

Enhancement Program, Environmental Impact Statement.

**DATES:** Effective upon publication in the **Federal Register**.

**FOR FURTHER INFORMATION CONTACT:** Susan L. McDonald, Environmental Protection Specialist, Federal Aviation Administration, Harrisburg Airports District Office, 3905 Hartzdale Drive, Suite 508, Harrisburg, PA 17011.

**SUPPLEMENTARY INFORMATION:** In accordance with the National Environmental Policy Act, the Federal Aviation Administration is in the process of completing an Environmental Impact Statement (EIS) for the Philadelphia International Airport (PHL) Capacity Enhancement Program (CEP). The purpose of the CEP is to enhance airport capacity in order to accommodate current and future aviation demand in the Philadelphia Metropolitan Area during all weather conditions. The Draft EIS was published on September 26, 2008. The DEIS presented three alternatives; the No Action and two on-airport construction alternatives (Alternatives A and B), but did not identify a Preferred Alternative. FAA has now identified Alternative A as its Preferred Alternative.

Alternative A would extend Runway 8–26 to the east, extend Runway 9R–27L to the east, and add a third parallel east-west runway. Alternative A would also reconstruct and enlarge the terminal complex, increasing it from 120 to approximately 150 gates. Alternative A will accommodate all forecasted operations with annualized average delays of 5.2 minutes in 2020 and 8.4 minutes in 2025. Alternative A is estimated to cost \$5.2 billion.

Alternative A is FAA Preferred Alternative for the following reasons:

1. Alternative A meets the Purpose and Need by adding capacity and significantly reducing delay in all weather conditions in the long term.
2. Alternative A allows for greater flexibility of construction phasing or scheduling.
3. Alternative A maintains a crosswind runway (Runway 17–35).
4. Alternative A minimizes disruption of local surface transportation, and does not result in construction impacts to Interstate 95.
5. On the average, Alternative A has less average annualized delays during the prolonged construction period.
6. With mitigation, significant environmental impacts can be avoided or minimized.

A Draft General Conformity Determination, based on FAA's Preferred Alternative, is expected to be released for public comment April 27,

2010. The Final EIS is expected to be released late August 2010. The Final EIS will address all comments received on the Draft EIS and provides the rationale behind FAA's selection of Alternative A as the Preferred Alternative. Further information on the project and the EIS process can be found at the project Web site: <http://www.phl-cep-eis.com>.

Issued in Camp Hill, Pennsylvania, April 16, 2010.

**Oscar D. Sanchez,**

*Acting Manager, Harrisburg Airports District Office.*

[FR Doc. 2010–9608 Filed 4–21–10; 4:15 pm]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Summary Notice No. PE–2010–20]

#### Petition for Exemption; Summary of Petition Received

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

**ACTION:** Notice of petition for exemption received.

**SUMMARY:** This notice contains a summary of a petition seeking relief from specified requirements of 14 CFR. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of the petition or its final disposition.

**DATES:** Comments on this petition must identify the petition docket number involved and must be received on or before May 13, 2010.

**ADDRESSES:** You may send comments identified by Docket Number FAA–2003–14563 using any of the following methods:

- *Government-wide rulemaking Web site:* Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.
- *Mail:* Send comments to the Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue, SE., West Building Ground Floor, Room W12–140, Washington, DC 20590.
- *Fax:* Fax comments to the Docket Management Facility at 202–493–2251.
- *Hand Delivery:* Bring comments to the Docket Management Facility in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue, SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

*Privacy:* We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. Using the search function of our docket Web site, anyone can find and read the comments received into any of our dockets, including the name of the individual sending the comment (or signing the comment for an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477–78).

*Docket:* To read background documents or comments received, go to <http://www.regulations.gov> at any time or to the Docket Management Facility in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue, SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Laverne Brunache (202) 267–3133 or Tyneka Thomas (202) 267–7626, Office of Rulemaking, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on April 20, 2010.

**Pamela Hamilton-Powell,**

*Director, Office of Rulemaking.*

#### Petition for Exemption

*Docket No.:* FAA–2003–14563.

*Petitioner:* AirTran Airways, Inc.

*Section of 14 CFR Affected:* 14 CFR 93.123

*Description of Relief Sought:*

To permit AirTran Airways, Inc., the use of three slots at Ronald Reagan Washington National Airport (DCA) for service from DCA to Atlanta Hartford International Airport.

On July 10, 2009, the FAA renewed AirTran's exemption until September 30, 2010. That grant of exemption stated the FAA would publish any future extension petitions for public comment.

[FR Doc. 2010–9477 Filed 4–22–10; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Summary Notice No. PE–2010–19]

#### Petition for Exemption; Summary of Petition Received

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