








What's New in this Version?

Version 2.0.18 of the Air Tool contains updates and revisions to the prior version, 2.0.17. These updates have been implemented to enhance the usefulness, clarity and accuracy of the Tool, and are summarized below:

-  US EPA secured the World Resources Institute (WRI) to conduct a review of the underlying methodology, calculation process and supporting technical documentation of the SmartWay Shipper Tool, and it was found to be in conformance with the requirements set forth in the GHG Protocol Corporate Accounting Standard. New outputs are now available in the optional report section of the Tool providing Scope 1 emissions for public disclosure, consistent with WRI and Carbon Disclosure Project requirements.
-  Added a button to the Aircraft Inventory and Aircraft Operations screens that displays directions on how to map FAA data to specific tool input fields.
-  Updated the engine type file to reflect data from the FAA's latest version of the Aviation Environmental Design Tool (AEDT 2d).
-  Added the ability to export a starter file (a formatted Excel file with example rows showing how to create a data import file) from the Import Aircraft screen.
-  Inputs for Volume Capacity and Average Utilized Volume have been removed. Volume-based internal metrics are no longer calculated.
-  Added validation for miles per hour, hours per LTO, and miles per LTO on the Operations screen. The Tool now provides warnings when values for these inputs are out of the expected range.
-  Miscellaneous text and format updates for clarification.