



U.S. Department
of Transportation
**Federal Aviation
Administration**

Harrisburg Airports District Office
Eastern Region

3905 Hartzdale Drive, Suite 508
Camp Hill, PA 17011-7837
717-730-2830

August 7, 2009

Mr. Michael McCarthy
City of Philadelphia
Philadelphia International Airport
Division of Aviation, Terminal E
Philadelphia, PA 19153

Re: Philadelphia International Airport
Environmental Assessment "Form C"
Airport Hydrant Fueling System Project
Environmental Determination

Dear Mr. McCarthy,

Enclosed is one copy of the recently approved (August 7, 2009) Environmental Assessment "Form C" and Finding of No Significant Impact (EA/FONSI) for the Philadelphia International Airport. The Environmental Assessment covers the Airport Hydrant Fueling System Project.

This Federal environmental approval is a determination by the approving official that the requirements imposed by applicable environmental statutes and regulations have been satisfied by a FONSI. However, it is not an approval of the Federal action approving the funding of eligible items for this project, nor approval of the air space review, or the approval of the revision of the Airport Layout Plan (ALP) to show this project. Rather, such decisions remain with the FAA Harrisburg Airports District Office.

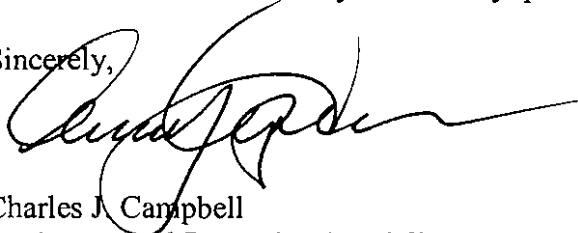
In compliance with Council on Environmental Quality (CEQ) regulations 1501.4(e)(1) and 1506.6, we require that your office make the referenced documents (EA/FONSI w/Signature Page) available to the affected public, and announce such availability through appropriate media in the area. The announcement shall indicate the availability of the document for examination and note the appropriate location of general public access where the document may be found (i.e., your office, local libraries, public buildings, etc.). *We request that a copy of such announcement be sent to this office when it is issued.*

Your attention is directed to the mitigation measures section that was made a condition of approval of the FONSI. Please be reminded that these measures must be taken by the City in order to meet the terms of the EA/FONSI.

The process of making these environmental determinations is that of a partnership between you, the airport sponsor, and the other contributing parties, both public and private. We thank you for your effort and cooperation.

Please contact our office if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Charles J. Campbell". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Charles J. Campbell
Environmental Protection Specialist
Harrisburg Airports District Office

Cc: Lori Pagnanelli
Oscar Sanchez
Barry Dubinski

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT (FONSI)**

Location

Philadelphia International Airport (PHL)
Philadelphia, PA

Proposed Federal Action

Approval of attached Environmental Assessment Form C dated August 7, 2009 for the Airport Hydrant Fueling System Project at PHL.

Project Description (Refer to Section 4, Environmental Assessment)

The City of Philadelphia Division of Aviation (DOA) in association with Philadelphia Fuel Facilities LLC (PFFLLC) proposes to construct and operate a Hydrant Fueling System to service aircraft parked at the passenger terminals of PHL; see figures and plans in Attachment A. The new hydrant system will connect to the existing fuel farm at PHL using existing transmission lines and tie in to the existing Terminal D hydrant system which only services 6 gates.

Purpose And Need (Refer to Section 5, Environmental Assessment)

Existing fuel delivery operations at PHL consist primarily of tanker trucks which transport fuel from the mid-field fuel farm (Load Rack Facility) to aircraft at terminal gates. This does not support flight operations in an efficient, safe, and secure manner and contributes to delays in aircraft departures. Aircraft often have to wait to be refueled due to a limited number of tanker trucks to service aircraft. It takes time for the tankers to drive back and forth to the Load Rack to refill with fuel. Multiple tankers are required to fuel some larger aircraft. Emissions from frequent trips made by the tanker trucks are not good for the environment. Also, fuel is handled twice at this time (delivery to PHL and filling tankers to transport fuel to gates) increasing the potential for spills, either from accidents involving tanker truck collisions, fueling of the tankers, or fueling of aircraft.

The purpose of the proposed action is to install a hydrant fueling system servicing aircraft at all passenger terminals at PHL in a more efficient and more environmentally conscious manner. The existing hydrant fuel system only services 6 gates and is insufficient to meet the demand. A new hydrant fueling system in close proximity to the airport terminals will meet the need for increased efficiency (fuel will be delivered on demand without having to wait for a tanker truck or trucks), safety (decreasing the potential for fuel spills and collisions involving tanker trucks), and reduced environmental impact (reduction in emissions from tanker trucks) in servicing the aircraft.

Alternatives (Refer to Section 6, Environmental Assessment)

No Action - Under the 'no action' alternative, the existing fuel delivery operations for aircraft at the passenger terminals at PHL will continue. This operation does not

support existing flight operations in an efficient, safe, and secure manner and contributes to delays in aircraft departures. The Draft Capacity Enhancement Program Environmental Impact Statement prepared for PHL has determined that delays and airport congestion from airport operations will continue to increase. Thus, the 'no action' alternative is not considered an acceptable alternative.

Alternatives to Proposed Action - A number of alternative systems were considered by DOA and its consultants to meet the demand for more efficient fueling of aircraft at the passenger terminals. However, these systems (except for the Proposed Action) were eliminated from further consideration because of limitations in terms of site accessibility, system efficiency, safety and security, and interference with aircraft operations.

Proposed Action - The proposed Hydrant Fueling System project involves the construction of a new hydrant fueling system to serve all of the passenger terminals at PHL (see figures in Attachment A). The proposed project site would be in close proximity to the passenger terminals and would include the Load Rack facility. The Load Rack Facility is where the tanker trucks currently stop to fill their tanks with fuel to transport to the aircraft. The project involves installation of the necessary underground piping and delivery system to all of the passenger terminals at PHL and upgrades to the Load Rack area.

Discussion

The attached Short Environmental Assessment (EA) Form C addresses the effect of the proposed project on the quality of the human and natural environment, and is made a part of this finding. The following impact analysis presentation highlights the more thorough analysis presented in the EA.

Environmental Impacts [Refer to Section 9, Subsections (1) through (25) in the EA]

The impacts of the proposed federal action on noise, compatible land use, social, induced socioeconomic, water quality, Department of Transportation (DOT) Section 303/4(f), historic, architectural, archeological and cultural resources, biotic communities, endangered and threatened species, wetlands, coastal zone, coastal barriers, wild and scenic rivers, prime and unique farmland, energy supply and natural resources, light emissions, solid waste, hazardous sites/materials, environmental justice, and cumulative impacts were evaluated in the EA. It is the FAA's finding that the proposed action will not have any significant effect on any of the above noted categories which cannot be mitigated.

The following categories are resources or issues that had unique or special concerns that were addressed in the Environmental Assessment. These and all other categories are discussed in Section 9 of the attached Environmental Assessment.

Air Quality [refer to Section 9, Subsection (5) in the EA]

PHL is located in areas designated as moderate non-attainment for the 8-hour ozone standard and non-attainment for particulate matter equal to or less than 2.5 micrometers in aerodynamic diameter (PM_{2.5}). A quantification of air emissions related to the construction of the hydrant fueling system was conducted to evaluate the need to complete a formal general conformity determination. The results of the air emission analysis indicated that for construction of the proposed project the emissions for VOC (volatile organic compounds), NO_x (nitrogen oxides), and PM_{2.5} were less than the de minimis thresholds which would require a general conformity analysis. Therefore, no further air quality analysis was required.

Floodplain [Refer to Section 9, Subsection 12) in the EA]

Portions of the proposed action would take place in the 100-year floodplain. DOA is working with agencies to ensure that the proposed project complies with applicable federal, state and local regulations and policies for construction in floodplains. Implementation of the proposed action will not result in changes in existing elevations or an increase in impervious surface in the floodplain. The natural and beneficial values of the floodplain would not be affected. In conclusion, there would be no significant cumulative impacts to the floodplain.

Construction Impacts [Refer to Section 9, Subsection (20) in the EA]

Ambient noise levels are expected to increase during construction. However, the site is located within the envelope of an airport and there are no residences or other noise sensitive areas near the proposed project location. Construction activities can cause impacts, resulting solely from and limited to, the construction period. They are distinct in that they are temporary in nature, and their degree of adversity generally diminishing as work concludes. Using best management practices (BMPs) and other proven procedures, the project can be implemented without appreciable temporary impacts, while maintaining compliance with all local, state, and federal ordinances and regulations. In all cases, FAA Advisory Circular (AC) 150/5370-10C entitled, "*Standards for Specifying Construction of Airports*," and specifically Item P-156 "*Temporary Air and Water Pollution, Soil Erosion, and Siltation Control*," and Advisory Circular 150/5320 5C "*Surface Drainage Design*" would be complied with.

Public Involvement (Refer to Section 11 in the EA)

A Notice of Public Availability of the Environmental Evaluation Form "C" (Short EA) and FONSI will be published in the Philadelphia Enquirer.

Given that the effects of the project are minor, that there is no known controversy concerning the Proposed Action or substantial interest in holding a public hearing, that there is no statutory requirement to hold a public hearing, and that no other agency with jurisdiction over the action has requested a hearing, the FAA determined that a public meeting or hearing is not warranted.

Mitigation Measures (Reference to Section 10 in the EA)

There will be no significant impacts to the environment. Mitigation will include adherence to BMPs as required of the contractor to ensure compliance with the polices of FAA Advisory Circular (AC) 150/5370-10B and specifically Item P-156.

All necessary permits will be obtained for both the construction and operation of the facility. All disturbances will be in accordance with local, state, and federal regulation.

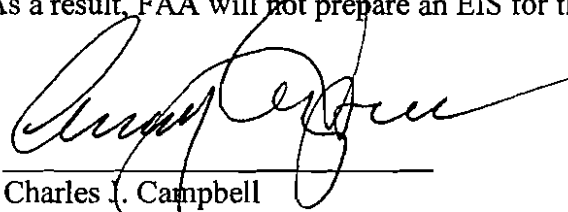
Consistency with Community Planning (Refer to Section 9, Subsection (21)(c) in the EA)

The FAA finds that the proposed action is consistent with current planning efforts in the vicinity of the Airport.

Conclusion and Approval:

I have carefully and thoroughly considered the facts contained in the attached EA. Based on that information, I find the proposed Federal action is consistent with existing national environmental policies and objectives of Section 101 (a) of the National Environmental Policy Act of 1969 (NEPA) and other applicable environmental requirements. I also find the proposed Federal action will not significantly affect the quality of the human environment or include any condition requiring any consultation pursuant to Section 102(2)(C) of NEPA. As a result, FAA will not prepare an EIS for this action.

Recommended:

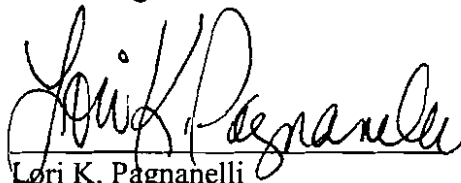


Charles J. Campbell
Environmental Protection Specialist
Harrisburg ADO

8-07-09

Date

Approved:



Lori K. Pagnanelli
Manager, Harrisburg ADO

8/7/09

Date

Disapproved:

Lori K. Pagnanelli
Manager, Harrisburg ADO

Date



**ENVIRONMENTAL
EVALUATION
FORM "C"
(Short Environmental Assessment)
for
AIRPORT DEVELOPMENT
PROJECTS**



~ Aviation in Harmony with the Environment ~



**FEDERAL AVIATION ADMINISTRATION
EASTERN REGION
AIRPORTS DIVISION**

Airport Name: Philadelphia International Airport
Proposed Project: Airport Hydrant Fueling System Project

This Environmental Assessment becomes a Federal document when evaluated and signed by the responsible FAA official.

Responsible FAA Official:

Date:

8/7/09

Note: This page to be completed by FAA only

14. FAA DECISION:

Having reviewed the above information, certified by the responsible airport official, it is the FAA decision that the proposed project(s) of development warrants environmental processing as indicated below.



The proposed development action has been found to qualify for a Short Environmental Assessment.



The proposed development action exhibits conditions that require the preparation of a detailed Environmental Assessment (EA).



The following additional documentation is necessary for FAA to perform a complete environmental evaluation of the proposed project:

* Action Reviewed/Recommended by:

(FAA Environmental Specialist)

5/2/09
Date

* Approved:

(FAA Approving Official)

8/7/09
Date

* The above FAA approval only signifies that the proposed development action(s), as described by the information provided in this Evaluation Form, initially appears to qualify for the indicated environmental processing action. This may be subject to change after more detailed information is made known to the FAA by further analysis, or through additional federal, state, local or public input, etc.