

fuel in the refinery. These results suggest that, in the absence of a strong contrail effect, it is unlikely that naphthalene removal on a nationwide basis would be cost beneficial. However, naphthalene removal may still be beneficial under certain circumstances, e.g. if applied to fuels used at airports with particular air quality concerns.

Student Involvement

This task was conducted primarily by Drew Weibel, working directly with Prof. Steven Barrett and Dr. Raymond Speth.

Plans for Next Period

This task, as originally planned, has been completed. Future work includes incorporating estimates of the effect of naphthalene on contrail climate impacts, as well as the potential to evaluate scenarios where naphthalene is removed only at certain places or times in order to maximize the benefit, e.g. targeting fuel used at specific airports.

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