

In-Flight Lead Emissions

For lead only, the NEI currently accounts for lead emitted in-flight, at altitudes above the landing and takeoff cycle. This calculation is derived by calculating the total amount lead in the national estimate of leaded fuel used (aviation gas), and then subtracting the lead accounted for in the LTO cycle. The remainder is assumed to be the in-flight lead emissions. That value is distributed to states by the ratio of LTOs in the state from piston aircraft engine SCCs. They are stored in a single county estimate, with county code ending in **777 to indicate 'multiple/portable' location.

There was an error in the 2014 NEI that caused the estimate for that year to be 4.2% low. See below.

	2011	2014	2017	2020	2023
	Gallons fuel used				
	217,500,000	210,000,000	209,000,000	193,000,000	224,979,700
	Lead emission (tons)				
Total in fuel	483	466	464	428	500
Accounted for in LTO	245	228	221	176	226
Remainder in Flight	238	238	243	252	274
Value erroneously used for 2014 in-flight		228			
Percent difference caused by error		4.20%			