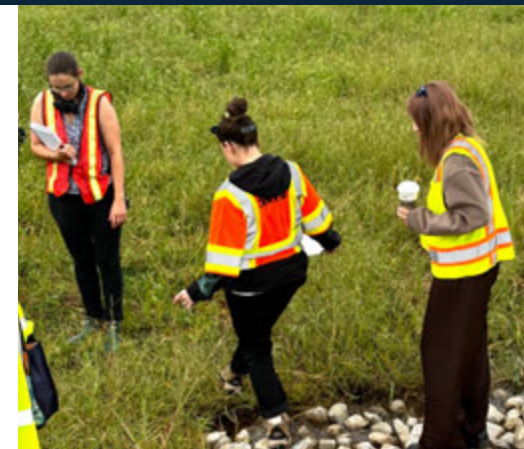


2025 Sustainability Report



City of Philadelphia | Department of Aviation

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Message from the Interim CEO



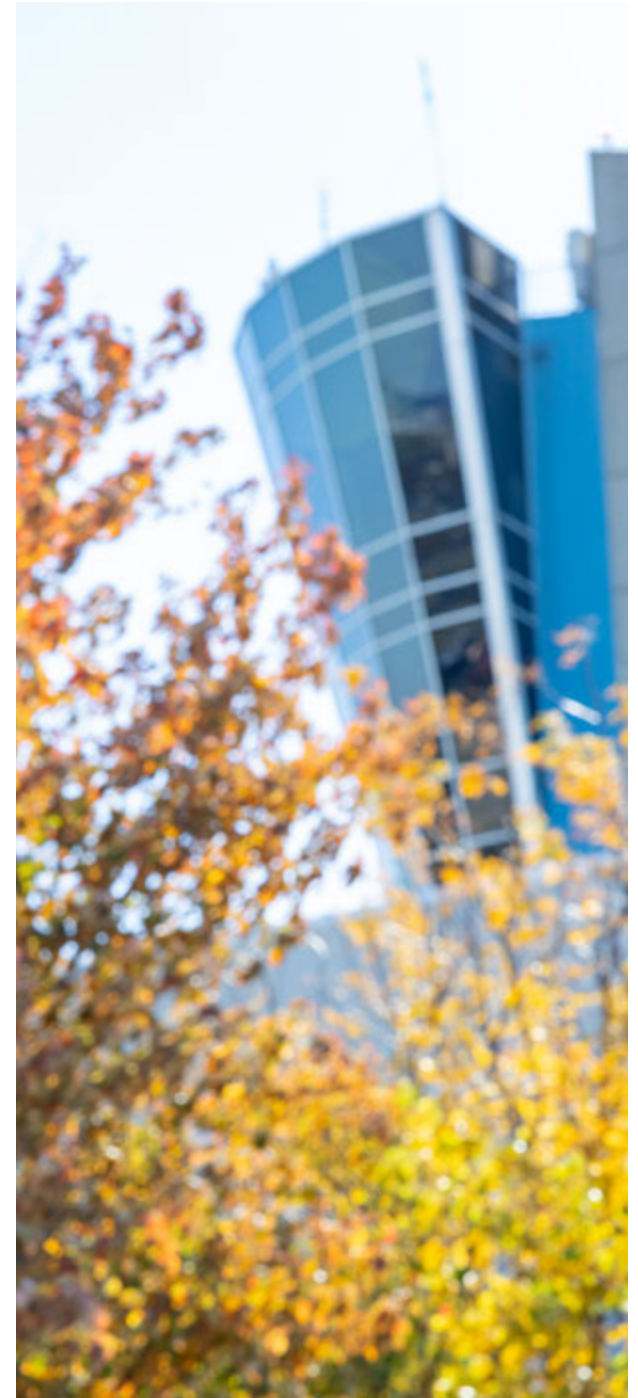
It is breathtaking to look through these pages and think about the progress the Department of Aviation is making and how our airports are contributing toward Mayor Cherelle L. Parker's mission of a greener Philadelphia.

In just the last four years, we have met and exceeded our fossil fuel reduction targets, designed and constructed the first (and only) three Envision-verified infrastructure projects in the Commonwealth of Pennsylvania and completed grant-funded plans on decarbonization and sustainable aviation fuel deployment. Under the leadership of Jessica Noon, Sustainability Manager, we have established interdepartmental working groups with airlines, ground handlers and concessions in the areas of airport sustainability, waste diversion, energy management and climate resilience. Both Philadelphia International Airport (PHL) and Northeast Philadelphia Airport (PNE) – have reached Level 3 in the Airport Carbon Accreditation program.

We have moved from developing strategies and studies to executing our sustainability goals through capital projects centered on electric vehicle charging and flood mitigation. We are already seeing the real-world results of our sustainable design standards, achieving a nearly 99% recycling rate for construction and demolition waste.

While these are laudable accomplishments, our airports have a long road ahead to achieve our goals of net zero carbon by 2050 and zero waste by 2035. With the strong foundation that has been built by our Capital Development Division and its Sustainability team, and the deep collaboration they have fostered with our airport tenants and stakeholders, our program is poised for continued success.

Tracy S. Borda
CFO and Interim CEO
City of Philadelphia
Department of Aviation



Introduction

The City of Philadelphia Department of Aviation is proud to share its 2025 Sustainability Report, reflecting our continued commitment to environmental stewardship and operational transparency. This year marks our transition from fiscal year (FY) to calendar year (CY) reporting. As such, this edition covers an extended reporting period, from July 2024 through December 2025.

Key Takeaways:

1. Strengthening collaborations with the community and airport stakeholders
2. Advancing strategy and plans to implementation of our sustainability goals
3. Furthering sustainable construction standards
4. Exceeding fossil fuel reduction targets



Goals

PHL Airport has set measurable sustainability goals with a baseline year of 2019 and provides annual updates on progress. From FY22 through FY24, these updates were covered in our annual Environmental, Social, and Governance (ESG) reports. This report contains all progress from July 2024 through December 2025.

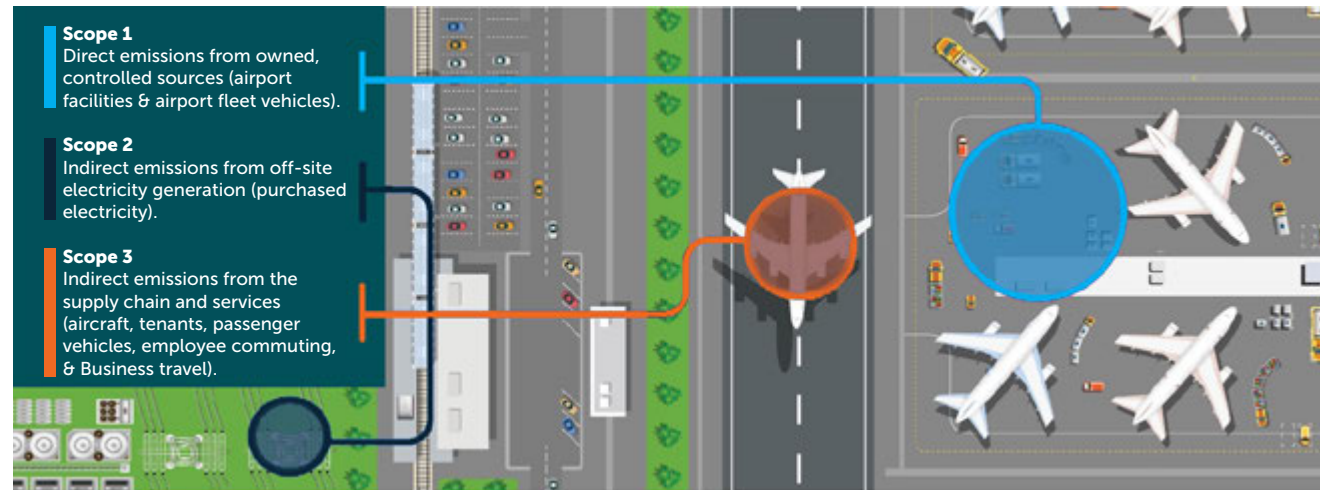


Figure 2. Scope Explanation

Net Zero Carbon

PHL Airport is committed to achieving net zero carbon by 2050 by reducing Scope 1 and 2 emissions to zero. We recently finalized our Net Zero Decarbonization Plan, which outlines an ambitious pathway to net zero emissions at PHL. In 2025, we set a new goal, reflected here, of a 55% emission reduction interim target for 2035.

Net zero carbon refers to minimizing scope 1 and 2 emission sources through all feasible reductions and then utilizing carbon removal projects to compensate for any residual emissions.

PHL Scope 1 & 2 Emissions

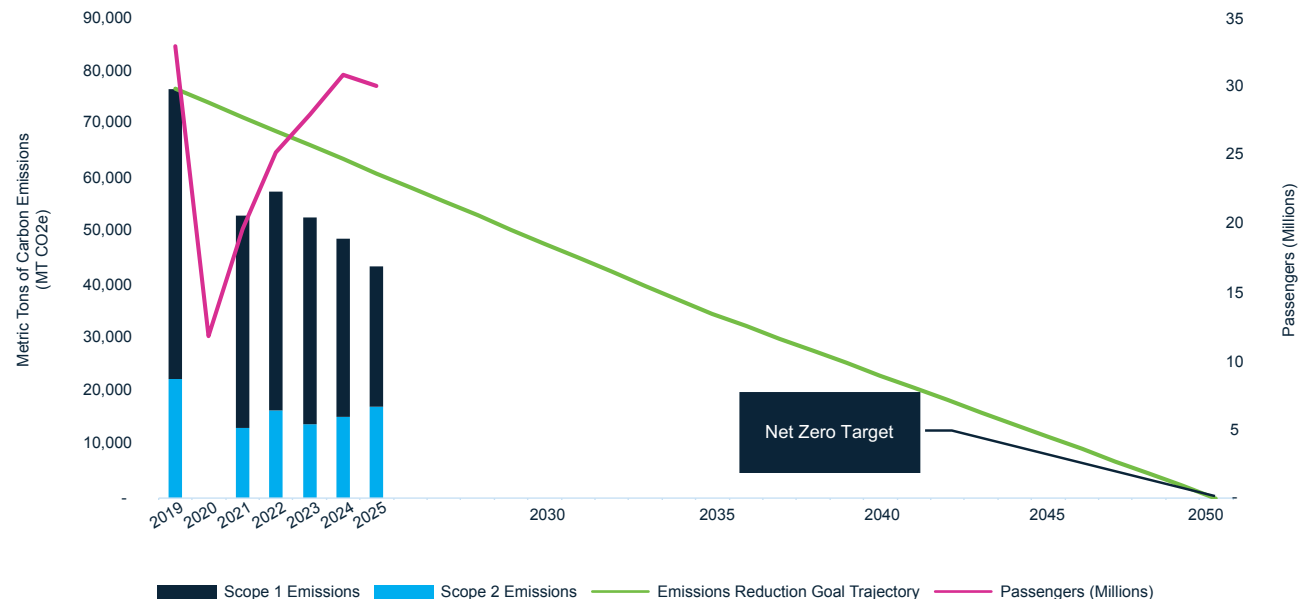


Figure 1. Net Zero Carbon by 2050

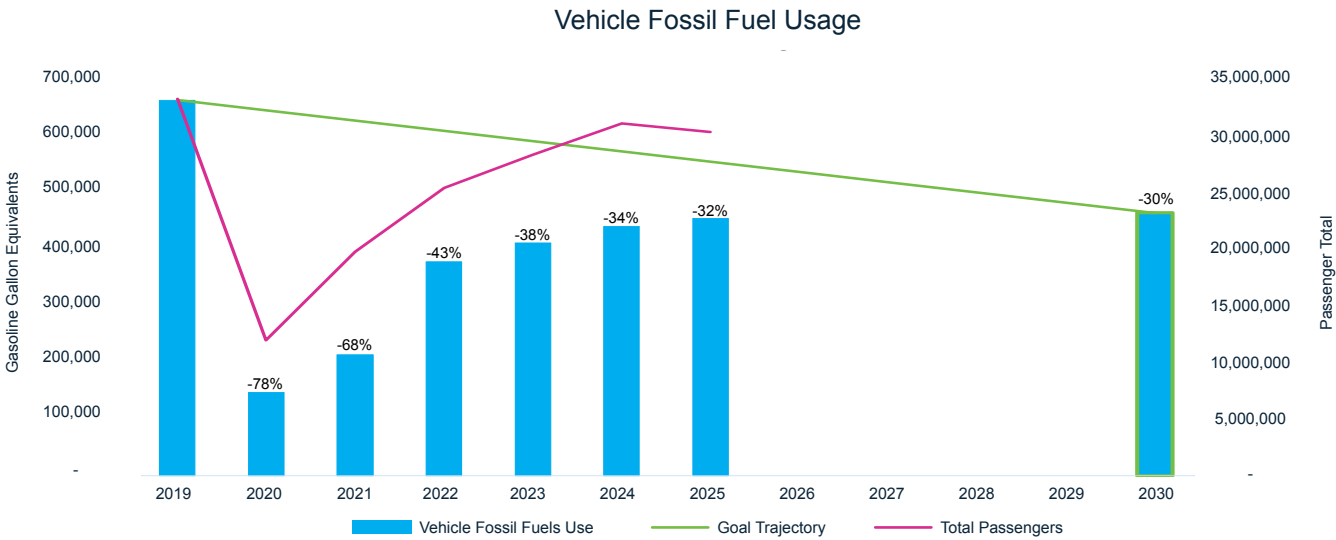


Figure 3. 30% Reduction in Fossil Fuel Usage

Fossil Fuel Usage

The Department set a goal in 2019 to reduce fossil fuel usage by 30% by 2030. As of 2025, we have reduced fossil fuel usage by 32%, meeting and surpassing our original goal. We will continue to transition to low-emission and zero-emission vehicles and plan to set a new interim fossil fuel reduction target for 2040.

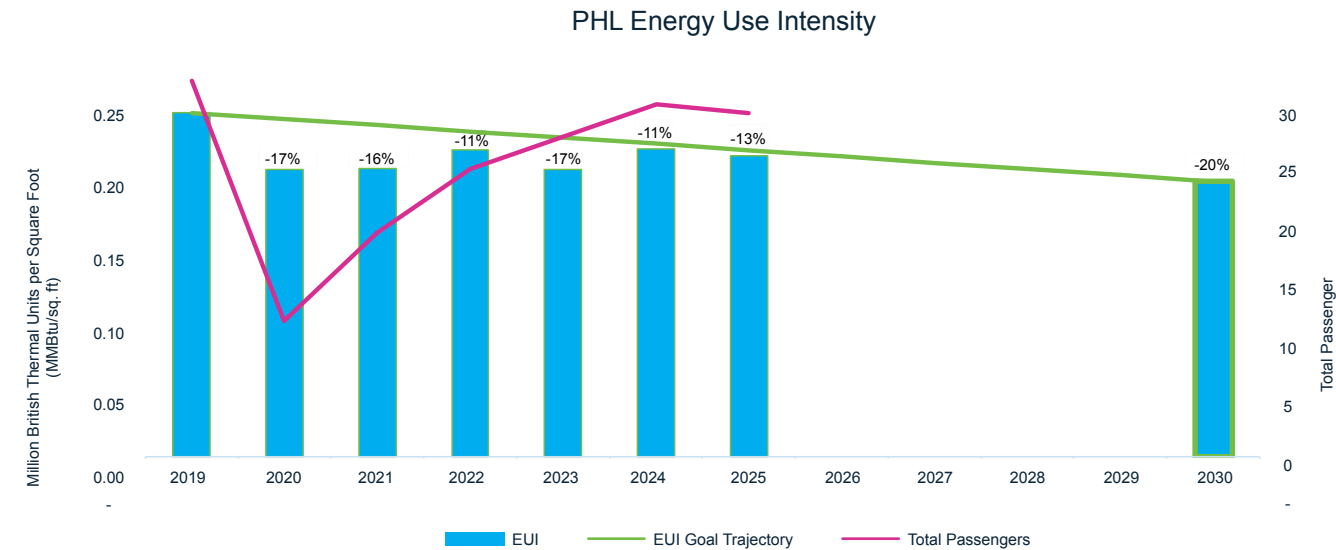


Figure 4. PHL Energy Use Intensity

Energy Use Intensity

Energy Use Intensity represents the amount of energy (measured in British Thermal Units / Btu(=) utilized by the PHL terminal per square footage of space, a metric that helps us closely track the impact of energy efficiency improvements. The Airport has a goal of 20% reduction in EUJ that we expect to meet by 2030. Ongoing energy efficiency improvements have effectively offset increases in passenger volumes, helping to maintain progress towards our target despite fluctuations from year to year.

Zero Waste

The Department is pursuing a zero-waste goal by 2035, aligned with the City of Philadelphia (the City). The City defines zero waste as a 90% waste diversion rate, with the remaining waste being processed via

waste-to-energy facilities. In 2025, the Airport established a new interim target to achieve a 50% waste diversion rate by 2030, to ensure we are on track to achieve zero waste by 2035.

Waste Diversion Rate

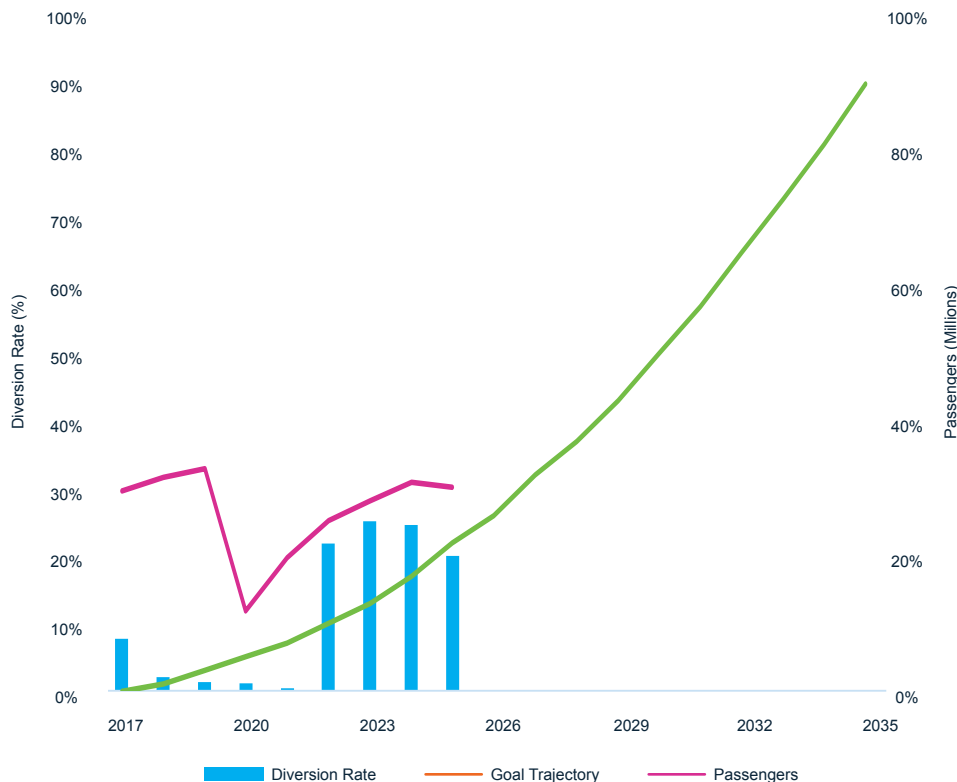


Figure 5. Waste Diversion Rate



Waste is the sustainability topic with the most direct and visible connection to the traveling public, and it comes with some of the airport's most persistent operational challenges. This year, PHL diverted less waste from landfill than in 2024. Changes in waste diversion can be difficult to pinpoint, as the success of the waste diversion program is based on participation by a variety of stakeholders, from the traveling public to concession employees. The Department remains committed to optimizing its waste infrastructure and continuing to improve waste diversion in partnership with airport stakeholders.



Air Quality & Our Carbon Footprint

Airport Emissions

The Department undertakes annual greenhouse gas emission inventories for both PHL and PNE to track Scope 1, 2 and 3 emissions.

Scope 1

Covers all emissions produced on-site at either airport.

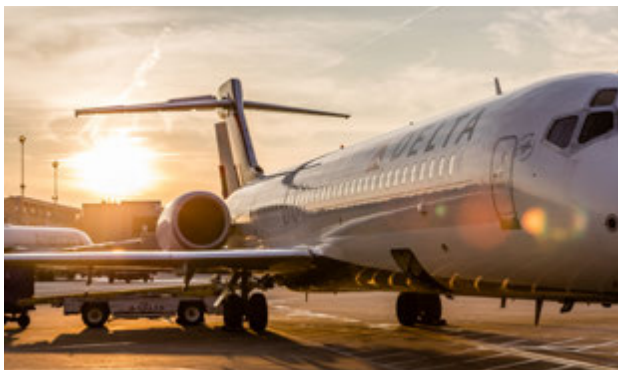
Scope 2

Refers to the emissions produced by the energy purchased by the Department.

Scope 3

Pertains to all emissions produced by passengers, employees, and airport tenants.

At both PHL and PNE, the Scope 3 emissions far outnumber Scopes 1 and 2. However, since Scope 1 and 2 emissions result directly from airport operations, they provide the largest opportunity for direct Department influence.



PHL 2025 Greenhouse Gas Emissions
(Metric Tons CO2e)

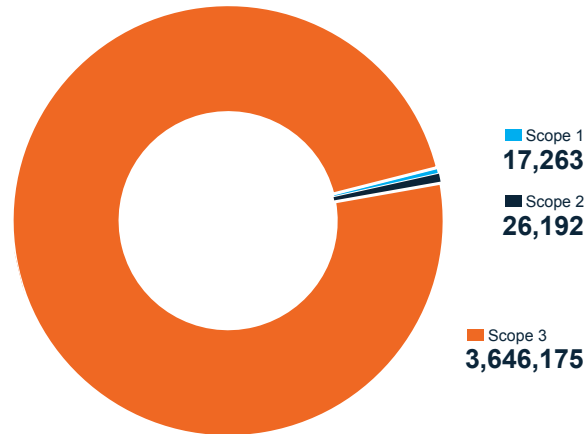


Figure 6. PHL 2025 Greenhouse Gas Emissions
(Metric Tons CO2e)

PNE 2025 Greenhouse Gas Emissions
(Metric Tons CO2e)

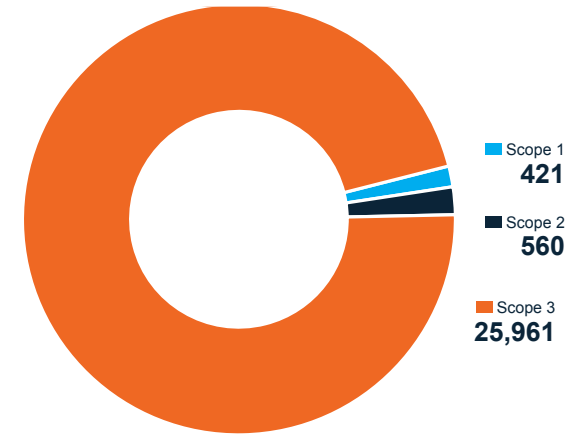


Figure 7. PNE 2025 GHG Emissions (Scope 1, 2 & 3)

PHL 2025 GHG Emissions - Scope 1 & 2
(Metric Tons CO2e)

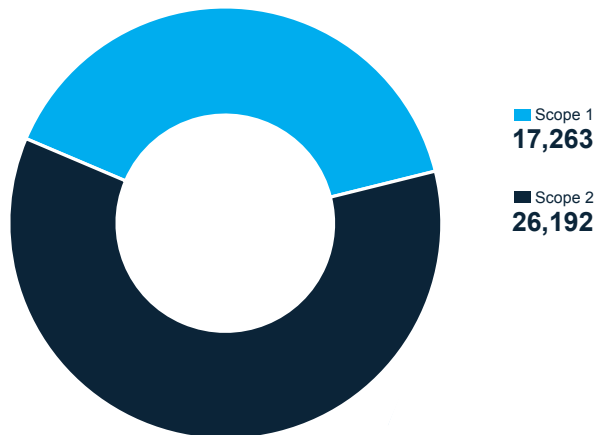


Figure 8. PHL 2025 GHG Emissions (Scope 1 and 2)

PNE 2025 GHG Emissions - Scope 1 & 2
(Metric Tons CO2e)

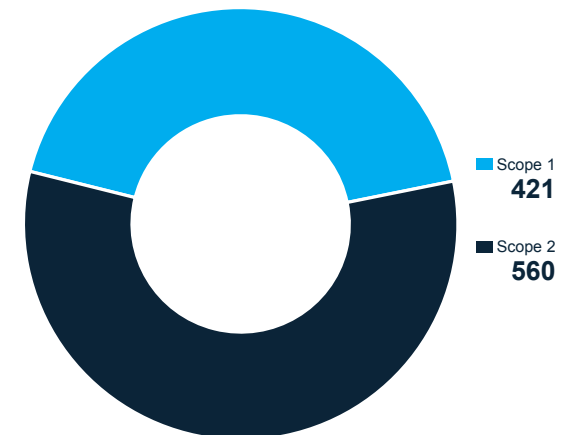


Figure 9. PNE 2024 GHG Emissions (Scope 1 and 2)

In 2024, the Department began utilizing renewable energy produced by the Adams Solar Project, an 80-megawatt solar array constructed by the City of Philadelphia in Adams County, Pennsylvania. This reduced our 2025 Scope 2 emissions by approximately 23%, helping us march forward towards our net zero carbon goal.

The Adams County Solar Farm produces renewable energy that accounts for 29,655,000 kWh of the electricity utilized by Aviation for 2025. The solar array feeds into the grid and in return the Department receives renewable energy credits that reduce our Scope 2 emission calculation by 23%.



Figure 10. Solar Array in Adams County, PA



Figure 11. Airport Carbon Accreditation Awards Ceremony, Toronto 2025

Airport Carbon Accreditation

The Department is a participant in the Airports Council International (ACI) Airport Carbon Accreditation (ACA) Program, a carbon management framework for airports. The ACA program contains six progressive levels of achievement from emissions measurement to net zero.

We are proud to announce that both of our airports have achieved Level 3 Airport Carbon

Accreditation, a status that only 23 other airports in the U.S. have reached.

To achieve level 3 accreditation, both airports provided at least three years of greenhouse gas data and evidence of collaboration with airport tenants and other stakeholders to reduce Scope 3 emissions. Initiatives to address tenant emissions include sustainable design standards for tenant-

led renovations; waste diversion efforts with airlines and concessions; planning for the electrification of ground support equipment with airlines and ground handlers; and collaboration on a sustainable aviation (SAF) study with airlines



PHL & PNE Level 3 Airport Carbon Accreditation

Third party engagement in carbon footprint reduction

- ✓ Meet all level 2 requirements
- ✓ Expand carbon footprint reporting to include Scope 3 emissions
- ✓ Achieve ongoing emission reductions on a three year rolling average
- ✓ Demonstrate collaboration with airport tenants and stakeholders to achieve emission reduction
- ✓ Develop a Stakeholder Engagement Plan

Air Quality

Philadelphia and Delaware County ozone air pollution levels consistently exceed National Ambient Air Quality Standards and continue to be designated as non-attainment areas for ozone by the U.S. Environmental Protection Agency. We are dedicated to reducing emissions of volatile organic compounds and nitrogen oxides, the two key contributors to ozone formation.

During 2025, the Department recorded two violations of our Synthetic Minor Operating Permit (SMOP) issued by the City of Philadelphia Health Department Air Management Services unit. On Air Quality Action (AQA) days with high ozone rates, it is prohibited to run generators unless there is an emergency situation.

Unfortunately, on two separate AQA days in 2025, a tenant did not correctly follow this mandate and turned on their generators, resulting in violations. The Department has provided additional training to improve compliance moving forward.



Energy Performance

Airport Energy Performance

In calendar year 2025, electricity consumption declined at PHL but increased at PNE. This is likely related to renovations taking place at PNE which requires abundant lighting and power for construction activities. Natural gas consumption increased at both airports, which can be attributed to colder winter temperatures compared to previous years.

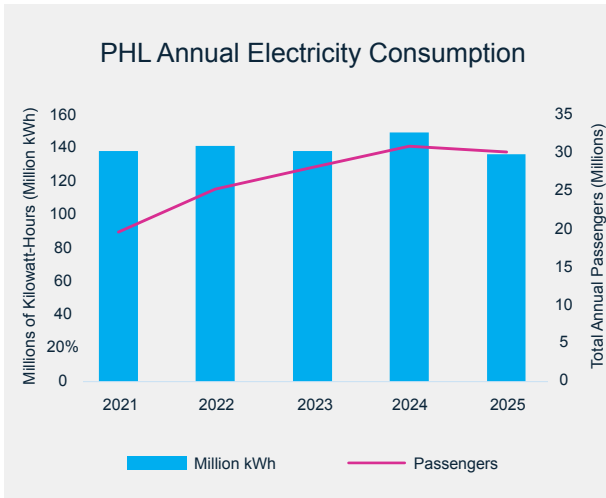


Figure 12. PHL Annual Electricity Consumption

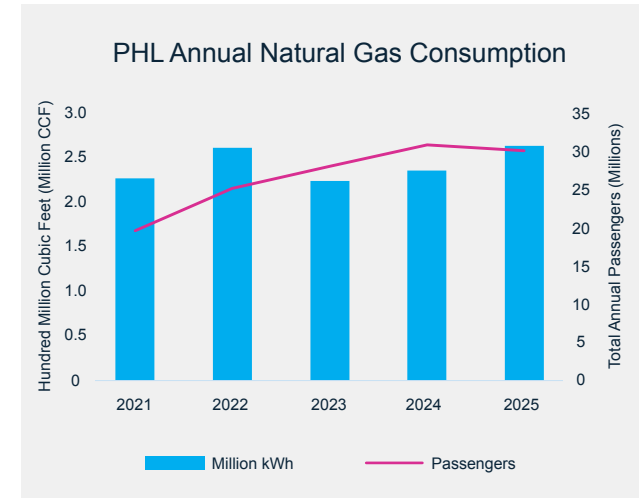


Figure 13. PHL Annual Natural Gas Consumption

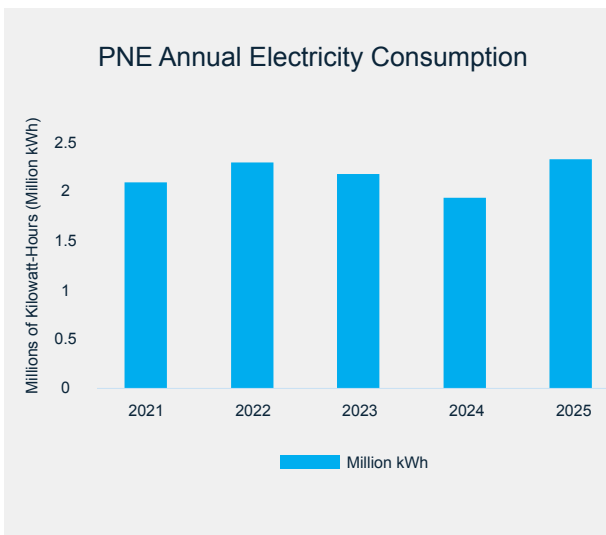


Figure 14. PNE Annual Electricity Consumption

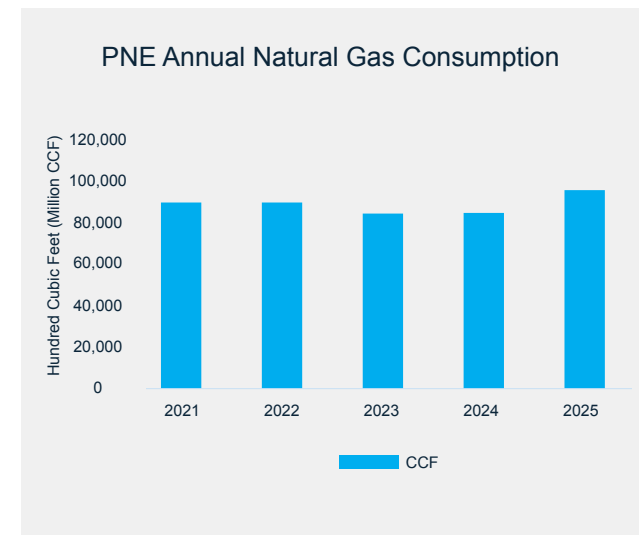


Figure 15. PNE Annual Natural Gas Consumption

Net Zero Decarbonization Plan

The Department developed and adopted a Net Zero Decarbonization Plan in 2025, which was funded through an FAA Airport Improvement Program grant of \$220,800. The Decarbonization Plan establishes a comprehensive roadmap to achieve net zero carbon emissions at PHL by 2050, with a focus on Scope 1 and 2 emissions. Net zero stipulates that all feasible greenhouse gas emissions be made prior to resorting to carbon removals for residual emissions.



Input was compiled from staff throughout the organization, the Airport capital program and the City of Philadelphia Energy Office to formulate a list of decarbonization strategies that will transition the airport to efficient, renewable and low-emission operations. This plan will direct the next 25 years of energy management investments at PHL, reducing our environmental impact and helping to improve local air quality.

PHL Decarbonization Targets

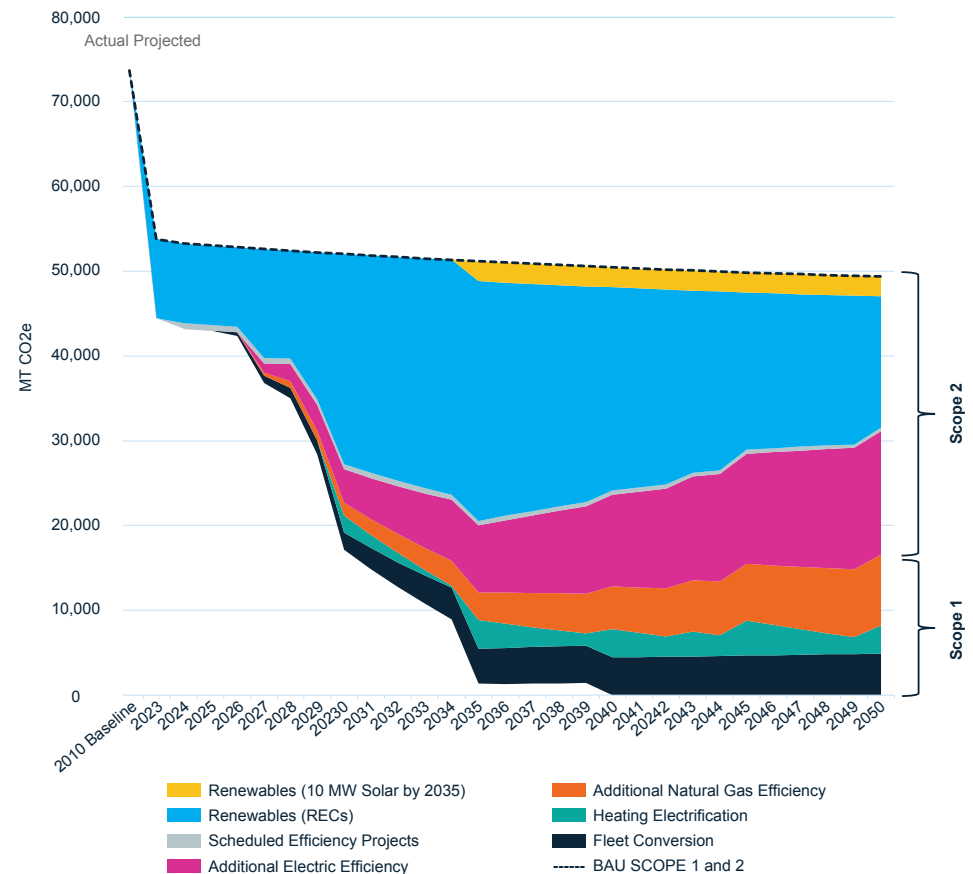


Figure 16. PHL Decarbonization Targets

Figure 16. represents the strategies to address the remaining emissions reductions needed by 2050 (approximately 43,000 MT CO₂e) to achieve net zero carbon.

Sustainable Aviation Fuel Study

In 2024, the Department was awarded a grant of \$299,932 from FAA Fuel Aviation Sustainable Transition - Sustainable Aviation Fuel (FAST-SAF) program, one of only three grants provided to U.S. airports. In 2025, we undertook a comprehensive Sustainable Aviation Fuel (SAF) feasibility study to assess the opportunities for production, blending, distribution, and storage of SAF in the region surrounding PHL and PNE. Technical research was combined with firsthand feedback from over 20 different stakeholders, including airlines, cargo carriers, local refineries and industry experts.

The study's outcomes provide a clear and actionable plan for future SAF deployment at PHL and PNE. We plan to leverage these findings to launch a PHL/PNE SAF working group, identify supply chain opportunities, and advocate for state and federal incentives in support of SAF production and use.



FAST Grants

36
Projects

23
States

\$291M
Awarded

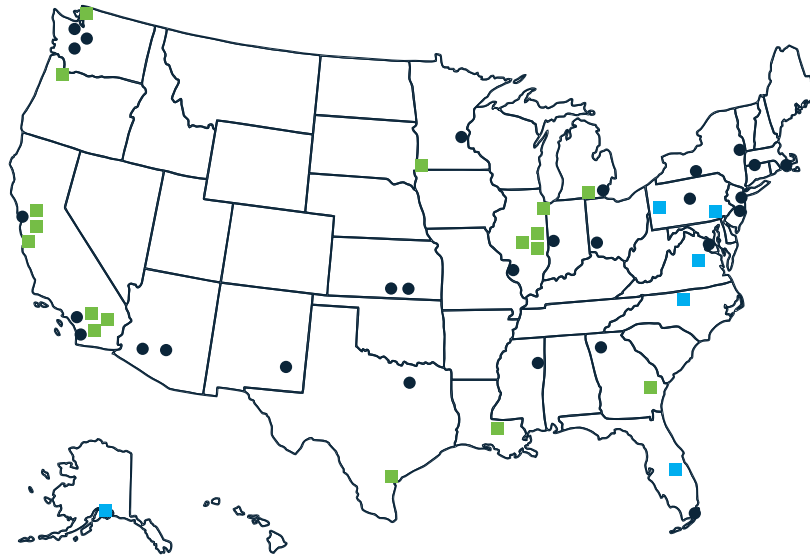


Figure 17. FAST-SAF Grants Distribution

Energy Efficiency

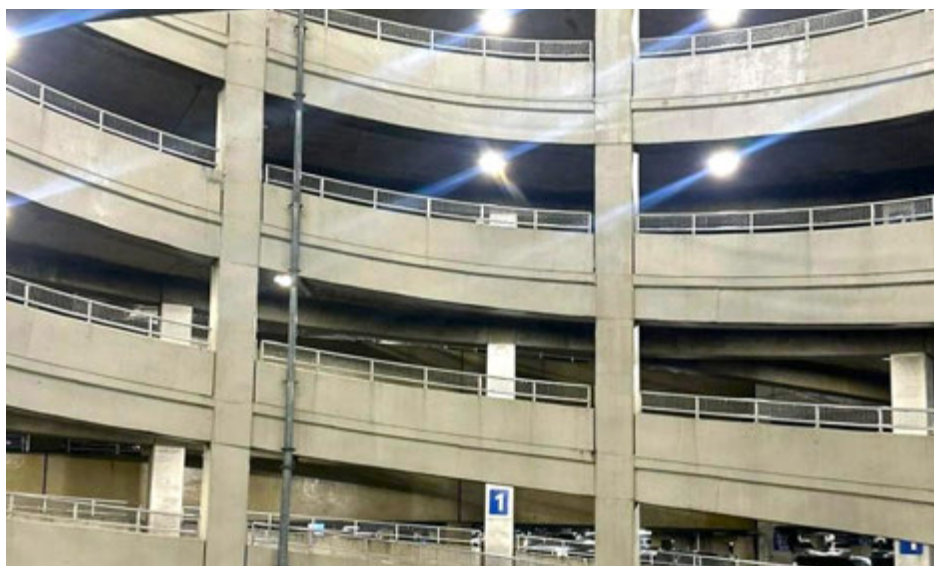
Between June 2024 and December 2025, the Airport completed six capital projects that will reduce our energy consumption at PHL by over 8 million kilowatt-hours (kWh) each year. Through a partnership

with Philadelphia Electric Company (PECO), our local electric utility, the Airport has received energy-saving rebates of \$330,000 for these improvements, on top of the savings we will accrue on an annual basis.

Parking Garage Efficiency Upgrades

Outdated lighting fixtures throughout the parking garage at PHL were replaced with new high-efficiency LED lighting equipped with automatic dimming controls to adjust to daylight and occupancy. This upgrade improved visibility, safety, and resiliency while reducing energy consumption by over 7,000,000 kWh annually – one of our largest energy efficiency

investments in recent years. As part of these energy efficiency upgrades, an automated parking guidance system was installed in Garages A and B that can reduce parking times by up to 63%. Drivers spend less time circling the garage looking for an available parking space, resulting in less fuel consumption and lower emissions of carbon dioxide and other pollutants.



Project Name	Annual Energy Saved (kWh)
Exterior and Street Light Emitting Diode (LED) Lighting	348,993
Parking Garage Lighting Upgrades	7,084,600
Taxiway J Lighting Upgrades	5,885
Terminal A-East HVAC Air Handling Units	95,422
Terminal B and C Direct Expansion Air Handling Units	147,569
Terminal E HVAC Rooftop Air Handling Units	378,528
TOTAL	8,060,997 kWh

Table 1. Energy Efficiency Projects and kWh Saved

Air Handling Upgrades

Heating, ventilation, and air conditioning (HVAC) equipment was replaced in Terminals A-East, B, C and E to save a total of 621,519 kWh annually. In Terminal A-East, 19 rooftop air-handling units were installed during the project's second phase. Seven direct expansion air handling

units and two heat exchangers were replaced in Terminals B and C. In Terminal E, 14 rooftop air-handling units with energy efficiency equipment were installed to replace outdated units, improving indoor air quality and heating and cooling efficiency.

Transition to a Low-Emission Fleet

Between 2024 and 2025, the Department added three new electric vehicles for a total of 15 electric vehicles which are served by nine Level 2 chargers. Five Level 3 fast chargers are currently being installed at PHL, with a completion date of Summer 2026. These new high-speed charging stations will provide the foundation for a wholesale expansion of the electric vehicle fleet.



Airport Fleet & Equipment Fuel Usage

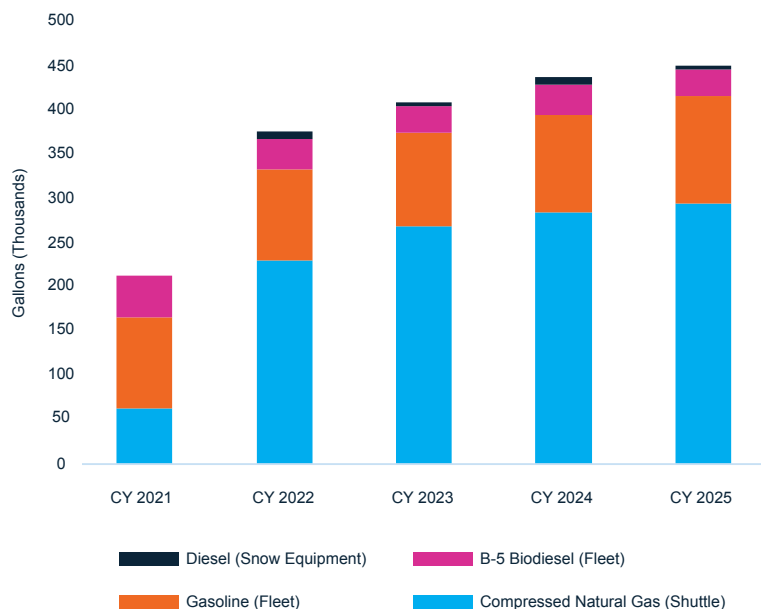


Figure 18. Vehicle Fleet & Equipment Fuel Usage

*Diesel (Snow Equipment) CY tracking begins in 2024; previous counts in FY

In 2025, the Department established a policy in alignment with the City of Philadelphia Municipal Clean Fleet Plan that all new lightweight vehicle purchases be electric models, with exceptions for specific user needs. We also initiated a multi-unit Electric Vehicle Fleet team to plan and budget for future purchases. To address

vehicles with challenging 24/7 operation expectations or emergency service uses such as Police and Fire, the Department plans to pilot a limited number of EVs for those users and track performance.

Airport Fleet hosted the first-ever Airport EV Roadshow to demonstrate new electric vehicle models to Facilities

Maintenance, Operations, Police and executive staff, bringing vehicles that are used by other City departments to provide the opportunity for test drives. These vehicles also demonstrated the potential for installation of dashboard radio and technical equipment required for Airport Operations and Police vehicles.



Figure 19. Airport EV Roadshow

Passenger Charging

In addition to providing charging for airport vehicles, PHL hosts seven publicly accessible passenger charging stations that serve up to 14 vehicles in the parking garages and Economy Lot.

In response to the growing demand for EV charging, the Department partnered with other City of Philadelphia departments to apply for a \$9 million Charging and Fueling Infrastructure grant from the Federal Highway Administration. The City won this grant, \$2.24 million of which will fund the installation of four fast chargers with a total of eight ports in the PHL Cell Phone Lot. This project will operate as a concession and is expected to be complete in 2027, providing a valuable amenity to passengers, rideshare vehicles, and the general public.



Ground Support Equipment Electrification

PHL has a history, dating back to 2010, of collaborating with airlines to support the transition of ground support equipment (GSE), such as baggage tugs, belt loaders, and pushbacks, from gas and diesel engines to electric models. This motivation has resulted in 185 pieces of core electric ground support equipment owned by American Airlines, Delta, Piedmont, Southwest, and United.

The Sustainability team completed a GSE Electrification Strategy in 2025, engaging with airlines as well as independent ground handlers to survey the existing fleet of equipment and make recommendations to set and meet higher electrification goals. This investigation found that approximately 28% of the 655 GSE at PHL are electric and concluded that we already

have sufficient chargers at PHL to power at least 80 more pieces of electric ground support equipment. This provides us an opportunity to collaborate with airlines and ground handlers to increase electrification for the benefit of local and regional air quality.

Ground Support Equipment by Fuel Type

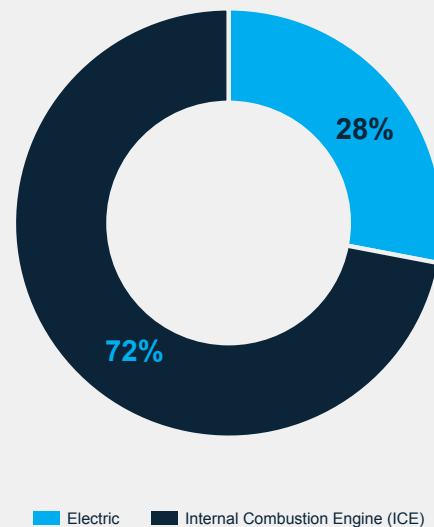


Figure 20. Electrification of Ground Support Equipment

Sustainable Design

The Department integrates sustainability into all facilities and infrastructure through rigorous sustainable design standards that apply to renovations of any size that take place at PHL or PNE, as well as third-party certifications, including Leadership in Energy and Environmental Design (LEED) for buildings and Envision verification for infrastructure.

Envision Verification

The Department has achieved Envision verification for three different airfield projects, which also represent the first three Envision-verified projects in the state of Pennsylvania. Envision is a nationally recognized sustainability rating system for infrastructure, administered by the Institute for Sustainable Infrastructure, which evaluates projects on social, economic, and environmental outcomes. PHL and PNE are among only 16 US airports with Envision-verified projects.



Taxiway L Envision Silver Verification

The Taxiway L Rehabilitation Project earned an Envision Silver verification, the highest-ranking Airport Envision project to date. Key strategies contributing to the Silver award included reuse or recycled content

in 30% of paving and concrete materials, a 50% reduction in operational energy use through conversion to LED lighting, and diversion of 95% of construction waste from landfill.

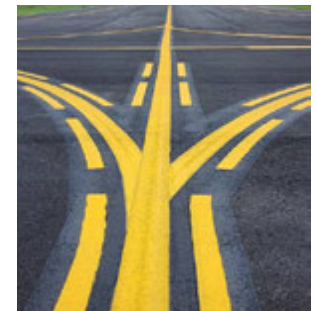


Figure 21. PNE Taxiway L Rehabilitation Project

Taxiway U & Y Envision Verification

The Taxiway U & Y Rehabilitation Project at PHL earned Envision Verification for integrating sustainability throughout design and construction. 30% of the paving materials for Taxiway U&Y were recycled content, and the project recycled over 99% of the waste created

during demolition, achieving near-total construction waste diversion. The project also reduced pavement by converting excess paved areas to vegetation and upgraded lighting along the taxiway to energy-efficient LED bulbs, boosting safety and performance.



Figure 22. Taxiway U & Y Rehabilitation Project

Sustainable Design Review

PHL established comprehensive Sustainable Design Standards in July, 2023 that apply to all airport and tenant-led renovations that do not otherwise trigger a third-party review, such as LEED, Envision or ParkSmart.

To date, 51 capital projects have undergone sustainable design review led by the Sustainability team. Each project is assigned a reviewer who provides input on the scope and reviews the project for compliance with standards from the relevant project typology: Architectural Renovations; Electrical / Lighting; Mechanical / Plumbing;

Airside Infrastructure or Landside Infrastructure. Reviews align with the project management milestones of Planning, Kick-Off, 30%, 60% and 90%. Review of plan sets, specifications and sustainable product documentation continues throughout construction.

These same design standards also apply to tenant-led projects, which are divided into concessions (small-scale retail sites) and larger non-concession renovations. Thus far, 30 concessions and 10 tenant renovation projects have undergone sustainable design review.

Breakdown of Capital Projects Undergoing Sustainable Design Review, 2023-2025

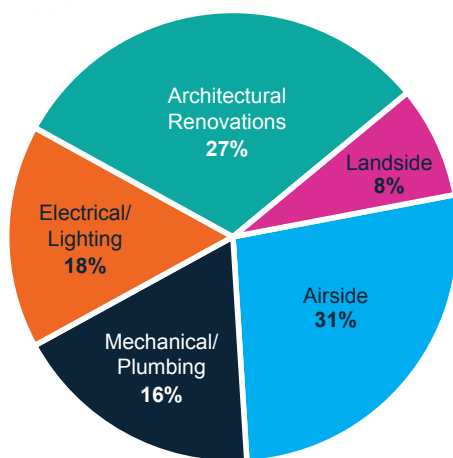


Figure 23. Capital Projects Undergoing Sustainable Design Review, 2023 - 2025

Construction and Demolition Waste Recycling

Project Type	Diverted Materials (Tons)	Total Waste (Tons)	Diversion Rate
Airport-Led Projects	150,890.15	152,643.13	98.85%
Tenant Projects	98.18	167.84	58.50%
Total	150,988.33	152,810.97	98.81%

Table 2. Construction and Demolition Waste Diversion Data



The Sustainable Design Standards instituted targets for recycling construction and demolition waste: 75% for landside and airside infrastructure projects and 50% diversion for all other project types. In 2025, 14 projects submitted construction and demolition waste - 10 Department-led projects and four tenant-led projects. All 14 projects met or exceeded diversion rate targets. Department projects achieved a diversion rate of 99% and tenant projects 59% for a total of over 150,000 tons of construction materials diverted from landfills in 2025.

Sustainable Landscape

PHL received an inspired and sustainable renovation of its terminal landscape beds in 2025, with a new native plant palette inspired by the historic streams that were once located on airport property.

This thoughtful installation provides a variety of native species that spread quickly, have very low maintenance needs and help improve our local habitat and insect population. With solar-powered lighting and interactive viewing ports, this project helps create a more sustainable environment at PHL while providing an attractive peaceful setting for passengers and staff to enjoy.





Resilience

The Department has made resilience a priority at PHL, which is particularly vulnerable to coastal surge flooding and sea level rise along the tidal Delaware River. After several years of studying climate change impact and developing strategies to minimize risk, we have entered the implementation phase, starting with upgrades to stormwater drainage and elevation of critical infrastructure out of the floodplain to the maximum degree feasible.

We recently completed a survey of high-priority assets – namely substations and electrical infrastructure – and are moving into a design phase to retrofit these sites to protect against the threat of future flooding. This is a long-term initiative focusing on the infrastructure that ranks highest in the areas of criticality and vulnerability and will continue to evolve as extreme weather projections change over time.

Stormwater Management Plan Update

PHL maintains a Stormwater Management Plan to track how stormwater flows change as the airfield develops and climate change brings us stronger storms. PHL uses a comprehensive Hydrologic & Hydraulic (H&H) analysis to make recommendations to update and expand drainage infrastructure to accommodate increased precipitation

under future climate conditions. The plan identifies potential upstream flooding concerns and makes recommendations for additional upstream stormwater storage and improved runoff conveyance. This effort has been underway for over a decade, and in 2025 this plan was revised to align with the airfield capital improvement plan out to 2030.



Flood Emergency Response Plan Update



Figure 24. Flood Emergency Response Plan Meeting

In 2025, Sustainability coordinated another successful Flood Emergency Response Plan update. The plan provides guidance for PHL units, such as Operations and Facilities Maintenance, to deploy prior to and following flood events to protect the airport during extreme weather.

Floodplain Elevation & Stormwater Design Standards

In 2024, PHL adopted design standards for flood elevation and stormwater management to prepare for climate change impacts. Our flood elevation standards require that new construction and critical infrastructure be elevated beyond the regulatory requirement to a height that will protect them from sea level rise out to 2070. Thus far, four new facilities and five infrastructure renovations have been

reviewed through this process. In addition, every time we construct a stormwater drainage system, we utilize at least a 25-year design storm,¹ and ideally a 50-year design storm,² to ensure capacity for future storm events. Since 2024, eight projects have been reviewed, and six have met these stormwater management design standards.



Regional Resilience

The Department works closely with several partners at the local, state and federal level to plan for resilience in the Lower South Philadelphia region. In 2025, the City of Philadelphia's Office of Sustainability (OOS) and Pennsylvania Emergency Management Authority (PEMA) took over the reins of the Eastwick and Delaware County Flood Mitigation interagency team. Both OOS and PEMA have continued to partner with the U.S. Army Corps, the John Heinz National Wildlife Refuge, and

other partners on regional flood prevention infrastructure. The Department has been an active participant in these planning processes, sharing data and models where relevant, and this year, served as a tour site for the Federal Emergency Management Authority (FEMA) Region 3 to learn about hazard mitigation and flood infrastructure upgrades at PHL. This forum also allows residents to learn about capital development and flood prevention efforts being led by the Airport.

¹ The maximum 24 hour rainfall that is expected to occur on average once every 25 years.

² The maximum 24 hour rainfall that is expected to occur on average once every 50 years.

Zero Waste

Solid Waste & Recycling

PHL operates a solid waste and recycling program for common-use spaces of the airport, and the Sustainability team supports Maintenance and Custodial teams in their recycling efforts and tracks progress. In 2025, our diversion rate fell from a high of 25% to 20%. This is a development we are investigating and plan to address. The tonnage of our recycling did not decrease, but instead the amount of trash we received grew substantially. The Sustainability team is working with the Maintenance and Custodial teams to reverse this trend for 2026.

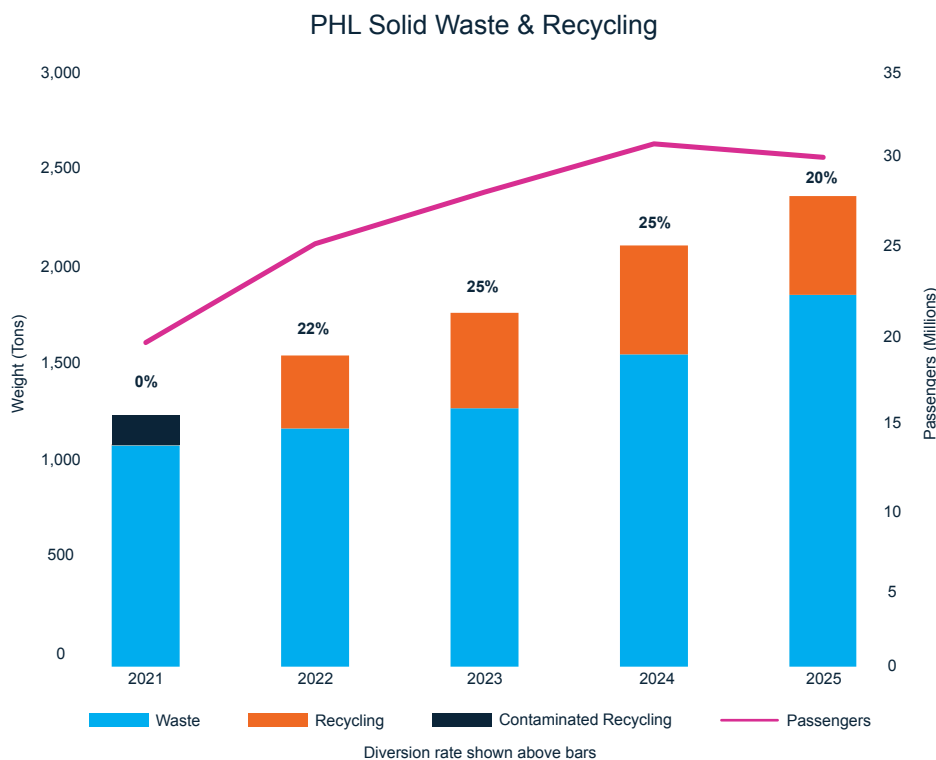
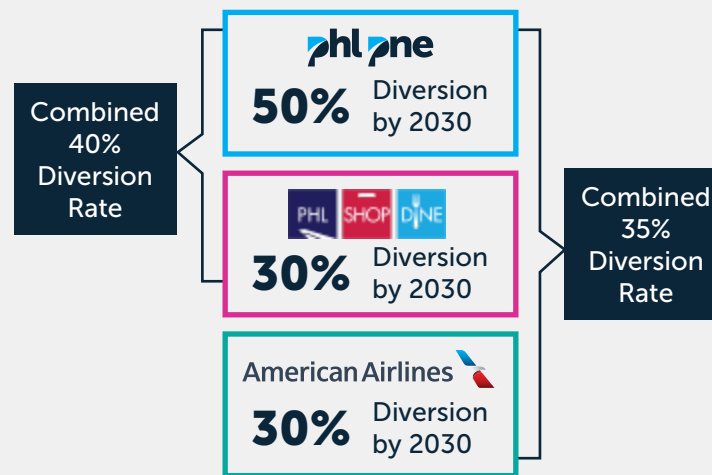


Figure 25. PHL Solid Waste, Recycling, and Containment Rates

Waste Diversion Plan

Waste Diversion Rate Commitments



To achieve our goal of zero waste/90% diversion by 2035, the Sustainability team developed a Waste Diversion Plan to set a course for the next 10 years. Our zero-waste planning journey began in 2024 with the PHL Waste Management Plan, which outlines policies, processes, and responsible parties for handling waste throughout the airport campus. The Waste Diversion Plan tapped the expertise of Aviation staff, industry experts, and airport tenants to develop waste diversion

initiatives and milestones for tracking progress. PHL has set an interim target of 50% waste diversion by 2030, with American Airlines and MarketPlace each aspiring to meet a 30% diversion rate for their respective waste streams at PHL. To meet our targets in the coming years, a Waste Diversion Committee was established, including members from Aviation, MarketPlace, American Airlines and the Transportation Security Administration (TSA), to meet quarterly to execute waste diversion strategies and track progress.

Water Bottle Filling Stations

Water bottle filling stations are installed throughout the terminals to reduce reliance on single-use plastic bottles. In 2025, 21 water stations were active at PHL, leading to a total of 3.4 million single-use water bottles being removed from the waste stream – our highest amount ever recorded! Ongoing restroom renovations along with repair and replacement of filling stations throughout the PHL terminals will help us to continue to grow this number in 2026.

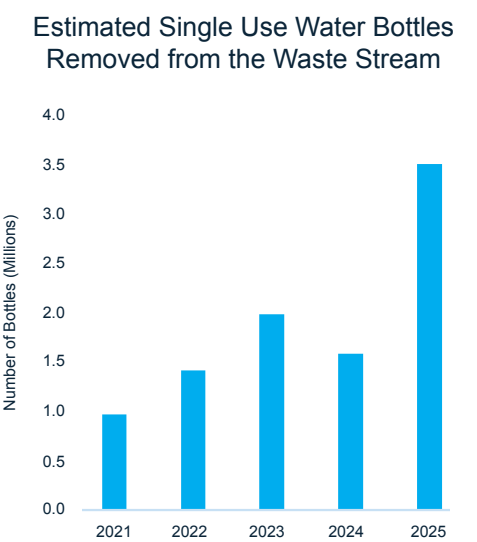


Figure 27. Single-Use Water Bottles Removed from the Waste Stream

MarketPlace PHL Food Donations

Airport merchants support food insecurity through a partnership with Philabundance Food Bank, donating packaged food to local distribution centers. In fiscal year 2025, PHL concessionaires provided over 8,000 meals to families in need that would have otherwise been sent to the landfill.

In response to the lower participation rates of recent years, MarketPlace PHL has created a specific position to focus on this program, and is working to streamline donation pickups for concessionaires. MarketPlace also plans to establish additional donation collection points throughout the terminals to encourage additional vendors to participate.

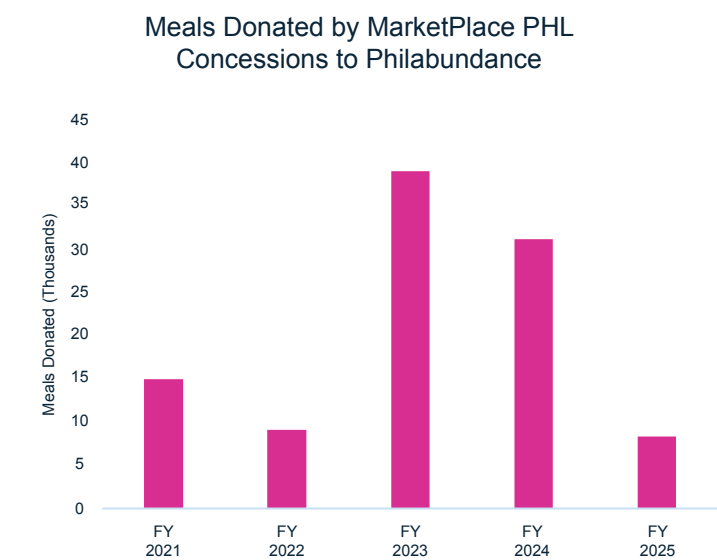


Figure 28. FY MarketPlace Concessions Food Donations

Hazardous, Non-Hazardous, & Universal Waste

The Department prioritizes proper handling of universal, hazardous, and non-hazardous waste, including electronics, lamps, batteries, paints, and maintenance chemicals, in accordance with Resource Conservation and Recovery Act standards. Universal waste is recycled through a dedicated hauler, and all waste streams are tracked and managed to minimize landfill disposal. In 2025, PHL diverted more than 1.2 tons of hazardous waste.

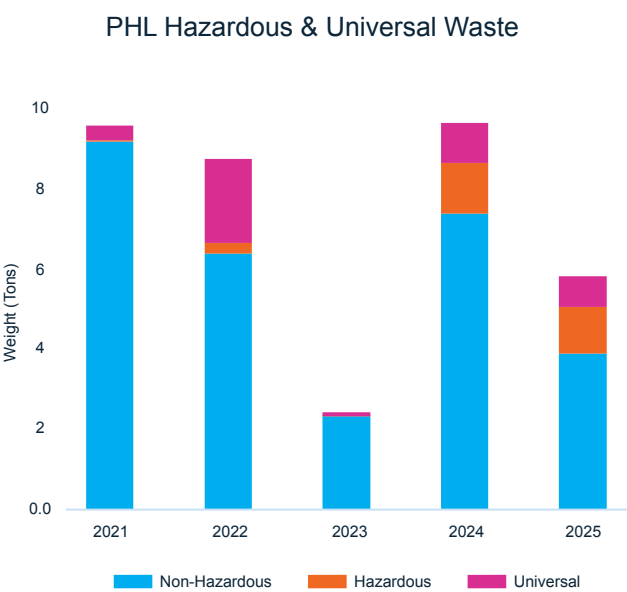


Figure 29. PHL Hazardous and Universal Waste

Natural Resources

Water Conservation

Water is a critical resource, and the Department closely monitors its use and conservation. All potable water at airport facilities comes from the Delaware River Watershed and is supplied by the City of Philadelphia Water Department. In 2025, potable water consumption rose marginally. Even with this uptick, overall usage remains within historical norms, and the Department continues to advance efficiency measures to limit long term demand on this precious resource.

Potable Water Consumption

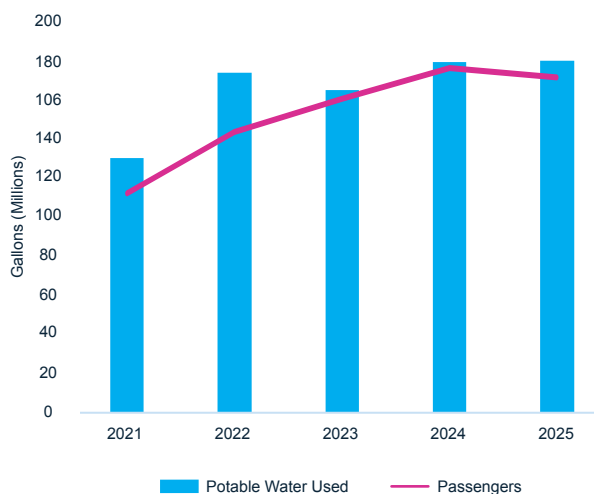


Figure 30. Potable Water Consumption



Stormwater Permits & Deicing Runoff

The Department is committed to protecting surface water resources. PHL and PNE meet City and Commonwealth requirements through National Pollutant Discharge Elimination System permits governing construction and industrial activities, with no exceedances in 2025. PHL also holds a dedicated deicing permit and operates a centralized deicing pad with specialized drainage, which captured more than three million gallons of deicing-impacted stormwater in 2025. Pennsylvania Department of Environmental Protection (PADEP) monitoring continues to show consistently low levels of oil, grease, and dissolved solids in stormwater at both airports. These results reflect the effectiveness of ongoing best management practices, including routine inspections, targeted maintenance, and continuous improvements to stormwater infrastructure.

Stormwater Runoff with Deicing Fluid

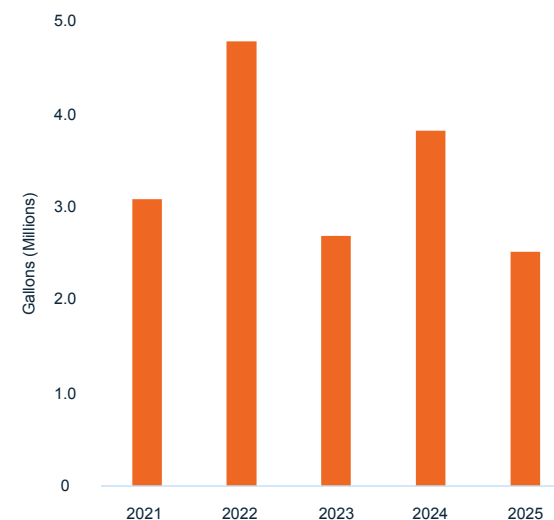


Figure 31. Stormwater Runoff with Deicing Fluid

Spill Prevention & Control

The Department continues to follow the PHL Spill Prevention, Control, and Countermeasure (SPCC) Plan, which outlines procedures for managing fueling operations and preventing fuel-related spills from entering stormwater systems. The Department is in the process of updating the SPCC to maintain effective spill prevention. Environmental staff participate in monthly safety meetings to address spill issues, reinforce response and reporting requirements, and present on spill prevention, reporting expectations, and associated costs. These ongoing meetings help strengthen coordination with airline and groundhandling partners and ensure that spill response practices remain consistent across the airfield. The updated SPCC will further align procedures with current operations and support continued compliance as infrastructure and tenant activities evolve.

Spills larger than 50 gallons released to paved surfaces or one gallon or more released onto nonpaved surfaces, or any amount that enters a storm drain must be reported to Pennsylvania Department of Environmental Protection. All reportable spills from recent years are listed below.

Reportable Spills

	2021	2022	2023	2024	2025
Reportable Spills	5	5	1	11	10

Table 3. Reportable Spills

*Reportable spills to PADEP are spills larger than 50 gallons released to paved surfaces, one gallon or more released onto nonpaved surfaces, or any amount that enters a storm drain.

Tree Inventory

In 2025, a tree inventory was conducted of PHL’s urban forest by the Spatial Services unit and Hopeworks, a non-profit that provides technology-focused job training opportunities to young people. The survey assessed the structure, function, and value of our trees and recorded this data utilizing geographic information systems software. The inventory included 2,579 trees and 5.97 acres of tree cover. The most common species were Tibetan cherry, black locust, and mulberry. 37% of the trees were under 6 inches in diameter, indicating a relatively young tree population.

The assessment found that the urban forest provides important environmental benefits each year, including 239 pounds of pollution removal, 8.57 tons of carbon sequestration, 23 tons of oxygen production, and 41,760 gallons of avoided

stormwater runoff. In total, the forest stores 1,323 tons of carbon and has an estimated replacement value of \$316,000. Tracking trees is especially important in an airport environment, where vegetation contributes to stormwater management, heat island reduction, and air quality improvements while also requiring careful monitoring to avoid wildlife attractants and maintain airfield safety. The inventory establishes a baseline for long-term stewardship and will help the Department quantify the environmental value of PHL’s urban forest over time.





Noise

The Department continues to manage aircraft noise by tracking operations, aircraft types, and atypical flights at PHL and PNE, while monitoring noise levels through the Airport Noise and Operations Monitoring System. An online and phone hotline provides an outlet for community complaints. All complaints were reviewed, and staff followed up with residents to document and understand their concerns.

In 2025, noise complaints per thousand operations remained 39% below FY 2020 levels, supported by noise-abatement efforts like the Fly Quiet program and ongoing improvements in aircraft design. Fly Quiet educated pilots and FAA controllers on preferred runways and nighttime departure routes to reduce residential noise between 10pm and 6am. The Department prioritizes new technologies and programs to further reduce operational noise whenever feasible.

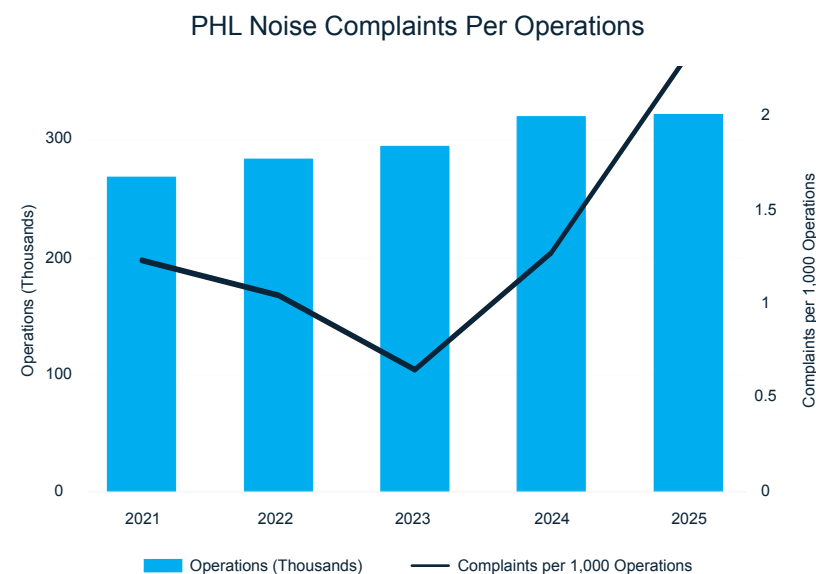


Figure 32. Noise Complaints Per 1,000 Operations

Environmental Stewardship

Community Engagement

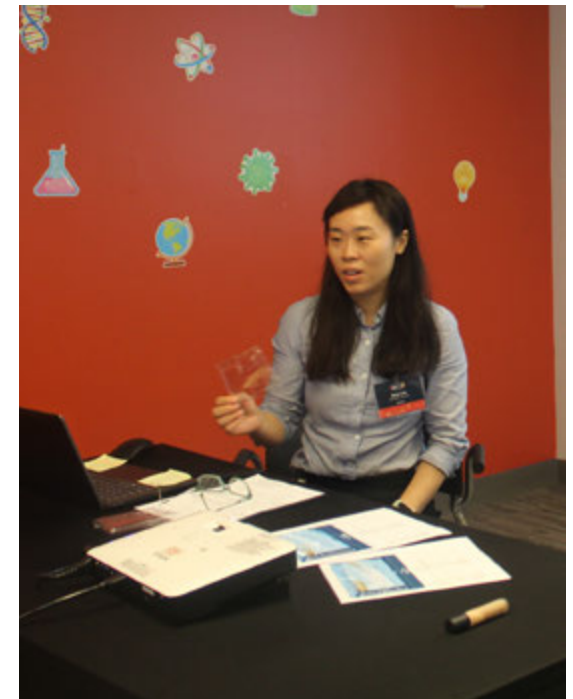
The Department hosted a number of educational tours and programs on sustainability during 2025. The non-profit Green Philly brought interested members to PHL to learn about the many green initiatives underway and engage in a lively discussion about how to cultivate a cleaner, greener airport.



The Department also assisted a group of graduate students from the University of Pennsylvania Landscape Architecture School who were conducting a studio course on ecological resilience in the lower South Philadelphia region surrounding PHL. The students drew inspiration from the resilience program underway at the airport and got to experience the environment through an informational tour along the Delaware River waterfront. Students learned firsthand about resilient infrastructure and contributed to airport data collection by inspecting stormwater management practices and outfalls.



The Sustainability team also participated in the PHL STEAM Symposium to introduce young minds to the intersection of science, engineering, and sustainability. These engagements strengthen community awareness of how climate resilience, infrastructure planning, and environmental stewardship shape the long-term health of the region.



Earth Day

Each year we celebrate Earth Day with dynamic series of events with department staff, passengers and airport stakeholders. Earth Day provides an opportunity to review our sustainability progress, invite environmental organizations from our region to the airport to share information and honor environmental champions through our annual Earth Day Awards. The Earth Day Award recognizes individuals or entities that do business at the airport that go above and beyond to prioritize environmental progress in their daily responsibilities. Since 2023, recipients have been selected through public nominations and honored in an awards ceremony.

We applaud the 2025 Earth Day Award winners!



PHL Tree Inventory

Our Director of Spatial Systems, Nora Dougherty, received an award for her leadership of the first-ever PHL Tree Inventory to study the benefits and management risks of the Airport's urban forest. The non-profit organization Hopeworks was also recognized for providing job-training opportunities to young adults to support the tree inventory.



Green Wall

HNTB Project Manager, Julie Coyle, was recognized for the construction of the green wall in the B/C ticketing area, which was part of a restroom renovation project. Curt Alexander and Jane Winkel of Urban Jungle, a local plant nursery and landscape design firm, also received an award for designing and installing the green wall. The green wall was established as a way to beautify a new overhand that needed to be constructed over the ticketing lobby, and it has been delighting passengers and staff ever since!



Chase Sapphire Lounge

The Chase Sapphire Lounge was honored for its energy-efficient systems and sustainable materials, to minimize environmental impact in pursuit of LEED Gold certification. Chase Bank, Corgan Architects, and e4 Incorporated each received awards for their work on the lounge design.



America Recycles Day

The Department marked its 16th annual America Recycles Day in 2025, with an information fair featuring programs centered on reducing, reusing, and recycling. Melissa McMullen, who leads the Airport's waste diversion efforts, highlighted the PHL's progress in recycling and waste management planning.

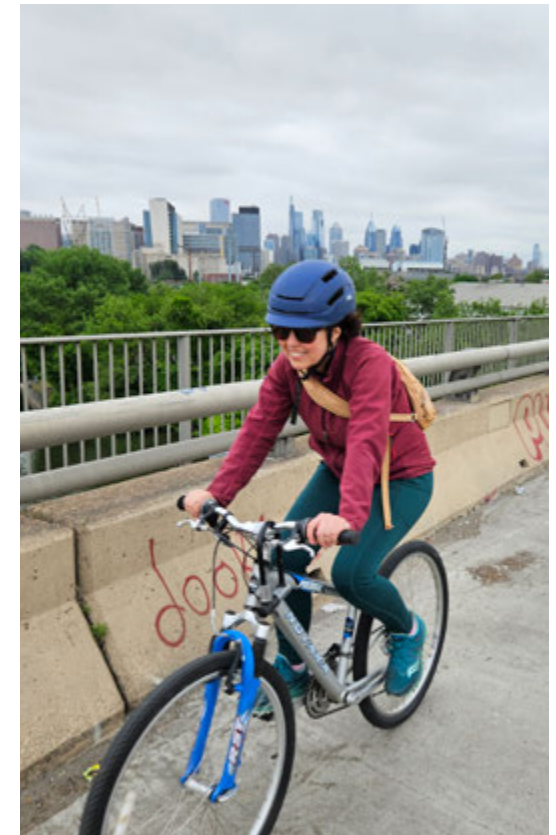


Sustainable Transportation

PHL held its second annual Bike to Work Day in 2025 to provide staff an opportunity to bike to work together as a group and consider a bicycle commute as a sustainable and healthy transportation option. Staff gathered at Dilworth Park first thing in the morning for a guided ride from City Hall to the PHL offices along the Schuylkill River Trail, the Cobbs Creek Greenway and local streets with bicycle lanes.



PHL is expanding bike and scooter parking infrastructure to support the growing number of employees who use active transportation to move around campus. Five new bicycle and scooter racks were installed along Departures Road and Arrivals Road, at Terminals A-West, A-East, D, E, and F to provide parking options for people-powered and electronic bicycles and scooters. These new racks increase total parking capacity from 32 to 65 spaces across PHL.



Data Tables

Total PHL GHG Emissions

Category / Metric	Unit	Reporting Period	2021	2022	2023	2024	2025
Scope 1	MTCO2e	CY	13,278	16,496	13,980	15,227	17,263
Scope 2*, Market Based	MTCO2e	CY	39,738	41,130	38,712	33,486	26,192
Scope 3^	MTCO2e	CY			467,692	493,616	3,646,175
Total GHG Emissions	MTCO2e	CY	53,016	57,626	520,384	542,329	3,689,630

Total PNE GHG Emissions

Category / Metric	Unit	Reporting Period	2021	2022	2023	2024	2025
Scope 1	MTCO2e	CY	610	593	440	574	421
Scope 2*	MTCO2e	CY	629	626	584	459	560
Scope 3	MTCO2e	CY				9,255	25,961
Total GHG Emissions	MTCO2e	CY	1,235	1,199	1,024	10,288	26,942

Note: PNE Scope 3 emissions reflect partial calculations with additional sources included in 2025 vs 2024.

Fuel Usage by Type							
Category / Metric	Unit	Reporting Period	2021	2022	2023	2024	2025
CNG	Gallons	CY	62,962	229,930	268,952	284,395	294,566
Gasoline	Gallons	CY	103,128	103,407	106,059	110,775	120,988
B5 Diesel	Gallons	CY	46,275	34,475	29,491	33,641	31,005
Snow Equipment	Gallons	FY/CY**		7,587	3,967	8,398	4,325
Annual Vehicle Fossil Fuel Use	Gallons	CY	212,366	375,399	408,469	437,209	450,884

PHL Terminal Energy Use Intensity							
Category / Metric	Unit	Reporting Period	2021	2022	2023	2024	2025
Energy Use Intensity	MMBtu per Square Foot	CY	0.22	0.23	0.22	0.23	0.23

Electricity Usage							
Category / Metric	Unit	Reporting Period	2021	2022	2023	2024	2025
PHL	kWh	CY	138,437,417	141,333,384	138,514,908	149,591,265	136,587,195
PNE	kWh	CY	2,350,553	2,284,967	2,185,415	1,941,839	2,337,399

Natural Gas Usage							
Category / Metric	Unit	Reporting Period	2021	2022	2023	2024	2025
PHL	CCF	CY	2,273,925	2,616,080	2,245,580	2,362,157	2,637,065
PNE	CCF	CY	89,867	90,042	84,593	84,819	96,064

Vehicle Electrification & Charging

Category / Metric	Unit	Reporting Period	2021	2022	2023	2024	2025
Electric Vehicles In Fleet	Count	CY	2	2	3	12	14
EV Charging Stations For Fleet Vehicles	Count	CY	2	4	4	9	9
Total Number of Airside eGSE Chargers	Count	CY	236	236	258	268	266

Waste & Recycling

Category / Metric	Unit	Reporting Period	2021	2022	2023	2024	2025
Total Waste Collected	Tons	CY	1,191	1,270	1,369	1,626	1,919
Total Recycling Collected	Tons	CY	4	354	458	532	478
Hazardous, Non-Hazardous, and Universal Waste	Tons	CY	10	9	2	10	10

Construction & Demolition Waste

Category / Metric	Unit	Reporting Period	2021	2022	2023	2024	2025
Diverted Materials	Tons	CY					150,988
Total Waste	Tons	CY					152,811
Diversion Rate	Percentage	CY					98.8%

Single Use Water Bottles and Food Donations

Category / Metric	Unit	Reporting Period	2021	2022	2023	2024	2025
Single Use Water Bottles Avoided	Count	CY	971,763	1,410,740	1,979,338	1,588,102	3,498,334

Food Donations

Category / Metric	Unit	Reporting Period	2021	2022	2023	2024	2025
Equivalent Meals Donated via Philabundance	Count	FY	14,919	9,088	39,078	31,206	8,275

Potable Water, Stormwater Runoff, and Reportable Spills

Category / Metric	Unit	Reporting Period	2021	2022	2023	2024	2025
Potable Water Use	Gallons	CY	130,832,039	174,140,139	165,594,819	180,024,129	180,754,045
Stormwater Runoff Collected Containing Deicing Fluid	Gallons	CY	3,092,350	4,794,000	2,700,000	3,835,000	2,530,000
Reportable Spills	Count	CY	5	5	1	11	10

Noise Complaints

Category / Metric	Unit	Reporting Period	2021	2022	2023	2024	2025
Noise Complaints per Thousand Operations	Count	CY	1.23	1.05	0.65	1.28	2.34

[^] PHL's Scope 3 emissions methodologies have evolved over time in line with the Department's advancement through the ACA program. Scope 3 emissions are reported only for 2023-2025, as these have been verified through the ACA program while earlier years have not. 2023-2024 Scope 3 inventories were calculated using the LTO method and included a limited number of Scope 3 categories and aircraft emissions. The 2025 Scope 3 inventory uses the full-flight method for aircraft emissions, and this is the first year emissions were calculated across all categories according to ACA Level 4 requirements.

* Scope 2 emission totals may fluctuate from prior values reported due to delayed publishing in grid emission factors.

**Diesel (Snow Equipment) CY tracking begins in 2024; previous counts in FY

Note: Blank cells denote no data