

this range, the alternatives being considered for the Capacity Enhancement Program are the No Build Alternative and two build alternatives developed in the Master Plan Update: the Parallel Concept and Diagonal Concept, both which increase airfield capacity at PHL. The EIS will also evaluate alternatives identified during the Scoping process that would reduce existing and forecasted delays at PHL. The Parallel Concept is an expansion of the existing runway configuration that would be completed in two phases. It involves extending two of the four existing runways and constructing a new runway, as well as other changes to make the airfield more efficient in this configuration and minor changes to gate facilities and around the existing terminal complex. The Diagonal Concept would also be phased and would ultimately provide four parallel runways in a northwest-southeast configuration that would be capable of supporting four independent arrival or departure streams in good weather conditions and two independent arrival streams plus two independent departure streams in poor weather conditions. The Diagonal Concept involves other changes to the airfield to accommodate the new configuration and ultimately, the construction of new centerfield terminals to replace the existing terminals.

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 of the Philadelphia International Airport in Terminal E 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 the proposed project. The newspaper notice will notify the public that Scoping Meetings will be held to gain

their input concerning the proposed project. The Public Scoping Meetings are scheduled for the evenings of August 18, 19, 20, 2003 from 5 p.m. to 9 p.m. at locations in the project area. 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 each of the meetings. The public comment period on this initial Scoping phase of the EIS will end on September 3, 2003. The purpose of the Scoping Meetings is to receive input from the public and answer questions regarding the scope and process related to the EIS.

Issued in Jamaica, New York, July 21, 2003.

**James White,**

*Acting Manager, Airports Division, Eastern Region.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Standard Content and Format for the Installation Instructions and Limitations Required by TSO-C127a, Rotorcraft, Transport Airplane, and Normal and Utility Airplane Seating Systems**

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

**ACTION:** Notice of availability and requests for public comments.

**SUMMARY:** This notice announces the availability of and request comments on a draft policy memorandum. The draft policy memorandum recommends a standardized content and format for the installation instructions and limitations required by Technical Standard Order (TSO)—C127a, Rotorcraft, Transport Airplane, and Normal and Utility Airplane Seating Systems.

**DATES:** All comments must be received on or before August 28, 2003.

**ADDRESSES:** Send all comments on the draft policy memorandum to: Federal Aviation Administration, Aircraft Certification Service, Room 815, 800 Independence Avenue, SW., Washington, DC 20591. ATTN: Mr. Hal Jensen, AIR-120. Or, deliver comments to: Federal Aviation Administration, Room 815, 800 Independence Avenue, SW., Washington, DC 20591.

**FOR FURTHER INFORMATION CONTACT:** Mr. Hal Jensen, Aerospace Engineer, Federal Aviation Administration, Aircraft

Certification Service, Aircraft Engineering Division, Technical Programs Branch, AIR-120, Room 815, 800 Independence Avenue, SW., Washington, DC 20591; Telephone (202) 267-8807; fax: (202) 267-5340; e-mail [hal.jensen@faa.gov](mailto:hal.jensen@faa.gov).

#### **SUPPLEMENTARY INFORMATION:**

##### **Comments Invited**

Interested persons are invited to comment on the draft policy memorandum listed in this notice by submitting such written data, views, or arguments as they desire to the above specified address. Comments received on the draft policy memorandum may be examined, before and after the comment closing date, in Room 815, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591, weekdays except Federal holidays, between 8:30 a.m. and 4:30 p.m. All communications received on or before the closing date for comments specified above will be considered by the Director of the Aircraft Certification Service before issuing the final policy.

##### **Background**

In 2000, the FAA and industry formed a team to explore ways to streamline certifying airplane seats. Since that first effort the team developed a plan that included reestablishing the TSOs for seats as a valid design approval and to the extent possible, maximize their content toward meeting the applicable airworthiness standards. The team determined that using standardized installation instructions and limitations (IIL) for TSO-C127a will help when TSO holders provide complete IILs that clearly define issues about the TSO installation. When using an IIL, the person(s) approving the installation needs only to determine the installed TSO article is correct. The proposed policy also recommends the use of a standardized format designed to help the person(s) approving the installation to understand the instructions.

##### **How To Obtain Copies**

A copy of the draft policy memorandum may be obtained via the Internet at, <http://www.airweb.faa.gov/RGL>, or by contacting the person listed in the section titled **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on July 25, 2003.

**David W. Heme,**

*Manager, Aircraft Engineering Division, Aircraft Certification Service.*

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