Table 3.5.5: Glycol Deicing Tank Capacities

Name/Location	Substance	Tanks	Tank Capacity	Total Capacity
LVAS Deicing Air Carrier Apron	Type I Glycol	2	6,000 gal.	12,000 gal.
US Airways Deicing Tank Air Carrier Apron	Type I Glycol	1	6,000 gal.	6,000 gal.
US Airways Deicing Tank Air Carrier Apron	Type IV Glycol	1	1,000 gal.	1,000 gal.
Delta Deicing Tanks Air Carrier Apron	Type I Glycol	1	6,000 gal.	6,000 gal.
Delta Deicing Tanks Air Carrier Apron	Type IV Glycol	1	1,000 gal.	1,000 gal.
FedEx Deicing Tanks (Mobile) Cargo Apron	Type I Glycol	1	5,000 gal.	5,000 gal,
FedEx Deicing Tanks (Mobile) Cargo Apron	Type IV Glycol	1	5,000 gal.	5,000 gal,

Source: C&S Engineers, Inc.; *Appendix II- Airport Emergency Plan, Lehigh Valley International Airport (ABE)*, Lehigh-Northampton Airport Authority, submitted February 2013 and revised March 2016

3.6 Cargo

Air Cargo Data

In 2015, a Regional Freight Plan was developed by the Lehigh Valley MPO in cooperation with PennDOT and in conjunction with *Pennsylvania's Comprehensive Freight Management Plan* (CFMP) to identify trends, needs, and issues in freight transportation for the Lehigh Valley throughout the year 2040.

According to this study, and as identified in **Table 3.6.1**, aviation is the third largest mode of transportation for cargo in the Lehigh Valley behind rail and truck, and is anticipated to increase from 10 thousand tons of annual cargo, as reported in the year 2011, to 20 thousand tons of annual cargo by the year 2040. This is a total cargo value for air freight growth from $1,668 million in 2011 to an anticipated $3,845 million by 2040. However, despite this increase in tonnage, the percent tonnage share of air cargo to total cargo for all modes is expected to decrease to less than 1 percent throughout the planning period while the total air cargo freight value percent share is expected to remain at a constant 3 percent. This means that although air cargo freight value is expected to remain constant, other modes of cargo transport, specifically trucking, are expected to grow at a faster rate. Factors contributing to this increase in trucking for cargo transport include the integration of Intelligent Transportation Systems (ITS), the need to streamline supply chain efficiency, and the current trend of existing railroad abandonment in the Lehigh Valley region.

Table 3.6.1: Total Freight Tonnage

Mode	2011 Total Tonnage (thousands)	2011 Tonnage % Share	2040 Total Tonnage (thousands)	2040 Tonnage % Share
Truck	36,649.55	90%	73,891.28	92%
Rail	4,208,38	10%	6,281.53	8%
Air	**10.18**	**<1%**	**20.17**	**0%**
Other	0.09	<1%	0.31	0%

Source: C&S Engineers, Inc.; "*Move Lehigh Valley, Lehigh Valley Regional Freight Plan,"* published by the LCTS and LVPC October 13, 2015

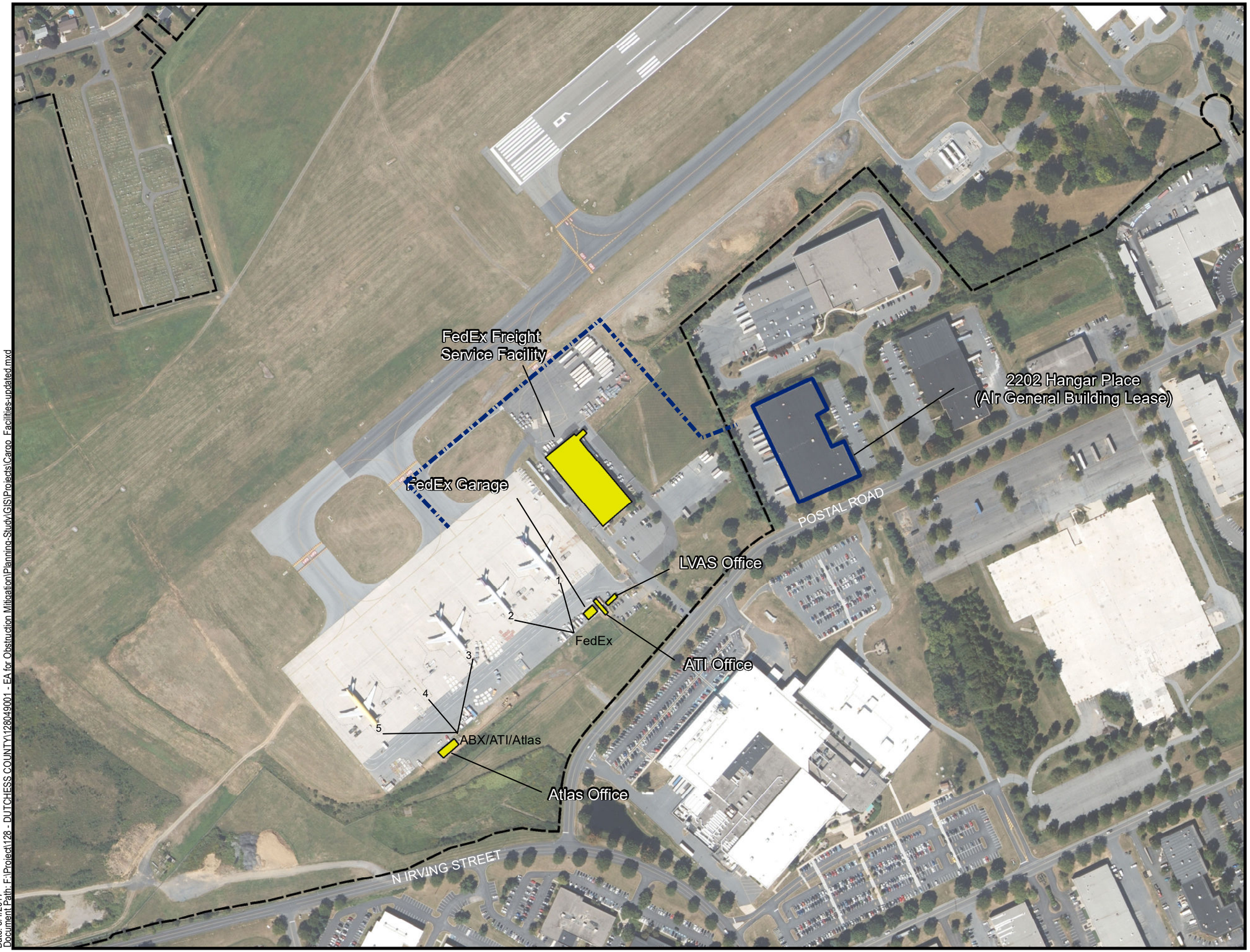
The LVIA is the only airport within the Lehigh Valley to offer commercial aviation service, having the ability to provide nonstop service to locations over 1,500 miles away. The Airport's port of entry serves approximately 4,000 businesses per year, including major freight cargo operators such as FedEx, ATI, ABX, and Atlas Air which all have scheduled service at the Airport. Despite the potential for market expansion and the availability of capacity and uncongested airspace, LVIA's cargo activity has decreased by 30% between 2004 and 2013.[21] More recent trends however, specifically from 2015 to 2016, show that cargo totals at the Airport have increased by 133%.[22]

It should be noted that cargo and freight are evaluated in the Regional Context section, and forecasted in the Aviation Demand Forecasts section of this Master Plan.

Cargo Facilities

FedEx, ABX Air, ATI, and Atlas Air are the four main air cargo carriers at the Airport. These air cargo carriers serve the ground cargo carriers of FedEx and Air General. Existing air and ground cargo facilities are highlighted in **Figure 3.6.1** and cargo operations are outlined in the sections below.

[21] Lehigh Valley Planning Commission, CDM Smith, and PennDOT. *Move Lehigh Valley, Lehigh Valley Regional Freight Plan.* Rep. LVPC, Oct. 2015. Web. <http://www.lvpc.org/freightlv.html>.
[22] FAA Form 5100-108.



Legend

- Airport Property Line
- On-Airport Cargo Facilities
- Cargo Facility leased from PennCAP
- Route from Air Cargo Ramp to 997 Postal Rd.

N

0 100 200 400 600 Feet

1 inch = 300 feet
When printed at 11" x 17"

Lehigh Valley International Airport
Master Plan Update

Existing Cargo Facilities

Figure 3.6.1

Date: 8/1/2017
Document Path: F:\Project\128 - DUTCHESS COUNTY\1128049001 - EA for Obstruction Mitigation\Planning-Study\GIS\Projects\Cargo_Facilities-updated.mxd

SOURCES: Building Polygons from LVIA ALP Base 2015 Update CAD files from LNAA; Cargo apron parking position allocations from LNAA; Aerial Imagery from Quantum Spatial taken 09/12/16 CREATED BY: C&S Engineers, Inc.

Air Cargo Apron

The air cargo apron is approximately 400,000 square-feet and is located south of the Runway 6 end. The apron is accessible via Taxiway C3 and C2 and contains five ADG D-IV aircraft parking positions, two of which are utilized for FedEx, with the other three utilized by ABX Air, ATI, and Atlas Air. The apron is also used for air cargo equipment staging.

LVIA Air Cargo Apron

Source: C&S Engineers, 12/13/16

Air General

Air General is a ground cargo service provider operating at the Airport, providing services for ABX Air, ATI, and Atlas Air. This facility is located at 997 Postal Road, and shares a facility with US Customs and Border Protection, along with the tenant Ilkem Marble and Granite. Air cargo is loaded and tugged to this facility by Lehigh Valley Aviation Services, via the airfield perimeter road and access/egress through Gate 45. Once at this facility, Air General loads this cargo onto their trucks as ground cargo.

FedEx Express

The existing FedEx Express freight service facility is located at 951 Postal Road, adjacent to the air cargo apron and south of the Runway 6 end. This facility is approximately 3,700 square-feet and houses only FedEx operations. FedEx operates two flights a day with B757 aircraft.