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Various combinations of commercially available technologies could greatly reduce fuel consumption in passenger cars, sport-utility vehicles, minivans, and other light-duty vehicles without compromising vehicle performance or safety. Assessment of Technologies for Improving Light Duty Vehicle Fuel Economy estimates the potential fuel savings and costs to consumers of available technology combinations for three types of engines: spark-ignition gasoline, compression-ignition diesel, and hybrid. According to its estimates, adopting the full combination of improved technologies in medium and large cars and pickup trucks with spark-ignition engines could reduce fuel consumption by 29 percent at an additional cost of \$2,200 to the consumer. Replacing spark-ignition engines with diesel engines and components would yield fuel savings of about 37 percent at an added cost of approximately \$5,900 per vehicle, and replacing spark-ignition engines with hybrid engines and components would reduce fuel consumption by 43 percent at an increase of \$6,000 per vehicle. The book focuses on fuel consumption--the amount of fuel consumed in a given driving distance--because energy savings are directly related to the amount of fuel used. In contrast, fuel economy measures how far a vehicle will travel with a gallon of fuel. Because fuel consumption data indicate money saved on fuel purchases and reductions in carbon dioxide emissions, the book finds that vehicle stickers should provide consumers with fuel consumption data in addition to fuel economy information.

This book presents WHO guidelines for the protection of public health from risks due to a number of chemicals commonly present in indoor air. The substances considered in this review, i.e. benzene, carbon monoxide, formaldehyde, naphthalene, nitrogen dioxide, polycyclic aromatic hydrocarbons (especially benzo[a]pyrene), radon, trichloroethylene and tetrachloroethylene, have indoor sources, are known in respect of their hazardousness to health and are often found indoors in concentrations of health concern. The guidelines are targeted at public health professionals involved in preventing health risks of environmental exposures, as well as specialists and authorities involved in the design and use of buildings, indoor materials and products. They provide a scientific basis for legally enforceable standards.

Gas Explosion Handbook provides an overview of the latest research on gas explosion hazards within the oil and gas industry, and is the only book which focuses specifically on gas explosions. The book is informed by the author's long experience in safety consulting, supporting his findings with examples and case studies. This useful resource reviews all relevant scientific and technical work performed in the field, and presents important lessons on release phenomena,

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dispersion processes, ignition sources and their properties, explosion processes and phenomena, blast waves, modeling of release, dispersion and explosion, hazardous area classification, and probabilities of release and ignition. The current regulatory frameworks, both onshore and offshore, from several countries are also reviewed, together with national and international standards supporting these regulations. The book is suitable for those new to the area as well as experienced professionals. Provides an overview of the latest research on gas explosion hazards within the oil and gas industry Designed to prevent accidents, injury, loss of life, and capital damage Includes onshore and offshore International regulatory standards Features the different type of models for gas explosions, and provides guidance as to which model is appropriate to a situation Covers tactics for conducting gas explosion safety studies, considering ventilation, gas dispersion and gas explosions for traditional platform constructions, FPSO's, and FLNG's

IPCC Report on sources, capture, transport, and storage of CO₂, for researchers, policy-makers and engineers.

DoD fuel consumption varies from year to year in response to changes in mission and the tempo of operations. DoD may consume upwards of 1% of the petroleum products refined in the U.S. annually. The majority of DoD's bulk fuel purchases are for jet fuel, which has ranged as high as 101 million barrels annually in the past decade. The U.S. refining industry has been supplying 50% of DoD's jet fuel. Contents of this report: (1) Background; (2) Fuel Purchases: DoD Fuel Cost vs. Commercial Fuel Price; (3) Refining, Suppliers, and the Crude Oil Supply: Crude Oil Supply; Refining; Sulfur Regs.; Greenhouse Gas Reg'n.; U.S. Refiners Supplying DoD Fuel; Refinery Jet Fuel Yield and Supply; (4) Fuel Acquisition: Acquisition Regs.; Alternative Fuels. Illustrations.

TRB's Airport Cooperative Research Program has released ACRP Research Report 192: "Airport management guide for providing aircraft fueling services" designed to assist airports that are considering or are currently self-providing fueling services directly to their customers. The management guide includes a methodology to help evaluate whether an airport should or should not provide fuel service, a checklist of action items required for providing fuel service, and a sample request for proposal to solicit bids from fuel suppliers. The management guide also addresses a wide range of topics including feasibility evaluations for new or improved fueling facilities, fuel pricing and marketing strategies, and organizational considerations when starting or expanding a fueling service. In addition, there are introductions to how aviation fuels are produced and to the components of an airport fueling system, which can be used to brief municipal decision-makers or airport employees. The management guide offers useful information about branded and unbranded fuel products, setting price, inventory controls, customer service, staffing levels, regulatory requirements, capital investment, and operating and maintenance costs associated with the fueling services. There are three online appendices related to the guide.

The second edition of Flight Stability and Automatic Control presents an organized introduction to the useful and relevant topics necessary for a flight stability and

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controls course. Not only is this text presented at the appropriate mathematical level, it also features standard terminology and nomenclature, along with expanded coverage of classical control theory, autopilot designs, and modern control theory. Through the use of extensive examples, problems, and historical notes, author Robert Nelson develops a concise and vital text for aircraft flight stability and control or flight dynamics courses.

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