



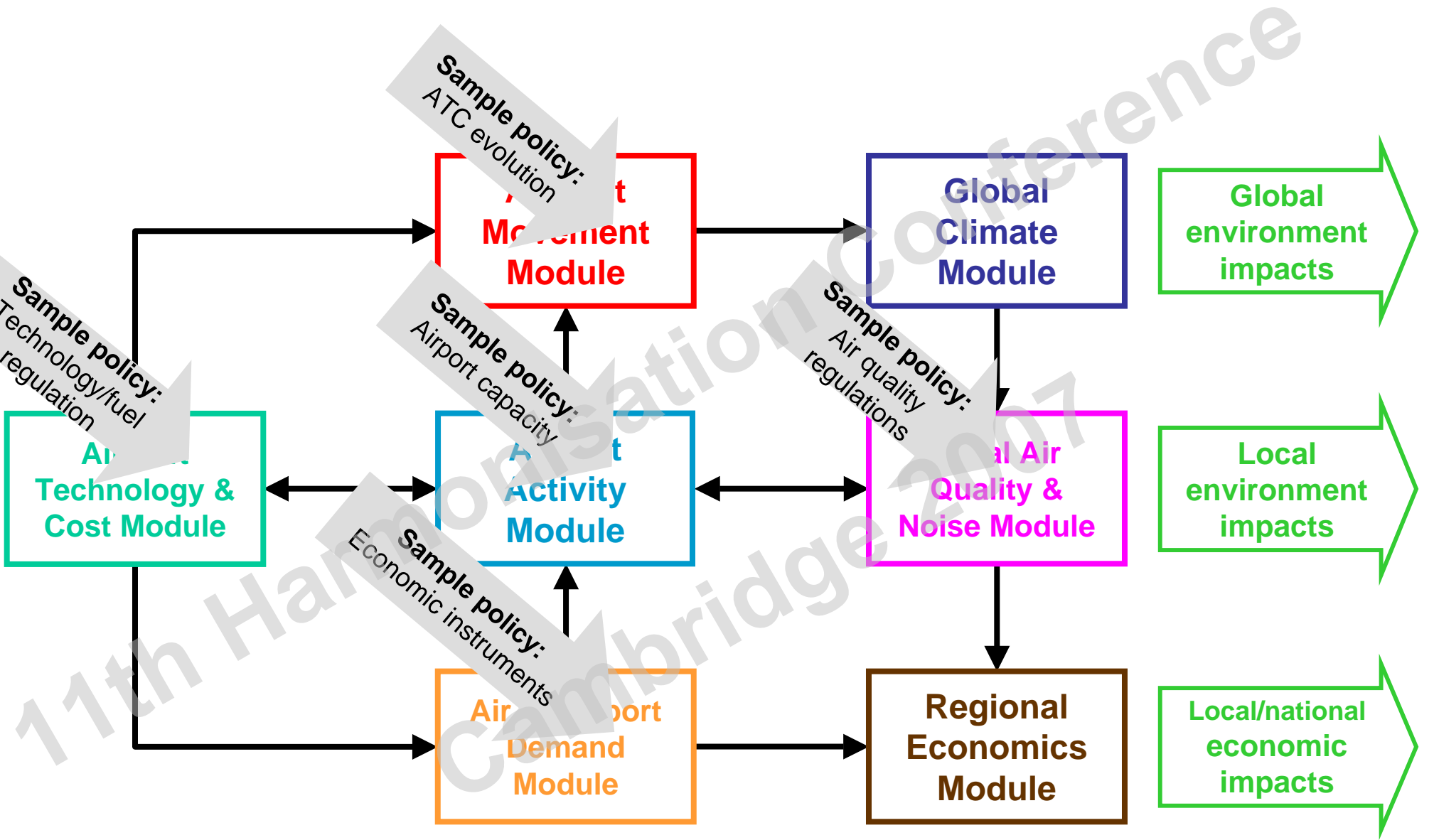
A simple approach for rapid operational
air quality modelling at airports

Steven Barrett and Rex Britter

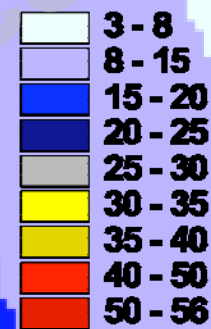
Department of Engineering
University of Cambridge

AVIATION INTEGRATED
MODELLING PROJECT
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NO_x [$\mu\text{g}\text{m}^{-3}$]



6 km

[Source: PSDH]

Objectives:

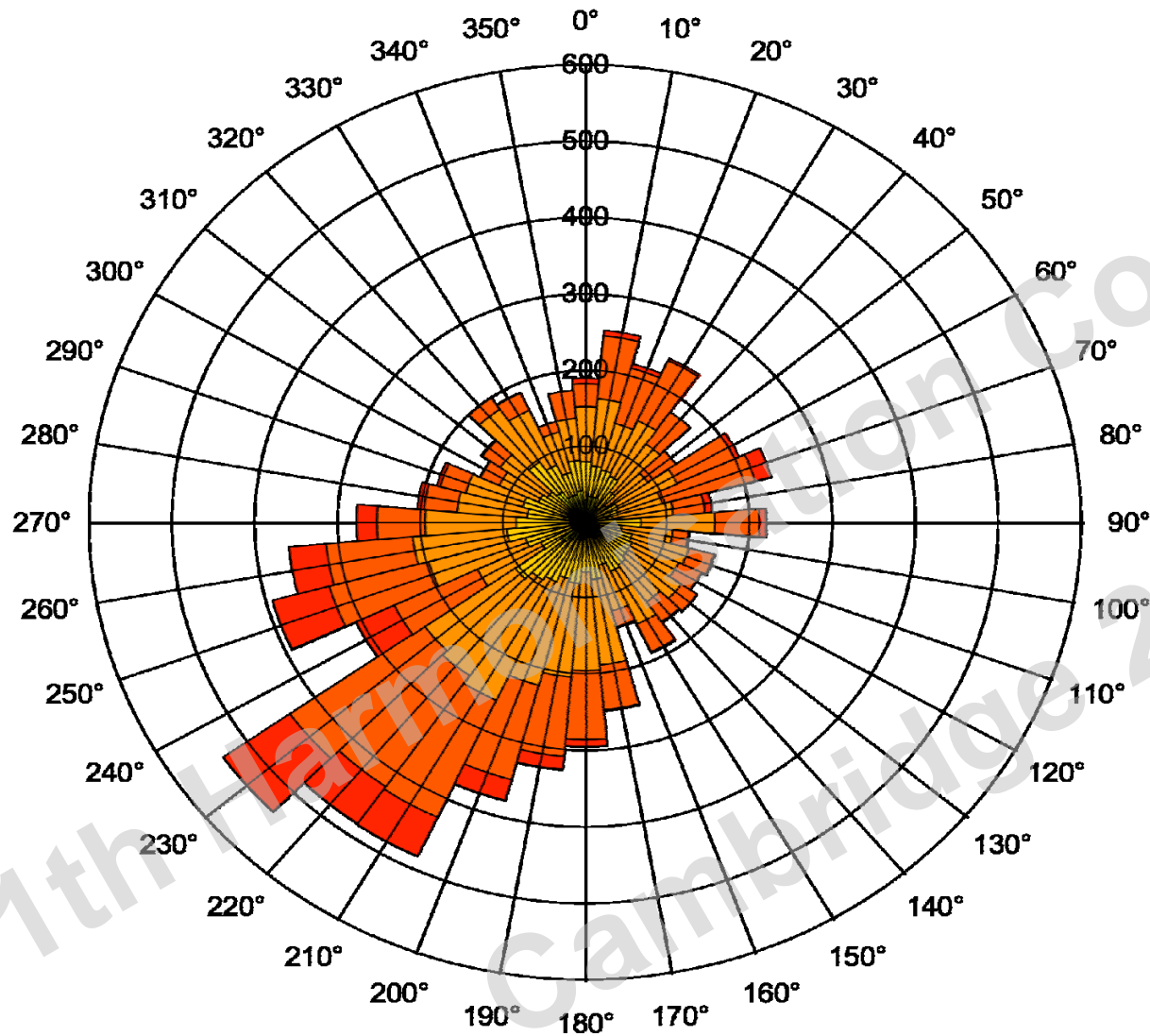
- Low data input requirements
- Short run-times

Simplifying assumptions:

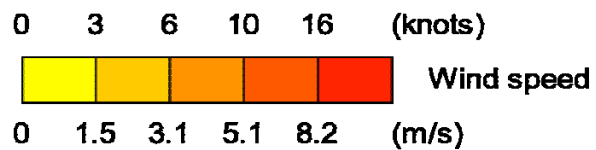
- Emissions as ground level sources
- Neutral conditions
- Long term averages



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$$p(u_r, \theta)$$



[Source: CERC]

$$\langle \chi(x, y) \rangle = \int \int \sum_{i=1}^N p(\theta, u_r) \chi(x, y; u_r, \theta) du_r d\theta$$

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$$\hat{u} = \frac{u_r}{u_*} = \frac{\ln(z_r / z_0)}{\kappa}$$

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$$\chi(x, y, z) / Q = \chi_l(x, y) \chi_v(x, z)$$

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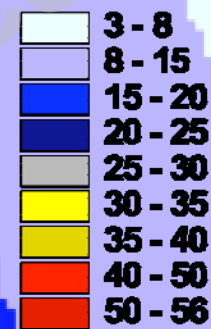
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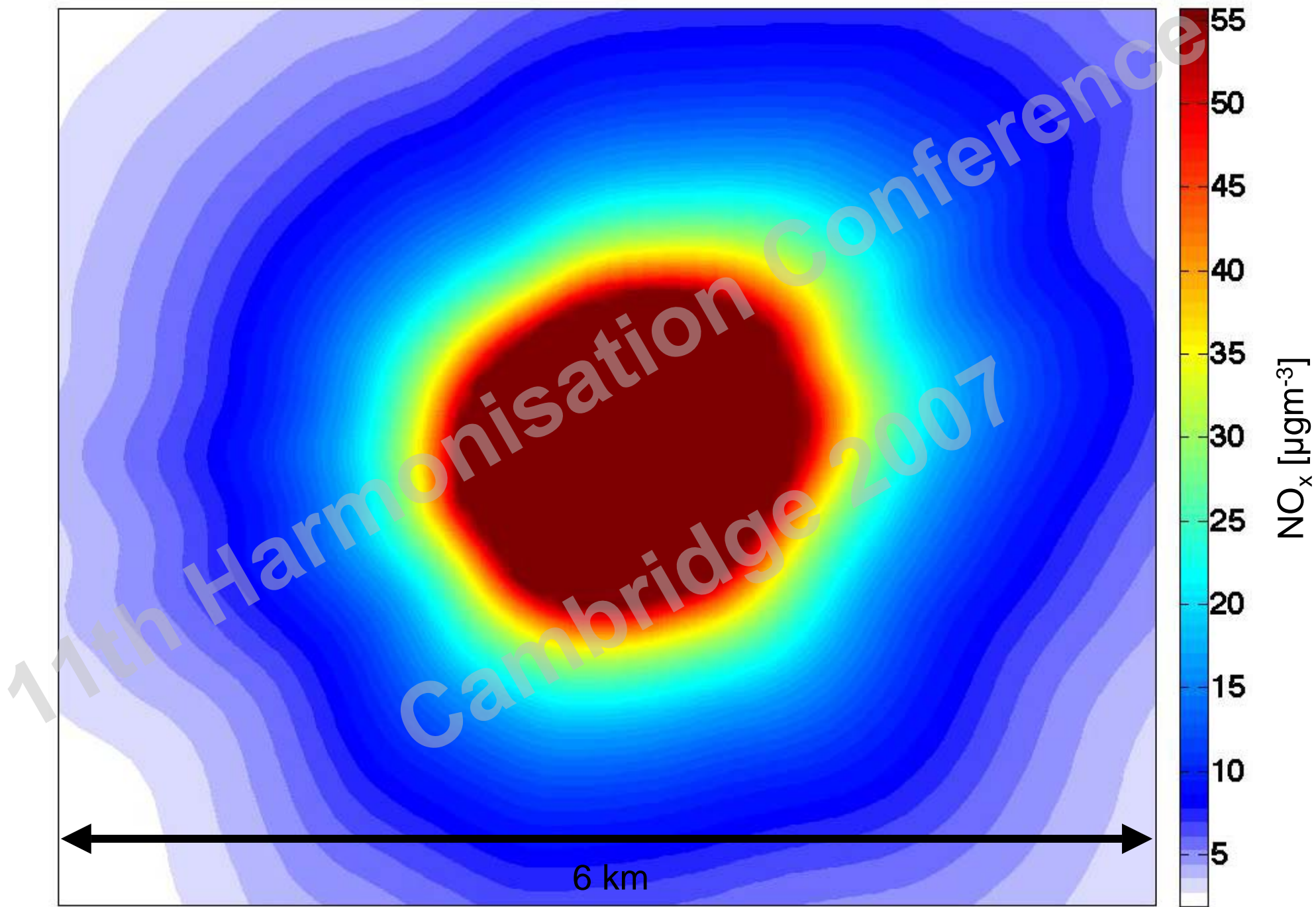
$$\sigma_y = 0.16x$$

NO_x [$\mu\text{g}\text{m}^{-3}$]



6 km

[Source: PSDH]



$$\langle \chi(x, y) \rangle = \int \int \sum_{i=1}^N \chi(x, y; u_r, \theta) p(\theta, u_r) du_r d\theta$$

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$$\begin{aligned}\langle \chi(x, y) \rangle &= \int \int \sum_{i=1}^N \chi(x, y; u_r, \theta) p(\theta, u_r) du_r d\theta \\ &= \sum_{i=1}^N Q_i \int \hat{\chi}(x, y; \theta) \int u_r^{-1} p(\theta, u_r) du_r d\theta\end{aligned}$$

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$$\chi(x, 0, z) = \underbrace{\frac{Q_i}{\kappa u_* x}}_{\chi_v} \times \underbrace{\frac{1}{\sigma_y \sqrt{2\pi}} \exp\left(-\frac{y^2}{2\sigma_y^2}\right)}_{\chi_l}$$

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$$\hat{\chi} = \chi u_r / Q_i$$

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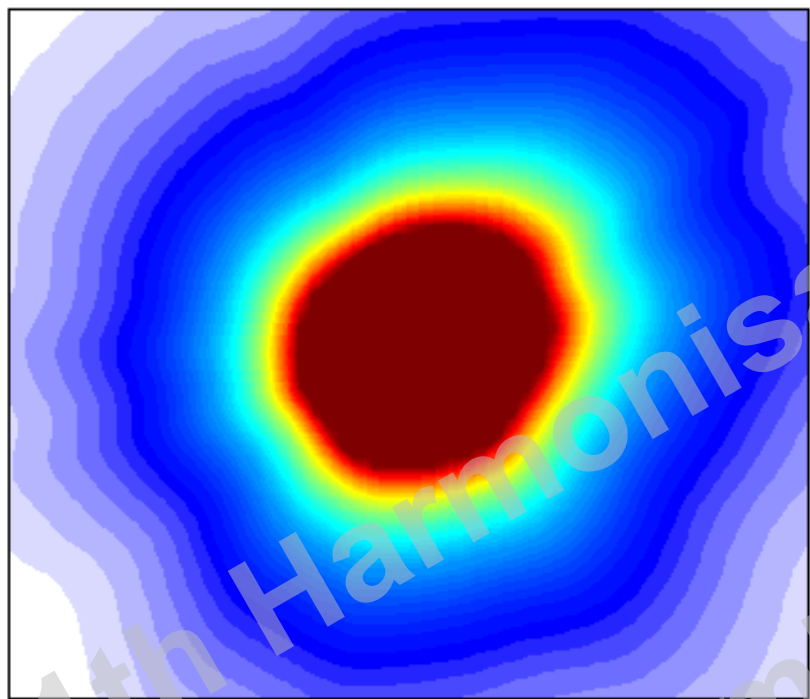
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&\qquad\qquad\qquad (\hat{\chi}_v = \chi_v u_r)
\end{aligned}$$

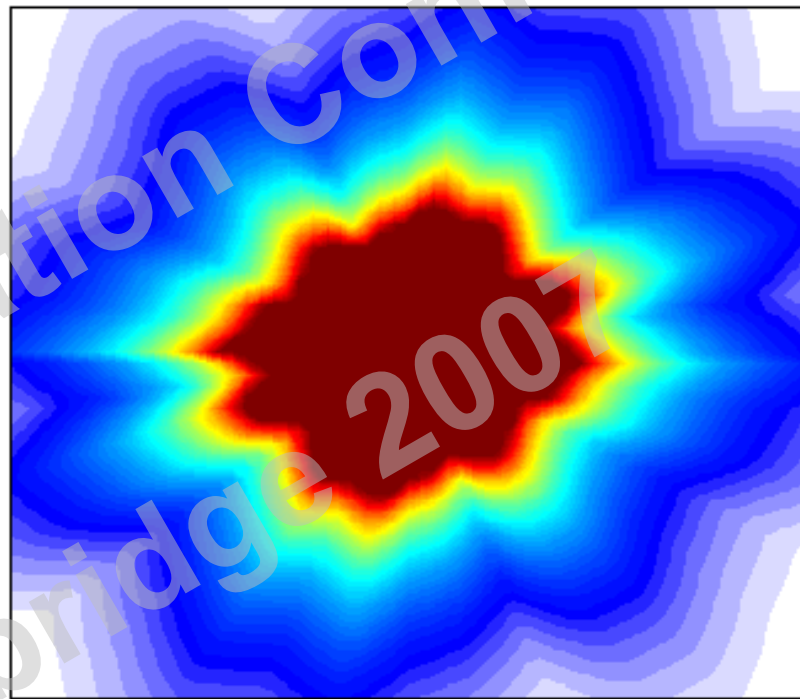
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&\qquad\qquad\qquad (\hat{\chi}_v = \chi_v u_r) \\
&\approx \sum_{i=1}^N Q_i \frac{\hat{\chi}_v(x; \theta)}{x} \langle u_r^{-1}(\theta) \rangle p(\theta) \int \chi_l(x, y; \theta) dy \\
&\qquad\qquad\qquad (dy \approx x d\theta)
\end{aligned}$$

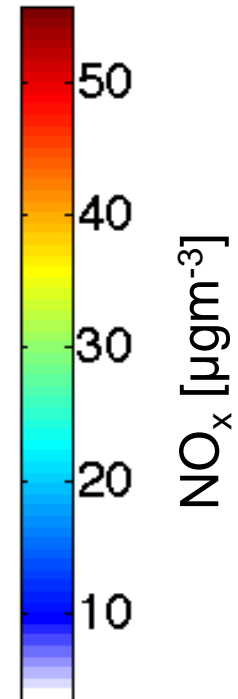
$$\begin{aligned}
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&= \sum_{i=1}^N Q_i \int \hat{\chi}(x, y; \theta) \langle u_r^{-1}(\theta) \rangle p(\theta) d\theta \\
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&\qquad\qquad\qquad (dy \approx x d\theta) \\
&\approx \sum_{i=1}^N Q_i \frac{\hat{u}}{\kappa R_i^2} \langle u_r^{-1}(\theta) \rangle p(\theta)
\end{aligned}$$



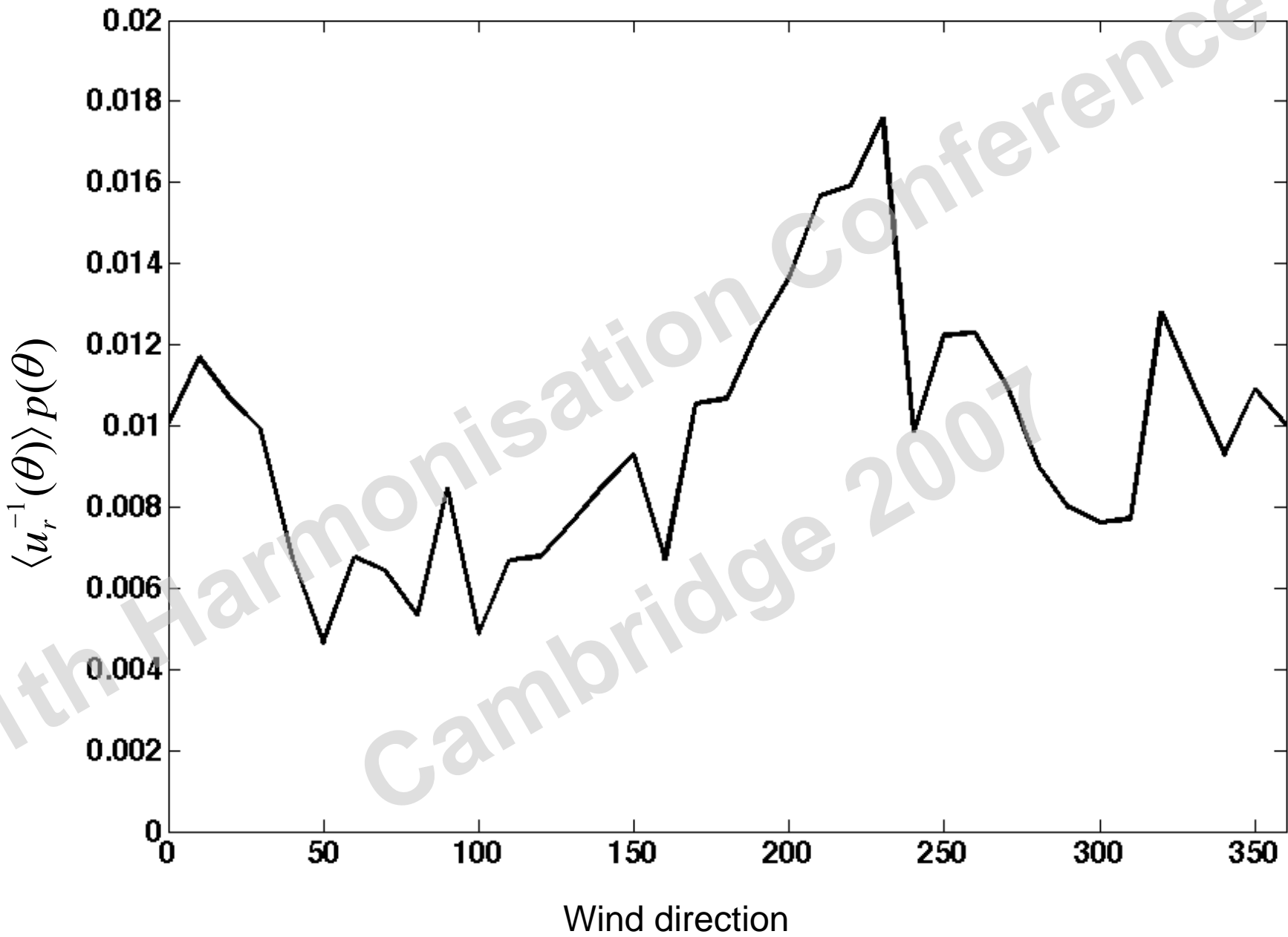
6 km

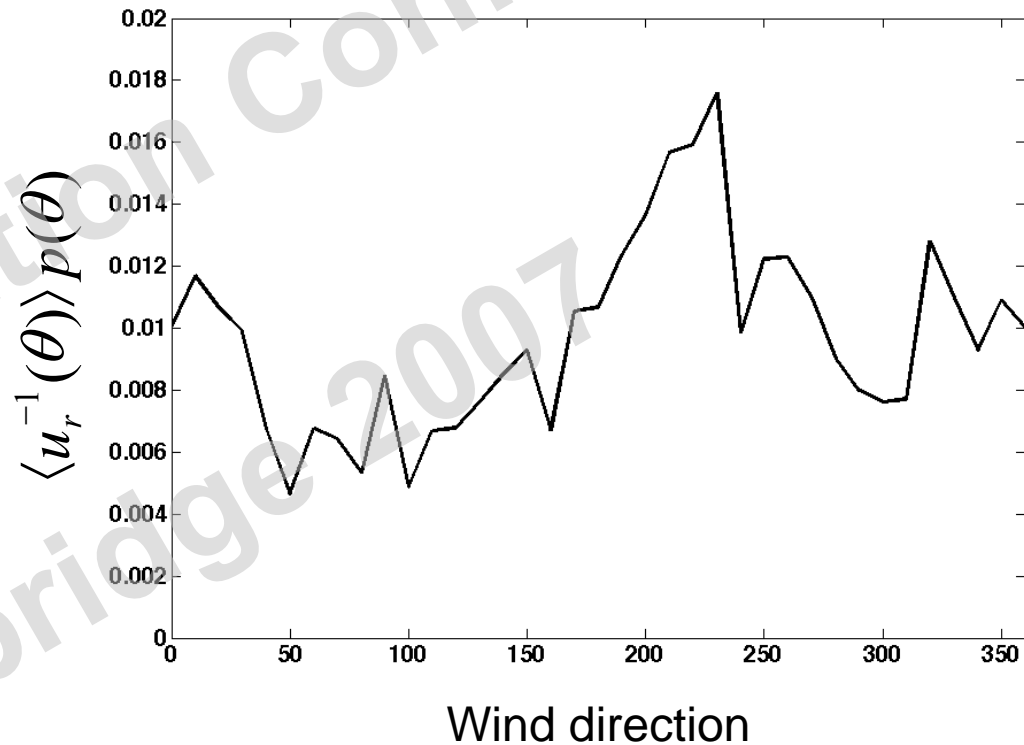
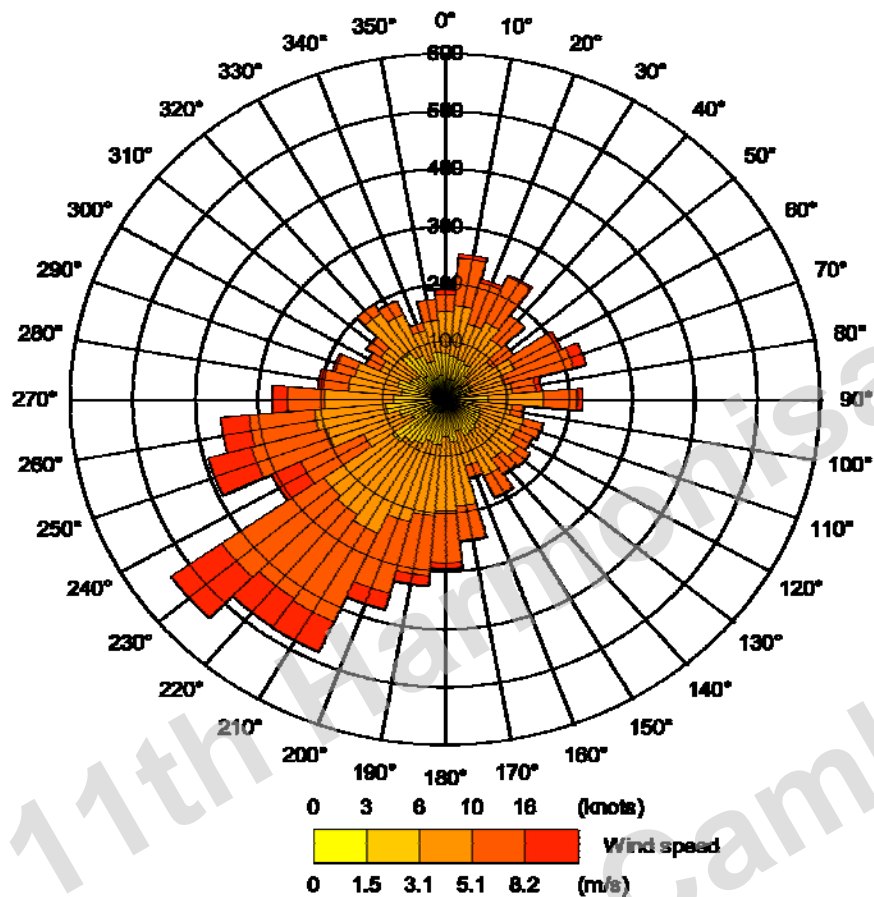


6 km



NO_x [$\mu\text{g m}^{-3}$]





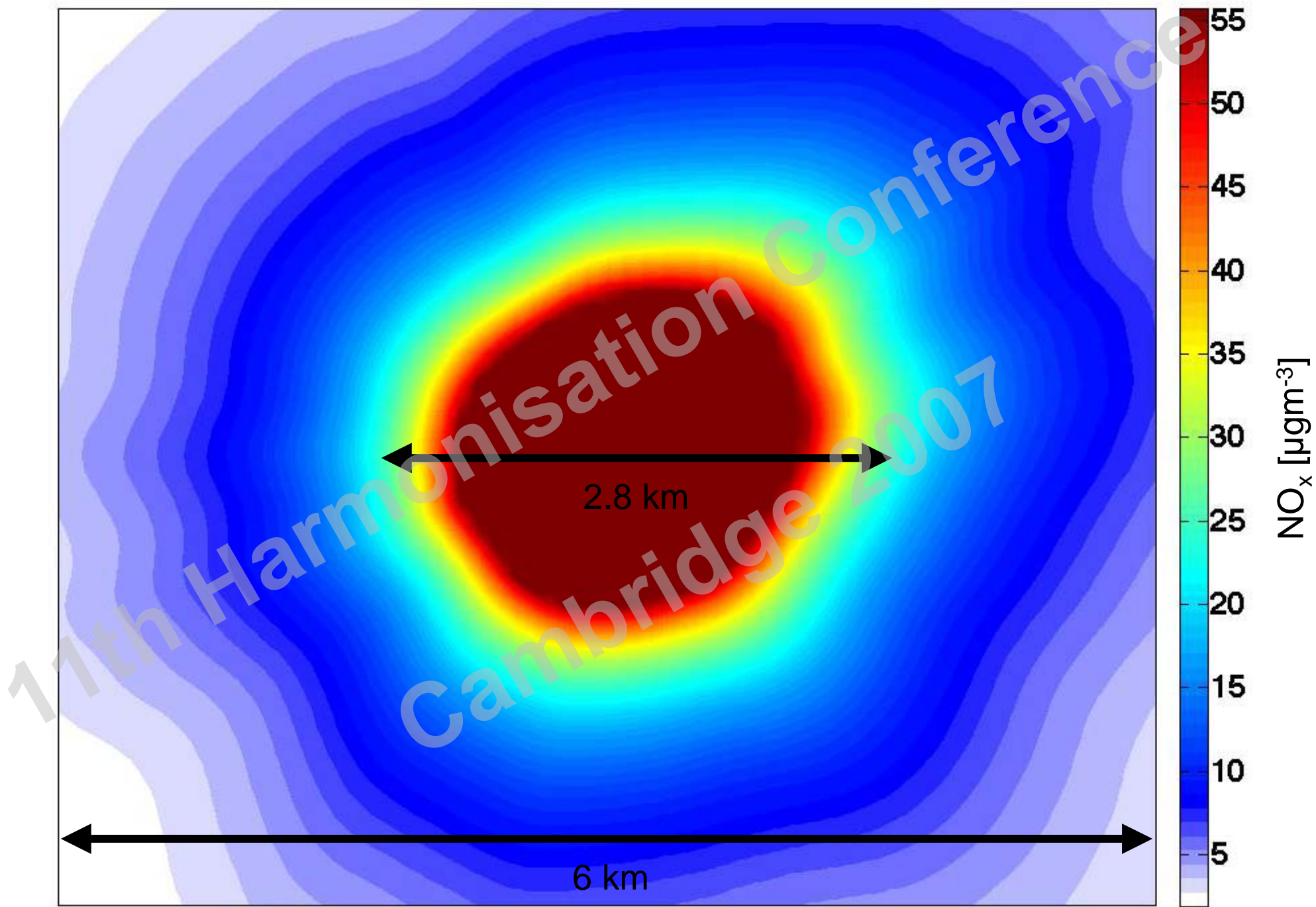
$$\langle \chi(x, y) \rangle = \int \int \chi(x, y; u_r, \theta) p(\theta, u_r) du_r d\theta$$

$$p(\theta) = \frac{1}{2\pi}$$

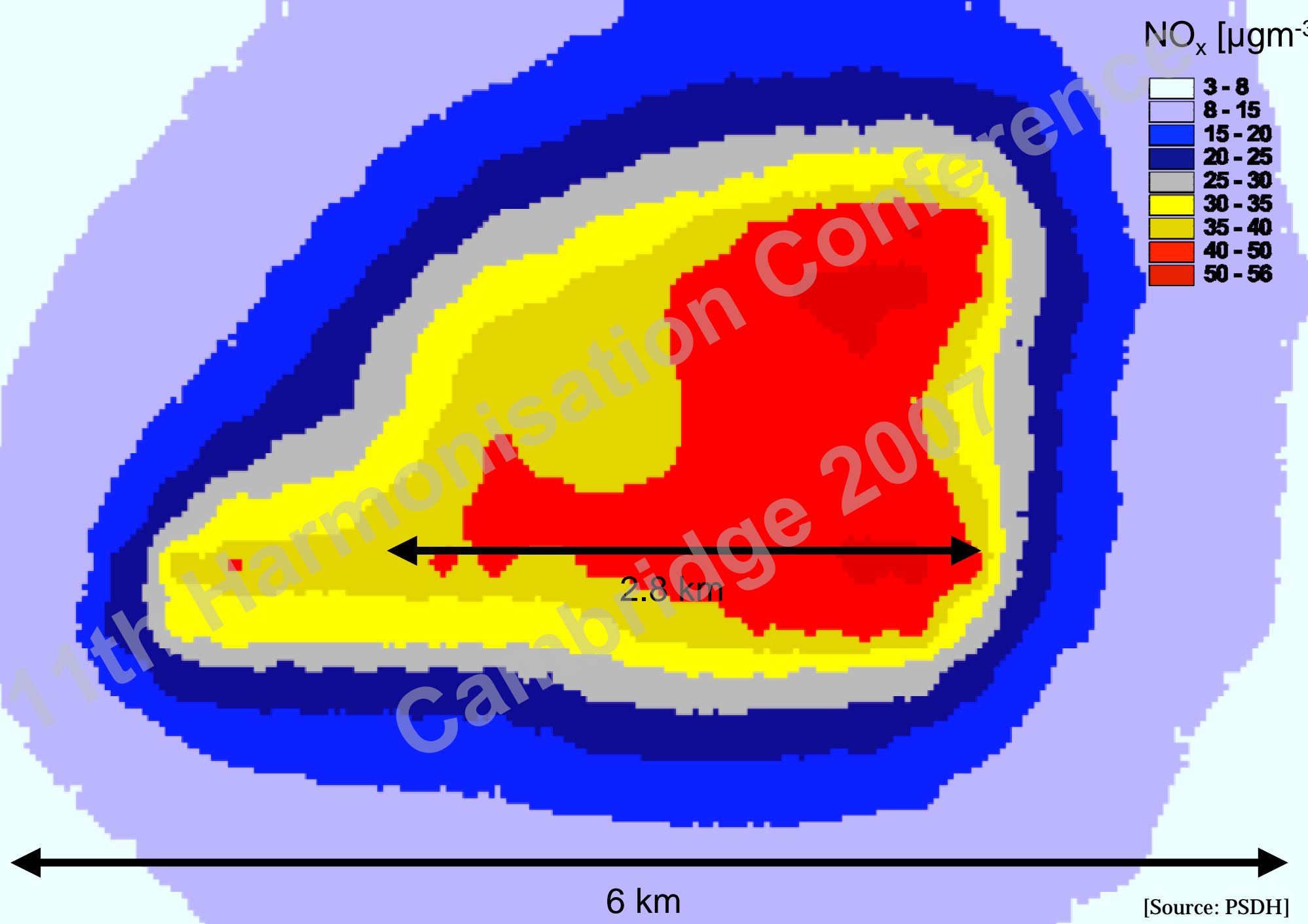
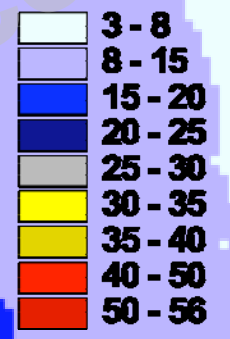
$$\langle u_r \rangle^{-1} \sim \langle u_r^{-1} \rangle$$

$$A_r^* = \frac{Q\hat{u}}{\kappa \langle u_r \rangle \chi_r}$$

$$\chi_r = 50 \mu\text{g}/\text{m}^3 \quad \Rightarrow \quad A_r^* = 6.2 \text{ km}^2$$



NO_x [$\mu\text{g}\text{m}^{-3}$]



6 km

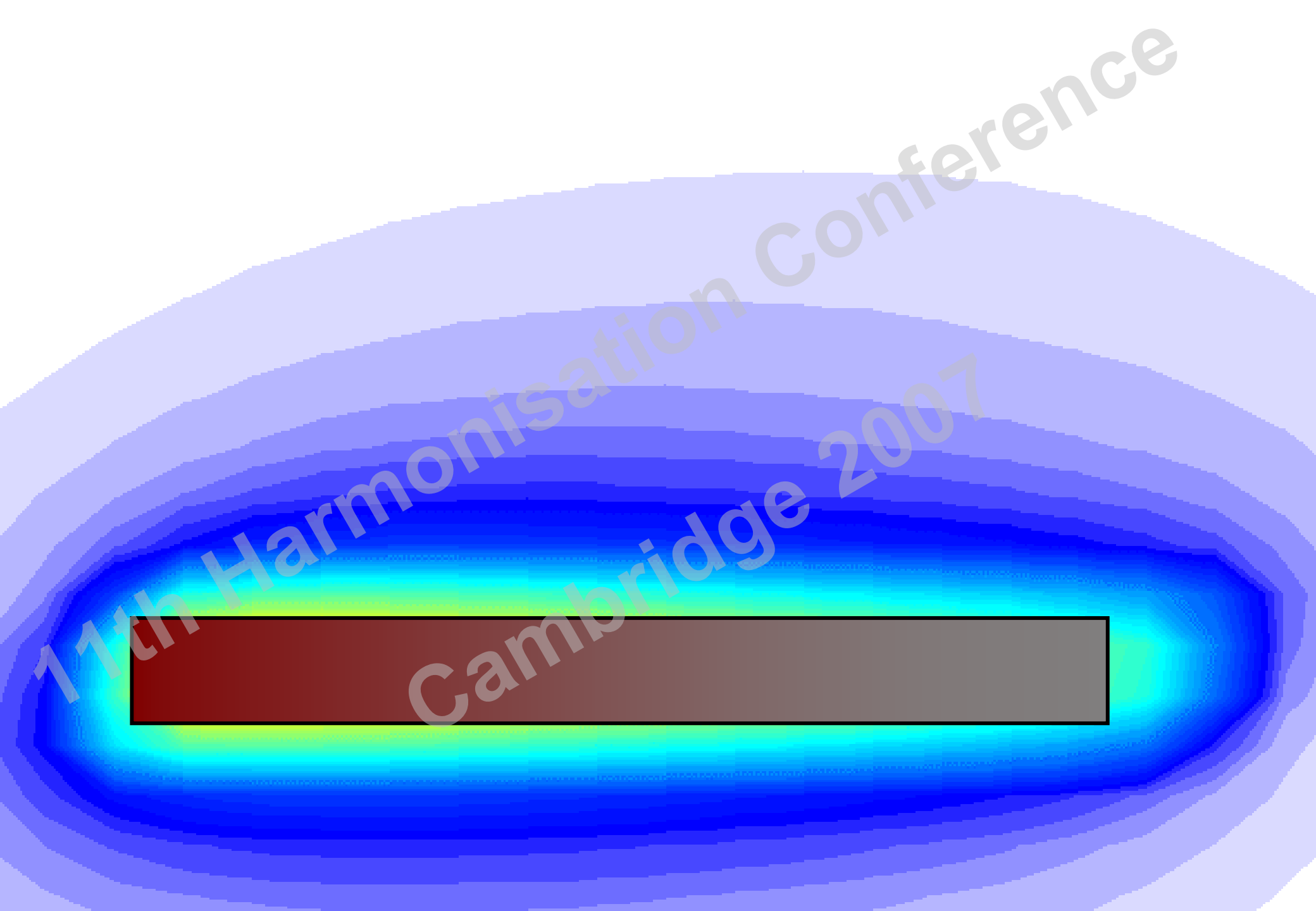
2.8 km

[Source: PSDH]

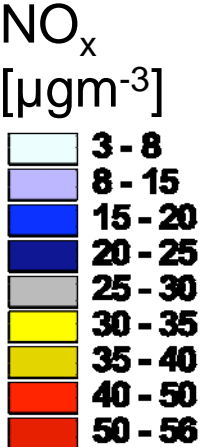
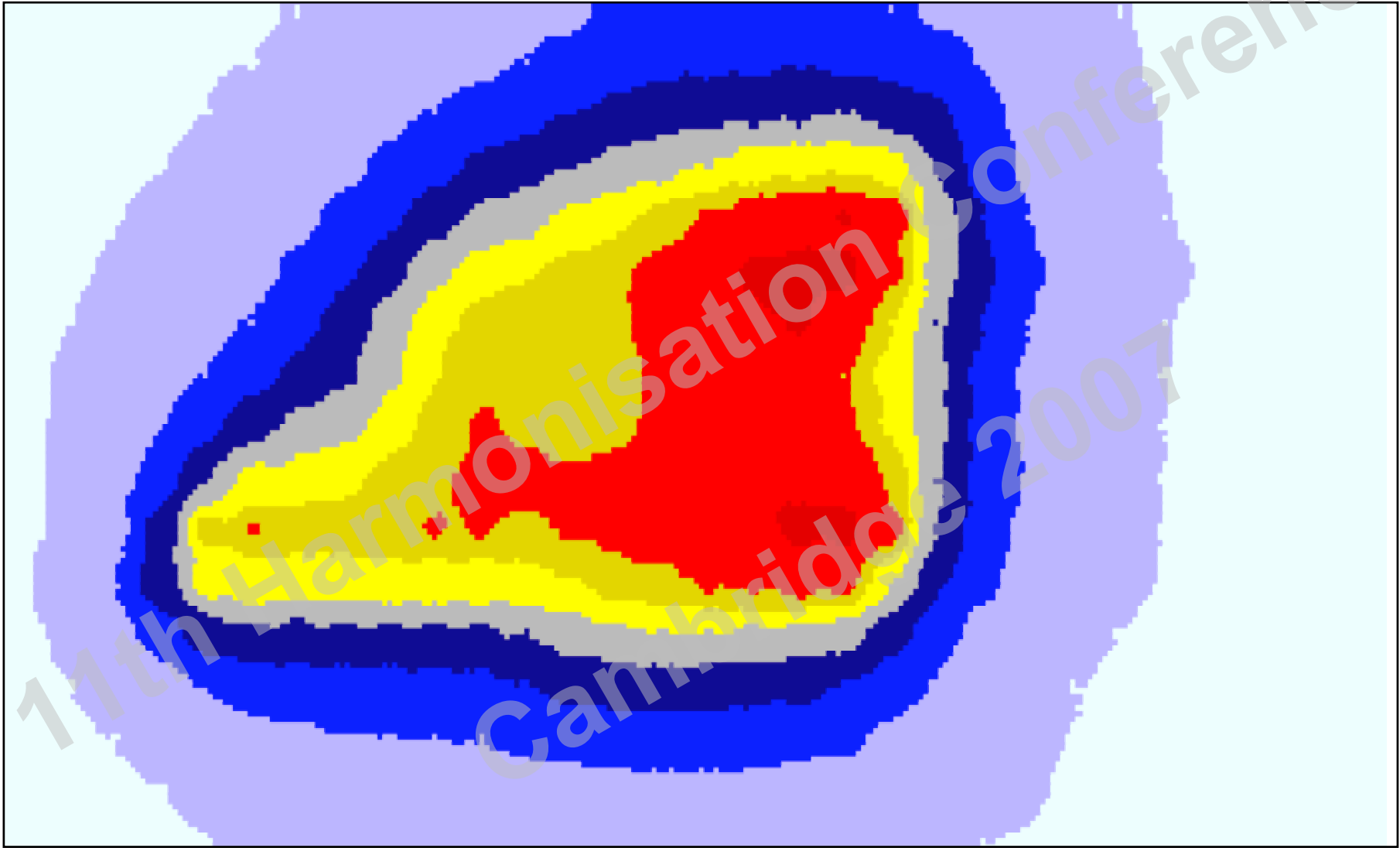


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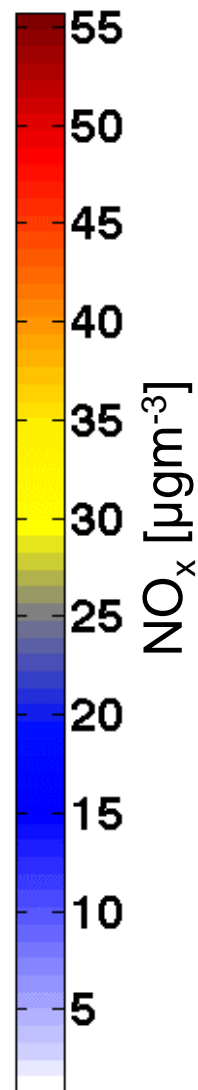
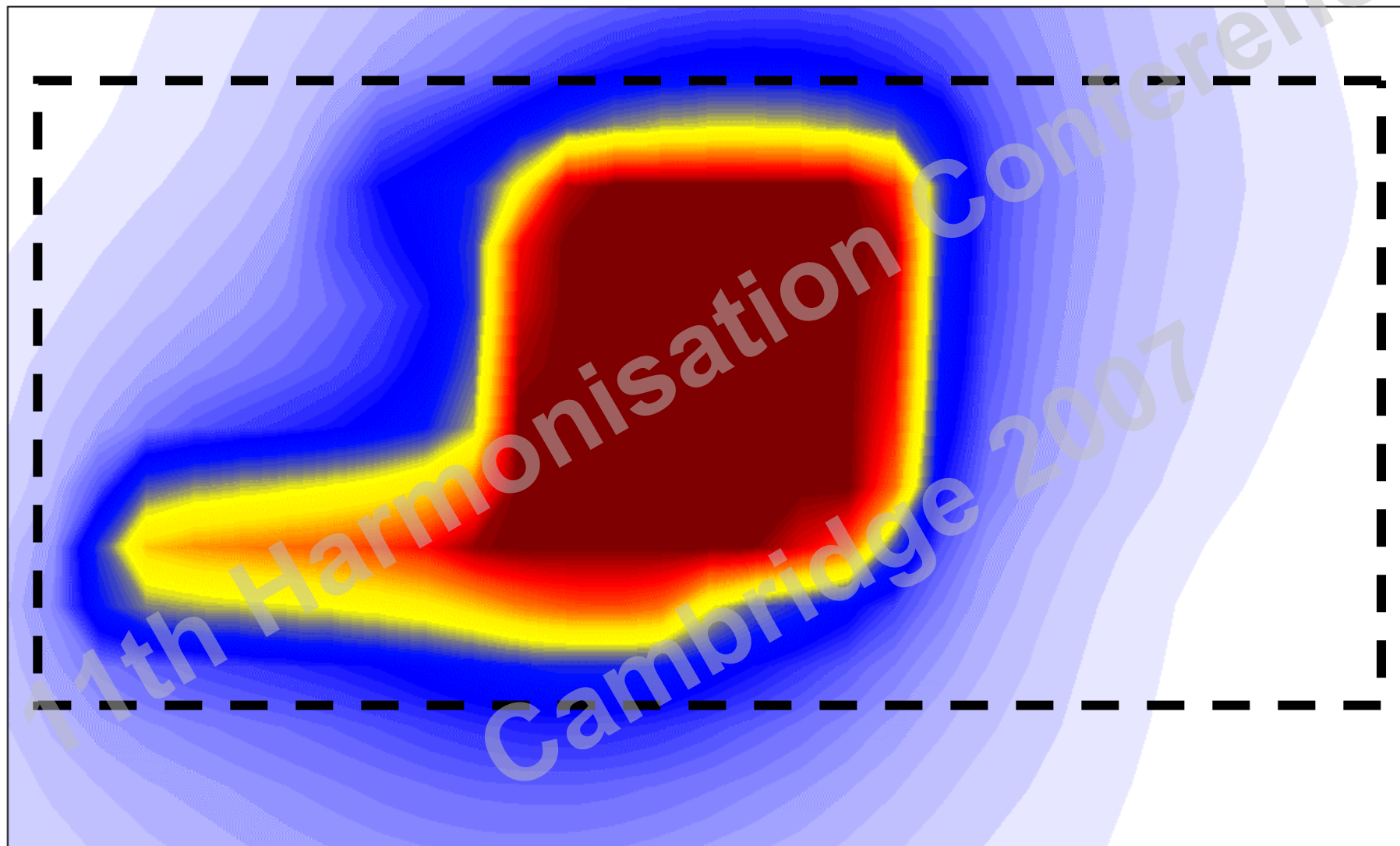


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6 km

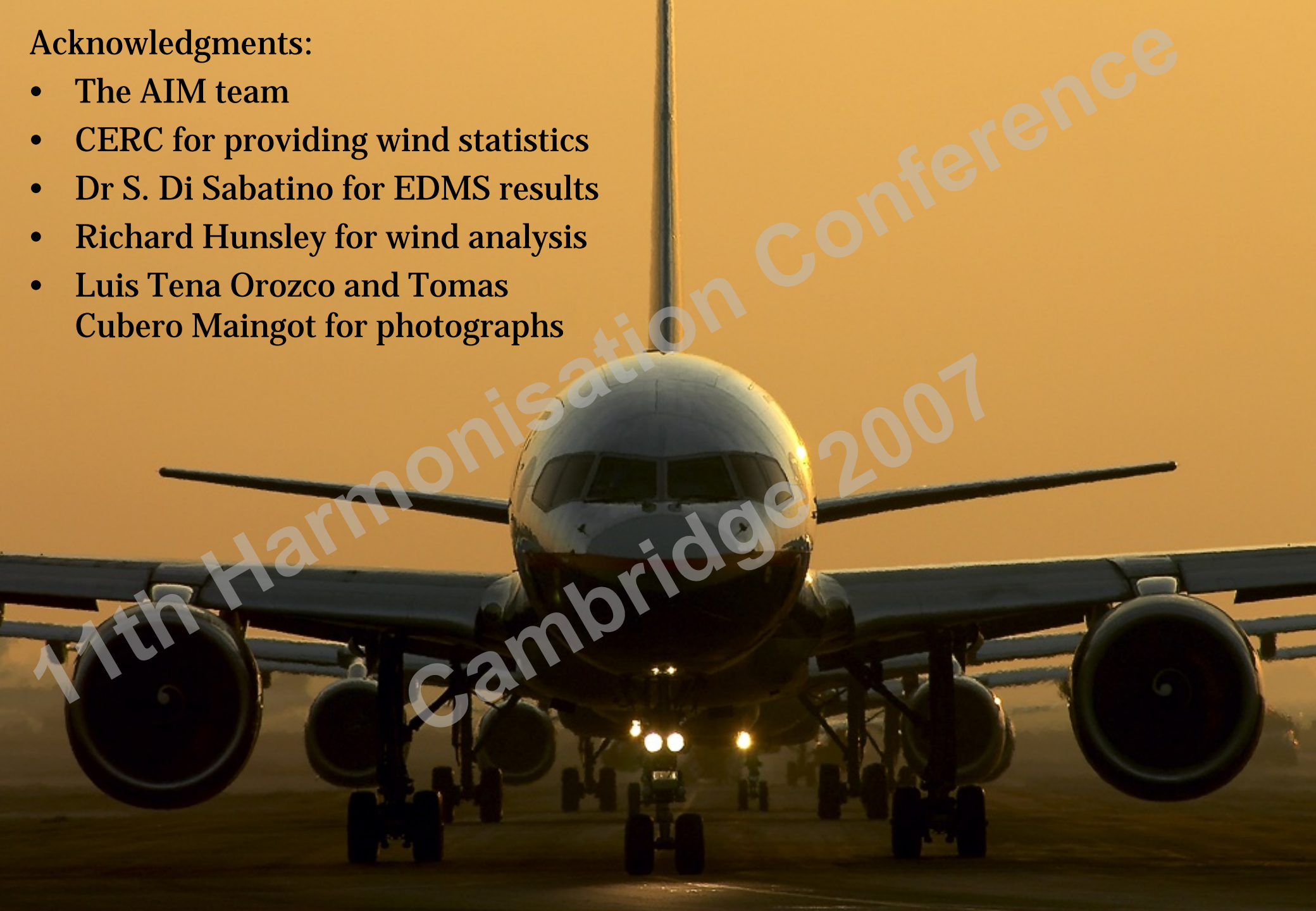
[Source: PSDH]



6 km

Acknowledgments:

- The AIM team
- CERC for providing wind statistics
- Dr S. Di Sabatino for EDMS results
- Richard Hunsley for wind analysis
- Luis Tena Orozco and Tomas Cubero Maingot for photographs



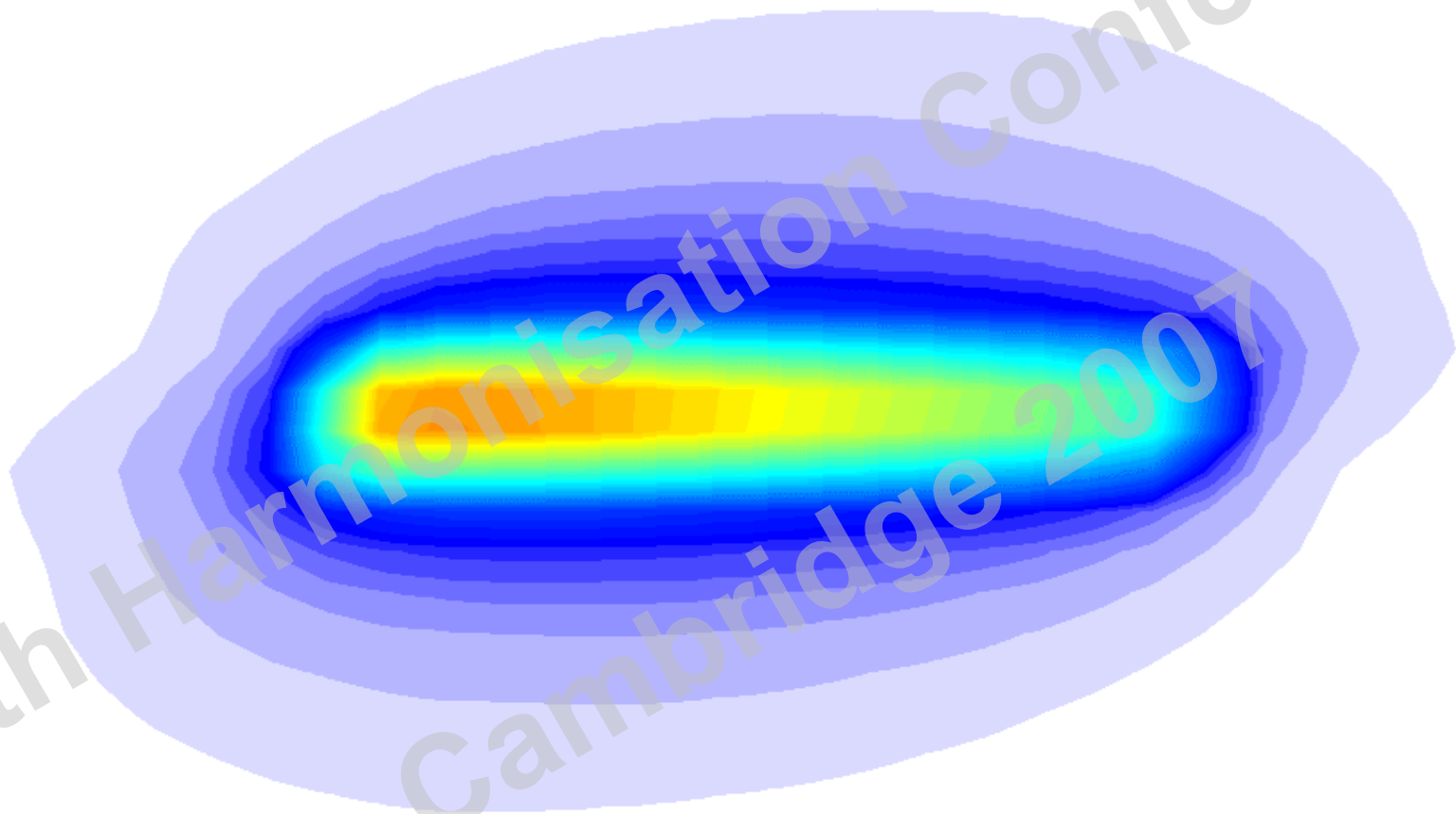
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Overview of assumptions and restrictions

Assumption/Restriction	Rationale
Emissions represented as ground level sources, neglect influence of emissions at altitude	As a baseline we neglect all above-ground emissions to reduce user burden in the context of a simple screening model, <i>Wayson and Fleming</i> (2000) results show impact of emissions at altitude
Buoyancy, trailing vortices, downwash, jet momentum neglected	Interpretation of CERC study for PSDH indicates this will be acceptable for a screening model, reduced user burden
Dispersion considered for conserved scalars only	Appropriate for PM over time scales of interest, NO _x chemistry can be applied empirically (e.g. <i>Jenkin</i> , 2004)
Single roughness length	Reduced user burden, average concentrations would have ~15% error if z_0 had a factor of two error, <i>Hanna and Britter</i> (2002)
Very low wind conditions neglected	Use of minimum wind speed
Neutral conditions assumed	Assumed for simplicity and reduced user burden, acceptable given typically $ L ^{-1} \sim 0.01 \text{ m}^{-1}$ in urban conditions, where L is the Monin-Obukhov length (see <i>Hanna and Britter</i> , 2002)
Only long-term averages can be calculated	Corresponds to most immediate regulatory constraint
Flat urban airport	Often applicable, required for other assumptions

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