

Public Involvement

An extensive public involvement program (PIP) was developed and implemented as part of the project. The PIP involved continual briefings of public officials, public meetings, focus group meetings, and formulation of a Community Advisory Committee. Additionally, representatives of the project team met periodically with Millcreek Township supervisors, Millcreek Paramedic Services, Millcreek fire and police, city of Erie fire and police, and the Pennsylvania Emergency Management Agency regional representative to develop a unified approach to emergency and medical service (EMS) issues related to the proposed project. A summary of public involvement throughout the course of this EA is presented within Appendix A, Public Involvement Summary.

In order to complete the environmental clearance process, the Draft EA was made available to the public, as well as various federal, state, and local agencies and Native American Tribal organizations for review and comment. A public hearing was held on September 1, 2005 to obtain public input to the proposed action. The comments were received, analyzed, and the substantive comments addressed in Appendix Q of this document.

Following completion of the EA process, the FAA will make a decision regarding the degree of environmental impacts associated with the proposed project. If the FAA decides that no significant impacts are associated with the proposed project, including applicable mitigation measures, a Finding of No Significant Impact would be prepared. However, if the FAA decides that significant impacts exist after mitigation has been considered or there is substantial public controversy regarding the proposed project, an Environmental Impact Statement for the proposed project would be developed.

Copies of the EA were available for review at the following locations:

- Erie International Airport, 4411 West 12th Street Erie, PA
- Millcreek Township office building 3680 West 26th Street Erie, PA

Comments on the EA were made in writing and submitted to:

- Mr. Thomas Barba
C&S Engineers, Inc.
499 Col. Eileen Collins Blvd.
Syracuse, NY 13212-3903

FAA Guidance

This EA was prepared in accordance with EA preparation guidelines listed within 40 CFR Part 1500, *Council on Environmental Quality (CEQ) Regulations*, and FAA Order 5050.4A, *Airport Environmental Handbook* and FAA Order 1050.1E *Environmental Impacts: Policies and Procedures*. Pursuant to FAA Order 5050.4A and FAA Order 1050.1E, this EA includes preliminary impact scoping, purpose and need, alternatives analysis, descriptions of affected environments, environmental consequences, and mitigating measures that have been developed to minimize potential impacts resulting from the proposed project.

1.0 Project Background

An EA is a “concise” public document that serves to provide sufficient evidence and analysis for determining whether to prepare an environmental impact statement (EIS) or a finding of no significant impact (FONSI) for a particular project. Furthermore, the EA serves to aid the

responsible federal agency in remaining in compliance with the National Environmental Policy Act (NEPA) when no environmental impact statement (EIS) is necessary, while facilitating preparation of an EIS when one is necessary. According to 40 Code of Federal Register (CFR) 1508.9, an EA shall consist of brief discussions of the need for the proposed action, proposed alternatives, potential environmental impacts, and a listing of agencies and individuals consulted.

This EA has been prepared to assess the potential environmental impacts that may result from implementation of the proposed extension of Runway 6-24 at ERI. This EA summarizes the information obtained during the course of this EA, which was performed in accordance with 40 CFR Part 1500—*Council on Environmental Quality (CEQ) Regulations*, Federal Aviation Administration (FAA) Order 5050.4A, *Airport Environmental Handbook*, dated October 1985, and FAA Order 1050.1E *Environmental Impacts: Policies and Procedures* dated June 2004.

The project was originally a combined effort of the Federal Highway Administration (FHWA), the Federal Aviation Administration (FAA), the Pennsylvania Department of Transportation (PENNDOT) and the Erie Municipal Airport Authority (EMAA). In the spring of 2000, the stakeholders for the airport project (Runway 6-24 Extension) and the highway projects (Powell Avenue bridge replacement, improvements to 26th Street and Asbury Road, 12th Street and Asbury Road, 12th Street and Peninsula Drive, and 26th Street and Peninsula Drive) agreed to combine efforts into one comprehensive process. Although the two projects have independent utility and therefore were not connected actions, it was the belief of the stakeholders that the public would benefit from one consolidated public involvement process. Through each phase of the environmental assessment process, FHWA and PENNDOT worked closely with EMAA and FAA to develop Powell Avenue roadway relocation alternatives that consider the airport's 20-year development plan and FAA's and FHWA's standards and regulations.

Following that decision, the combined environmental and public involvement process continued until the fall of 2003 when the majority of the public involvement process was completed. At that time, the environmental document was separated, allowing PENNDOT to obtain environmental clearance for the highway portion of the project only. PENNDOT completed a Level 1b Categorical Exclusion Evaluation (CEE) which included a level of review dependent upon the project circumstances. This level ensures compliance with the programmatic agreement between PENNDOT and FHWA. PENNDOT received the Level 1b CEE for their highway project prior to the end of 2003. **This EA document addresses potential environmental impacts from the Runway 6-24 extension project only.**

1.1 General Project Description

The project considers the proposed extension of Runway 6-24 at ERI. The runway extension is needed to accommodate existing and future aviation demand as demonstrated in the recently completed airport master plan. ERI is a publicly owned, public-use commercial service airport serving the aviation needs of the city of Erie, Erie County, the western region of Pennsylvania, southwestern New York, and northeast Ohio (see Figure 1).

The goal of the project is a runway extension that meets the local and regional aviation needs of EMAA and the community as well as complying with FAA safety regulations and the National Plan of Integrated Airport Systems (NPIAS) for 2005-2009.

Key Terminology

Airport features and terminology that form part of the project and are introduced in this report are briefly defined here:

Accelerate-Stop Distance Available (ASDA)—The ASDA is the distance required for an aircraft to accelerate from standstill through a speed approaching the required takeoff and then for the pilot to decide to abort the takeoff and decelerate to a safe stop.

Accelerate-Stop Distance—This is the distance to accelerate from brake release to V_1 (takeoff decision speed) and then decelerate to a stop, plus safety factors.

Approach Lighting System (ALS)—An airport lighting facility that provides visual guidance to landing aircraft by radiating light beams in a directional pattern by which the pilot aligns the aircraft with the extended centerline of the runway on the final approach and landing.

Avigation Easement—A grant of property interest on land over which a right of unobstructed flight in the airspace is established.

CAT I Approach Lighting System—Approach lighting system that meets instrument landing system (ILS) CAT I requirements.

Clearway—This is a defined rectangular area beyond the end of a runway cleared or suitable for use in lieu of runway to satisfy takeoff distance requirements.

Critical Design Aircraft—The critical aircraft is the most demanding aircraft to regularly use a given runway at a particular airport. An aircraft must have a minimum of 500 operations per year within the planning period in order to be designated as a critical design aircraft.

Declared Distance—This is the distances the airport owner declares available for the airplane's takeoff run, takeoff distance, acceleration-stop distance, and landing distance requirements.

Glide Slope Critical Area—An area in front of the glide slope antenna (part of an instrument landing system) that is smoothly graded to remove surface irregularities.

Landing Distance—This is the distance from the threshold to complete the approach, touchdown, and decelerate to a stop, plus safety factor.

Landing Distance Available (LDA)—The LDA is the total distance available from the time a landing aircraft passes over the beginning of the usable paved runway (this location may be displaced from the actual paved beginning of the runway as discussed above), touchdown on the runway, and through the deceleration to stop of the aircraft.

Runway—A defined rectangular surface on an airport prepared or suitable for the landing or takeoff of airplanes.

Runway Object Free Area (ROFA)—An area on the ground centered on a runway, taxiway, or taxilane centerline provided to enhance the safety of aircraft operations by having the area free of objects,

except for objects that need to be located in the ROFA for air navigation or aircraft ground maneuvering purposes.

Runway Protection Zone (RPZ)—A trapezoidal area off the runway end and centered about the extended runway centerline. The function of the RPZ is to enhance the protection of people and property on the ground by maintaining this area clear of airport incompatible objects and activities.

Runway Safety Area (RSA)—A defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway.

Stopway—This is a defined rectangular area beyond the end of a runway prepared or suitable for use of runway to support an airplane, without causing structural damage to the airplane, during and aborted takeoff.

Takeoff Distance Available (TODA) —This is the runway length declared available and suitable for the ground run of an airplane take off.

Takeoff Run Available (TORA) —This is the TORA plus the length of any remaining runway or clearway beyond the far end of the TORA.

Taxiway—A defined path established for the taxiing of aircraft from one part of an airport to another.

Takeoff Run—This is the distance to accelerate from brake release to lift-off, plus safety factors.

Visibility Minimums—Lower visibility minimums allows an aircraft to be closer to the runway threshold on final approach before making visual contact with the runway. Higher minimums during inclement weather could force an aircraft to divert to another airfield to land.

Selected additional terms are defined in Appendix C—*Glossary of Terms*, while acronyms and abbreviations used in this report are listed in Appendix D—*Glossary of Acronyms*.

1.2 Purpose and Need

Project Purpose

The purpose of the Runway 6-24 extension is to comply with federal regulations regarding the need of standard safety areas and to provide an adequate runway length of 7,500 feet. The increased runway length would accommodate the critical design aircraft (DC-9 aircraft) for planned aviation activity based on a recently executed agreement between the German firm Zuckerwatte and Erie Aviation, Inc (See Erie Aviation, Inc. letter dated February 16, 2004 in Appendix B). The pertinent FAA regulations, circulars and policies concerning airport design include:

- FAA Advisory Circular 150/5300-13, *Airport Design*
- FAA Advisory Circular 150/5325-4, *Runway Length Requirements for Airport Design*
- 14 CFR Part 77, *Objects Affecting Navigable Airspace* (obstructions)
- 14 CFR Part 139, *Certification of Airports* (air carrier airport requirements)
- FAA Order 5200.8, *Runway Safety Area Program*

- FAA Order 5200.9, *Financial Feasibility and Equivalency of Runway Safety Area Improvements and Engineered Materials Arresting Systems (EMAS)*

Project Need

Erie Aviation's, business focuses on operating reconfigured DC-9 aircraft for product distribution via five flights per week (520 annual operations). It is anticipated that these operations would begin by the end of 2005 or the first quarter of 2006. Based on the current runway length, Erie Aviation would be unable to accommodate future business demands, and would be forced to consider other business opportunities or possibly relocate outside of the Erie region. Erie Aviation is committed to the proposed Runway Extension project, as demonstrated in a letter dated October 18, 2004, which is contained in Appendix B.

During the forecasting effort for the master planning process, the FAA reviewed and approved the operations forecasts and the critical design aircraft, the McDonnell-Douglas DC-9. The DC-9 is the most demanding aircraft forecast to regularly use Runway 6-24 at Erie International Airport throughout the planning period. As discussed earlier, this is a direct result of Erie Aviation, an airport tenant, committing to conduct 520 annual operations of a DC-9 cargo aircraft as part of a product distribution network with its partner company Zuckerwatte.

The criteria used to establish the most demanding aircraft includes a review of the number of times per year a particular type of aircraft visits the airport (annual operations), the speed at which these airplanes typically land (approach speed) and the wingtip-to-wingtip width (wingspan) of the aircraft. The airplane with the fastest approach speed and largest wingspan that is forecast to conduct a minimum of 500 operations at the airport is deemed the critical design aircraft.

After determination of the critical aircraft, a careful process for determining the minimum length of runway required for optimal operation of this aircraft is completed following the guidance set forth in FAA AC 150/5325-4, Runway Length Requirements for Airport Design. This process investigates both critical aircraft characteristics (weight, length of trip, number of passengers, etc.) and airport location characteristics (weather, airport elevation, etc.). Investigation of the DC-9 cargo aircraft forecast to operate at Erie International Airport requires a minimum runway length of 7,500 feet to accommodate a typical operation of this aircraft. This determination was verified through a runway length validation completed as part of this document and is included as Appendix O.

The validation effort was commissioned by the EMAA at the request of the analysis considered stage length (the typical length of a given flight), take off weight (the total weight of the aircraft including passengers, cargo, and fuel), and particular aircraft components, such as type of engine, that determine the distance required for the critical aircraft to takeoff or land. The study found that earlier assumptions made regarding these characteristics remained valid and that a runway length of 7,500 feet was required to accommodate forecast operations of the critical aircraft.

Historical Information

As the owners and operators of the airport, EMAA, in cooperation with the FAA, updated the 1990 airport master plan in order to identify the regional aviation demands at the airport for the next 20 years. The planning process evaluated the potential of the airport and identified specific opportunities for meeting aviation demand and developing airport facilities. The needs identified for the project were:

- Protect and enhance safety.

- Accommodate the critical design aircraft (McDonnell Douglas DC-9) for which a 7,500 foot length runway is recommended.
- Correcting existing airport design standard deficiencies for runway safety area (RSA) and runway object free area (ROFA).
- Accommodate international business development plans for Erie Aviation, a partner with EMAA in developing international business and an integral part of the airport.
- Be consistent with long term development planning and provide economic benefits for the city and region.
- Improve limited ability to provide adequate system linkage as part of the National Plan of Integrated Airport Systems (NPIAS).

During the forecasting effort for the master planning process, the FAA reviewed and approved the operations forecasts and the critical design aircraft, the McDonnell-Douglas DC-9. Since then, the critical aircraft has changed from a DC-9 passenger aircraft to a DC-9 cargo aircraft.

Notwithstanding this change in aircraft operation type, the runway length requirement for a DC-9 cargo aircraft remains at 7,500 feet. The purpose of the project is to accommodate the DC-9 aircraft based on a recently executed agreement between the Zuckerwatte and Erie Aviation (See Erie Aviation, Inc. letter dated February 16, 2004 in Appendix B).

EMAA launched a marketing campaign focused on the redevelopment of the former Fenestra and existing Penn Brass buildings located on the south side of the airfield. As a result of EMAA efforts, Erie Aviation entered into an agreement with Zuckerwatte, assigning Erie Aviation as the exclusive North American and Latin American representative for all sales and product distribution.

The primary runway, Runway 6-24, currently does not meet FAA design standards for runway safety area dimensions or runway object free area dimensions for Airport Reference Code C-III (see attached glossary for detailed definitions). The Airport Reference Code (ARC) of C-III, identified for ERI, indicates that the airport is expected to serve Aircraft Approach Category C (speed up to but not including 141 knots) and Airplane Design Group III (wingspans up to but not including 118 feet). The FAA mandates that a RSA be cleared, drained, graded, and capable of supporting emergency and maintenance equipment, as well as aircraft, for a width of 500 feet and a length extending 1,000 feet out from the runway threshold. (Safety concerns related to ice and snow are among the reasons that a standard runway safety area is mandated.)

Runway threshold siting requirements are outlined in FAA Advisory Circular 150/5300-13, Appendix 2. In most cases, the threshold is located at the beginning of full-strength runway pavement. However, displacement of the threshold may be required when it is not possible to remove or relocate an obstruction to the airspace required for landing an aircraft. Thresholds may also be displaced for environmental considerations, such as noise abatement, or to provide the standard runway safety area and runway object free area lengths.

Due to its proximity to Asbury Road, the RSA for the Runway 6 end does not comply with FAA airport design standards. ERI has been granted waivers by the FAA for the safety areas on the Runway 6 end. The RSA waiver will expire in 2007, at which time the airport will need to establish a standard RSA. Prior to 2007, any construction projects associated with the runway (e.g., a routine runway rehabilitation) would need to meet current standards. Due to the closeness of Asbury Road, the runway threshold would need to be relocated approximately 900 feet from the existing runway pavement end, reducing the usable runway length from 6,500 feet to 5,600 feet for either take-off or landing.

ERI has experienced two separate, non-fatal accidents involving DC-9 aircraft (the critical design aircraft) on the Runway 6 end. The first occurred in February 1986 and the most recent occurred in March 2002. Both accidents resulted in the aircraft going off the Runway 6 end. PENNDOT indicated that both accidents were related to pilot error.

Additionally, at the Runway 24 end, a 500-foot displaced threshold is in effect to address the deficient RSA length due to the proximity of Powell Avenue. (A displaced threshold is a threshold that is located at a point on the runway other than the beginning.) This displaced threshold results in the necessity to implement declared distances available takeoff and landing distances that are less than the length of available runway pavement. Declared distances include published runway lengths for Takeoff Run Available (TORA), Takeoff Distance Available (TODA), Accelerate-Stop Distance Available (ASDA), and Landing Distance Available (LDA).

TORA and TODA are directly related to the length of runway declared available and suitable for satisfying takeoff run and distance requirements – the physical distance to accelerate an aircraft from standstill, at the beginning of the runway, through liftoff (takeoff run) and into its initial climb away from the airport (takeoff distance).

ASDA is the distance required for an aircraft to accelerate from standstill through a speed approaching that required for takeoff and then for the pilot to decide to abort the takeoff and decelerate to a safe stop. LDA is the total distance available from the time a landing aircraft passes over the beginning of the usable paved runway which is called the threshold (this location may be displaced from the actual paved beginning of the runway as discussed above), touches down on the runway, and through the deceleration decelerates to stop of the aircraft.

Declared distances are used by pilots, in conjunction with airplane performance characteristics, to ensure that adequate safety margins exist for the arrival or departure of their aircraft. Displaced thresholds and declared distances may exist due to the need to use portions of otherwise usable runway pavement to satisfy runway safety area, runway object free area, or runway protection zone requirements, or to modify the approach or departure course of aircraft due to physical obstructions (such as trees) along their arrival or departure route.

The application of declared distances at a specific location requires prior FAA approval on a case-by-case basis and is typically not implemented unless a situation exists where it is physically or financially impractical to establish runway safety standards and/or to remove physical obstructions. Runway length available for take-off on Runway 24 is 5,600 feet; for landing, 5,100 feet is available. In effect, the airport would need to construct a 900-foot runway extension simply to maintain the usable pavement length that currently exists. According to the updated airport layout plan (ALP), to fully accommodate the critical design aircraft for the 20-year forecast period, an additional 1,000 feet would need to be provided for a total runway length of 7,500 feet. Therefore, the airport master plan has recommended that the RSA non-standard conditions be addressed and that Runway 24 be extended 1,900 feet to fully accommodate existing and future aviation needs.

ERI is one of 14 primary airports in Pennsylvania and 413 in the nation that are part of the National Plan of Integrated Airport Systems (NPIAS). The NPIAS defines the role and future development of public-use airports throughout the United States. It is estimated that more than \$35 billion in infrastructure development that is eligible for federal aid will be needed over the next five years to focus on the goals of promoting safety, mobility, economic growth and trade, protection of communities and the natural environment, and national security. ERI is one of two airports in Pennsylvania to be specifically named for funding in the transportation appropriations bill. The

runway extension would enhance the capabilities and role of ERI as part of the national aviation system.

The constraints for aircraft operating at ERI under current conditions (i.e., runway length limiting load and trip length) both directly and indirectly affect the economic development potential of the city and region. The runway extension would enhance opportunities for local and regional growth. Considering these opportunities, ERI is currently planning for redevelopment of the Fenestra site and the Penn Brass facility on the south side of the airfield, located on West 20th Street. Fenestra and Penn Brass are two former industrial facilities that are being considered for aviation-related redevelopment; to date, redevelopment plans are entering the conceptual stage. Because vehicles can only access these facilities from Powell Avenue, improved access is needed to promote redevelopment of the area. This area is a Keystone Opportunity Zone (KOZ), which is a Commonwealth of Pennsylvania-designated geographic area that is virtually free of state and local taxes for up to fifteen years beginning January 1, 1999. This KOZ is owned by the airport.

1.3 Description of the Project Area

The proposed project area is located in Millcreek Township, Erie County. Millcreek Township is located west of the city of Erie. Erie International Airport is situated in the northwestern section of Millcreek Township. ERI is bordered by West 12th Street to the north, two railroad lines to the south, Asbury Road to the west, and Powell Avenue to the east. The project area is urban in setting with dense, mixed residential and commercial development both north and south of the airport. A Superfund site known as the Millcreek Superfund site, which has been partially cleaned up, capped with an earthen cover, and converted to a golf course, is located directly east of the airport. The golf course is a nine-hole course donated to Millcreek Township in 2002 for public use (see Figure 2).

1.4 Preliminary Impact Scoping

Potential environmental impacts were preliminarily scoped to determine the issues to be addressed within this EA and to identify significant issues related to the proposed project. Preliminary scoping of potential environmental impacts was conducted based on preliminary project designs, file research, record review, and agency correspondence. The proposed action requires the preparation of an EA, consistent with FAA Policy Order 5050.4A, Chapter 3.22 and FAA Order 1050.1E for runway extensions; relocation of instrument landing and approach lighting systems; relocation of ILS equipment and the changes in Air Traffic Control procedures due to the relocation of the ILS and the Runway Extension; and involves the use of Section 4(f) land, a Superfund site, and impacts to wetlands. The proposed action would be subject to the analysis of an EA and subsequent decisions as to whether there are significant impacts requiring the preparation of an Environmental Impact Statement (EIS) or whether a Finding of No Significant Impact (FONSI), is appropriate.

Based on the results of the preliminary scoping, a list of potential areas of concern relative to the impact categories was developed, as presented in Table 1.

Table 1— Preliminary Impact Scoping

Parameter	Present		Method Of Identification
	No	Yes	
Natural Resources			
Wetlands		◆	Background data research, field views
Streams, Rivers, and/or Watercourses		◆	Background data research, field views
HQ/EV Streams and/or Watersheds	◆		Background data research, coordination with resource agencies
Wild and/or Stocked Trout Streams	◆		Background data research, field views, coordination with resource agencies
Coastal Zones	◆		Background data research, coordination with resource agencies
Groundwater Resources		◆	Background data research, field views
Floodplains and/or Floodways		◆	Background data research, field views, FEMA maps
Navigable Waterways	◆		Background data research
Other Surface Waters		◆	Background data research, field views
Wild and/or Scenic Rivers and Streams	◆		Background data research
Threatened and/or Endangered Species	◆		Background data research, field views
Unique Geologic Resources	◆		Background data research, field views
Wildlife and Habitat		◆	Background data research, field views
Sanctuaries and/or Refuges	◆		Background data research, field views
Agricultural Resources (i.e., FPPA Soils)	◆		Background data research, field views
Nationally Recognized Natural Landmarks and/or Natural and Wild Areas	◆		Background data research, field views
State Game Lands, Forests, and/or Parks	◆		Background data research, field views
Air, Noise, and Vibration			
Sensitive Air Quality Receptors		◆	Background data research, field views
Sensitive Noise Receptors		◆	Background data research, field views
Sensitive Vibration Receptors	◆		Background data research, field views, interviews with local officials, cultural resources reports
Waste Sites			
Known Waste Sites		◆	Background data research, field views, Phase I ESA
Brownfield Sites	◆		
Community Resources			
Residences, Businesses, and/or Farms		◆	Background data research, field views
Public Facilities and/or Services		◆	Background data research, field views, interviews with local officials
Child Health and Safety		◆	Background data research, field views
Visually Sensitive Areas	◆		Background data research, field views
Low-income and/or Minority Population Areas	◆		Background data research, field views, environmental justice study
Major Utilities	◆		Background data research, field views
Parks and/or Recreational Facilities		◆	Field views, interviews with local officials
Cultural Resources			
National Historic Landmarks	◆		Background data research, Historic Structures Survey/Determination of Eligibility Report, Phase 1 Archaeological Survey and Addendum, Determination of Effect Report
National Register Listed or Eligible Sites/Districts		◆	
Potentially Eligible Sites/Districts		◆	
Known Archaeological Sites	◆		
High Probability Archaeological Areas	◆		
Tribal Organization		◆	

Parameter	Present		Method Of Identification
	No	Yes	
Safety and Mobility			
Signalized Intersections		◆	Background data research, field views
Pedestrian Crosswalks/Overpasses		◆	
Railroad Crossings		◆	
Access Issues		◆	
Mass Transit Facilities and/or Operations		◆	
Hiking Trails and/or Scenic Walkways	◆		
Bikeways	◆		
Section 4(F) Resources			
Potential 4(f) Resources		◆	Background data research, field views, cultural resource studies

2.0 Description of Alternatives

In accordance with 40 Code of Federal Regulations (CFR) 1502.14, from the Council on Environmental Quality’s (CEQ) regulations for implementing the National Environmental Policy Act (NEPA), the environmental review process requires that all reasonable alternatives that meet the project’s purpose and need have been considered and analyzed. If an alternative is considered and found not to meet the project need, it would not be advanced for further analysis. The No-Action Alternative should be advanced through the alternatives analysis as a basis of comparison, against which the impacts of the other alternatives can be evaluated.

2.1 Project Design Criteria

The 1990 airport master plan was recently updated by ERI and the FAA to evaluate ERI’s regional aviation demands for the next 20 years, identify necessary facility enhancements, and address non-standard runway safety areas. Figure 3 depicts the existing airport layout and Figure 4 depicts the results of the recently updated master plan. Figure 4 is the layout plan for Alternative 3 (see Section 2.5). The proposed actions discussed below are consistent with the updated master plan. According to the updated master plan, as an Airport Reference Code (ARC) C-III facility, the airport is warranted to serve Aircraft Approach Category C (speeds up to, but not including, 141 knots) and Airplane Design Group III (wingspans up to, but not including, 118 feet).

Given the airport’s ARC classification of C-III, and the designation of the McDonnell-Douglas DC-9 as the airport’s design aircraft, ERI needs to meet the requirements for the planning period presented in Table 2.