunity to learn more about how the airport operates, including information about the airport layout, air traffic control issues, and airport delays. The topic of this first group of meetings is based on many of the comments and questions received during the August 2003 scoping meetings. This meeting will include an open house where the public can come view display boards, ask questions of the FAA's EIS team, and listen to a presentation by FAA and PHL staff on airport operations.

Throughout each of the EIS studies, the FAA will be seeking public input on each project. The informal input received during this time will be used to assist the EIS team in determining and addressing the public's concerns. The FAA will seek formal public comments during the public comment period in the future when the FAA publishes each Draft EIS for comment.



Aerial view of the Philadelphia International Airport looking south.

Photo credit: Rick McMullin



Notices to inform the public of the availability of each EIS will be published in newspapers and sent to those on both EIS mailing lists. To be added to the EIS mailing lists, please indicate the EIS mailing list(s) to which you would like to be added (Runway 17-35, CEP, or both) and either e-mail your contact information to [jim.byers@faa.gov](mailto:jim.byers@faa.gov) or complete the form on the back page of this newsletter and either mail it or turn it in at one of the public information meetings.

### **How the EIS Process Works**

The City of Philadelphia Division of Aviation, through its preparation of the Master Plan Update, is proposing major improvements to the airport to increase airfield capacity at PHL to reduce existing and forecast aircraft delays. The FAA has concurred that a capacity and delay problem exists at PHL. After reviewing the proposals and their potential environmental impacts, the FAA determined it must prepare EISs to comply with the National Environmental Policy Act (NEPA).

The following is a summary and flowchart of the primary tasks of the EIS preparation process that the FAA will conduct for the CEP EIS and the Runway 17-35 Project EIS.

### **Scoping**

This initial task defines the study by identifying issues and obtaining comments from the general public, agencies, and relevant jurisdictions. (*The CEP EIS and the Runway 17-35 Project EIS Scoping processes were completed on September 3, 2003.*)

### **Purpose and Need**

Defines the problem that the project is designed to address (delay) and the reason why the problem (insufficient airfield capacity) exists.

### **Alternatives Development/ Evaluation/Refinement**

Defines reasonable alternatives that will

reduce aircraft delay and increase capacity at PHL. Eventually, the FAA will select an array of reasonable alternatives the EIS will discuss in great detail. The FAA will also clearly explain why it eliminated alternatives the EIS does not discuss in detail.

### **Environmental Impact Analyses**

Evaluates the impacts of potential alternatives and identifies minimization and mitigation measures. Based on its analyses of scoping comments and other information, the FAA will assess construction and operation effects on:

- ▶ Air Quality
- ▶ Coastal Resources
- ▶ Cultural and Historic Resources
- ▶ Cumulative Impacts
- ▶ Fish, Wildlife, and Plants
- ▶ Floodplains and Floodways
- ▶ Ground Transportation
- ▶ Hazardous Materials
- ▶ Land Use Compatibility
- ▶ Light Emissions
- ▶ Natural Resources/Energy Supply
- ▶ Noise
- ▶ Parks, Refuges, and Recreation Areas
- ▶ Secondary Impacts
- ▶ Solid Waste
- ▶ Socioeconomic Impacts
- ▶ Water Quality
- ▶ Wetlands

### **Draft EIS**

Documents the purpose and need; alternatives considered; alternatives rejected or retained; a comprehensive, detailed, interdisciplinary evaluation of the environmental impacts that the reasonable alternatives would likely cause; and identifies conceptual mitigation measures. If the FAA knows its preferred alternative by the Draft EIS comment period, it will identify it then.

### ▶ **Public Hearings**

Provides opportunity for the public to discuss the proposed project and provide oral or written comments on the Draft EIS to the FAA and the City.

### ▶ **Public Review Period**

A period of at least 45 days during which the public reviews the Draft EIS and submits comments to the FAA about that document.

### **Final EIS**

After the public comment period on the Draft EIS, the Final EIS responds to public and agency comments on the Draft EIS, and presents the final evaluation of project-induced environmental impacts as well as ways to mitigate unavoidable impacts. Here, the FAA must identify its preferred alternative, if it is not done in the Draft EIS.

### **Record of Decision (ROD)**

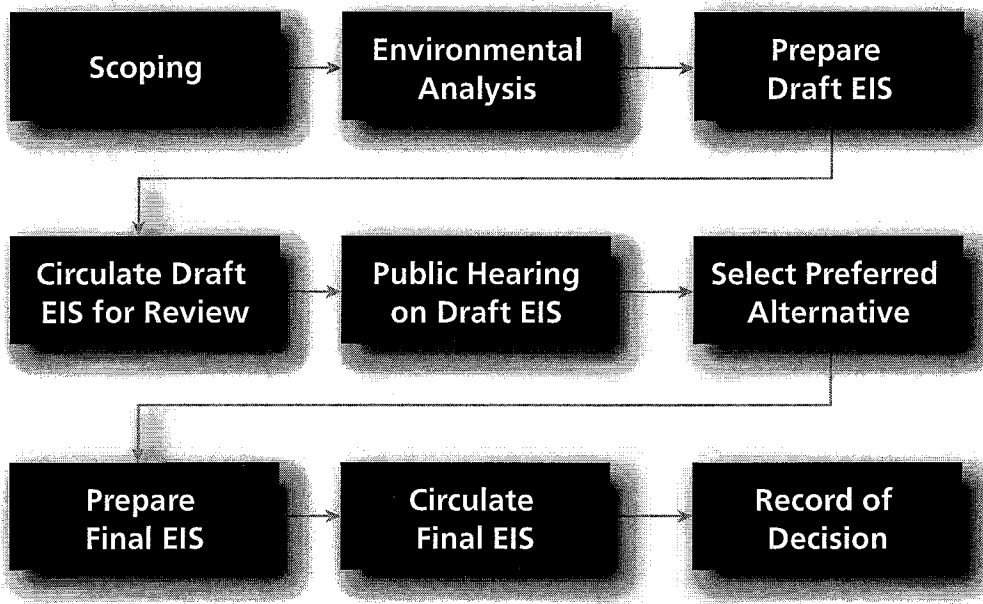
The document providing the FAA decision maker's rationale for selecting the preferred alternative and the mitigation requirements to implement the project. The agency uses information in the Final EIS to prepare the ROD.

### **Scoping Meeting Results**

Scoping is the only part of each EIS process the FAA has completed. The Runway 17-35 Project scoping meeting was held on August 12, 2003, and the CEP scoping meetings were held on August 18, 19, and 20, 2003. Approximately 45 people attended the Runway 17-35 Project scoping meeting and approximately 535 people attended the three CEP scoping meetings. The FAA received 228 (CEP) and 47 (Runway 17-35 Project) individual letters, e-mails or formal oral comments from the public, Federal and state agencies, and elected officials, who were primarily concerned with the alternatives being studied in the EISs; existing and future noise impacts; wetland impacts; and economic issues.

A majority of people commented on the alternatives the FAA would consider for each EIS. Several commentors suggested that the EISs should explore delay and congestion management strategies, including

## EIS Process Flow Chart



improved management of airport facilities, control of time slots, flight scheduling to reduce delays, travel disincentive programs, and making the airport responsible for scheduling all flights. Many of the comments were about existing airport operations and flight paths. Many suggested that an important consideration in the alternatives analysis should be flight tracks and altitudes that reduce noise, and that the selected alternative should allow planes to follow the Delaware River. These issues regarding how the airport currently operates will be addressed at the first set of public information meetings (see the side bar on page 1). The EISs will also discuss them.

Noise was another major concern for those who attended the scoping meetings. Many commentors felt that noise from existing airport operations adversely affects their quality of life. They feel that the noise has increased because of increased number of aircraft operations and approaching or departing aircraft at low altitudes. Residents of several areas believed that existing aircraft operations are operating below

recommended minimum altitudes. Several people expressed concern with the methodology used for the analysis of noise impacts. Many commentors recommended that noise be considered in the identification and that evaluation of alternatives, and the FAA consider noise reduction as the overriding priority. Several noise reduction mitigation measures were suggested, such as re-routing airplane traffic to avoid sensitive neighborhoods, restricting operating hours to avoid late-night or early morning flights over neighborhoods, soundproofing homes, and purchasing homes adjacent to the airport. How noise impacts from aircraft are evaluated will be addressed in a future newsletter.

Issues involving other environmental issues were also raised, including air quality, wetlands, and wildlife. Commentors expressed concerns about the public health effects of emissions from aircraft, and requested the EIS address this issue. Commentors also requested that the EIS consider impacts to wetlands and water quality of Tinicum Marsh, Delaware River, and Darby Creek.

Several commentors expressed concern of the impacts to the John Heinz National Wildlife Refuge and to migratory geese.

The projects' impacts on local economic issues were concerns expressed by several elected officials. Issues of most concern included the potential adverse effects of the project on tax revenues, property values, businesses, and employment. Commentors recommended that the EISs consider these concerns as well as possible financial burden to area taxpayers from the costs of the projects.

The FAA has revised the scope of each Draft EIS to address these and other concerns raised in scoping. These issues will also be addressed in future newsletters and/or public meetings. More detailed information on the scoping process, the comments received, and how the FAA will address these comments are included in each Scoping Process Report, which you can find on the CEP EIS web site ([www.phl-cep-eis.com](http://www.phl-cep-eis.com)) and the Runway 17-35 Project EIS web site ([www.phlrunway17-35eis.com](http://www.phlrunway17-35eis.com)), respectively, under "Documents".

### Additional Information

Please visit the following web sites:

#### Capacity Enhancement Program EIS

[www.phl-cep-eis.com](http://www.phl-cep-eis.com)

#### Runway 17-35 Extension Project EIS

[www.phlrunway17-35eis.com](http://www.phlrunway17-35eis.com)

#### or contact:

James Byers, Environmental Specialist  
Federal Aviation Administration  
Airports District Office  
3905 Hartzdale Drive, Suite 508  
Camp Hill, PA 17011  
(202) 267-3007  
[jim.byers@faa.gov](mailto:jim.byers@faa.gov)

## Mailing List Additions

If you did not receive this newsletter in the mail, you are not on the mailing list for the CEP EIS or the Runway 17-35 Project EIS. To add your name, or make a correction, please indicate the EIS mailing list(s) to which you would like to be added and either email the information below to [jim.byers@faa.gov](mailto:jim.byers@faa.gov) or fill out this form and mail it to the address below:

James Byers, Environmental Specialist  
Federal Aviation Administration  
Airports District Office  
3905 Hartzdale Drive, Suite 508  
Camp Hill, PA 17011

Please add my name and contact information  
to the following mailing list(s):

- Capacity Enhancement Program EIS
- Runway 17-35 Extension Project EIS

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Affiliation \_\_\_\_\_

Phone \_\_\_\_\_ E-mail \_\_\_\_\_

*Once you are on the mailing list, you will automatically receive information from FAA regarding the EIS(s) of interest.*

U.S. Department of Transportation  
Federal Aviation Administration  
Harrisburg Airports District Office  
3905 Hartzdale Drive, Ste. 508  
Camp Hill, PA 17011





**Philadelphia International Airport  
Environmental Impact Statements  
Public Information Meetings  
April 13, 14, & 15, 2004  
Mailing List Addition**



Would you like to be added on the PHL Capacity Enhancement Program EIS mailing list?  Yes  No

Would you like to be added on the PHL Runway 17-35 Extension Project EIS mailing list?  Yes  No

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

E-mail Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_

**Meeting Survey**

**Please circle the best answer. 1 – Excellent to 5 – Poor**

- |   |   |   |   |   |   |
|---|---|---|---|---|---|
| 1. How would you rank this meeting location?                          | 1 | 2 | 3 | 4 | 5 |
| 2. How would you rank the presenters?                                 | 1 | 2 | 3 | 4 | 5 |
| 3. How would you rank the information you received at these meetings? | 1 | 2 | 3 | 4 | 5 |
| 4. How would you rank the advertisement for these meetings?           | 1 | 2 | 3 | 4 | 5 |

5. In your opinion, what can be done to make the meetings better? \_\_\_\_\_

\_\_\_\_\_

6. Do you have suggestions for the locations of future meetings?  Yes  No

If so, please list them. \_\_\_\_\_

7. How did you learn about these meetings? \_\_\_\_\_

8. What do you think are the best ways to notify people interested in attending these meetings?

\_\_\_\_\_

Other Comments: \_\_\_\_\_

\_\_\_\_\_

Meeting Notice for May Public Information Meetings

**Public Information Meetings for the Philadelphia International Airport  
Runway 17-35 Extension Project  
Environmental Impact Statement  
Philadelphia, Pennsylvania**

The Federal Aviation Administration (FAA), in cooperation with the City of Philadelphia Division of Aviation, will hold Public Information Meetings on May 11, 12, and 13, 2004. Each meeting will provide the opportunity to learn about the purpose and need and the alternatives analysis process for the Runway 17-35 Extension Project. These meetings will be focused specifically on the Runway 17-35 Extension Project and attendees will be requested to limit questions directly to this project and the topics discussed at these meetings.

The meetings will be held from 5 p.m. to 9 p.m. beginning with an **open house from 5 p.m. to 7 p.m.**, where the public can come to view display boards and ask questions of the team working on the Runway 17-35 Project Environmental Impact Statement (EIS). The open house will be followed by a **presentation and a question and answer session, which will begin promptly at 7 p.m. and end at 9 p.m.** The agenda content at each meeting will be the same.

The meetings will be held at the following locations:

- **May 11, 2004** – West Deptford High School Auditorium, 1600 Crown Point Road in Westville, NJ
- **May 12, 2004** – Jewish Community Center, 101 Garden of Eden Road in Wilmington, DE
- **May 13, 2004** – Eastwick at the Meadows, 6630 Lindbergh Boulevard in Philadelphia, PA

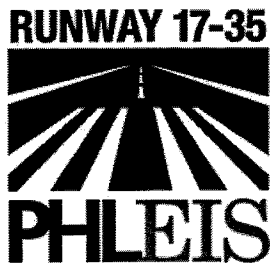
If you are disabled and need special assistance to attend or participate in the meetings, please contact Connerie Cepeda at (215) 546-1496 or [chplancc@voicenet.com](mailto:chplancc@voicenet.com) at least 5 business days before the meeting you would like to attend.

For more information and to view the Runway 17-35 Extension Project Purpose and Need Technical Report, please visit the Runway 17-35 Extension Project EIS web site at [www.phlrunway17-35eis.com](http://www.phlrunway17-35eis.com) or contact: James Byers, Environmental Specialist, Federal Aviation Administration, Airports District Office, 3905 Hartzdale Drive, Suite 508, Camp Hill, PA 17011, (202) 267-3007, [jim.byers@faa.gov](mailto:jim.byers@faa.gov).

**Meeting Notice for May Public Information Meetings**

**Meeting Notice Newsletter Distribution List**

- Philadelphia Inquirer/Daily News May 3, 2004
- South Jersey Courier-Post May 3, 2004
- Wilmington News Journal May 3, 2004
- Delaware County Daily Times May 3, 2004
- Philadelphia Daily News May 3, 2004
- Philadelphia Public Record May 6, 2004
- Philadelphia Weekly May 5, 2004
- Gloucester County Times/Today's Sunbeam May 3, 2004
- Town Talk May 5, 2004
- Brandywine Community News April 30, 2004



**Philadelphia International Airport  
Runway 17-35 Extension Project  
Environmental Impact Statement**

April 2004

Dear Elected or Appointed Official:

The Federal Aviation Administration (FAA) is preparing an Environmental Impact Statement (EIS) to evaluate potential impacts of the Runway 17-35 Extension Project at the Philadelphia International Airport (PHL). The City of Philadelphia, owner and operator of the airport, is proposing the project to alleviate delays at PHL.

The FAA will hold three public information meetings during mid-May (see the next page for more details) for this EIS study being conducted at PHL.

The public information meetings will give the public the opportunity to learn about the Runway 17-35 Extension Project purpose and need and alternatives analysis process. These meetings will be focused specifically on the Runway 17-35 Extension Project and attendees will be requested to limit questions directly to this project and the topics discussed at these meetings.

We invite you and your staff to join us at these public information meetings. We would appreciate it if you and/or your staff members identify yourselves when you sign in so that we can make sure you speak to the appropriate EIS team member to address your concerns or questions about this project.

The meetings will be held from 5 p.m. to 9 p.m. each night and will begin with an **open house from 5 p.m. to 7 p.m.** During the open house, boards containing information on the project's purpose and need and alternatives analysis process will be on display and staff from the FAA and their consultant team will be available to answer questions. This will be followed by a presentation on the project's purpose and need and alternatives analysis process by the FAA and their consultant team and a question and answer session. **The presentation and question and answer session will begin promptly at 7 p.m. and end at 9 p.m.**

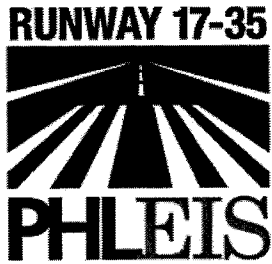
For further information about this EIS study and to view the Runway 17-35 Extension Project Purpose and Need Technical Report, please visit the web site at <http://www.phlrunway17-35eis.com> or contact me.

We look forward to seeing you at these meetings.

Sincerely,

Jim Byers, Environmental Specialist  
Federal Aviation Administration  
Airports District Office  
3905 Hartzdale Drive, Suite 508  
Camp Hill, PA 17011  
E-mail: [jim.byers@faa.gov](mailto:jim.byers@faa.gov)  
Phone: (202) 267-3007





**Philadelphia International Airport  
Runway 17-35 Extension Project  
Environmental Impact Statement**

**Public Information Meetings**

**Topic:** Purpose and Need and Alternatives Analysis Process\*

**Dates:** May 11, 12 & 13, 2004

**Time:** **Meetings will run from 5 p.m. to 9 p.m. as follows:**  
Open House: 5 p.m. to 7 p.m.  
Presentation and Question and Answer Session: 7 p.m. to 9 p.m.

**Locations\*\*:**

**West Deptford High School (May 11)**

Auditorium  
1600 Crown Point Road  
Westville, NJ

**Jewish Community Center (May 12)**

101 Garden of Eden Road  
Wilmington, DE

**Eastwick at the Meadows (May 13)**

6630 Lindbergh Boulevard  
Philadelphia, PA

*\* The agenda content at each meeting will be the same.*

*\*\*You can find directions to the above locations on the Runway 17-35 Extension Project EIS web site (<http://www.phlrunway17-35eis.com>).*

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**This Newsletter Contains**

- Introduction
  - Upcoming Public Information Meeting dates
  - Purpose & Need of Project
  - Alternatives Analysis Process
  - How to learn more about the project
- 

**Public Information Meetings\***

**Topic:**

Purpose and Need and the Alternatives Analysis Process

May 11, 12, 13, 2004

**Open House:**

5:00 p.m. - 7:00 p.m.

**Presentation and Q&A Session:**

7:00 p.m. - 9:00 p.m.

**May 11:**

West Deptford High School Auditorium  
1600 Crown Point Road  
Westville, NJ 08093

**May 12:**

Jewish Community Center  
101 Garden of Eden Road  
Wilmington, DE 19803

**May 13:**

Eastwick at the Meadows  
6630 Lindbergh Boulevard  
Philadelphia, PA 19142

You can find directions to the above locations on the Runway 17-35 Extension Project EIS web site at:

[www.phlrunway17-35eis.com](http://www.phlrunway17-35eis.com)

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\* The agenda content at each meeting will be the same.

## Purpose and Need and the Alternatives Analysis Process

### Introduction

This newsletter is the second in a series to inform the public about the Runway 17-35 Extension Project (the Project). Thank you to all who participated in the April 2004 public information meetings on How the Airport Operates. Please visit the Project's web site at [www.phlrunway17-35eis.com](http://www.phlrunway17-35eis.com) to view the notes, the presentation, and the display boards from those meetings.

This newsletter describes the purpose and need for the Project, including information about existing and future airport operations and current and forecast delays. The Project's alternatives evaluation and screening process is also described in this newsletter. The alternatives that are retained through this process will undergo environmental impact analyses as part of the Draft Environmental Impact Statement (EIS). These alternatives will be discussed at the May public information meetings (see meeting details at left).

### Background

The Philadelphia International Airport (PHL or the Airport) is a large hub airport that plays a major role in the national air transportation network. PHL serves both passengers traveling to and from Philadelphia and passengers connecting between flights. The Runway 17-35 Extension Project is needed to address existing and forecasted delays at PHL as soon as feasible.

A number of alternatives for this Project with the potential to alleviate delays were identified by the following parties:

- ▶ City of Philadelphia Division of Aviation (the City) in its Master Plan Update (Master Plan);
- ▶ Public and review agencies in the National Environmental Policy Act (NEPA) Scoping process; and
- ▶ Federal Aviation Administration (FAA).

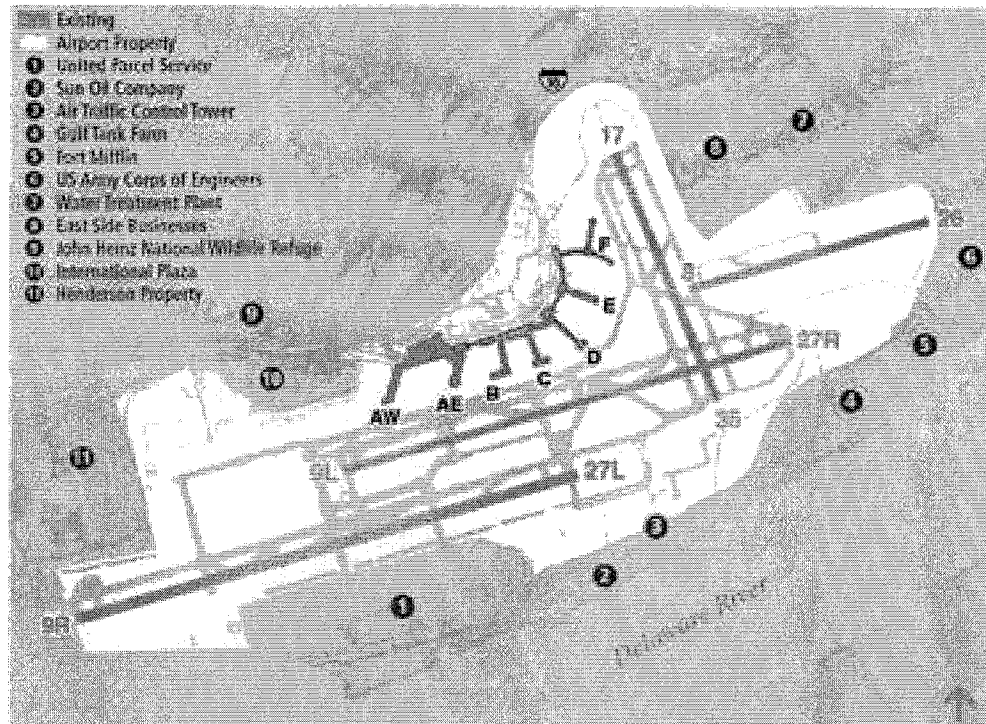
The FAA is the lead Federal agency responsible for preparing the EIS for this Project. These alternatives have been evaluated ("screened") to determine their ability to meet the Project's purpose and need, and to determine if they are reasonably feasible to implement.

### Project Purpose & Need

The purpose of the Runway 17-35 Extension Project is to reduce current and projected airfield delays at PHL as soon as feasible.

**For More Information about the Runway 17-35 Extension Project**  
Please visit the project web site at [www.phlrunway17-35eis.com](http://www.phlrunway17-35eis.com)

**Figure 1: Existing Airport Layout**



**Key Points:**

- ▶ Airlines are replacing turboprops with regional jets
- ▶ Regional jet operations are projected to increase by 144% by 2010
- ▶ The lengths of Runways 17-35 and 8-26 (the secondary runways) are not adequate for the regional jet fleet
- ▶ Operations on the primary runways are forecasted to increase as the ability to use the secondary runways will decrease
- ▶ Delays will increase from an average of 10 minutes in 2003 to an average of 19 minutes in 2010
- ▶ These delays are considered severe

**Summary of Purpose and Need**

Passenger and aircraft activity data examined during the preparation of the MPU determined that aircraft operations at PHL are currently delayed an average of 10 minutes per operation. As stated in FAA's National Plan of Integrated Airports Systems, an airport is considered to be congested when average delay exceeds 5 minutes per operation.

Delays at the Airport have been made worse by faster than predicted changes in the fleet mix from turboprop aircraft to regional jets. Yearly operations by regional jets are forecast to increase 144 percent between 2002 and 2010 from approximately 73,000 to 178,000 annually. Conversely, operations by turboprop aircraft are forecast to decrease 15 percent between 2002 and 2010.

The use of the four runways at PHL varies among the different types of aircraft depending on runway length and orientation, and weather and traffic conditions. The majority of air carrier jets (widebodies, large narrowbodies, and narrowbodies) and regional jets, along with a smaller percentage of the general aviation and turboprop aircraft, use primary Runways 9R-27L and 9L-27R. Secondary Runways 17-35 and 8-26 are currently used by general aviation, turboprops, and occasional regional jets.

**Aircraft Types**

- ▶ **Widebody:** Two aisles with from 290 to 418 passenger seats.
- ▶ **Narrowbody:** Single aisle with from 100 to 240 passenger seats.
- ▶ **Regional:** Single aisle with from 32 to 70 passenger seats.
- ▶ **Turboprop:** Single aisle, propeller-driven aircraft.
- ▶ **General Aviation:** Primarily privately-owned aircraft and corporate jets.

Runways 17-35 and 8-26, with lengths of 5,459 feet and 5,000 feet respectively, cannot regularly accommodate many of the departures for the regional jets and narrowbody aircraft that serve PHL. This is because narrowbody and most regional jets require runway departure lengths of 6,300 feet or more<sup>1</sup>. As a result, Runways 17-35 and 8-26 are underused. This increases delays at PHL because the growing regional jet and small narrowbody fleets must share the Airport's primary 9,500-foot and 10,500-foot runways (Runways 9L-27R and 9R-27L, respectively) with the large narrowbody and widebody fleets. As a result, most aircraft use the primary runways, which causes delays to occur.

By 2010, combined regional jet and small narrowbody aircraft operations will total approximately 306,000 or 67 percent of PHL's total aircraft operations. This increase is due to the changes that the airlines serving PHL will make to their projected fleets to meet national and international passenger and cargo demands within the next 3 to 7 years. Delays are forecast to increase to 19 minutes per operation by 2010 if no action is taken to reduce delays. Immediate, short-term solutions are, therefore, needed to reduce current and projected airfield delays at PHL.

To view the complete Purpose and Need Technical Report, please visit the What's New section of the Runway 17-35 Extension Project EIS web site at [www.phlrunway17-35eis.com](http://www.phlrunway17-35eis.com).

**Alternatives Analysis Process**

As owner/operator of PHL the City identified a number of alternatives to provide short-term relief for delays in its Master Plan. Federal, state, and local agencies also recommended alternatives to

<sup>1</sup> Both the type of aircraft and the destination factor into the required length because planes going longer distances need to carry more fuel, which adds more weight to the aircraft, thus requiring a longer runway to take off.

the FAA, the lead federal agency responsible for preparing an EIS pursuant to NEPA. These alternatives have been evaluated (“screened”) to determine their ability to meet the Project’s purpose and need, and to determine if they are reasonable and feasible to implement. These on- and off-airport alternatives involve use of other airports, use of other modes of transportation, demand management<sup>2</sup>, and airport infrastructure or technology improvements.

**Environmental Alternatives Screening Process**

A multi-tiered screening process was established by the FAA for the Runway 17-35 Extension Project to identify those reasonable alternatives that could feasibly achieve the Project’s goals. This screening process is described below and is shown in Figure 2.

**Candidate Alternatives and Screening**

Candidate Alternatives were identified in the Master Plan, through NEPA Scoping, and by the FAA. They were screened based on their potential to meet the Project’s purpose and need of reducing runway delay in the short term. The FAA eliminated from further consideration those alternatives incapable of reducing delay by 2007. The FAA retained the remaining alternatives as Preliminary Alternatives for the next round of screening.

The Candidate Alternative screening evaluated and then eliminated alternatives that would not fulfill the Project’s purpose and need by using the following criteria:

- ▶ Does the Candidate Alternative have the potential to reduce airfield delays at PHL, i.e., does it address the causes of airfield delays through increased efficiency of the airfield, increased capacity, or reduced demand?
- ▶ Could the Candidate Alternative be permitted, designed, and implemented in the short term (by the start of 2007)?

This first level of screening considered

alternatives that are both within and outside the jurisdiction of the City and the FAA.

**Screening of Preliminary Alternatives**

The FAA evaluated the alternatives retained from the previous screening to determine if they were feasible and reasonable and if they met the purpose and need. Alternatives that the FAA determined were infeasible or unreasonable in the short term, by 2007, were eliminated from further consideration.

The Preliminary Alternative screening evaluated the feasibility of implementing each alternative in the short term. Feasibility is defined by the following criteria:

- ▶ **Implementation:** Can the Preliminary Alternative be implemented, including required permitting, construction and/or policy changes, if applicable?
- ▶ **Timing:** Can the Preliminary Alternative be implemented in three years or less?

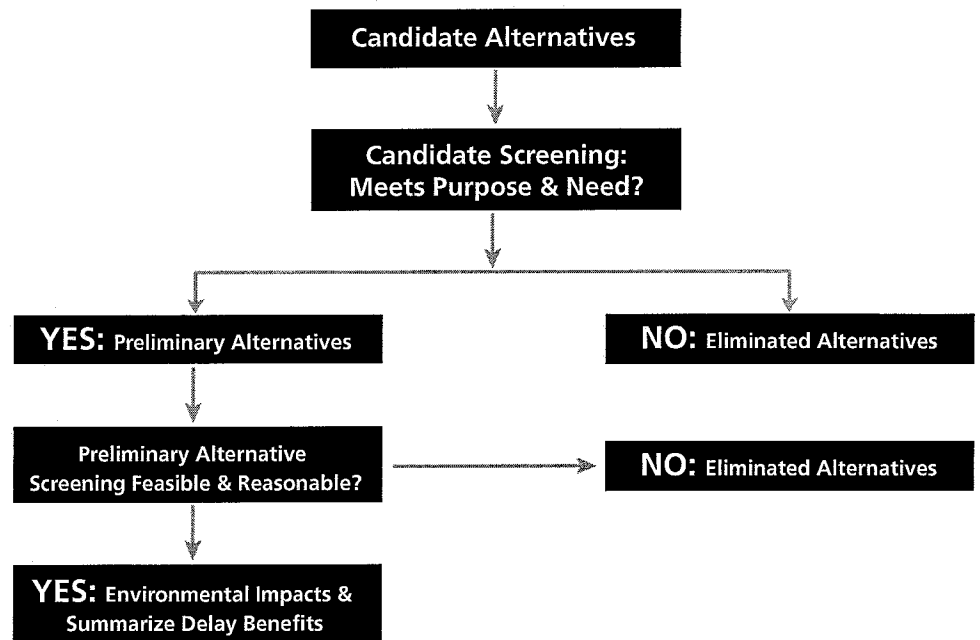
**Environmental Impacts and Delay Benefits Evaluation**

The remaining alternatives are analyzed

and the results will be documented in the Environmental Consequences Chapter of the Draft EIS. As required under NEPA regulations, the EIS will include a No Action Alternative that will be used to determine the environmental impacts that the reasonable alternatives would cause. The FAA compares these impacts against the future conditions that would exist if the City took no action at PHL. The Draft EIS also will present the delay reduction benefits for each of the retained alternatives and the No Action Alternative. Due to the streamlined nature of the environmental process, the delay simulation analysis is being conducted at the same time as the environmental analysis. Thus, some alternatives may drop out of consideration due to the findings of the delay simulation.

The alternatives that will undergo detailed environmental impact analyses as part of the Project’s Draft EIS will be discussed at the May public information meetings (see meeting details on front page).

**Figure 2: Environmental Alternatives Screening Process**



<sup>2</sup> Including both market-based approaches that reduce demand by raising the price of using the airfield, and administrative approaches, such as slots, that strictly limit the number of flights permitted on an hourly basis.

## Mailing List Additions

If you did not receive this newsletter in the mail, you are not on the mailing list for the Runway 17-35 Extension Project EIS. To add your name, or make a correction, please either email the information below to [jim.byers@faa.gov](mailto:jim.byers@faa.gov) or fill out this form and mail it to James Byers at the address below:

James Byers, Environmental Specialist  
Federal Aviation Administration  
Airports District Office  
3905 Hartzdale Drive, Suite 508  
Camp Hill, PA 17011

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Affiliation \_\_\_\_\_

Phone \_\_\_\_\_ E-mail \_\_\_\_\_

*Once you are on the mailing list, you will automatically receive information from the FAA regarding the Runway 17-35 Extension Project.*

U.S. Department of Transportation  
Federal Aviation Administration  
Harrisburg Airports District Office  
3905 Hartzdale Drive, Ste. 508  
Camp Hill, PA 17011



**Philadelphia International Airport  
Runway 17-35 Extension Project  
Environmental Impact Statement  
Public Information Meetings  
May 11, 12, & 13, 2004**

**Public Input Form**

The input provided on this form will provide the Environmental Impact Statement (EIS) team important information about the public's concerns and questions on the Philadelphia International Airport EIS Runway 17-35 Extension Project.

Please also complete the meeting survey on the other side. This will help the EIS team to meet your needs better in future public information meetings. Thank you for participating.

**Input:** \_\_\_\_\_  
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\_\_\_\_\_

**Additional Page Included  Yes  No**

**Please drop off this form at the sign in table before you leave the meeting or mail this form to the following address:**

James Byers, Environmental Specialist  
Federal Aviation Administration  
Airports District Office  
3905 Hartzdale Drive, Suite 508  
Camp Hill, PA 17011



Philadelphia International Airport  
Runway 17-35 Extension Project  
Environmental Impact Statement

Public Information Meetings  
May 11, 12, & 13, 2004

Mailing List Addition

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

E-mail Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_

Meeting Survey

Please circle the best answer. 1 – Excellent to 5 – Poor

- |   |   |   |   |   |   |
|---|---|---|---|---|---|
| 1. How would you rank this meeting location?                          | 1 | 2 | 3 | 4 | 5 |
| 2. How would you rank the presenters?                                 | 1 | 2 | 3 | 4 | 5 |
| 3. How would you rank the facilitator?                                | 1 | 2 | 3 | 4 | 5 |
| 4. How would you rank the information you received at these meetings? | 1 | 2 | 3 | 4 | 5 |
| 5. How would you rank the advertisement for these meetings?           | 1 | 2 | 3 | 4 | 5 |

6. In your opinion, what can be done to make the meetings better? \_\_\_\_\_  
\_\_\_\_\_

7. Do you have suggestions for the locations of future meetings?  Yes  No

If so, please list them. \_\_\_\_\_

8. How did you learn about these meetings? \_\_\_\_\_

9. What do you think are the best ways to notify people interested in attending these meetings?  
\_\_\_\_\_

Other Comments: \_\_\_\_\_  
\_\_\_\_\_

**Public Information Meetings for the Philadelphia International Airport  
Runway 17-35 Extension Project  
Environmental Impact Statement**

The Federal Aviation Administration will be holding a set of three meetings on the preliminary findings in the Draft Environmental Impact Statement (DEIS) for the Runway 17-35 Extension Project. The purpose of the Project is to reduce delay in the short term at the Philadelphia International Airport. These meetings will give the public the opportunity to learn about the analysis process, preliminary findings of the environmental analyses, the DEIS public review process, and to ask questions about the Project. The meeting content at each meeting will be the same.

These meetings will consist of a presentation followed by a question and answer session. Formal comments on the Project will be accepted after the DEIS is available for public review in October 2004 and at the public hearings on November 16, 17, and 18, 2004.

The public information meetings will be held from 7 PM to 9 PM on each of the following evenings:

- **September 28, 2004** – Paulsboro High School, Auditorium, 670 N. Delaware Street, Paulsboro, NJ
- **September 29, 2004** – Upper Darby High School, Auditorium, 601 N. Lansdowne Avenue, Drexel Hill, PA
- **September 30, 2004** – Mercy Wellness Center at Eastwick, Meeting Room (2<sup>nd</sup> Floor), 2821 Island Avenue, Philadelphia, PA

For more information, please visit the Runway 17-35 Extension Project EIS web site (<http://www.phlrunway17-35eis.com>).

**PLEASE NOTE:** Arrangements can be made for individuals or others in need of special assistance who would like to attend the meetings by contacting Jennifer Price at (215) 751-1400. Requests can also be e-mailed to [Jennifer.Price@CHPlanning.com](mailto:Jennifer.Price@CHPlanning.com). Requests should be made at least five business days before the meeting you would like to attend.

For more information, please contact Susan McDonald, FAA Environmental Protection Specialist, c/o VHB, 101 Walnut Street, PO Box 9151, Watertown, MA 02471-9151, (717) 730-2833, [smcdonald.faa.17-35@vhb.com](mailto:smcdonald.faa.17-35@vhb.com).





**Workshops to be Held on Preliminary Findings in  
Draft Environmental Impact Statement for  
Philadelphia International Airport  
Runway 17-35 Extension Project**

The Federal Aviation Administration will be holding a set of three workshops on the preliminary findings in the Draft Environmental Impact Statement (EIS) for the Philadelphia International Airport Runway 17-35 Extension Project. These workshops will give the public the opportunity to learn about the preliminary findings of various analyses and to ask questions about the Project, which will reduce delay in the short term at the Airport.

These workshops are intended to be informal with a presentation followed by a question and answer session. Formal comments on the Project will be accepted at the November 2004 public hearings,\* which will be held in several locations. The Draft EIS will be available for public review in October 2004.\*

The workshops will be held from 7 PM to 9 PM on each of the following evenings:

**September 28, 2004** – Paulsboro High School, Auditorium, 670 N. Delaware Street, Paulsboro, NJ (*Pending School Board Approval*)\*

**September 29, 2004** – Upper Darby High School, Auditorium, 601 N. Lansdowne Avenue, Drexel Hill, PA

**September 30, 2004** – Mercy Wellness Center at Eastwick, Meeting Room (2<sup>nd</sup> Floor), 2821 Island Road, Philadelphia, PA

\*Please visit the Runway 17-35 Project web site (<http://www.phlrunway17-35eis.com>) for the latest information on meeting dates and locations, the availability of the Draft EIS, to be added to the project mailing list, and Project information.

For more information, please contact:

Susan McDonald  
FAA Environmental Protection Specialist  
c/o VHB  
101 Walnut Street  
PO Box 9151  
Watertown, MA 02471-9151  
(717) 730-2833  
[smcdonald.faa.17-35@vhb.com](mailto:smcdonald.faa.17-35@vhb.com)



**Philadelphia International Airport  
Runway 17-35 Extension Project  
Environmental Impact Statement**

September 2004

Dear Elected or Appointed Official:

The Federal Aviation Administration (FAA) is preparing a Draft Environmental Impact Statement (DEIS) to evaluate potential impacts of the Runway 17-35 Extension Project at the Philadelphia International Airport. The City of Philadelphia, owner and operator of the Airport, is proposing the project to alleviate delays in the short term at the Airport.

The FAA will be holding a set of three public information meetings on the preliminary findings in the DEIS for the Runway 17-35 Extension Project. These meetings will give the public the opportunity to learn about the analysis process, preliminary findings of the environmental analyses, the DEIS public review process, and to ask questions about the Project.

We invite you and your staff to join us at these meetings. We would appreciate it if you and/or your staff members identify yourselves when you sign in so that we can make sure you speak to the appropriate EIS team member to address any questions you might have about this project.

The meetings will be held from 7 p.m. to 9 p.m. each night. The meetings will include a presentation by the FAA and their consultant team followed by a question and answer session. The meeting content at each meeting will be the same.

Formal comments on the Project will be accepted after the DEIS is available for public review in October 2004 and at the public hearings on November 16, 17, and 18, 2004.

For more information, please visit the Runway 17-35 Extension Project EIS web site (<http://www.phlrunway17-35eis.com>).

We look forward to seeing you at these meetings.

Sincerely,

Susan McDonald  
FAA Environmental Protection Specialist  
c/o VHB  
101 Walnut Street  
PO Box 9151  
Watertown, MA 02471-9151  
(717) 730-2833  
Email: [smcdonald.faa.17-35@vhb.com](mailto:smcdonald.faa.17-35@vhb.com)



**Philadelphia International Airport  
Runway 17-35 Extension Project  
Environmental Impact Statement**

**Public Information Meetings**

**Topic:** Preliminary Results of the Draft Environmental Impact Statement\*

**Dates:** September 28, 29, & 30, 2004

**Time:** 7 p.m. to 9 p.m. (Presentation and Question and Answer Session)

**Locations\*\*:**

**Paulsboro High School (September 28)**

Auditorium  
670 N Delaware St  
Paulsboro, NJ 08066-1020

**Upper Darby High School (September 29)**

Auditorium  
601 N. Lansdowne Avenue  
Drexel Hill, PA 19026

**Mercy Wellness Center at Eastwick (September 30)**

Meeting Room (2<sup>nd</sup> Floor)  
2821 Island Avenue  
Philadelphia, PA 19153

\* The agenda content at each meeting will be the same.

\*\*You can find directions to the above locations on the Runway 17-35 Extension Project EIS web site (<http://www.phlrunway17-35eis.com>).



**Philadelphia International Airport  
Runway 17-35 Extension Project  
Environmental Impact Statement**

September 2004

Dear Religious Leader:

The Federal Aviation Administration (FAA) is preparing a Draft Environmental Impact Statement (DEIS) to evaluate potential impacts of the Runway 17-35 Extension Project at the Philadelphia International Airport. The City of Philadelphia, owner and operator of the airport, is proposing the project to alleviate delays in the short term at the Airport.

The FAA will be holding a set of three public information meetings on the preliminary findings in the DEIS for the Runway 17-35 Extension Project. These meetings will give the public the opportunity to learn about the analysis process, preliminary findings of the environmental analyses, the DEIS public review process, and to ask questions about the Project.

We invite you and your congregation to join us at these meetings. We would appreciate it if you could let your congregation know about the upcoming meetings described below and on the enclosed flyer.

The public information meetings will be held on September 28, 29, and 30, 2004 from 7 p.m. to 9 p.m. each night. The meetings will include a presentation by the FAA and their consultant team followed by a question and answer session. The meeting content at each meeting will be the same.

Formal comments on the Project will be accepted after the DEIS is available for public review in October 2004 and at the public hearings on November 16, 17, and 18, 2004.

For more information, please visit the Runway 17-35 Extension Project EIS web site (<http://www.phlrunway17-35eis.com>).

We look forward to seeing you at these meetings.

Sincerely,

Susan McDonald  
FAA Environmental Protection Specialist  
c/o VHB  
101 Walnut Street  
PO Box 9151  
Watertown, MA 02471-9151  
(717) 730-2833  
Email: [smcdonald.faa.17-35@vhb.com](mailto:smcdonald.faa.17-35@vhb.com)



**Philadelphia International Airport  
Runway 17-35 Extension Project  
Environmental Impact Statement**

**Public Information Meetings**

The Federal Aviation Administration will be holding a set of three public information meetings on the preliminary findings in the Draft Environmental Impact Statement (DEIS) for the Runway 17-35 Extension Project at the Philadelphia International Airport. These meetings will give the public the opportunity to learn about the analysis process, preliminary findings of the environmental analyses, the DEIS public review process, and to ask questions about the Project.

Formal comments on the Project will be accepted after the DEIS is available for public review in October 2004 and at the public hearings on November 16, 17, and 18, 2004.

**Topic:** Preliminary Findings of the Draft Environmental Impact Statement

**Dates:** September 28, 29, & 30, 2004

**Time:** 7 p.m. to 9 p.m. (Presentation and Question and Answer Session)

**Locations: Paulsboro High School (September 28)**  
Auditorium  
670 N Delaware St  
Paulsboro, NJ 08066-1020

**Upper Darby High School (September 29)**  
Auditorium  
601 N. Lansdowne Avenue  
Drexel Hill, PA 19026

**Mercy Wellness Center (September 30)**  
Meeting Room (2<sup>nd</sup> Floor)  
2821 Island Avenue  
Philadelphia, PA 19153

**PLEASE NOTE:** Arrangements can be made for individuals or others in need of special assistance who would like to attend the meetings by contacting Jennifer Price at (215) 751-1400. Requests can also be e-mailed to [Jennifer.Price@CHPlanning.com](mailto:Jennifer.Price@CHPlanning.com). Requests should be made at least five business days before the meeting you would like to attend.

**For more information, please visit the Project web site at**  
<http://www.phlrunway17-35eis.com>

# FAA NEWS

Federal Aviation Administration, Eastern Region, Jamaica, NY 11434

## FOR IMMEDIATE RELEASE

Thursday, September 23, 2004

Contact: Arlene Salac or Jim Peters

Phone: 718-553-3015

## **FAA to Hold Public Information Meetings on Philadelphia International Airport Runway 17-35 Extension Project**

The Federal Aviation Administration (FAA) will hold a series of public information meetings to provide the public the opportunity to learn more about the FAA's Draft Environmental Impact Statement (DEIS) for the Runway 17-35 Extension Project at Philadelphia International Airport. The City of Philadelphia, owner and operator of the airport, is proposing this project to alleviate delays at the airport.

The purpose of these meetings will be to present the analysis process, preliminary findings of the environmental analyses, and the DEIS public review process. The meetings will include a presentation by FAA and its consultant team followed by a question and answer session. The content for each meeting will be the same.

The meetings, which will run from 7 to 9 p.m., will be held:

- September 28 at the Paulsboro High School auditorium, 670 N. Delaware Street, Paulsboro, NJ;
- September 29 at the Upper Darby High School auditorium, 601 N. Lansdowne Avenue, Drexel Hill, PA; and
- September 30 at the Mercy Wellness Center at Eastwick meeting room (2nd floor), 2821 Island Avenue in Philadelphia.

Formal comments on the project will be accepted after the DEIS is available for public review in October 2004 and at the public hearings on November 16, 17, and 18, 2004.

For more information, please visit the Runway 17-35 Extension Project EIS web site at [www.phlrunway17-35eis.com](http://www.phlrunway17-35eis.com).

**PLEASE NOTE:** Arrangements can be made for individuals or others in need of special assistance who would like to attend the meetings by contacting Jennifer Price at (215) 751-1400. Requests can also be e-mailed to [Jennifer.Price@CHPlanning.com](mailto:Jennifer.Price@CHPlanning.com). Requests should be made at least five business days before the meeting you would like to attend.

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**This Newsletter Contains**

- Upcoming Public Information Meeting Dates
  - Newsletter Contents
  - Summary of Analysis to Date
  - The DEIS Alternatives
  - Environmental Analysis Categories
  - Summary of the Noise Analysis Process
  - Project Meetings
  - Frequently-Asked-Questions
  - How to Learn More About the Project
- 

 **Public Information Meetings**

**Topic:**

Preliminary Findings of the Draft Environmental Impact Statement\*

September 28, 29, & 30, 2004  
7 p.m. to 9 p.m.

*Presentation is followed by a Question and Answer Session*

**September 28:**

Paulsboro High School Auditorium  
670 N. Delaware Street  
Paulsboro, NJ 08066-1020

**September 29:**

Upper Darby High School Auditorium  
601 N. Lansdowne Avenue  
Drexel Hill, PA 19026

**September 30:**

Mercy Wellness Center Meeting Room, 2nd Floor  
2821 Island Avenue  
Philadelphia, PA 19153

You can find directions to the above locations on the Runway 17-35 Extension Project EIS web site at:

[www.phlrunway17-35eis.com](http://www.phlrunway17-35eis.com)

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\* The agenda content at each meeting will be the same.

## Newsletter Contents

This newsletter includes a brief summary of the alternatives being considered to reduce delay at the Philadelphia International Airport in the short term. Also included is a preliminary summary of the findings of the environmental analyses conducted for each alternative. Detailed information about these findings will be contained in the Draft Environmental Impact Statement (DEIS). The DEIS will discuss the purpose and need; all alternatives considered to meet the purpose and need for the project; how and why alternatives were eliminated or carried forward for further consideration for environmental analysis in the DEIS; the detailed, interdisciplinary evaluation of the environmental impacts that each alternative would likely cause; and it will identify conceptual mitigation measures for significant impacts to reduce them to levels that are compatible with Federal guidelines.

Noise has been a major concern expressed by residents in the vicinity of the Airport during the Project's public outreach process. This newsletter includes an overview of the noise analyses conducted for this Project and defines the procedures that were used in the analyses.

The DEIS is scheduled for release in October 2004 and public hearings on the DEIS are scheduled for November 16, 17, and 18, 2004 in the Greater Philadelphia Area. The FAA will announce the locations and times in October 2004. An overview of the public review process for the DEIS is described in this newsletter.

## Summary of Analysis to Date

The Federal Aviation Administration (FAA) has identified the Philadelphia International Airport as one of the airports contributing to delays throughout the national airport system. The Airport is the sixth most delayed airport in the United States. Delays at the Airport are occurring partly because the primary runways are congested, while the secondary runways, including Runway 17-35, are underused. To provide relief from the existing delays as soon as feasible, two separate projects have been proposed by the City of Philadelphia. These projects include the Runway 17-35 Project, which is the subject of this newsletter and which will reduce delays in the short term (2007), and the Capacity Enhancement Program, which will reduce delays in the long term (2015).

Several alternatives were evaluated ("screened") by the FAA to determine their ability to meet the Project's purpose and need, and to determine if they are reasonable and feasible to implement.

Five major types of alternatives were considered:

- Greater use of other airports in the region
- A new airport
- Other modes of transportation, such as automobiles, intercity passenger rail and intercity buses

**For More Information about the Runway 17-35 Extension Project**

Please visit the project web site at [www.phlrunway17-35eis.com](http://www.phlrunway17-35eis.com)

- ▶ Demand Management, in which administrative or pricing controls are used to reduce the number of operations at the airport
- ▶ On-airport infrastructure improvements, such as extending Runways 17-35 or 8-26, and non-runway improvements
- ▶ Proven and accepted technology not currently in use at the Airport

It was determined in a detailed alternatives assessment, which is documented in the DEIS, that most of these alternatives are:

- ▶ Not likely to reduce delay because neither the FAA nor the Airport can force passengers or airlines to change their travel behavior (other airports, other transportation modes, pricing controls)
- ▶ Can not be implemented in the short term (2007) (new airport, administrative controls, Runway 8-26 extension, advanced technology)

The alternatives that were determined to both meet the purpose and need and to be implemented in the short term are discussed in the section below.

## The DEIS Alternatives

The DEIS will address a range of alternatives that could reduce existing and forecast delays at the Airport in the short term (2007). The alternatives being considered for the Runway 17-35 Project are the No-Action Alternative and two build alternatives. These alternatives were presented at public meetings hosted by the FAA in May 2004.

### No-Action Alternative

The No-Action Alternative assumes that only periodic maintenance and minor enhancements needed to maintain safe, efficient operations at the Airport would

### Environmental Analysis Categories

The DEIS provides an analysis of the environmental effects of each alternative by comparing the environmental conditions resulting from each alternative to the No-Action Alternative conditions. The environmental categories that are analyzed in the DEIS include:

- Air Quality
- Impacts During Construction (i.e., noise, dust)
- Environmental Justice (impacts to low income and minority populations)
- Fish, Wildlife, and Plants including Threatened and Endangered Species
- Hazardous Materials and Solid Waste
- Historic, Architectural, Archaeological and Cultural Resources
- Noise
- Parks, Refuges, Public Recreation Areas, Residences, and other Sensitive Land Uses
- Secondary and Cumulative Impacts
- Socioeconomic and Social Impacts
- Surface Transportation
- Wetlands, Water Quality, and Floodplains

occur. The No-Action Alternative serves as the basis for comparison in assessing the impacts of the other alternatives being considered.

### Alternative 1 Standard Runway Safety Areas

Alternative 1 would extend Runway 17-35 to the north by 640 feet and to the south by 400 feet from its existing length of 5,460 feet to a proposed total length of 6,500 feet (see **Alternative 1** below). A new Runway Safety Area, a flat unpaved surface at the end of the runway that allows airplanes that have overrun the runway to stop safely, would extend 1,000 feet beyond the new extensions on both ends. Obstructions periodically caused by tall shipping vessels in the Delaware River channel would be avoided by restricting the use of Runway 35 (south end) for landings when ships are present. This would occur on average four times per day for 15 minutes. The preliminary results of the analysis indicate that

Alternative 1 would produce the highest reduction in delays. When compared to the No-Action Alternative, Alternative 1 would reduce the average annual delay per operation by a little over one minute in 2007 and by almost 7 minutes in 2015.

### Alternative 2 Engineered Material Arresting System (EMAS) and Displaced Threshold

Alternative 2 would extend Runway 17-35 to the north by 1,140 feet and to the south by 400 feet from its existing length of 5,460 feet to a proposed total length of 7,000 feet. A new Runway Safety Area would extend 500 feet beyond the extension to the north. An Engineered Material Arresting System, collapsible concrete blocks that stop an overrunning aircraft in a shorter distance than a standard unpaved safety area, would be placed in this Runway Safety Area. A new standard Runway Safety Area would extend 1,000 feet beyond the new extension to the

### Alternative 1



#### Glossary

RSA Runway Safety Area



south. Alternative 2 would accommodate tall shipping vessel obstructions on the Delaware River by displacing landings from the south by 1,444 feet to the north of the unpaved runway end at all times and would accommodate I-95 by displacing landings from the north by 500 feet to the south of the unpaved runway end as shown in **Alternative 2** below. When compared to the No-Action Alternative, Alternative 2 would reduce the average annual delay per operation by less than one minute in 2007 and by 4 minutes in 2015.

Both Alternative 1 and Alternative 2 would require the relocation of approximately 2,500 feet of State Route 291.

Neither Alternative 1 nor Alternative 2 would result in significant changes in aircraft flight tracks.

## Summary of the Noise Analysis Process

The noise analysis for the Runway 17-35 Extension Project EIS was conducted in accordance with FAA regulations and the National Environmental Policy Act. The noise analysis was based upon the Day-Night Average Sound Level (DNL) noise measure using the procedures outlined in FAA Environmental Orders 1050.1E and 5050.4A.

Existing and future aircraft noise levels at the Airport were analyzed by evaluating noise contours, which are continuous lines of equal noise level usually drawn around a noise source. Noise contours are usually drawn to show the DNL 65, 70, and 75 decibel (dB) contours in 5 dB increments. The noise contours were developed and

evaluated using the FAA's Integrated Noise Model, a computer program developed, updated, and maintained by the FAA to evaluate aircraft noise exposure in the vicinity of airports. FAA EISs typically show contours at DNL 65 because this is the Federal government's land use standard for airport-compatible noise sensitive land uses such as housing, schools, or churches.

FAA defines a "significant" noise impact as a DNL 1.5 dB noise increase over a noise sensitive land use located in the DNL 65 dB or higher noise contour when comparing the future build scenario to the future no build scenario.

## Project Meetings

The FAA has held several public information meetings throughout the Project to give the public the opportunity to ask questions and to provide input on the Project. Public scoping meetings were held in August 2003. Public information meetings were held in April 2004 on how the airport operates. In May 2004, public meetings were held on the Project's purpose and need and alternatives analysis process.

### Upcoming Public Information Meetings

Public information meetings are scheduled on September 28, 29, and 30, 2004 (see front page) to present the preliminary findings of the DEIS. Formal comments on the Project will be accepted during the DEIS public review period.

### DEIS Public Review Period

After the release of the DEIS in October 2004, the public review period of the DEIS

begins. The public review period occurs for at least 45 days during which the public has the opportunity to review the DEIS and submit formal comments to the FAA.

The public will have the opportunity to comment on the DEIS by submitting written comments to the FAA during the public review period and by submitting written or oral comments at the public hearings in November 2004. All comments received during the public review period will be considered and included in the EIS legal record. Substantive comments received during the public review period and FAA's responses to these comments will be included in the Final EIS.

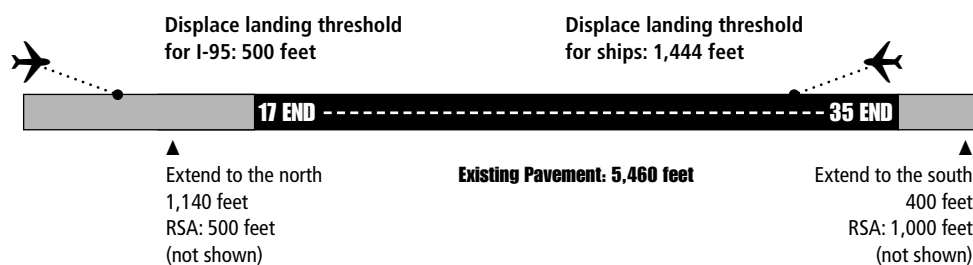
### DEIS Public Hearing Dates

The DEIS public hearings, which will provide an opportunity for the public to learn about the proposed project and provide oral or written comments on the DEIS, are scheduled for November 16, 17, and 18, 2004. Notice of the public hearing locations will be sent to those on the project mailing list and will be posted on the project web site ([www.phlrunway17-35eis.com](http://www.phlrunway17-35eis.com)) in October 2004. To be added to the mailing list, please either complete the form on the back page of this newsletter and send it to the address indicated on the form or visit the project web site ([www.phlrunway17-35eis.com](http://www.phlrunway17-35eis.com)) and complete the Mailing List form under Public Outreach.

## Frequently-Asked-Questions

A list of frequently-asked-questions relating to the project's purpose and need, alternatives analysis process, environmental concerns, airport operations, airport delays, and flight procedures have been compiled and are available on the project web site at [www.phlrunway17-35eis.com](http://www.phlrunway17-35eis.com) under "Public Outreach".

### Alternative 2



## Mailing List Additions

If you did not receive this newsletter in the mail, you are not on the mailing list for the Runway 17-35 Extension Project EIS. To add your name, or make a correction, please either email the information below to **smcdonald.faa.17-35@vhb.com** or fill out this form and mail it to the address below:

Susan McDonald, FAA Environmental Protection Specialist  
c/o VHB  
101 Walnut Street  
Watertown, MA 02471-9151

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Affiliation \_\_\_\_\_

Phone \_\_\_\_\_ E-mail \_\_\_\_\_

*Once you are on the mailing list, you will automatically receive information from the FAA regarding the Runway 17-35 Extension Project.*

U.S. Department of Transportation  
Federal Aviation Administration  
Harrisburg Airports District Office  
3905 Hartzdale Drive, Ste. 508  
Camp Hill, PA 17011



**Philadelphia International Airport  
Runway 17-35 Extension Project  
Environmental Impact Statement  
Public Information Meetings  
September 28, 29, and 30, 2004**

Public Input Form

The input provided on this form will provide the Environmental Impact Statement (EIS) team important information about the public's concerns and questions on the Philadelphia International Airport EIS Runway 17-35 Extension Project.

Please also complete the meeting survey on the other side. This will help the EIS team to meet your needs better in future public information meetings. Thank you for participating.

Input: \_\_\_\_\_

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Additional Page Included  Yes  No

Please drop off this form at the sign in table before you leave the meeting or mail this form to the following address:

Susan McDonald, FAA Environmental Protection Specialist  
c/o VHB  
101 Walnut Street  
PO Box 9151  
Watertown, MA 02471-9151



Philadelphia International Airport  
Runway 17-35 Extension Project  
Environmental Impact Statement  
Public Information Meetings  
September 28, 29, and 30, 2004

Mailing List Addition

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

E-mail Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_

Meeting Survey

Please circle the best answer. 1 – Excellent to 5 – Poor

- |   |   |   |   |   |   |
|---|---|---|---|---|---|
| 1. How would you rank this meeting location?                          | 1 | 2 | 3 | 4 | 5 |
| 2. How would you rank the presenters?                                 | 1 | 2 | 3 | 4 | 5 |
| 3. How would you rank the facilitator?                                | 1 | 2 | 3 | 4 | 5 |
| 4. How would you rank the information you received at these meetings? | 1 | 2 | 3 | 4 | 5 |
| 5. How would you rank the advertisement for these meetings?           | 1 | 2 | 3 | 4 | 5 |

6. In your opinion, what can be done to make the meetings better? \_\_\_\_\_

\_\_\_\_\_

7. Do you have suggestions for the locations of future meetings?  Yes  No

If so, please list them. \_\_\_\_\_

8. How did you learn about these meetings? \_\_\_\_\_

9. What do you think are the best ways to notify people interested in attending these meetings?

\_\_\_\_\_

Other Comments: \_\_\_\_\_

\_\_\_\_\_

## Legal Ad

### **Philadelphia International Airport Runway 17-35 Extension Project Release of Draft Environmental Impact Statement and Public Hearings**

The Federal Aviation Administration (FAA) has released a Draft Environmental Impact Statement (DEIS) for the proposed Runway 17-35 Extension Project at the Philadelphia International Airport. The DEIS contains information on the purpose of and need for the proposed project; the range of reasonable alternatives considered; a description of the alternatives evaluated in detail in the DEIS; and an evaluation of the environmental consequences of the proposed project. In addition to the No-Action Alternative, the DEIS evaluates two alternatives which would extend existing Runway 17-35 in order to reduce delay in the short-term. A preferred alternative has not been identified at this time.

FAA encourages all interested parties to provide comments concerning the scope and content of the DEIS. Comments should be as specific as possible and address the analysis of potential environmental impacts and the adequacy of the proposed action or merits of alternatives and the mitigation being considered. Reviewers should organize their participation so that it is meaningful and makes the agency aware of the viewer's interests and concerns using quotations and other specific references to the text of the DEIS and related documents. Matters that could have been raised with specificity during the comment period on the DEIS may not be considered if they are raised later in the decision process. This commenting procedure is intended to ensure that substantive comments and concerns are made available to the FAA in a timely manner so that the FAA has an opportunity to address them.

The DEIS is available for review on the internet site ([www.PHLrunway17-35eis.com](http://www.PHLrunway17-35eis.com)) and at libraries in the study area. Comments can be submitted through the web site, or submitted by mail to Susan McDonald (FAA Environmental Protection Specialist, c/o VHB, 101 Walnut Street, Watertown, MA 02471) or emailed to [smcdonald.faa.17-35@vhb.com](mailto:smcdonald.faa.17-35@vhb.com). Comments must be received by December 1, 2004 in order to be considered.

Public hearings on the DEIS have been scheduled for November 16 (West Deptford High School, 1600 Crown Point Road, Westville, NJ), November 17 (Brandywine High School, 1400 Foulk Road, Wilmington, DE), and November 18 (Eastwick at the Meadows, 6630 Lindbergh Boulevard, Philadelphia, PA). Written notification of the place and time of each hearing will be sent to all interested parties, and will be posted on the project website as well as advertised in local newspapers. Written and verbal comments will be accepted at the public hearings.

# FAA NEWS

Federal Aviation Administration, Eastern Region, Jamaica, NY 11434

## **FOR IMMEDIATE RELEASE**

Thursday, October 14, 2004

Contact: Arlene Salac or Jim Peters

Phone: 718-553-3015

## **FAA Releases Draft Environmental Impact Statement on Philadelphia Airport Runway Extension Project**

Federal Aviation Administration has released a Draft Environmental Impact Statement (DEIS) for the proposed Runway 17-35 Extension Project at Philadelphia International Airport. The DEIS is available for review on the internet site ([www.PHLrunway17-35eis.com](http://www.PHLrunway17-35eis.com)) and at libraries (see attached listing). Comments can be submitted through the website or submitted by mail to Susan McDonald (FAA Environmental Protection Specialist, c/o VHB, 101 Walnut Street, Watertown, MA 02472) or emailed to [smcdonald.faa.17-35@vhb.com](mailto:smcdonald.faa.17-35@vhb.com). Comments must be received by December 1, 2004 in order to be considered.

The DEIS contains information on the purpose of and need for the proposed project; the range of reasonable alternatives considered; a description of the alternatives evaluated in detail in the DEIS; and an evaluation of the environmental consequences of the proposed project. In addition to the No-Action Alternative, the DEIS evaluates two alternatives which would extend existing Runway 17-35 in order to reduce delay in the short-term. A preferred alternative has not been identified at this time.

Public hearings on the DEIS have been scheduled for November 16 (West Deptford High School, 1600 Crown Point Road, Westville, NJ), November 17 (Brandywine High School, 1400 Foulk Road, Wilmington, DE), and November 18 (Eastwick at the Meadows, 6630 Lindbergh Boulevard, Philadelphia, PA).

Written notification of the place and time of each hearing will be sent to all interested parties, and will be posted on the project website as well as advertised in local newspapers. Written and verbal comments will be accepted at the public hearings.

FAA encourages all interested parties to provide comments concerning the scope and content of the DEIS. Comments should be as specific as possible and address the analysis of potential environmental impacts and the adequacy of the proposed action or merits of alternatives and the mitigation being considered. Reviewers should organize their participation so that it is meaningful and makes the agency aware of the viewer's interests and concerns using quotations and other specific references to the text of the DEIS and related documents.

- more -

Matters that could have been raised with specificity during the comment period on the DEIS may not be considered if they are raised later in the decision process. This commenting procedure is intended to ensure that substantive comments and concerns are made available to the FAA in a timely manner so that the FAA has an opportunity to address them.

**The Complete DEIS is also available for review at these libraries:**

**Pennsylvania**

Aston Free Library  
Collingdale Public Library  
J. Lewis Crozer Library (Chester)  
Darby Free Library  
Folcroft Public Library  
Free Library of Philadelphia-Central Library  
Free Library of Philadelphia-Eastwick Branch  
Free Library of Philadelphia- Paschalville Branch  
Glenolden Library  
Haverford Township Free Library  
Lansdowne Public Library  
Media-Upper Providence Free Library  
Norwood Public Library  
Prospect Park Public Library  
Ridley Park Public Library  
Ridley Township Public Library  
Sharon Hill Public Library  
Springfield Township Library  
Swarthmore Public Library  
Tinicum Memorial Public Library  
Upper Darby & Sellers Memorial Library (main)  
Yeadon Public Library

**Delaware**

New Castle County - Brandywine Hundred Branch  
New Castle County - Claymont Branch

**New Jersey**

Bellmawr Branch  
Camden County Library – Gloucester Township Branch  
Camden County Library – Haddon Township Branch  
Camden Free Public Library  
Collingswood Free Public Library  
East Greenwich Library  
Gill Memorial Library (Paulsboro)  
Gloucester City Library  
Gloucester County Library – Logan Township Branch  
Greenwich Township Branch  
James H. Johnson Memorial Library (Deptford)  
Mount Ephraim Public Library  
Wenonah Free Public Library  
West Deptford Library  
Westville Public Library  
William G. Rohrer Memorial Library/ Haddon Township Branch  
Woodbury Public Library



**Philadelphia International Airport  
Runway 17-35 Extension Project  
Environmental Impact Statement**

**CORRECTION**

Please note that the Runway 17-35 Extension Project public hearing dates were incorrectly stated on the announcement that accompanied the copy of the Draft Environmental Impact Statement (DEIS) that you received. Please note below the correct public hearing dates. We apologize for any inconvenience this may have caused. We look forward to seeing you at these public hearings.

**November 16, 17, & 18, 2004**

**Open Display of Information Boards:** 5 to 7 p.m.  
**Public Hearing:** 7 to 9 p.m.

**Locations:**

**West Deptford High School (November 16)**  
Auditorium  
1600 Crown Point Road  
Westville, NJ

**Brandywine High School (November 17)**  
1400 Foulk Road  
Wilmington, DE

**Eastwick at the Meadows (November 18)**  
6630 Lindbergh Boulevard  
Philadelphia, PA



Susan McDonald  
FAA Protection Specialist  
c/o VHB  
101 Walnut Street  
Watertown, MA 02472

**\*\*Correction of Runway 17-35 Extension Project Public Hearing Dates\*\***  
**\*\*Please see other side\*\***

**Public Hearings for the Philadelphia International Airport  
Runway 17-35 Extension Project  
Environmental Impact Statement**

The Federal Aviation Administration (FAA) will be holding four sets of an information session and a public hearing on the Runway 17-35 Extension Project Draft Environmental Impact Statement (DEIS) on November 15, 16, 17, and 18, 2004.

The **information session** will be held **from 5 p.m. to 7 p.m.** each night during which you will be able to view display boards that show the results of the analyses which are reported in the DEIS. The information session will be your opportunity to review material and to ask questions of the EIS team.

The **public hearing** will be held **from 7 p.m. to 9 p.m.** each night during which you will have the opportunity to comment on the Project for the formal public record. The EIS team will be present to hear your comments but will not be answering questions. Written comments will also be accepted at the public hearings.

The DEIS is available for review on the web site ([www.phlrunway17-35eis.com](http://www.phlrunway17-35eis.com)) and at libraries in the study area. Comments can be submitted through the web site, or submitted by mail to Susan McDonald (FAA Environmental Protection Specialist, c/o VHB, 101 Walnut Street, Watertown, MA 02471) or emailed to [smcdonald.faa.17-35@vhb.com](mailto:smcdonald.faa.17-35@vhb.com). Comments must be received by **December 1, 2004** in order to be considered.

The public hearings will be held at the following locations:

- **November 15, 2004** – Ridley Community Center, Auditorium, 801 Morton Avenue, Folsom, PA
- **November 16, 2004** – West Deptford High School, Auditorium, 1600 Crown Point Road, Westville, NJ
- **November 17, 2004** - Brandywine High School, Auditorium, 1400 Foulk Road, Wilmington, DE
- **November 18, 2004** - Eastwick at the Meadows, 6630 Lindbergh Boulevard, Philadelphia, PA

**PLEASE NOTE:** Arrangements can be made for individuals or others in need of special assistance who would like to attend the meetings by contacting Jennifer Price at (215) 751-1400. Requests can also be e-mailed to [Jennifer.Price@CHPlanning.com](mailto:Jennifer.Price@CHPlanning.com). Requests should be made at least five business days before the meeting you would like to attend.

For more information, please visit the Runway 17-35 Extension Project EIS web site ([www.phlrunway17-35eis.com](http://www.phlrunway17-35eis.com)) or contact Susan McDonald, FAA Environmental Protection Specialist, c/o VHB, 101 Walnut Street, PO Box 9151, Watertown, MA 02471-9151, [smcdonald.faa.17-35@vhb.com](mailto:smcdonald.faa.17-35@vhb.com).



**Philadelphia International Airport  
Runway 17-35 Extension Project  
Environmental Impact Statement**

November 2004

Dear Elected or Appointed Official:

The Federal Aviation Administration (FAA) has prepared a Draft Environmental Impact Statement (DEIS) which evaluates the potential impacts of the Runway 17-35 Extension Project at the Philadelphia International Airport. The City of Philadelphia, owner and operator of the airport, is proposing the project to alleviate delays in the short term at the Airport. The FAA will be holding four sets of an information session and a public hearing on the DEIS on November 15, 16, 17, and 18, 2004.

The information session will be held from 5 p.m. to 7 p.m. during which you will be able to view display boards that show the results of the analyses which are reported in the DEIS. The information session will be your opportunity to review material and to ask questions of the EIS team. The display boards at each meeting will be the same.

The public hearing will be held from 7 p.m. to 9 p.m. each night during which you will have the opportunity to comment on the Project for the formal public record. The EIS team will be present to hear your comments but will not be answering questions. Written comments will also be accepted at the public hearings.

We invite you and your staff to join us at these information sessions and hearings. We would appreciate it if you and/or your staff members identify yourselves when you sign in so that we can make sure you speak to the appropriate EIS team member to address any questions you might have about this project.

The DEIS is available for review on the web site ([www.phlrunway17-35eis.com](http://www.phlrunway17-35eis.com)) under "What's New" and at libraries in the study area. Comments can be submitted through the web site, or submitted by mail to Susan McDonald (FAA Environmental Protection Specialist, c/o VHB, 101 Walnut Street, Watertown, MA 02471) or emailed to [smcdonald.faa.17-35@vhb.com](mailto:smcdonald.faa.17-35@vhb.com). Comments must be received by **December 1, 2004** in order to be considered.

For more information, please visit the Runway 17-35 Extension Project EIS web site ([www.phlrunway17-35eis.com](http://www.phlrunway17-35eis.com)).

We look forward to seeing you at these hearings.

Sincerely,

Susan McDonald, FAA Environmental Protection Specialist  
c/o VHB  
101 Walnut Street  
PO Box 9151  
Watertown, MA 02471-9151  
Email: [smcdonald.faa.17-35@vhb.com](mailto:smcdonald.faa.17-35@vhb.com)



**Philadelphia International Airport  
Runway 17-35 Extension Project  
Environmental Impact Statement**

**Public Hearings**

**Topic:** Draft Environmental Impact Statement\*

**Dates:** November 15, 16, 17, and 18, 2004

**Time:** 5 p.m. to 7 p.m. (Information Session)  
7 p.m. to 9 p.m. (Public Hearing)

**Locations\*\*:**

**Ridley Community Center (November 15)**

Auditorium  
801 Morton Avenue  
Folsom, PA 19033

**West Deptford High School (November 16)**

Auditorium  
1600 Crown Point Road  
Westville, NJ

**Brandywine High School (November 17)**

Auditorium  
1400 Foulk Road  
Wilmington, DE

**Eastwick at the Meadows (November 18)**

6630 Lindbergh Boulevard  
Philadelphia, PA

\* The display boards at each meeting will be the same.

\*\*You can find directions to the above locations on the Runway 17-35 Extension Project EIS web site ([www.phlrunway17-35eis.com](http://www.phlrunway17-35eis.com)).



**Philadelphia International Airport  
Runway 17-35 Extension Project  
Environmental Impact Statement**

November 2004

Dear Religious Leader:

The Federal Aviation Administration (FAA) has prepared a Draft Environmental Impact Statement (DEIS) which evaluates the potential impacts of the Runway 17-35 Extension Project at the Philadelphia International Airport. The City of Philadelphia, owner and operator of the airport, is proposing the project to alleviate delays in the short term at the Airport. The FAA will be holding four sets of an information session and a public hearing on the DEIS on November 15, 16, 17, and 18, 2004.

The information session will be held from 5 p.m. to 7 p.m. during which you will be able to view display boards that show the results of the analyses which are reported in the DEIS. The information session will be your opportunity to review material and to ask questions of the EIS team. The display boards at each meeting will be the same.

The public hearing will be held from 7 p.m. to 9 p.m. each night during which you will have the opportunity to comment on the Project for the formal public record. The EIS team will be present to hear your comments but will not be answering questions. Written comments will also be accepted at the public hearings.

We invite you and your congregation to join us at these information sessions and hearings. We would appreciate it if you could let your congregation know about the upcoming hearings described below and on the enclosed flyer.

The DEIS is available for review on the web site ([www.phlrunway17-35eis.com](http://www.phlrunway17-35eis.com)) under "What's New" and at libraries in the study area. Comments can be submitted through the web site, or submitted by mail to Susan McDonald (FAA Environmental Protection Specialist, c/o VHB, 101 Walnut Street, Watertown, MA 02471) or emailed to [smcdonald.faa.17-35@vhb.com](mailto:smcdonald.faa.17-35@vhb.com). Comments must be received by **December 1, 2004** in order to be considered.

For more information, please visit the Runway 17-35 Extension Project EIS web site ([www.phlrunway17-35eis.com](http://www.phlrunway17-35eis.com)).

We look forward to seeing you at these hearings.

Sincerely,  
Susan McDonald, FAA Environmental Protection Specialist  
c/o VHB  
101 Walnut Street  
PO Box 9151  
Watertown, MA 02471-9151  
Email: [smcdonald.faa.17-35@vhb.com](mailto:smcdonald.faa.17-35@vhb.com)



**Philadelphia International Airport  
Runway 17-35 Extension Project  
Environmental Impact Statement**

**Public Hearings**

**Topic:** Draft Environmental Impact Statement\*

**Dates:** November 15, 16, 17, and 18, 2004

**Time:** 5 p.m. to 7 p.m. (Information Session)  
7 p.m. to 9 p.m. (Public Hearing)

**Locations\*\*:**

**Ridley Community Center (November 15)**

Auditorium  
801 Morton Avenue  
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Auditorium  
1600 Crown Point Road  
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**Brandywine High School (November 17)**

Auditorium  
1400 Foulk Road  
Wilmington, DE

**Eastwick at the Meadows (November 18)**

6630 Lindbergh Boulevard  
Philadelphia, PA

\* The display boards at each meeting will be the same.

\*\*You can find directions to the above locations on the Runway 17-35 Extension Project EIS web site ([www.phlrunway17-35eis.com](http://www.phlrunway17-35eis.com)).



## Philadelphia International Airport Runway 17-35 Extension Project Environmental Impact Statement

### Public Hearings

The Federal Aviation Administration (FAA) will be holding four sets of an information session and a public hearing on the Runway 17-35 Extension Project Draft Environmental Impact Statement (DEIS) on November 15, 16, 17, and 18, 2004.

The information session will be held from 5 p.m. to 7 p.m. each night during which you will be able to view display boards that show the results of the analyses which are reported in the DEIS. The information session will be your opportunity to review material and to ask questions of the EIS team.

The public hearing session will be held from 7 p.m. to 9 p.m. each night during which you will have the opportunity to comment on the Project for the formal public record. The EIS team will be present to hear your comments but will not be answering questions. Written comments will also be accepted at the public hearings.

The DEIS is available for review on the web site ([www.phlrunway17-35eis.com](http://www.phlrunway17-35eis.com)) and at libraries in the study area. Comments can be submitted through the web site, or submitted by mail to Susan McDonald (FAA Environmental Protection Specialist, c/o VHB, 101 Walnut Street, Watertown, MA 02471) or emailed to [smcdonald.faa.17-35@vhb.com](mailto:smcdonald.faa.17-35@vhb.com). Comments must be received by **December 1, 2004** in order to be considered.

**Topic:** Draft Environmental Impact Statement

**Dates:** November 15, 16, 17, and 18, 2004

**Time:** 5 p.m. to 7 p.m. (Information Session)  
7 p.m. to 9 p.m. (Public Hearing)

**Locations:** **Ridley Community Center (November 15)**  
Auditorium  
801 Morton Avenue  
Folsom, PA 19033

**West Deptford High School (November 16)**  
Auditorium  
1600 Crown Point Road  
Westville, NJ

**Brandywine High School (November 17)**  
Auditorium  
1400 Foulk Road  
Wilmington, DE

**Eastwick at the Meadows (November 18)**  
6630 Lindbergh Boulevard  
Philadelphia, PA

**PLEASE NOTE:** Arrangements can be made for individuals or others in need of special assistance who would like to attend the meetings by contacting Jennifer Price at (215) 751-1400. Requests can also be e-mailed to [Jennifer.Price@CHPlanning.com](mailto:Jennifer.Price@CHPlanning.com). Requests should be made at least five business days before the meeting you would like to attend.

**For more information, please visit the Project web site at**  
[www.phlrunway17-35eis.com](http://www.phlrunway17-35eis.com)

# FAA NEWS

Federal Aviation Administration, Eastern Region, Jamaica, NY 11434

## FOR IMMEDIATE RELEASE

Friday, October 15, 2004

Contact: Arlene Salac or Jim Peters

Phone: 718-553-3015

## **PHILADELPHIA INTERNATIONAL AIRPORT RUNWAY 17-35 EXTENSION PROJECT RELEASE OF DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR PUBLIC REVIEW AND COMMENT**

The Federal Aviation Administration (FAA) has released a Draft Environmental Impact Statement (DEIS) for the proposed Runway 17-35 Extension Project at the Philadelphia International Airport. FAA requests that you publish a notice of the availability of this DEIS for public review and comment, on or before October 15<sup>th</sup>, 2004.

The DEIS contains information on the purpose of and need for the proposed project; the range of reasonable alternatives considered; a description of the alternatives evaluated in detail in the DEIS; and an evaluation of the environmental consequences of the proposed project. In addition to the No-Action Alternative, the DEIS evaluates two alternatives which would extend existing Runway 17-35 in order to reduce delay in the short-term. A preferred alternative has not been identified at this time.

The DEIS is available for review on the internet site ([www.PHLrunway17-35eis.com](http://www.PHLrunway17-35eis.com)) and at libraries (see attached listing). Comments can be submitted through the web site, or submitted by mail to Susan McDonald (FAA Environmental Protection Specialist, c/o VHB, 101 Walnut Street, Watertown, MA 02472) or emailed to [smcdonald.faa.17-35@vhb.com](mailto:smcdonald.faa.17-35@vhb.com). Comments must be received by December 1, 2004 in order to be considered.

Public hearings on the DEIS have been scheduled for November 16 (West Deptford High School, 1600 Crown Point Road, Westville, NJ), November 17 (Brandywine High School, 1400 Foulk Road, Wilmington, DE), and November 18 (Eastwick at the Meadows, 6630 Lindbergh Boulevard, Philadelphia, PA). Written notification of the place and time of each hearing will be sent to all interested parties, and will be posted on the project website as well as advertised in local newspapers. Written and verbal comments will be accepted at the public hearings.

FAA encourages all interested parties to provide comments concerning the scope and content of the DEIS. Comments should be as specific as possible and address the analysis of potential environmental impacts and the adequacy of the proposed action or merits of alternatives and the mitigation being considered. Reviewers should organize their participation so that it is meaningful and makes the agency aware of the viewer's interests and concerns using quotations and other specific references to the text of the DEIS and related documents. Matters that could have been raised with specificity during the comment period on the DEIS may not be considered if they are raised later in the decision process. This commenting procedure is intended to ensure that substantive comments and concerns are made available to the FAA in a timely manner so that the FAA has an opportunity to address them.

###



The Complete DEIS is also available for review at these libraries:

**Pennsylvania**

Aston Free Library  
Collingdale Public Library  
J. Lewis Crozer Library (Chester)  
Darby Free Library  
Folcroft Public Library  
Free Library of Philadelphia-Central Library  
Free Library of Philadelphia-Eastwick Branch  
Free Library of Philadelphia- Paschalville Branch  
Glenolden Library  
Haverford Township Free Library  
Lansdowne Public Library  
Media-Upper Providence Free Library  
Norwood Public Library  
Prospect Park Public Library  
Ridley Park Public Library  
Ridley Township Public Library  
Sharon Hill Public Library  
Springfield Township Library  
Swarthmore Public Library  
Tinicum Memorial Public Library  
Upper Darby & Sellers Memorial Library (main)  
Yeadon Public Library

**Delaware**

New Castle County - Brandywine Hundred Branch  
New Castle County - Claymont Branch

**New Jersey**

Bellmawr Branch  
Camden County Library – Gloucester Township Branch  
Camden County Library – Haddon Township Branch  
Camden Free Public Library  
Collingswood Free Public Library  
East Greenwich Library  
Gill Memorial Library (Paulsboro)  
Gloucester City Library  
Gloucester County Library – Logan Township Branch  
Greenwich Township Branch  
James H. Johnson Memorial Library (Deptford)  
Mount Ephraim Public Library  
Wenonah Free Public Library  
West Deptford Library  
Westville Public Library  
William G. Rohrer Memorial Library/ Haddon Township Branch  
Woodbury Public Library



## Philadelphia International Airport Runway 17-35 Extension Project Environmental Impact Statement

The Federal Aviation Administration (FAA) will be holding four sets of an information session and a public hearing on the Runway 17-35 Extension Project Draft Environmental Impact Statement (DEIS) on **November 15, 16, 17, and 18, 2004**.

The **information session** will be held from **5 p.m. to 7 p.m.** each night during which you will be able to view display boards that show the results of the analyses which are reported in the DEIS. The information session will be your opportunity to review material and to ask questions of the EIS team.

The **public hearing** will be held from **7 p.m. to 9 p.m.** each night during which you will have the opportunity to

comment on the Project for the formal public record. The EIS team will be present to hear your comments but will not be answering questions. Written comments will also be accepted at the public hearings.

The DEIS is available for review on the web site ([www.phlrunway17-35eis.com](http://www.phlrunway17-35eis.com)) under "What's New" and at libraries in the study area. Comments can be submitted through the web site, submitted by mail to Susan McDonald (FAA Environmental Protection Specialist, c/o VHB, 101 Walnut Street, Watertown, MA 02471-9151), or emailed to [smcdonald.faa.17-35@vhb.com](mailto:smcdonald.faa.17-35@vhb.com). Comments must be received by **December 1, 2004** in order to be considered.

Susan McDonald  
FAA Environmental Protection Specialist  
c/o VHB  
101 Walnut Street  
Watertown, MA 02471-9151

### **Runway 17-35 Extension Project Public Hearings**

**November 15 - Ridley Community Center**  
Auditorium, 801 Morton Avenue, Folsom, PA

**November 16 - West Deptford High School**  
Auditorium, 1600 Crown Point Road, Westville, NJ

**November 17 - Brandywine High School**  
Auditorium, 1400 Foulk Road, Wilmington, DE

**November 18 - Eastwick at the Meadows**  
6630 Lindbergh Boulevard, Philadelphia, PA

*\*You can find directions to the above locations on the  
Runway 17-35 Extension Project EIS web site  
at [www.phlrunway17-35eis.com](http://www.phlrunway17-35eis.com).*



Philadelphia International Airport  
Runway 17-35 Extension Project  
Environmental Impact Statement  
Public Hearings  
November 15, 16, 17, and 18, 2004

Public Comment Form

The Federal Aviation Administration (FAA) encourages all interested parties to provide comments concerning the scope and content of the DEIS. Comments should be as specific as possible and address the analysis of potential environmental impacts and the adequacy of the proposed action or merits of alternatives and the mitigation being considered. Reviewers should organize their participation so that it is meaningful and makes the agency aware of the viewer's interests and concerns using quotations and other specific references to the text of the DEIS and related documents. Matters that could have been raised with specificity during the comment period on the DEIS may not be considered if they are raised later in the decision process. This commenting procedure is intended to ensure that substantive comments and concerns are made available to the FAA in a timely manner so that the FAA has an opportunity to address them.

Please clearly print your contact information and your comment on the DEIS in the space below. Space is also available on the back page. Please either drop this form off tonight at the sign-in table or mail this form to the contact and address listed at the bottom of the back page. You can also submit your comments via email ([smcdonald.faa.17-35@vhb.com](mailto:smcdonald.faa.17-35@vhb.com)) or the Project web site ([www.phlrunway17-35eis.com](http://www.phlrunway17-35eis.com)), where the DEIS is available.

Comments must be received by **December 1, 2004** in order to be considered.

Thank you for participating.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

E-mail Address: \_\_\_\_\_

PLEASE PRINT CLEARLY

Comment: \_\_\_\_\_

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**Philadelphia International Airport  
Runway 17-35 Extension Project  
Environmental Impact Statement**

**Public Hearings  
November 15, 16, 17, and 18, 2004**

Comment (cont.)

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Please drop off this form at the sign in table before you leave the hearing or mail this form to the following address:

Susan McDonald, FAA Environmental Protection Specialist  
c/o VHB  
101 Walnut Street  
PO Box 9151  
Watertown, MA 02471-9151

Additional Page Included  Yes  No

**This Newsletter Contains**

- Summary of Recent Activities
- Information on the Release of the Final EIS
- Summary of Comments on the Draft EIS
- What Happens Now?

**Summary of Recent Activities**

In October 2004, the Federal Aviation Administration (FAA) released the Draft Environmental Impact Statement (Draft EIS) for the Runway 17-35 Extension Project at the Philadelphia International Airport. The Draft EIS contains detailed findings of the environmental analyses that were conducted for each alternative.

The public review period for the Draft EIS was from October 15, 2004 to December 1, 2004 during which the public had the opportunity to submit comments to the FAA. The public also had the opportunity to provide oral or written comments on the Draft EIS at the public hearings, which were held in November 2004.

A total of 240 people attended the public hearings.

- |   |           |
|---|-----------|
| ■ November 15 (Ridley Community Center in Folsom, PA)       | 42 people |
| ■ November 16 (West Deptford High School in Westville, NJ)  | 95 people |
| ■ November 17 (Brandywine High School in Wilmington, DE)    | 34 people |
| ■ November 18 (Eastwick at the Meadows in Philadelphia, PA) | 69 people |

**More Information**

For more information about the Runway 17-35 Extension Project, please visit the web site at [www.phlrunway17-35eis.com](http://www.phlrunway17-35eis.com) or contact:

**Susan McDonald**  
*FAA Environmental Protection Specialist*  
 c/o VHB  
 101 Walnut Street  
 PO Box 9151  
 Watertown, MA 02471-9151  
 (717) 730-2833  
 Email: [smcdonald.faa.17-35@vhb.com](mailto:smcdonald.faa.17-35@vhb.com)



November 18, 2004 Public Hearing at Eastwick at the Meadows: Philadelphia, PA

**For More Information about the Runway 17-35 Extension Project**  
 Please visit the project web site at [www.phlrunway17-35eis.com](http://www.phlrunway17-35eis.com)



Oral Comments Being Given at November 18, 2004 Public Hearing

## Release of the Final Environmental Impact Statement

The FAA plans to release the Runway 17-35 Extension Project Final Environmental Impact Statement (Final EIS) in early March 2005.

The Final EIS will be available on the project web site [www.phlrunway17-35eis.com](http://www.phlrunway17-35eis.com). An executive summary and a CD of the full Final EIS will be sent to those on the project's mailing list and full printed sets of the Final EIS will be available at area libraries.

If this newsletter was not sent directly to you, you may not be on the project's mailing list. To be added, either complete and mail the form located on the next page of this newsletter, send your mailing address to [smcdonald.faa.17-35@vhb.com](mailto:smcdonald.faa.17-35@vhb.com), or visit the project web site [www.phlrunway17-35eis.com](http://www.phlrunway17-35eis.com) and complete the Mailing List addition form.

## Summary of Draft Environmental Impact Statement Comments

A total of 166 letters were received from elected officials, state and federal resource agencies, non-profit organizations, local businesses, and residents of the Pennsylvania-New Jersey-Delaware region during the Draft EIS public review period. Comments were submitted by letter, e-mail, web site, and orally at the public hearings. At the four public hearings, 55 people provided oral comments. Appendix A of the Final EIS will contain copies of all comments received, and provide responses to substantive comments on the Draft EIS. All comments received during the public review period have been considered in preparing the Final EIS.

## What Happens Now?

To help answer questions of what will happen next on the Runway 17-35 Extension Project, the following are some frequently-asked-questions (FAQs).

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**What has been happening on the project since the Draft Environmental Impact Statement (Draft EIS) public review period ended on December 1, 2004?**

Following the Draft EIS public review period, the FAA has carefully considered the comments received during the public review period and has selected a Preferred Alternative. The Preferred Alternative will be announced in the Final EIS. The FAA has also been preparing responses to the comments on the Draft EIS.

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**What is the Final Environmental Impact Statement (Final EIS)?**

The Final EIS is a revised version of the Draft EIS that reflects comments received and issues raised during the Draft EIS public review period and the public hearings. Responses to comments on the Draft EIS are part of the Final EIS. The Final EIS provides the reasons the FAA selected the Preferred Alternative. Mitigation measures, or ways to reduce unavoidable environmental impacts resulting from the Preferred Alternative, are also described in the Final EIS. The FAA plans to release the Final EIS in early March 2005.

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**How does the FAA select the project's Preferred Alternative?**

The FAA selects the project's Preferred Alternative based on review of the information presented in the Draft EIS, and on comments provided by the public, elected officials, and state and federal resource agencies. Other issues considered in the selection of the Preferred Alternative are each alternative's environmental impacts and effectiveness in meeting the purpose and need, which is in this case, reducing delay in the short term.

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**How can I comment on the Final Environmental Impact Statement (Final EIS)?**

The FAA will accept comments on the Final EIS, and will consider them in the Record of Decision (ROD). If you wish to submit a comment on the Final EIS, please submit your comment either through mail, email or web site at the following:

Susan McDonald,  
FAA Environmental Protection Specialist  
c/o VHB  
101 Walnut Street  
PO Box 9151  
Watertown, MA 02471-9151  
Email: [smcdonald.faa.17-35@vhb.com](mailto:smcdonald.faa.17-35@vhb.com)  
Web site: [www.phlrunway17-35eis.com](http://www.phlrunway17-35eis.com)

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**Is there a deadline to comment on the Final Environmental Impact Statement (Final EIS)?**

Comments will be accepted up to 30 days after publication of the Final EIS.

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**What happens after the Final Environmental Impact Statement (Final EIS)?**

Following the release of the Final EIS, the FAA will make a decision on the proposed action in the Record of Decision (ROD). The ROD presents the FAA's official decision on the proposed action, identifies applicable mitigation and monitoring actions required and may clarify and respond to issues raised on the Final EIS.

The FAA expects to release the ROD in Spring 2005 and will notify the public via the project's web site and area newspapers when the ROD is available.

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**If a build alternative is selected, when is construction likely to occur?**

If a build alternative is selected, the total period for the phased construction of the runway and taxiway improvement components of the Preferred Alternative would be approximately one-and-a-half years, beginning in mid-2005 and extending through the end of 2006.

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** Mailing List Additions**

If you did not receive this newsletter in the mail, you are not on the mailing list for the Runway 17-35 Extension Project EIS. To add your name, or make a correction, please either email the information below to [smcdonald.faa.17-35@vhb.com](mailto:smcdonald.faa.17-35@vhb.com) or fill out this form and mail it to the address below:

Susan McDonald, FAA Environmental Protection Specialist  
c/o VHB  
101 Walnut Street  
PO Box 9151  
Watertown, MA 02471-9151

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Affiliation \_\_\_\_\_

Phone \_\_\_\_\_ E-mail \_\_\_\_\_

*Once you are on the mailing list, you will automatically receive information from the FAA regarding the Runway 17-35 Extension Project.*



U.S. Department of Transportation  
Federal Aviation Administration  
Harrisburg Airports District Office  
3905 Hartzdale Drive, Ste. 508  
Camp Hill, PA 17011



# D

## Appendix D: Agency Correspondence

- Letter, Pennsylvania Department of Transportation to Philadelphia International Airport, 28 December 2004.
- Letter, City of Philadelphia, Department of Streets to Federal Aviation Administration, 22 December 2004.
- Email (Re: Historic Resources), A.D. Marble & Company to Vanasse Hangen Brustlin, Inc., 7 September 2004.
- Letter, Pennsylvania Historical and Museum Commission to Vanasse Hangen Brustlin, Inc., 31 August 2004.
- Letter, Pennsylvania Historical and Museum Commission to Federal Aviation Administration, Airports District Office, 27 August 2004.
- Letter, Pennsylvania Fish & Boat Commission to Federal Aviation Administration, Airports District Office, 17 August 2004.
- Letter, United States Department of the Interior, Fish & Wildlife Service to A.D. Marble & Company, 29 July 2004.
- Letter, Pennsylvania Historical and Museum Commission to Federal Aviation Administration, Airports District Office, 13 July 2004.
- Letter, Pennsylvania Historical and Museum Commission to Federal Aviation Administration, Airports District Office, 1 July 2004.
- Letter, Delaware State Historical Preservation Office to Federal Aviation Administration, Airports District Office, 18 June 2004.
- Letter, Pennsylvania Department of Conservation and Natural Resources to A.D. Marble & Company, 29 April 2004.



- Letter, Pennsylvania Historical and Museum Commission to United States Department of Transportation, Federal Aviation Administration, 7 April 2004.
- Letter, Pennsylvania Fish & Boat Commission to A.D. Marble & Company, 23 March 2004.
- Letter, United States Fish & Wildlife Service to A.D. Marble & Company, 17 March 2004.
- Letter, Pennsylvania Natural Diversity Inventory, Bureau of Forestry to A.D. Marble & Company, 16 March 2004.
- Letter, Pennsylvania Game Commission to A.D. Marble & Company, 10 March 2004.
- Letter, United States Department of Commerce, National Oceanic and Atmospheric Administration to A.D. Marble & Company, 2 March 2004.
- Letter, United States Department of Transportation to New Jersey State Historic Preservation Office, 24 February 2004.
- Letter, Pennsylvania Department of Conservation and Natural Resources to A.D. Marble & Company, 9 February 2004.
- Letter, Pennsylvania Game Commission to A.D. Marble & Company, 5 January 2004.
- Letter, United States Fish & Wildlife Service, Pennsylvania Field Office to Federal Aviation Administration, Airports District Office, 5 September 2003.
- Interagency Stewardship and Streamlining Agreement for the Philadelphia International Airport Runway 17-35 Extension Project Environmental Impacts Statement and Permitting and the Capacity Enhancement Program Environmental Impacts Statement and Permitting, Vanasse Hangen Brustlin, Inc., 2 September 2003.
- Statement of Key Points/Guiding Principles for an Interagency Streamlining Agreement for the Philadelphia International Airports Environmental Impact Statement and Permitting, Vanasse Hangen Brustlin, Inc., 24 July 2003.

COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF TRANSPORTATION

www.dot.state.pa.us  
7000 Geerdes Boulevard  
King of Prussia, PA 19406  
December 28, 2004



Philadelphia Airport  
Runway 17-35 Extension  
DEIS

Mr. Calvin M. Davenger, Jr., PE  
Deputy Director of Aviation  
Philadelphia International Airport, Terminal E  
Philadelphia, PA 19153

Dear Mr. Davenger:

As requested in your December 20, 2004 letter, we are hereby summarizing our position regarding the Surface Highway Transportation aspects for Alternatives 1 and 2 outlined in the Draft Environmental Impact Statement (DEIS).

- We concur that State Route 291 will be vacated as a state highway from Scott Way to Island Avenue, and that consequently through traffic will not be able to use the roadway and only airport related traffic will be permitted. We understand that your legal advisors are researching ownership of the underlying fee title for that section of highway so that clear title can be held by you.
- State Route 291 will be rerouted over Bartram Avenue from Scott Way to Island Avenue. We may require roadway surface and drainage improvements based on the condition of Bartram Avenue. This should be evaluated during the final design phase.
- We have not identified any major issues at this level of project development regarding operational improvements to be made along Bartram Avenue and intersecting streets. While the related mitigation measures are acceptable at this stage, we do need to continue discussions regarding specific design improvements with your staff and with the City of Philadelphia Streets Department.

We look forward to continuing the proactive relationship developed to streamline and implement this transportation improvement.

Sincerely,

A handwritten signature in black ink, appearing to read "Vito A. Genua". The signature is fluid and cursive.

Vito A. Genua  
Assistant District Executive-Design  
Engineering District 6



# CITY OF PHILADELPHIA

## DEPARTMENT OF STREETS

ENGINEERING DIVISION (SURVEYS AND DESIGN)  
1401 KENNEDY BOULEVARD  
ROOM 830 MUNICIPAL SERVICES BUILDING  
PHILADELPHIA, PA 19102-1676

CLARENA I. W. TOLSON  
Commissioner

JOSEPH R. SYRNICK, P.E., P.L.S.  
Chief Engineer and Surveyor

December 22, 2004

Susan McDonald  
Harrisburg Airports District Office  
Federal Aviation Administration  
3905 Hartzdale Avenue, Suite 508  
Camp Hill, PA 17011

Subject: Philadelphia International Airport  
Runway 17-35 Extension Project

Dear Ms. McDonald,

We have reviewed the Draft Environmental Impact Statement (DEIS) for the referenced project. As described in this document, proposed Alternatives 1 and 2 will require that a portion of Industrial Highway (PA Route 291) be abandoned.

The Route 291 designation would be relocated to follow Bartram Avenue and Island Avenue, starting at the intersection of Industrial Highway/Bartram Avenue/Scott Way in Delaware County and ending at the intersection of Industrial Highway/Island Avenue/Penrose Avenue in Philadelphia. This routing is shown on Figure 4.14-4 of the DEIS. Industrial Highway would be closed to through traffic but would remain available for local and Airport-bound traffic.

We agree with the conclusions in the Surface Transportation portion (Section 4.14) of the DEIS and consent to the actions noted to close Industrial Highway and relocate PA 291.

Very truly yours,

A handwritten signature in black ink, appearing to read "Joseph R. Syrnick".

Joseph R. Syrnick  
Chief Engineer and Surveyor

## Standley, Lisa

---

**From:** Alan Tabachnick [atabach@admarble.com]  
**Sent:** Tuesday, September 07, 2004 10:24 AM  
**To:** Standley, Lisa  
**Subject:** FW: Eligibility and Effect on 17-35 Project

Alan D. Tabachnick  
Executive Vice President  
A.D. Marble & Company  
375 E. Elm Street  
Conshohocken, PA 19428

484-533-2540  
484-533-2640

cell - 484-343-5264  
[www.admarble.com](http://www.admarble.com)

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

**From:** Zacher, Susan [mailto:szacher@state.pa.us]  
**Sent:** Friday, September 03, 2004 4:01 PM  
**To:** Alan Tabachnick  
**Subject:** RE: Eligibility and Effect on 17-35 Project

Yes, the list looks okay. Susan

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

**From:** Alan Tabachnick [mailto:atabach@admarble.com]  
**Sent:** Friday, September 03, 2004 9:28 AM  
**To:** szacher@state.pa.us  
**Cc:** Standley, Lisa  
**Subject:** FW: Eligibility and Effect on 17-35 Project

Alan D. Tabachnick  
Executive Vice President  
A.D. Marble & Company  
375 E. Elm Street  
Conshohocken, PA 19428

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cell - 484-343-5264  
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-----Original Message-----

**From:** Alan Tabachnick  
**Sent:** Thursday, September 02, 2004 4:37 PM  
**To:** 'Susan Zacher (szacher@state.pa.us)'

**Cc:** 'Standley, Lisa'

**Subject:** Eligibility and Effect on 17-35 Project

Susan:

I revised the table below to reflect your comment from yesterday. Blue Bell Tavern is now noted as within Fairmount Park, NHL. Please reply and confirm that all is correct now. Thanks.

I wanted to confirm the eligibility calls made for this project so we can move forward. Since there has been multiple review letters, I thought it would be useful to confirm the results. As I have reviewed all of the PHMC's letters regarding eligibility, the summary of the findings are as follows:

**National Register Eligible or Listed Resources within 17-35 APE**

<b>Resource</b>	<b>Location</b>
Colwyn School - Eligible	2 <sup>nd</sup> and Pine Streets, Colwyn Borough
Fairmount Park - NHL (includes Blue Bell Tavern)	Philadelphia
George Wolf School - NR	Lyons and 82 <sup>nd</sup> Streets, Philadelphia
John Bartram High School - NR	67 <sup>th</sup> & Elmwood Streets, Philadelphia
Island Avenue Fire Station - Eligible	Island Avenue, Philadelphia
Lincoln and Fairview Avenues Historic District - Eligible	Yeadon Borough, Delaware County
Yeadon Theater - Eligible	Church Lane, Yeadon, Delaware County
Bell Avenue School - Eligible	Bell Avenue, Yeadon, Delaware County

It is the understanding that all other resources surveyed and evaluated as part of the Philadelphia International Airport Runway 17-35 Extension Project are Not Eligible for listing on the National Register of Historic Places. It is further understood, based upon previous correspondence dated July 13, 2004, that the project will have No Effect on historic or archaeological resources.

I appreciate all the hard work you and Greg and the others did to expedite the responses. If you could reply to this email and let me know that we are all on the same page with the findings, I would greatly appreciate it. Thanks in advance.

Alan D. Tabachnick  
 Executive Vice President  
 A.D. Marble & Company  
 375 E. Elm Street  
 Conshohocken, PA 19428

484-533-2540  
 484-533-2640

cell - 484-343-5264  
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Commonwealth of Pennsylvania  
Pennsylvania Historical and Museum Commission  
Bureau for Historic Preservation  
Commonwealth Keystone Building, 2nd Floor  
400 North Street  
Harrisburg, PA 17120-0093

August 31, 2004

Vanasse, Hangen, Brustlin, Inc.  
Attn: Lisa A. Stanley  
101 Walnut Street  
P.O. Box 9151  
Watertown, MA 02471-9151

RE: ER# 85-1680-101-T  
FAA: Draft Phase IA Report, Philadelphia  
International Airport Runway 17-35 Extension  
Project

Dear Ms. Stanley:

The Bureau for Historic Preservation (the State Historic Preservation Office) has reviewed the above named report in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended in 1980 and 1992, and the regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation as revised in 1999. Our comments are as follows:

We agree with the recommendations of this report, and in our opinion, project activities should have no effect on significant archaeological resources within the surveyed area.

It is our understanding that if potentially significant archaeological resources are encountered in the course of project-related ground disturbing activities, work will halt immediately and any outstanding issues related to archaeological resources will be resolved in accordance with FAA Order 5050.47 (c)3. We appreciate your cooperation in this matter.

Please provide three additional copies of this report (one copy unbound) for our files and for distribution to the other report repositories.

If you have any questions or comments regarding our review of this report, please contact Mark Shaffer at (717) 783-9900.

Sincerely,

A handwritten signature in black ink, appearing to read "Kurt W. Carr".

Kurt W. Carr, Chief  
Division of Archaeology & Protection

cc: Susan McDonald, FAA





Commonwealth of Pennsylvania  
**Pennsylvania Historical and Museum Commission**  
Bureau for Historic Preservation  
Post Office Box 1026  
Harrisburg, Pennsylvania 17108-1026

August 27, 2004

Wayne Heilbeck, Manager  
Federal Aviation Administration  
Harrisburg Airports District Office  
3905 Hartzdale Drive, Suite 508  
Camp Hill, PA 17011

Re: ER 85-1680-101-W  
FAA: Philadelphia International Airport Runway 17-35 Extension  
Project, Delaware and Philadelphia Counties  
National Register Eligibility-Fels Naptha Complex, Philadelphia

Dear Mr. Heilbeck:

The Bureau for Historic Preservation (the State Historic Preservation Office) has reviewed the above named project in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended in 1980 and 1992, and the regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation as revised in 1999. These requirements include consideration of the project's potential effect upon both historic and archaeological resources.

We are in receipt of the additional information we requested concerning the extant of remaining historic buildings at the Fels Naptha Plant in Philadelphia. Based on this additional information, it is our opinion that the Fels Naptha Complex at 2227, 2230 & 2240 Island Avenue, Philadelphia is not eligible for the National Register of Historic Places. It has suffered a loss of integrity due to demolition of historic buildings and the addition of new intrusions.

If you need further information in this matter please consult Susan Zacher at (717) 783-9920.

Sincerely,

Andrea MacDonald, Chief  
Division of Preservation Services

AM/snz



# Pennsylvania Fish & Boat Commission

**Executive Office**  
**Division of Environmental Services**  
450 Robinson Lane  
Bellefonte, PA 16823-9620  
(814) 359-5147 Fax: (814) 359-5175

August 17, 2004

Susan McDonald  
FAA Airports District Office  
3905 Hartzdale Drive, Suite 508  
Camp Hill, PA 17011

Re: Philadelphia International Airport  
Runway 17-35 Extension Project  
Wetland SEPD-2 Crossing

Dear Ms. McDonald:

On 11 August 2004 personnel from the Pennsylvania Fish and Boat Commission (PFBC) conducted a field view of Wetland SEPD-2. The purpose of the field view was to evaluate several alternatives that were developed to minimize impacts to red-bellied turtle habitat with the proposed crossing of a vehicle service road. After reviewing the four crossing location alternatives and four structure type alternatives, as described by DMJM Aviation, the PFBC has the following recommendations:

- The service road can cross Wetland SEPD-2 100 feet north (Alternative B) of the bend, which is 60 feet further north than originally proposed within the Wetlands and Waterways Draft Technical Report.
- We support the use of a single 65x40" arched pipe (Alternative 2) for the crossing as long as the invert of the bottom is depressed two feet below the existing wetland bottom elevation and headwalls are incorporated at both ends.
- The installation of the crossing must occur between April 1 and October 31.
- The installation of basking platforms and the potential construction of a nesting beech within the lower reaches of Wetland SEPD-2 would compensate for the habitat impacts associated with the proposed subject project.

Thank you for providing us the opportunity to work with personnel involved with the Runway 17-35 Extension Project and develop a mitigation strategy that should protect and hopefully enhance the red-bellied turtle habitat within Wetland SEPD-2. Please feel free to contact Chris Urban or myself if you have any questions concerning our above mentioned recommendations.

Sincerely,

David E. Spotts, Chief  
Watershed Analysis Section

c: PFBC - Urban  
DEP - Burke  
COE - Jenkins  
EPA - Arguto

Our Mission:

[www.fish.state.pa.us](http://www.fish.state.pa.us)

*To provide fishing and boating opportunities through the protection and management of aquatic resources.*



In Reply Refer to:  
ES-04/090

# United States Department of the Interior

## FISH AND WILDLIFE SERVICE

New Jersey Field Office  
Ecological Services  
927 North Main Street, Building D  
Pleasantville, New Jersey 08232  
Tel: 609/646 9310  
Fax: 609/646 0352  
<http://njfieldoffice.fws.gov>



JUL 29 2004

David J. Durofchalk, Sr. Environmental Scientist  
A. D. Marble & Company  
375 East Elm Street, Suite 200  
Conshohocken, Pennsylvania 19428

Dear Mr. Durofchalk:

This responds to your March 22, 2004 request to the U.S. Fish and Wildlife Service (Service) for information on the presence of federally listed endangered and threatened species within the vicinity of the Philadelphia International Airport (airport), Philadelphia and Delaware Counties, Pennsylvania. The Service understands this information will be included in the Environmental Impact Statement (EIS) being prepared by the Federal Aviation Administration (FAA) for an airport-wide capacity enhancement program. We apologize for the lateness of this response.

### AUTHORITY

This response is provided pursuant to Section 7 of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) to ensure the protection of federally listed endangered and threatened species. These comments do not address all Service concerns for fish and wildlife resources and do not preclude separate review and comments by the Service pursuant to the December 22, 1993 Memorandum of Agreement among the U.S. Environmental Protection Agency, New Jersey Department of Environmental Protection (NJDEP), and the Service, if project implementation requires a permit from the NJDEP pursuant to the New Jersey Freshwater Wetlands Protection Act (N.J.S.A. 13:9B *et seq.*); nor do they preclude future comments pursuant to the Migratory Bird Treaty Act (40 Stat. 755; 16 U.S.C. 703-712), or comments on any forthcoming environmental documents pursuant to the National Environmental Policy Act of 1969 as amended (83 Stat. 852; 42 U.S.C. 4321 *et seq.*).

### FEDERALLY LISTED SPECIES

#### Bald Eagle

A known nest site of the federally listed (threatened) bald eagle (*Haliaeetus leucocephalus*) is located within 2 miles of the subject property. Additionally, areas along the Delaware River

have been identified as foraging habitat for the bald eagle by the New Jersey Department of Environmental Protection, Endangered and Nongame Species Program (ENSP). Bald eagles occur in New Jersey throughout the year. They are opportunistic feeders and will eat carrion or live prey, primarily fish, but also small mammals, reptiles, and waterfowl. Bald eagles prefer forested or open habitats with little human disturbance near large bodies of water, such as lakes, large rivers, reservoirs, and seacoasts. Eagles are often attracted to a water body as they search for food, and frequently roost in dead or mature trees adjacent to water. In winter, bald eagles gather in large numbers near coasts and inland water bodies that remain ice-free, allowing access to fish and other prey. Threats to the bald eagle include environmental contaminants, habitat destruction and degradation, and disturbance of nesting and feeding birds.

### **Recommendations**

The Service can not determine if the bald eagle will be adversely affected by the proposed project by the information provided. Due to the proximity of the proposed project site to an active nest, proposed project activities may adversely affect the bald eagle. Noise and activity associated with enhancements at the Philadelphia Airport or any changes in aircraft activity during the breeding season may disturb nesting birds, negatively impacting reproductive success. The Service recommends that the EIS include an assessment of potential disturbance from noise to bald eagles nests in the vicinity of the airport, especially if airplanes will be flying below 1500 feet within one mile of an active nest. The Service's New Jersey Field Office has provided the Pennsylvania Field Office with updated information concerning seasonal bald eagle nesting locations in the vicinity of the airport. As you are aware, the Service's Pennsylvania Field Office will be the lead contact office for the airport-wide capacity enhancement program.

The bald eagle is also a New Jersey State-listed species; therefore, the Service recommends contacting the ENSP regarding any potential concerns or restrictions that the NJDEP may have and to verify any seasonal changes in location of bald eagle nests within the vicinity of the airport (address enclosed). Pursuant to Section 6 of the ESA, the Service has delegated management responsibility for nesting and foraging bald eagles to the ENSP. The ENSP maintains up-to-date information on bald eagle foraging areas.

Except for the above-mentioned species, no other federally listed or proposed endangered or threatened flora or fauna under Service jurisdiction are known to occur within the vicinity of the proposed project site. If additional information on federally listed species becomes available, or if project plans change, this determination on the occurrence of federally listed threatened and endangered species located within the vicinity of the proposed project may be reconsidered. Please be aware that this determination is valid for 90 days; after this time, the Service should be contacted to verify the accuracy of this information. The Service will review current information to ensure that no federally listed threatened or endangered species will be adversely affected by the proposed project. The Service provides the above determination with respect to federally listed or proposed threatened or endangered flora and fauna under Service jurisdiction only.

## RESPONSIBILITIES UNDER THE ESA

For federally funded or licensed projects, federally listed species are afforded protection under the Endangered Species Act pursuant to Section 7(a)(2), which requires every federal agency, in consultation with the Service, to ensure that any action it authorizes, funds, or carries out is not likely to jeopardize the continued existence of any listed species or result in the destruction or adverse modification of critical habitat. An assessment of potential direct, indirect, and cumulative impacts is required for all federal actions that may affect listed species. Therefore, if FAA funded or authorized activities are proposed that may directly or indirectly affect the above species, or other federally listed species under the jurisdiction of the Service, further Section 7 consultation with the Service will be required.

## CLOSING REMARKS

Current information regarding federally listed and candidate species occurring in New Jersey is enclosed, as well as addresses of State agencies that may be contacted for current site-specific information regarding federal candidate and State-listed species. The Service encourages federal agencies and other planners to consider federal candidate species in project planning.

Information contained in this letter and additional information obtained from the aforementioned sources represent the public interest for fish and wildlife resources and should warrant full consideration in project planning. The Service is available for further consultation. Please contact Darren Harris of my staff at (609) 646-9310, extension 44, if you have any question about the enclosed material or require further assistance regarding federally listed endangered or threatened species.

---

Sincerely,

*Arnetto Scherer*

*for* John C. Staples  
Assistant Supervisor

Enclosures



Commonwealth of Pennsylvania  
**Pennsylvania Historical and Museum Commission**  
Bureau for Historic Preservation  
Post Office Box 1026  
Harrisburg, Pennsylvania 17108-1026

July 13, 2004

Wayne Heilbeck, Manager  
Federal Aviation Administration  
Harrisburg Airports District Office  
3905 Hartzdale Drive, Suite 508  
Camp Hill, PA 17011

Re: ER 85-1680-101-U  
FAA: Philadelphia International Airport Runway 17-35 Extension  
Project, Delaware and Philadelphia Counties  
National Register Eligibility

Dear Mr. Heilbeck:

The Bureau for Historic Preservation (the State Historic Preservation Office) has reviewed the above named project in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended in 1980 and 1992, and the regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation as revised in 1999. These requirements include consideration of the project's potential effect upon both historic and archaeological resources.

We concur with the findings of the agency that the following resource is eligible for the National Register of Historic Places.

1. Lincoln & Fairview Avenues Historic District, Yeadon, Delaware County: We agree with the boundaries of the eligible historic district, however, as noted in the field this district may also extend to the north into Lansdowne Borough.

We disagree with the findings of the agency concerning the National Register eligibility of the following resource.

2. Holy Cross Cemetery, Yeadon, Delaware County: While the cemetery has an interesting gatehouse and an impressive row of mausoleums, these are concentrated in one section of the cemetery and they do not possess sufficient significance to carry the whole cemetery. This is not a designed landscape and does not meet the criterion for consideration for cemeteries.

We concur with the findings of the agency that upon review of historical information the following areas are not eligible for the National Register of Historic Places.

Page 2  
W. Heilbeck  
Aug. 24, 2004

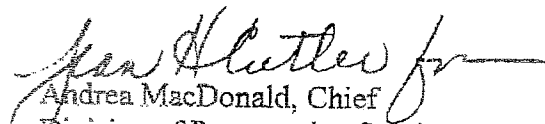
3. Crucible Steel Casting Company, 20 S. Union Avenue, Upper Darby Township, Delaware County
4. St. Clements Roman Catholic Church and School, 2220 S. 71<sup>st</sup> Street, Philadelphia
5. Yeadon Borough Hall, Church Lane, Yeadon, Delaware County
6. Stetser and Callahan Avenues Grouping, Yeadon, Delaware County
7. Keystone Avenue Grouping, Colwyn and Darby, Delaware Counties
8. Yeadon Auto Body, 500 Church Lane, Yeadon, Delaware County
9. Love & Jacobs Realty Company Grouping, Bell, Duncan and Yeadon Avenues, Yeadon, Delaware County
10. Enoch Bonsall House, 501 Commerce Drive, Yeadon, Delaware County
11. Scrill Avenue Grouping, Yeadon, Delaware County
12. Nile Swim Club, Yeadon, Delaware County

We are unable to complete our review of the following property until additional information is submitted.

13. Fels Naptha/Island Road Recreation Center, 2227, 2230, 2240 Island Avenue, Philadelphia: Please provide Sanborn Maps to assess if the complex retains enough of the manufacturing buildings to convey its historic function.

If you need further information in this matter please consult Susan Zacher at (717) 783-9920.

Sincerely,

  
Andrea MacDonald, Chief  
Division of Preservation Services

AM/smz



Commonwealth of Pennsylvania  
Pennsylvania Historical and Museum Commission  
Bureau for Historic Preservation  
Commonwealth Keystone Building, 2nd Floor  
400 North Street  
Harrisburg, PA 17126-0093

July 1, 2004

Wayne Heilbeck, Manager  
Federal Aviation Administration  
Harrisburg Airports District Office  
3905 Hartzdale Drive, Suite 508  
Camp Hill, PA 17011

Re: ER 85-1680-101-R  
FAA: Philadelphia International Airport Runway 17-35 Extension  
Project, Delaware and Philadelphia Counties  
Historic Resource Survey and Determination of Eligibility Report

Dear Mr. Heilbeck:

The Bureau for Historic Preservation (the State Historic Preservation Office) has reviewed the above named project in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended in 1980 and 1992, and the regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation as revised in 1999. These requirements include consideration of the project's potential effect upon both historic and archaeological resources.

Based on a field view held June 23 and 24, 2004 and discussions with our National Register review committee, we concur that the following properties are not eligible for the National Register of Historic Places nor is there an eligible historic district present in the Area of Potential Effect in these communities. There are several properties for which additional information is requested to complete the review for eligibility, see notes below.

Upper Darby Township, Delaware County

Area Not Eligible:

1. Area Bounded by Union Avenue, East Baltimore Avenue and the Railroad,  
Upper Darby Township, Delaware County: 90 properties as listed on attached pages.

Additional Information Requested:

2. Crucible Steel Casting Company, 814 First Street, Upper Darby, Delaware County:  
This property is potentially eligible for the National Register of Historic Places,  
please submit a historic resource form for this resource.



Page 2  
W. Heilbeck  
July 1, 2004

Lansdowne Borough, Delaware County  
Area Not Eligible:

3. Southeast Lansdowne Area, bounded by Walnut Avenue, Bartram Avenue, North Nyack Avenue, Union Avenue and Fairview Avenue, Lansdowne, Delaware County: 63 properties on attached pages.

Yeadon Borough, Delaware County

Area Not Eligible:

4. Area bounded by the following excluding the resources listed below: Fairview Avenue, Church Lane, Penn Street, Holly Road, Church Lane, Guenther, Bullock Avenue, Parmley Avenue, Yeadon Avenue, Bullock Avenue, W. Cobbs Creek Parkway, the railroad, Cedar Avenue, and Wycombe Avenue, Yeadon, Delaware County (approximately 1445 properties)

Additional Information Requested:

The following properties or areas are potentially eligible for the National Register of Historic Places. Please prepare historic resource survey forms for these resources.

5. Holy Cross Cemetery, Yeadon, Delaware County
6. Bonsell House, 501 Commerce Drive, Yeadon, Delaware County
7. Gas Station, corner of Myna and Church Lane, Yeadon, Delaware County
8. Yeadon Borough Hall, Church Lane, Yeadon, Delaware County
9. Potential Historic District, bounded by Chester Avenue, Bell Avenue, Duff Street and Callahan Avenue, Yeadon, Delaware County (approx. 42 properties)
10. Potential Historic District, bounded by Stetser Avenue, Allen Drive, West Cobb Creek Parkway, properties on both sides of Duncan Avenue, Yeadon, Delaware County (approximately 80 properties)
11. Potential Historic District, bounded by properties on both sides of Serrill Avenue, West Cobb Creek Parkway, properties on both sides of Bullock and Chester Avenue, Yeadon, Delaware County (approximately 62 properties)
12. Potential Historic District, bounded by properties on both sides of Serrill Avenue to 1030 and 1031 and McDade Blvd., Yeadon, Delaware County (approximately 28 properties)
13. Potential Historic District, bounded by properties facing Lincoln Avenue, next street north, Fairview Avenue, Lansdowne Avenue, Providence Road, Wycombe Avenue, Yeadon, Delaware County (contains properties 100 & 102 Lincoln Avenue-recommended eligible in survey) (approximately 12 properties)

14. Nile Swim Club, corner of Providence Road and Union Avenue, Yeadon,  
Delaware County

The following buildings in the Area of Potential Effect have already been determined eligible for the National Register of Historic Places.

15. Yeadon Theater, Church Lane, Yeadon, Delaware County  
16. Bell Avenue School, Bell Avenue, Yeadon, Delaware County

Darby Borough, Delaware County

Area Not Eligible:

17. Darby Borough, Delaware County: Bounded by Borough line on north,  
Borough boundary on the east-Holy Cross Cemetery, Cedar Avenue,  
Borough boundary on the south-Woodland Avenue, Fourth Street; Borough  
boundary on south to S. 7<sup>th</sup> Street, Pine Street, properties facing Ridge Avenue,  
properties facing Spring Valley Road, properties facing Golf Road  
(Approximately 2331 properties)

Colwyn Borough, Delaware County

Area Not Eligible:

18. There appear to be no eligible resources other than the small potential historic district listed below and the Colwyn School, eligible for the National Register of Historic Places in the Borough of Colwyn.

Additional Information Requested:

19. Potential Historic District along the former railroad spur now named Keystone Street, Colwyn, Delaware County. Please prepare and submit a historic resource survey form for these resources.

The following property in the Area of Potential Effect has been previously determined eligible for the National Register of Historic Places.

20. Colwyn School, 2<sup>nd</sup> and Pine Streets, Colwyn, Delaware County

Page 4  
W. Heibeck  
July 1, 2004

Philadelphia, 40<sup>th</sup> Ward

Not Eligible:

21. Area generally bounded by 71<sup>st</sup> Street, 72<sup>nd</sup> Street, 73<sup>rd</sup> Street, Island Avenue, Brewster Avenue, Hostein Avenue, Bartram Avenue, Island Avenue, Tincum Township and the City limits on the west, Philadelphia, excluding the following potentially eligible, eligible and listed resources. (Approximately 1553 properties)

Potentially Eligible Resources: Please prepare a historic resource survey form

22. St. Clement of Rome Catholic Church Complex, Woodland Avenue, Philadelphia
23. William Longstreth School (now City of Philadelphia Recreation Center, Island Avenue, Philadelphia

Additional Information Requested:

24. Fels Naptha, 2230 & 2240 Island Avenue, Philadelphia: Please supply additional information for support its significance under Criterion A. Summarize the history of the plant and assess its potential significance for industry. Please supply additional photographs of the complex showing all buildings.

Already Determined Eligible or National Register Listed

25. George Wolf School, Lyons and 82<sup>nd</sup> Streets, Philadelphia
26. John Bartram High School, 67<sup>th</sup> & Elmwood Streets, Philadelphia
27. Blue Bell Tavern, 7303 Woodland Ave., Philadelphia
28. Fairmount Park, Philadelphia
29. Fire Station, Island Avenue, Philadelphia


Tincum Township, Delaware County

30. As previously reviewed, there are no eligible above-ground resources in this area located on the Philadelphia International Airport property.

Page 5  
W. Heibeck  
July 1, 2004

If you need further information in this matter please consult Susan Zacher at (717)  
783-9920.

Sincerely,



Jean H. Curler  
Bureau Director

Enclosures  
JHC/smz



STATE OF DELAWARE  
DIVISION OF HISTORICAL AND CULTURAL AFFAIRS  
DELAWARE STATE HISTORICAL PRESERVATION OFFICE  
21 THE GREEN, SUITE A  
DOVER • DE • 19901-3611

TELEPHONE: (302) 739-5885

FAX: (302) 738-5860

Friday, June 18, 2004

Ms. Susan McDonald  
Environmental Protection Specialist  
Harrisburg Airports District Office  
Federal Aviation Administration  
3905 Hartzdale Drive, Suite 508  
Camp Hill, PA 17011

Re:

Runway 17-35 EIS at Philadelphia International Airport

Dear Ms. McDonald,

Thank you the copies of correspondence between your office and the New Jersey State Historic Preservation Office and the Pennsylvania Historical and Museum Commission. Based on the evidence presented, we do not believe the Area of Potential Effect for the Extension of Runaway 17-35 will be in the State of Delaware. Therefore, we decline to consult on this project.

Sincerely

A handwritten signature in black ink, appearing to read "Daniel Griffith".

Daniel Griffith  
Director  
State Historic Preservation Office



845 Park Road  
Elverson, PA 19520-9523  
April 29, 2004

Bureau of Forestry

610-582-9660

Dorothy A Daly, C.A.  
A.D. Marble & Co.  
375 East Elm Street  
Suite 200  
Conshohocken, PA 19428

Dorothy:

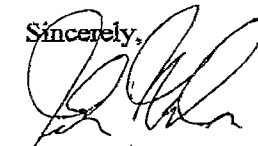
We enjoyed meeting with you last Thursday to discuss the proposed Philadelphia International Airport enhancement project and it's potential impact on Little Tinicum Island and the tidal mudflats surrounding it.

From our discussions we understand that you are involved in an environmental review process that will necessitate flora and fauna observations and data collection on and around the island beginning in early May. Little Tinicum Island is a State Forest Natural Area and is accessible to the public for day use recreational activities.

I understand that your visits that may occur anytime from early morning through late evening but you do not plan to camp overnight. We appreciate your ongoing communication with us and look forward hearing from you as your project progresses.

If you have any questions or concerns, please don't hesitate to contact me.

Sincerely,



John Miller  
District Forester

Stewardship

Partnership

Service



Commonwealth of Pennsylvania  
Pennsylvania Historical and Museum Commission  
Bureau for Historic Preservation  
Commonwealth Keystone Building, 2nd Floor  
400 North Street  
Harrisburg, PA 17120-0093

April 7, 2004

U.S. Department of Transportation, Federal Aviation Administration  
Harrisburg Airports District Office  
Attn: Wayne Heibeck, Manager  
3905 Hartzdale Drive, Suite 508  
Camp Hill, PA 17011

RE: ER# 85-1680-101-O  
Philadelphia International Airport, Runway  
17-35 Extension Project, Delaware &  
Philadelphia Counties

Dear Mr. Heibeck:

The Bureau for Historic Preservation (the State Historic Preservation Office) has reviewed the above named project in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended in 1980 and 1992, and the regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation as revised in 1999. This review includes comments on both historic and archaeological resources. Our comments are as follows:

Historic Resources

We concur with the Area of Potential Effect for this project. Please do historic structures surveys and submit this information to our office. If you have any questions or comments concerning historic resources, please consult Susan Zacher at (717) 783-9920.

Archaeological Resources

The information you submitted indicates there is a potential for undocumented archaeological resources in and around the proposed Area of Potential Effect and that this potential must be assessed prior to any ground disturbances. We recommend this potential be assessed through a geomorphological assessment of the Area of Potential Effect followed by Phase I archaeological testing as warranted. The results of these investigations should be submitted to our office for review and comment. If you have any questions or comments concerning archaeological resources, please contact Mark Shaffer at (717) 783-9900.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Kurt W. Carr'.

Kurt W. Carr, Chief  
Division of Archaeology & Protection



COMMONWEALTH OF PENNSYLVANIA  
Pennsylvania Fish and Boat Commission  
Division of Environmental Services  
450 Robinson Lane  
Bellefonte, PA 16823  
814-359-5113

March 23, 2004

IN REPLY REFER TO  
SIR # 14120

A. D. MARBLE & COMPANY  
Dorothy Daly  
375 East Elm Street, Suite 200  
Conshohocken, PA 19428

RE: Species Impact Review - Rare, Candidate, Threatened, and Endangered Species  
Airport Capacity Enhancement Program (CEP)  
Philadelphia International Airport, Division of Aviation  
Tinicum Township, Delaware County, and City of Philadelphia, Pennsylvania

Dear Ms. Daly:

I have examined the map accompanying your recent correspondence which shows the location for the above referenced project. Based on records maintained in the Pennsylvania Natural Diversity Inventory (PNDI) database and our own files, the following rare or protected species are known from the vicinity of the project site:

Common Name	Scientific Name	PA Status
Coastal plain leopard frog	<i>Rana auricularia</i>	endangered
New Jersey chorus frog	<i>Pseudacris feriarum kalmi</i>	endangered
Shortnose sturgeon	<i>Acipenser brevirostrum</i>	endangered
Threespine stickleback	<i>Gasterosteus aculeatus</i>	endangered
Banded sunfish	<i>Emmeoanilius obesus</i>	endangered
Bridle shiner	<i>Notropis bifrenatus</i>	endangered
Eastern mudminnow	<i>Umbra pygmaea</i>	candidate
Red-bellied turtle	<i>Pseudemys rubriventris</i>	threatened
Triangle floater	<i>Alasmidonta umhilata</i>	rare
Yellow lampmussel	<i>Lampsilis cariosa</i>	rare
Eastern pondmussel	<i>Ligumia nasuta</i>	rare
Eastern lampmussel	<i>Lampsilis radiata</i>	rare
Tidewater mucket	<i>Leptodea ochracea</i>	rare

The coastal plain leopard frog (a.k.a. southern leopard frog) resembles the northern leopard frog, but has a distinguishing whitish spot in the center of its eardrum, fewer dark spots on its sides, and a longer, pointed head. It lives and breeds in shallow, freshwater habitats and slightly brackish coastal marshes, and occurs in southeastern Pennsylvania. Following an early spring mating season, adults may live away from water in summer, when vegetation provides shade and shelter. It is endangered primarily due to loss of its breeding habitat from development and industrial activity.



The New Jersey chorus frog is a small frog species found in a wide variety of habitats including temporary ponds, open wetlands, and nearby grassy upland areas. It is greenish gray to light brown or tan with three broad, well-defined dark stripes that start at the snout and continue along the back and sides. A prominent whitish stripe is present along the upper lip. Breeding occurs from February to June in small, shallow, relatively open water bodies with a mixture of shrubby and herbaceous aquatic vegetation. They sometimes breed in shallow backwater areas of larger bodies of water with similar vegetation. Following breeding and egg laying, adults leave the breeding pools for upland forests or meadows which may be relatively dry. The New Jersey chorus frog occurs in small, isolated populations in southeastern Pennsylvania. These small populations are threatened by pollution, and filling/clearing of wetlands and breeding habitat.

The shortnose sturgeon, which is listed by both Pennsylvania and the National Marine Fisheries Service, occurs in the Delaware River. It may occupy river habitat along the banks abutting the airport. If the proposed project will include any activities that may disturb or impact aquatic habitat within the Delaware River, then potential impacts to the shortnose sturgeon and other fish species should be considered. Depending on the extent of invasive activities into the Delaware River, a fish survey may be requested.

The threespine stickleback prefers clear water that is quiet and weedy. It derives its name from the three distinctly separated dorsal spines. Breeding males have bright-blue eyes and their lower sides are red. The male builds a nest on the stream bottom and performs a courtship dance to entice a female to this nest. Once the female lays her eggs, she is chased away by the male who then guards the eggs and the young. This species is endangered due to habitat destruction and water pollution.

The banded sunfish has been documented in slowly flowing tributaries to the Delaware River. This species has dark vertical bands on its sides, and it rarely grows more than 4 inches long. The male builds a small nest in clean, rocky substrates, and then protects the eggs from fish predators.

The bridle shiner has been historically documented in the Delaware River and associated tributaries thereto, however recent occurrences are rare. This species prefers slow, swampy streams and suitable habitat has been identified on the airport property, but no recent specimens of the bridle shiner have been documented at this site. It feeds on zooplankton, and aquatic insects found along the bottom or among vegetation. In adulthood it rarely exceeds 2 inches in length.

The eastern mudminnow is highly secretive and inhabits very shallow water under vegetation and debris within marshes, weedy shores of lakes, or stagnant streams within the Delaware River drainage. It occasionally leaps from the water while feeding. This species is rare due to habitat destruction and water pollution.

In addition to the aforementioned fish species of special concern, the following game fish are known to inhabit the Delaware River within the vicinity of the project study area: striped bass (*Morone saxatilis*), white perch (*Morone americana*), largemouth bass (*Micropterus salmoides*), smallmouth bass (*Micropterus dolomieu*), American shad (*Alosa sapidissima*), alewife (*Alosa pseudoharengus*), blueback herring (*Alosa aestivalis*), and Atlantic croaker (*Micropogonias undulatus*). Additional game fish including largemouth bass, white perch, and black crappie (*Pomoxis nigromaculatus*) have been identified as inhabiting wetlands and/or waterways on the airport property.

The red-bellied turtle is one of Pennsylvania's largest native aquatic turtles. This turtle species is known to inhabit relatively large, deep streams, rivers, ponds, lakes, and marshes with permanent water and ample basking sites. Red-bellied turtles are restricted to the southcentral and southeastern regions of the Commonwealth. The existence of this turtle species is threatened by habitat destruction, poor water quality, and competition with aggressive non-native turtle species that share its range and habitat (e.g., red-eared slider, *Trachemys scripta elegans*).

D. Daly  
March 23, 2004  
Page 3

Although historic records for the aforementioned listed and rare mussel species indicate their occurrence in the Delaware River in the vicinity of the airport, biological surveys for mussels within the Delaware River portion of the project study area have not been performed in recent years to the best of our knowledge. The listing status of mussel species within Pennsylvania is currently under review, and species not currently listed may become protected in the near future. The New Jersey Department of Environmental Protection lists as protected species all of the above referenced mussel species. In addition, the dwarf wedgemussel (*Alasmidonta heterodon*), listed as an endangered species by the U.S. Fish and Wildlife Service as well as by Pennsylvania and New Jersey, has been recently found during mussel surveys in the Upper Delaware River. However, this species is unlikely to be present in the vicinity of the airport due to anthropogenic impacts.

In-stream activities, both temporary and permanent, have the potential to cause severe adverse impacts to mussels through direct crushing or burial, sedimentation, induced riverbed scour, modified flow hydraulics, accidental spills of toxic chemicals, and other means of degrading the existing habitat. Since mussels are relatively immobile, avoidance of impacts requires knowledge, not only of their presence, but also of their location, density of abundance, and preferred suitable habitat. If there will be any disturbance resulting from the proposed project to the Delaware River, then completion of a mussel survey will be requested in order to assess the direct and indirect effects on these species. Such a mussel survey would include an initial Phase 1 qualitative assessment of habitat suitability along with mussel presence and species determinations, followed, if necessary, by a Phase 2 quantitative survey to determine mussel density and catch-per-unit effort (CPUE - i.e., a timed search). Any such mussel survey, as for all other surveys conducted for species protected under our jurisdiction, is to be completed by qualified biologists with the appropriate Scientific Collector's Permit issued by the Pennsylvania Fish and Boat Commission, and in accordance with a survey plan that is first reviewed and pre-approved by this agency.

Given the status and sensitivity of the aforementioned species of special concern and other species valued as game fish, we will need additional information to assess the project's potential for adverse impacts to these species. We understand that preparation of an Environmental Impact Statement in accordance with the National Environmental Policy Act has been requested by the Federal Aviation Administration and is currently underway. In order for us to continue our project review, please provide us with the following information as part of the environmental impact documentation: detailed project plans including a project narrative, aerial photographs and maps of the general area (including a depiction of the underground connections between bodies of water resulting from anthropogenic activities), identification and delineation of wetlands and waterways expected to be impacted (including acreage), stream/river characterization (including seasonal water quality data such as pH, temperature, and dissolved oxygen), a habitat suitability assessment within the project area of effect for all of the aforementioned species of special concern (including presence/absence of pools, type of aquatic vegetation, documented turtle nesting and basking locations), copies of any new biological survey reports completed for species protected under our jurisdiction, hydrology and hydraulic impact assessment reports, proposed impact avoidance measures, and color photographs (dated, labeled, and keyed to a map) of wetlands and any bodies of water expected to be impacted. We look forward to receiving this information.

In any future correspondence with us regarding this specific project, please refer to the SIR tracking number indicated above. Thank you for your cooperation and attention to this matter of aquatic species conservation.

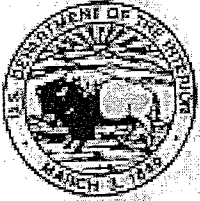
If you have questions regarding this response, please contact me at (814) 359-5113.

Sincerely,



Christopher Urban, Chief  
Natural Diversity Section

cc: D. Spotts, PFBC



# United States Department of the Interior

## FISH AND WILDLIFE SERVICE



Pennsylvania Field Office  
315 South Allen Street, Suite 322  
State College, Pennsylvania 16801-4850

March 17, 2004

Ms. Dorothy Daly  
A.D. Marble & Company  
375 East Elm Street, Suite 200  
Conshohocken, Pennsylvania 19428

Dear Ms. Daly:

In response to your December 23, 2003, request, the Fish and Wildlife Service has the following updated information on federally listed or proposed, endangered or threatened species within the study area for the Philadelphia International Airport Capacity Enhancement Program in Philadelphia and Delaware Counties, Pennsylvania. The following information is provided pursuant to the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) to ensure the protection of endangered and threatened species.

As described in our September 5, 2003, comments on the Federal Aviation Administration's Notice of Intent to Prepare an Environmental Impact Statement, the proposed project is located within the range of the bald eagle (*Haliaeetus leucocephalus*), a species that is federally listed as threatened. Bald eagles typically occur in the vicinity of aquatic ecosystems; they frequent lakes, reservoirs, large rivers such as the Delaware, and wetland systems. Their nests are usually built in large trees within two miles of these features. Eagles are vulnerable to human disturbance, particularly during the nesting season.

Between 1997 and 2003, at least one bald eagle pair has nested at several locations on Racoon and Mantua Creeks, New Jersey, less than a mile from the Delaware River and approximately one mile south of the project area. Because bald eagles are continuing to recover and expand their breeding range in this region, new eagle nests may be found in other, previously undocumented locations in the project planning area. Therefore, we continue to recommend that mid-winter or early spring aerial surveys be conducted by a qualified biologist to determine where bald eagle nests occur in or near the action area. The search should be focused on areas within two miles of the Delaware River, its tributaries, and adjacent wetlands. You should also continue to evaluate the extent to which the Delaware is used by bald eagles for foraging (summer and winter), and how this use may be affected by project alternatives.

All information gathered on bald eagle use of the project area should be used in your assessment of project effects on this species. This information, and your analysis and conclusions, should be submitted to this office for review and concurrence. If the bald eagle is likely to be adversely affected, additional consultation with the Service will be necessary.

You should also be aware that no new action has been taken on the Service's July 6, 1999, proposal to remove the bald eagle from the federal *List of Endangered and Threatened Wildlife* (*Federal Register*, Vol. 64, No. 128), and this species remains listed under the Endangered Species Act. Changes in the regulatory status of the bald eagle can be monitored by accessing the Service's web site ([www.fws.gov](http://www.fws.gov)). If the bald eagle is de-listed, the Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d) will become the primary law protecting this species, and the Service is continuing to draft regulations that would authorize disturbance of bald eagles in certain circumstances.

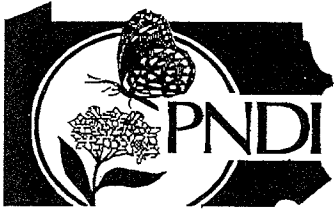
Except for the bald eagle, and occasional transient species, no federally listed or proposed threatened or endangered species under Fish and Wildlife Service jurisdiction are known to occur within the project impact area. This determination is valid for two years from the date of this letter. If the proposed project has not been fully implemented prior to this, an additional review by this office will be necessary. Also, should project plans change, or if additional information on listed or proposed species becomes available, this determination may be reconsidered.

If you have any questions or require further assistance on this matter, please contact me at 814-234-4090.

Sincerely,



David Densmore  
Supervisor



# Pennsylvania Natural Diversity Inventory

Scientific information and expertise for the conservation of Pennsylvania's native biological diversity

March 16, 2004

Fax 717-772-0271  
717-772-0258

## Bureau of Forestry

David Durofchalk  
A.D. Marble & Company  
375 E. Elm St., Suite 200  
Conshohocken, PA 19428

Re: Pennsylvania Natural Diversity Inventory Review of the Proposed Philadelphia  
International Airport, Runway 17-35 Extension **PER NO: 15730**

Dear Mr. Durofchalk:

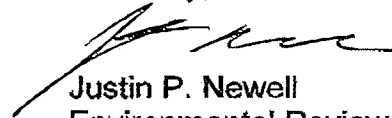
In response to your request on March 2, 2004 the Pennsylvania Natural Diversity Inventory (PNDI) information system was used to gather information regarding the presence of resources of special concern within the referenced site. PNDI records indicate no occurrences of **plant** species of special concern within the project area, therefore we do not anticipate any impact on endangered, threatened, or rare plant species at this location.

Because of the close proximity of the project to species of special concern, our office recommends that you contact of the Pennsylvania Fish & Boat Commission **(814) 359-5113** for recommendations on potential impact on endangered animals in the area.

Pennsylvania Fish and Boat Commission  
Division of Environmental Services  
450 Robinson Lane  
Bellefonte, PA 16823  
Fax- (814) 359-5175

This response represents the most up-to-date summary of the PNDI data files and is applicable for one year. However, an absence of recorded information does not necessarily imply actual conditions on site. A field survey of any site may reveal previously unreported populations. Should project plans change or additional information on listed or proposed species become available this determination may be reconsidered. Please phone this office if you have questions concerning this response or the PNDI system.

Sincerely,



Justin P. Newell  
Environmental Review Specialist

Western Pennsylvania Conservancy  
209 Fourth Ave.  
Pittsburgh, PA 15222  
(412)288-2777  
www.paconserve.org

Pennsylvania Dept. of Conservation and Natural Resources  
Bureau of Forestry  
P. O. Box 8552  
Harrisburg, PA 17105-8552  
(717)787-3444  
www.dcnr.state.pa.us

The Nature Conservancy  
208 Airport Drive  
Middletown, PA 17057  
(717)948-3962  
www.tnc.org



COMMONWEALTH OF PENNSYLVANIA  
**PENNSYLVANIA GAME COMMISSION**  
2001 ELMERTON AVENUE, HARRISBURG, PA 17110-9797

March 10, 2004

Mr. David J. Durofchalk  
A.D. Marble & Company  
375 East Elm Street  
Suite 200  
Conshohocken, PA 19428

In re: Philadelphia International Airport  
Runway 17-35 Environmental Impact Statement  
Species of Special Concern  
Philadelphia County, PA

Dear Mr. Durofchalk:

The Pennsylvania Game Commission has reviewed the above referenced project for potential impacts to species of special concern. Our review consisted of an office review based on project area boundaries and known data for species of special concern and a field view conducted with you and your staff on March 9, 2004.

Due to the lack of habitat for species of special concern in the Runway 17-35 project area, our office has determined that no state listed bird or mammal species of special concern should be impacted. Should project plans extend beyond the present study area, or if additional information on endangered or threatened species of birds or mammals becomes available, this review may be reconsidered.

This reply relates only to endangered and threatened species and does not address other concerns of the Pennsylvania Game Commission. If you have any questions, please contact me at (717) 783-5957.

Very truly yours,

Kevin L. Mixon  
Division of Environmental  
Planning and Habitat Protection  
Bureau of Land Management

ADMINISTRATIVE BUREAUS:

PERSONNEL: 717-787-7806 ADMINISTRATION: 717-787-5870 AUTOMOTIVE AND PROCUREMENT DIVISION: 717-787-6584  
LICENSE DIVISION: 717-787-2004 WILDLIFE MANAGEMENT: 717-787-5529 INFORMATION & EDUCATION: 717-787-6288 LAW ENFORCEMENT: 717-787-5740  
LAND MANAGEMENT: 717-787-6818 REAL ESTATE DIVISION: 717-787-6558 AUTOMATED TECHNOLOGY SYSTEMS: 717-787-6078 FAX: 717-722-2411

WWW.PGC.STATE.PA.US

AN EQUAL OPPORTUNITY EMPLOYER



UNITED STATES DEPARTMENT OF COMMERCE  
National Oceanic and Atmospheric Administration  
NATIONAL MARINE FISHERIES SERVICE  
NORTHEAST REGION  
One Blackburn Drive  
Gloucester, MA 01930-2258

MAR -2 2004

Dorothy Daly  
A.D. Marble & Company  
375 East Elm Street  
Suite 200  
Conshohocken, PA 19428

Dear Ms. Daly,

This is in response to your letter dated February 25, 2004 requesting information on the presence of any rare, threatened or endangered species under the jurisdiction of the National Marine Fisheries Service (NOAA Fisheries) in the vicinity of the proposed Philadelphia International Airport capacity enhancement project.

Federally endangered shortnose sturgeon (*Acipenser brevirostrum*) are known to occur in the Delaware River from the lower bay upstream to at least Lambertville, New Jersey. Tagging studies by O'Herron et al. (1993) found that the most heavily used portion of the river appears to be between river mile 118 below Burlington Island and river mile 137 at the Trenton Rapids. From November through March, adult sturgeon overwinter in dense sedentary aggregations in the upper tidal reaches of the Delaware between river mile 118 and 131. The areas around Duck Island and Newbold Island seem to be regions of intense overwintering concentrations. However, unlike sturgeon in other river systems, shortnose sturgeon in the Delaware do not appear to remain as stationary during overwintering periods. Overwintering fish have been found to be generally active, appearing at the surface and even breaching through the skim ice (O'Herron 1993). Due to the relatively active nature of these fish, the use of the river during the winter is difficult to predict. The overwintering location of juvenile shortnose sturgeon is not known but believed to be on the freshwater side of the oligohaline/fresh water interface (O'Herron 1990). In the Delaware River, the oligohaline/freshwater interface occurs in the area between Wilmington, Delaware and Marcus Hook, Pennsylvania.

Spawning in the Delaware River may occur from late March through early May, dependent on weather conditions. While actual spawning has not been documented in this area, the concentrated use of the Scudders Falls region in the spring by large numbers of mature male and female shortnose sturgeon indicate that this is a major spawning area (O'Herron et al. 1993). After spawning, shortnose sturgeon move rapidly downstream to the Philadelphia area. Historically, sturgeon were relatively rare below Philadelphia due to poor water quality. In the past decade, the water quality in the Philadelphia area has improved leading to an increased use of the lower river by shortnose sturgeon. After adult sturgeon migrate to the area around Philadelphia, many adults return upriver to between river mile 127 and 134 within a few weeks.



while others gradually move to the same area over the course of the summer (O'Herron 1993). By November, adult sturgeon have returned to the overwintering grounds around Duck Island and Newbold Island.

While the area above Philadelphia is of primary importance to shortnose sturgeon in the Delaware River, shortnose sturgeon are present below Philadelphia. Brundage and Meadows (1982) have reported incidental captures in commercial gillnets in the lower Delaware. During a study focusing on Atlantic sturgeon, Shirey et al. (1999) captured 9 shortnose sturgeon in 1998. During the June through September study period, Atlantic and shortnose sturgeon were found to use the area on the west side of the shipping channel between Deep Water Point, New Jersey and the Delaware-Pennsylvania line. The most frequently utilized areas within this section were off the northern and southern ends of Cherry Island Flats in the vicinity of the Marcus Hook Bar.

Section 7(a)(2) of the Endangered Species Act (ESA) of 1973, as amended, states that each Federal agency shall, in consultation with the Secretary, insure that any action they authorize, fund, or carry out is not likely to jeopardize the continued existence of a listed species or result in the destruction or adverse modification of designated critical habitat. Because federally endangered shortnose sturgeon are present in the Delaware River, any discretionary federal action that may affect this species must undergo Section 7 consultation. The federal action agency, in this case the Federal Aviation Administration (FAA), would be responsible for initiating Section 7 consultation, at which time the project details would be submitted to NOAA Fisheries, Northeast Regional Office, Protected Resources Division, One Blackburn Drive, Gloucester, MA 01930. An assessment of the project's impacts to federally endangered shortnose sturgeon should be included with the project details. After reviewing this information, NOAA Fisheries would then be able to conduct a consultation under section 7 of the ESA.

We look forward to your continued cooperation with consultation matters. Should you have any questions about these comments or about the section 7 consultation process in general, please contact Julie Crocker at (978)281-9328 ext. 6530.

Sincerely,



Mary A. Colligan  
Assistant Regional Administrator  
for Protected Resources

Cc: Riportella, F/NER4





U.S. Department  
of Transportation

Federal Aviation  
Administration

Harrisburg Airports District Office  
3905 Hartzdale Drive, Ste. 508  
Camp Hill, PA 17011  
(717) 730-2830 phone  
(717) 730-2838 FAX

February 24, 2004

Bradley M. Campbell  
New Jersey State Historic Preservation Officer  
401 East State Street  
P.O. Box 402  
Trenton, NJ 08625-0402

REFERENCE: Philadelphia International Airport  
Runway 17-35 Extension Project  
Delaware & Philadelphia Counties, PA

Dear Mr. Campbell:

This letter is to inform you that the Philadelphia International Airport proposes to conduct an undertaking subject to compliance with Section 106 of the National Historic Preservation Act and its implementing regulations, 36 CFR Part 800. This letter serves to initiate consultation with the NJ SHPO on this matter (800.3(c)).

The undertaking is to provide improvements to the Philadelphia International Airport that would reduce current and projected airfield delays as soon as feasible. Alternatives currently being considered to provide these short-term improvements include extending existing Runway 17-35. The Area of Potential Effect for archaeological and above-ground resources are demarcated on the attached maps and described in the attached narrative.

Please review the information we have provided on this undertaking and contact Jim Byers directly at (202) 267-3007 if you have any questions.

Sincerely,

Wayne Heibeck, Manager  
Harrisburg Airports District Office

Cc: Bureau for Historic Preservation  
Pennsylvania Historical and Museum Commission

Enclosure

As proposed, the project will not adversely affect historic properties. Pursuant to 800.5(c), if no consulting parties object to this finding within the 30 day review period, the project may proceed, as proposed, unless resources are discovered during project implementation, pursuant to 800.13.

Dorothy F. Guzzo  
Deputy State Historic Preservation Officer  
4/19/04

DETERMINATION IS BASED ON FIG. 3 APE MAP.



February 9, 2004

Bureau of Forestry

717-787-7067  
Fax 717-783-0271

Dorothy Daly  
Environmental Planner/Scientist  
A.D. Marble & Company  
375 East Elm Street  
Suite 200  
Conshohocken, PA 19428

Re: Bureau of Forestry, Pennsylvania Natural Diversity Inventory Search for Philadelphia International Airport Capacity Enhancement Program, Philadelphia and Delaware Counties, PA - PNDI # 015452

Dear Dorothy:

After reviewing the information you submitted on December 23, 2003 regarding the above project, we have determined that there may be potential community and plant conflicts.

There is a community of special concern, a freshwater intertidal mudflat, within the study area. Freshwater intertidal mudflats are one of the most rare community types in Pennsylvania and, thus, are given the rank S1 (critically impaired).

Species of special concern found within the project study area include:

Scientific name	Common name	Status	habitat	seen
<i>Amaranthus cannabinus</i>	waterhemp	PR	uppermost zone of freshwater	1994
	ragweed		intertidal marsh	
<i>Baccharis halimifolia</i>	Eastern baccharis	PR	tidal marshes	1952
<i>Eleocharis obtusa</i> var <i>peasi</i>	Wright's spike rush	PE	tidal mudflats	1994
<i>Eleocharis parvula</i>	little spike rush	PE	tidal shores and mudflats	1994
<i>Heteranthera multiflora</i>	multiflowered mud-plantain	PE	tidal shores and mudflats	1994
<i>Pluchea odorata</i>	shrubby camphor-weed	PE	tidal mudflats, wet ditches, railroad ballast, nursery beds where salt hay mulch was used	1991
<i>Sagittaria calynia</i> var <i>spongiosa</i>	long-lobed arrow-head	PE	tidal mudflats	1991
<i>Sagittaria subulata</i>	subulate arrowhead	PR	tidal shores and mudflats	1994
<i>Schoenoplectus smittii</i>	Smith's bulrush	PE	moist shores and tidal mudflats	1991
<i>Zizania aquatica</i>	Indian wild rice	PR	tidal and non-tidal marshes	1994

Stewardship

Partnership

Service

Species observed near the study area include:

Scientific name	Common name	Status	habitat	seen
<i>Bidens bidentoides</i>	swamp beggar-ticks	PE	tidal shores and mudflats	1994
<i>Echinochola walteri</i>	Walter's barnyard-grass	PE	tidal marshes and mudflats	1991
<i>Lyonia mariana</i>	stagger-bush	PE	dry woods and serpentine barrens	1952
<i>Quercus falcata</i>	southern red oak	PE	dry to moist woods	2000
<i>Quercus phellos</i>	willow oak	PE	moist to wet woods	2000
<i>Schoenoplectus fluviatilis</i>	river bulrush	PR	moist, sandy shores and marshes	1991

Changes in channel morphology of the Delaware River within the study area are likely to have devastating impacts on species of special concern and may potentially destroy the community of special concern. As plans for expansion develop, please coordinate further with our office. We will likely recommend that a qualified botanist conduct a botanical survey at the appropriate time of year prior to disturbance. The botanist will be asked to fill out the forms located at <http://pndi.state.pa.us/fieldsurvey/fieldsurvey.htm> and the survey should be a search for all Pennsylvania listed species, not only the species listed above. Additional extensive studies will likely be needed to examine potential direct or indirect impacts, especially if alterations within the river channel are proposed. Every effort should be made to avoid detrimental impacts to the community and species of special concern or further mitigation measures will be necessary.

If you have not done so already, contact the PA Game Commission and PA Fish and Boat Commission regarding potential animal impacts.

This response represents the most up-to-date summary of the PNDI data files and is applicable for one year. Should project plans change or additional information on listed or proposed species become available, this determination may be reconsidered.

Please phone Autumn Sabo, Environmental Review Botanist, at 717 787 7067 with any questions concerning this response.

Sincerely,



Chris Firestone  
Wild Plant Program Manager, DCNR

cc: John Miller, Bureau of Forestry, DCNR  
Sally Just, Office of Conservation Science, DCNR

# PENNSYLVANIA GAME COMMISSION

2001 ELMERTON AVENUE, HARRISBURG, PA 17110-9797



January 5, 2004

Ms. Dorothy Daly  
A.D. Marble & Company  
375 East Elm Street  
Suite 200  
Conshohocken, PA 19428

In re: Philadelphia International Airport  
Capacity Enhancement Program  
Philadelphia and Delaware Counties, PA

Dear Ms. Daly:

This is in response to your letter of December 23, 2003, requesting information concerning state listed endangered and threatened species of birds and mammals as related to this project.

The PGC has the following recommendations based on observations of great egret (*Ardea alba*, PA endangered) and American bittern (*Botaurus lentiginosus*, PA endangered), past database records, and conversations with Dan Brauning (PGC Avian Specialist).

The study area contains potential habitat for the following species:

<u>Common Name</u>	<u>Scientific Name</u>	<u>State Status</u>
Great Egret	<i>Ardea alba</i>	PA Endangered
Black-crowned Night Heron	<i>Nycticorax nycticorax</i>	At Risk
Yellow-crowned Night Heron	<i>Nycticorax Violaceus</i>	PA Endangered
Short-eared owl	<i>Asio flammeus</i>	PA Endangered
King Rail	<i>Rallus elegans</i>	PA Endangered
Least Bittern	<i>Ixobrychus exilis</i>	PA Endangered
American Bittern	<i>Botaurus lentiginosus</i>	PA Endangered
Sedge Wren	<i>Cistothorus platensis</i>	PA Threatened

## ADMINISTRATIVE BUREAUS:

PERSONNEL: 717-787-7838 ADMINISTRATION: 717-787-5670 AUTOMOTIVE AND PROCUREMENT DIVISION: 717-787-6594  
LICENSE DIVISION: 717-787-2084 WILDLIFE MANAGEMENT: 717-787-8928 INFORMATION & EDUCATION: 717-787-6206 LAW ENFORCEMENT: 717-787-5740  
LAND MANAGEMENT: 717-787-8818 REAL ESTATE DIVISION: 717-787-6888 AUTOMATED TECHNOLOGY SYSTEMS: 717-787-4076 FAX: 717-772-2411

WWW.PGC.STATE.PA.US

AN EQUAL OPPORTUNITY EMPLOYER

Ms. Dorothy Daly

-2-

January 5, 2004

A field view should be held in February to review the potential habitat and determine the survey methods and appropriate areas to survey for each species. As a follow up to the meeting, a plan of study should be sent to the PGC for review. The plan of study should include the area to be surveyed and methods for each species. The PGC will review the plan of study to ensure the survey plans will be sufficient to determine presence or absence of the species and that everyone is in agreement on the methods.

The PGC may participate on a few days of surveying and should be contacted with the survey schedule. It may be necessary to conduct a second year of surveys due to the potential number of species present and the long time frame involved with completing Environmental Impact Statements.

Please contact me directly at (717) 783-5957 if you have any questions.

Very truly yours,



Kevin L. Mixon  
Division of Environmental  
Planning and Habitat Protection  
Bureau of Land Management

Cc: Capouillez, PGC  
Killough, PGC  
Brauning, PGC  
Arway, PFBC  
Anderson, DEP, SE Reg. Office  
Densmore, USFWS  
Jenkins, COE, Philadelphia Dist.  
Alper, EPA

Pennsylvania Field Office  
315 South Allen Street, Suite 322  
State College, Pennsylvania 16801-4850

September 5, 2003

James B. Byers  
Federal Aviation Administration  
Airports District Office  
3905 Hartzdale Drive, Suite 506  
Camp Hill, Pennsylvania 17011

Ref: Notice of Intent to Prepare an Environmental Impact Statement; Philadelphia Airport Runway 17-35 Extension Project and Capacity Enhancement Program (ER 03/632, 03/633)

Dear Mr. Byers:

The Fish and Wildlife Service has reviewed the referenced Notice of Intent for two proposed expansion projects at the Philadelphia International Airport (PHL) in Philadelphia and Delaware Counties, Pennsylvania. The following general comments are based on this NOI and the scoping information documents provided at the August 19, 2003, agency scoping meeting. These are the Service's preliminary scoping comments only, and do not represent the views of the Department of the Interior or its other bureaus on the subject projects.

#### RUNWAY 17-35 EXTENSION PROJECT

The proposed action involves extension of Runway 17-35 to the north and south by a total of 1,040 feet. Based on existing information, we are not aware of any direct or indirect impacts that this project would have on fish, wildlife, or habitats of concern to the Service. Consequently, we would have no objection to this project at this time, nor any recommendations for measures to avoid or minimize its environmental impacts. Should additional information on project impacts or project area natural resources become available during the environmental assessment of this project, we would reconsider this conclusion.

#### CAPACITY ENHANCEMENT PROGRAM

As currently envisioned, the proposed Capacity Enhancement Program would include at least two "build" alternatives that could have direct or indirect impacts on fish and wildlife resources in the project area. Impacts of one or both alternatives include fills in wetlands or other waters of the U.S. (e.g., the Delaware River); direct or indirect harm to migratory birds in the project area; impacts on federally listed species; and indirect impacts due to overflights of the John Heinz National Wildlife Refuge and Cusano National Environmental Education Center.

### Alternatives Being Considered

Environmental documents prepared pursuant to the National Environmental Policy Act must rigorously and objectively evaluate all reasonable alternatives, regardless of whether they are within the jurisdiction of the action agency. Therefore, we would like to emphasize the importance of evaluating both "non-structural" (e.g., system management alternatives), as well as a reasonable range of "build" alternatives.

The scoping documents prepared to date suggest that at least some, as-yet unspecified alternatives that would not involve major construction at the PHL site will be considered, and we encourage a full evaluation of such alternatives. However, at this time only two "build" alternatives are under consideration, either of which could have significant adverse impacts on fish and wildlife resources. We strongly recommend that additional "build" (on-site) alternatives that might involve modifications to the proposed runway and other infrastructure configurations(s) also be evaluated. For example, are there practicable variants of the proposed parallel concept that would reduce fills in wetlands and the Delaware River? If so, consideration of such alternatives will both satisfy the requirements of NEPA and be critical to ensuring compliance with the Clean Water Act section 404(b)(1) Guidelines.

### Fills in Wetlands and Other Waters

As cited above, Clean Water Act regulations prohibit issuance of section 404 permits for discharges having less damaging, practicable alternatives. Because this project is not water dependent, the section 404(b)(1) Guidelines presume that practicable alternatives exist that would not involve discharges in wetlands, unless the applicant can clearly demonstrate otherwise. If such impacts are unavoidable, however, and have been minimized to the maximum extent practicable, remaining impacts to the aquatic environment must be offset through appropriate compensatory measures. Appropriate compensation would emphasize in-kind restoration and protection of aquatic habitats on the Delaware River. Therefore, as part of the project evaluation, an inventory of potential compensation sites should be conducted.

In addition to direct project impacts, the EIS should evaluate all potential indirect and secondary impacts of the proposed action on wetlands and other waters, including degradation of habitat and water quality adjacent to proposed development (off-site effects), and growth-induced effects such as the need for increased surface access to the airport, additional parking needs, commercial development, etc.

### Water Quality

Proposed "build" alternatives, especially when considered with potential secondary development, may have significant direct and indirect impacts on water quality in the Delaware River and nearby tributaries. The potential effects of all planned and unplanned, point and non-point source discharges to the Delaware and its tributaries should be evaluated. The continued cumulative degradation of wetland and shallow water habitats immediately adjacent to the Delaware should be part of this evaluation.

## Migratory Birds

Executive Order 13186 (66 FR 3853; January 10, 2001) outlines the responsibilities that federal agencies have to protect migratory birds. Federal agencies are currently entering into Memoranda of Understanding with the Fish and Wildlife Service to implement the migratory bird conservation measures identified in this Executive Order. To our knowledge, the MOU between the Service and the Federal Aviation Administration is still in draft. Nevertheless, we encourage the FAA to consider the conservation measures contained in this Executive Order in proposed project design, operations, and mitigation.

## Federally Listed Species

The following comments are provided pursuant to the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) to ensure the protection of endangered and threatened species.

The proposed project is located within the range of the bald eagle (*Haliaeetus leucocephalus*), a species that is federally listed as threatened. Bald eagles typically occur in the vicinity of aquatic ecosystems; they frequent lakes, reservoirs, large rivers (e.g., Delaware River), and wetland systems. Their nests are usually built in large trees within two miles of these features. Eagles are vulnerable to human disturbance, particularly during the nesting season.

The bald eagle population in Pennsylvania has increased substantially from the three nesting pairs found in the State from 1963 through 1980. In 2002, 67 active bald eagle nests were documented. We are aware of at least one nest in the project area -- during the last three seasons (2001-2003), one bald eagle pair nested at three different locations on Mantua Creek, New Jersey, less than a mile from the Delaware River and approximately one mile south of the project area. Because bald eagles are continuing to recover and expand their breeding range in Pennsylvania, new eagle nests may be found in other, previously undocumented locations in the vicinity of the project planning area. For example, Little Tinicum Island has the potential to support nesting bald eagles.

The Service proposed to remove the bald eagle from the federal *List of Endangered and Threatened Wildlife* on July 6, 1999 (*Federal Register*, Vol. 64, No. 128), but final action on that proposal has not been taken. The bald eagle, therefore, continues to be listed under the Endangered Species Act. Any changes in the regulatory status of the bald eagle can be monitored by accessing the Service's web site ([www.fws.gov](http://www.fws.gov)).

If the bald is de-listed, the Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d) will become the primary law protecting bald eagles. This Act prohibits the take of bald and golden eagles, and provides a statutory definition of "take" that includes "disturb." Currently, there is no regulatory mechanism under the BGEPA to permit disturbance of the bald eagle. However, the Service is in the process of drafting regulations that would authorize disturbance of bald eagles in certain circumstances, provided that the taking is consistent with the preservation of the bald eagle.



Because project activities are proposed near a known nest site, and the Delaware River corridor may be used by foraging eagles, adverse effects on this species may occur. Prior to implementing this project, a "leaf-off" (i.e., mid-winter or early spring) aerial survey should be conducted by a qualified biologist to determine where bald eagle nests occur in or near the action area. The search should be focused on areas within two miles of the Delaware River, its tributaries, and adjacent wetlands. You should also determine to what extent the Delaware is used by bald eagles for foraging (summer and winter), and how this use may be affected by project alternatives. Relevant information may be available from agencies or organizations such as the Pennsylvania Game Commission, their New Jersey counterparts, or groups such as the National Audubon Society. The results of this effort should be submitted to this office for review and concurrence. Your effects analysis and conclusions should also be submitted to this office for review and concurrence. If this species is likely to be adversely affected, additional consultation with the Service will be necessary.

Except for the bald eagle, and occasional transient species, no federally listed or proposed threatened or endangered species under Fish and Wildlife Service jurisdiction are known to occur within the project impact area. This determination is valid for two years from the date of this letter. If the proposed project has not been fully implemented prior to this, an additional review by this office will be necessary. Also, should project plans change, or if additional information on listed or proposed species becomes available, this determination may be reconsidered.

The federally listed, endangered shortnose sturgeon (*Acipenser brevirostrum*), may also be present in the project planning area. This species is under the jurisdiction of the National Marine Fisheries Service. For the several Pennsylvania-listed species present, the FAA should be consulting with the Pennsylvania Fish and Boat Commission, Game Commission, and Department of Conservation and Natural Resources.

#### John Heinz National Wildlife Refuge and Cusano National Environmental Education Center

Changes in flight patterns or other airport operations also have the potential to adversely affect species, habitats, and human use of the adjacent National Wildlife Refuge and Education Center, and may, therefore, conflict with established refuge uses such as interpretation, education, wildlife observation, photography, and fishing. Potential effects and mitigative measures on the Refuge that should be considered and evaluated in the EIS include:

- Maintenance of minimum overflight altitudes.
- Bird collisions.
- Ground security in currently unpatrolled Refuge backcountry areas where low-altitude overflights may occur.
- Impacts of jet exhaust on wildlife.
- Impacts of increased aircraft noise on nesting and migrant bird species.

Impacts of potential water quality degradation on Refuge fish, wildlife, and habitats.

Impacts of regular, frequent overflights on Refuge visitor use, and on Refuge staff.

More than 300 bird species have been recorded on the Refuge, with more than 80 of these nesting. Therefore, it is critical to ensure that adequate and up-to-date baseline information on Refuge bird and other wildlife species susceptible to aircraft noise is considered in your evaluation. Such information and evaluation should include species numbers, distribution, and seasonal use of Refuge habitats, as well as the visitor use associated with these patterns.

If you have any questions regarding these comments, please contact me at 814-234-4090 (x233).

Sincerely,

David Densmore  
Supervisor

cc:



**Interagency Stewardship and Streamlining Agreement for the Philadelphia International Airport Runway 17-35 Extension Project Environmental Impact Statement and Permitting and the Capacity Enhancement Program Environmental Impact Statement and Permitting**



The FAA commits to foster streamlining of the Philadelphia International Airport Environmental Impact Statement (EIS) and permitting processes. As the lead federal agency for these EISs, FAA will also ensure environmental protection through a coordinated decisionmaking process with our federal, state, and local environmental partners. FAA will also provide excellent information and documentation and opportunities to the public to enhance its involvement.

To provide relief from the existing delays as soon as feasible, the proposed improvements to the Airport have been divided into two separate projects, the Philadelphia International Airport Runway 17-35 Extension Project Environmental Impact Statement and the Philadelphia International Airport Capacity Enhancement Program Environmental Impact Statement. It appears that the Runway 17-35 Extension Project will generate fewer environmental impacts and that the impacts will be of lesser magnitude than the impacts from the Capacity Enhancement Program. The EIS and permitting for the Runway 17-35 Project are, therefore, anticipated to be completed in a much shorter time frame than the EIS and permitting for the Capacity Enhancement Program. We agree to expedite the review of each EIS, as well as the permitting decisions and similar decisions for each proposed project.

*This Interagency Stewardship and Streamlining Agreement for the Philadelphia International Airport Environmental Impact Statements and Permitting is based upon the seven key points that the Agency Streamlining Champions previously agreed to during the Philadelphia International Airport Streamlining Leadership Conference held in Philadelphia on July 24, 2003.*

**Key Point 1. We commit to identify environmental agency priorities and to explore opportunities to ensure that the proposed projects incorporate environmental protection and stewardship.**

Environmental stewardship incorporates protection and enhancement of the natural and human environment into the planning, development, operation, and maintenance of transportation facilities and services. Environmental protection and stewardship opportunities include, but are not limited to, operational best practices, pollution prevention, conservation of natural resources, green design/ technologies, protection of cultural resources and environmental sustainability.

All agencies signing this agreement are responsible for identifying opportunities to enhance and preserve environmental resources in the project areas. They are encouraged to provide recommendations at any time during the study to serve as the basis for a more detailed implementation plan to be prepared following FAA's selection of the preferred alternative for each proposed project. Because of their expertise in airport construction and operations, the EIS Project Team (FAA, its EIS consultant, and the Airport Sponsor) will review and identify measures that may adversely affect the construction and operation of on-airport facilities.



Interagency Stewardship and Streamlining Agreement for the Philadelphia International Airport Runway 17-35 Extension Project Environmental Impact Statement and Permitting and the Capacity Enhancement Program Environmental Impact Statement and Permitting



Key Point 2. We commit to identify our individual roles, responsibilities and statutory authority for these proposed projects.

We recognize our specific roles and responsibilities derived from the statutory authority granted to it by the federal or state legislature. Appendix A presents this information as it applies to NEPA and to potential project permits. As a result, we are responsible for attending interagency review or field meetings, reviewing project technical reports and other documentation addressing our respective fields of expertise. We will also participate in problem solving and issue resolution processes, if necessary, for both the Runway 17-35 Extension Project and the Capacity Enhancement Program.

Key Point 3. We commit to mutually respect our respective missions, technical expertise, and statutory authority as we work through the environmental analyses of each proposed project and to help each other fulfill our mandates.

Appendix A describes our respective agency statutory authority as it relates to these proposed projects.

Key Point 4. We will set mutually agreed upon time frames to fulfill our respective roles and responsibilities throughout these proposed projects.

Appendix A presents each agency's roles, responsibilities, and statutory authority for both the Runway 17-35 Extension Project and the Capacity Enhancement Program<sup>1</sup>.

Key Point 5. We will include a method for understandings and agreements we reach throughout the environmental review processes for each proposed project. We will document these consensus points, with provisions, where appropriate, and indicate our agreement by signing a consensus agreement form for each consensus point.

A Consensus Point is a point in the environmental review process where the FAA will work toward obtaining consensus from the appropriate agencies.

<sup>1</sup> The time frames will be established after completion of the Scoping Process Report.



Interagency Stewardship and Streamlining Agreement for the Philadelphia International Airport Runway 17-35 Extension Project Environmental Impact Statement and Permitting and the Capacity Enhancement Program Environmental Impact Statement and Permitting



The Philadelphia EIS processes will include a number of consensus points that FAA will document, distribute, solicit comments, and work toward obtaining consensus from the appropriate agencies. Not every agency will need to be involved in every consensus point. The consensus points may include, but are not limited to:

- Project Purpose and Need
- Developing a range of alternatives capable of achieving the purpose and need
- Developing reasonable, possible, and prudent alternatives retained for further evaluation because they meet the purpose and need
- Minimization of impacts
- Mitigation requirements
- Stewardship Opportunities

Appendix B presents a sample agency consensus form that we will use when FAA works toward obtaining consensus for both the Runway 17-35 Extension Project and the Capacity Enhancement Program. The process for resolving conflicts is discussed in Key Point #7 in this agreement.

**Key Point 6.** We agree not to revisit any consensus points, unless substantive environmental information, substantial project changes, or changes to laws and regulations warrant reopening an agreed-upon consensus point.

New substantive information or substantive change to the proposed project, the environment, or laws and regulations must result in a substantially different picture of social, economic or environmental impacts compared to the impacts previously analyzed and described in Technical Reports and/or the Environmental Impact Statements.

A consensus point can also be revisited if pertinent conditions and requirements of prior approvals (if any) will not be met because of the new substantive information or substantive change to the proposed project, the environment, or laws and regulations.

**Key Point 7.** To quickly address unresolved issues among or between us, we will develop a mutually-acceptable collaborative problem solving and issue resolution framework. The framework will include reasons for initiating issue resolution process, procedures, and time frames.

For both the Runway 17-35 Extension Project and the Capacity Enhancement Program, we will attempt to resolve disagreements at the earliest stage possible and at the lowest appropriate organizational level. However, if necessary, we will effectively use higher-level authorities, as appropriate, for negotiating or resolving impasses.



**Interagency Stewardship and Streamlining Agreement for the Philadelphia International Airport Runway 17-35 Extension Project Environmental Impact Statement and Permitting and the Capacity Enhancement Program Environmental Impact Statement and Permitting**

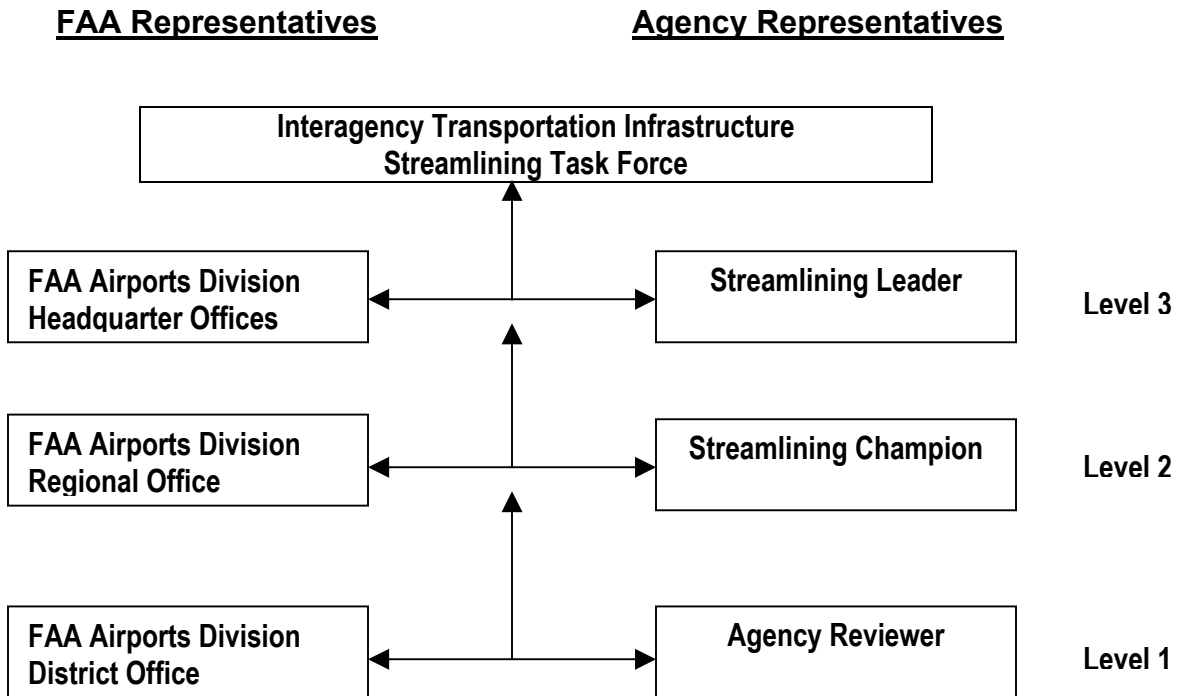


The following steps will occur after the FAA receives agency comments on a consensus point or document per the time frames listed in Appendix A:

1. FAA distributes or presents a revised consensus point or document to the agencies.
2. FAA requests a completed consensus form from each agency on the revised consensus point or document.
3. Within seven calendar days, the reviewing agency(ies) indicates whether or not that it/they can agree to the Consensus Point, and if they do not agree, the objecting agency(ies) must provide written reasons for rejecting the Consensus Point.
4. Within seven calendar days, FAA reviews the rejection. If we cannot reach agreement or if it is not likely we can reach one, FAA provides specific reasons for the disagreement and elevates the issue to the next management level.

Any of us may request the start of the issue resolution process.

This graphical presentation depicts the issue resolution process.





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Applicability

Participation in this agreement does not imply endorsement of any aspects of these projects. Nothing in this agreement or its appendices is intended to diminish, modify, or affect the statutory or regulatory authorities of the agencies involved.

This Agreement will be effective for each agency upon its signing of the Agreement. It will apply to the proposed Philadelphia International Airport Capacity Enhancement Program and the Runway 17-35 Extension Project.

Additional agencies having environmental expertise or authority may request joining this Agreement. After we have discussed their request to join this Agreement, they may become a party to it by signing this Agreement.

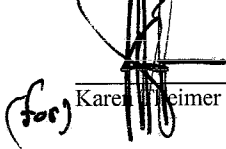



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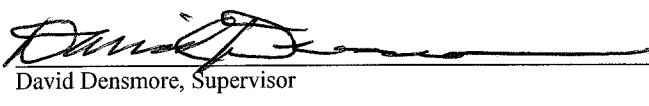
Signatories

 9/3/03  
 Jim Johnson, Acting Eastern Region Airports Division Manager Federal Aviation Administration

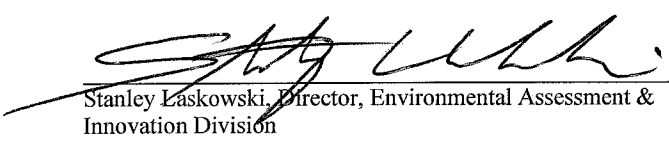
(for)  9/17/03  
 Karen Weimer Brown, Historic Preservation Specialist Advisory Council on Historic Preservation

 9/3/03  
 Stan Gorski, Mid-Atlantic Field Office Supervisor NOAA Fisheries (NMFS)


 9/3/03  
 Frank Cianfrani, Chief Regulatory Division U.S. Army Corps of Engineers - Philadelphia District


  
 David Densmore, Supervisor U.S. Fish & Wildlife Service - Pennsylvania Field Office

LCDR Patrick Keffler, Supervisor, Port Operations U.S. Coast Guard – MSO/Group Philadelphia

  
 Stanley Laskowski, Director, Environmental Assessment & Innovation Division U.S. Environmental Protection Agency - Region III

Shaun Eyring, Manager, Resource Planning & Compliance National Park Service

 9/3/03  
 David Burke, Water Quality Specialist Pennsylvania Department of Environmental Protection

 9/3/03  
 Vito Genua, Assistant District Executive - Design Pennsylvania Department of Transportation - District 6

Susan Zacker Pennsylvania Historical & Museum Commission





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*David W Cough* 9/12/03

David Cough, Director of Operations Federal Highway Administration

*David E Spotts* 9/3/03

David Spotts, Chief, Watershed Analysis Section Pennsylvania Fish & Boat Commission

*Kevin Mixon* 9/3/03

Kevin Mixon, Environmental Planning & Habitat Protection Pennsylvania Game Commission

*Ken Koschek* 9/3/03

Ken Koschek New Jersey Department of Environmental Protection

*Dorothy P. Guzzo* 9/22/03

Dorothy Guzzo, Deputy State Historic Preservation Specialist New Jersey State Historic Preservation Office

*Dan Griffith* 9/3/2003

Dan Griffith, State Historic Preservation Officer Delaware State Historic Preservation Office

David Carter, Program Manager II

Delaware Department of Natural Resources and Environmental Control, Delaware Coastal Programs

*Charles Isdell* 9-3-03

Charles Isdell, Director of Aviation

City of Philadelphia



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**Appendix A**

Agency Milestones	Approximate Dates	
	Runway 17-35	CEP
Purpose and Need Report Review	March 2004	TBD
Purpose and Need Consensus Point	March 2004	TBD
Alternatives Analysis Report Review	April 2004	TBD
Alternatives Consensus Point	April 2004	TBD
Review of Environmental Impact Technical Reports	May 2004 - June 2004	TBD
Avoidance/Minimization/Mitigation Consensus Points	June 2004	TBD
Stewardship Opportunities	October 2003 through May 2004	TBD
Agency Review of Draft EIS	September 2004 - Mid-October 2004	TBD
Review and Process Permit Applications	September 2004 through October 2004	TBD



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**Agency Statutory Authority and Roles and Responsibilities**

Federal Aviation Administration			
Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
<ul style="list-style-type: none"> <li>▪ 49 U.S.C. Subtitle VII</li> <li>▪ National Environmental Policy Act (NEPA) (consider environmental factors through systematic interdisciplinary approach before committing to a course of action)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Publish Notice of Intent in Federal Register</li> <li>▪ Hold Scoping Meetings</li> <li>▪ Invite Cooperating Agencies to participate in study and assign roles and responsibilities to those accepting the invitation.</li> <li>▪ Develop proposed study areas, data requirements, and methodologies to analyze social, economic and environmental impacts and work toward consensus on them</li> <li>▪ Attend interagency review or field meetings</li>   <li>▪ Prepare Project Purpose and Need Technical Report; circulate to agencies; and work toward consensus on Purpose and Need</li> <li>▪ Review of Section 404 Basic Project Purpose</li> <li>▪ Develop and describe the range of alternatives capable of achieving the purpose and need</li> <li>▪ Develop criteria for determining the reasonable, possible and prudent alternatives; identify alternatives that will</li> </ul>	<p>Completed Completed 10 Business Days</p> <p>20 Business Days</p> <p>Periodically throughout study period 50 Business Days</p> <p>10 Business Days 10 days 10 days</p>	<p>Completed Completed 10 Business Days</p> <p>35 Business Days</p> <p>Periodically throughout study period 80 Business Days</p> <p>10 Business Days 20 days 20 days</p>



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Federal Aviation Administration			
Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
	<p>not achieve the purpose and need; provide the reasons why certain alternatives are rejected from further consideration and not be included in the EIS for detailed analyses; and identify reasonable, possible, and prudent alternatives that achieve the purpose and need and will be analyzed in detail in the EIS</p> <ul style="list-style-type: none"> <li>▪ Prepare Alternatives Analysis Technical Report; circulate to agencies; and work toward consensus on the range of reasonable, possible and prudent alternatives that the EIS will detail.</li> <li>▪ Propose Section 106 Area of Potential Effect</li> <li>▪ Make Section 106 Determinations of Eligibility and work toward consensus on them with the appropriate agencies.</li> <li>▪ Determine the environmental consequences of the No Build Alternative and each reasonable, possible, and prudent alternative that is capable of achieving the purpose and need</li> </ul> <ul style="list-style-type: none"> <li>▪ Identify measures to avoid, minimize or mitigate potential social, economic and environmental impacts</li> </ul>	<p>70 Business Days</p> <p>10 Business Days 20 Business Days</p> <p>60 Business Days</p> <p>40 Business Days</p>	<p>80 Business Days</p> <p>10 Business Days 20 Business Days</p> <p>260 Business Days</p> <p>140 Business Days</p>



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Federal Aviation Administration			
Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
	(mitigation requirements, preferred locations, and level of detail) and work toward consensus on these measures with appropriate agencies		
	<ul style="list-style-type: none"> <li>▪ Conduct public outreach with project stakeholders (public meetings, newsletters, web site)</li> <li>▪ Propose Environmental Stewardship opportunities and work toward consensus with appropriate agencies</li> <li>▪ Prepare, circulate and work toward consensus on Technical Reports with appropriate agencies</li> <li>▪ Develop Draft General Conformity/Public Review Determination</li> <li>▪ Prepare Draft EIS</li> <li>▪ Circulate Draft EIS for public and agency review</li> <li>▪ Hold Public Hearings</li> <li>▪ Comment on the Section 404 Least Environmentally Damaging Practicable Alternative</li> <li>▪ Summarize comments received on the Draft EIS and key issues raised during the public hearings</li> </ul>	Periodically throughout study period Periodically throughout study period 90 Business Days 20 Business Days 120 Business Days 45 Calendar Days During Draft EIS comment period 15 Business Days 20 Business Days	Periodically throughout study period Periodically throughout study period 140 Business Days 20 Business Days 200 Business Days 45 Calendar Days During Draft EIS comment period 30 Business Days 20 Business Days



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Federal Aviation Administration			
Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
	<ul style="list-style-type: none"> <li>▪ Identify FAA's Preferred Alternative</li> <li>▪ Provide FAA responses to the key issues and comments</li> <li>▪ Prepare Final General Conformity Statement and circulate</li> <li>▪ Make Section 4(f) Determination</li> <li>▪ Prepare Final EIS</li> <li>▪ Prepare Record of Decision</li> <li>▪ Issue Record of Decision</li>   <li>▪ Participate in problem solving and issue resolution process</li> </ul>	15 Business Days 20 Business Days 20 Business Days  10 Business Days 40 Business Days 40 Business Days At least 30 Calendar Days after release of Final EIS Throughout study period, if necessary	30 Business Days 90 Business Days 20 Business Days  10 Business Days 100 Business Days 40 Business Days At least 30 Calendar Days after release of Final EIS Throughout study period, if necessary

  
 William Flanagan, Eastern Region Airports Division Manager

9/30/03

Federal Aviation Administration



**Interagency Stewardship and Streamlining Agreement for the  
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Advisory Council on Historic Preservation			
Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
<ul style="list-style-type: none"> <li>▪ <b>Section 106 of the National Historic Preservation Act, as amended: 16 U.S.C. 470f</b> (Advisory Council on Historic Preservation afforded a reasonable opportunity to comment on federal undertakings.)</li> <li>▪ <b>Section 110 of the National Historic Preservation Act, as amended: 16 U.S.C. 470H-2</b> (protect National historic landmarks; record historic properties prior to demolition)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Attend Scoping Meeting</li> <li>▪ Provide comments during Scoping</li>   <li>▪ Attend interagency review or field meetings</li>   <li>▪ Review and comment on Alternatives Analysis Technical Report</li> <li>▪ Work toward consensus on range of alternatives; criteria for determining reasonable, possible and prudent alternatives; and alternatives retained for further evaluation</li> <li>▪ Review and comment on Historic, Architectural &amp; Archaeological Resources Technical Report</li> <li>▪ Review and comment on the Draft EIS</li> <li>▪ Provide input to FAA on selection of the Preferred Alternative</li> </ul>	<p>Completed                      Comment Period                      ended September 3,                      2003</p> <p>Periodically                      throughout study                      period                      15 Business Days</p> <p>5 Business Days</p> <p>20 Business Days</p> <p>45 Calendar Days                      15 Business Days</p>	<p>Completed                      Comment Period                      ended September 3,                      2003</p> <p>Periodically                      throughout study                      period                      20 Business Days</p> <p>5 Business Days</p> <p>30 Business Days</p> <p>45 Calendar Days                      30 Business Days</p>



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 Capacity Enhancement Program Environmental Impact Statement and Permitting**



Advisory Council on Historic Preservation			
Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
	<ul style="list-style-type: none"> <li>▪ Work with FAA on avoiding, minimizing, or mitigating adverse historic, cultural, and archaeological resource impacts from the Preferred Alternative</li> <li>▪ Participate in problem solving and issue resolution process</li> <li>▪ Identify Stewardship opportunities</li> </ul>	10 Business Days  Throughout study period, if necessary Throughout study period	20 Business Days  Throughout study period, if necessary Throughout study period

Karen Theimer Brown, Historic Preservation Specialist

Advisory Council on Historic Preservation





**Interagency Stewardship and Streamlining Agreement for the  
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**NOAA Fisheries (NMFS)**

Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
<ul style="list-style-type: none"> <li>▪ <b>Endangered Species Act of 1973, as amended: 16 U.S.C. 1031-1043</b> (conserve anadromous fish and/or marine mammals facing extinction)</li> <li>▪ <b>Fish and Wildlife Coordination Act: 16 U.S.C. 661-666</b> (conservation, maintenance, and management of wildlife resources)</li> <li>▪ <b>Magnuson-Stevens Fisheries Conservation and Management Act</b></li> </ul>	<ul style="list-style-type: none"> <li>▪ Attend Scoping Meeting</li> <li>▪ Provide comments during Scoping</li>   <li>▪ Provide appropriate data, identifications, resources, or studies completed in the study area</li> <li>▪ Work toward consensus on study area, data requirements, and methodology to analyze water quality impacts; Federally-listed anadromous fish and/or marine mammal impacts, and impacts to Essential Fish Habitat.</li> <li>▪ Attend interagency review or field meetings</li>   <li>▪ Review and comment on Purpose and Need Technical Report</li> <li>▪ Work toward consensus on Project Purpose and Need</li> <li>▪ Review and comment on Alternatives Analysis Technical Report</li> </ul>	<p>Completed            Comment Period ended September 3, 2003            5 Business Days</p> <p>10 Business Days</p> <p>Periodically throughout study period            10 Business Days</p> <p>5 Business Days</p> <p>15 Business Days</p>	<p>Completed            Comment Period ended September 3, 2003            5 Business Days</p> <p>10 Business Days</p> <p>Periodically throughout study period            20 Business Days</p> <p>5 Business Days</p> <p>20 Business Days</p>



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NOAA Fisheries (NMFS)			
Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
	<ul style="list-style-type: none"> <li>▪ Work toward consensus on range of alternatives; criteria for determining reasonable, possible and prudent alternatives; and alternatives retained for further evaluation</li> <li>▪ Review and comment on Water Quality Technical Report</li> <li>▪ Review and comment on Biological Assessment <i>and provide biological opinion</i></li> <li>▪ Review and comment on Biotic Communities Technical Report</li> <li>▪ Review and comment on Wetlands Technical Report</li> <li>▪ Review and comment on the Draft EIS</li> <li>▪ Provide input to FAA on selection of the Preferred Alternative</li> <li>▪ Work with FAA on avoiding, minimizing, or mitigating adverse impacts from the Preferred Alternative to water quality; Federally-listed anadromous fish and/or marine mammals; and to Essential Fish Habitat</li> <li>▪ Participate in problem solving and issue resolution process</li> </ul>	<p>5 Business Days</p> <p>20 Business Days</p> <p>20 Business Days</p> <p>20 Business Days</p> <p>20 Business Days</p> <p>45 Calendar Days</p> <p>15 Business Days</p> <p>20 Business Days</p> <p>Throughout study period, if necessary</p>	<p>5 Business Days</p> <p>30 Business Days</p> <p>30 Business Days <i>*</i></p> <p>30 Business Days</p> <p>30 Business Days</p> <p>45 Calendar Days</p> <p>30 Business Days</p> <p>20 Business Days</p> <p>Throughout study period, if necessary</p>

*\* may require expand. d consultation of 90 days*



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 Capacity Enhancement Program Environmental Impact Statement and Permitting



NOAA Fisheries (NMFS)			
Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
	<ul style="list-style-type: none"> <li>▪ Identify Stewardship opportunities</li> <li>▪ Review and comment on the Department of the Army Permit Application</li> </ul>	Throughout study period 15 Calendar Days	Throughout study period 30 Calendar Days


 9/30/03  
 Stan Gorski, Mid-Atlantic Field Office Supervisor

NOAA Fisheries (NMFS)



**Interagency Stewardship and Streamlining Agreement for the  
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U.S. Army Corps of Engineers, Philadelphia District			
Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
<ul style="list-style-type: none"> <li>▪ <b>Section 404 of the Federal Water Pollution Control Act (1972), as amended by the Clean Water Act (1977 &amp; 1987): 33 U.S.C. 1251-1376</b> (restore and maintain chemical, physical, and biological integrity of the Nation's waters through prevention, reduction, and elimination of pollution)</li> <li>▪ <b>Sections 9 and 10 of the Rivers and Harbors Act of 1899; 33 U.S.C. 401 et seq., as amended and supplemented</b> (protection of navigable waters in the U.S.)</li> <li>• <b>Executive Order 11988, Floodplain Management</b>, (Avoidance of adverse impacts to floodplains and avoidance of support of floodplain development)</li> </ul> <p><b>Fish and Wildlife Coordination Act</b> (16 U.S.C. 661- 666c; 48 Stat. 401), as amended (provides authority for the U.S. Fish and Wildlife Service to review and comment on the effects on fish and wildlife of activities proposed to be undertaken or permitted by the Corps of Engineers)</p>	<ul style="list-style-type: none"> <li>▪ Attend Scoping Meeting</li> <li>▪ Provide comments during Scoping</li>   <li>▪ Provide appropriate data, identifications, resources, or studies completed in the study area</li> <li>▪ Work toward consensus on study area, data requirements, and methodology to analyze water quality impacts, wetland impacts, floodplain impacts, and impacts on waterborne navigation.</li> <li>▪ Attend interagency review or field meetings</li>   <li>▪ Review and comment on Purpose and Need Technical Report</li> <li>▪ Work toward consensus on Project Purpose and Need</li> <li>▪ Develop Section 404 Basic Project Purpose</li> </ul>	<p>Completed Comment Period ended September 3, 2003 5 Business Days</p> <p>10 Business Days</p> <p>Periodically throughout study period 10 Business Days</p> <p>5 Business Days</p> <p>5 Business Days</p>	<p>Completed Comment Period ended September 3, 2003 5 Business Days</p> <p>10 Business Days</p> <p>Periodically throughout study period 20 Business Days</p> <p>5 Business Days</p> <p>5 Business Days</p>



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U.S. Army Corps of Engineers, Philadelphia District			
Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
	<ul style="list-style-type: none"> <li>▪ Review and comment on Alternatives Analysis Technical Report</li> <li>▪ Work toward consensus on range of alternatives; criteria for determining reasonable, possible and prudent alternatives; and alternatives retained for further evaluation</li> <li>▪ Review and comment on Water Quality Technical Report</li> <li>▪ Review and comment on Wetlands Technical Report</li> <li>▪ Review and comment on Floodplain Technical Report</li> <li>▪ Review and comment on Waterborne Transportation Technical Report</li> <li>▪ Review and comment on the Draft EIS</li> <li>▪ Identify the Section 404 Least Environmentally Damaging Practicable Alternative</li> <li>▪ Provide input to FAA on selection of the Preferred Alternative</li> </ul>	<p>15 Business Days</p> <p>5 Business Days</p> <p>20 Business Days</p> <p>20 Business Days</p> <p>20 Business Days</p> <p>20 Business Days</p> <p>45 Calendar Days</p> <p>20 Business Days</p> <p>15 Business Days</p>	<p>20 Business Days</p> <p>5 Business Days</p> <p>30 Business Days</p> <p>30 Business Days</p> <p>30 Business Days</p> <p>20 Business Days</p> <p>45 Calendar Days</p> <p>30 Business Days</p> <p>30 Business Days</p>



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U.S. Army Corps of Engineers, Philadelphia District			
Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
	<ul style="list-style-type: none"> <li>▪ Work with FAA on avoiding, minimizing, or mitigating adverse water quality impacts; wetland impacts, and floodplain impacts from the Preferred Alternative</li> <li>▪ Participate in problem solving and issue resolution process</li> <li>▪ Identify Stewardship opportunities</li> <li>▪ Process the Department of the Army Permit Application</li> </ul>	20 Business Days  Throughout study period, if necessary Throughout study period 45 Calendar Days	20 Business Days  Throughout study period, if necessary Throughout study period 90 Calendar Days

*[Handwritten Signature]* 9/30/03  
 Frank Cianfrani, Chief Regulatory Division

U.S Army Corps of Engineers - Philadelphia District



**Interagency Stewardship and Streamlining Agreement for the  
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U.S. Fish & Wildlife Service – Pennsylvania Field Office			
Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
<ul style="list-style-type: none"> <li>▪ <b>Endangered Species Act of 1973, as amended: 16 U.S.C. 1031-1043</b> (conserve species of fish, wildlife and plants facing extinction)</li> <li>▪ <b>Fish and Wildlife Coordination Act: 16 U.S.C. 661-666</b> (conservation, maintenance, and management of wildlife resources)</li> <li>▪ <b>Migratory Bird Treaty Act: 16 U.S.C. 760c-760g</b> (protection of all migratory birds and their parts)</li> <li>▪ <b>National Wildlife Refuge System Administration Act, as amended: 16 U.S.C. 668DD-668EE</b></li> </ul>	<ul style="list-style-type: none"> <li>▪ Attend Scoping Meeting</li> <li>▪ Provide comments during Scoping</li>   <li>▪ Provide appropriate data, identifications, resources, or studies completed in the study area</li> <li>▪ Work toward consensus on study area, data requirements, and methodology to analyze water quality impacts; Federally-listed endangered and threatened species impacts, migratory bird impacts; and wetland impacts.</li> <li>▪ Attend interagency review or field meetings</li>   <li>▪ Review and comment on Purpose and Need Technical Report</li> <li>▪ Work toward consensus on Project Purpose and Need</li> <li>▪ Concur in Section 404 Basic Project Purpose</li> </ul>	<p>Completed                      Comment Period                      ended September 3,                      2003                      5 Business Days</p> <p>10 Business Days</p> <p>Periodically                      throughout study                      period                      10 Business Days</p> <p>5 Business Days</p> <p>5 Business Days</p>	<p>Completed                      Comment Period                      ended September 3,                      2003                      5 Business Days</p> <p>10 Business Days</p> <p>Periodically                      throughout study                      period                      20 Business Days</p> <p>5 Business Days</p> <p>5 Business Days</p>



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U.S. Fish & Wildlife Service - Pennsylvania Field Office			
Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
	<ul style="list-style-type: none"> <li>▪ Review and comment on Alternatives Analysis Technical Report</li> <li>▪ Work toward consensus on range of alternatives; criteria for determining reasonable, possible and prudent alternatives; and alternatives retained for further evaluation</li> <li>▪ Review and comment on Water Quality Technical Report</li> <li>▪ Review and comment on Biotic Communities Technical Report</li> <li>▪ Review and <sup>concur</sup>comment on Biological Assessment</li> <li>▪ Review and comment on Noise Technical Report</li> <li>▪ Review and comment on Wetlands Technical Report</li> <li>▪ Review and comment on the Draft EIS</li> <li>▪ Concur in the Section 404 Least Environmentally Damaging Practicable Alternative</li> <li>▪ Provide input to FAA on selection of the Preferred Alternative</li> </ul>	<p>15 Business Days</p> <p>5 Business Days</p> <p>20 Business Days</p> <p>20 Business Days</p> <p>20 Business Days</p> <p>20 Business Days</p> <p>20 Business Days</p> <p>45 Calendar Days</p> <p>15 Business Days</p> <p>15 Business Days</p>	<p>20 Business Days</p> <p>5 Business Days</p> <p>30 Business Days</p> <p>30 Business Days</p> <p>30 Business Days</p> <p>30 Business Days</p> <p>30 Business Days</p> <p>45 Calendar Days</p> <p>30 Business Days</p> <p>30 Business Days</p>





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U.S. Fish & Wildlife Service – Pennsylvania Field Office			
Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
	<ul style="list-style-type: none"> <li>▪ Work with FAA on avoiding, minimizing, or mitigating adverse water quality impacts; <del>Federally-listed endangered and threatened species impacts</del>; and wetland impacts from the Preferred Alternative</li> <li>▪ Participate in problem solving and issue resolution process</li> <li>▪ Identify Stewardship opportunities</li> <li>▪ Review and comment on the Department of the Army Permit Application</li> </ul>	20 Business Days   Throughout study period, if necessary Throughout study period 15 Calendar Days	20 Business Days   Throughout study period, if necessary Throughout study period 30 Calendar Days

*David Densmore*

*9-30-03*

David Densmore, Supervisor

U.S. Fish & Wildlife Service - Pennsylvania Field Office



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U.S. Coast Guard -- MSO/Group Philadelphia			
Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
<p>Section 10 of the Rivers and Harbors Act of 1899; 33 U.S.C. 401 et seq., as amended and supplemented (protection of navigable waters in the U.S.)</p> <p>Federal Water Pollution Control Act (1972), as amended by the Clean Water Act (1977 &amp; 1987); 33 U.S.C. 1251-1376</p>	<ul style="list-style-type: none"> <li>▪ Attend Scoping Meeting</li> <li>▪ Provide comments during Scoping</li>   <li>▪ Provide appropriate data, or studies completed in the study area</li> <li>▪ Work toward consensus on study area, data requirements, and methodology to analyze waterborne transportation impacts</li> <li>▪ Attend interagency review or field meetings</li>   <li>▪ Review and comment on Alternatives Analysis Technical Report</li> <li>▪ Work toward consensus on range of alternatives; criteria for determining reasonable, possible and prudent alternatives; and alternatives retained for further evaluation</li> <li>▪ Review and comment on Hazardous Materials Technical Report</li> </ul>	<p>Completed          Comment Period ended September 3, 2003          5 Business Days</p> <p>10 Business Days</p> <p>Periodically throughout study period          15 Business Days</p> <p>5 Business Days</p> <p>20 Business Days</p>	<p>Completed          Comment Period ended September 3, 2003          5 Business Days</p> <p>10 Business Days</p> <p>Periodically throughout study period          20 Business Days</p> <p>5 Business Days</p> <p>30 Business Days</p>

PAK



**Interagency Stewardship and Streamlining Agreement for the  
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U.S. Coast Guard -- MSO/Group Philadelphia			
Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
	<ul style="list-style-type: none"> <li>▪ Review and comment on Water Quality Technical Report</li> <li>▪ Review and comment on Waterborne Transportation Technical Report</li> <li>▪ Review and comment on the Draft EIS</li> <li>▪ Provide input to FAA on selection of the Preferred Alternative</li> <li>▪ Work with FAA on avoiding, minimizing, or mitigating adverse waterborne transportation impacts from the Preferred Alternative</li> <li>▪ Review and comment on the Department of the Army Permit Application</li> <li>▪ Participate in problem solving and issue resolution process</li> <li>▪ Identify Stewardship opportunities</li> </ul>	20 Business Days  20 Business Days  45 Calendar Days 15 Business Days  20 Business Days  <u>15 Business Days</u> Throughout study period, if necessary Throughout study period	30 Business Days  20 Business Days  45 Calendar Days 30 Business Days  20 Business Days  <u>30 Business Days</u> Throughout study period, if necessary Throughout study period

*PHLEIS*  
*DRAFT*  
*MARKUP*

*Patrick Keffer*  
LCDR Patrick Keffer, Supervisor, Port Operations

U.S. Coast Guard – MSO/Group Philadelphia

*9/30/03*



Interagency Stewardship and Streamlining Agreement for the  
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U.S. Environmental Protection Agency-Region III			
Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
<ul style="list-style-type: none"> <li>▪ Sections 401, 402 and 404 of the Federal Water Pollution Control Act (1972), as amended by the Clean Water Act (1977 &amp; 1987): 33 U.S.C. 1251-1376 (restore and maintain chemical, physical, and biological integrity of the Nation's waters through prevention, reduction, and elimination of pollution)</li> <li>▪ Clean Air Act (as amended), Transportation Conformity Rule: 23 U.S.C. 109(j) 42 U.S.C. 7521 (a) (to insure that transportation plans, programs and projects conform to the State's air quality implementation plans)</li> <li>▪ Safe Drinking Water Act: 42 U.S.C. 300F-300J-6 (ensure public health and welfare through safe drinking water)</li> <li>▪ Resource Conservation and Recovery Act of 1976 (RCRA), as amended: 42 U.S.C. 6901, et seq. (protect human health and the environment; prohibit open dumping; manage solid wastes; regulate treatment, storage, transportation, and disposal of hazardous waste)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Attend Scoping Meeting</li> <li>▪ Provide comments during Scoping</li>   <li>▪ Provide appropriate data, identifications, resources, or studies completed in the study area</li> <li>▪ Work toward consensus on study area, data requirements, and methodology to analyze air quality impacts; water quality impacts; wetland impacts; hazardous material impacts, Environmental Justice concerns; and secondary and cumulative impacts</li> <li>▪ Attend interagency review or field meetings</li>   <li>▪ Review and comment on Purpose and Need Technical Report</li> <li>▪ Work toward consensus on Project Purpose and Need</li> <li>▪ Concur in Section 404 Basic Project Purpose</li> </ul>	<p>Completed          Comment Period          ended September 3,          2003          5 Business Days</p> <p>10 Business Days</p> <p>Periodically          throughout study          period          10 Business Days</p> <p>5 Business Days</p> <p>5 Business Days</p>	<p>Completed          Comment Period          ended September 3,          2003          5 Business Days</p> <p>10 Business Days</p> <p>Periodically          throughout study          period          20 Business Days</p> <p>5 Business Days</p> <p>5 Business Days</p>



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U.S. Environmental Protection Agency-Region III			
Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
	<ul style="list-style-type: none"> <li>▪ Review and comment on Alternatives Analysis Technical Report</li> <li>▪ Work toward consensus on range of alternatives; criteria for determining reasonable, possible and prudent alternatives; and alternatives retained for further evaluation</li> <li>▪ Review and comment on Environmental Justice Technical Report</li> <li>▪ Review and comment on Floodplain Technical Report</li> <li>▪ Review and comment on Noise Technical Report</li> <li>▪ Review and comment on Surface Transportation Technical Report</li> <li>▪ Review and comment on Waterborne Transportation Technical Report</li> <li>▪ Review and comment on Air Quality Technical Report</li> <li>▪ Review and comment on Water Quality Technical Report</li> <li>▪ Review and comment on Biological Assessment</li> </ul>	<p>15 Business Days</p> <p>5 Business Days</p> <p>20 Business Days</p> <p>20 Business Days</p> <p>20 Business Days</p> <p>20 Business Days</p> <p>20 Business Days</p> <p>20 Business Days</p> <p>20 Business Days</p> <p>20 Business Days</p>	<p>20 Business Days</p> <p>5 Business Days</p> <p>30 Business Days</p> <p>30 Business Days</p> <p>30 Business Days</p> <p>30 Business Days</p> <p>20 Business Days</p> <p>30 Business Days</p> <p>30 Business Days</p> <p>30 Business Days</p>



**Interagency Stewardship and Streamlining Agreement for the  
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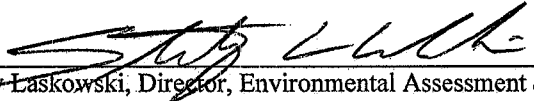
U.S. Environmental Protection Agency-Region III			
Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
	<ul style="list-style-type: none"> <li>▪ Review and comment on Biotic Communities Technical Report</li> <li>▪ Review and comment on Wetlands Technical Report</li> <li>▪ Review and comment on Hazardous Materials Technical Report</li> <li>▪ Review and comment on the Draft EIS and on FAA's Draft General Conformity/Public Review Determination</li> <li>▪ Concur in the Section 404 Least Environmentally Damaging Practicable Alternative</li> <li>▪ Provide input to FAA on selection of the Preferred Alternative</li> <li>▪ Work with FAA on avoiding, minimizing, or mitigating adverse water quality impacts; wetland impacts; and hazardous material impacts from the Preferred Alternative</li> <li>▪ Review application materials submitted by the airport for a NPDES Permit for Stormwater Discharges Associated with Construction Activities (Chapter 102 Permit).</li> </ul>	<p>20 Business Days</p> <p>20 Business Days</p> <p>20 Business Days</p> <p>45 Calendar Days</p> <p>15 Business Days</p> <p>15 Business Days</p> <p>30 Business Days</p> <p>60 Business Days</p>	<p>30 Business Days</p> <p>30 Business Days</p> <p>30 Business Days</p> <p>45 Calendar Days</p> <p>30 Business Days</p> <p>30 Business Days</p> <p>30 Business Days</p> <p>90 Business Days</p>



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U.S. Environmental Protection Agency-Region III			
Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
	<ul style="list-style-type: none"> <li>▪ Participate in problem solving and issue resolution process</li> <li>▪ Identify Stewardship opportunities</li> <li>▪ Coordinate with EPA Region II</li> <li>▪ Review and comment on the Department of the Army Permit Application</li> </ul>	Throughout study period, if necessary Throughout study period Throughout study period 15 Calendar Days	Throughout study period, if necessary Throughout study period Throughout study period 30 Calendar Days

 9/30/03  
 Stanley Laskowski, Director, Environmental Assessment & Innovation Division

U.S. Environmental Protection Agency - Region III



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National Park Service			
Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
<ul style="list-style-type: none"> <li>▪ PL 88-29, Outdoor Recreation Act of 1963 (Act of May 28, 1963; 77 Stat. 49; 16 U.S.C. 4601 through 4601-3), as amended through December 31, 1996, PL 104-333 (Interior Department's role as coordinator of all federal agencies for programs affecting the conservation and development of recreation resources)</li> <li>▪ PL 88-578, Land and Water Conservation Fund Act of 1965 (16 U.S.C. §§ 4601-4 through 4601-11, September 3, 1964, as amended 1965, 1968, 1970, 1972-1974, 1976-1981, 1983, 1986, 1987, 1990, 1991, 1993-1996.) (NPS administered fund "to assist the States and federal agencies in meeting present and future outdoor recreation demands and needs of the American people.") A site that has been acquired, developed, or rehabilitated with this grant money cannot be converted to non-recreational use except where approved by the National Park Service and replaced with lands of equal market and recreational value.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Attend Scoping Meeting</li> <li>▪ Provide comments during Scoping</li>   <li>▪ Attend interagency review or field meetings</li>   <li>▪ Review and comment on Purpose and Need Technical Report</li> <li>▪ Work toward consensus on Project Purpose and Need</li> <li>▪ Review and comment on Alternatives Analysis Technical Report</li> <li>▪ Work toward consensus on range of alternatives; criteria for determining reasonable, possible and prudent alternatives; and alternatives retained for further evaluation</li> <li>▪ Review and comment on Environmental Justice Technical Report</li> <li>▪ Review and comment on Noise Technical Report</li> <li>▪ Review and comment on Historic, Architectural &amp; Archaeological Resources Technical Report</li> </ul>	<p>Completed            Comment Period ended September 3, 2003            Periodically throughout study period            10 Business Days</p> <p>5 Business Days</p> <p>15 Business Days</p> <p>5 Business Days</p> <p>20 Business Days</p> <p>20 Business Days</p> <p>20 Business Days</p>	<p>Completed            Comment Period ended September 3, 2003            Periodically throughout study period            20 Business Days</p> <p>5 Business Days</p> <p>20 Business Days</p> <p>5 Business Days</p> <p>30 Business Days</p> <p>30 Business Days</p> <p>30 Business Days</p>





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National Park Service			
Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
<ul style="list-style-type: none"> <li>▪ <b>Public Law 90-543, National Trails System Act, 1968, as amended through PL107-325, December 4, 2002 (16 USC §§ 1241-1251, October 2, 1968, as amended 1976, 1978-1980, 1983, 1984, 1986-1988, 1990, 1992, 1993 and 1996) (Establishes a national system of recreational, scenic, and historic trails and prescribes the methods and standards for adding components to the system.)</b></li> <li>▪ <b>Section 106 of the National Historic Preservation Act, as amended: 16 U.S.C. 470f</b></li> <li>▪ <b>Section 110 of the National Historic Preservation Act, as amended: 16 U.S.C. 470H-2 (protect National historic landmarks; record historic properties prior to demolition)</b></li> </ul>	<ul style="list-style-type: none"> <li>▪ Review and comment on Surface Transportation Technical Report</li> <li>▪ Review and comment on Waterborne Transportation Technical Report</li> <li>▪ Review and comment on the Draft EIS</li> <li>▪ Provide input to FAA on selection of the Preferred Alternative</li> <li>▪ Work with FAA on avoiding, minimizing, or mitigating adverse recreational, historic, cultural, and archaeological resource impacts from the Preferred Alternative</li> <li>▪ Participate in problem solving and issue resolution process</li> <li>▪ Identify Stewardship opportunities</li> </ul>	20 Business Days	30 Business Days
		20 Business Days	20 Business Days
		45 Calendar Days	45 Calendar Days
		15 Business Days	30 Business Days
		10 Business Days	20 Business Days
		Throughout study period, if necessary	Throughout study period, if necessary
		Throughout study period	Throughout study period

Shaun Eyring, Manager, Resource Planning & Compliance

National Park Service



**Interagency Stewardship and Streamlining Agreement for the  
Philadelphia International Airport Runway 17-35 Extension Project Environmental Impact  
Statement and Permitting and the  
Capacity Enhancement Program Environmental Impact Statement and Permitting**



Federal Highway Administration			
Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
<ul style="list-style-type: none"> <li>▪ 23 U.S.C.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Provide comments during Scoping</li> <li>▪ Provide appropriate data or studies completed in the study area</li> <li>▪ Work toward consensus on study area, data requirements, and methodology to analyze surface transportation impacts</li> <li>▪ Attend interagency review or field meetings</li> <li>▪ Review and comment on Alternatives Analysis Technical Report</li> <li>▪ Work toward consensus on range of alternatives; criteria for determining reasonable, possible and prudent alternatives; and alternatives retained for further evaluation</li> <li>▪ Review and comment on Surface Transportation Technical Report</li> <li>▪ Review and comment on the Draft EIS</li> </ul>	<ul style="list-style-type: none"> <li>Comment Period ended September 3, 2003</li> <li>5 Business Days</li> <li>10 Business Days</li> <li>Periodically throughout study period</li> <li>15 Business Days</li> <li>5 Business Days</li> <li>20 Business Days</li> <li>45 Calendar Days</li> </ul>	<ul style="list-style-type: none"> <li>Comment Period ended September 3, 2003</li> <li>5 Business Days</li> <li>10 Business Days</li> <li>Periodically throughout study period</li> <li>20 Business Days</li> <li>5 Business Days</li> <li>30 Business Days</li> <li>45 Calendar Days</li> </ul>



**Interagency Stewardship and Streamlining Agreement for the  
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Federal Highway Administration			
Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
	<ul style="list-style-type: none"> <li>▪ Provide input to FAA on selection of the Preferred Alternative</li> <li>▪ Work with FAA on avoiding, minimizing, or mitigating adverse surface transportation impacts from the Preferred Alternative</li> <li>▪ Participate in problem solving and issue resolution process</li> <li>▪ Identify Stewardship opportunities</li> </ul>	15 Business Days  20 Business Days  Throughout study period, if necessary Throughout study period	30 Business Days  20 Business Days  Throughout study period, if necessary Throughout study period

*David W Cough*

*9/30/2003*

David Cough

Federal Highway Administration



**Interagency Stewardship and Streamlining Agreement for the  
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Pennsylvania Department of Environmental Protection			
Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
<ul style="list-style-type: none"> <li>▪ Pennsylvania Clean Streams Law</li> <li>▪ Pennsylvania Wild Resources Conservation Act</li> <li>▪ Pennsylvania Air Pollution Control Act</li> <li>▪ Pennsylvania Flood Plain Management Act</li> <li>▪ Stormwater Management Act (These statutory authorities apply to preventing pollution and protecting endangered plants and animals and air and water resources from pollution and encroachment; reducing flooding hazards by controlling development in streams; and directing communities to adopt flood plain ordinances and prepare stormwater management plans and ordinances.)</li> <li>▪ Pennsylvania Dam Safety and Encroachments Act</li> <li>▪ Pennsylvania Solid Waste Management Act</li> <li>▪ Pennsylvania Land Recycling and Environmental Remediation Standards Act</li> </ul>	<ul style="list-style-type: none"> <li>▪ Attend Scoping Meeting</li> <li>▪ Provide comments during Scoping</li>   <li>▪ Provide appropriate data, identifications, resources, or studies completed in the study area</li> <li>▪ Work toward consensus on study area, data requirements, and methodology to analyze air quality impacts; water quality impacts; state-listed endangered and threatened species impacts, wetland impacts; floodplain impacts; hazardous material impacts; and waterborne transportation impacts.</li> <li>▪ Attend interagency review or field meetings</li>   <li>▪ Review and comment on Purpose and Need Technical Report</li> <li>▪ Work toward consensus on Project Purpose and Need</li> <li>▪ Review and comment on Alternatives Analysis Technical Report</li> </ul>	<p>Completed Comment Period ended September 3, 2003 5 Business Days</p> <p>10 Business Days</p> <p>Periodically throughout study period 10 Business Days</p> <p>5 Business Days 15 Business Days</p>	<p>Completed Comment Period ended September 3, 2003 5 Business Days</p> <p>10 Business Days</p> <p>Periodically throughout study period 20 Business Days</p> <p>5 Business Days 20 Business Days</p>



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Pennsylvania Department of Environmental Protection			
Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
<ul style="list-style-type: none"> <li>▪ Section 401 of the Federal Water Pollution Control Act (1972), as amended by the Clean Water Act (1977 &amp; 1987)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Work toward consensus on range of alternatives; criteria for determining reasonable, possible and prudent alternatives; and alternatives retained for further evaluation</li> </ul>	5 Business Days	5 Business Days
	<ul style="list-style-type: none"> <li>▪ Review and comment on Air Quality Technical Report</li> </ul>	20 Business Days	30 Business Days
	<ul style="list-style-type: none"> <li>▪ Review and comment on Biological Assessment</li> </ul>	20 Business Days	30 Business Days
	<ul style="list-style-type: none"> <li>▪ Review and comment on Biotic Communities Technical Report</li> </ul>	20 Business Days	30 Business Days
	<ul style="list-style-type: none"> <li>▪ Review and comment on Water Quality Technical Report</li> </ul>	20 Business Days	30 Business Days
	<ul style="list-style-type: none"> <li>▪ Review and comment on Wetlands Technical Report</li> </ul>	20 Business Days	30 Business Days
	<ul style="list-style-type: none"> <li>▪ Review and comment on Floodplain Technical Report</li> </ul>	20 Business Days	30 Business Days
	<ul style="list-style-type: none"> <li>▪ Review and comment on Hazardous Materials Technical Report</li> </ul>	20 Business Days	30 Business Days
	<ul style="list-style-type: none"> <li>▪ Review and comment on the Draft EIS</li> </ul>	45 Calendar Days	45 Calendar Days
	<ul style="list-style-type: none"> <li>▪ Review FAA's Draft General Conformity/Public Review Determination as to its effects on the Philadelphia 5-County Area State Implementation Plan</li> </ul>	45 Calendar Days	45 Calendar Days
<ul style="list-style-type: none"> <li>▪ Provide input to FAA on selection of the Preferred Alternative</li> </ul>	15 Business Days	30 Business Days	



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Pennsylvania Department of Environmental Protection			
Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
	<ul style="list-style-type: none"> <li>▪ Work with FAA on avoiding, minimizing, or mitigating adverse impacts from the Preferred Alternative relating to water quality; endangered and threatened species, wetlands; floodplains, hazardous material, and waterborne transportation.</li> <li>▪ Participate in problem solving and issue resolution process</li> <li>▪ Identify Stewardship opportunities</li> <li>▪ Provide information and feedback, in a Pre-application Process, to help FAA and the project team understand what will be required to submit permit application packages that are administratively complete and reviewable. The Pre-application Process can concurrently address two separate permit requirements: the Water Obstruction and Encroachment Permit (Chapter 105 Permit) and the NPDES Permit for Stormwater Discharges Associated with Construction Activities (Chapter 102 Permit).</li> </ul>	<p>30 Business Days</p> <p>Throughout study period, if necessary</p> <p>Throughout study period</p> <p>Throughout study period</p>	<p>30 Business Days</p> <p>Throughout study period, if necessary</p> <p>Throughout study period</p> <p>Throughout study period</p>



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Pennsylvania Department of Environmental Protection			
Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
	<ul style="list-style-type: none"> <li>▪ Review application materials submitted by the airport for a Water Obstruction and Encroachment Permit (Chapter 105 Permit), and finalize the permit as appropriate.</li> <li>▪ Determine consistency under the Coastal Zone Management Act of 1972, as amended.</li> <li>▪ Review application materials submitted by the airport for a NPDES Permit for Stormwater Discharges Associated with Construction Activities (Chapter 102 Permit), and finalize the permit as appropriate.</li> </ul>	75 Calendar Days (To be extended if public hearing is required )  10 Business Days  60 Calendar Days	90-130 Calendar Days (to be refined by PADEP and FAA later)  20 Business Days  90 Calendar Days

9.30.03

David Burke, Water Quality Specialist

Pennsylvania Department of Environmental Protection



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PennDOT - District 6			
Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
<ul style="list-style-type: none"> <li>• Act 120 of 1970 (PennDOT responsible for the design, construction and maintenance of state highways, bridges, and transportation facilities in Pennsylvania)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Provide comments during Scoping</li> <li>▪ Provide appropriate data or studies completed in the study area</li> <li>▪ Work toward consensus on study area, data requirements, and methodology to analyze surface transportation impacts</li> <li>▪ Attend interagency review or field meetings</li> <li>▪ Review and comment on Alternatives Analysis Technical Report</li> <li>▪ Work toward consensus on range of alternatives; criteria for determining reasonable, possible and prudent alternatives; and alternatives retained for further evaluation</li> <li>▪ Review and comment on Surface Transportation Technical Report</li> <li>▪ Review and comment on the Draft EIS</li> </ul>	Comment Period ended September 3, 2003	Comment Period ended September 3, 2003
		5 Business Days	5 Business Days
		10 Business Days	10 Business Days
		Periodically throughout study period	Periodically throughout study period
		15 Business Days	20 Business Days
		5 Business Days	5 Business Days
		20 Business Days	30 Business Days
45 Calendar Days	45 Calendar Days		





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PennDOT - District 6			
Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
	<ul style="list-style-type: none"> <li>▪ Provide input to FAA on selection of the Preferred Alternative</li> <li>▪ Work with FAA on avoiding, minimizing, or mitigating adverse surface transportation impacts from the Preferred Alternative</li> <li>▪ Participate in problem solving and issue resolution process</li> <li>▪ Identify Stewardship opportunities</li> </ul>	15 Business Days  20 Business Days  Throughout study period, if necessary Throughout study period	30 Business Days  20 Business Days  Throughout study period, if necessary Throughout study period

  
 Vito Genua, Assistant District Executive - Design

9-30-03

Pennsylvania Department of Transportation - District 6



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Pennsylvania Historical & Museum Commission			
Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
<ul style="list-style-type: none"> <li>▪ Section 106 of the National Historic Preservation Act, as amended: 16 U.S.C. 470f</li> <li>▪ Section 110 of the National Historic Preservation Act, as amended: 16 U.S.C. 470H-2 (protect National historic landmarks; record historic properties prior to demolition)</li> <li>▪ CFR 800, Protection Of Historic And Cultural Properties (regulations to assure that effects on historic and archeological resources are considered in the development of Federal undertakings)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Attend Scoping Meeting</li> <li>▪ Provide comments during Scoping</li> <li>▪ <i>Make available</i> (Provide) appropriate data, identifications, resources, or studies completed in the study area</li> <li>▪ Work toward consensus on study area, data requirements, and methodology to analyze cultural and archaeological resource <i>impacts or eligibility</i> for the National Register of Historic Places and/or state or local historical significance.</li> <li>▪ Attend interagency review or field meetings</li> <li>▪ Review and comment on Alternatives Analysis Technical Report</li> </ul>	<p>Completed          Comment Period ended September 3, 2003          5 Business Days</p> <p>10 Business Days</p> <p>30 days *</p> <p>Periodically throughout study period          15 Business Days</p>	<p>Completed          Comment Period ended September 3, 2003          10 Business Days</p> <p>10 Business Days</p> <p>30 days *</p> <p>Periodically throughout study period          20 Business Days</p>

(\* this could possibly be a shorter time)

(Note we cannot accept electronic submissions for eligibility or effect)



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Pennsylvania Historical & Museum Commission			
Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
	<ul style="list-style-type: none"> <li>▪ Work toward consensus on range of alternatives; criteria for determining reasonable, possible and prudent alternatives; and alternatives retained for further evaluation</li> <li>▪ Review and comment on Historic, Architectural &amp; Archaeological Resources Effects Report</li> <li>▪ Review and comment on the Draft EIS</li> <li>▪ Provide input to FAA on selection of the Preferred Alternative</li> <li>▪ Work with FAA on avoiding, minimizing, or mitigating adverse historic, cultural, and archaeological resource impacts from the Preferred Alternative</li> <li>▪ Participate in problem solving and issue resolution process</li> <li>▪ Identify Stewardship opportunities</li> </ul>	5 Business Days  20 Business Days  45 Calendar Days 15 Business Days  10 Business Days  Throughout study period, if necessary Throughout study period	5 Business Days  30 Business Days  45 Calendar Days 30 Business Days  20 Business Days  Throughout study period, if necessary Throughout study period

*Susan M. Zacher*  
 Susan Zacher

9/30/03

Pennsylvania Historical & Museum Commission



**Interagency Stewardship and Streamlining Agreement for the  
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Pennsylvania Fish & Boat Commission			
Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
<ul style="list-style-type: none"> <li>▪ <b>Pennsylvania Fish and Boat Code</b> (This statutory authority applies to reptiles, amphibians, fishes and aquatic invertebrate species of special concern.)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Provide comments during Scoping</li> <li>▪ Provide appropriate data, identifications, resources, or studies completed in the study area</li> <li>▪ Work toward consensus on study area, data requirements, and methodology to analyze aquatic resource impacts.</li> <li>▪ Attend interagency review or field meetings</li> <li>▪ Work toward consensus on Project Purpose and Need</li> <li>▪ Review and comment on Alternatives Analysis Technical Report</li> <li>▪ Work toward consensus on range of alternatives; criteria for determining reasonable, possible and prudent alternatives; and alternatives retained for further evaluation</li> <li>▪ Review and comment on Water Quality Technical Report</li> <li>▪ Review and comment on Biological Assessment</li> </ul>	Comment Period ended September 3, 2003 5 Business Days	Comment Period ended September 3, 2003 5 Business Days
		10 Business Days	10 Business Days
		Periodically throughout study period	Periodically throughout study period
		5 Business Days	5 Business Days
		15 Business Days	20 Business Days
		5 Business Days	5 Business Days
		20 Business Days	30 Business Days
		20 Business Days	30 Business Days



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Pennsylvania Fish & Boat Commission			
Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
	<ul style="list-style-type: none"> <li>▪ Review and comment on Biotic Communities Technical Report</li> <li>▪ Review and comment on Waterborne Transportation Technical Report</li> <li>▪ Review and comment on Wetlands Technical Report</li> <li>▪ Review and comment on the Draft EIS</li> <li>▪ Provide input to FAA on selection of the Preferred Alternative</li> <li>▪ Work with FAA on avoiding, minimizing, or mitigating adverse aquatic resource impacts from the Preferred Alternative</li> <li>▪ Review and comment on the Department of the Army Permit Application</li> <li>▪ Review application materials submitted by the airport for a Water Obstruction and Encroachment Permit (Chapter 105 Permit), and finalize the permit as appropriate.</li> <li>▪ Participate in problem solving and issue resolution process</li> <li>▪ Identify Stewardship opportunities</li> </ul>	<p>20 Business Days</p> <p>20 Business Days</p> <p>20 Business Days</p> <p>45 Calendar Days</p> <p>15 Business Days</p> <p>20 Business Days</p> <p>15 Business Days</p> <p>60 Business Days</p> <p>Throughout study period, if necessary</p> <p>Throughout study period</p>	<p>30 Business Days</p> <p>20 Business Days</p> <p>30 Business Days</p> <p>45 Calendar Days</p> <p>30 Business Days</p> <p>20 Business Days</p> <p>30 Business Days</p> <p>90 Business Days</p> <p>Throughout study period, if necessary</p> <p>Throughout study period</p>



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Pennsylvania Fish & Boat Commission			
Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	

*David E. Spotts*

9/30/03

David Spotts, Chief, Watershed Analysis Section

Pennsylvania Fish & Boat Commission



Interagency Stewardship and Streamlining Agreement for the  
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Pennsylvania Game Commission			
Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
<ul style="list-style-type: none"> <li>▪ <b>Pennsylvania Game and Wildlife Code</b> (This statutory authority applies to bird and mammal species of special concern and their critical or unique wildlife habitat.)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Attend Scoping Meeting</li> <li>▪ Provide comments during Scoping</li>   <li>▪ Provide appropriate data, identifications, resources, or studies completed in the study area</li> <li>▪ Work toward consensus on study area, data requirements, and methodology to analyze state-listed terrestrial endangered and threatened species impacts and other terrestrial species impacts.</li> <li>▪ Attend interagency review or field meetings</li>   <li>▪ Review and comment on Purpose and Need Technical Report</li> <li>▪ Work toward consensus on Project Purpose and Need</li> <li>▪ Concur in Section 404 Basic Project Purpose</li> <li>▪ Review and comment on Alternatives Analysis Technical Report</li> </ul>	<p>Completed            Comment Period ended September 3, 2003            5 Business Days</p> <p>10 Business Days</p> <p>Periodically throughout study period            10 Business Days</p> <p>5 Business Days            5 Business Days            15 Business Days</p>	<p>Completed            Comment Period ended September 3, 2003            5 Business Days</p> <p>10 Business Days</p> <p>Periodically throughout study period            20 Business Days</p> <p>5 Business Days            5 Business Days            20 Business Days</p>



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Pennsylvania Game Commission			
Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
	<ul style="list-style-type: none"> <li>▪ Work toward consensus on range of alternatives; criteria for determining reasonable, possible and prudent alternatives; and alternatives retained for further evaluation</li> <li>▪ Work with FAA on avoiding and minimizing impacts to streams, wetlands, terrestrial resources and state-listed birds and mammals.</li> <li>▪ Review and comment on Biological Assessment</li> <li>▪ Review and comment on Biotic Communities Technical Report</li> <li>▪ Review and comment on Noise Technical Report</li> <li>▪ Review and comment on Wetlands Technical Report</li> <li>▪ Review and comment on the Draft EIS</li> <li>▪ Provide input to FAA on selection of the Preferred Alternative</li> <li>▪ Work with FAA on mitigating impacts from the Preferred Alternative to streams, wetlands, terrestrial resources and state-listed birds and mammals.</li> <li>▪ Participate in problem solving and issue resolution process</li> <li>▪ Identify Stewardship opportunities</li> </ul>	<p>5 Business Days</p> <p>10 Business Days</p> <p>20 Business Days</p> <p>20 Business Days</p> <p>20 Business Days</p> <p>20 Business Days</p> <p>45 Calendar Days</p> <p>15 Business Days</p> <p>10 Business Days</p> <p>Throughout study period, if necessary</p> <p>Throughout study period</p>	<p>5 Business Days</p> <p>20 Business Days</p> <p>30 Business Days</p> <p>30 Business Days</p> <p>30 Business Days</p> <p>30 Business Days</p> <p>45 Calendar Days</p> <p>30 Business Days</p> <p>20 Business Days</p> <p>Throughout study period, if necessary</p> <p>Throughout study period</p>





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*Kevin Mixon*

*9/30/03*

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Kevin Mixon, Environmental Planning & Habitat Protection

Pennsylvania Game Commission



**Interagency Stewardship and Streamlining Agreement for the  
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New Jersey Department of Environmental Protection			
Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
<ul style="list-style-type: none"> <li>▪ New Jersey Noise Control Act of 1971</li> <li>▪ New Jersey Air Pollution Control Act (1954)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Attend Scoping Meeting</li> <li>▪ Provide comments during Scoping</li>   <li>▪ Provide appropriate data, identifications, resources, or studies completed in the study area</li> <li>▪ Work toward consensus on study area, data requirements, and methodology to analyze air quality impacts and noise impacts.</li> <li>▪ Attend interagency review or field meetings</li>   <li>▪ Review and comment on Purpose and Need Technical Report</li> <li>▪ Work toward consensus on Project Purpose and Need</li> <li>▪ Review and comment on Alternatives Analysis Technical Report</li> </ul>	<p>Completed Comment Period ended September 3, 2003 5 Business Days</p> <p>10 Business Days</p> <p>Periodically throughout study period 10 Business Days</p> <p>5 Business Days 15 Business Days</p>	<p>Completed Comment Period ended September 3, 2003 5 Business Days</p> <p>10 Business Days</p> <p>Periodically throughout study period 20 Business Days</p> <p>5 Business Days 20 Business Days</p>



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New Jersey Department of Environmental Protection			
Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
	<ul style="list-style-type: none"> <li>▪ Work toward consensus on range of alternatives; criteria for determining reasonable, possible and prudent alternatives; and alternatives retained for further evaluation</li> <li>▪ Review and comment on Biological Assessment</li> <li>▪ Review and comment on Biotic Communities Technical Report</li> <li>▪ Review and comment on Air Quality Technical Report</li> <li>▪ Review and comment on Noise Technical Report</li> <li>▪ Review and comment on the Draft EIS</li> <li>▪ Provide input to FAA on selection of the Preferred Alternative</li> <li>▪ Work with FAA on avoiding, minimizing, or mitigating adverse environmental impacts from the Preferred Alternative</li> <li>▪ Participate in problem solving and issue resolution process</li> <li>▪ Identify Stewardship opportunities</li> </ul>	5 Business Days  20 Business Days 20 Business Days  20 Business Days 20 Business Days 45 Calendar Days 15 Business Days  20 Business Days  Throughout study period, if necessary Throughout study period	5 Business Days  30 Business Days 30 Business Days  30 Business Days 30 Business Days 45 Calendar Days 30 Business Days  20 Business Days  Throughout study period, if necessary Throughout study period



Interagency Stewardship and Streamlining Agreement for the  
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Ken Koschek

New Jersey Department of Environmental Protection



**Interagency Stewardship and Streamlining Agreement for the  
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**New Jersey State Historic Preservation Office**

Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
<ul style="list-style-type: none"> <li>▪ Section 106 of the National Historic Preservation Act, as amended: 16 U.S.C. 470f</li> <li>▪ Section 110 of the National Historic Preservation Act, as amended: 16 U.S.C. 470H-2 (protect National historic landmarks; record historic properties prior to demolition)</li> <li>▪ CFR 800, Protection Of Historic And Cultural Properties (regulations to assure that effects on historic and archeological resources are considered in the development of Federal undertakings)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Attend Scoping Meeting</li> <li>▪ Provide comments during Scoping</li> <li>▪ Provide appropriate data, identifications, resources, or studies completed in the study area</li> <li>▪ Work toward consensus on study area, data requirements, and methodology to analyze cultural and archaeological resource impacts on or eligible for the National Register of Historic Places and/or state or local historical significance.</li> <li>▪ Attend interagency review or field meetings</li> <li>▪ Review and comment on Alternatives Analysis Technical Report</li> <li>▪ Work toward consensus on range of alternatives; criteria for determining reasonable, possible and prudent alternatives; and alternatives retained for further evaluation</li> </ul>	<p>Completed Comment Period ended September 3, 2003 5 Business Days</p> <p>10 Business Days</p> <p>Periodically throughout study period 15 Business Days</p> <p>5 Business Days</p>	<p>Completed Comment Period ended September 3, 2003 10 Business Days</p> <p>10 Business Days</p> <p>Periodically throughout study period 20 Business Days</p> <p>5 Business Days</p>



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New Jersey State Historic Preservation Office			
Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
	<ul style="list-style-type: none"> <li>▪ Review and comment on Historic, Architectural &amp; Archaeological Resources Technical Report</li> <li>▪ Review and comment on the Draft EIS</li> <li>▪ Provide input to FAA on selection of the Preferred Alternative</li> <li>▪ Work with FAA on avoiding, minimizing, or mitigating adverse historic, cultural, and archaeological resource impacts from the Preferred Alternative</li> <li>▪ Participate in problem solving and issue resolution process</li> <li>▪ Identify Stewardship opportunities</li> </ul>	20 Business Days  45 Calendar Days 15 Business Days  10 Business Days  Throughout study period, if necessary Throughout study period	30 Business Days  45 Calendar Days 30 Business Days  20 Business Days  Throughout study period, if necessary Throughout study period

*Dorothy P. Guzzo*  
 Dorothy Guzzo, Deputy State Historic Preservation Specialist

11/12/03

New Jersey State Historic Preservation Office



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**Delaware State Historic Preservation Office**

Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
<ul style="list-style-type: none"> <li>▪ Section 106 of the National Historic Preservation Act, as amended: 16 U.S.C. 470f</li> <li>▪ Section 110 of the National Historic Preservation Act, as amended: 16 U.S.C. 470H-2 (protect National historic landmarks; record historic properties prior to demolition)</li> <li>36 ▪ 1 CFR 800, Protection Of Historic And Cultural Properties (regulations to assure that effects on historic and archeological resources are considered in the development of Federal undertakings)</li> </ul> <p align="center"><i>implementing Section 106</i></p>	<ul style="list-style-type: none"> <li>▪ Attend Scoping Meeting</li> <li>▪ Provide comments during Scoping</li> <li><i>Make available</i></li> <li>▪ <del>Provide</del> appropriate data, identifications, resources, or studies completed in the study area</li> <li>▪ Work toward consensus on study area, data requirements, and methodology to analyze cultural and archaeological resource impacts on or eligible for the National Register of Historic Places and/or state or local historical significance.</li> <li>▪ Attend interagency review or field meetings</li> <li>▪ Review and comment on Purpose and Need Technical Report</li> <li>▪ Review and comment on Alternatives Analysis Technical Report</li> <li>▪ Work toward consensus on range of alternatives; criteria for determining reasonable,</li> </ul>	<p>Completed Comment Period ended September 3, 2003 5 Business Days</p> <p>10 Business Days</p> <p>Periodically throughout study period 10 Business Days</p> <p>15 Business Days</p> <p>5 Business Days</p>	<p>Completed Comment Period ended September 3, 2003 10 Business Days</p> <p>10 Business Days</p> <p>Periodically throughout study period 20 Business Days</p> <p>20 Business Days</p> <p>5 Business Days</p>



**Interagency Stewardship and Streamlining Agreement for the  
 Philadelphia International Airport Runway 17-35 Extension Project Environmental Impact  
 Statement and Permitting and the  
 Capacity Enhancement Program Environmental Impact Statement and Permitting**



**Delaware State Historic Preservation Office**

Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
	<p>possible and prudent alternatives; and alternatives retained for further evaluation</p> <ul style="list-style-type: none"> <li>▪ Review and comment on Historic, Architectural &amp; Archaeological Resources Technical Report</li> <li>▪ Review and comment on the Draft EIS</li> <li>▪ Provide input to FAA on selection of the Preferred Alternative</li> <li>▪ Work with FAA on avoiding, minimizing, or mitigating adverse historic, cultural, and archaeological resource impacts from the Preferred Alternative</li> <li>▪ Participate in problem solving and issue resolution process</li> <li>▪ Identify Stewardship opportunities</li> </ul>	<p>20 Business Days</p> <p>45 Calendar Days</p> <p>15 Business Days</p> <p>10 Business Days</p> <p>Throughout study period, if necessary</p> <p>Throughout study period</p>	<p>30 Business Days</p> <p>45 Calendar Days</p> <p>30 Business Days</p> <p>20 Business Days</p> <p>Throughout study period, if necessary</p> <p>Throughout study period</p>





Interagency Stewardship and Streamlining Agreement for the  
Philadelphia International Airport Runway 17-35 Extension Project Environmental Impact  
Statement and Permitting and the  
Capacity Enhancement Program Environmental Impact Statement and Permitting



*Dan Griffith*

9/30/2003

Dan Griffith, State Historic Preservation Officer

Delaware State Historic Preservation Office



Interagency Stewardship and Streamlining Agreement for the  
 Philadelphia International Airport Runway 17-35 Extension Project Environmental Impact  
 Statement and Permitting and the  
 Capacity Enhancement Program Environmental Impact Statement and Permitting



Delaware Department of Natural Resources and Environmental Control

Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
<ul style="list-style-type: none"> <li>▪ Coastal Zone Management Act of 1972: 16 U.S.C. 145 et. seq. (preserve, protect, develop, and (where possible) restore and enhance resources of the coastal zone)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Attend Scoping Meeting</li> <li>▪ Provide comments during Scoping</li>   <li>▪ Provide appropriate data, identifications, resources, or studies completed in the study area</li> <li>▪ Work toward consensus on study area, data requirements, and methodology to analyze water quality impacts; endangered and threatened species impacts, wetland impacts; floodplain impacts, hazardous material impacts and waterborne transportation impacts, as they relate to the Commonwealth's approved Coastal Zone Management Plan.</li> <li>▪ Attend interagency review or field meetings</li>   <li>▪ Review and comment on Purpose and Need Technical Report</li> <li>▪</li> </ul>	Completed	Completed
		Comment Period ended September 3, 2003	Comment Period ended September 3, 2003
		5 Business Days	5 Business Days
		10 Business Days	10 Business Days
		Periodically throughout study period	Periodically throughout study period
		10 Business Days	20 Business Days



Interagency Stewardship and Streamlining Agreement for the  
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Delaware Department of Natural Resources and Environmental Control			
Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
	<ul style="list-style-type: none"> <li>▪ Work toward consensus on Project Purpose and Need</li> <li>▪ Review and comment on Alternatives Analysis Technical Report</li> <li>▪ Work toward consensus on range of alternatives; criteria for determining reasonable, possible and prudent alternatives; and alternatives retained for further evaluation</li> <li>▪ Review and comment on Biological Assessment</li> <li>▪ Review and comment on Water Quality Technical Report</li> <li>▪ Review and comment on Wetlands Technical Report</li> <li>▪ Review and comment on Floodplain Technical Report</li> <li>▪ Review and comment on Hazardous Materials Technical Report</li> <li>▪ Review and comment on Waterborne Transportation Technical Report</li> <li>▪ Review and comment on the Draft EIS</li> <li>▪ Provide input to FAA on selection of the Preferred Alternative</li> </ul>	5 Business Days 15 Business Days  5 Business Days  20 Business Days 20 Business Days  20 Business Days 20 Business Days 20 Business Days  20 Business Days  45 Calendar Days 15 Business Days	5 Business Days 20 Business Days  5 Business Days  30 Business Days 30 Business Days  30 Business Days 30 Business Days 30 Business Days  20 Business Days  45 Calendar Days 30 Business Days



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Delaware Department of Natural Resources and Environmental Control

Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
<p>FEDERAL CONSISTENCY PROJECTS            MUST BE PLACED ON PUBLIC            NOTICE. WE WILL TRY TO KEEP            THESE TIMEFRAMES AS CLOSE            AS POSSIBLE.</p>	<ul style="list-style-type: none"> <li>Work with FAA on avoiding, minimizing, or mitigating adverse impacts from the Preferred Alternative relating to water quality; endangered and threatened species, wetlands; floodplains, hazardous material, and waterborne transportation, as they relate to the Commonwealth's approved Coastal Zone Management Plan</li> <li>Participate in problem solving and issue resolution process</li> <li>Identify Stewardship opportunities</li> <li>Determine consistency under the Coastal Zone Management Act of 1972, as amended.</li> </ul>	<p>30 Business Days</p> <p>Throughout study period, if necessary            Throughout study period  <u>10 Business Days</u></p>	<p>30 Business Days</p> <p>Throughout study period, if necessary            Throughout study period            20 Business Days</p>

NOTICE. WE WILL TRY TO KEEP THESE TIMEFRAMES AS CLOSE AS POSSIBLE. 7-6-03 7/30/03.

David Carter, Program Manager II  
 TRICIA COSBEY, ENVIRONMENTAL SCIENTIST II

Delaware Department of Natural Resources and Environmental Control, Delaware  
 Coastal Programs



**Interagency Stewardship and Streamlining Agreement for the  
 Philadelphia International Airport Runway 17-35 Extension Project Environmental Impact  
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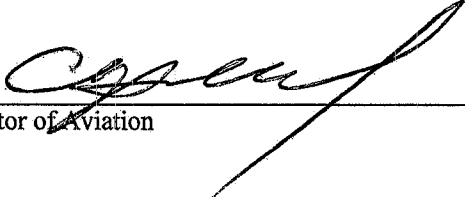
City of Philadelphia			
Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
	<ul style="list-style-type: none"> <li>▪ Review and comment on all EIS-related studies, reports, and permit applications, as needed</li> <li>▪ Assist in cooperation of City regulatory agencies, as needed.</li> <li>▪ Fulfill requirements of the Memorandum of Understanding between FAA and the City including, but not limited to, contracting and procurement responsibilities</li> <li>▪ Attend interagency review or field meetings</li> <li>▪ Assist in identifying and obtaining appropriate City permits</li> <li>▪ Facilitate access to Airport and adjacent properties</li> <li>▪ Facilitate access to existing environmental and historical records of City agencies and consultants</li> <li>▪ Meet NEPA responsibilities of Federal-City grant agreements</li> <li>▪ Attend Streamlining, Scoping, and related planning meetings</li> <li>▪ Review and comment on Draft EIS</li> </ul>	<p>5 to 10 Business Days</p> <p>Throughout study period, if necessary</p> <p>Throughout study period</p> <p>Throughout study period, if necessary</p> <p>5 to 20 Business Days</p> <p>Throughout study period</p> <p>Throughout study period</p> <p>Throughout study period</p> <p>Throughout study period</p> <p>20 Business Days</p>	<p>15 to 20 Business Days</p> <p>Throughout study period, if necessary</p> <p>Throughout study period</p> <p>Throughout study period, if necessary</p> <p>5 to 30 Business Days</p> <p>Throughout study period</p> <p>Throughout study period</p> <p>Throughout study period</p> <p>Throughout study period</p> <p>20 Business Days</p>



Interagency Stewardship and Streamlining Agreement for the  
 Philadelphia International Airport Runway 17-35 Extension Project Environmental Impact  
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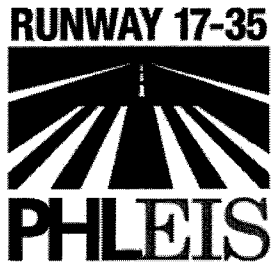


City of Philadelphia			
Some Relevant Statutory Authorities	Roles/Responsibilities	Time Frames	
		Runway 17-35	CEP
	<ul style="list-style-type: none"> <li>▪ Participate in problem solving and issue resolution process</li> <li>▪ Identify Stewardship opportunities</li> </ul>	Throughout study period, if necessary Throughout study period	Throughout study period, if necessary Throughout study period


9-30-03

Charles Isdell, Director of Aviation

City of Philadelphia



**Philadelphia International Airport  
Runway 17-35 Extension Project  
Environmental Impact Statement**

**AGENCY CONSENSUS/REVIEW FORM**

Agency: \_\_\_\_\_

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Consensus Point \_\_\_\_\_

or

Agency Review of: \_\_\_\_\_

Please check one:

- My agency concurs with the findings presented in this report as written
- My agency concurs with the findings presented in this report, and offers the following comments<sup>1</sup>:
  
- My agency concurs with the findings presented in this report, provided the following comments are addressed<sup>2</sup>:
  
- My signature indicates that my agency has been provided an opportunity to review and comment on this report and that there are no major issues within the jurisdiction or authority of this agency, at this phase of the project. Concurrence with this report does not bias or predetermine any future actions by this agency.

Please return to Susan McDonald by (date) through email ([smcdonald@faa.gov](mailto:smcdonald@faa.gov)) or fax (717-730-2838)

\_\_\_\_\_  
<sup>1</sup> Minor comments or suggestions for clarification/enhancement  
<sup>2</sup> Comments that must be addressed for accuracy of the report or analysis



Statement of Key Points/Guiding Principles for an  
Interagency Streamlining Agreement for the  
Philadelphia International Airport  
Environmental Impact Statements and Permitting



We the undersigned agree to commit "Streamlining Champions," senior representatives with decision-making power for our agencies, to collaborate on an *Interagency Streamlining Agreement for the Philadelphia International Airport Environmental Impact Statements and Permitting* that will:

1. Commit to identify environmental agency priorities and explore opportunities to ensure that the projects incorporate environmental protection and stewardship into the project.
2. Identify the individual roles and responsibilities and statutory authority of each agency that is a party to the Agreement.
3. Commit each agency to mutually respect the mission, technical expertise, and statutory authority of the other agencies and to help each other fulfill their mandates.
4. Identify mutually agreed upon time frames within which each agency will fulfill their roles and responsibilities on the project.
5. Include a method for understandings and agreements reached along the way (consensus points) to be documented, with provisions, where appropriate, for signing by all participants. These consensus points include, but are not limited to, study area boundaries, criteria for selection of alternatives, data and analysis requirements, and mitigation.
6. Include a provision for ensuring that the consensus points will not be revisited, unless there is substantive information or substantial changes that warrants reconsideration.
7. Include a mutually acceptable, collaborative problem solving and issue resolution process to resolve issues among agencies that are parties to the Agreement.

Furthermore, the "Streamlining Champions," will expedite the review of the *Philadelphia International Airport Capacity Enhancement Program Environmental Impact Statement* and the *Philadelphia International Airport Runway 17-35 Extension Project Environmental Impact Statement*, as well as the permitting decisions and similar decisions for each project.



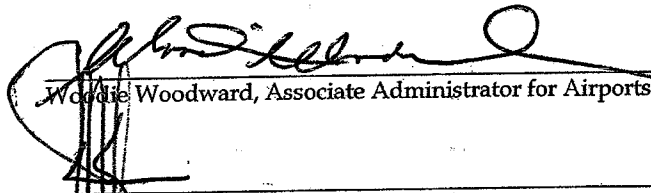
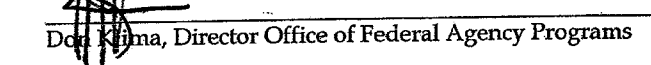
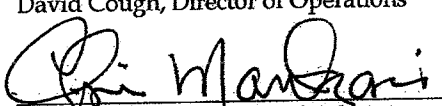
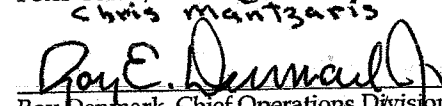
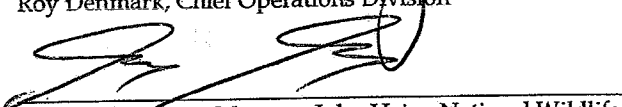


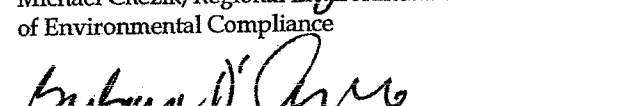


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Environmental Impact Statements and Permitting



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*decisions decisions*

 Woodie Woodward, Associate Administrator for Airports	Federal Aviation Administration
 Don Kama, Director Office of Federal Agency Programs	Advisory Council on Historic Preservation
David Cough, Director of Operations	Federal Highway Administration - Pennsylvania Division
 Peter Colosi, Asst. Regional Administrator <i>Chris Mantzaris</i>	National Marine Fisheries Service - Northeast Region
 Roy Denmark, Chief Operations Division	U.S. Army Corps of Engineers - Philadelphia District
 Gary Stolz, Acting Manager John Heinz National Wildlife Refuge	U.S. Fish & Wildlife Service - Northeast Region
 LCDR Patrick Keffler	U.S. Coast Guard
 Michael Chezik, Regional Environmental Administrator Office of Environmental Compliance	U.S. Department of Interior - Philadelphia Region
 Barbara D'Angelo, Deputy Director, EAID	U.S. Environmental Protection Agency - Region III



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Eric Conrad, Deputy Secretary Field Operations Pennsylvania Department of Environmental Protection

Vito Genua, Assistant District Executive - Design Pennsylvania Department of Transportation - District 6

David Spotts, Chief, Watershed Analysis Section Pennsylvania Fish & Boat Commission

Doug Killough, Southeast Region Director Pennsylvania Game Commission

Joseph Corleto, Environmental Specialist New Jersey Department of Environmental Protection

Dorothy Guzzo, Deputy State Historic Preservation Specialist New Jersey Historic Commission Res. Office

Dan Griffith, State Historic Preservation Officer Delaware Division of Historical & Cultural Affairs

Mark DelVecchio, Acting Director Delaware Coastal Management Program