

**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 certificate 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.*

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**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