

Boston-Logan International Airport 2016 EDR

Table I-24 AQI Inventory Tracking of Modeled NO_x Emissions (in tpy)¹ for Logan Airport

Year	Actual Conditions ²								
	1999 ³	2000	2009	2010	2011	2012	2013	2014	2015
Total Annual Emissions	2,347	2,315	1,609	1,608	1,647	1,654	1,627	1,628	1,605
Above (Below) 1999 Levels Before Reductions	N/A	(32)	(738)	(739)	(700)	(693)	(720)	(719)	(628)
Potential Reductions/ Increases⁴									
Alternative Fuel Vehicles/Shuttle Bus	(11)	(4)	(4)	(2)	(1)	0	(6)	0	0
Alternate Fuel Ground Service Equipment ⁵	(14)	(14)	(4)	(3)	(6)	(5)	(4)	(3)	(4)
Total Potential Reductions	(25)	(19)	(8)	(5)	(7)	(5)	(10)	(3)	(4)
Above (Below) 1999 Levels After Reduction	(25)	(51)	(746)	(744)	(707)	(698)	(730)	(722)	(632)
Credit Trading ⁶	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Net Total w/Reductions and Credits	2,322	2,296	1,601	1,603	1,640	1,649	1,617	1,625	1,715

Source: Massport

Notes: Values in parentheses, such as "(250)" are negative values. Values without parentheses are positive values.

N/A Not available.

1 For consistency with the AQI, the NO_x emission values in this table are reported in tpy. The EDR/ESPR Emissions Inventory values are reported in kg/day. A conversion factor of 0.40234 is used to convert kg/day to tpy.

2 The 2009 analysis was completed using EDMS v5.1.2 and MOBILE6.2.03. The 2010 through 2012 analysis was completed using EDMS v5.1.3 and MOBILE6.2.03. The 2013 analysis was completed using EDMS v5.1.4.1 and MOVES2010b. The 2014 analysis was completed using EDMS v5.1.4.1 and MOVES2014. The 2015 analysis was completed using EDMS v5.1.4.1 and MOVES2014a.

3 The year 1999 is the "baseline" year for the AQI. Thus, 2,347 tpy is considered the AQI threshold for NO_x emissions.

4 Other initiatives that Massport and Logan Airport tenants may use for possible emission reductions include: Central Heating and Cooling Plant boilers, 400-Hz power at gates, and low NO_x fuels in Logan Express buses.

5 Massport's current plan for the conversion of GSE to alternative fuels is being re-evaluated based on the new diesel rule (2007). GSE AFV credits were based on fuel type data obtained from the aerodrome vehicle permit applications beginning in 2007.

6 Since the AQI threshold is not exceeded in 2015, nor are the emissions expected to exceed the threshold in the near future, no credits will need to be purchased.