Airport Emissions Inventories
Obstacles and Overcoming Them

July 30, 2019
Airport Emissions Inventories - Obstacles

- Basic Data
  - Facility Name
  - Identifying Code(s)
  - Location
  - Operational Status – Open vs. Closed

- Landing and Take-Off (LTO) Data
  - Collected from FAA by aircraft type for all FAA towered airports, and used as modeling inputs. No LTO data from non-FAA towered airport. Default estimates assigned by FAA.
  - Ground Support Equipment (GSE) Data.
  - Rely on EPA for this data.
What we’ve seen:

• Airports assigned to the wrong state or county.
• FAA location ID reassigned, resulting in two airports with the same ID. Site ID becomes useful.
• Closed facilities still in EPA data; existing facilities not in EPA data (ex: USMA).
• Satellite image showing airport in improbable location:
  • Middle of a lake; forest; apple orchard.
• Result: We develop our own internal database by updating EPA data.
Data Sources

- AirportIQ™ 5010 database: [www.gcr1.com/5010WEB/](http://www.gcr1.com/5010WEB/)
- PilotNav: [www.pilotnav.com/](http://www.pilotnav.com/)
- AirNav: [https://www.airnav.com/airports/](https://www.airnav.com/airports/)
- FAA IDs:
  - Location code (ex: ALB)
  - Site ID (ex: 14789.*A)
- Google satellite maps
- Street address
- Geographic coordinates
- Phone call to the airport
Thank You

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