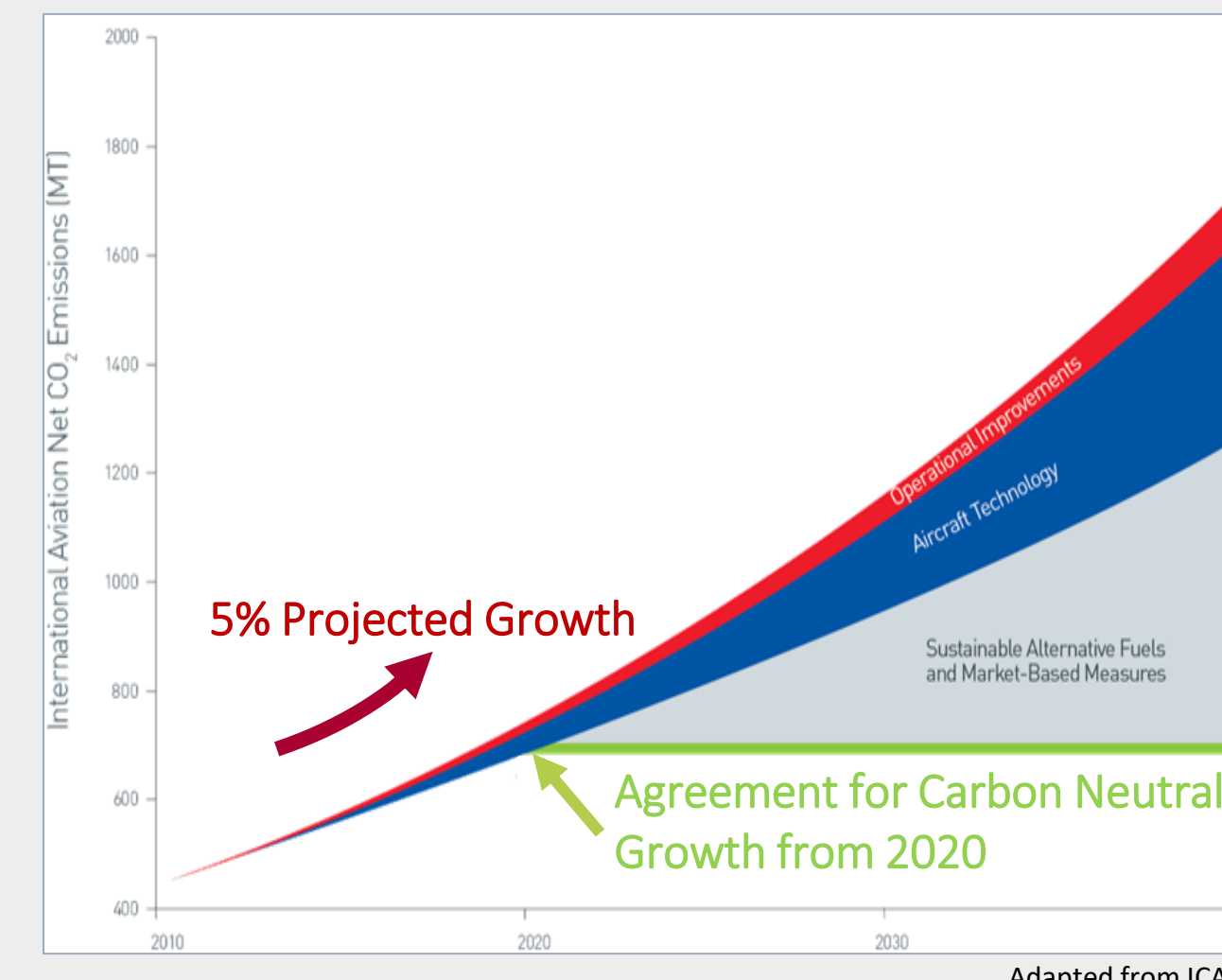


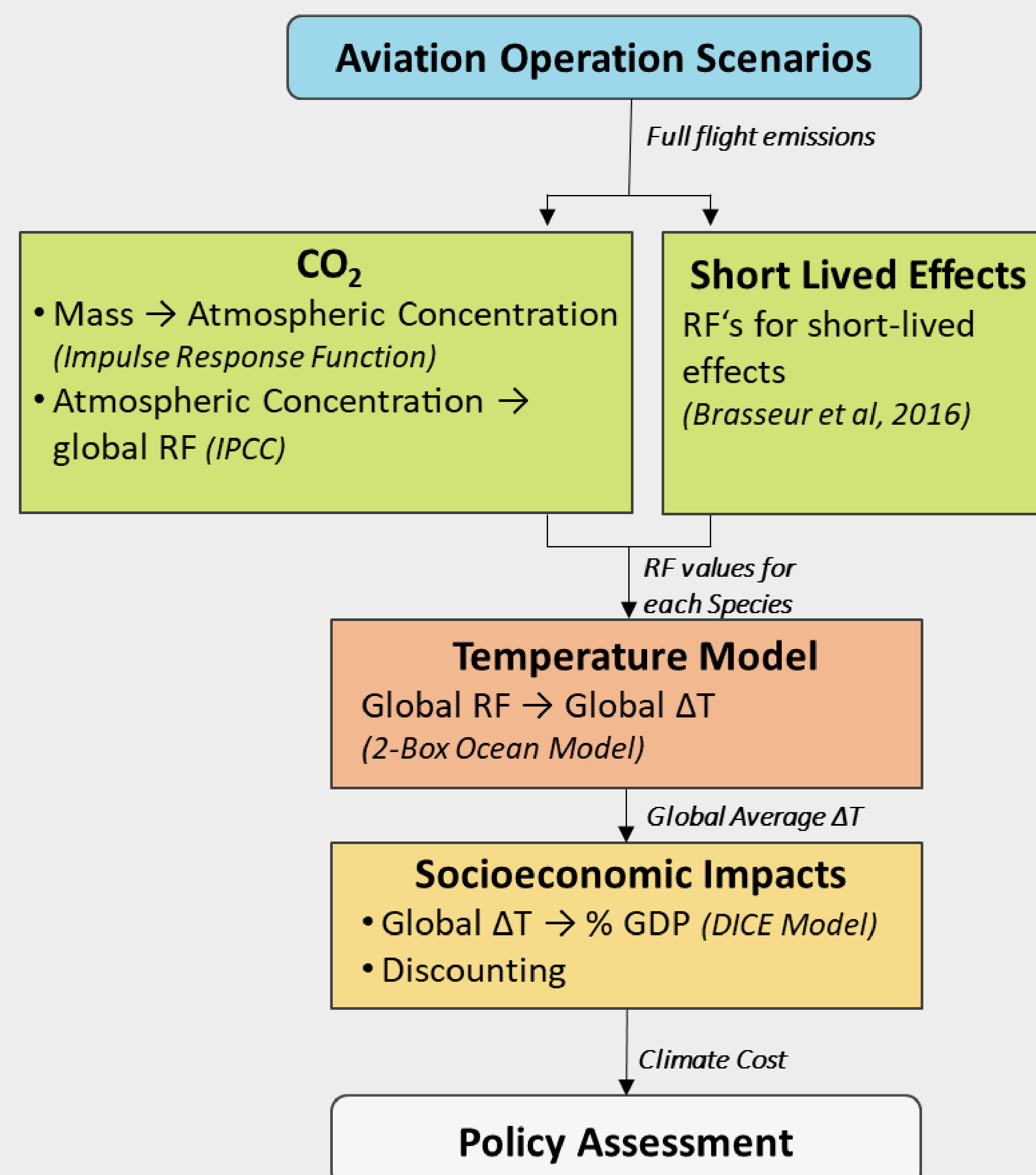
Motivation and Objectives

- Aviation is estimated to cause
 - 2% of the global anthropogenic CO₂ emissions
 - 5% of the global anthropogenic radiative forcing
- Impact is expected to increase



- Tools to **quantify current and future climate impacts** of aviation required
- APMT-Impacts Climate** is a reduced order climate modeling tool, which has been developed for this purpose. Most recently:
 - Additional pathways for CH₄ and N₂O added
 - Damage function to capture US based climate damages implemented

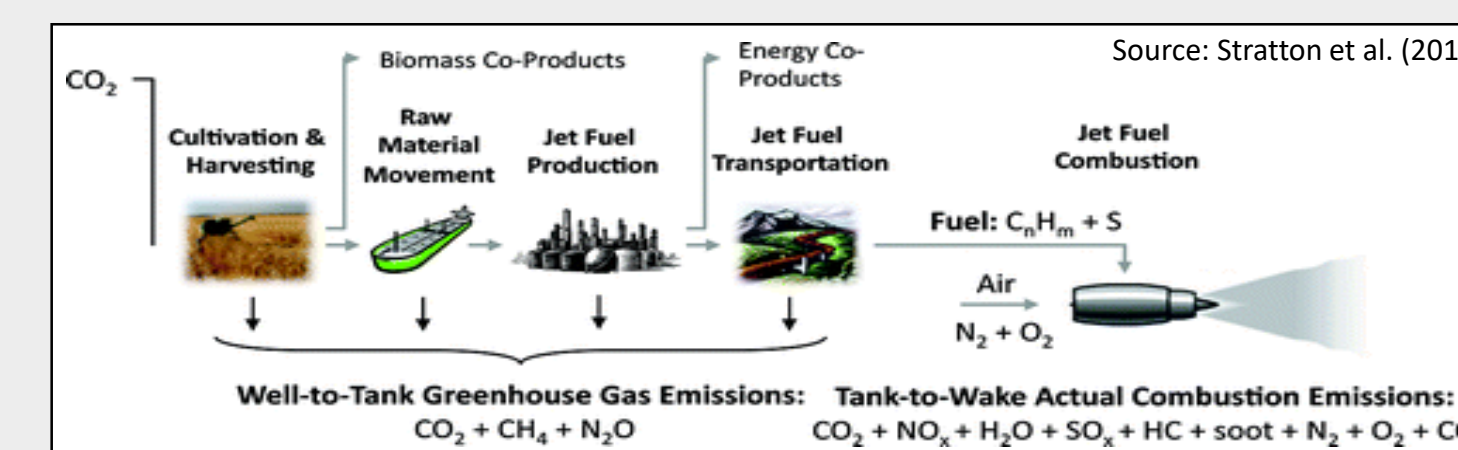
Tool: APMT-IC



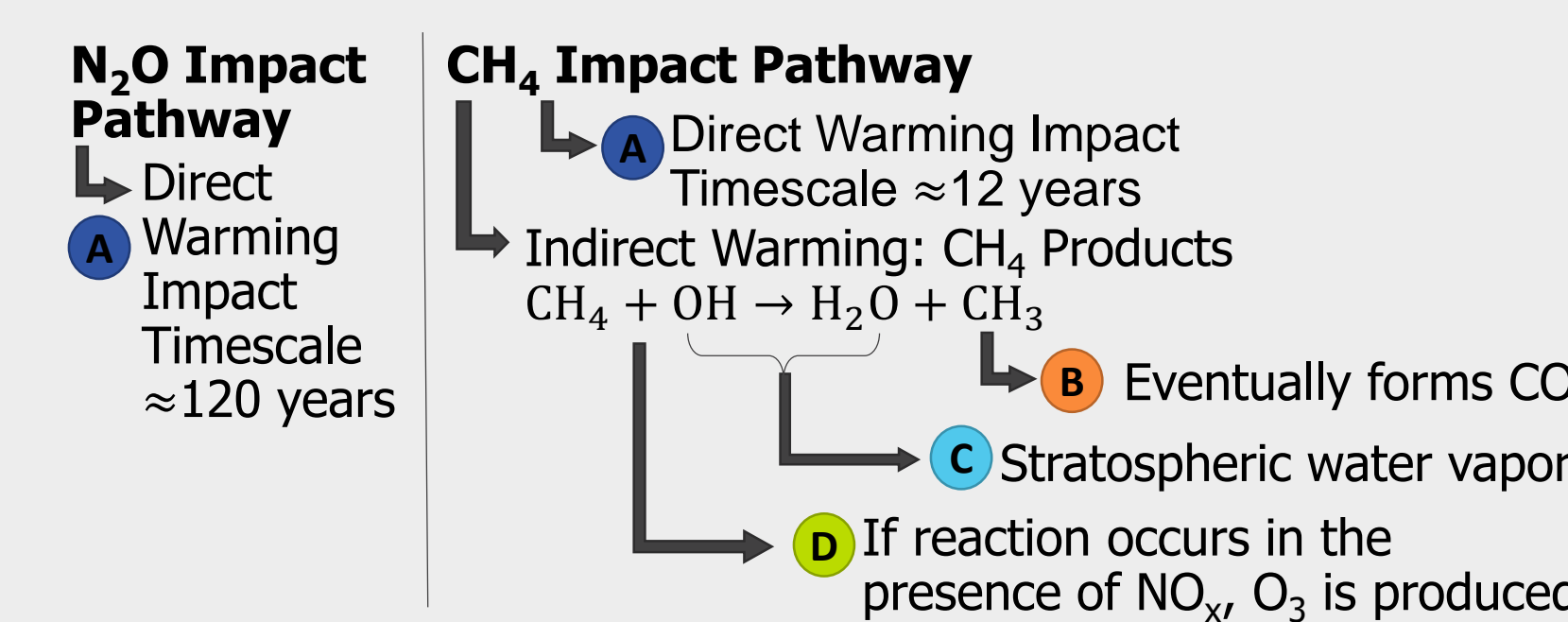
Current Work

Motivation

- Methane (CH₄) and nitrous oxide (N₂O) are powerful greenhouse gases.
- Biofuel production results in emission of both CH₄ and N₂O.
- Their climate impact significantly alter biofuel life cycle analysis. (Stratton et al. 2011)



Chemistry Background



Approach

Concentration is modeled using first-order atmospheric lifetimes and a convolution approach.
N₂O: $\tau_{\text{perturb}} = 121 \text{ yr}$ (+/- 15.3) (IPCC, AR5) including 3 year delay for N₂O to reach its stratospheric sink (Meinshausen et al., 2011).
CH₄: $\tau_{\text{perturb}} = 12.4 \text{ yr}$ (+/- 2.3) (IPCC, AR5)
Background concentrations from RCP data.

A Direct Radiative Forcing (Etminan et al. 2016)

$$RF_{N_2O} = [a_2 \bar{C} + b_2 \bar{N} + c_2 \bar{M} + 0.117] \times (\sqrt{N} - \sqrt{N_0})^*$$

$$RF_{CH_4} = [a_3 \bar{C} + b_3 \bar{N} + 0.043] \times (\sqrt{M} - \sqrt{M_0})^*$$

$$RF_{CO_2} = [a_1(C - C_0) + b_1(C - C_0) + c_1 \bar{N} + 5.36] \times \ln(C/C_0)$$

where C , M , and N denote concentration of CO₂, CH₄, and N₂O respectively. C_0 , M_0 , and N_0 denote initial concentrations and bar indicates average between initial and present ($\bar{X} = 0.5(X + X_0)$).

Indirect Methane Radiative Forcing

C Stratospheric H₂O

$$RF^I = \beta \alpha (C_{CH_4} + C_{CH_4}^0)$$

$$RF^I = \alpha S_{CH_4} \ln(C_{CH_4})$$

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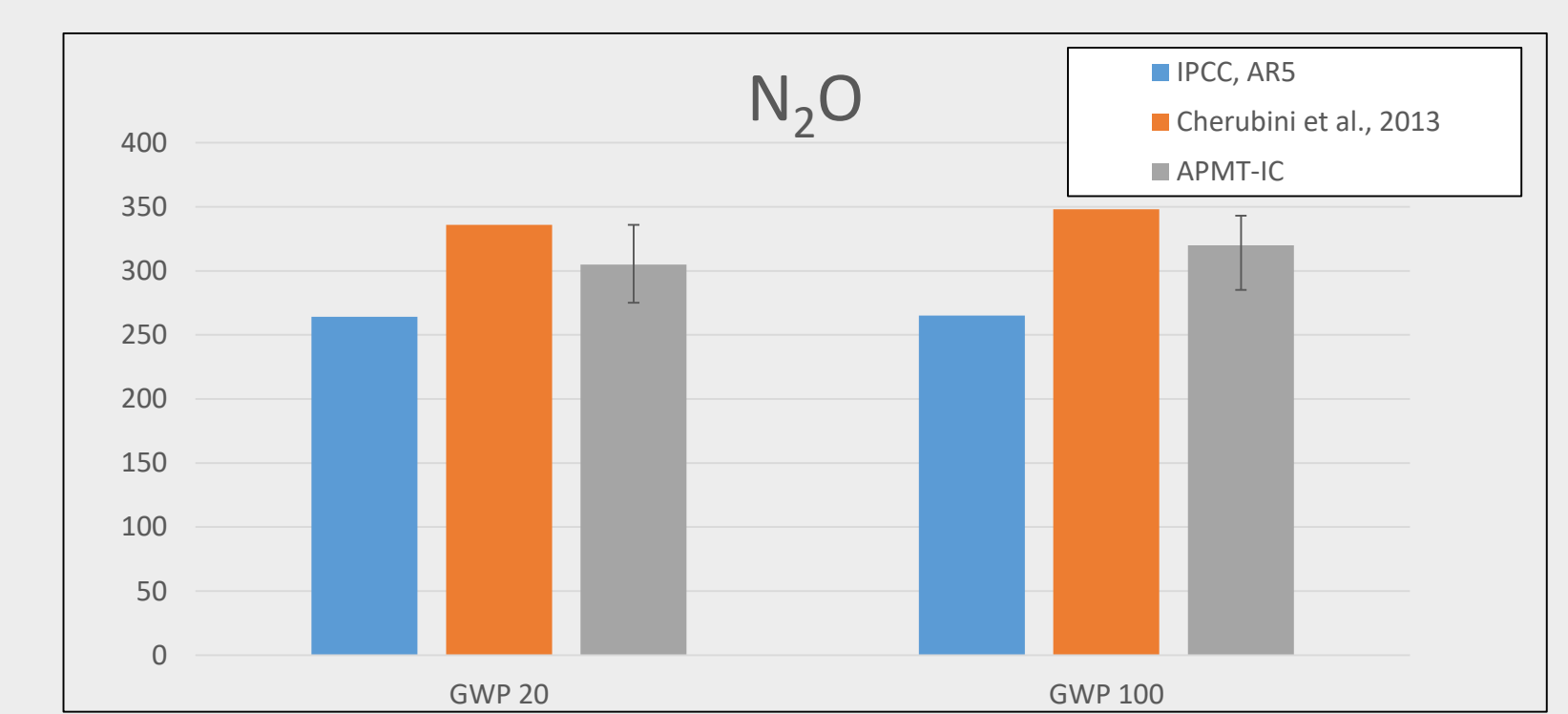
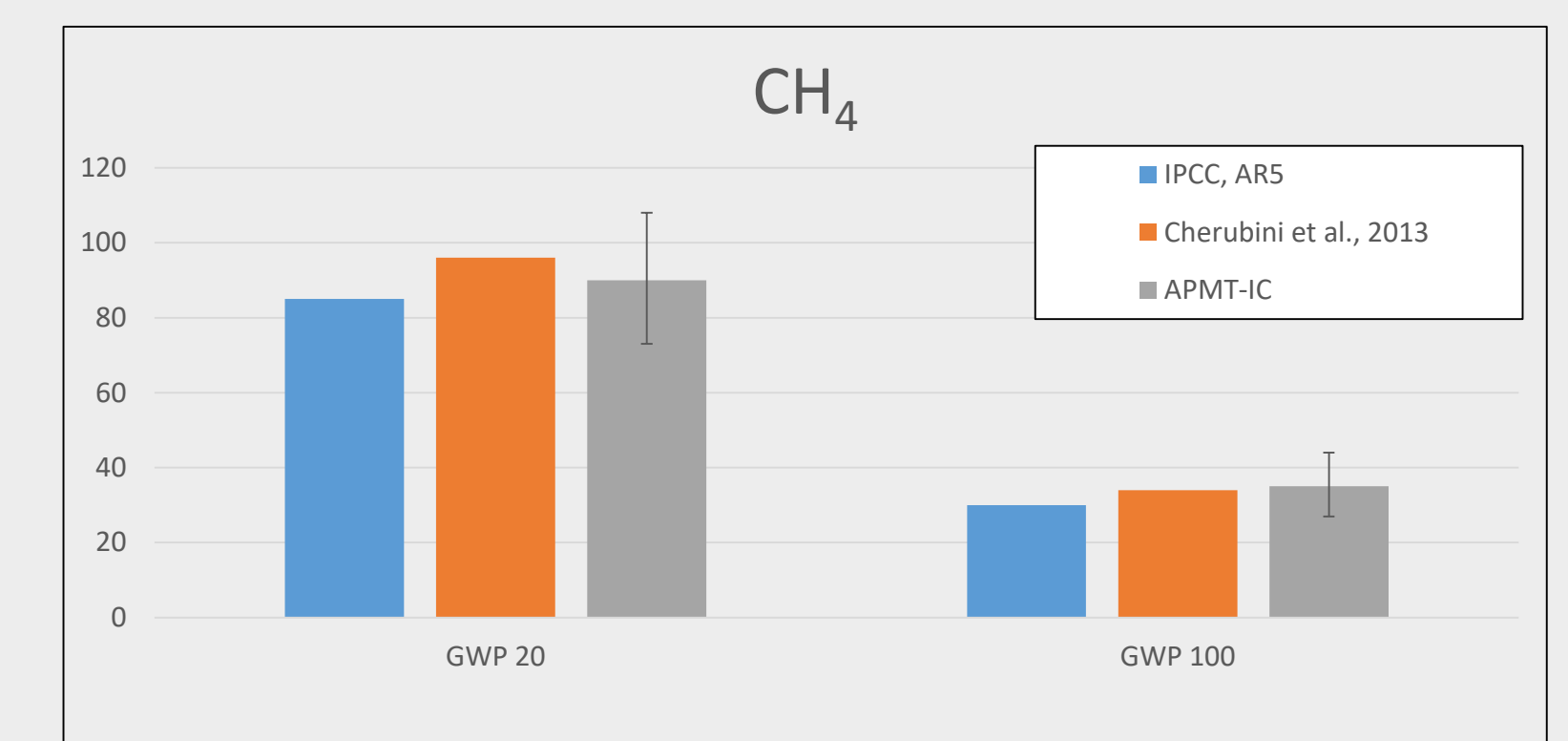
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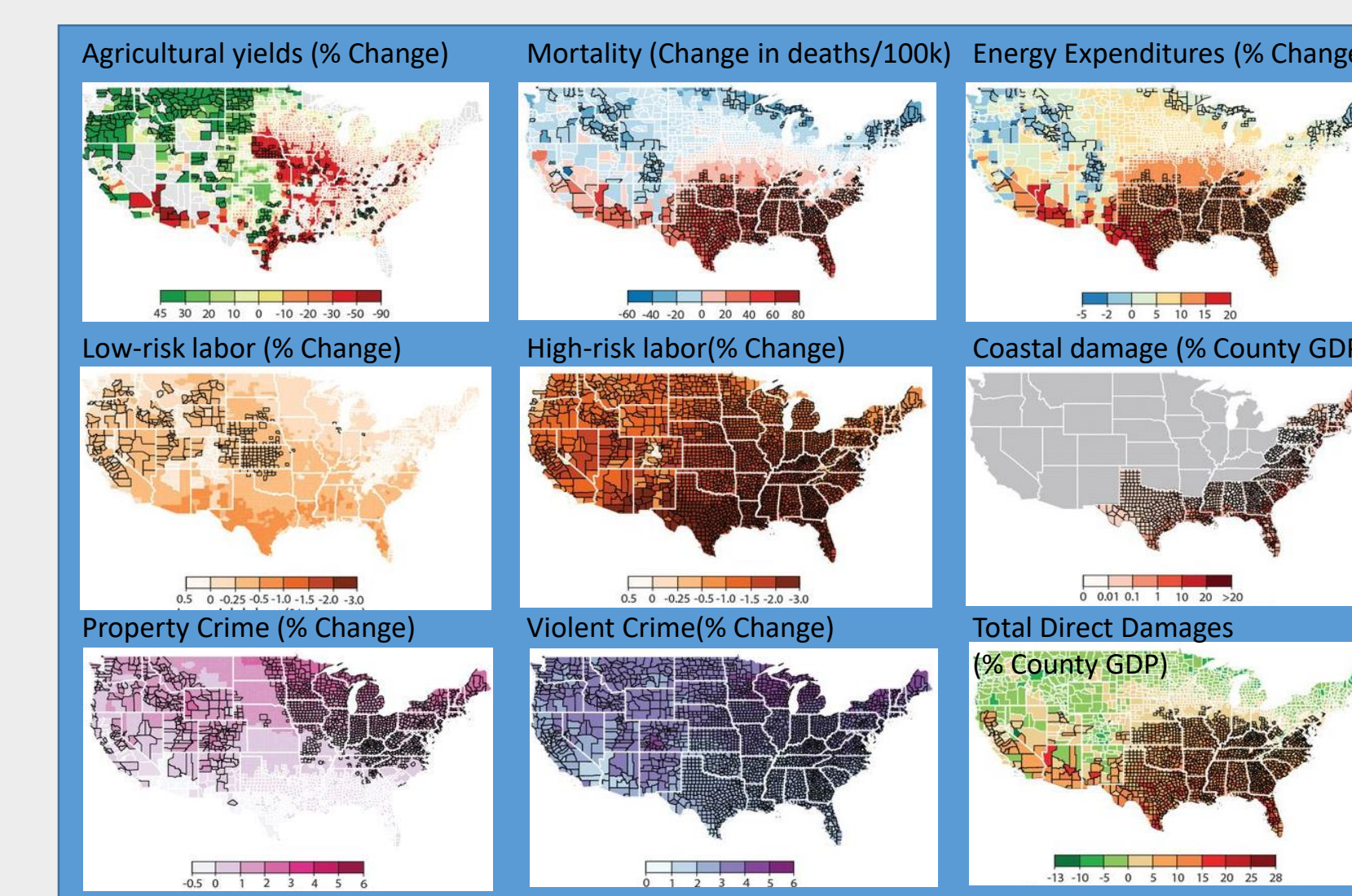
Results and Comparison to Literature



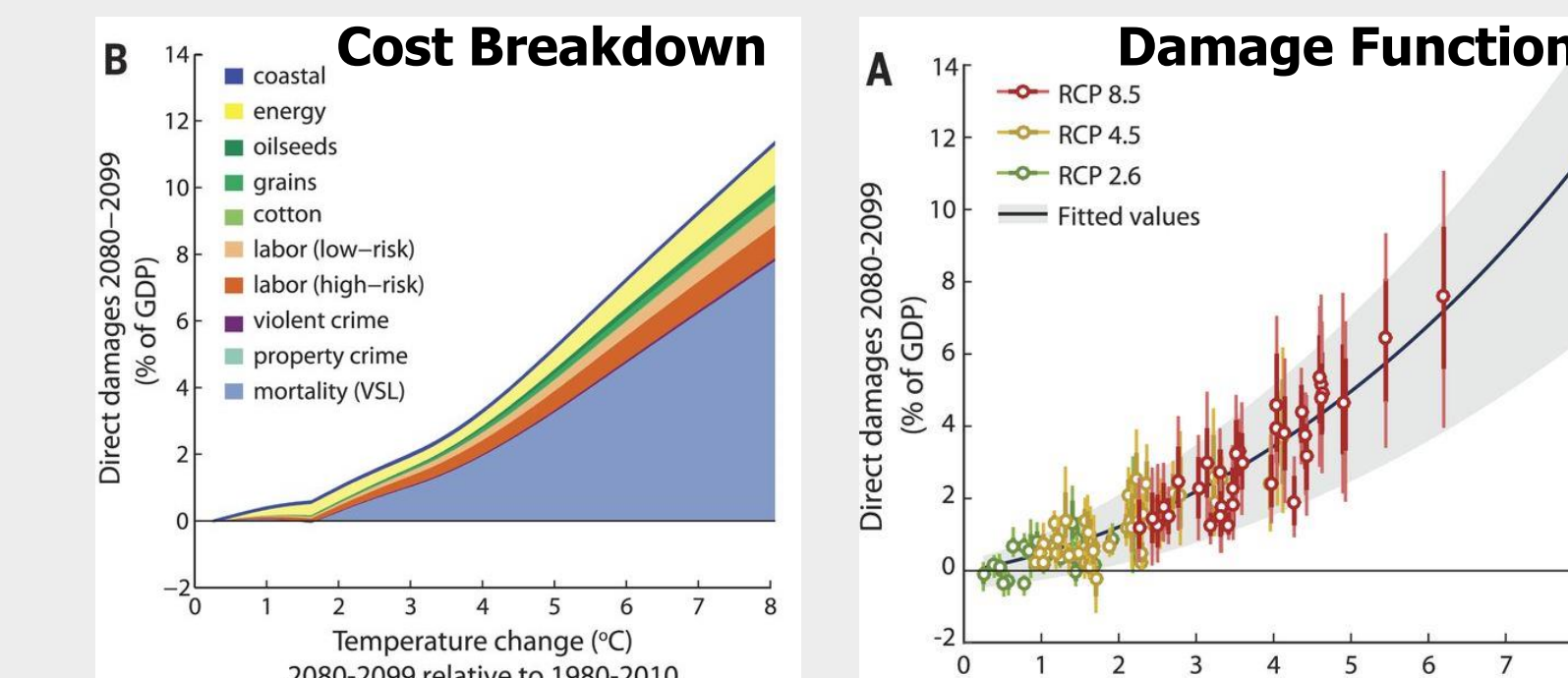
Motivation and Approach

- Regionally differences in rainfall, temperature, and income are expected to lead to spatially heterogeneous climate damages.
- Inadequate agreement of top-down regionalized distribution of global damages. (Nordhaus, 2017)
- Bottom-up damage function for damages in the US only developed by Hsiang et al. (2017)

US Damage Function



US Damage Function

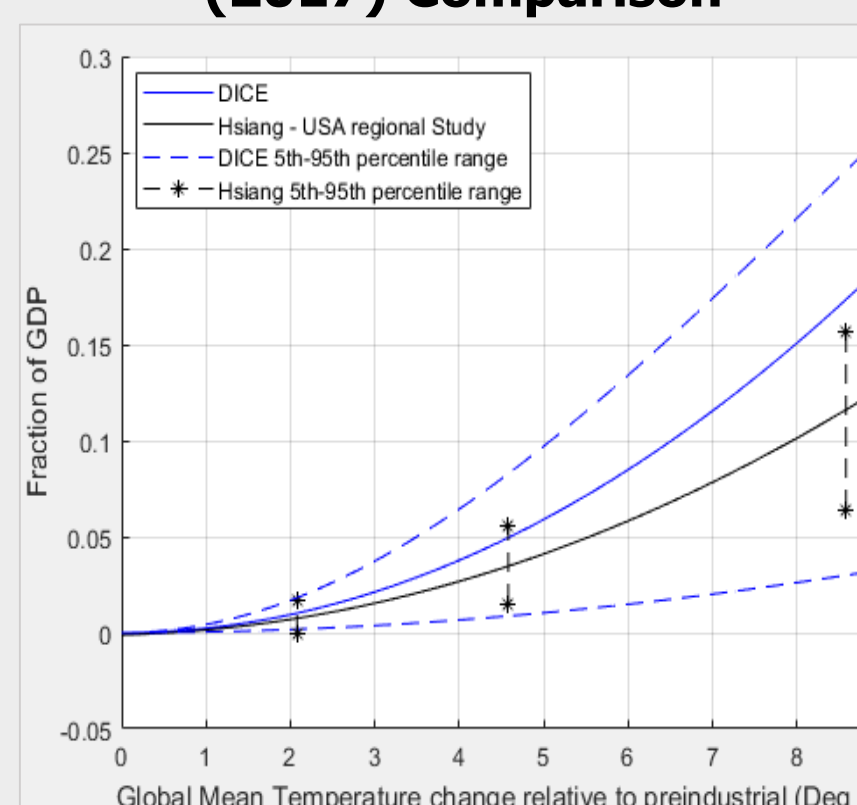


Damage function:
 $D = 0.283\Delta T + 0.146\Delta T^2$ (%GDP)

- Where ΔT represents Global Mean Surface Temperature change.
- ΔT is w.r.t. 1980-2010

Uncertainty:
 5th to 95th percentile as percentage of GDP
 • At 1.5°C: -0.1 to 1.7%
 • At 4°C: 1.5 to 5.6%
 • At 8°C: 6.4 to 15.7%

DICE 2017 and Hsiang et al. (2017) Comparison



Implementation Notes

- SSP include US GDP scenarios. We verified whether low, mid, and high damage scenarios remain the same for global and US GDP.
- Hsiang et al. (2017) only includes uncertainty at discrete temperatures. Curve fit was applied to find uncertainty at all temperatures.
- APMT-IC computes temperature change relative to preindustrial. Using MAGICC6, temperature difference between preindustrial and 1980-2010 was calculated as 0.58 °C.

Calculated Social Cost of Carbon

Social Cost of Carbon for Emissions in 2015 on RCP4.5 Mid (\$/tonne CO₂ in 2007 USD)

	2% DR	2.5 % DR	3% DR	5% DR	7% DR	3% 95 th PCTL
APMT-IC v24b-Beta (Global, DICE 2017)	\$84	\$55	\$40	\$15	\$8.3	\$103
APMT-IC v24b-Beta (US Only, Hsiang et al. 2017)	\$6.6	\$4.4	\$3.0	\$1.3	\$0.76	\$7.2

- It should be noted, **unified assumptions cannot be guaranteed** between the global damages and the US-only damages ("top-down" vs "bottom-up" approach). As such **APMT-IC should not be used to conclude US based damages is a certain percentage of global damages.**
- In addition, it should be noted, that the US based damages implemented **do not include** economic **spill over effects** from damages outside of the US.

Lead investigator: S. Barrett,
 Massachusetts Institute of Technology
 Project manager: D. Jacob, FAA
 October 8-9, 2018

Future Work

- Working towards publication of **reduced order cost metrics** to evaluate **trade-off** of **climate** and **air quality** damages
- Investigate appropriateness of enhancing **spatial resolution of physical impacts** in APMT-IC.
- Re-asses **model sensitivity** to uncertainty distributions as well as **convergence characteristics** after last set of model updates.

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