Guidance Document	Emissions Source(s)	Description
EPA, *Documentation for Aircraft Component of the National Emissions Inventory Methodology*, January 2011	Aircraft	Advocates the use of EDMS combined with airport-specific LTO data to compute aircraft emissions inventories from commercial operations, retaining EDMS "default" information (e.g., taxi times) in many respects. Also provides an alternate methodology based on "composite" emissions factors and more generalized operational data when airport-specific information is not readily available, calling only for the level of piston and jet LTOs and the segregation of these operations between the air taxi and general aviation categories. Of note, this methodology is not used by FAA practitioners for NEPA.
	GSE/APU	For commercial aircraft operations only, the guidance applies EDMS default parameters to estimate emissions from GSE and APU.
EPA, *Calculating Piston-Engine Aircraft Airport Inventories for Lead for the 2008 National Emissions Inventory,* December 2010, [EPA-420-B-10-044]	Aircraft	Provides a methodology to estimate lead emissions arising from the combustion of leaded Avgas, relying upon the level of piston-engine LTOs, lead content of Avgas, and the level of lead retention in an engine during typical operation.
FAA & EPA, *Technical Data to Support FAA's Advisory Circular on Reducing Emissions from Commercial Aviation*, September 29, 1995	Aircraft, GSE, APU	Outlines calculation methods to estimate emissions from GSE and APU utilization on commercial service aircraft and provides example data parameters and activity inputs to this purpose. Also identifies some considerations related to assessing emissions reduction potential for commercial aircraft, GSE and APU.
FAA, *Use of First Order Approximation (FOA) to Estimate Aircraft Engine Particulate Matter (PM) Emissions in NEPA Documents and Clean Air Act General Conformity Analyses*, May 2005	Aircraft	Consistent with methods outlined by the ICAO, this document identifies how both volatile (i.e., fuel sulfate, fuel organic and lubrication oil organic compounds) and nonvolatile (i.e., soot) PM emissions are quantified from aircraft engines. The FOA version 3a is currently implemented in EDMS/AEDT.
EPA, AP-42, Fifth Edition, *Compilation of Air Pollutant Emission Factors*, *Volume I: Stationary Point and Area Sources*	Stationary Sources, Construction Activities	Emission factor source and methodological guide for combustion and non-combustion stationary source emissions handled by EDMS/AEDT. Also serves as a guide to compute non-exhaust emissions from construction activities such as land disturbance, demolition, travel on unpaved roads, materials handling and other activities undertaken during the construction period.
Jagielski, Kurt D., and Robert J. O'Brien, *Calculation Methods for Criteria Air Pollutant Emission Inventories*, July 1994	Stationary Sources	Provides equivalent/alternative methods and data to AP-42 for the computation of emissions from select stationary sources including generators, engine testing and coating operations.