



Pocono Mountains Municipal Airport - Project Status Report
Authority Meeting:
February 19, 2020

Task Order #4 –Construct North Ramp Taxiways (Delta Project 15128) – Construction Phase

- Work to be completed in the spring:
 - Grass growth & rut cleanup
 - Pavement repairs on the large low spot which holds water on the new apron
- A Change Order for leeward to adjust the Contract Time and add the 2 additional work items will be prepared once Leeward completes the pavement repair.
- Delta spoke to Leeward about the outstanding \$1,324.54 fuel bill and Patrick indicated they would pay it.
- Delta has begun coordinating with Leeward to discuss a schedule for the final pavement repair.
- Rettew will be conducting a Stormwater inspection to meet permit requirements the afternoon of February 20.

Task Order #5 – Construct T-Hangars

- The project began November 4, 2019. Today is calendar day 108 of 260. No significant work has occurred in the past several weeks.
- North side foundation and interior columns are next items, once weather permits.
- Bureau Veritas approved the revised plans submitted in December and the permit was issued. Grimm ordered the building in January.
- Grimm has submitted a Change Order request for certain items which were updated based on the Code review. Delta provided a response on most items to Dave & John and is still researching one of the items.

Task Order #6 - Snow Removal Equipment Building (SRE)

- The IFE came in above Delta's proposed fee.
- The BOA then revised their stance and will not allow inclusion of the complete south T-hangar foundation demolition in the scope. They have pushed to pro-rate the permitting work for this. Delta provided rebuttals to this via email but still needs to talk with Rob directly.

Fuel Farm

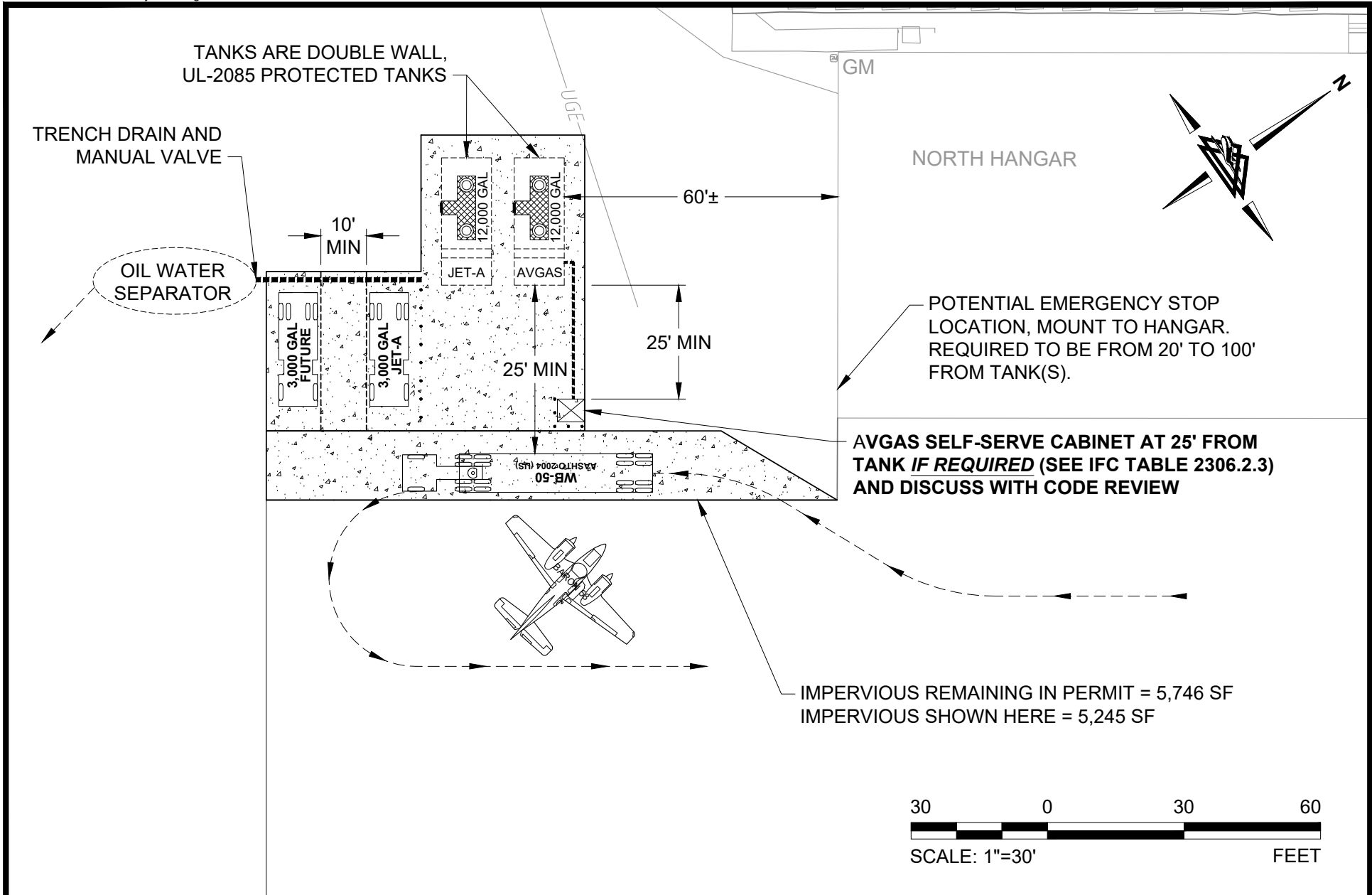
- A TA has been offered. Delta has coordinated permitting and other Local issues with Russ Kresge (Township Engineer) and Joe Brady (Zoning), and the MCCD.
- Delta provided feedback of these calls to Bill Burton (Township Codes) and an exhibit of the proposed work. Bill said he would review.
- The project will require a Minor Modification for the NPDES permit. The MCCD recently confirmed that the *old* permitting forms can be used for this. With this information, Delta has begun the permitting contracting with Rettew.
- Attached is revised *potential* system layout we have worked up. This layout we believe will fully address the potential Code separations.

- This would allow for simplified construction and site containment & drainage. It also allows for the fuel delivery truck to drive in and out without backing up, although it may require a tight turn to exit.
- Would allow for easy access between the delivery truck and the tanks for the delivery hoses.
- Allows for easy self service for AVGAS (and Jet-A if desired)
- Provides for parking spaces for up to 2 onsite refueling trucks.
- Has a trench drain in the back with a manual valve. This is to guard against a catastrophic spill. The valve then leads to an oil-water separator which allows for treated runoff to exit the site and drain to the infiltration beds.

Other Items

- Delta discussed the PPC Plan with Rettew, and the issue was that the PADEP was concerned with a lack of secondary containment for the Jet-A truck when parked. It appears the Airport is going to purchase an in-place containment bed for the truck, which should satisfy PADEP concerns.
 - Note the new fuel farm design will include the needed secondary containment for parked truck(s) as well as containment for the fuel delivery truck.

END STATUS REPORT



FUEL FARM LAYOUT

POCONO MOUNTAINS MUNICIPAL AIRPORT

EXHIBIT
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MPO FUEL FARM NFPA CODE NOTES

- 1. ALL PROPOSED TANKS ARE TO BE HORIZONTAL MOUNTED, DOUBLE WALL, ABOVE GROUND STORAGE TANKS WHICH ARE UL 2085 LISTED (FIREGUARD). THESE TANKS QUALIFY AS "PROTECTED" PER NFPA 30.
- 2. ALL TANKS SHALL HAVE EMERGENCY RELIEF VENTING TO LIMIT PRESSURES TO 2.5 PSI.
- 3. AVGAS IS A STABLE, FLAMMABLE, CLASS 1B LIQUID.
- 4. JET-A IS A STABLE, COMBUSTIBLE, CLASS 2 LIQUID.
- 5. TANK TO TANK SEPARATION MEETS THE REQUIREMENTS OF NFPA 30-18, TABLE 22.4.2.1.
 - 5.1. REQUIRED = 3.3' MINIMUM
 - 5.2. PROVIDED = 5'.
- 6. TANK TO PROPERTY LINE DISTANCE MEETS THE REQUIREMENTS OF NFPA 30-18, TABLE 22.4.1.1(b).
 - 6.1. REQUIRED = 15' MINIMUM
 - 6.2. PROVIDED = 190'.
- 7. TANK TO NEAREST PUBLIC WAY OR IMPORTANT BUILDING MEETS THE REQUIREMENTS OF NFPA 30-18, TABLE 22.4.1.1(b).
 - 7.1. REQUIRED = 5' MINIMUM
 - 7.2. PROVIDED = 50'.
- 8. CLEAR SPACE BETWEEN PARKED AIRCRAFT FUEL SERVICING TANK VEHICLES MEETS THE REQUIREMENTS OF NFPA 407-6.2.1.1.
 - 8.1. REQUIRED = 10' MINIMUM
 - 8.2. PROVIDED = 10'.

NO CODE DISTANCE IS SPECIFIED FOR THE CLEAR DISTANCE BETWEEN PARKED AIRCRAFT FUEL SERVICING VEHICLES AND TANKS.
- 9. CLEAR SPACE BETWEEN PARKED AIRCRAFT SERVICE TANK VEHICLES AND PARKED AIRCRAFT MEETS THE REQUIREMENTS OF NFPA 407-6.2.1.1.
 - 9.1. REQUIRED = 50' MINIMUM
 - 9.2. PROVIDED = 100'
- 10. SECONDARY SPILL CONTAINMENT FOR TANKS PER NFPA 30-22.11 IS MET BY THE USE OF SECONDARY CONTAINMENT-TYPE DOUBLE WALL TANKS (REFERENCE NFPA 30-22.11.4) AND FAA ODER 1050.15A SECTION 86). NO ADDITIONAL TERTIARY CONTAINMENT IS PROPOSED FOR THE TANKS.
- 11. SECONDARY SPILL CONTAINMENT FOR PARKED AIRCRAFT FUEL SERVICING TANK VEHICLES (AND FUEL DELIVERY OFFLOAD TRUCKS) MEETS THE REQUIREMENTS OF NFPA 407-6.2.1.1.
 - 11.1. REQUIRED = METHOD NOT SPECIFIED
 - 11.2. PROVIDED = CONTAINMENT OF 110% OF LARGEST FUEL STORAGE COMPARTMENT, WITH CONAINMENT VIA A MANUAL-CLOSING VALVE AT THE CONTAINMENT SITE AND OUTFLOW THROUGH AN OIL-WATER SEPARATOR. ALSO REFERENCE 40 CFR SECTION 112.8(c)(11).
- 12. EMERGENCY FUEL SHUTOFFS SHALL BE PLACED AND SHALL FUNCTION IN ACCORDANCE WITH NFPA 407-4.2.4 AND 2018 IFC 2303.2. EMERGENCY FUEL SHUTOFFS SHALL BE LABELED IN ACCORDANCE WITH NFPA 407-4.1.11.
- 13. TANKS SHALL BE PROTECTED AGAINST IMPACTS FROM VEHICLES IN ACCORDANCE WITH NFPA 30-22.11.4.7. THE SELECTED METHOD IS BOLLARDS AT 48" SPACING IN AREAS WHICH MAY REASONABLE BE EXPOSED TO A POTENTIAL IMPACT BY VEHICLES.
- 14. DELIVERY VEHICLES TO BE LOCATED NO CLOSER THAN 25 FEET FROM TANKS RECEIVING CLASS I LIQUIDS (AVGAS) AND 15 FEET FOR CLASS II LIQUIDS (JET-A) (IFC 2305.1.1).
- 15. AVGAS IS BE PROVIDED WITH SELF-SERVE CAPABILITY. CONFIRM WITH LOCAL CODE HOW TO INTERPRET IFC TABLE 2306.2.3 IF THE DISPENSER IS PROPOSED TO BE LOCATED ON THE TANK.



FUEL FARM CODE NOTES POCONO MOUNTAINS MUNICIPAL AIRPORT