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Aviation Environmental Design Tool (AEDT)

Version 3c

User Manual

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Table of Contents

1	Introduction.....	14
1.1	About This User Manual.....	14
1.2	About AEDT.....	14
1.3	Technical Assistance.....	15
2	Getting Started.....	16
2.1	Start AEDT.....	16
2.2	High-level Workflow for Building a New Study.....	17
3	User Interface Navigation.....	18
3.1	General.....	19
3.2	Application Button.....	20
3.3	Quick Access Toolbar.....	20
3.4	Tabs.....	21
3.5	Ribbon.....	22
3.6	Left, Center, and Right Work Areas.....	22
3.7	Map and Layers Manager.....	23
3.7.1	Map.....	23
3.7.2	Layers Ribbon Group.....	23
3.7.3	Layers Manager.....	24
3.7.4	Add Local Map.....	26
3.7.5	Add Base Map Dialog.....	26
3.7.6	Add Map Service Dialog.....	27
3.7.7	High-Fidelity Weather Boundary.....	28
3.7.8	Layer Properties Dialog.....	29
3.7.9	Attributes Pane.....	32
3.7.10	Identify Tool and Identify Pane.....	33
3.8	Status Bar.....	34
4	Study Tab.....	35
4.1	Open Study.....	35
4.1.1	Samples Studies.....	35

Aviation Environmental Design Tool

User Manual: 3c

4.1.2	Open Study	36
4.1.3	Upgrade Study.....	37
4.2	Migrate Study Databases	38
4.2.1	Migrate Studies	38
4.2.2	Conflict During Migration.....	40
4.3	Import Study	41
4.4	Import Partial ASIF.....	42
4.5	Create New Study.....	44
4.6	Delete Study.....	44
4.7	Close Study	46
4.8	Open Recent Studies	46
4.9	View Task Progress.....	47
4.10	View AEDT Log.....	47
4.11	Preferences.....	48
4.11.1	All Studies Preferences.....	48
4.11.2	Current Study Preferences.....	51
4.11.3	Activated Feature Preferences	54
4.12	Study Maintenance	55
4.12.1	Delete Obsolete Results	55
4.12.2	Generate Administrative File.....	55
4.12.3	Generate Study Report.....	56
4.12.4	Generate User Defined Profile Validation Log	56
4.13	Help.....	56
4.14	Exit the AEDT Application.....	57
5	Metric Results Tab	58
5.1	Metric Results Pane.....	58
5.1.1	Display Buttons.....	58
5.1.2	Metric Results Pane.....	58
5.1.3	Metric Results – Details Tab.....	59
5.1.4	Metric Results – Aircraft Operations Tab	60

Aviation Environmental Design Tool

User Manual: 3c

5.1.5 Metric Results – Tracks Tab	61
5.2 Define New Metric Results	61
5.2.1 Step 1: Choose Metrics	63
5.2.2 Step 2: Choose Receptor Sets.....	64
5.2.3 Step 3: Select Annualization.....	65
5.2.4 Step 4: Set Processing Options	66
5.2.5 Step 5: NO2 Options.....	84
5.2.6 Step 6: Summary.....	86
5.3 Run Metric Results	87
5.3.1 Running an Emissions Dispersion Metric Result	88
5.4 Stop Metric Result.....	88
5.5 Reset/Delete Metric Results	88
5.6 Import/Combine/Export Noise Metric Results	89
5.6.1 Import Noise Metric Results	89
5.6.2 Combine Noise Metric Results	90
5.6.3 Export Noise Metric Result	93
5.7 Generate Layers.....	94
5.7.1 View Tracks Layer	95
5.7.2 View Receptor Set Layer	96
5.7.3 View Receptor Set Boundary Layer	97
5.7.4 View Noise Exposure Layer.....	98
5.7.5 View Noise Contour Layer	99
5.7.6 View Pollutant Concentration Layer.....	100
5.7.7 View Concentration Contour Layer	102
5.7.8 View Impact Set Layer	103
5.7.9 View Time Audible Ambient Map	104
5.7.10 View Surface Sector.....	104
5.8 Clip Noise Contour	105
5.9 Reports View.....	107
5.9.1 View Flight Performance Report.....	107

Aviation Environmental Design Tool

User Manual: 3c

5.9.2 View Emissions and Fuel Report	109
5.9.3 View Noise Report.....	112
5.9.4 View Emissions Dispersion Report	112
5.9.5 View Impact Set Report	113
5.9.6 View Population Exposure Report.....	116
5.9.7 View VALE Report	117
5.9.8 View Aggregated VALE Report	120
5.9.9 Fleet Mix Report	123
6 Operations Tab.....	124
6.1 Display Buttons and Operations Pane.....	124
6.2 Aircraft Operation.....	125
6.2.1 Create Single or Multiple Aircraft Operations	125
6.2.2 Edit Single Aircraft Operation.....	145
6.2.3 Bulk Aircraft Operations Edit.....	146
6.2.4 Copy Aircraft Operation	149
6.2.5 Delete Aircraft Operation.....	149
6.3 Non-Aircraft Operation.....	149
6.3.1 Create Single or Multiple Non-Aircraft Operations	149
6.3.2 Edit Single Non-Aircraft Operation.....	160
6.3.3 Bulk Non-Aircraft Operations Edit.....	161
6.3.4 Copy Non-Aircraft Operation	163
6.3.5 Delete Non-Aircraft Operation.....	163
6.4 Runup Operation	163
6.4.1 Create Single or Multiple Runup Operations.....	164
6.4.2 Edit Single Runup Operation.....	172
6.4.3 Bulk Runup Operations Edit	172
6.4.4 Copy Runup Operation.....	174
6.4.5 Delete Runup Operation	174
6.5 Helitaxi Operation.....	174
6.5.1 Create Single or Multiple Helitaxi Operations	175

Aviation Environmental Design Tool

User Manual: 3c

6.5.2	Edit Single Helitaxi Operation.....	184
6.5.3	Bulk Helitaxi Operations Edit.....	185
6.5.4	Copy Helitaxi Operation	186
6.5.5	Delete Helitaxi Operation.....	186
6.6	Operation Group.....	187
6.6.1	Operation Groups Pane.....	187
6.6.2	Details Pane	187
6.6.3	Delete Operation Group.....	187
6.7	Annualization	188
6.7.1	Create Annualization	189
6.7.2	Import All Scenarios	201
6.7.3	Copy Annualization	201
6.7.4	Delete Annualization	201
7	Equipment Tab.....	202
7.1	Display Buttons and Equipment Pane.....	202
7.2	Airplanes and Helicopters.....	202
7.2.1	Edit Profiles.....	202
7.2.2	Create New Aircraft.....	206
7.2.3	Delete User-Defined Aircraft.....	206
7.2.4	Export Aircraft.....	207
7.2.5	Import Aircraft.....	207
7.3	Non-Aircraft Equipment.....	207
7.3.1	Create New Non-Aircraft Equipment.....	207
7.3.2	Delete User-Defined Non-Aircraft Equipment.....	208
7.4	Equipment Groups	208
7.4.1	Aircraft Equipment Group	208
7.4.2	Non- Aircraft Equipment Group.....	209
8	Airports Tab.....	211
8.1	Airports Pane	211
8.1.1	Details Pane	211

Aviation Environmental Design Tool

User Manual: 3c

8.2	Airport Actions	214
8.2.1	Add Existing Airport.....	214
8.2.2	Create New Airport	215
8.2.3	Edit Airport	216
8.2.4	Add Layout.....	217
8.3	Airport Layout Actions	218
8.3.1	View Airport Layout.....	218
8.3.2	Copy Airport Layout	219
8.3.3	Edit Airport Layout.....	220
8.3.4	Delete Airport Layout	221
8.3.5	Design Airport Layout	222
8.3.6	Edit Track.....	228
8.3.7	Edit Component.....	232
8.3.8	Delete Component.....	240
8.3.9	Disperse Track.....	241
8.3.10	Edit a Dispersed Track.....	242
8.3.11	Undisperse Track.....	243
8.4	Operating Configurations Actions	243
8.4.1	Add Configuration.....	244
8.4.2	Copy Configuration	250
8.4.3	Edit Configuration.....	251
8.4.4	Delete Configuration	251
8.5	MOVES Links Action	251
8.5.1	Roadway Links.....	253
8.5.2	Parking Facility Links.....	253
8.5.3	Construction Zone Links	254
9	Definitions Tab	255
9.1	Definitions Pane and Display Buttons	255
9.2	Metrics.....	255
9.3	Receptors.....	256

Aviation Environmental Design Tool

User Manual: 3c

9.3.1	Point Type Receptor	256
9.3.2	Grid Type Receptor	257
9.4	Receptor Sets	261
9.4.1	Dynamic Grid.....	262
9.5	Operational Profiles	264
9.6	Weather.....	265
9.6.1	Airport Weather	267
9.6.2	Weather Data Directory.....	267
9.6.3	Generate Emissions Dispersion Weather Files	267
9.6.4	Wind Categories for Emissions Dispersion.....	269
9.7	Terrain and Time Above Ambient Files	270
9.8	MOVES Files	271
9.8.1	MOVES AERMOD Files	271
9.8.2	MOVES Inventory Files.....	272
10	Environmental Justice Tab	276
10.1	The US Census Bureau Data.....	276
10.1.1	US Census ACS API End Point	276
10.1.2	Block Group Feature Layer.....	277
10.1.3	Tract Feature Layer.....	277
10.2	Environmental Justice Study Area	278
10.3	Environmental Justice Analysis.....	280
10.3.1	Workflow	280
10.3.2	Environmental Justice Analysis Pane	280
10.3.3	Environmental Justice Layer.....	281
10.4	Limited English Proficiency Analysis	282
10.4.1	Workflow	282
10.4.2	Limited English Proficiency Analysis Pane	283
10.4.3	Limited English Proficiency Layer	284
	Appendix A : Glossary.....	285
	Appendix B : Screen-Level Help (Field-Level Help)	292

Aviation Environmental Design Tool

User Manual: 3c

Appendix B.1 : Study Tab.....	292
Appendix B.1.1 : Preferences – Feature Activation.....	292
Appendix B.1.2 : Preferences – Database.....	292
Appendix B.1.3 : Preferences – Detailed Grid.....	292
Appendix B.1.4 : Preferences – Distributed Processing.....	292
Appendix B.1.5 : Preferences – Dynamic Grid.....	292
Appendix B.1.6 : Preferences – Logging.....	293
Appendix B.1.7 : Preferences – Map.....	293
Appendix B.1.8 : Preferences – Task Master.....	294
Appendix B.1.9 : Preferences – User Interface.....	294
Appendix B.1.10 : Preferences – BADA Family 4.....	295
Appendix B.1.11 : Preferences – Emissions.....	297
Appendix B.1.12 : Preferences – Emissions Dispersion.....	298
Appendix B.1.13 : Preferences – Environmental Justice Model.....	300
Appendix B.1.14 : Preferences – Population Exposure Model.....	301
Appendix B.1.15 : Preferences – Study.....	301
Appendix B.1.16 : Preferences – Time Audible Metric.....	302
Appendix B.2 : Metric Results Tab.....	303
Appendix B.2.1 : Metric Results Pane.....	303
Appendix B.2.2 : Details Pane – Details Tab.....	303
Appendix B.2.3 : Details Pane – Aircraft Operations Tab.....	306
Appendix B.2.4 : Details Pane – Tracks Tab.....	307
Appendix B.2.5 : Metric Results Wizard – Processing Options.....	307
Appendix B.3 : Metric Results Tab – Layer Attributes.....	310
Appendix B.4 Metric Results Tab – Report Details.....	314
Appendix B.4.1 Flight Performance Report.....	314
Appendix B.4.2 : Emissions and Fuel Report.....	315
Appendix B.4.3 : Noise Report.....	318
Appendix B.4.4 : Detailed Noise Report.....	319
Appendix B.4.5 : Emissions Dispersion Report.....	321

Aviation Environmental Design Tool

User Manual: 3c

Appendix B.4.6 : Impact Set Report.....	321
Appendix B.4.7 : Population Exposure Report	321
Appendix B.4.8 : VALE Report.....	321
Appendix B.4.9 : Aggregated VALE Report.....	322
Appendix B.4.10 : Fleet Mix Report.....	322
Appendix B.5 : Operations Tab	323
Appendix B.5.1 : Aircraft Operations Pane.....	323
Appendix B.5.2 : Non-Aircraft Operations Pane.....	324
Appendix B.5.3 : Runup Operations Pane	324
Appendix B.5.4 : Helitaxi Operations Pane.....	325
Appendix B.5.5 : Operation Groups Pane	325
Appendix B.5.6 : Annualizations Pane	326
Appendix B.6 : Equipment Tab	326
Appendix B.6.1 : Aircraft Equipment Pane.....	326
Appendix B.6.2 : Non-Aircraft Equipment Pane.....	326
Appendix B.6.3 : Equipment Groups Pane	327
Appendix B.6.4 : Helicopter – ANP Helicopter	327
Appendix B.6.5 : Helicopter – Airframe.....	328
Appendix B.6.6 : Helicopter – Engine.....	328
Appendix B.6.7 : Airplane: Equipment Details	329
Appendix B.6.8 : Airplane – ANP Airplane.....	329
Appendix B.6.9 : Airplane – Airframe.....	332
Appendix B.6.10 : Airplane – APU	332
Appendix B.6.11 : Airplane – BADA Family 3.....	333
Appendix B.6.12 : Airplane – BADA Family 4.....	336
Appendix B.6.13 : Airplane – Engine.....	336
Appendix B.6.14 : Aircraft Engine Testing.....	337
Appendix B.6.15 : Auxiliary Power Unit.....	338
Appendix B.6.16 : Boiler/Space Heater	338
Appendix B.6.17 : Deicing Area.....	340

Aviation Environmental Design Tool

User Manual: 3c

Appendix B.6.18 : Emergency Generator.....	340
Appendix B.6.19 : Fuel Tank.....	342
Appendix B.6.20 : Ground Support Equipment.....	342
Appendix B.6.21 : Incinerator.....	343
Appendix B.6.22 : Other.....	344
Appendix B.6.23 : Sand/Salt Pile.....	344
Appendix B.6.24 : Solvent Degreaser.....	345
Appendix B.6.25 : Surface Coating/Painting.....	345
Appendix B.6.26 : Training Fire.....	346
Appendix B.6.27 : Aircraft Equipment Groups.....	346
Appendix B.6.28 : Non-Aircraft Equipment Groups.....	347
Appendix B.7 : Airports/Designer Tabs.....	347
Appendix B.7.1 : Airports Pane.....	347
Appendix B.7.2 : Create New Airport and Edit Airport.....	348
Appendix B.7.3 : Add Existing Airport.....	348
Appendix B.7.4 : Create Airport Layout and Edit Airport Layout.....	348
Appendix B.7.5 : Airport Details Pane.....	348
Appendix B.7.6 : Airport Layout Details Pane.....	349
Appendix B.7.7 : Operating Configuration Details Pane.....	350
Appendix B.7.8 : Edit Building.....	350
Appendix B.7.9 : Edit Gate.....	351
Appendix B.7.10 : Edit Heligate.....	351
Appendix B.7.11 : Edit Helitaxi.....	351
Appendix B.7.12 : Edit MOVES Construction Link.....	352
Appendix B.7.13 : Edit MOVES Parking Link.....	352
Appendix B.7.14 : Edit MOVES Roadway Link.....	352
Appendix B.7.15 : Edit Runways.....	353
Appendix B.7.16 : Edit Runway Ends / Helipad.....	353
Appendix B.7.17 : Edit Taxipath.....	353
Appendix B.7.18 : Edit Taxiway.....	353

Aviation Environmental Design Tool

User Manual: 3c

Appendix B.7.19 : Edit Terminal.....	354
Appendix B.7.20 : Edit Tracks.....	354
Appendix B.7.21 : Disperse Track.....	355
Appendix B.7.22 : Edit Dispersed Track.....	355
Appendix B.8 : Definitions Tab.....	355
Appendix B.8.1 : Metrics.....	355
Appendix B.8.2 : Receptors.....	356
Appendix B.8.3 : Receptor Sets.....	357
Appendix B.8.4 : Operational Profiles	357
Appendix B.8.5 : Weather.....	357
Appendix B.8.6 : Terrain and Ambient	359
Appendix B.8.7 : MOVES AERMOD Files	359
Appendix B.8.8 : MOVES Inventory Files.....	359
Appendix C : External Converter Tools	360
Appendix C.1 : INM to ASIF Converter	360
Appendix C.2 : EDMS to ASIF Converter	361
Appendix D : ASIF Importer Command-Line Tool	363
Appendix E : Time Above and Time Audible Noise Metrics	365
Appendix E.1 : Time Above Metrics.....	365
Appendix E.2 : Time Audible Metrics.....	365
Appendix E.2.1 : Time Audible Metric Definitions.....	367
Appendix E.3 : Ambient Files	368
Appendix E.3.1 : Ambient Map.....	368
Appendix E.3.2 : Ambient Spectral Data File.....	370
Appendix F : Distributed Processing.....	371
Appendix F.1 : Identify Remote Taskmaster Machines for Distributed Processing	372
Appendix F.2 : Enable/Disable Distributed Processing	373
Appendix F.3 : Running Large Studies with Distributed Processing	374
Appendix F.3.1 : Install AEDT and Change Configuration Settings on the Host Machine.....	374
Appendix F.3.2 : Create an AEDT Study on the Host Machine	375

Aviation Environmental Design Tool

User Manual: 3c

Appendix F.3.3 : Install Distributed Processing Service on Remote Taskmaster Machine(s)	375
Appendix F.3.4 : Change the Timeout Settings	375
Appendix F.3.5 : Configure Distributed Processing on the Host Machine	377
Appendix F.3.6 : Change the Autogrowth Setting in SQL Server Database	377
Appendix F.3.7 : Configure Terrain	378
Appendix F.3.8 : Checklist Before Running a Large Study	379
Appendix F.3.9 : Review Run Output	379
Appendix G : NAAQS Selection	380
Appendix H : RunStudy Command-Line Tool	384
Appendix I : Acoustics Diagnostics Report	386
Appendix J : Approval for Use of Reduced Thrust and Alternative Weight Profiles	388
Appendix J.1 : Reduced Thrust Departures	389
Background	389
Data Sources	389
Information to Provide when Requesting Use of Reduced Thrust	390
Appendix J.2 : Alternative Takeoff Weight	390
Background	390
Data Sources	391
Information to Provide when Requesting Use of Alternative Takeoff Weight	391
Appendix J.3 : Procedures for FAA-AEE Review	392
Appendix K : Procedural Profiles	393
Appendix K.1 : Data Overview	393
Appendix K.1.1 AEDT Aircraft Data	393
Appendix K.1.2 : Aerodynamics-modeling Data	393
Appendix K.1.3 : Thrust-modeling Data	394
Appendix K.2 : ANP Profiles and BADA 4 Profiles	395
Appendix K.2.1 : Defining ANP and BADA 4 Profiles	396
Appendix K.2.2 : Typical Profile Patterns	403
Appendix L : ANP Procedural Profiles - ASIF Definition	406
Appendix L.1 : Civil Airplane Procedures	406

Aviation Environmental Design Tool

User Manual: 3c

Appendix L.1.1 : Aircraft Profile Operation Types	406
Appendix L.1.2 : Aircraft Procedure Step Types.....	406
Appendix L.1.3 : Aircraft Thrust Types and Parameters	411
Appendix L.2 Helicopter Procedures.....	412
Appendix L.2.1 : Helicopter Profile Operation Types	413
Appendix L.2.2 : Helicopter Procedure Step Types.....	413
Appendix L.2.3 : How to Build a Helicopter Approach Profile	415
Appendix L.2.4 : How to Build a Helicopter Departure Profile.....	416
Appendix L.2.5 : How to Build a Helicopter Overflight Profile.....	416
Appendix L.2.6 : How to Build a Helicopter Taxi Profile	416
Appendix L.2.7 : Helicopter Procedure Step Transitions	417

1 Introduction

1.1 About This User Manual

This User Manual provides instruction on how to interact with the AEDT 3c application. For more information on changes from the previous version of AEDT, refer to the release notes.

It is organized according to the order in which the tabs appear in the AEDT application, from left to right. The AEDT application interface is designed such that the ribbon tabs where users will spend the most time, such as tabs required for analysis of results, are oriented on the left side of the application while tabs that will be used less often, such as initial setup screens, are oriented to the right side of the application. Global study settings are available in the *Study* tab. High-level steps for creating a new study in AEDT are described in Section 2.2. See Appendix A for a glossary of terms.

This User Manual does not contain guidance or policy for regulatory analyses.

Supplemental user manuals on key topic areas as well as the AEDT Technical Manual are available on the [AEDT Support website \(https://aedt.faa.gov/\)](https://aedt.faa.gov/).

Additional Guidance documentation can also be found on the FAA office of environment and energy (AEE) [website \(https://www.faa.gov/about/office_org/headquarters_offices/apl/research/\)](https://www.faa.gov/about/office_org/headquarters_offices/apl/research/).

The following symbols will appear throughout the document to highlight important information:



Observe warnings to avoid errors in execution and ensure that the intended execution occurs.



Notes contain helpful information and tips regarding the functionality of the tool.



The right-click icon indicates that the described functionality can also be accessed by right-clicking on a selection.



The question mark icon provides answers to common questions.

1.2 About AEDT

The Federal Aviation Administration Office of Environment and Energy (FAA-AEE) recognizes that the environmental consequences stemming from the operation of commercial aviation – primarily noise, emissions, and fuel consumption – are highly interdependent and occur simultaneously throughout all phases of flight. The Aviation Environmental Design Tool (AEDT) is a software system that is designed to model aviation related operations in space and time to compute noise, emissions, and fuel consumption.

A primary objective of AEDT is to help the analyst efficiently answer questions of interest about the environmental consequences of aviation activities. These environmental consequences are evaluated

within an AEDT study through metrics, many of which are defined by regulatory standards. For AEDT purposes, answers to the questions posed for a particular study are referred to as Metric Results. While a host of supporting workflows can expose lower level details, the *Define Metric Results* workflow gives the analyst the highest level organization of data needed to answer questions of interest.

1.3 Technical Assistance

The AEDT Support website, <https://aedt.faa.gov/>, is the technical support hub for AEDT. Support requests, feedback on issues or bugs, and feature requests should be submitted through this website. The latest AEDT installers and support resources such as documentation and frequently asked questions (FAQ) are also available on the AEDT Support website. Register on the website to purchase products, request support, or submit feedback on AEDT. Additional options for support include:

- E-mail: aedt-support@dot.gov
- Phone: 617-494-2603

Please include the AEDT Administrative File when requesting technical support. Please refer to Section 4.12.2 for instructions on generating the Administrative File.

2 Getting Started

If AEDT is not already installed, follow the instructions in the AEDT Installation Manual to install the Microsoft SQL Server and the AEDT application. All required software is available for download on the AEDT Support website (Section 1.3).

Starting with AEDT 3c, Microsoft SQL Server 2017 is officially supported in addition to SQL Server 2012. Users can update their existing SQL Server 2012 study databases to SQL Server 2017 if they choose to run AEDT 3c with SQL Server 2017. Please refer to Section 3.2 in the AEDT Installation Manual for more information.

Note that support for Microsoft SQL Server 2012 will end with AEDT 3d release, meaning that SQL Server 2017 will be the only supported SQL Server version when AEDT 3d is released.



AEDT requires administrative privileges for both 1) installation and 2) execution of the software.

2.1 Start AEDT

To start the AEDT application:

1. On the Desktop, right-click on the *AEDT 3c* shortcut and click *Run as administrator*.
 - AEDT can also be accessed by navigating to the AEDT installation folder (e.g., *C:\Program Files\FAA\AEDT*) and right-clicking on the executable named *AEDT.exe* and selecting *Run as administrator*.
2. AEDT will load the last study that was open before AEDT was closed. If there is no record of a previous study, the *Study* tab will open.
 - Click *Open* to select an existing study (see Section 4.1 for more information);
 - Click *New* to create a blank study (see Section 4.5 for more information); or
 - Click *Import* to import an EDMS or INM study into AEDT (see Section 4.2).
3. If accelerated display is unavailable on the host platform where AEDT is launched, the following warning message will be displayed.
 - Check the *Do not show this message again* checkbox to disable this warning message if desired.
 - Click *Close* to close the dialog.

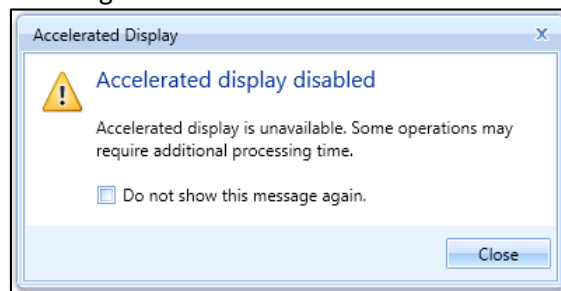


Figure 2-1 Accelerated Display Warning



The accelerated display may be disabled for a variety of reasons including lack of graphics accelerator card, accessing the AEDT host platform via remote desktop, or Windows user settings disabling the graphics accelerator.

When the accelerated display is disabled, rendering map layers (e.g. noise exposure layers) may require additional processing time. In some cases, map features may not be highlighted when selected on the map using Identify tool or through the layer attributes pane.

2.2 High-level Workflow for Building a New Study

1. In the *Study* tab, create a new study (Section 4.5).
2. In the *Airports* tab, add an airport (Section 8).
 - a. Add tracks (optional).
 - b. Add taxi network (optional).
 - c. Add operating configurations (optional).
3. In the *Definitions* tab, set up supporting study data elements as desired (Section 9):
 - a. Add receptor and receptor set (required for noise and emissions dispersion metric types).
 - b. Add operational profiles (required for non-aircraft operations).
 - c. Specify weather/terrain/ambient/MOVES files (optional).
4. In the *Operations* tab, create desired operations (Section 6).
5. In the *Operations* tab, create an annualization for the operations (Section 6.6).
6. In the *Metric Results* tab, define metric result(s) (Section 5.2).
7. In the *Metric Results* tab, run the metric result(s) and view layers and reports (Section 5.7 and 5.8).



What is a study?

- An AEDT study is a collection of user inputs and system data.
- Study data are contained in a single SQL Server database. The name of the study is the name of the database.
- A study database does not contain external files such as terrain or high fidelity weather data files.



Study progress is saved upon user action (e.g. results are saved after running a metric result, layers are saved after generating a layer, etc.) and no explicit “save” is required.

3 User Interface Navigation

The AEDT graphical interface consists of seven main components:

1. An application button & quick access toolbar
2. Ribbon tabs
3. Ribbon (hide-able)
4. Left work area
5. Center work area
6. Right work area
7. Status bar

The *Metric Results* tab opens upon application startup (Figure 3-1).



The recommended screen resolution is 1920x1080 (or full HD resolution).

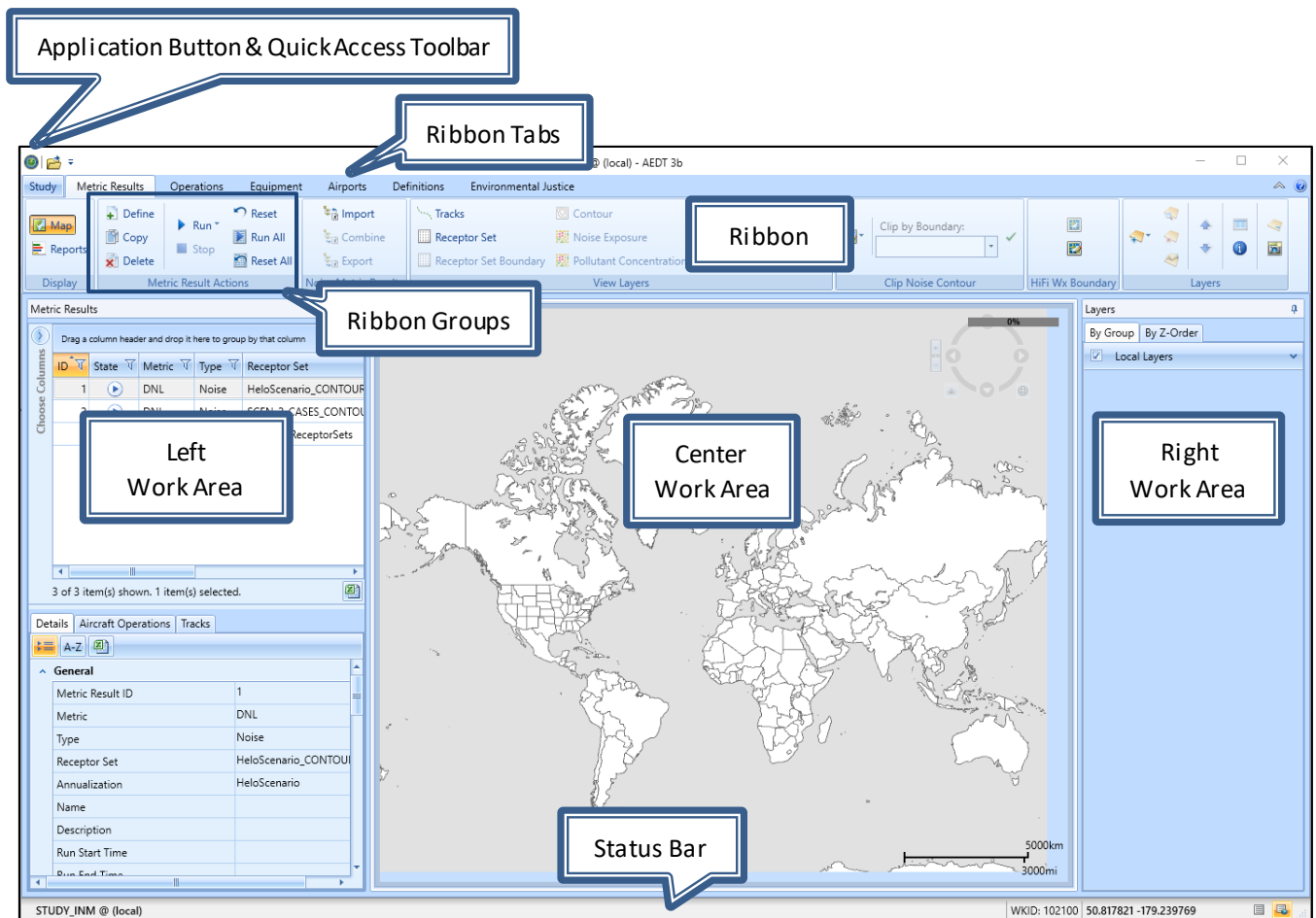


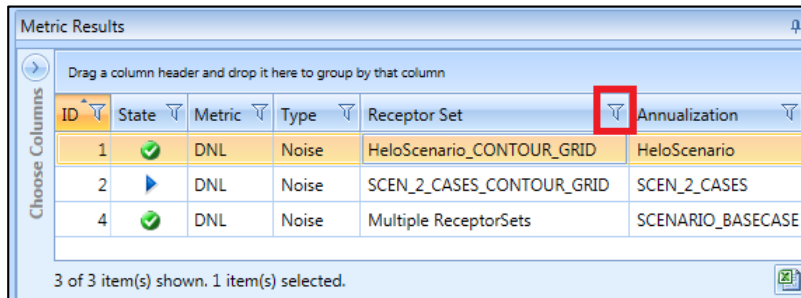
Figure 3-1 Metric Results Tab

3.1 General

Filter, Sort, and Group Grids

Data grids within panes can be sorted, filtered, or grouped (Figure 3-2).

- To sort grids, click on the desired heading name to sort by ascending or descending order.
- To filter grids, click on the filter icon next to the heading name and either select a pre-defined option to filter by or create a custom filter.
- To group records in a grid, drag a column header and drop it into the grid header.



ID	State	Metric	Type	Receptor Set	Annualization
1	✓	DNL	Noise	HeloScenario_CONTOUR_GRID	HeloScenario
2	▶	DNL	Noise	SCEN_2_CASES_CONTOUR_GRID	SCEN_2_CASES
4	✓	DNL	Noise	Multiple ReceptorSets	SCENARIO_BASECASE

Figure 3-2 Data Grid Example with Filter Icon

Open this Grid as a CSV File

All grids (including reports) with an Excel icon at the bottom-right-corner of the grid can be exported. Click the Excel icon in the grid to open the currently displayed grid data in Microsoft Excel (if installed) or in a CSV file.



Figure 3-3 Grid with Excel Icon

Customize Columns

Grids that display multiple columns can be customized. Click the *Choose Columns* arrow to display a list of available columns for the grid. Check or uncheck the desired columns.

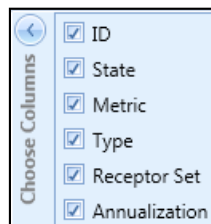


Figure 3-4 Sample Column Selector

Resize Panes and Dialog Boxes

All panes can be resized by sliding the divider between the panes. All dialog boxes can be resized by dragging the corner of the dialog box to the desired size.

Pin

Panes that contain a pin icon can be fixed in view or hidden until accessed (Figure 3-5). Panes are pinned by default.

- To minimize the pane to a header, click the pin.
- To restore the pane, click or hover over the header then click the pin.

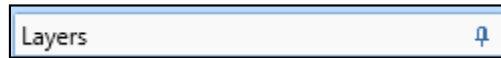


Figure 3-5 Pane with Pin Icon

Categorized or Alphabetical View

Panes that have the *Categorize* button or the *Alphabetical* button can be ordered by a categorized or alphabetical view. Switch between these two views by using the buttons.

- Click the *Categorize* button to organize the list by type.
- Click the *Alphabetical* button to order the list in alphabetical order.



Figure 3-6 Categorize and Alphabetical Buttons

3.2 Application Button

The application button contains commands to *Restore*, *Move*, *Size*, *Minimize*, *Maximize*, and *Close* the AEDT application window. The application button is located in the top right corner of the application (Figure 3-7).

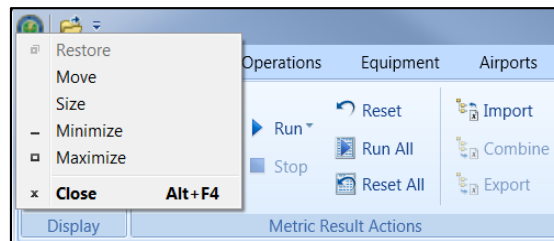


Figure 3-7 Quick Access Toolbar

3.3 Quick Access Toolbar

The quick access toolbar (Figure 3-8) allows for easy access of frequently used commands and contains the buttons described below.

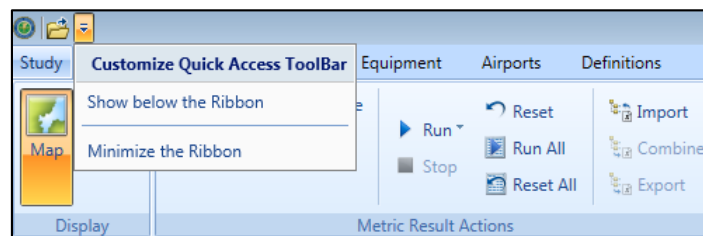


Figure 3-8 Quick Access Toolbar

Open

The *Open* button launches the *Open Study* dialog (Section 4.1).

Customize Quick Access Toolbar Arrow

The following options are available to adjust the quick access tool bar location and ribbon visibility

- *Show below the Ribbon*: The quick access toolbar is displayed below the ribbon.
- *Show above the Ribbon*: The quick access toolbar is displayed above the ribbon.
- *Minimize the Ribbon*: The ribbon is hidden from view.
- *Restore Ribbon*: The ribbon is displayed.

3.4 Tabs

AEDT features are organized by tabs as follows:

Study tab

The *Study* tab includes the following menu options:

- *Open*: opens the *Open Study* dialog.
- *Migrate*: opens the *Migrate Studies* dialog.
- *Import*: opens the *Import Study* dialog.
- *Partial Import*: opens the *Import Partial ASIF* dialog.
- *New*: opens the *Create New Study* dialog.
- *Delete*: opens the *Delete Study* dialog.
- *Close*: closes the currently open study.
- *Recent*: lists recently opened studies.
- *Tasks*: displays active and completed tasks.
- *Log*: displays AEDT log messages.
- *Preferences*: contains system and study settings.
- *Study Maintenance*: contains study maintenance options.
- *Help*: displays AEDT version and support information.
- *Exit*: exits the AEDT application.

See Section 4 for more information on *Study* tab functionality.

Metric Results tab

The *Metric Results* tab supports construction and processing of metric result definitions, generation of reports, and generating and viewing result layers. See Section 5 for more information.

Operations tab

The *Operations* tab supports managing aircraft operations, non-aircraft operations, runup operations, helitaxi operations, and annualizations. See Section 6 for more information.

Equipment tab

The *Equipment* tab supports managing aircraft equipment, non-aircraft equipment, and equipment groups. See Section 7 for more information.

Aviation Environmental Design Tool

User Manual: 3c

Airports tab

The *Airports* tab supports adding airports, viewing airport layouts and editing its components, adding new components in airport layout designer, and creating operation configurations. See Section 8 for more information.

Definitions tab

The *Definitions* tab supports setting up study data elements including metrics, receptors, receptor sets, operational profiles, and weather and terrain settings. It also supports integration of emissions results from the EPA's Motor Vehicle Emission Simulator (MOVES). See Section 9 for more information.

Environmental Justice tab

The *Environmental Justice* tab provides access to the environmental justice model which uses U.S. Census, American Community Survey data to analyze low income and minority populations and limited English proficiency populations. See Section 10 for more information.

3.5 Ribbon

The ribbon provides easy access to commands that are applicable in the current tab. The command buttons are grouped together by functional categories. Buttons in the ribbon will appear as active or inactive based on applicability to the current selection.

The ribbon can be minimized or expanded by clicking on the expander control in the top right corner of the application.



Figure 3-9 Expander Control for the Ribbon

3.6 Left, Center, and Right Work Areas

The work areas in the AEDT interface are divided into three sections. While the divisions are consistent between tabs, the content changes as appropriate for each tab.

Left Work Area

The left work area contains a list of data available for use in the currently selected tab. This work area is present in every tab and view.

Center Work Area

The center work area contains map, detail, or report content, depending on the selected tab and view. This work area is present in every tab and view.

Right Work Area

The right work area provides appropriate tools to manage the content in the center work area. This work area is not present in every tab and view but is displayed for tabs with additional tools specific to the content in the center work area of that tab.

3.7 Map and Layers Manager

3.7.1 Map

The map is located in the center work area (Figure 3-1). The map view can be adjusted using the Map control (Figure 3-10) as described in Table 3-1.

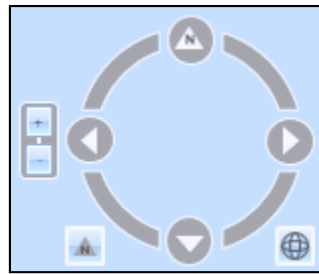






Figure 3-10 Map Control

Table 3-1 – Map Control Features

	Zoom In/Zoom Out	Zooms in and out
	Reset North	Resets the map orientation to North
	Full Extent	Zooms to visible
	Move North/South/East/West	Moves the map in selected direction. Spin the circle to orient the map in desired direction.

Zoom and pan features can also be accessed as follows:

- Zoom in on the map by scrolling up with the mouse scroll wheel or double-clicking.
- Zoom out on the map by scrolling down with the mouse scroll wheel or holding the shift key and double-clicking.
- Pan across the map by clicking and dragging the mouse.

3.7.2 Layers Ribbon Group

The *Layers* ribbon group (Figure 3-11) is available for every tab displaying the map view. It provides access to the following commands:

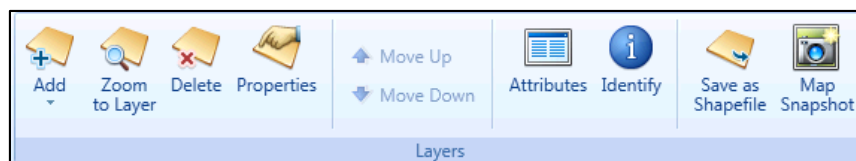


Figure 3-11 Ribbon Group – Layers

- **Add:** Displays the following sub-menu options:
 - *Add Local Map:* Browse to open local layer files (.mpk, .tpk, .shp) and raster files (.bmp, .png, .sid, .tif). See Section 3.7.4 for more information
 - *Add Base Map:* Opens the *Add Base Map* dialog. See Section 3.7.5 for more information.
 - *Add Map Service (URL):* Opens the *Add Map Service* dialog. See Section 3.7.6 for more information.
- *Zoom to Layer:* Zooms to the extent of the selected layer.
- *Delete:* Permanently deletes the selected layer.
- *Properties:* Opens the *Layer Properties* dialog for the currently selected layer. See Section 3.7.8 for more information.
- *Move Up/ Move Down Arrows:* These buttons are enabled when a layer in the *By Z-Order* tab is selected. Select a layer and click on the up or down arrow to adjust the order of visibility relative to other layers.
- *Attributes:* Opens the *Attributes* pane for the selected layer. See Section 3.7.9 for more information.
- *Save as Shapefile:* Exports the selected layer as a shapefile. All layers generated in AEDT can be exported except for the layers under the *Local Layers* and *Tiled Map Service* categories.
- *Map Snapshot:* Takes a screenshot of the current map view and gives the option to print or save as an image file.
- *Identify:* Provides attributes specific to a selection on the map. See Section 3.7.10 for more information.



A subset of the above commands is also available by right-clicking on a layer in the *Layers* manager.

3.7.3 Layers Manager

The *Layers* manager (Figure 3-12) is displayed in the right work area (Figure 3-1) when the map view is active. It provides tools to manage the geographic information system (GIS) layers that are available for viewing on the map. Active layers (layers that have been turned on) are displayed in the map area, while inactive layers (layers that are turned off) are not shown on the map. Inactive layers still appear in the *Layers* manager.

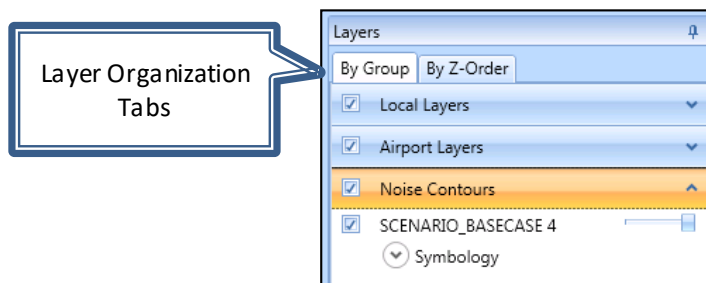


Figure 3-12 Layers Manager

Layer Organization Tabs

There are two organization tabs that provide different ways to view and manage layers.

- **By Group:** In this tab, layers are grouped by categories. All layers in a group can be turned on and off by checking or unchecking the box next to the group name. Click on the group name to expand or hide the layers within a group.
- **By Z-Order:** The presentation order of layers can be adjusted in this tab. The layers at the top of the list are visible over the layers at the bottom of the list. In general, the base map layer is placed at the bottom of the list.

Layer Features

The following features are available for all layer types:

- Turn layers on/off by checking or unchecking the box next to the layer name.
- View the symbology legend for a layer by expanding the *Symbology* arrow.
- Set the opacity of a layer with the slider on the right of the layer name. If the opacity slider is not visible, go to the *Study* tab, *Preferences, Map* and check the *Show opacity slider in the legend* option.



A subset of commands from the *Layers* ribbon group is also available by right-clicking on a layer in the *Layers* manager.

Layer Categories

The layer categories in AEDT are listed in Table 3-2.

Table 3-2 – Layer Categories

Layer Category	Layer Naming Convention
Tiled Map Service	Base map name (map background)
Local Layers	Local layer name
Layers	Boundary layers are listed under this category. For example: <ul style="list-style-type: none"> • Noise contour boundary: “Boundary_” + auto-generated number • High fidelity weather boundary: Study name + “ - HiFi Wx Boundary” • Boundary from a local .txt file: Name of the .txt file
Airport Layers	Airport layout name
Noise Contours	Annualization name + Metric Result ID
Time Audible Layers	Annualization name + Metric Result ID
Receptor Set Layers	Receptor set name
Noise Exposure Layers	<ul style="list-style-type: none"> • Regular grid naming convention: Annualization name + “-” + receptor set name + metric result ID • Dynamic grid naming convention: Annualization name + “-” + Airport code + “_” + “dgrd_flat_” + database identifier

Aviation Environmental Design Tool

User Manual: 3c

Number Above Noise Level Layers	Annualization name + “-” + receptor set name + metric result ID
AmbientMap Data Layers	Name of the ambient map data file
Impact Set Layers	“Impact Layer” + metric result ID + “_” + metric result ID
Track Features	“Tracks for” + annualization name + metric result ID
SensorPath Layers	“Sensor Path for” + annualization name + metric result ID
Emissions Concentration Layers	Pollutant type + “_” + average time + “_” + rank + “_J” + Metric Result ID
Feature Layers	For example: <ul style="list-style-type: none">• USA Census Block groups• USA Census Tract Areas
Environmental Justice Layers	“Environmental Justice Layer”
Limited English Proficiency Layers	“Limited English Proficiency Layer”

3.7.4 Add Local Map

GIS files that are stored locally on the computer (as opposed to online on the web) can be displayed on the map. Accepted formats include .mpk, .tpk, .shp, .bmp, .png, .sid, .tif, and .txt.

In addition, a boundary file (.txt) can be imported and displayed on the map. Refer to Section 9.3.2.1 for information on the boundary file format.

To add local map files:

1. Click the *Add* button in the *Layers* ribbon group, then select *Add Local Map*.
2. Browse to the desired file, and click *Open*.
3. The newly added local layer is displayed on the map and added to the *Layers* manager.

3.7.5 Add Base Map Dialog

Base maps provide a background of geographical context for the study content you want to display on a map. The *Add Base Map* dialog displays available base maps (Figure 3-13). A new background layer can be selected in this dialog.

To access the Add Base Map dialog:

1. Click the *Add* button in the *Layers* ribbon group, then select *Add Base Map*.
2. Click on the desired base map.
3. Click *Add* to apply changes or *Cancel* to discard changes.
4. The newly added base map is added to the bottom of the layers list in the *By Z-Order* tab, *Layers* Manager.

Aviation Environmental Design Tool

User Manual: 3c

5. In the *ByZ-Order* tab, adjust the layer presentation order by using the *Move Up/Move Down* arrows in the *Layers* ribbon group in order to view the base map.



The base maps are loaded from an Esri internet service and require an active internet connection.



Figure 3-13 Add Base Map Dialog

3.7.6 Add Map Service Dialog

A new map service URL can be added in this dialog. A map service makes maps, features, and attribute data available to the web using Esri ArcGIS. Commonly, a map service is used to show business data on top of base map.

To access the Add Map Service dialog:

1. Click the *Add* button in the *Layers* ribbon group, then click *Add Map Service*.
2. Enter the URL for the desired map service.
3. Click *Add* to apply changes or *Cancel* to discard changes.
4. The newly added map service is added to the *Layers* manager.
5. In the *ByZ-Order* tab, adjust the layer presentation order by using the *Move Up/Move Down* arrows in the *Layers* ribbon group to view the map service.

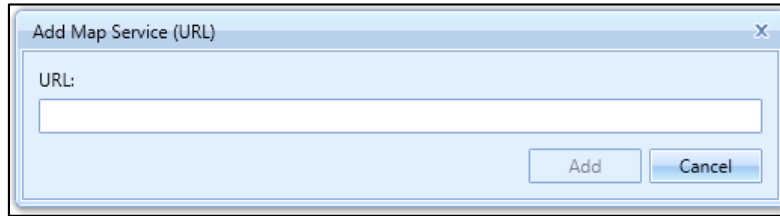



Figure 3-14 Add Map Service (URL) Dialog

3.7.7 High-Fidelity Weather Boundary

When using the RUC/RAP, GEOS, or NCAR high fidelity weather data, a rectangular boundary is required and is used to limit the area that will be processed with high fidelity weather data. A boundary is not required for MERRA-2 or WRF weather. For further information on high fidelity weather data, please refer to “Using Weather Data in AEDT” on the AEDT Support website, Downloads page.

 The high-fidelity weather boundary should be larger than the flight tracks being modelled, usually 100 nmi beyond the track. For departures and overflights, AEDT can take weather readings up to 100 nautical miles beyond the last point in the track definition. For approaches, weather readings could be taken up to 100 nautical miles before the first point in the track.

The high-fidelity weather boundary can be created, edited, and displayed on the map. To view the boundary on the map, click *Show* from the HiFi Wx Boundary ribbon group.

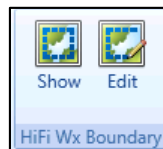


Figure 3-15 Ribbon Group – HiFi Wx Boundary

To add or edit the high-fidelity weather boundary:

1. From the *HiFi Wx Boundary* ribbon group, click *Edit*.
2. Click the *+* button to add a boundary coordinate row. Enter the latitude and longitude for the boundary point. A boundary requires at least three coordinate points and there is no maximum limit.
3. Click the *Up/Down Arrow* button to reorder the coordinate points.
4. Click the *X* button to delete the selected row.
5. Click the *Clear all* button to clear all rows.
6. Click *OK* to apply changes or *Cancel* to discard changes.

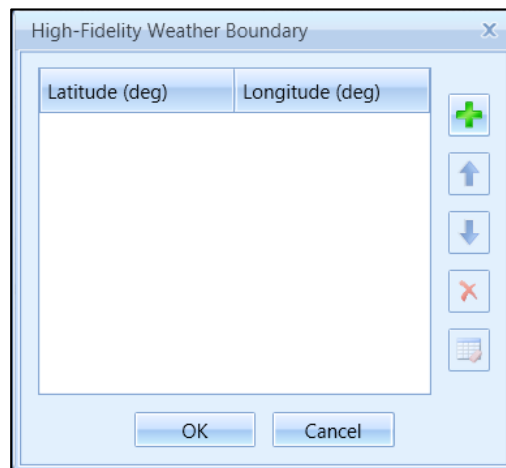


Figure 3-16 High-Fidelity Weather Boundary Dialog

3.7.8 Layer Properties Dialog

The *Layer Properties* dialog lists available properties for the selected layer. The layer name, layer opacity, and colors can be changed in this dialog.



- Color properties can only be changed for the following layer types – noise contour, noise exposure, pollutant concentration, concentration contour, high fidelity weather boundary, and imported local layers.
- The *Show labels* option is only available for noise contour and concentration contour layers.

To access the Layer Properties dialog:

1. Select a desired layer in *Layers* manager.
2. Click the *Properties* button in the *Layers* ribbon group.
3. In the *Layer Properties* dialog, click *General* to enter a name.
 - Enter a new name in the *Layer Name* field.

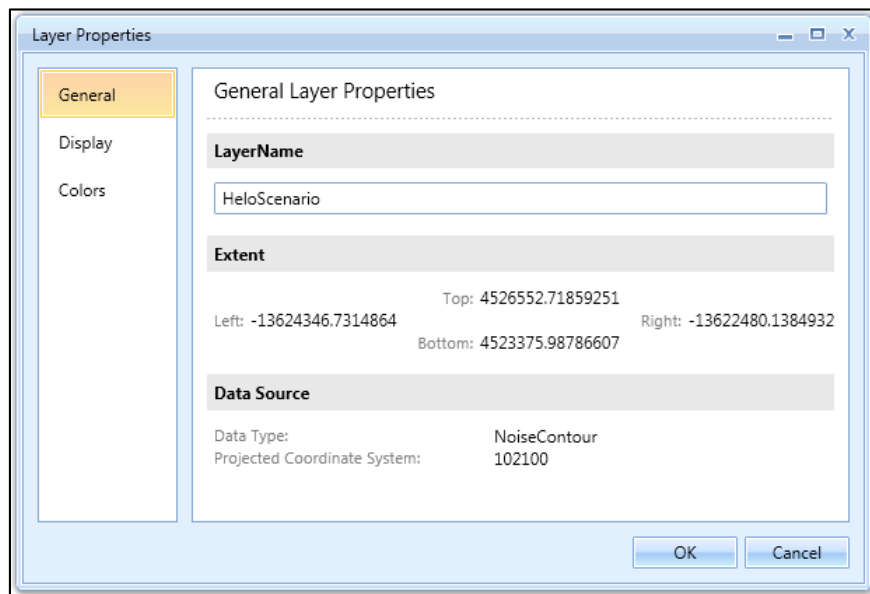


Figure 3-17 Layer Properties Dialog – General

4. Click *Display* to change opacity and show or hide labels (Figure 3-18).
 - Use the slider to change the opacity setting.
 - Check the *Show labels* checkbox to display contour dB labels on the map.
5. Click *Colors* to change color settings.

For noise exposure layers and pollutant concentration layers (Figure 3-19):

 - *Threshold*: Enter the desired dB value for each threshold where the lower boundary is excluded and the upper boundary is included, i.e. $55 < [\text{purple}] \leq 60$.
 - *Color*: Click to select the desired color for the threshold level.
 - *Thickness*: Specify the desired line thickness for the threshold level.
 - *+* button: Click to insert a new threshold level before the current level.
 - *X* button: Click to remove the current threshold level.
 - *Reset*: Click to reset colors and threshold values to default values.

For noise contour layers and concentration contour layers (Figure 3-20):

 - *Value*: Enter or select desired value for each threshold.
 - *Fill Color*: Click to select the desired fill color for the threshold level.
 - *Line Color*: Click to select the desired line color for the threshold level.
 - *Line Thickness*: Specify the desired line thickness for the threshold level.
 - *X* button: Click to remove the current threshold level.
 - *Up/Down* button: Click to move the current level up or down.
 - *Reset*: Click to reset colors and threshold values to default values.
 - *+* button: Click to add a new level.
6. Click *OK* to apply changes or *Cancel* to discard changes.

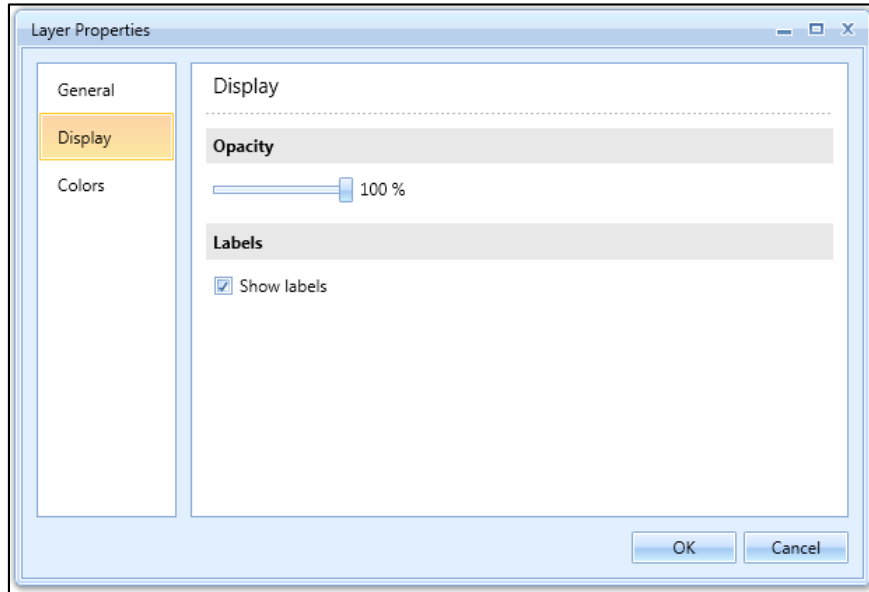


Figure 3-18 Layer Properties Dialog – Display

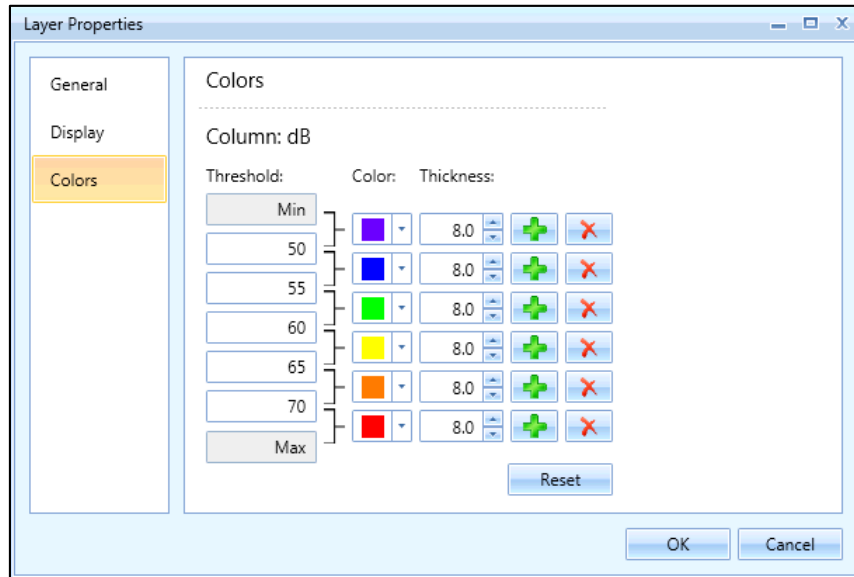


Figure 3-19 Noise Exposure Layer Properties Dialog – Colors

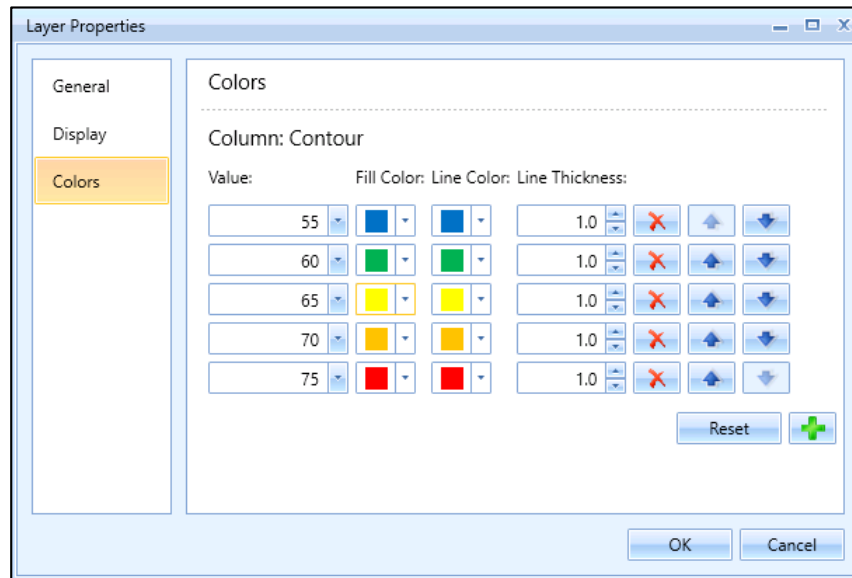


Figure 3-20 Contour Layer Properties Dialog – Colors

3.7.9 Attributes Pane

The *Attributes* pane lists available properties/data associated with any selected layer (Figure 3-21). It is displayed below the map. A tab for each layer will be shown when viewing attributes for multiple layers. Click on a row in the *Attributes* pane to highlight the corresponding object on the map. See Appendix B for detailed information about each field.

To access the Attributes Pane:

1. Select a desired layer in *Layers* manager.
2. Click the *Attributes* button in the Ribbon bar.



The *Attributes* pane can also be accessed by right-clicking on a desired layer in the *Layers* manager.

To export the data in *Attributes* pane content to save for later use, select the desired *Attributes* tab, and click *Open in Excel* in the *Layers* ribbon group. The exported data will open in Microsoft Excel (if installed) or in a CSV text file.

To close the *Attributes* pane, click the X in the top right corner of the pane.

The screenshot shows the 'Attributes' pane with a table of track data. The table has columns for Track Name, Aircraft Type, Airport, Runway End, Operation Type, Track Type, Subtrack ID, Subtrack Num, and PCT Dispersion. The data rows are A1, A2, A3, A4, and D1, all from SAN FRANCISCO INTL.

Track Name	Aircraft Type	Airport	Runway End	Operation Type	Track Type	Subtrack ID	Subtrack Num	PCT Dispersion
A1	FixedWing	SAN FRANCISCO INTL	28L	Approach	V	12	0	100
A2	FixedWing	SAN FRANCISCO INTL	19R	Approach	V	11	0	100
A3	FixedWing	SAN FRANCISCO INTL	10R	Approach	V	8	0	100
A4	FixedWing	SAN FRANCISCO INTL	01R	Approach	V	3	0	100
D1	FixedWing	SAN FRANCISCO INTL	10R	Departure	V	9	0	100

14 of 14 item(s) shown. 0 item(s) selected.

Figure 3-21 Attributes Pane

3.7.10 Identify Tool and Identify Pane

The *Identify* pane displays the attributes of the map feature that was selected using the *Identify* tool. The top portion of the pane lists each feature that has been identified. Multiple layers will be listed if features were identified from more than one layer. The bottom portion of the pane lists the attributes specific to the feature that is selected at the top of the pane.

To identify map features:

1. Click the *Identify* tool in the *Layers* ribbon group.
 - The *Identify* pane is displayed below the *Layers* manager.
 - The mouse pointer is displayed as an arrow with a question mark on the map.
2. Click on the desired map feature.
3. The *Identify* pane displays the attributes of the identified feature.

The screenshot shows the 'Identify' pane with a tree view of layers: HeloScenario, DNL, and SFO - Runways. The 'SFO - Runways' layer is expanded, showing a selected feature with ID 2000002. Below the tree view, the location is 37.621487 -122.376440 and it is identified as 2 features. A table below shows the attributes for the selected feature.

Field	Value
Type	Runway
Name	10L-28R
Runway End 1 Name	10L
Runway End 2 Name	28R

Figure 3-22 Identify Pane

3.8 Status Bar

The status bar on the bottom of the application provides the following features:

- Study Name: The name of the active study and the SQL Server instance (e.g. STUDY_NAME @ SQL_SERVER_INSTANCE_NAME) are displayed.
- Accelerated display warning: A warning is displayed if accelerated display is disabled.
- Progress bar: Displays percentage of processing completion when an active task is in progress.
- View tasks button: This button is displayed next to the Progress bar when an active task is in progress. Click to view the *Study* tab, *Tasks* page.
- WKID: The well-known ID of the currently selected projected and geographic coordinate system. In AEDT, the WKID (projection) is fixed to 102100, WGS84 Web Mercator projection.
- Latitude and longitude: Displays the current location of the mouse cursor when on the map display.
- Reports view button: Click to view reports.
- Map view button: Click to view the map.

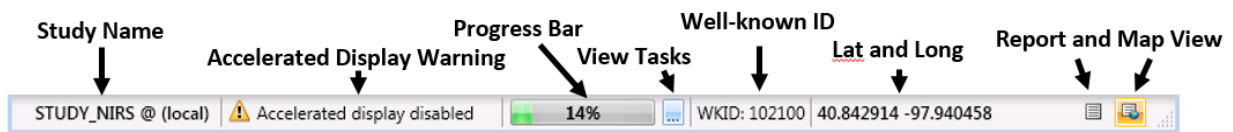


Figure 3-23 Status Bar

4 Study Tab

The *Study* tab provides access to studies and contains options and settings that are applied at the study level. See the sections below for detailed information on these features.

4.1 Open Study

To open a study, click the *Study* tab and click *Open* to display the *Open Study* dialog (Figure 4-1). For information on converting a study from INM or EDMS, see Appendix C. For information on using the ASIF Importer command-line tool, see Appendix D.

4.1.1 Samples Studies

The following study databases are included in AEDT:

- STUDY_NIRS: Sample study generated from the Noise Integrated Routing System (NIRS). This Chicago-area regional study was developed in 1995 and reflects the runway configuration at that time.
- STUDY_INM: Sample study generated from the Integrated Noise Model (INM) 7.0. This study is based on the San Francisco airport, but the tracks and flights do not necessarily represent real operations.
- STUDY_IFSET: This study contains great circle runway-to-runway operations between 19 airports covering the full range of stage lengths across the full set of Aircraft Noise and Performance (ANP) modeled aircraft. Note that this study includes intentionally failing operations intended as a negative test. The included metric results focus on fuel consumption and emissions at the segment-level.
- STUDY_DULLES: Sample study generated from the Emissions and Dispersion Modeling System (EDMS). This study is based on the Washington Dulles airport, and it contains schedule-based operations (i.e. specific operation date and time).
- STUDY_PVD: Sample study generated from EDMS. This study is based on the T.F. Green (KPVD) airport, and it contains operations using operational profiles.
- STUDY_WXYZ: Sample 14 CFR Part 150 noise study around a generic airport named WXYZ.

All AEDT functionality can be explored using any study as long as data requirements are met. The sample studies contain different data sets and highlight different features of AEDT. Table 4-1 lists the AEDT features that are best demonstrated by each sample study.

Table 4-1 – Study Feature Matrix

Study Name	STUDY _NIRS	STUDY _INM	STUDY _IFSET	STUDY _DULLES	STUDY _PVD	STUDY _WXYZ
Metric Results Definition	✓	✓	✓	✓	✓	✓
Emissions Dispersion Metric	✓	✓		✓	✓	
Dynamic Grid		✓				✓
Airport Layout Design				✓	✓	
Airport Layout Design – Operating Configuration				✓	✓	
Impact Report	✓					
Population Exposure Report		✓				
Great Circle Runway to Runway			✓			

4.1.2 Open Study



A study that is currently loaded will display (*Loaded*) next to the study name.

To open a study from the selected SQL Server instance:

1. Click on the name of the desired study.
2. Click *Open* to load the study.

To open a study from a different SQL Server instance:

1. Enter the name of the desired SQL Server instance in the *Select database server* field.
2. Click *Connect*. The list of available studies will update.
3. Click on the name of the desired study.
4. Click *Open* to load the study.

To change the SQL Server login credentials:

1. Click the *Credentials* arrow button.
2. Select the desired authentication mode from the *Authentication* drop-down menu options:
 - *Windows Authentication*: The *User name* is pre-populated.
 - *SQL Server Authentication*: Enter the *User name* and *Password*.

To filter the study list by study name:

1. In the *Filter by study name* text box, enter a key word to filter the available studies.
2. The study list is updated to show all studies whose name contains the key word.

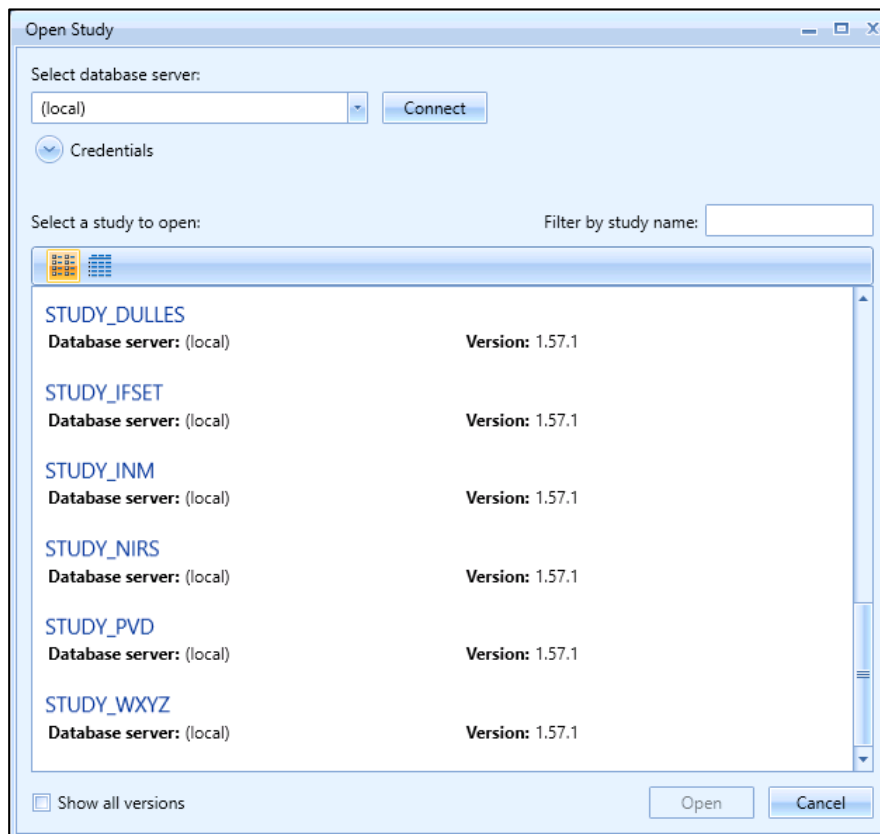


Figure 4-1 Open Study Dialog

4.1.3 Upgrade Study

AEDT 3c supports upgrading studies from database version 1.43.1 up through and including one version prior to the current version.

Show all versions checkbox: Check this option to display all the AEDT studies on the selected SQL Server instance, including studies whose database version is older than the current study database version. Only the studies that can be upgraded to the current database version are enabled for selection. Older studies that cannot be upgraded are disabled and cannot be selected.

For more information on changes from the previous version of AEDT, see the release notes. For more information on changes to available equipment, see the fleet release notes. For more information on databases specific changes, see the Airport and Fleet database description documents (Airport_DDD.pdf and Fleet_DDD.pdf) in the AEDT Documents folder (e.g., *C:\Program Files\FAA\AEDT\Documents*).

To upgrade an older version of a study:

1. Check the *Show all versions* checkbox. All AEDT studies on the selected SQL Server instance are displayed.
2. Click on the name of the desired study.
3. Click *Open*.

4. In the *Open Study* confirmation dialog (Figure 4-2), select an option:
 - *Backup study and upgrade*: creates a backup copy of the existing version of the study before upgrading. A backup file is saved in the *Backups* directory under the AEDT data folder (e.g., *C:\AEDT\Backups\Studies*).
 - *Upgrade without backup*: upgrades the study without creating a backup copy.
 - *Cancel*: closes the dialog without upgrading the study.



It is strongly recommended to select the “*Backup study and upgrade*” option to preserve a copy of the existing study database before upgrading. If the upgrade process fails, the study database could be corrupted and can only be restored from a backup file.

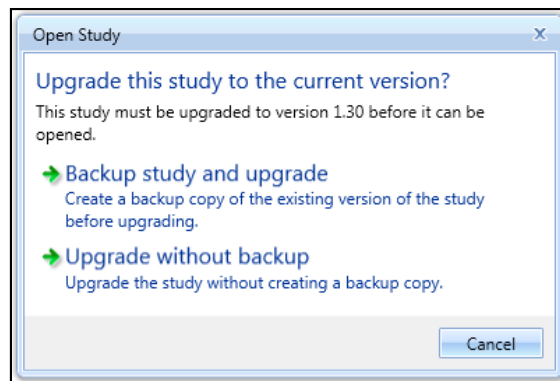


Figure 4-2 Upgrade Study Dialog

5. When the upgrade process is complete, the upgraded study is opened and the *Metric Results* tab is displayed.
6. Repeat the upgrade process for other studies as necessary.



After upgrading a user-defined study, reset and re-run the existing metric results in the study.

4.2 Migrate Study Databases

The supported Microsoft SQL Server version for AEDT 3c is Microsoft SQL Server 2012 and SQL Server 2017. For information on upgrading Microsoft SQL Server from 2012 to 2017, see Section 3.2 in the AEDT Installation Manual.

When upgrading the Microsoft SQL Server from 2012 to 2017, the AEDT study databases must be migrated to the new SQL server instance, follow the instructions in Section 4.2.1.

4.2.1 Migrate Studies

The *Migrate Studies* feature in AEDT can be used to copy the AEDT study databases in a 2008 R2 instance to a 2012 instance. AEDT study databases in the 2008 R2 instance are not removed or replaced

after migration. After successfully migrating a study, open the study to upgrade to the latest AEDT study version.

To migrate studies from a SQL Server 2012 instance to a 2017 instance:

1. From the left-pane, enter the SQL Server 2012 instance and click the *Connect* button.
 - All AEDT studies on the selected SQL Server 2012 instance are displayed.
2. From the right-pane, enter the SQL Server 2017 instance and click the *Connect* button.
 - All AEDT studies on the selected SQL Server 2017 instance are displayed.
3. From the left-pane, select the studies that to migrate by clicking on it.
 - More than one study can be selected.
 - Use the *Select All/Deselect All* buttons to select all/deselect all the studies in the left-pane.
 - Conflicts (i.e. identical study names) will be displayed in red.
4. Click the *Migrate* button.
 - *Status of Migration*: The total progress of the migration is displayed, along with the backup and restoration status of each study being migrated.
 - The *Migrate Studies* dialog becomes disabled during the migration, except for the *Cancel* button.
 - When the migration is complete, the study will appear in the SQL Server 2017 migrated list; and the study name in the SQL Server 2012 list will be changed to red.
5. When the migration has completed, the *Status of Migration* will indicate that the *Migration of all databases completed successfully*. Click the X in the top right corner to close the window.
6. From the *Study* menu, click *Open* and upgrade the study according to Section 4.1.3.

Click the *Cancel* button cancel migration at any time.

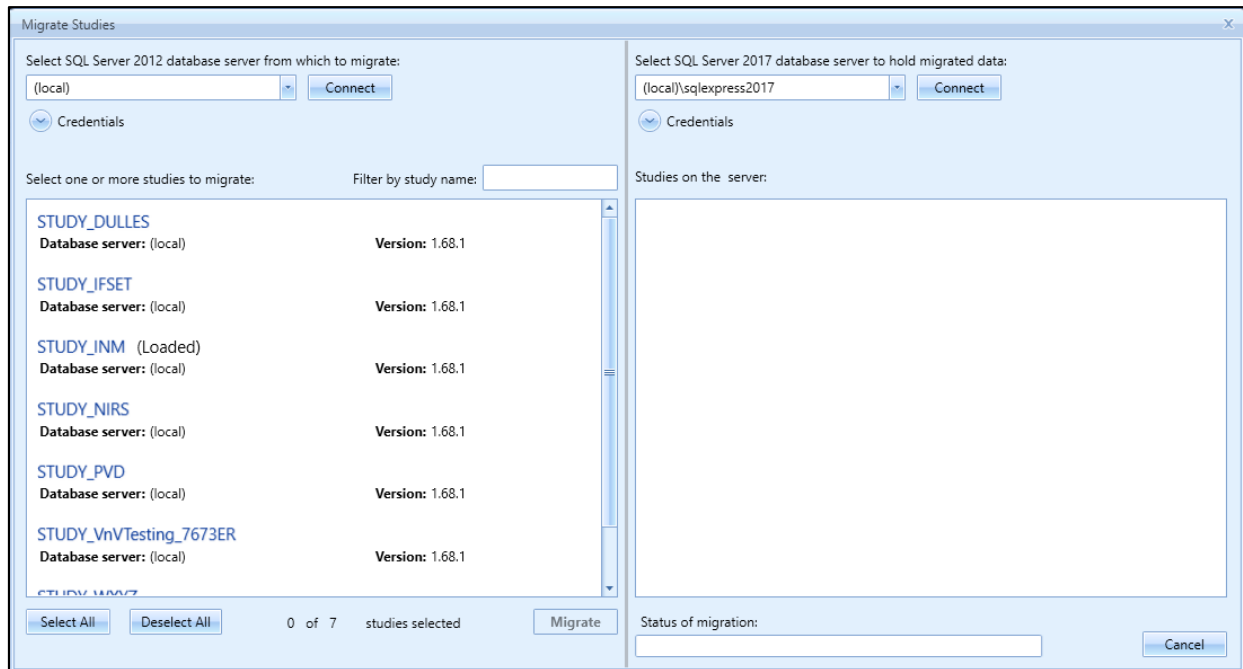


Figure 4-3 Migrate Studies Dialog

4.2.2 Conflict During Migration

If the database being migrated already exists in the SQL Server 2017 instance (i.e. study name is identical), the user can choose which action to take for each study that has a conflict or choose to apply the same action to all conflicts.

The user can choose to:

1. *Migrate and Replace*: overwrite the database that exists in the SQL Server 2017 instance;
2. *Don't Migrate*: do not migrate the database in the SQL Server 2012 instance; or
3. *Migrate and Rename*: Migrate the database and rename it with a suffix so it does not conflict with any existing database in the SQL Server 2017 instance.

If there is more than one conflict, use the *Do this for all conflicts* checkbox to apply the same action to all conflicts.

Click the *Cancel* button to stop migrating the rest of the selected studies.

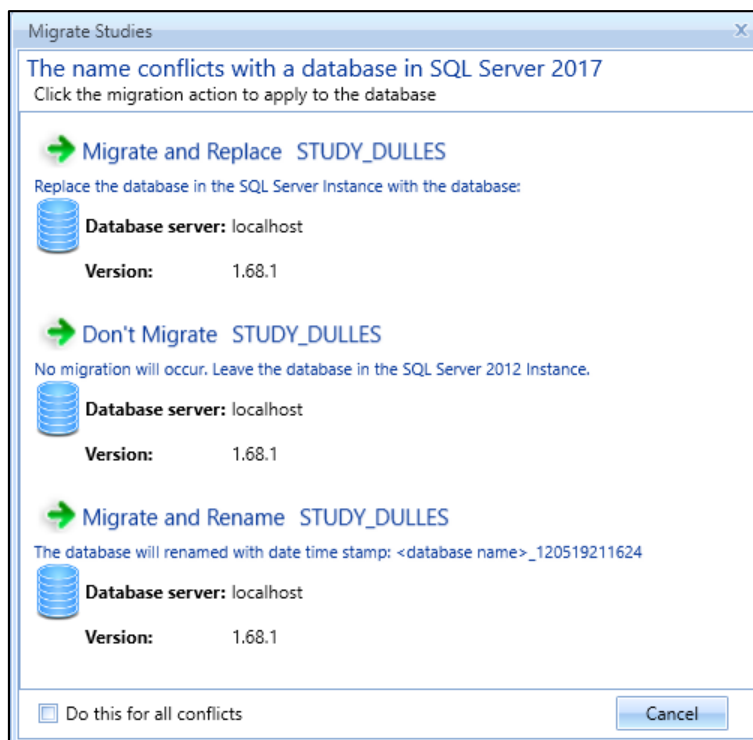


Figure 4-4 Migrate Studies Dialog – Name Conflict

4.3 Import Study

To import a full-study from ASIF, or legacy tools EDMS and INM into AEDT, click the *Study* tab and click *Import* to display the *Import Study* dialog.



Not all EDMS and INM studies can be automatically imported into AEDT. Some EDMS/INM studies may require manual editing of the ASIF file and/or editing of the EDMS/INM study.

1. Select *ASIF*, *EDMS* or *INM* from the drop-down menu.
 - When *ASIF* is selected:
 - Click the *Browse* button, navigate to the ASIF file and select *Open*.
 - When *EDMS* is selected:
 - Click the *Browse* button, navigate to the EDMS study file and select *Open*.
 - Specifying the *Ops schedule folder* or the *Alternate equipment map file* is optional. If desired, check the appropriate checkbox and click the *Browse* button to navigate to the directory.
 - When *INM* is selected:
 - Click the *Browse* button, navigate to the INM study directory and select *Open*.
2. Click *Next*.
3. The *Review study content* step displays validation errors if any.
 - The *ASIF Raw* tab displays a summary view of the study.
 - The *Details* tab displays a detailed view of the study content, organized by categories.
4. Click *Next*.
5. The *Review data conflicts* step displays any conflicts between study airport data and AEDT airport data.
 - If no data conflicts are present, AEDT displays “*No data conflicts eligible for revision were found*”.
 - If data conflicts are present, review the conflicts reported under *Airport Data Conflicts*. AEDT lists each element in conflict along with the study value and the system value. Select the appropriate option under *Airport Import Resolution* to proceed:
 - *Import file as is*: When selected, the airport data will be imported as defined.
 - *Override mismatched airport data in file with AEDT system data*: When selected, the AEDT system airport data will be used in place of the defined airport data.
 - Click *Next*.
6. In the *Complete study import* step, enter a unique *study name* or accept the default name.
 - Enter a description in the *Study description* if desired.
7. Enter the name of the desired SQL Server instance in the *Select database server* field.
 - To change the SQL Server login credentials:
 - a. Click the *Credentials* arrow button.
 - b. Select desired authentication mode from the *Authentication* drop-down menu.
 - *Windows Authentication*: The *User name* is pre-populated.
 - *SQL Server Authentication*: Enter the *User name* and *Password*.
 - c. Click *Test Connection* to verify that the connection to the database is successful.
8. Click *Create* to import the study.
9. When the import is complete, the imported study is opened and the *Metric Results* tab is displayed.



Once imported, update the grid receptor origin according to Section 9.3 to match the grid definition in the legacy tool.

Sample ASIF

A set of sample ASIFs are located in the *Examples* directory under the AEDT installation folder (e.g., *C:\Program Files\FAA\AEDT\Examples*).

- asif_emissions_study.xml – contains sample emissions study data similar to STUDY_PVD.
- asif_sensor_path_study.xml – contains sample runway to runway operations using sensor path tracks.
- asif_small.xml – contains study data similar to STUDY_NIRS.

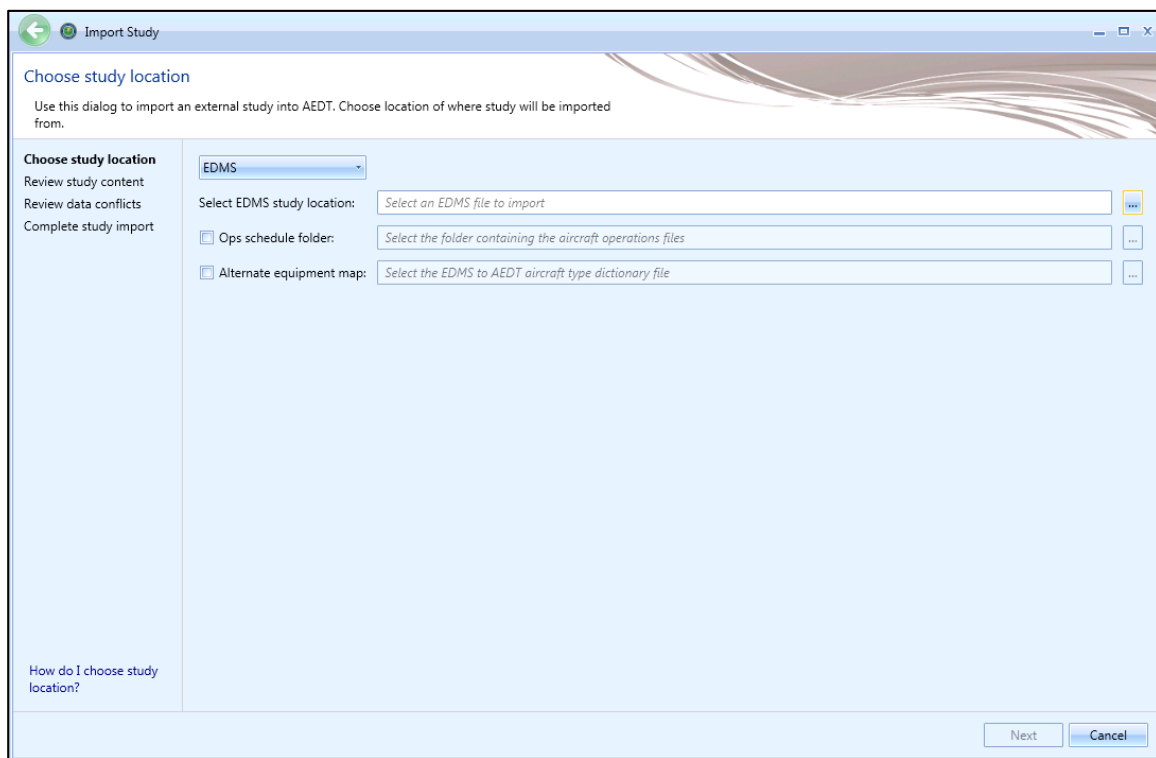


Figure 4-5 Import Study Dialog

4.4 Import Partial ASIF

AEDT supports importing a partial ASIF that contains individual components of a study. See the AEDT Supplemental Manual: ASIF Reference for more information.

A set of sample partial ASIF is located in the *Examples* directory under the AEDT installation folder (e.g.,

C:\Program Files\FAA\AEDT\Examples). These files can be imported into an existing study. The files are designed to be used with the study that is created by importing asif_small.xml.

- PartialASIF_airportLayoutSet.xml – contains airport layout data.
- PartialASIF_annualization.xml – contains annualization data. When importing this file, select “1 - Baseline_1990” as the existing scenario.
- PartialASIF_boundary.xml – contains high-fidelity weather boundary.
- PartialASIF_operationalProfileSet.xml – contains quarter hourly, daily, and monthly operational profiles data.
- PartialASIF_receptorSets.xml – contains receptor set data.
- PartialASIF_runup.xml – contains runup operations data.
- PartialASIF_scenario.xml – contains scenario data.
- PartialASIF_stationarySourceSet.xml – contains user-defined stationary source (non-aircraft equipment) data.
- PartialASIF_userGroundSupportEquipmentSet.xml – contains user-defined ground support equipment data.

To import a partial ASIF:

1. Click the *Study* tab then click *Partial Import* to display the *Import Partial ASIF* dialog.
2. Click the *Browse* button, navigate to the appropriate file (.xml) and select *Open*.
3. The content of the selected ASIF is displayed.
4. Click *Open* to import the selected file.



AEDT validates the ASIF once the file is selected. An error message will be displayed if it fails to validate.

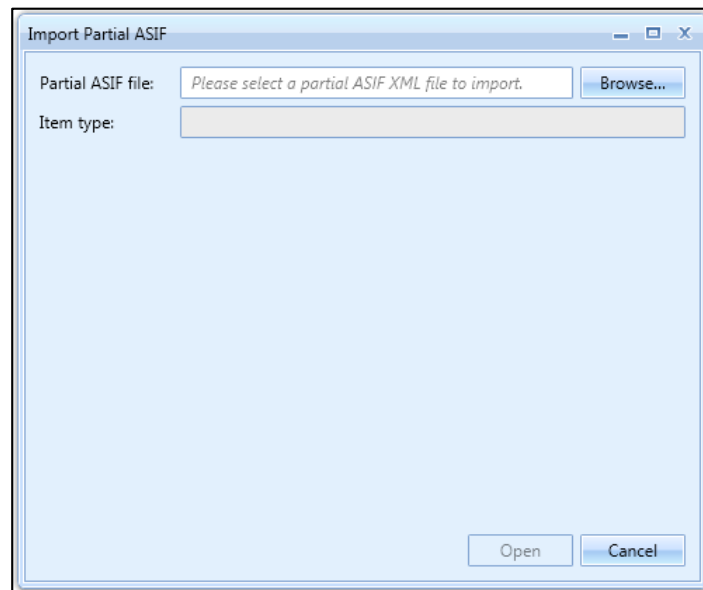


Figure 4-6 Import Partial ASIF Dialog

4.5 Create New Study

To create a new study:

1. Click the *Study* tab then click *New* to display the *Create New Study* dialog.
2. Enter a study name. Study description is optional.
3. Enter the name of the desired SQL Server instance in the *Select database server* field.
 - To change the SQL Server login credentials:
 - a. Click the *Credentials* arrow button.
 - b. Select desired authentication mode from the *Authentication* drop-down menu.
 - *Windows Authentication*: The *User name* is pre-populated.
 - *SQL Server Authentication*: Enter the *User name* and *Password*.
 - c. Click *Test Connection* to verify that the connection to the database is successful.
4. Click *New* to create a new study.



Study name must be at least five characters long and must not contain periods (.) or spaces.

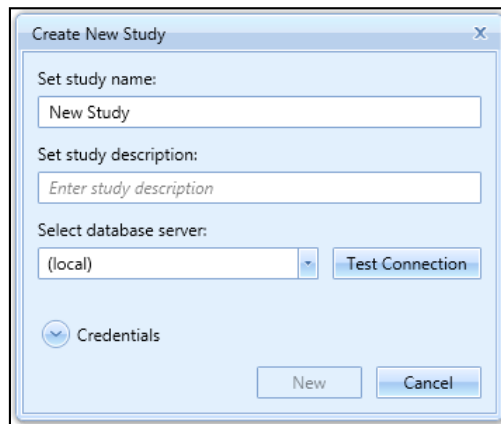


Figure 4-7 Create New Study Dialog

4.6 Delete Study



A study that is currently loaded will display (*Loaded*) next to the study name.



After deleting a study, delete the the corresponding study output folder (e.g., `C:\AEDT\DATA\[User name]\[Study name]@[SQL Server Instance Name]\Output_Files`).

Studies can be deleted from the current SQL Server instance or from a difference SQL Server instance. SQL Server login credentials can also be changed in this dialog. To access these options, open the *Delete Study* dialog.

Aviation Environmental Design Tool

User Manual: 3c

To open the Delete Study dialog:

1. Click on the *Study* tab.
2. Click *Delete* to display the *Delete Study* dialog.

To delete a study from the selected SQL Server instance:

1. Click on the name of the desired study.
2. Click *Delete* to delete the study.

To delete a study from a different SQL Server instance:

1. Enter the name of the desired SQL Server instance in the *Select database server* field.
2. Click *Connect*. The list of available studies will update to display the available studies on the selected SQL Server instance.
3. Click on the name of the desired study.
4. Click *Delete* to delete the study from the selected SQL server instance.

To change the SQL Server login credentials:

1. Click the *Credentials* arrow button.
2. Select the desired authentication mode from the *Authentication* drop-down menu options:
 - *Windows Authentication*: The *User name* is pre-populated.
 - *SQL Server Authentication*: Enter the *User name* and *Password*.

To filter the study list by study name:

1. In the *Filter by study name* text box, enter a key word to filter the available studies.
2. The study list is updated to show all studies whose name contains the key word.

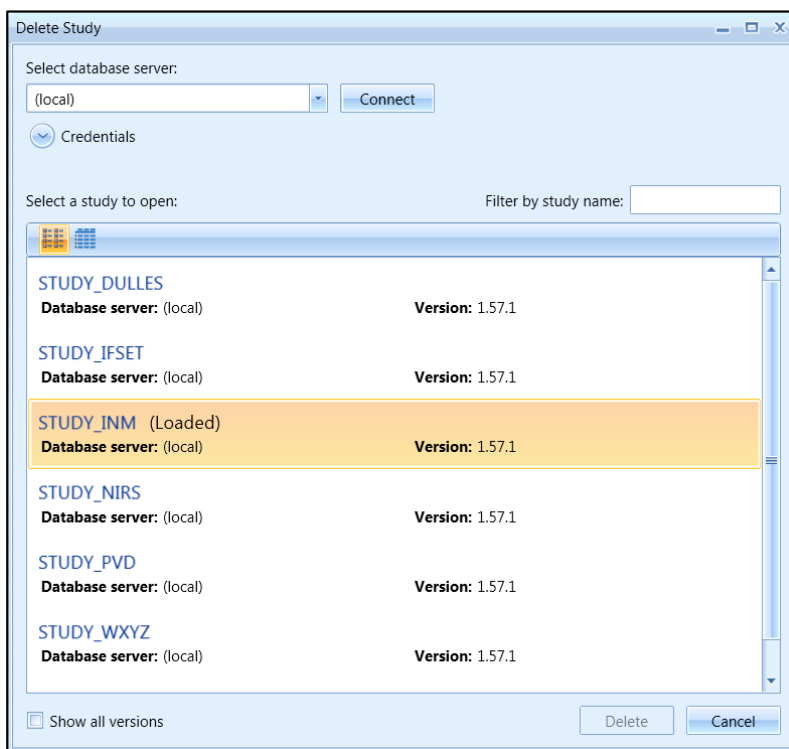


Figure 4-8 Delete Study Dialog

4.7 Close Study

To close the currently open study, click the *Study* tab then click *Close*.

4.8 Open Recent Studies

To open a recent study:

1. Click the *Study* tab then click *Recent* to display a list of recently loaded studies.
2. Select a desired study.
3. Click *Open*.

Show all versions checkbox: Check this option to display all the AEDT studies on the selected SQL Server instance, including studies whose version is older than the current study version. Only the studies that can be upgraded to the current version are enabled for selection. Older studies that cannot be upgraded are disabled and cannot be selected.

See Section 4.1.3 on upgrading older versions of study.

4.9 View Task Progress

To view task details, click the *Study* tab then click *Tasks*. The *Tasks* page displays a list of completed and/or active tasks in the current AEDT session. Details provided in this page include the task name, study name, status, task progress, start time, run time, and end time. For a currently active task, the task progress column presents the estimated completion percentage.

To perform an action on a task:

- Click *Stop Task* to cancel the processing of the selected task. This button will only be enabled for tasks that can be cancelled.
- Click *Remove Task* to delete the record of the selected task from the list. A task must have completed processing or stopped before the record can be removed.
- Click *Remove All* to clear all records of completed or stopped tasks. Any records for actively processing tasks will remain.

To run all metric result definitions:

Click the *Run All Metric Results* button to run all of the metric result definitions in the current study. Metric results can also be run from the *Metric Results* tab (Section 5).




4.10 View AEDT Log

To view system status and logged information, click on the *Study* tab and click *Log*.

AEDT Log

The message pane displays the system status and messages, timestamp, and the originating AEDT module name. There are three different log levels as described in Table 4-2:

Table 4-2 – Message Pane Log Levels

	Information
	Warning: minor (non-critical) issues/events
	Error: a critical error or problem

The information shown in the message pane is also written to the *aedt.log* file in the *Logs* directory under the AEDT data folder (e.g., *C:\AEDT\Logs*). A new AEDT log file (*aedt.log*) is created when the AEDT application is started. Existing log files are renamed in ascending numerical order, such as *aedt.1.log*. Up to ten log files are saved, older log files are automatically deleted.

- Click *Clear Messages* to clear all messages from the message pane
- Click *Open AEDT Log File* to open the AEDT log file (*aedt.log*).
- Click *Open Log Folder* to open the AEDT logs folder.

Study Run Log

Study-specific logs and processing files are saved to the study output folder (e.g., *C:\AEDT\DATA\[User name]\[Study name]@[SQL Server Instance Name]\Output_Files*). A new StudyRunLog.txt is created when a metric result is run. Existing StudyRunLog.txt files are renamed by appending timestamp at the end of the file name.

- Click *Open Study Run Log* to open the Study Run log file (StudyRunLog.txt).
- Click *Open Study Output Folder* to open the study output folder of the currently open study.

4.11 Preferences

To view and change application/study settings, click on the *Study* tab then click *Preferences*. The Preferences are organized by category – all studies preferences, current study preferences, and activated feature preferences. See Appendix B for detailed information about each field.

4.11.1 All Studies Preferences

The All Studies Preference settings are application-wide and applies to all studies.

4.11.1.1 Feature Activation

The Feature Activation preferences are system-wide settings used to activate special features that require a unique identifier and hash key. In order to acquire the identifier and hash key to unlock the desired features, coordinate with the FAA Office of Environment and Energy (AEE) AEDT program managers:

Joseph DiPardo	(202) 267-4746
Mohammed Majeed	(202) 267-3703

Time audible metrics (Section 4.11.3.1) can be activated with FAA approval in this screen. When requesting access to time audible metrics for processing with ambient and spectral data, provide the following files to the FAA, see Appendix E.2 for more information:

- Three-digit Ambient Map: A text grid file that assigns a number, often representing the A-weighted ambient sound level, to study area grid points.
- Ambient Spectral Data File: A text file which correlates unique spectra to the ambient sound levels specified in the ambient map.

To activate special features:

1. In the *Identifier* field, enter the identifier provided by the FAA.
2. In the *Feature HashKey* field, enter the FAA provided hash key that unlocks specific advanced features in AEDT.
3. Click *Save* to apply changes or *Cancel* to discard changes. Click *Reset* to change to default settings.
4. The *Activated Features* field will display the features that have been activated by the identifier and hash key.

Once the special features have been activated, corresponding preferences will be available in the *Study* tab, *Preferences* list.

4.11.1.2 Database

The Database preferences are system-wide settings that apply to all studies. See Appendix B.1 for a description of each setting or click on a row to view the description of the setting on the bottom of the screen.

To edit the settings for the Database:

1. Click on the *Study* tab then click *Preferences, Database*.
2. Edit the desired settings.
3. Click *Save* to apply changes or *Cancel* to discard changes. Click *Reset* to change to default settings.

4.11.1.3 Detailed Grid

The Detailed Grid preferences are system-wide settings that apply to all studies. See Appendix B.1 for a description of each setting or click on a row to view the description of the setting on the bottom of the screen.

To edit the settings for detailed grid:

1. Click on the *Study* tab then click *Preferences, Detailed Grid*.
2. Edit the desired settings.
3. Click *Save* to apply changes or *Cancel* to discard changes. Click *Reset* to change to default settings.

4.11.1.4 Distributed Processing

Click the *Configure* button to open the *TmService Manager* dialog. This dialog is used to identify remote machines for distributed processing. AEDT uses distributed computing to provide the ability to run metric results across a number of remote servers to reduce processing time. This is optional and is recommended when running large studies.

Please refer to Appendix F for more details on using this dialog.

4.11.1.5 Dynamic Grid

The Dynamic Grid preferences are system-wide settings that apply to all studies. See Appendix B.1 for a description of each setting or click on a row to view the description of the setting on the bottom of the screen.

To edit the settings for the Dynamic Grid:

1. Click on the *Study* tab then click *Preferences, Dynamic Grid*.
2. Edit the desired settings.
3. Click *Save* to apply changes or *Cancel* to discard changes. Click *Reset* to change to default settings.

4.11.1.6 Logging

The Logging preferences is only applied to the current session, and is not saved when AEDT is restarted.

Logging Level

The logging level affects the level of messages that gets written to the *aedt.log*. The available log levels are described in Table 4-3 by decreasing level of detail.

To change the logging level in the current session:

1. Click on the *Study* tab and click *Preferences, Logging*.
2. Select a desired logging level.
3. Click *Save* to apply changes or *Cancel* to discard changes. Click *Reset* to change to default settings.

Table 4-3 – AEDT Log File Log Level

Log Level	Description
All	All messages
Debug	Detailed informational messages as well as messages from the info, warn, error and fatal levels
Info	Informational messages as well as messages from the warning, error, and fatal levels. Default logging level.
Warn	Minor non-critical messages as well as messages from the error and fatal levels
Error	Errors that do not cause the application to shut down as well as messages from the fatal level
Fatal	Severe errors that cause the application to shut down
Off	No messages

Acoustics Diagnostics Reporting

The Acoustics Diagnostics Reporting feature is used to produce a detailed diagnostic log file for a noise metric result. This report can be used to trace all aspects of noise level computation and would allow for confirming results by hand calculation. The diagnostics log file is generated for each flight path segment and each receptor point combination, and saved in the *Logs* directory under the AEDT data folder (e.g., *C:\AEDT\Logs*). See 0 for the list of displayed data in the diagnostic log file.

The Acoustics Diagnostics Reporting feature differs from storing noise results at the detailed level (Section 5.2.4.1). The diagnostic log file includes detail on all the intermediate noise computations for each flight path segment and each receptor point combination, whereas the detailed noise results include a detailed description of the overall contribution each aircraft-specific flight path segment makes to the noise level at each receptor, but does not include details on the intermediate computations.



It is recommended to limit the number of operations and receptor points when using this feature. The total number of generated diagnostics files can quickly overwhelm the computer's disk space.

To enable or disable the acoustics diagnostics reporting in the current session:

1. Click on the *Study* tab and click *Preferences, Logging*.
2. Check or uncheck the *Enable Acoustics Diagnostics Reporting* checkbox to enable or disable the reporting.
3. Click *Save* to apply changes or *Cancel* to discard changes. Click *Reset* to change to default settings.

4.11.1.7 Map

The Map preferences are system-wide settings that apply to all studies.

To change the map zoom factor:

1. Click on the *Study* tab then click *Preferences, Map*.
2. Select a desired map zoom factor by using the left/right arrows or by dragging the slider.
3. Click *Save* to apply changes or *Cancel* to discard changes. Click *Reset* to change to default settings.

To display or hide the Layer Manager Opacity slider:

1. Click on the *Study* tab then click *Preferences, Map*.
2. Check or uncheck the *Show opacity slider in legend* box to show or hide the opacity slider.
3. Click *Save* to apply changes or *Cancel* to discard changes. Click *Reset* to change to default settings.

The opacity slider is displayed by default for each layer in the *Layers* manager.

4.11.1.8 Task Master

The Task Master preferences are system-wide settings that apply to all studies. See Appendix B.1 for a description of each setting or click on a row to view the description of the setting on the bottom of the screen.

To edit the settings for the Task Master:

1. Click on the *Study* tab then click *Preferences, Task Master*.
2. Edit the desired settings.
3. Click *Save* to apply changes or *Cancel* to discard changes. Click *Reset* to change to default settings.

4.11.1.9 User Interface

The User Interface preferences are system-wide settings that apply to all studies. See Appendix B.1 for a description of each setting or click on a row to view the description of the setting on the bottom of the screen.

To edit the settings for the User Interface:

1. Click on the *Study* tab then click *Preferences, User Interface*.
2. Edit the desired settings.
3. Click *Save* to apply changes or *Cancel* to discard changes. Click *Reset* to change to default settings.

4.11.2 Current Study Preferences

The Current Study Preference settings are study-level settings that are saved for each study.

4.11.2.1 BADA Family 4

The BADA Family 4 preferences are study-level settings that are saved for each study. See Appendix B.1 for a description of each setting or click on a row to view the description of the setting on the bottom of the screen.

To edit the settings for BADA Family 4:

1. Click on the *Study* tab then click *Preferences, BADA Family 4*.
2. Edit the desired settings.
3. Click *Save* to apply changes or *Cancel* to discard changes. Click *Reset* to change to default settings.

4.11.2.2 Emissions

The Emissions preferences are study-level settings that are saved for each study. See Appendix B.1 for a description of each setting or click on a row to view the description of the setting on the bottom of the screen.

To edit the settings for emissions:

1. Click on the *Study* tab then click *Preferences, Emissions*.
2. Edit the desired settings.
3. Click *Save* to apply changes or *Cancel* to discard changes. Click *Reset* to change to default settings.

4.11.2.3 Emissions Dispersion

The Emissions Dispersion preferences are study-level settings that are saved for each study. See Appendix B.1 for a description of each setting or click on a row to view the description of the setting on the bottom of the screen.

To edit the settings for emissions dispersion:

1. Click on the *Study* tab then click *Preferences, Emissions Dispersion*.
2. Edit the desired settings.
3. Click *Save* to apply changes or *Cancel* to discard changes. Click *Reset* to change to default settings.

4.11.2.4 Environmental Justice Model

The Environmental Justice Model preferences are study-level settings that are saved for each study. See Appendix B.1 for a description of each setting or click on a row to view the description of the setting on the bottom of the screen.

To edit the settings for the environmental justice model:

1. Click on the *Study* tab then click *Preferences, Environmental Justice Model*.
2. Edit the desired settings.
3. Click *Save* to apply changes or *Cancel* to discard changes. Click *Reset* to change to default settings.

4.11.2.5 Population Exposure Model

The Population Exposure Model preferences are study-level settings that are saved for each study. See Appendix B.1 for a description of each setting or click on a row to view the description of the setting on the bottom of the screen.

To edit the settings for a population exposure report:

1. Click on the *Study* tab then click *Preferences, Population Exposure Model*.
2. Edit desired settings.
3. Click *Save* to apply changes or *Cancel* to discard changes. Click *Reset* to change to default settings.

4.11.2.6 Study

The Study preferences are study-level settings that are saved for each study.

To edit the study preference settings:

1. Click on the *Study* tab then click *Preferences*.
2. Edit desired settings.
3. Click *Save* to apply changes or *Cancel* to discard changes. Click *Reset* to change to default settings.

Modeling Options

The following options are used as default settings in the *Define Metric Results* wizard, *Set Processing Options* step, see Section 5.2.4.

- *Check track angle*: When selected, AEDT discards operations on tracks with angles that exceed 90 degrees.
- *Use hard ground attenuation for helicopters and propeller aircraft*: By default, the lateral attenuation noise adjustment (i.e., all soft ground) is applied to all aircraft. When this checkbox is selected, the lateral attenuation noise adjustment is only applied to jet-engine aircraft and it is not applied to helicopters and propeller-driven aircraft.
- *Apply Delay & Sequencing Model*: The Delay & Sequencing Model (DSQM) is used to model profile-based operations (i.e., operations that are defined using operational profiles and do not have specific operation time); and to dynamically model taxi times of aircraft operations. In order to use DSQM, an operating configuration and taxi network must exist in the study airport, and aircraft operations must be assigned to a gate. When this option not selected, average taxi time for the airport layout is used.
- *Calculate aircraft engine startup emissions*: When selected, AEDT calculates the engine startup emissions for the aircraft operations in the metric results.
- *Calculate speciated organic gases*: When selected, each organic gas species will be evaluated in the emissions calculations.
- *Atmospheric absorption type*: When selected, AEDT includes the effects of atmospheric absorption on noise according to the selected option:
 - *Unadjusted (SAE-AIR-1845 atmosphere)*: When selected, noise data are unadjusted for study-specific atmospheric conditions according to “Procedure for the Calculation of Airplane Noise in the Vicinity of Airports”, SAE-AIR-1845, prepared by SAE Committee A-21, March 1986.
 - *SAE-ARP-866A*: noise data are adjusted for temperature and relative humidity values (study-specific airport conditions) according to the methods specified in “Standard Values of Atmospheric Absorption as a function of Temperature and Humidity”, SAE-ARP-866A, August 1964, revised March 1975.
 - *SAE-ARP-5534*: noise data are adjusted for temperature, relative humidity, and atmospheric pressure values (study-specific airport conditions) according to the methods specified in “Application of Pure-Tone Atmospheric Absorption Losses to One-Third Octave Band Data”, SAE-ARP-5534, prepared by SAE Committee A-21, August 2013. This is the current standard as of the date of this User Manual.

Annualization Options

The following settings are used as default values in the *Create Annualization* wizard, *Set Processing Options*, see Section 6.7.1.6.

- *Mixing height AFE (ft)*: Enter the altitude above field elevation in feet. This is used in the Emissions Report, Climb Below Mixing Height mode and Descend Below Mixing Height mode.
- *Noise altitude cutoff MSL (ft)*: Enter the altitude in feet MSL above which noise calculations are no longer processed. Note that the unit is in MSL, not AGL. To disable noise altitude cutoff, leave this option blank.
- *Use bank angle*: When selected, AEDT includes aircraft banking effects in noise calculations.

Date & Time Options

The following setting is used to set the default operation time in the *Create Aircraft/Non-Aircraft/Runup/Helitaxi Operations* wizard (see Section 6.2.1.6, Section 6.3.1.4, Section 6.4.1.3, Section 6.5.1.3).

- *Default operation time*: Enter or select the default operation time to be used in the *Create Operations* wizard.

Noise Contour Options

The following settings are used as default values in the *Contour Settings* dialog, see Section 5.7.1.

- *Default minimum*: Minimum contour level.
- *Default maximum*: Maximum contour level.
- *Default increment*: Contour level increment.



Units for dB-based metrics are in decibels. Units for time-based metrics are in minutes or in percent (%).

4.11.3 Activated Feature Preferences

Once the special features have been activated, corresponding preferences will be available in this list.

4.11.3.1 Time Audible Metric



The Time Audible Metric preferences are not displayed until this feature is activated. For information on how to activate features, see Section 4.11.1.1.

The Time Audible Metric preferences are study-level settings that are saved for each study. See Appendix B.1 for a description of each setting or click on a row to view the description of the setting on the bottom of the screen.



The time audible metrics are not available for selection in the *Define Metric Results* wizard until an identifier and hash key are obtained from FAA and added to the study in the *Study* tab, *Preferences, Time Audible Metric* section along with the relevant ambient data files. See Appendix E for more information.

To enable the time audible noise metrics in a study:

1. Click on the *Study* tab then click *Preferences, Time Audible Metric*.
2. In the *Identifier* field, enter the identifier provided by the FAA.
3. In the *Ambient Map* field, add the path to the ambient file (.txt).
4. In the *Spectral Data* field, add the path to the spectral data file (.txt).
5. In the *Feature HashKey* field, enter the FAA provided hash key generated from the identifier, ambient map file, and ambient spectral data file for use with the Time Audible metric.
6. Click *Save* to apply changes or *Cancel* to discard changes. Click *Reset* to change to default settings.

When the Time Audible Metric settings are correctly entered and saved, the following time audible noise metrics are displayed in the *Define Metric Results* wizard, *Choose Metrics* screen; and in the *Definitions* tab, *Metrics* pane:

- TAUD – Time Audible
- TAUDP – Time Audible Percent
- TAUDSC – Time Audible Statistical Compression
- TAUDPSC – Time Audible Percent Statistical Compression



When the time audible ambient file and spectral data file are specified in the *Study* tab, *Preferences* section, they will be used in all subsequent processing of time audible metric results. If different ambient or spectral data files are desired for different time audible metrics, confirm the appropriate files are specified before processing each time audible metric.

For more information on the time audible metrics, see Appendix E.

4.12 Study Maintenance

4.12.1 Delete Obsolete Results

Results are marked as obsolete when metric results are reset in the *Metric Results* tab (Section 5.4).

To delete obsolete results from the database:

1. Click on the *Study* tab then click *Study Maintenance*.
2. Click the *Delete Obsolete Results* button.

4.12.2 Generate Administrative File

A study can be shared by creating and sharing an administrative file. An administrative file package is a zip file that contains the following contents:

- A backup of the current study database (.bak file);
- AEDT log files (aedt.log);
- AmbientNoise_files.txt: lists all the files in the ambient folder directory (if specified).
- AEDT.exe.config: AEDT application configuration file;
- manifest.txt file: lists all the contents in the package;
- Study_Input_Report.txt;
- Terrain_files.txt: lists all the files in the terrain folder directory (if specified);

Aviation Environmental Design Tool

User Manual: 3c

- user_settings.json;
- Weather_files.txt: lists all the files in the high fidelity weather folder directory (if specified); and
- The study output folder contents including any StudyRunLog.txt files and dispersion metric results output folders.

To generate an administrative file:

1. Click on the *Study* tab then click *Study Maintenance*.
2. Click the *Generate Administrative File* button.
3. Save the zip file to a desired location.



If a study database is located on a remote SQL Server, the database backup file is not included in the administrative file.

4.12.3 Generate Study Report

The study report summarizes major data elements in the study.

To view the study report:

1. Click on the *Study* tab then click *Study Maintenance*.
2. Click *Generate Study Report*. The report is displayed in *Metric Results* tab, *Reports* view.
3. Click *Save as PDF*, then browse to a location to save the report as a PDF.
4. Click *Open in Text* to open the report in Notepad. Save the report to a desired location.

4.12.4 Generate User Defined Profile Validation Log

The user defined profile validation log checks that all the steps and step progressions for fixed-wing procedural profiles are valid and reports any errors along with relevant profile information.

To view the user defined profile validation log:

1. Click on the *Study* tab then click *Study Maintenance*.
2. Click *Generate User Defined Profile Validation Log*. The log is displayed in *Metric Results* tab, *Reports* view.
3. Click *Save as PDF*, then browse to a location to save the report as a PDF.
4. Click *Open in Text* to open the report in Notepad. Save the report to a desired location.

4.13 Help

To view version information, click on the *Study* tab then click *Help*. The following information is displayed:

- The version numbers for AEDT, Telerik, ArcGIS Runtime for WPF, and .NET Runtime.
- A link to the AEDT Support website – <http://aedt.faa.gov>.
- A link to the FAA's website – <http://www.faa.gov>.
- A list of libraries (DLLs) and their version numbers.
- An *Open user manual* link which opens a PDF of the AEDT User Manual.
- A *Contact support* link to the AEDT Support website.

4.14 Exit the AEDT Application

To exit the AEDT application:

- Click on the *Study* tab then click *Exit*; or
- Click the “X” at the top right corner of the application window.

5 Metric Results Tab

For AEDT purposes, answers to the questions posed for a particular study are referred to as Metric Results. While a host of supporting workflows can expose lower level details, the *Define Metric Results* workflow gives the analyst the highest level organization of data needed to answer questions of interest.

Each metric result is representative of a metric, receptor set (for noise and emissions dispersion), and annualization (which includes operations) combination. Metric results are listed in the left work area on the map tab (Section 5.1). Metric results are defined through the use of a wizard (Section 5.1.5). The metrics results tab allows for running metric results (Section 5.3), resetting and deleting metric results (Section 5.4), importing/combining/exporting metric results (Section 5.6), generating layers (Section 5.7), and generating reports (Section 5.8).

5.1 Metric Results Pane

Features available through the *Metric Results* pane are described in the following sections. See Appendix B for detailed information about each field.

5.1.1 Display Buttons

Use the buttons in the *Display* ribbon group to change the view.

- Click *Map* to view the map in the center work area and the *Layers* manager in the right work area. This is the default view for the *Metric Results* tab.
- Click *Reports* to view the Reports workspace and the Reports manager.



Figure 5-1 Metric Results Tab – Display Ribbon Group

5.1.2 Metric Results Pane







The *Metric Results* pane lists existing metric results in the study. This pane will be empty if there are no defined metric results. See Section 5.2 to define new metric results.

Metric Results							
Drag a column header and drop it here to group by that column							
ID	State	Metric	Type	Receptor Set	Annualization	Name	Description
1		DNL	Noise	HeloScenario_CONTOUR_GRID	HeloScenario		
2		DNL	Noise	SCEN_2_CASES_CONTOUR_GRID	SCEN_2_CASES		
4		DNL	Noise	Multiple ReceptorSets	SCENARIO_BASECASE		

Figure 5-2 Metric Results Pane

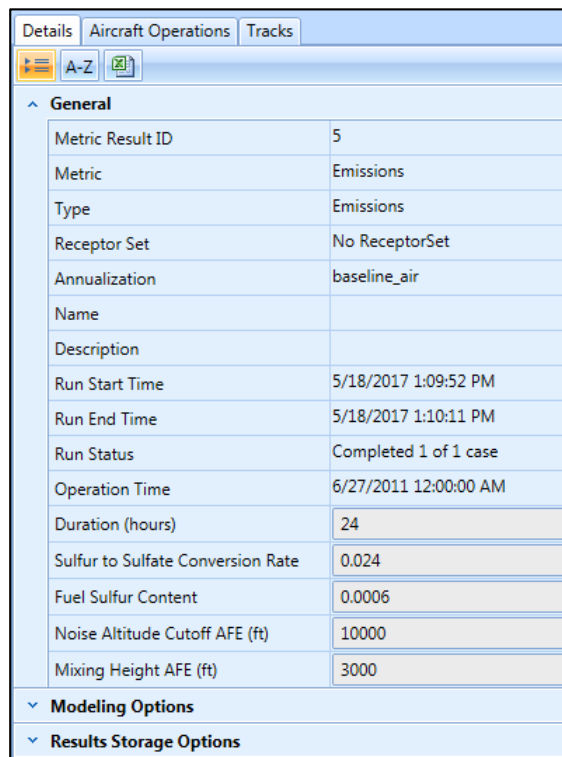
The *State* column indicates the status of each metric result (Table 5-1). Check the aedt.log file for any errors and warnings after running a metric result.

Table 5-1 – State Icons

	Ready to be run
	Run in progress
	Paused
	Completed
	Completed with flight error
	Error, run not completed

5.1.3 Metric Results – Details Tab

The *Details* tab is located below the *Metric Results* pane. It contains additional information about the selected metric result, including modeling options and results storage options.



Details Aircraft Operations Tracks	
A-Z	
General	
Metric Result ID	5
Metric	Emissions
Type	Emissions
Receptor Set	No ReceptorSet
Annualization	baseline_air
Name	
Description	
Run Start Time	5/18/2017 1:09:52 PM
Run End Time	5/18/2017 1:10:11 PM
Run Status	Completed 1 of 1 case
Operation Time	6/27/2011 12:00:00 AM
Duration (hours)	24
Sulfur to Sulfate Conversion Rate	0.024
Fuel Sulfur Content	0.0006
Noise Altitude Cutoff AFE (ft)	10000
Mixing Height AFE (ft)	3000
Modeling Options	
Results Storage Options	

Figure 5-3 Metric Results – Details Tab

5.1.4 Metric Results – Aircraft Operations Tab

The *Aircraft Operations* tab is co-located with the *Details* tab below the *Metric Results* pane. When prompted, the aircraft operations for the selected metric result are displayed.

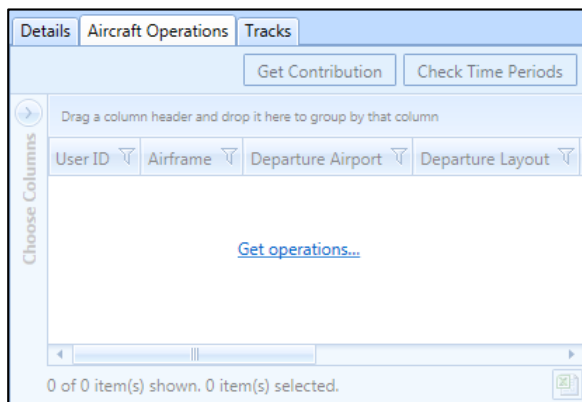


Figure 5-4 Metric Results – Aircraft Operations Tab

Get Operations

Click the *Get operations* link to retrieve and display the aircraft operations included in the selected metric result.

Get Contribution (Calculate Noise Energy Contribution)

Click the *Get Contribution* button to calculate and display the noise energy contribution per operation or per operation group over the entire receptor set as a percentage of the total energy contributed by all operations in the selected metric result.

To calculate noise energy contribution:

1. Select an existing noise metric result that has been run with the noise storage options set to *Operation* or *Operation Group*. Refer to the instructions in Section 5.2.4 on setting the noise storage option in the *Set Processing Options* step.
 - With the noise storage option set to *Operation*, the noise energy contribution is calculated per operation across the receptor set as a percentage of the selected metric result.
 - With the noise storage option set to *Operation Group*, the noise energy contribution is calculated per operation group across the receptor set as a percentage of the selected metric result.
2. Click the *Aircraft Operations* tab under the *Metric Results* pane.
3. Click the *Get operations* link.
4. Click the *Get Contribution* button. The noise energy contribution values are displayed in the % *Contribution* column.

Check Time Periods

Click the *Check Time Periods* button to determine whether the taxi delay and sequencing causes the operation to change time periods (day, evening, and night) between the scheduled operation time and

the actual operation time. To check time periods, the noise metric result must have been processed with the *Apply Delay & Sequencing Model* option enabled.

In the U.S., day, evening, and night time periods are defined relative to airport local time as follows:

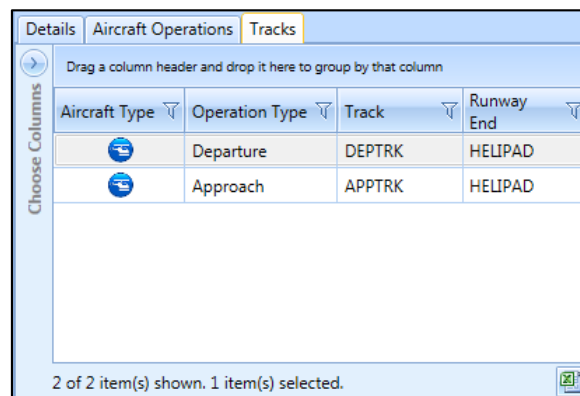
- Day 0700 – 1900 (12 hours)
- Evening 1900 – 2200 (3 hours)
- Night 2200 – 0700 (9 hours)

To check time periods:

1. Select a noise metric result.
2. Click the *Aircraft Operations* tab under the *Metric Results* pane.
3. Click the *Get operations* link.
4. Click the *Check Time Periods* button. The values are displayed in the *Crosses Time Periods* column.

5.1.5 Metric Results – Tracks Tab

The *Tracks* tab is co-located with the *Details* and *Aircraft Operations* tabs below the *Metric Results* pane. It displays the collection of tracks used by operations in the selected metric result.



Aircraft Type	Operation Type	Track	Runway End
	Departure	DEPTRK	HELIPAD
	Approach	APPTRK	HELIPAD

Figure 5-5 Metric Results – Tracks Tab

5.2 Define New Metric Results

Metric results are defined through the use of a wizard. To complete the *Define Metric Results* workflow, the study must already contain operations (Section 6), equipment (Section 7), airport (Section 8), and where appropriate, receptor set and operational profile content (Section 9).

To access the Define Metric Results wizard:

1. Locate the *Metric Result Actions* group in the ribbon.
2. Click *Define* or select an existing metric and click *Copy* to open the *Define Metric Results* wizard (Figure 5-6).



Editing an existing metric result is supported only through the *Copy* feature to define a new metric result based on an existing metric result. Each wizard step will display the selections of the existing metric result.

The *Define Metric Results* wizard contains a header, progress pane, and content pane:

- The header displays the title of the current step in the workflow and brief instructions.
- The progress pane lists the five steps in the wizard and displays the current step in bold font.
- The content pane displays available data on the left and selected data on the right. To move data between the available and selected lists:
 - Use the *Add Arrow/Add All Arrow* and *Remove Arrow/Remove All Arrow* buttons;
 - Use the mouse to drag and drop;
 - Double-click on a desired row.

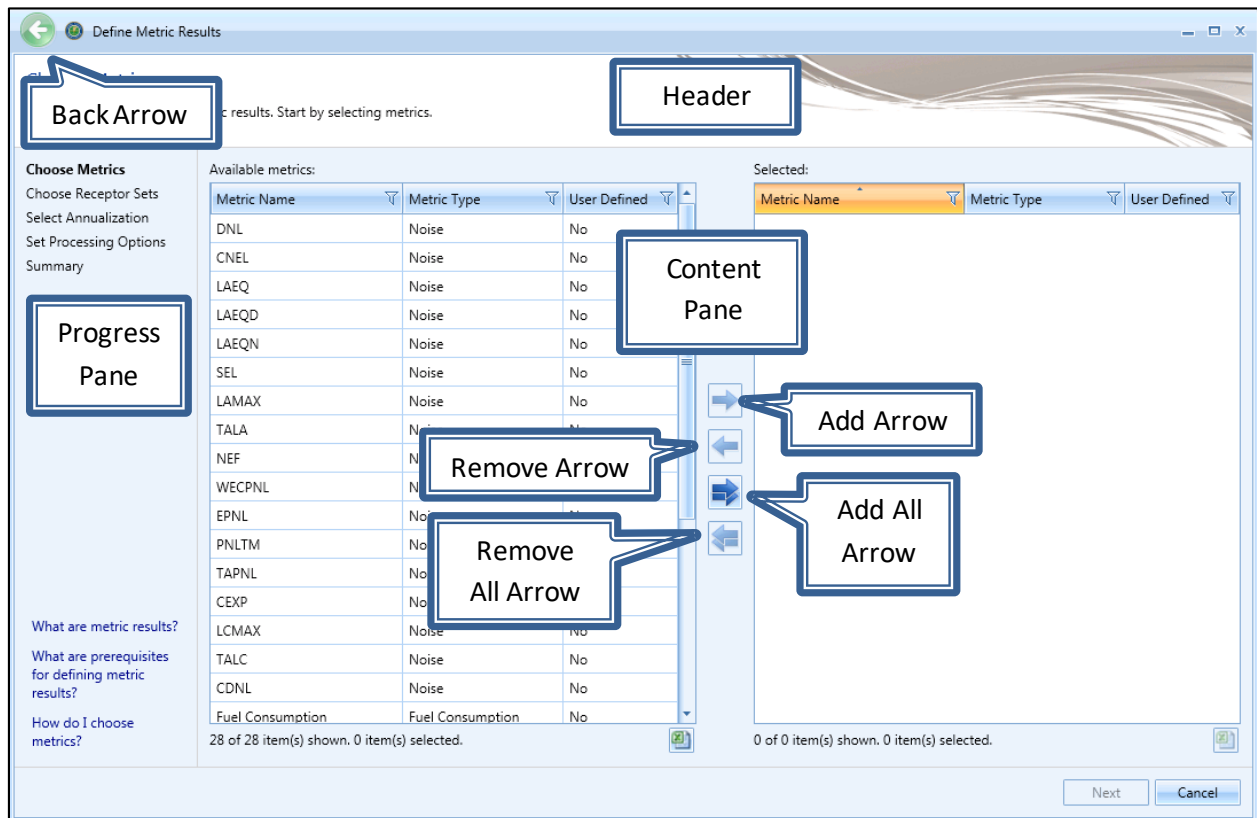


Figure 5-6 Define Metric Results Wizard

To define a metric result, follow the steps as described below. Navigate the wizard by clicking *Next* (lower right) to progress to the next step, clicking the *Back Arrow* (upper left) to return to the previous step, or clicking *Cancel* to discard changes and exit the wizard.



The *Back Arrow* for the wizard is located in the upper left corner (see Figure 5-6).

5.2.1 Step 1: Choose Metrics

Metrics are selected in this step (Figure 5-7). A list of *Available Metrics* is displayed on the left, and a list of *Selected* metrics is displayed on the right. See Section 9.2 for more information on metrics.

1. From the *Available metrics* list, highlight one or more desired metrics by clicking on the corresponding row on the left. To select multiple rows, hold the control or shift key.
2. Click the *Add Arrow* to move highlighted metric(s) to the *Selected* list.
3. To remove unwanted metrics from the *Selected* list, click to highlight the appropriate row(s) and click the *Remove Arrow*.
4. To move all metrics between the *Available Metrics* and *Selected* lists, use the *Add All* and *Remove All* Arrows.
5. Click *Next*.



The time audible metrics are not available for selection in the *Define Metric Results* wizard until an identifier and hash key are obtained from FAA and added to the study in the *Study* tab, *Preferences*, *Time Audible Metric* section along with the relevant ambient data files. See Appendix E for more information.



The *Fuel Consumption* metric prescribes performance calculations only.



The $PM_{2.5}$ metric requires operations that span at least one year for emissions dispersion. Note that the PM_{10} metric includes $PM_{2.5}$ and does not have this restriction.

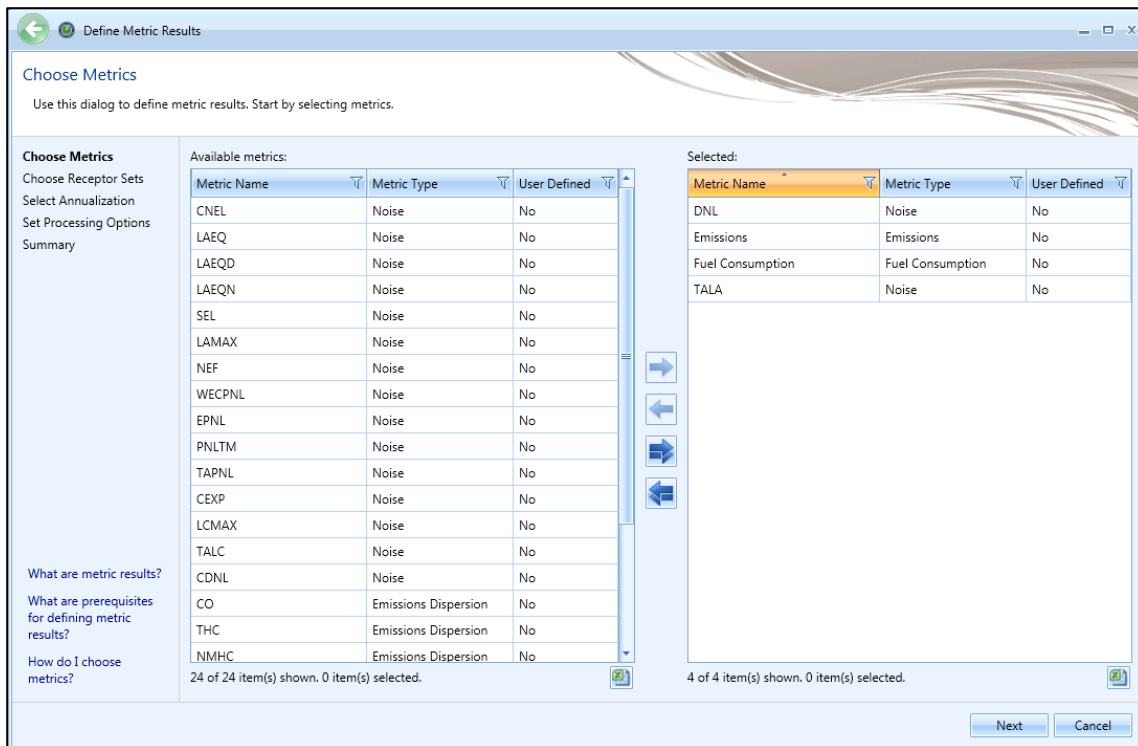


Figure 5-7 Define Metric Results – Choose Metrics

5.2.2 Step 2: Choose Receptor Sets

Receptor sets are chosen in this step (Figure 5-8). A list of *Available receptor sets* is displayed on the left, and a list of *Selected* receptor sets is displayed on the right. See Section 9.4 for more information on receptor sets.



Receptor sets are not required to run the fuel consumption or emissions metric types.

1. From the *Available receptor sets* list, highlight the desired receptor sets(s) by clicking on the appropriate row(s). To select multiple rows, hold the control or shift key on the keyboard.
2. Click the *Add Arrow* to move highlighted receptor set(s) to the *Selected* list.
3. To remove unwanted receptor sets from the *Selected* list, click to highlight the appropriate row(s) and click the *Remove Arrow*.
4. To move all receptor sets between the available and selected lists, use the *Add All* and *Remove All Arrows*.
5. Click *Next*.

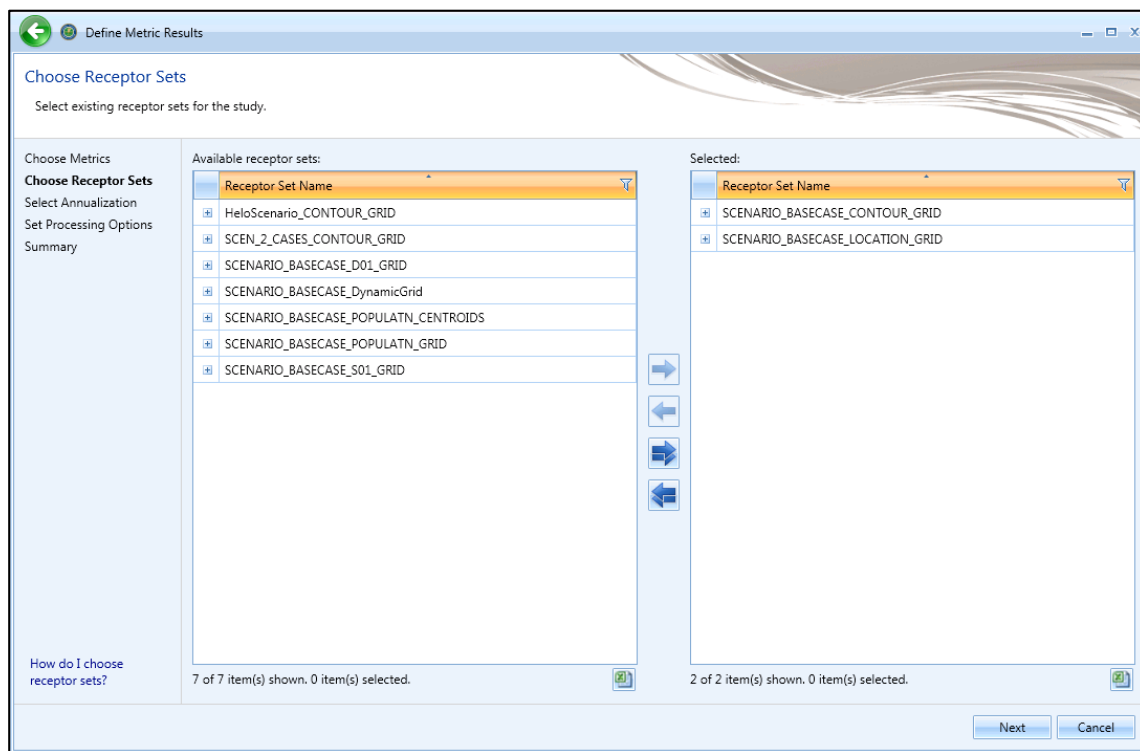


Figure 5-8 Define Metric Results – Choose Receptor Sets

5.2.3 Step 3: Select Annualization

A single annualization must be selected in this step (Figure 5-9). A list of *Available annualizations* is displayed on the left with the structure and details of the selected annualization displayed on the right. See Section 9.46.6 for more information on annualization.

1. From the *Available annualizations* list, select the desired annualization by clicking on the row.
2. The details of the selected annualization are displayed on the right
3. Click *Next*.

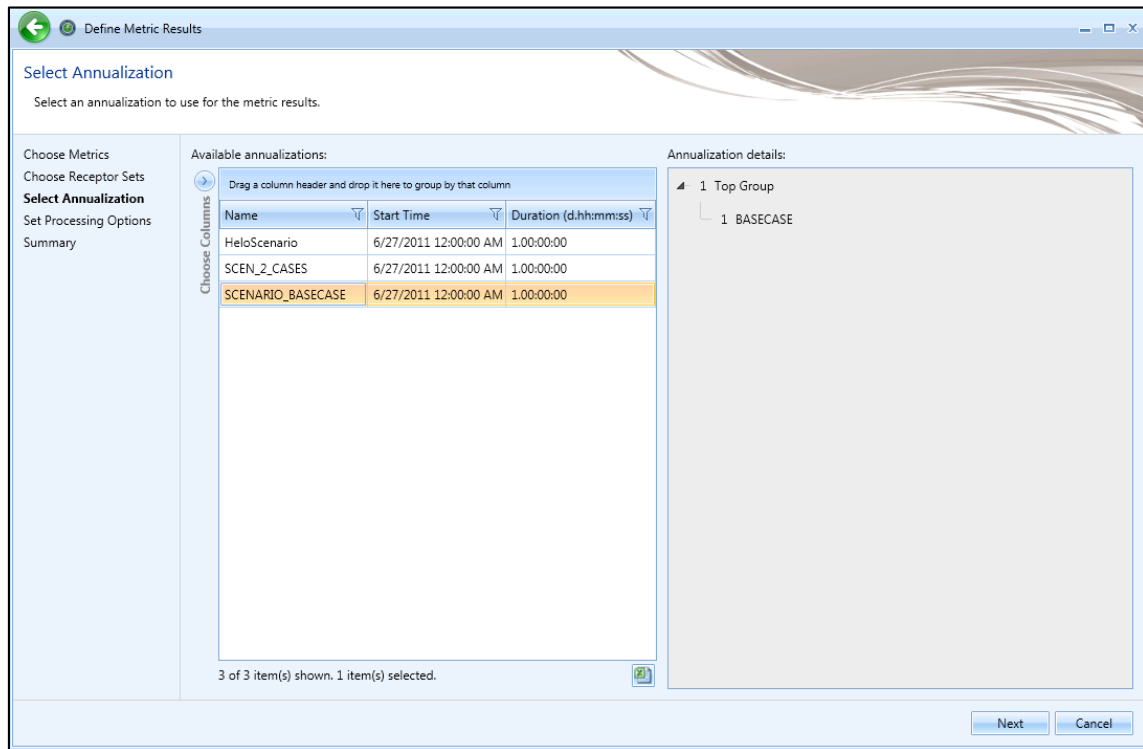


Figure 5-9 Define Metric Results – Select Annualization

5.2.4 Step 4: Set Processing Options

In this step, the results storage options and modeling options can be specified for the metric result. Additional processing options are displayed based on the metric type.

5.2.4.1 Result Storage Options

The results storage options are automatically pre-selected based on metric type. These options control the level of noise and emissions detail that is stored in the study database as described in Table 5-2. Select noise and emissions storage options as appropriate.

Table 5-2 – Result Storage Options

Storage Option	Description
Noise	
Operation Group	Noise results will be accumulated and stored at the operation group level.
Operation	Noise results will be stored at the operation (individual flight) level and at the operation group level.
Detailed	<p>When selected, detailed noise results will be computed for each grid point and every combination of aircraft, profile, and track.</p> <p>It is recommended to limit the number of operations to 1,000 and receptor set to 500 receptors when using this storage option due to the high number of detailed results this option produces. Otherwise, it may exceed the system capacity.</p> <p>The Detailed Noise Report is only designed for aircraft operations and not for runups. When using the "detailed" noise storage option, only include aircraft operations in the metric result.</p>
Emissions	
Operation Group	Emissions results will be stored at the operation group level.
Operation	Emissions results will be stored at the operation (individual flight) level and at the operation group level.
Segment	Emissions results will be stored at the segment level, the operation level, and the operation group level.

5.2.4.2 Metric Result Options

Enter a name and description for the metric result if desired. These fields can be used to distinguish multiple metric results and are displayed in the Metric Results pane in the *Metric Results* tab.

- *Name*: Name of the selected metric result.
- *Description*: Description of the selected metric result.

5.2.4.3 Emissions/Performance Modeling Options

The options in this category are applied to the currently selected metric (Figure 5-11). Adjust the following parameters as appropriate:



The BADA4 fuel burn model is always used regardless of the selected performance model if appropriate data are available.



High fidelity weather is used in aircraft performance calculations. Since performance results are used in fuel burn, noise, and emissions calculations, high fidelity weather indirectly affects fuel burn, noise, and emissions results. Airport average annual weather is always directly used in acoustic propagation and adjustment calculations, regardless of high fidelity weather data availability.



See Section 9.6 for a summary of weather modelling in AEDT. Also, please refer to “Using Weather Data in AEDT” on the AEDT Support website, Downloads page for further details.

- *Weather Fidelity*: This option is available for all metric types except emissions dispersion metrics (which use AERMOD weather) and allows for the selection of average annual airport weather, International Standard Atmosphere (ISA) weather, or high fidelity weather. The choice of weather affects aircraft performance modeling. For more information on the available weather types, see Section 9.6.
 - *Use high fidelity weather data* – this option is selected by default. When this option is selected, weather data is used according to the following priority:
 - When no high fidelity folder is specified, AEDT will use airport weather then use ISA weather airport for any missing data.
 - When high fidelity folder is specified, AEDT will use the weather data files in the selected folder, then cascade to airport weather then to ISA weather for any missing data.
 - *Use Airport Weather* – when this option is selected, average annual airport weather (specified in the *Definitions* tab, *Weather, Airport weather*) is used. If any weather data is missing, AEDT will not substitute the missing data with ISA weather.
 - *Use ISA weather* – select this option to only use the ISA weather conditions.

- **BADA 4 Options**

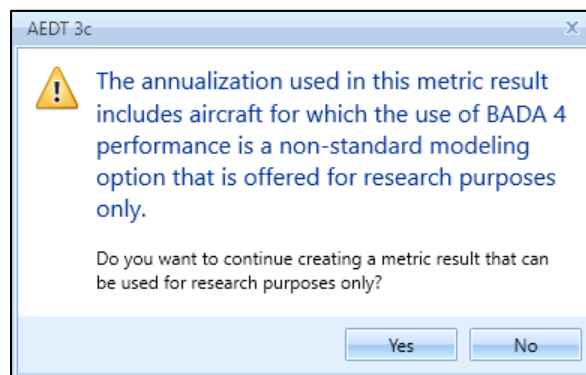
These options are applicable to all operations using BADA 4 (all operation types, except overflights) that use procedural type profiles (not point type profiles). See Figure 5-10 for a visual representation of these options.

- **Use BADA Family 4**

- When selected, the following confirmation dialog is displayed – “Are you sure you want to use BADA Family 4 option? Use of the BADA 4 performance is a non-standard modeling option and is offered for research purposes only.” Click *Yes* to use the BADA Family 4 options or click *No* to use the standard ANP and BADA 3 models.
- When selected, AEDT will use the BADA 4 model for both thrust and fuel burn calculations in the terminal area and the en-route phase, where appropriate data are available. If appropriate data are not available, the SAE-AIR-1845/Doc 29 (ANP) model will be used for thrust calculations and the BADA 3 model will be used for fuel burn in the terminal area; and the BADA 3 model will be used for both thrust and fuel burn calculations in the en-route phase (above 10,000 ft) (if applicable for the operation).
- When unselected, the SAE-AIR-1845/Doc 29 (ANP) model will be used for thrust calculations in the terminal area, the BADA 4 model will be used for fuel burn calculations for all phases of flight (en-route (above 10,000 ft) and the terminal area), and the BADA 3 model will be used for thrust calculations in the en-route phase (if applicable for the operation).



When *Use BADA Family 4* is selected, the following warning message is displayed. Click *Yes* to proceed with the *Use BADA Family 4* option or click *No* to deselect *Use BADA Family 4* and return to the wizard.



- **Use ANP and BADA 3 Fallback**

This option only affects aircraft for which BADA 4 data are available.

- When selected, if the BADA 4 model fails to process the operation, AEDT will attempt to process the operation using the SAE-AIR-1845/Doc 29 (ANP) model for thrust calculations in the terminal area; and the BADA 3 model will be used calculations in the en-route phase (above 10,000 ft) (if applicable for the operation). The error log will note that the BADA 4

calculation failed and that the operation was modeled using ANP/BADA 3. If the operation then fails using ANP/BADA 3 that will also be reported in the error log.

- When unselected, if the BADA 4 model fails to process the operation, the operation will fail.
- Aircraft for which BADA 4 data is not available will always use the SAE-AIR-1845/Doc 29 (ANP) model for thrust calculations in the terminal area; and the BADA 3 model will be used for thrust calculations in the en-route phase (above 10,000 ft) (if applicable for the operation).
- *Enable reduced thrust taper*
 - When selected and the annualization includes operations that use reduced thrust profiles, the transition between reduced takeoff thrust below 10,000 ft MSL to climb power above 10,000 ft MSL will be applied based on the *Taper upper limit*.
- *Taper upper limit (ft)*
 - Accept the default value of 12,000 feet MSL (edit the default value in the *Study* tab, *Preferences*, see Section 4.11.2.1) or enter an altitude between 10,500 and 40,000 feet MSL for the transition from reduced thrust to BADA 4 climb power to be achieved. The minimum and maximum values for the taper upper limit represent the minimum upper limit for a noticeable use of the taper (10,500 ft MSL), and a condition where the full power is never reached in the terminal area (40,000 ft MSL).



Confirm which performance model was used to process the aircraft operation by reviewing:

- AEDT log (aedt.log);
- *Metric Results* tab, *Details* pane, *Aircraft Operations* tab, *Performance Model* column (see Appendix B.2.4); or
- Emissions report, *Operations Summary*, *Performance Model* column.

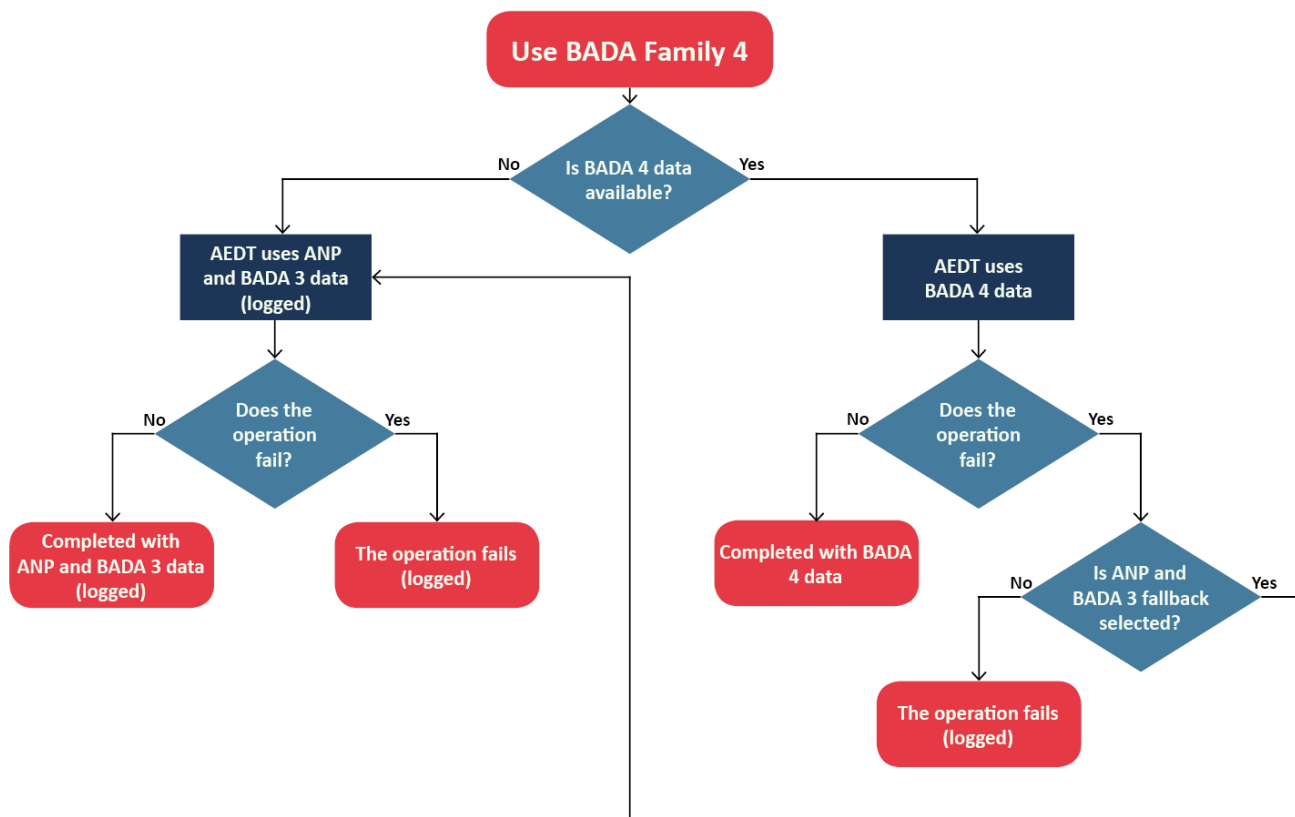


Figure 5-10 BADA 4 Options Flowchart

- *Check track angle*: When selected, AEDT discards operations on tracks with angles that exceed 90 degrees.
- *Apply Delay & Sequencing Model*: When selected, AEDT uses the delay sequence queueing modeling for taxi operations for all metric types. Operating configuration and taxi network must exist in the study airport for this option to affect the results. In addition, aircraft operations must be assigned to a gate. If this option is not selected, the operating configuration is ignored and the operations are processed for the specified time without considering delays.



When running operational profile-based operations, the *Apply Delay & Sequencing Model* option must be selected. In addition, operating configuration and taxi network must exist in the study airport; and aircraft operations must be assigned to a gate.



When using the *Apply Delay & Sequencing Model*, operations must be entered as whole numbers (no fractional operations).

- *Calculate aircraft engine startup emissions*: This option is enabled for Emissions and Emissions Dispersion metrics. When selected, AEDT calculates the engine startup emissions for the aircraft operations in the metric result.

- *Calculate speciated organic gases:* When selected, each organic gas species will be evaluated in the emissions calculations.
- *Analysis year:* Analysis year(s) in which this metric result will apply. For multiple analysis years, enter the years in the following format:
 - <year-from-inclusive>-<year-to-inclusive> (e.g., “2010-2014”), comma-separated list of years, or the combination of such (e.g., “2010, 2012-2014, 2016”).
 - A metric result will be created for each analysis year entered.



What is the analysis year?

The analysis year is used in the following:

- VALE reporting (for emissions metric only); or
 - When considering yearly deterioration for GSE when the manufacturer year is included (for emissions and emissions dispersion metrics).
- *Include MOVES Inventory scenario(s):* This option is only displayed for emissions and emissions dispersion metric types. For an emissions metric result, this list is displayed as a grid; while it is displayed as a drop-down menu for an emissions dispersion metric result. When this checkbox selected, a list of appropriate MOVES Inventory scenarios (defined in the *Definitions* tab) are available for the year that matches that of the metric result. See Section 9.8.2 for information on how to create MOVES inventory scenarios in AEDT. Add MOVES inventory scenarios to include emissions from roadway, parking facility, and/or construction zone in the emissions inventory report or in the VALE report.
 - Display and select different MOVES inventory scenario by entering desired year (or years) in the *Analysis year* text box.
 - Select one or more MOVES inventory scenarios to include in an emissions or emissions dispersion metric result.
 - The emissions in the selected MOVES inventory scenario(s) will be displayed in the Emissions Report.
 - *Include MOVES AERMOD scenario:* This option is only displayed for emissions dispersion metric type. When selected, a list of appropriate MOVES AERMOD scenarios (defined in the *Definitions* tab) are available in the drop-down menu. The list only includes MOVES AERMOD scenarios with a pollutant type that matches that of the metric result. See Section 9.8.1 for information how to create MOVES AERMOD scenarios in AEDT. Add MOVES AERMOD scenarios to account for air quality impact (emissions dispersion) of roadway, parking facility, or construction zone emissions in the emissions dispersion report.
 - Select the desired MOVES scenario to include in an emissions dispersion metric result.
 - The dispersion results in the MOVES AERMOD scenario will be part of the selected dispersion metric result, and will be displayed in the dispersion results.

Metric	Type	Receptor Set	Emissions/Performance Modeling Options	Metric Result Options
Fuel Consumption	Fuel Consumption	No Receptor Set	<p>Weather Fidelity</p> <p>Use high fidelity weather data</p> <p>Select the high fidelity weather data directi ...</p> <p>BADA 4 Options</p> <p><input type="checkbox"/> Use BADA Family 4</p> <p><input checked="" type="checkbox"/> Use ANP and BADA 3 fallback</p> <p><input checked="" type="checkbox"/> Enable reduced thrust taper</p> <p>Taper upper limit (ft): 12000</p> <p><input type="checkbox"/> Check track angle</p> <p><input type="checkbox"/> Apply delay & sequencing model on taxi</p>	<p>Name: Enter Metric Result Name</p> <p>Description: Enter Description of Metric Result</p>

1 of 1 item(s) shown. 1 item(s) selected.

Figure 5-11 Define Metric Results – Set Processing Options, Fuel Consumption Metric

Metric	Type	Receptor Set	Result Storage Options	Metric Result Options
Emissions	Emissions	No Receptor Set	<p>Emissions: Segment</p> <p>Emissions/Performance Modeling Options</p> <p>Weather Fidelity</p> <p>Use high fidelity weather data</p> <p>Select the high fidelity weather data directi ...</p> <p>BADA 4 Options</p> <p><input type="checkbox"/> Use BADA Family 4</p> <p><input checked="" type="checkbox"/> Use ANP and BADA 3 fallback</p> <p><input checked="" type="checkbox"/> Enable reduced thrust taper</p> <p>Taper upper limit (ft): 12000</p> <p><input type="checkbox"/> Check track angle</p> <p><input type="checkbox"/> Apply delay & sequencing model on taxi</p> <p><input type="checkbox"/> Calculate aircraft engine startup emissions</p> <p><input type="checkbox"/> Calculate speciated organic gases</p> <p>Analysis year: Enter year</p> <p>Include MOVES inventory scenario(s)</p> <p>Selected Scenario Year Comment</p>	<p>Name: Enter Metric Result Name</p> <p>Description: Enter Description of Metric Result</p>

1 of 1 item(s) shown. 1 item(s) selected.

Figure 5-12 Define Metric Results – Set Processing Options, Emissions Metric

5.2.4.4 Noise Modeling Options

- *Use hard ground attenuation for helicopters and propeller aircraft:* By default, the lateral attenuation noise adjustment (i.e., all soft ground) is applied to all aircraft. When this checkbox is selected, the lateral attenuation noise adjustment is only applied to jet-engine aircraft and it is not applied to helicopters and propeller-driven aircraft.
- *Dynamic grid contour expansion level:* This option is only displayed when the selected receptor set is a dynamic grid. The lowest closed contour level that a dynamic grid will evaluate. Units are in decibels, minutes, or percent (%) depending on the selected noise metric type.
- *Atmospheric absorption type:* When selected, AEDT includes the effects of atmospheric absorption on noise according to the selected option:
 - *Unadjusted (SAE-AIR-1845 atmosphere):* AEDT uses the atmospheric absorption according to SAE-AIR-1845 and noise data are unadjusted for study-specific atmospherics.
 - *SAE-ARP-866A:* noise data are adjusted for temperature and relative humidity values (study-specific airport conditions) according to the methods specified in SAE-ARP-866A.
 - *SAE-ARP-5534:* noise data are adjusted for temperature, relative humidity, and atmospheric pressure values (study-specific airport conditions) according to the methods specified in SAE-ARP-5534.

See Section 9.6.1 for more information on airport temperature and relative humidity.

5.2.4.5 Terrain

The following terrain options are displayed when any noise metric is selected (Figure 5-13). Select the following options as appropriate:

- *Use terrain data:* When selected, AEDT uses the terrain data specified in the *Definitions* tab in noise calculations. See Section 9.6.4 for more information.
 - If selected, AEDT computes the distance from a ground-based observer to an airplane using terrain elevation data from one or more terrain files.
 - If not selected, AEDT computes observer-to-airplane distance based on flat ground around the airport at the airport elevation.
- *Apply line of sight blockage:* When selected, AEDT computes the distance from a ground-based observer to an airplane while accounting for the added attenuation due to line of sight blockage from terrain features. The computation time dramatically increases when the *Apply line of sight blockage* option is selected.
- *Fill terrain (ft):* If desired, enter terrain elevation in feet to be used to fill gaps in the terrain data.



To produce noise results when using terrain data, the terrain data must cover the same areas as the receptor set used for the noise metric result. If line of sight blockage is used, the terrain data must cover the trajectories of the included aircraft operations.

Metric	Type	Receptor Set	Result Storage Options		Metric Result Options
DNL	Noise	SCEN_2_CASES_CONTOUR_GRID	Noise: <input type="text" value="Operation Group"/>	<input type="text" value="Enter Metric Result Name"/>	
			Emissions: <input type="text" value="Operation Group"/>	Description: <input type="text" value="Enter Description of Metric Result"/>	
			Emissions/Performance Modeling Options		
			Weather Fidelity		
			<input type="text" value="Use high fidelity weather data"/>		
			<input type="text" value="Select the high fidelity weather data direct"/> <input style="border: none; background-color: #e0e0e0; padding: 2px 5px;" type="button" value="..."/>		
			BADA 4 Options		
			<input type="checkbox"/> Use BADA Family 4		
			<input checked="" type="checkbox"/> Use ANP and BADA 3 fallback		
			<input checked="" type="checkbox"/> Enable reduced thrust taper		
			Taper upper limit (ft): <input type="text" value="12000"/>		
			<input type="checkbox"/> Check track angle		
			<input type="checkbox"/> Apply delay & sequencing model on taxi		
			<input type="checkbox"/> Calculate aircraft engine startup emissions		
			<input type="checkbox"/> Calculate speciated organic gases		
			Analysis year: <input type="text" value="Enter year"/>		
			Noise Modeling Options		
			<input type="checkbox"/> Use hard ground attenuation for helicopters & propeller aircraft		
			Atmospheric absorption type: <input type="text" value="SAE-ARP-5534"/>		
1 of 1 item(s) shown. 1 item(s) selected.					

Figure 5-13 Define Metric Results – Set Processing Options, DNL Noise Metric

5.2.4.6 Number Above Noise Level

The following number above noise level options are displayed when a noise metric is selected (Figure 5-14). The Number Above Noise Level (NANL) option will calculate the number of operations that exceed the specified threshold. Select the appropriate option:

- **Calculate Number Above Noise Level:**
 - When selected, AEDT will output the number of operations above the threshold in the noise report and receptor set attributes. Noise levels will not be reported.
 - When unselected, AEDT will calculate the noise metric decibel results and will not compare the noise levels to any threshold.
- **Number Above Threshold (dB):** Enter the threshold level (in decibels) in which to compare noise level results. Only a single threshold level can be provided for each metric result.



When running Number Above Noise Level, the noise storage setting must be set to *Operation Group* or *Operation* (not *Detailed*).

Generating contours is not supported for the Number Above Noise Level metric.

Metric	Type	Receptor Set	Result Storage Options		Metric Result Options	
SEL	Noise	SCEN_2_CASES_CONTOUR_GRID	Noise:	<input type="text" value="Operation Group"/>	Name:	<input type="text" value="Enter Metric Result Name"/>
			Emissions:	<input type="text" value="Operation Group"/>	Description:	<input type="text" value="Enter Description of Metric Result"/>
			Emissions/Performance Modeling Options		Terrain	
			Weather Fidelity <input type="text" value="Use high fidelity weather data"/> <input type="text" value="Select the high fidelity weather data direct"/>		<input type="checkbox"/> Use terrain data <input type="checkbox"/> Apply line of sight blockage <input type="checkbox"/> Fill terrain (ft): <input type="text" value="Enter integer"/>	
			BADA 4 Options <input type="checkbox"/> Use BADA Family 4 <input checked="" type="checkbox"/> Use ANP and BADA 3 fallback <input checked="" type="checkbox"/> Enable reduced thrust taper Taper upper limit (ft): <input type="text" value="12000"/>		Number Above Noise Level <input type="checkbox"/> Calculate Number Above Noise Level Number Above Threshold (dB): <input type="text" value="Enter double"/>	
			<input type="checkbox"/> Check track angle <input type="checkbox"/> Apply delay & sequencing model on taxi <input type="checkbox"/> Calculate aircraft engine startup emissions <input type="checkbox"/> Calculate speciated organic gases Analysis year: <input type="text" value="Enter year"/>			
			Noise Modeling Options			
			<input type="checkbox"/> Use hard ground attenuation for helicopters & propeller aircraft Atmospheric absorption type: <input type="text" value="SAE-ARP-5534"/>			
1 of 1 item(s) shown. 1 item(s) selected.						

Figure 5-14 Define Metric Results – Set Processing Options, SEL Noise Metric

5.2.4.7 Ambient

The following ambient threshold options are displayed when a time above threshold noise metric (TALA, TALC, or TAPNL) is selected (Figure 5-15). Select the appropriate option:

- **Uniform ambient:** Enter the desired Time Above Threshold value. When selected, AEDT uses the threshold value to calculate the number of minutes when noise levels are above that threshold at each receptor.
- **Geospatially referenced ambient:** When selected, AEDT uses the ambient values from the ambient directory specified in the *Definitions* tab (see Section 9.6.4).
 - Offset value (dB): This offset value is added to the ambient values in the selected file. It can be positive, zero, or negative.

Figure 5-15 Define Metric Results – Set Processing Options, TALA Noise Metric

5.2.4.8 Time Audible Noise Metric Settings

The following time audible options are displayed when a time audible noise metric (TAUD, TAUDP, TAUDSC, or TAUDPSC) is selected (Figure 5-16). Select the appropriate option:

- **Start Time:** Enter the start time for the time audible noise metric.
- **Duration:** Enter the duration for the time audible noise metric, the default duration is 24 hours.
- **Use Spectral Cutoff:** Select this option to use spectral cutoff.
- **Use Ambient Screening:** Select this option to use ambient screening.
- **Use Time Audible Files:** Select this option to use the Time Audible files specified in *Study* tab, *Preferences*, *Time Audible Metric* screen (see Section 4.11.3.1).
 - **Ambient Map:** Displays the ambient map file path specified in the Study Preferences.
 - **Spectral Data:** Displays the spectral data file path specified in the Study Preferences.



What is Spectral Cutoff?

The spectral distance cutoff is a pre-processing step which computes the maximum propagation distances (source to receiver) over which to calculate the time aircraft noise is audible (TAUD). The function is intended to minimize the audibility computations for distances which would not result in audible sound levels and therefore maximize run-time efficiency. The cutoff distance is calculated by determining the distance at which a given aircraft noise source would no longer be audible according to the ISO threshold of human hearing.



What is Ambient Screening?

This is typically used to measure if any operations for a given scenario are audible in the study area in order to determine the need for ambient data collection. It assumes no ambient noise (i.e., no ambient levels higher than the Equivalent Auditory System Noise (EASN) threshold) for the evaluation of TAUD. If the ambient screening indicates that aircraft sound levels are not audible in the study area and no other ambient-dependent metrics (e.g., TALA) are required in the analysis, then ambient sound level measurements are not needed.

Metric	Type	Receptor Set	Result Storage Options		Metric Result Options	
TAUD	Noise	LMAX_STD_GRID	Noise:	Operation Group	Name:	Enter Metric Result Name
			Emissions:	Operation Group	Description:	Enter Description of Metric Result
			Emissions/Performance Modeling Options		Terrain	
			Weather Fidelity		<input type="checkbox"/> Use terrain data <input type="checkbox"/> Apply line of sight blockage <input type="checkbox"/> Fill terrain (ft): Enter integer	
			Use high fidelity weather data Select the high fidelity weather data direc...		Time Audible Noise Metric Settings	
			BADA 4 Options <input type="checkbox"/> Use BADA Family 4 <input checked="" type="checkbox"/> Use ANP and BADA 3 fallback <input checked="" type="checkbox"/> Enable reduced thrust taper Taper upper limit (ft): 12000		Time Range has to be within the same day of the annualization time range. Start Time: 3/30/2016 12:00 AM Duration (hh:mm): 24:00	
			<input type="checkbox"/> Check track angle <input type="checkbox"/> Apply delay & sequencing model on taxi <input type="checkbox"/> Calculate aircraft engine startup emissions <input type="checkbox"/> Calculate speciated organic gases Analysis year: Enter year		<input type="checkbox"/> Use Spectral Cutoff <input type="radio"/> Use Ambient Screening <input checked="" type="radio"/> Use Time Audible Files Ambient map: D:\Installer\TestData\s_NAT_L50.txt	
			Noise Modeling Options <input type="checkbox"/> Use hard ground attenuation for helicopters & propeller aircraft Atmospheric absorption type: Unadjusted (SAE-AIR-1845 atmosphere)		Spectral data: D:\Installer\TestData\s_NAT_L50_ambi_map.txt	
1 of 1 item(s) shown. 1 item(s) selected.						

Figure 5-16 Define Metric Results – Set Processing Options, TAUD Noise Metric

5.2.4.9 Emission Dispersion Output

The following emission dispersion output options are displayed for any emissions dispersion metric (Figure 5-17). See Appendix B for detailed information about each field.

- *NO2 Modeling Tier*: This option is disabled for every emissions dispersion metric except NO₂. See Section 5.2.4.9.1 for information on NO₂ modeling options.
- *Source Groups*: Select the desired source groups to present emissions dispersion results for the selected source plus the background concentration. Available source groups include aircraft, all airborne sources, taxiways, gates, parking facilities, roadways, stationary sources, training fires, and background only. If the background only option is selected, only the background concentrations that were entered are included in the results without any of the sources generated by AEDT. Selected source groups will appear in the emissions dispersion report after running the metric result.



When selecting source groups, select groups that are present in the operations data. If any source group is not represented in the operations data it will be absent in the output results.



In order to include the *All airborne sources* results in the emissions dispersion report, the *Output CON file* option must be selected in *Study, Preference, Emissions Dispersion*. Checking the *Output CON file* option will also produce separate CON files (raw hourly emissions concentrations) for air operations, taxi operations, ground (runways) operations, gate (APU, GSE) operations, and stationary operations.

- *Averaging Times and Rankings*: Use the drop-down menus to select the desired averaging times and rankings for emissions dispersion calculations. See Appendix G for more information on selecting NAAQS.
 - *Period*: Select the *Period* option to average emissions results over the entire period of the metric result.
 - *Annual*: Select the *Annual* option to average emissions results over a year.



If modeling a regulatory pollutant for a regulatory averaging period (e.g. NO₂, 1-hour) and the full dataset for the required time period is unavailable (e.g. less than one year), an error will occur and the rest of the wizard is unavailable until additional selections are made. The pollutant can be processed following a non-regulatory procedure by selecting multiple averaging periods (1-hour, 2-hour, 3-hour, etc.) and rankings. For more information, see the AEDT Technical Manual.



If less than one month of data is provided, the *Monthly* averaging time will be disabled. Similarly, if less than one year of data is provided, the *Annual* averaging time will be disabled.

- *Compute 1-hour Max Daily averages at each receptor for use in assessing NAAQS*: This option is enabled for SO_x and SO₂ metrics that contain a minimum of four days of operations data as well as for NO_x and NO₂ metrics that contain a minimum of eight days of operations data.
 - For SO_x (4th highest), a minimum of four days of operations data is required
 - For SO₂ (4th highest), a minimum of four days of operations data is required
 - For NO_x (8th highest), a minimum of eight days of operations data is required
 - For NO₂ (8th highest), a minimum of eight days of operations data is required

If this option is selected, the emissions dispersion report and concentration layer attributes will contain the 4th highest (SO_x and SO₂ metrics) or 8th highest (NO_x and NO₂ metrics) emissions value at each receptor derived from the Daily Maximum of 1-hour averages.

Concentration files with “MAXDAILY” in the file name will be generated with the maximum daily values in the AERMOD job output folder.



Where is the AERMOD job output folder?

After running an emissions dispersion metric result, AEDT generates and saves the AERMOD input files (.INP, .HRE, .INC) and output files to the AERMOD job output folder which is under the study output folder (e.g. *C:\AEDT\DATA\[User name]\[Study name]@[SQL Server Instance Name]\Output_Files*). Files are named based on study name + “_J” + Metric Result ID + “_” + pollutant type.

AERMOD job output folder is named with the pollutant name and the metric result ID, e.g., NO_x_J1, CO_J2.

Metric	Type	Receptor Set
NO2	Emissions Dispersion	SCEN_2_CASES_CONTOUR_GRID
NOx	Emissions Dispersion	SCEN_2_CASES_CONTOUR_GRID

Emissions/Performance Modeling Options

BADA 4 Options

Use BADA Family 4

Use ANP and BADA 3 fallback

Enable reduced thrust taper

Taper upper limit (ft):

Check track angle

Apply delay & sequencing model

Calculate aircraft engine startup emissions

Calculate speciated organic gases

Analysis year:

Include MOVES inventory scenario(s)

Include MOVES AERMOD scenario

Emissions Dispersion Output

Pollutant Options

NO2 Modeling Tier:

Source Groups

All Parking facilities

Aircraft Roadways

All airborne sources Construction

Taxiways Stationary sources

Gates Background only

Training fires

Averaging times and rankings

1-hour: 8-hour:

2-hour: 12-hour:

3-hour: 24-hour:

4-hour: Monthly:

6-hour: Period or Annual

Compute 1-hour Max Daily averages at each receptor for use in assessing NAAQS (NOx - 8th highest)

Metric Result Options

Name:

Description:

Background Concentrations

Enable background concentrations

Wind sectors

Units:

Wind sector 1

Start: End:

Hourly file

Non-hourly

Annual:

Use file

Type:

Figure 5-17 Define Metric Results – Set Processing Options, NOx Metric

5.2.4.9.1 NO₂ Modeling Tier

The *NO₂ Modeling Tier* emission dispersion output option is enabled for the NO₂ emissions dispersion metric (Figure 5-18) in addition to the emission dispersion output options described in Section 5.2.4.9. AEDT supports four methods of converting NO_x into NO₂. Select the desired *NO₂ Modeling Tier* option and additional emissions dispersion output options and click *Next*.

- *Tier 1*: Full conversion of NO_x into NO₂
- *Tier 2 (ARM2)*: Ambient Ratio Method Version 2
- *Tier 3 (OLM)*: Ozone Limiting Method
- *Tier 3 (PVMRM)*: Plume Volume Molar Ratio Method

These methods are described in the AEDT Technical manual as well as in the U.S. Environmental Protection Agencies document *Technical support document (TSD) for NO₂-related AERMOD modifications* (July 2015)¹.

The screenshot shows the 'Emissions Dispersion Output' dialog box. Under 'Pollutant Options', the 'NO2 Modeling Tier' dropdown is open, showing 'Tier1' selected and other options: 'Tier1', 'Tier2 (ARM2)', 'Tier3 (OLM)', and 'Tier3 (PVMRM)'. Under 'Source Groups', several checkboxes are visible: 'All' (checked), 'Aircraft', 'All airborne sources', 'Taxiways', 'Gates', 'Training fires', 'Stationary sources', and 'Background only'. The 'Averaging times and rankings' section contains dropdown menus for 1-hour, 2-hour, 3-hour, 4-hour, 6-hour, 8-hour, 12-hour, 24-hour, and Monthly. There are also radio buttons for 'Period' and 'Annual'. At the bottom, there is a checkbox for 'Compute 1-hour Max Daily averages at each receptor for use in assessing NAAQS (NO₂ - 8th highest)'. The 'Period' radio button is selected.

Figure 5-18 Define Metric Results – Set Processing Options, NO₂ Metric

5.2.4.10 Background Concentrations

The following background concentration options are displayed when a CO, NO_x, NO₂, SO_x, SO₂, PM₁₀, or PM_{2.5} emissions dispersion metric is selected (Figure 5-17). When selected, uniform or temporally varying background concentrations can be specified to estimate cumulative ambient concentration impacts.





When modeling the NO₂ metric using Tier 3 modeling (OLM or PVMRM), background ozone concentrations can be defined in addition to background NO₂ concentrations. Background ozone concentrations are defined using the same parameters described in this section.

Adjust the following options as appropriate:

- **Enable background concentrations:** Enable or disable modeling of background concentrations. This is not an option for NO₂ Tier 3 modeling because specifying background ozone concentrations is required.
- **Add Wind Sector:** Add an additional wind sector, up to a maximum of six sectors (Table 5-3).
- **Units:** For CO pollutant, the input units may be specified as ppm, ppb, or µg/m³. All other pollutants must be specified in µg/m³.
- **Wind Sectors:** Select the wind sector for which to specify background concentration values. The icon shows the angle covered by the selected wind sector (Table 5-3).

¹ https://www3.epa.gov/scram001/11thmodconf/AERMOD_NO2_changes_TSD.pdf

Table 5-3 – Wind Sector Icons

	Add Wind Sector
	Delete Wind Sector
	Selected Wind Sector (highlighted)
	Unselected Wind Sector (not highlighted)

- *Start*: Set the starting angle for the wind sector. The ending angle for a wind sector is automatically set to be the starting angle of the next wind sector. The minimum wind sector area is 30 degrees.
- *Delete Wind Sector*: Delete the selected wind sector.



Changing intermediate wind sector definitions after they have all been defined can lead to overlapping sectors which will generate AERMOD errors. It is recommended to sequentially define contiguous sectors starting with the last or bottom-most sector and not attempt to change intermediate sector start angles after they have all been defined.



All wind sector angles must be between 0 and 359. Negative values are not allowed. If the *Start* angle field does not respond or does not accept text input, the minimum angle between the sector and the following sector is too small. Adjust the angle of the adjacent sector first.

- *Use hourly background concentrations file*: If selected, an hourly background concentrations file must be specified in the box below.
 - The hourly background concentrations file must be a comma-delimited text file, where each line specifies the year, month, day, hour, and background concentration value for that hour. The entire study time period must be covered by the file, although an unknown background concentration can be specified for an hour with the value -99. If unknown background concentrations exist in the hourly file, either an annual background concentration or a non-hourly file must be provided to cover the unknown values. For additional information, see *Section 3.3.8.2: Specifying the Background Concentration* in the AERMOD User's Guide² available on the Environmental Protection Agency (EPA) website.
 - Sample hourly background concentrations file:


```
# hourly background concentration sample
# year, month, day, hour, background concentration value
88,3,1,1,15
88,3,1,2,15
88,3,1,3,15
```
- *Use non-hourly settings*: If selected, specify an annual background concentration value or specify a non-hourly background concentration file. Only a single non-hourly background concentration file

² U.S. Environmental Protection Agency, *User's Guide for the AMS/EPA Regulatory Model (AERMOD)*, Report No. EPA-454/B-19-027, August 2019. https://www3.epa.gov/ttn/scram/models/aermod/aermod_userguide.pdf

can be applied per model run. Refer to the AEDT Supplemental Manual: Background Concentrations in AEDT on the AEDT Support website for more information.

- *Annual*: The background concentration value for the entire year.
- *Use file*: Browse to the non-hourly background concentrations file.
 - The background concentrations file is a text file with comma-delimited values on a single line or space-delimited values on a single line or column representing background concentration values. Short-form values of the form $n*VAL$ where n is the number of values and VAL is the value to be used can be to specify repeated values, see the examples below.
 - Depending on the time period for the background concentrations, the number of required values is different. AEDT parses the input file and lists the expected time period in the *Type* field. For a list of time periods and values required, see BGflag parameters in *Section 3.3.8.2: Specifying Background Concentration* in the AERMOD User's Guide.
 - Sample non-hourly background concentrations file (seasonal), comma-delimited:

```
# seasonal background concentration sample  
# background concentration value for winter, spring, summer, fall  
15,10,25,75
```
 - Sample non-hourly background concentrations file (seasonal), space-delimited, single line:

```
# seasonal background concentration sample  
# background concentration value for winter, spring, summer, fall  
15 10 25 75
```
 - Sample non-hourly background concentrations file (seasonal), space-delimited, single column:

```
# seasonal background concentration sample  
# background concentration value for winter, spring, summer, fall  
15  
10  
25  
75
```
 - Sample non-hourly background concentrations file (monthly), space-delimited, single column:

```
# monthly background concentrations sample  
# background concentration value for each month  
15 10 10 10 10 10 10 10 20 30 30
```
 - Sample non-hourly background concentrations file (monthly), space-delimited, short-form values:

```
# monthly background concentration sample  
# background concentration value for each month  
15 8*10 20 2*30
```



When using non-hourly background concentrations in AEDT, the non-hourly background concentration values that are specified by the user will be applied to all averaging periods being modeled.

- *Wind Speed Categories*: If the WSPEED background concentration period is specified in the non-hourly background concentration file for any wind sector, the wind speed category bounds will be displayed.



What are Wind Speed Categories?

Wind speed categories are ranges of wind speeds that AERMOD uses to classify the actual wind speed at a given point in time. There are always six categories; the maximum value for each of the first five categories is specified, and the sixth is considered to have no upper bound. The AERMOD wind speed categories can be changed in *Definitions* tab, *Weather* screen (Section 9.6.4).

For additional information on using background concentrations, refer to the AEDT Supplemental Manual: Background Concentrations in AEDT on the AEDT Support website.

5.2.5 Step 5: NO₂ Options

This step is only enabled when the NO₂ emissions dispersion metric is selected in the *Choose Metrics* step (Section 5.2.4.9.1).

When the NO₂ metric is selected, the *NO₂ Options* step contains additional settings that correspond to the tier selection.

- Tier 1 (Figure 5-19):
 - A confirmation that NO_x is all converted to NO₂ is displayed.
 - Click *Next*.
- Tier 2 (ARM2) (Figure 5-20):
 - *Lower Limit*: Uncheck the *Use Default* box and enter a value or check the *Use Default* box to use the default value
 - *Upper Limit*: Uncheck the *Use Default* box and enter a value or check the *Use Default* box to use the default value
 - Click *Next*
- Tier 3 (OLM) or Tier 3 (PVMRM) (Figure 5-21):
 - *Ambient Equilibrium NO₂/NO_x Ratio*: Uncheck the *Use Default* box and enter a ratio or check the *Use Default* box to use the default ratio
 - *Default In-Stack NO₂/NO_x Ratio*: To use the default ratio, check the *Use Default* box. The default ratio will be applied to all source groups. To use a non-default value, uncheck the *Use Default* box and enter a ratio. Users have the option to enter a different ratio for each source group.
 - *In-Stack NO₂/NO_x Ratios for Source Groups*: First uncheck the *Use Default* box and enter a ratio
 - *Background Ozone Concentrations*: Define the background ozone concentrations as described in Section 5.2.4.10.

Metric	Type	Receptor Set	Tier 1 Model
NO2	Emissions Dispersion	SCENARIO_BASECASE_C ONTOUR_GRID	NOx is all converted to NO2

Figure 5-19 Define Metric Results – NO2 Modelling Tier 1

Metric	Type	Receptor Set	Tier 2 Model (ARM2) Options
NO2	Emissions Dispersion	SCENARIO_BASECASE_C ONTOUR_GRID	Lower Limit: 0.5 <input checked="" type="checkbox"/> Use Default Upper Limit: 0.9 <input checked="" type="checkbox"/> Use Default

Figure 5-20 Define Metric Results – NO2 Modelling Tier 2

Metric	Type	Receptor Set	Tier 3 Model (OLM or PVMRM) Options	Background Ozone Concentrations																				
NO2	Emissions Dispersion	SCENARIO_BASECASE_C ONTOUR_GRID	Ambient Equilibrium NO2/NOx Ratio: 0.9 <input checked="" type="checkbox"/> Use Default In-Stack NO2/NOx Ratios: 0.5 <input checked="" type="checkbox"/> Use Default In-Stack NO2/NOx Ratios for Source Groups <table border="1"> <thead> <tr> <th>Source Group</th> <th>NO2 Ratio</th> </tr> </thead> <tbody> <tr><td>Aircraft</td><td>0.5</td></tr> <tr><td>All airborne sources</td><td>0.5</td></tr> <tr><td>Taxiways</td><td>0.5</td></tr> <tr><td>Gates</td><td>0.5</td></tr> <tr><td>Training fire</td><td>0.5</td></tr> <tr><td>Parking facilities</td><td>0.5</td></tr> <tr><td>Roadways</td><td>0.5</td></tr> <tr><td>Construction</td><td>0.5</td></tr> <tr><td>Stationary sources</td><td>0.5</td></tr> </tbody> </table>	Source Group	NO2 Ratio	Aircraft	0.5	All airborne sources	0.5	Taxiways	0.5	Gates	0.5	Training fire	0.5	Parking facilities	0.5	Roadways	0.5	Construction	0.5	Stationary sources	0.5	Wind sectors Units: ug/m ³ Wind sector 1 Start: 0.00 End: 0 <input type="checkbox"/> Hourly file <input checked="" type="checkbox"/> Non-hourly <input checked="" type="radio"/> Annual: <i>Enter double</i> <input type="radio"/> Use file Type:
Source Group	NO2 Ratio																							
Aircraft	0.5																							
All airborne sources	0.5																							
Taxiways	0.5																							
Gates	0.5																							
Training fire	0.5																							
Parking facilities	0.5																							
Roadways	0.5																							
Construction	0.5																							
Stationary sources	0.5																							

Figure 5-21 Define Metric Results – NO2 Modelling Tier 3

5.2.6 Step 6: Summary

The summary step lists each of the metric result definitions that will be created from the selections made in the workflow. The *Define Metric Results* wizard will place each record listed on the *Summary* pane (Figure 5-22) into the *Metric Results* tab. To commit the metric result definitions, follow the steps below or click *Cancel* to discard changes and exit the wizard.

To define metric results:

1. Click *Define* to complete defining metric results.
2. A confirmation is displayed, click *Close*. The defined metric result is listed in the *Metric Results* pane.

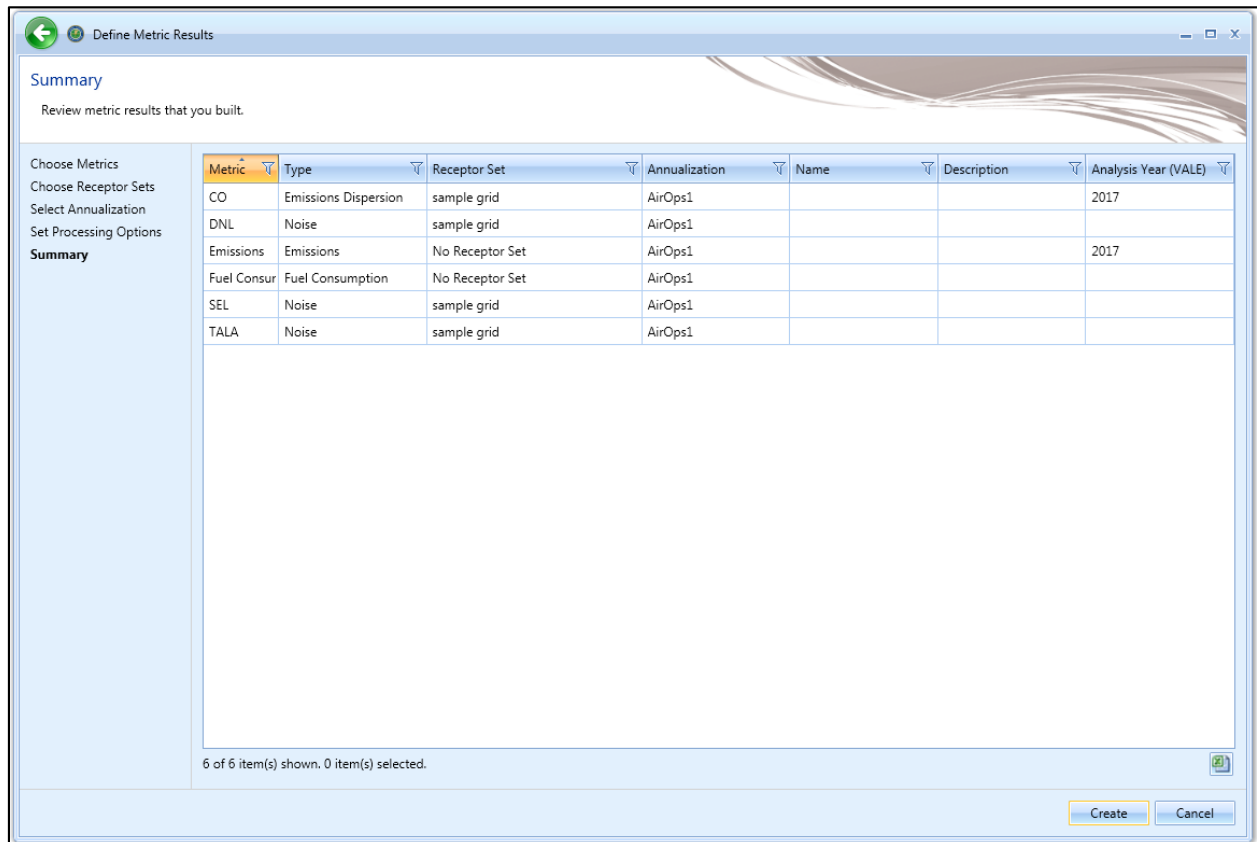


Figure 5-22 Define Metric Results – Summary

5.3 Run Metric Results

Metric result definitions that have been defined through the metric result wizard (Section 5.2) can be processed to generate the specified environmental results. Metric result definitions can be run individually, in groups, or in total from the *Metric Results* tab. Likewise, all metric result definitions can be run simultaneously from the *Study* tab (Section 4.9). For information on running the metric results using the external RunStudy command-line tool, see Appendix H.

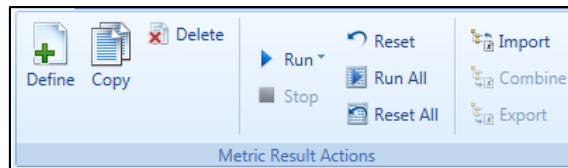


Figure 5-23 Ribbon Group – Metric Result Actions

To process metric result definitions listed in the Metric Results pane:

1. Select desired metric result(s) and click *Run* from the *Metric Results Actions* ribbon group.
 - To run a metric result, click *Run to Completion*.
 - To reset a completed or stopped run and immediately run again, click *Reset and Run to Completion*.
 - To run an emissions dispersion metric result until the AERMOD processing step, click *Run until AERMOD*. This option may be useful if it is desired to edit the AERMOD.INP file (e.g., to turn on additional options that are currently not exposed in the AEDT interface) before the AERMOD processing. To initiate the AERMOD run, click *Run to Completion*.
 - To run all metric result definitions, click *Run All*.
2. The *State* icon of selected metric results will display a progress bar indicating the percentage of processing completion. Once the run is complete, the *State* icon will change (Table 5-4).
 - Check the aedt.log file for any errors and warnings after running a metric result.

Table 5-4 – State Icons

	Ready to be run
	Run in progress
	Stopped
	Completed
	Completed with flight error
	Error, run not completed



When running an annual emission or emissions dispersion locally it is important to limit the SQL Server's Maximum server memory. It is recommended to limit the memory to 25% to 50% of the RAM. For more information see the AEDT Installation Manual.



Metric result definitions can also be run by right-clicking on desired metric result(s) in the *Metric Results* pane.



Use the shift or ctrl key to select multiple metric results.

5.3.1 Running an Emissions Dispersion Metric Result

An emissions dispersion metric result consists of three distinct computational steps:

1. Step E (Emissions) – Computation of hourly emissions for each source, which are stored in the database as they are computed.
2. Step H (HRE files) – Generation of AERMOD input files, of which HRE file generation is the most time-consuming.
3. Step A (AERMOD) – Processing input files using AERMOD.

When running an emissions dispersion metric result, the current step (E, H, or A) is displayed in the *State* column.

ID	State	Metric	Type
1	81% E	CO	Emissions Dispersion

Figure 5-24 Emissions Dispersion Metric Result – Run State

To edit the AERMOD.INP file before running AERMOD, click the *Run until AERMOD* button.

AEDT generates and saves the AERMOD input files (.INP, .HRE, .INC) to the AERMOD job output folder (named with the pollutant and the metric result ID) under the study output folder (e.g. `C:\AEDT\DATA\[User name]\[Study name]@[SQL Server Instance Name]\Output_Files`).

To initiate the AERMOD run, click *Run to Completion*.



When an emissions dispersion metric result fails to run, navigate to the study output folder and find the sub-folder with the pollutant and the metric result ID. In the *aermod.out* file, and search for “FATAL ERROR MESSAGES” to view the details of the error message.

5.4 Stop Metric Result

A metric result can be stopped during processing. Once a metric result has begun processing, the *Stop* button will be enabled in the *Metric Result Actions* ribbon group. A stopped metric result will be halted at the closest transition point in calculation. A stopped metric result will retain its progress even after AEDT is closed for later continuation.

5.5 Reset/Delete Metric Results

The following actions are available for metric results and accessible from the *Metric Result Actions* ribbon group:

- *Reset*: Resets the selected metric result(s) and marks those results as obsolete.
- *Reset All*: Resets all the metric results listed in *Metric Results* pane and marks results as obsolete.
- *Delete*: Deletes the selected metric result(s).

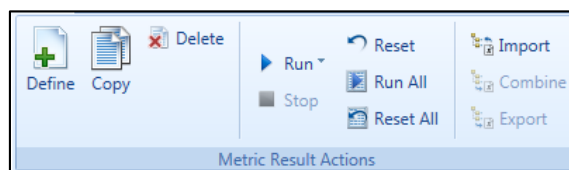


Figure 5-25 Ribbon Group – Metric Result Actions



Reset or *Delete* of a metric result definition releases any associated processed results data but does not clear those results from the database. Use the *Delete Obsolete Results* function in the *Study* tab, *Study Maintenance* screen (Section 4.12.1) to clear the results.

5.6 Import/Combine/Export Noise Metric Results

The following actions are available for noise results calculated outside of AEDT and are accessible from the *Noise Metric Results* ribbon group:

- *Import*
- *Combine*
- *Export*

5.6.1 Import Noise Metric Results

This feature allows users to import the noise results contained in a Noise Model Grid Format (NMGF) file into AEDT. The process of importing metric result creates a metric result and receptor set for each unique grid file. After the noise metric result has been imported, a receptor set layer, a noise exposure layer, and noise contour layer can be generated from the metric result.



The AEDT grid file is based on the ASCII version of the NMGF (Noise Model Grid Format). The NMGF format is documented on the following website:

<http://wasmerconsulting.com/nmgf.htm> Please note that not all the NMGF specifications are supported by AEDT. AEDT supports the following NMGF data point specifications: DPAL, GRID, and SUBG. In the DPAL section, locations must be specified in longitude and latitude. AEDT does not support using Cartesian coordinates to specify locations for the DPAL data point specification.

To import noise metric result:

1. In the *Metric Results* tab, locate the *Noise Metric Results* group in the ribbon.
2. Click the *Import* button to open the *Import Noise Metric Results* dialog.
3. Click the *Browse* button and select one or multiple *.grd* files.
4. Select a target noise metric from the list.
5. Enter a name for the receptor set in the *Receptor set base name* field.

- To create a new receptor set, enter a unique name. When importing multiple receptor sets, a number will be appended to the base name.
 - To override an existing receptor set, enter the name of the existing receptor set. When a warning message is displayed about the existing receptor set name, click *No* in order to override and continue the import process.
6. Click *OK* to import the grid file(s).
 7. When the import process is complete, the new noise metric result is displayed in the *Metric Results* pane. The new receptor set is displayed in the *Definitions* tab, *Receptor Sets* view.
 8. Select the new noise metric result and click the *Noise Exposure* button to view the noise exposure layer on the map.



The imported metric result only contains noise results; thus generating flight performance report, emissions report, or tracks layer is not supported.

Metric Name	Metric Type	User Defined
CDNL	Noise	No
CEXP	Noise	No
CNEL	Noise	No
DNL	Noise	No
EPNL	Noise	No
LAEQ	Noise	No
LAEQD	Noise	No
LAEQN	Noise	No
LAMAX	Noise	No
LCMAX	Noise	No

Figure 5-26 Import Noise Metric Results Dialog

5.6.2 Combine Noise Metric Results

This feature allows for the noise levels of selected metric results to be combined into one metric result. To enable the *Combine* button, select two or more metric results with the same noise metric of type exposure or maximum level.

After the noise metric results have been combined, a noise exposure layer and noise contour layer can be generated from the new metric result.



Noise metrics with the same noise metric, but different receptor sets can be combined.

Combine Noise Metric Results

Enter scalars for metric results in the grid

Note: This process combines noise levels of all metric results in the grid below and creates a new metric result.

Metric Result ID	Annualization	Receptor Set	Scalar
2	SCEN_2_CASES	SCEN_2_CASES_CONTOUR_GRID	1
1	HeloScenario	HeloScenario_CONTOUR_GRID	1

Reset Scalars to Value:

Receptor Exclusion Distance (m):

Receptor Combination Mode: Union Intersection

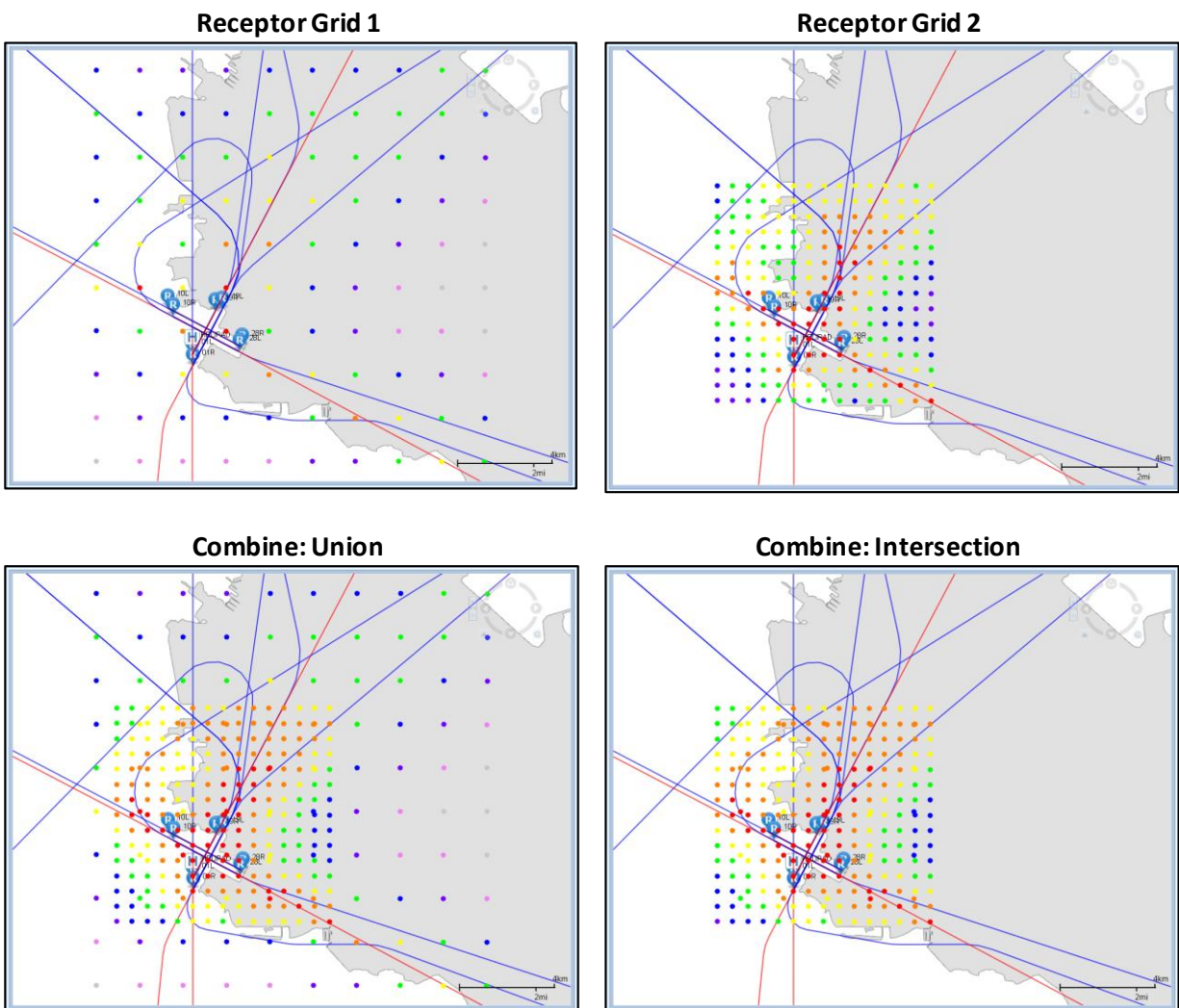
Receptor Set Name:

Figure 5-27 Combine Noise Metric Results Dialog

To combine noise metric results:

1. In the *Metric Results* tab, select two or more metric results with the same noise metric type (exposure or maximum level).
2. In the *Noise Metric Results* group in the ribbon, click the *Combine* button to open the *Combine Noise Metric Results* dialog.
3. Edit the following fields as necessary:
 - *Scalar* column in the grid: Edit the weighting factors for the metric results as appropriate.
 - *Reset Scalars to Value*: When clicking *Reset Scalars*, the value specified in the *Reset Scalars to Value* field will be applied to all metric results in the grid (*Scalar* column).
 - *Receptor Exclusion Distance (m)*: Receptors from different receptor sets that fall within the specified distance will be considered to be at the same location. The noise levels will be combined from the different receptor sets and will be considered to be at the location of the receptor of the first receptor set in the grid.
 - *Receptor Combination Mode*: Receptors from different receptor sets can be combined by a union or intersection.
 - Combining by *union* will combine all receptors from each receptor set.

- Combining by *intersection* will consider the area covered by each receptor set and will combine receptors only in the areas that overlap. The receptors that fall outside of the overlapping area are not included in the resulting receptor set.
- *Receptor Set Name*: Enter the name for the new receptor set that will be created by combining receptor sets.



4. Click *OK*.
5. The new combined noise metric result is displayed in the *Metric Results* pane.
6. Select the new noise metric result and click the *Noise Exposure* button to view the noise exposure layer on the map or click the *Contour* button to view the contour layer on the map.

5.6.3 Export Noise Metric Result

To enable the *Export* button, select a completed noise metric result. This button allows users to export the selected noise metric result in a Noise Model Grid Format (NMGF) file. NMGF files are not supported as standard output in AEDT, but are provided for use with external programs subject to all appropriate requirements.



The AEDT grid file is based on the ASCII version of the NMGF (Noise Model Grid Format). The NMGF format is documented on the following website:

<http://wasmerconsulting.com/nmgf.htm>

Please note that not all the NMGF specifications are supported by AEDT. AEDT supports the following NMGF data point specifications: DPAL, GRID, and SUBG. In the DPAL section, locations must be specified in longitude and latitude. AEDT does not support using Cartesian coordinates to specify locations for the DPAL data point specification.

To export noise metric result:

1. In the *Metric Results* pane, select a completed noise metric result.
2. In the *Noise Metric Results* group in the ribbon, click the *Export* button.
3. Enter the file name and click *Save*.
4. A grid file is saved to the selected location.

5.7 Generate Layers

Data can be visualized on the map by generating GIS layers. The *View Layers* ribbon group (Figure 5-28) in the *Metric Results* tab supports generating the following types of layers on the map:

- Tracks – tracks included in the metric result, color coded by track type
- Receptor set – receptors that are included in the metric result
- Receptor set boundary – the boundary used in the *Restrict Dynamic Grid By Boundary* feature
- Noise exposure – receptors that are included in the metric result, color coded by noise level
- Noise contours – lines on a map that represent specific noise levels, color coded by noise level
- Pollutant concentration – receptors that are included in the metric result, color coded by concentration level
- Concentration contours – lines on a map that represent specific pollutant concentration levels, color coded by concentration level
- Impact set – a graphical comparison of noise results at receptors for the selected metric results
- Ambient map – a map of ambient noise data used in TAUD metrics
- Surface Sector – visualization of the selected AERSURFACE output file which represents land surface characteristics for the study area

This Section describes how to generate each of those layers. Viewing the high-fidelity weather boundary is available through the *HiFi Wx Boundary* ribbon group (see Section 3.7.7).

Properties and data (attributes) are available for each layer through the *Attributes* pane, see Section 3.7.9. The attributes that are associated with each layer type are described in this Section.

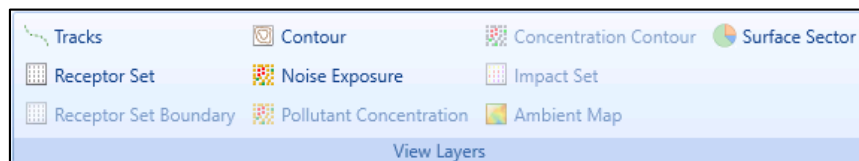


Figure 5-28 Ribbon Group – View Layers



Noise exposure, noise contour, pollutant concentration, concentration contour, and impact set layers require metric results to be run with the appropriate metric prior to generating layers. Tracks, receptor set, ambient map, and high-fidelity weather boundary layers can be generated without running metric results in advance.



Contour layers are displayed in the Web Mercator projection, but are stored in their original Lambert conformal conic projection (LCC). When layers are exported (Save as shapefile), the layers will be in the LCC projection. The contours are reprojected to Web Mercator (from LCC) for display.



The *Attributes* pane can be accessed by right-clicking on a desired layer in the *Layers* manager, see Section 3.7.9.



Layers can also be generated by right-clicking on a desired metric result in the *Metric Results* pane.

5.7.1 View Tracks Layer

1. In the *Metric Results* pane, select a desired metric result.
2. From the *View Layers* ribbon group, click the *Tracks* button.
3. The tracks layer is displayed on the map (Figure 5-29) and in the *Layers* manager.



Some metric results do not have associated tracks (e.g. imported metric result and runup operations). For such metric results, an empty tracks layer will be generated.

Tracks Layer Attributes

The following attributes are available for tracks layers: track name, aircraft type, airport, runway end, operation type, track type, subtrack ID, subtrack number, and percent dispersion (Figure 5-29). See Appendix B.3 for descriptions of the attributes.

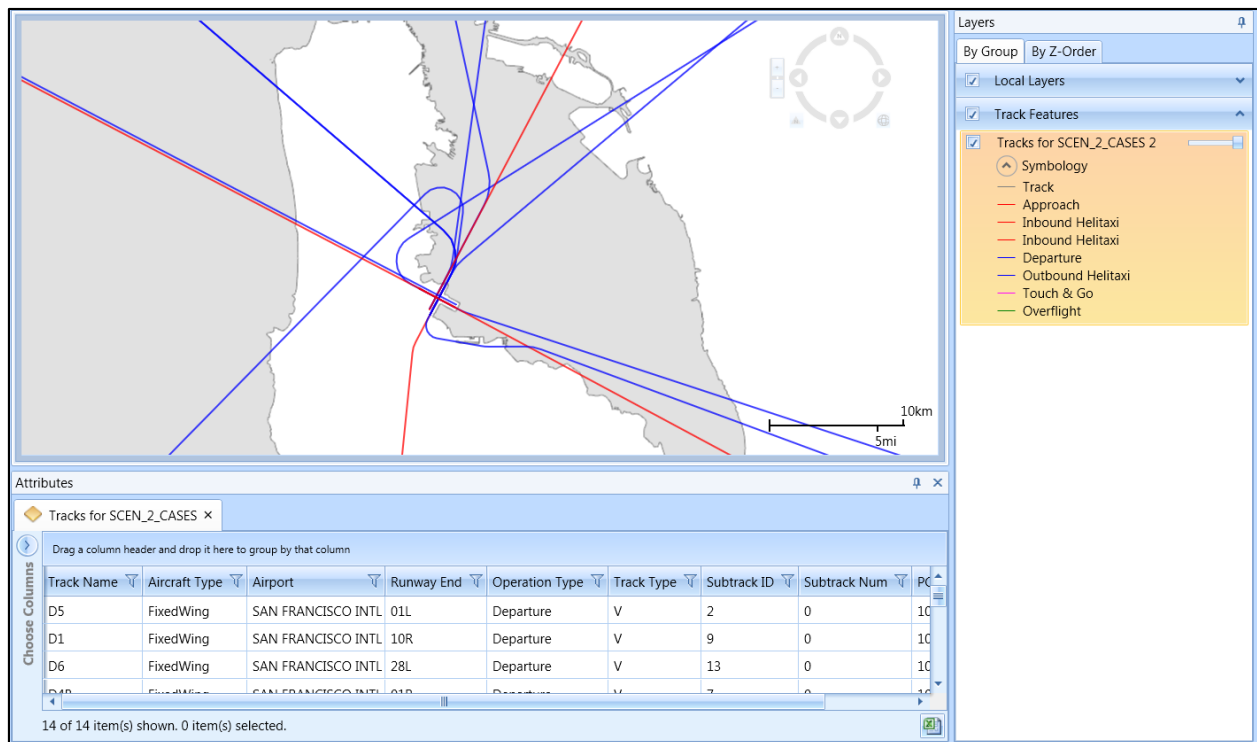


Figure 5-29 Sample Tracks Layer with Attributes

5.7.2 View Receptor Set Layer

1. In the *Metric Results* pane, select a desired metric result.
2. From the *View Layers* ribbon group, click the *Receptor Set* button.
3. The receptor set layer is displayed on the map (Figure 5-30) and in the *Layers* manager.



The receptor set that is assigned to either a noise metric result or a dispersion metric result can be viewed on map prior to running a metric result. To view the layer with results after running the metric result, use the *Noise Exposure* button or the *Pollutant Concentration* button.

Receptor Set Layer Attributes

The following attributes are available for all receptor set layers: receptor ID, receptor name, receptor index, receptor set ID, receptor set name, latitude, longitude, elevation (Figure 5-30). See Appendix B.3 for descriptions of the attributes.

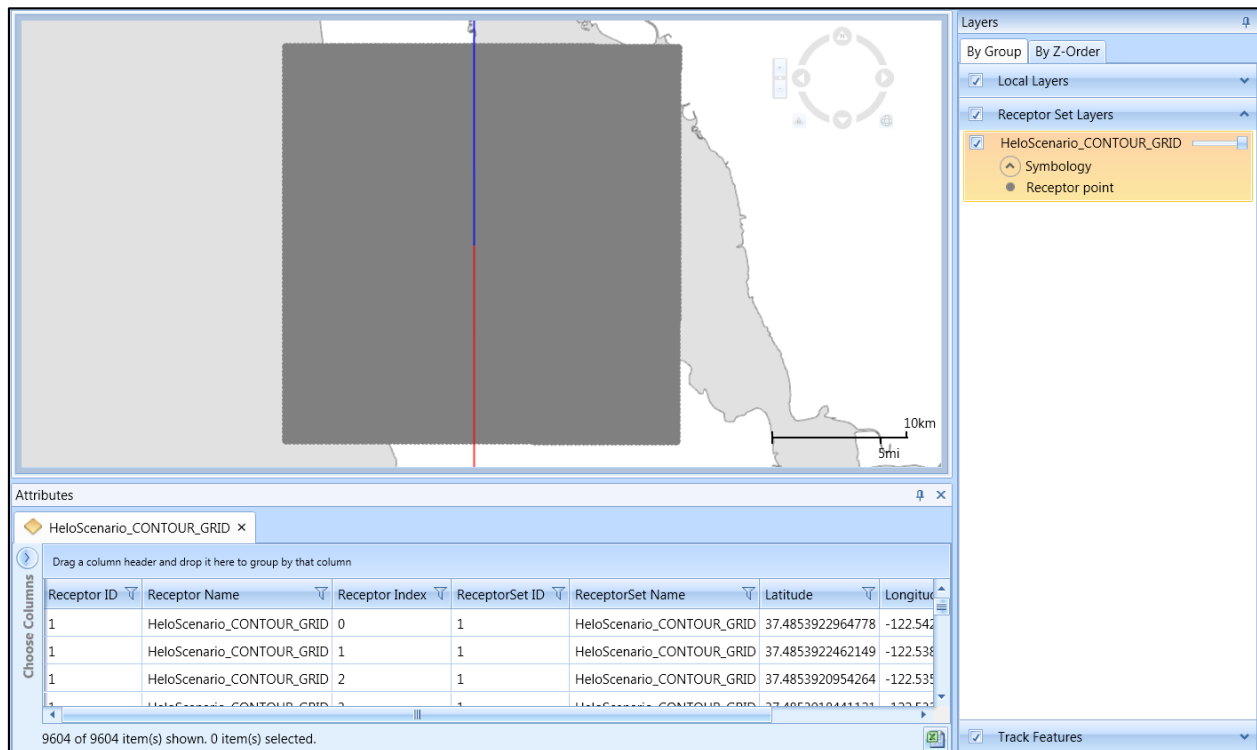


Figure 5-30 Sample Receptor Set Layer with Attributes – shown with Tracks

5.7.3 View Receptor Set Boundary Layer

1. In the *Metric Results* pane, select a metric result that uses a dynamic grid restricted by boundary.
2. From the *View Layers* ribbon group, click the *Receptor Set Boundary* button.
3. The receptor set boundary layer is displayed on the map (Figure 5-31) and in the *Layers* manager.



This layer is only available for dynamic grid receptor sets that utilize the *Restrict Dynamic Grid By Boundary* feature.

Receptor Set Boundary Layer Attributes

The following attributes are available for the receptor set boundary layers: Object ID, and Type (Figure 5-31). See Appendix B.3 for descriptions of the attributes.

The screenshot displays the software interface with a map and two panels. The map shows a geographical area with a blue boundary line. A scale bar indicates 10km and 5mi. The **Layers** panel on the right shows the layer hierarchy: Local Layers, Layers, and SampleStudy - Receptor Set Boundary: 7. The **Attributes** panel at the bottom shows a table with one row of data.

Object ID	Type
1	Boundary

Figure 5-31 Sample Receptor Set Boundary Layer with Attributes

5.7.4 View Noise Exposure Layer

1. In the *Metric Results* pane, select a desired metric result.
2. From the *View Layers* ribbon group, click the *Noise Exposure* button.
 - For metric results processed with the Number Above Noise Level option, the *Receptor Set Settings* dialog is displayed (Figure 5-32).
 - Use the reported average, minimum, maximum, and standard deviation of the results to determine an appropriate display interval.
 - Enter the desired interval or accept the default interval which is the average.

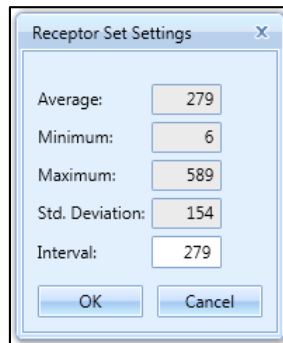


Figure 5-32 Receptor Set Settings Dialog for Number Above Noise Level

3. The receptor set layer is displayed on the map (Figure 5-30) and in the *Layers* manager.
4. If desired, change the color properties of the noise exposure layer in the *Layer Properties* dialog (see Section 3.7.8).

Noise Exposure Layer Attributes

The following attributes are available for all noise exposure layers: receptor ID, receptor name, receptor index, receptor set ID, receptor set name, latitude, longitude, elevation, noise results (dB, Minutes, %, or Operation count), metric type, and metric name (Figure 5-30). See Appendix B.3 for descriptions of the attributes.

For metric results processed with the Number Above Noise Level option, the noise exposure layer attributes will display the number of operations at or above the threshold at each grid point.

The area and percent area are displayed at the bottom of the *Attributes* pane. The area and percent area is calculated based on the visible records in the *Attributes* pane. For example, in order to calculate the area and percent area for all locations above 1 minute, filter the *Time (min)* column to display entries greater than 1. The area and percent area displays will update according to the filtered data.

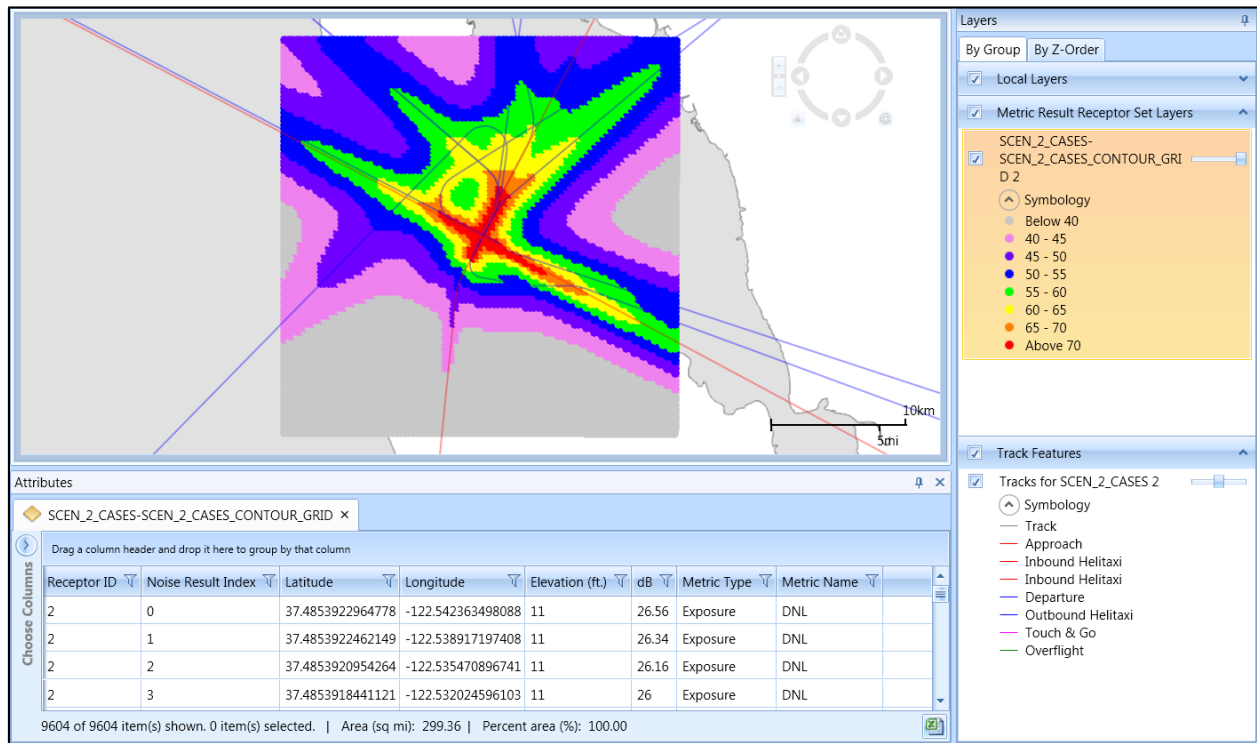


Figure 5-33 Sample Noise Exposure Layer with Attributes – shown with Tracks

5.7.5 View Noise Contour Layer

1. In the *Metric Results* pane, select a desired noise metric result that has been processed with a point, grid or dynamic grid receptor set.
2. From the *View Layers* ribbon group, click the *Contour* button.
3. The *Contour Settings* dialog is displayed (Figure 5-34).
4. Either accept the default minimum, maximum, and increment values; or enter new settings.
 - Check the *Make these settings the defaults* checkbox to save the new settings as the default values.
5. Click *OK*.
6. The contour layer is displayed on the map (Figure 5-35) and in the *Layers* manager.
7. If desired, change the color properties of the contour layer in the *Layer Properties* dialog (see Section 3.7.8).

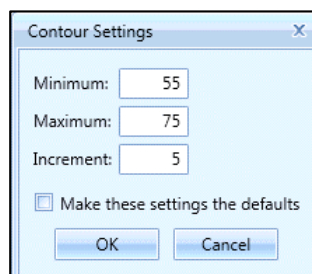


Figure 5-34 Contour Settings Dialog

Contour Layer Attributes

The following attributes are available for contour layers: object ID, contour, closed, area percent, cumulative percent, shape length, shape area, metric type, and metric name (Figure 5-35). See Appendix B.3 for descriptions of the attributes. Perc. Area (%) and Cum. Perc. Area (%) columns are calculated based on the receptor set area or boundary (if used).

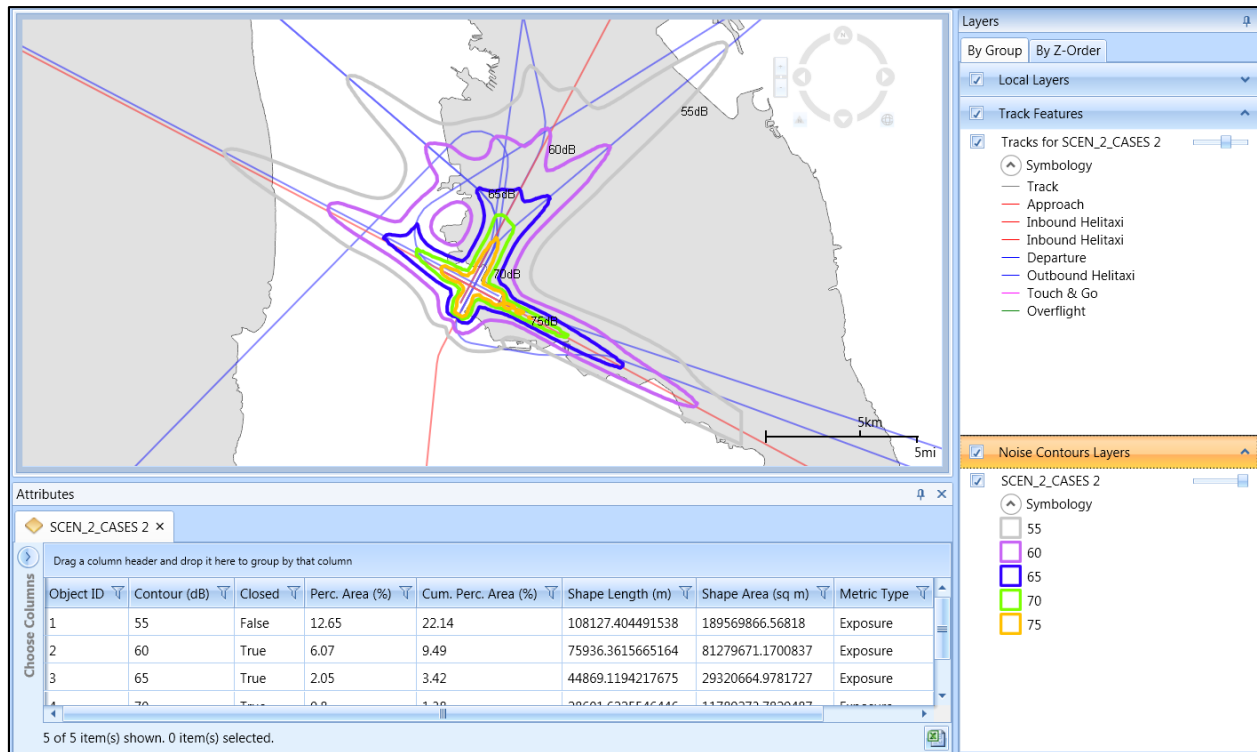


Figure 5-35 Sample Contour Layer with Attributes – shown with Tracks

5.7.6 View Pollutant Concentration Layer

1. In the *Metric Results* pane, select an emissions dispersion metric result that has been processed.
2. From the *View Layers* ribbon group, click the *Pollutant Concentration* button.
3. The *Select Pollutant Concentration Results* dialog (Figure 5-36) is displayed.
4. Select the appropriate results to view on the map. Use the shift or ctrl key to select multiple results.
5. Select the appropriate scaling method for the values. The color display of the concentration contour layer will be based on the selected *Scaling method*. It is recommended to use *Log10* scaling when concentration values are either very small or large.
6. Click *OK* to generate and display the concentration layers on the map (Figure 5-37) and in the *Layers* manager.

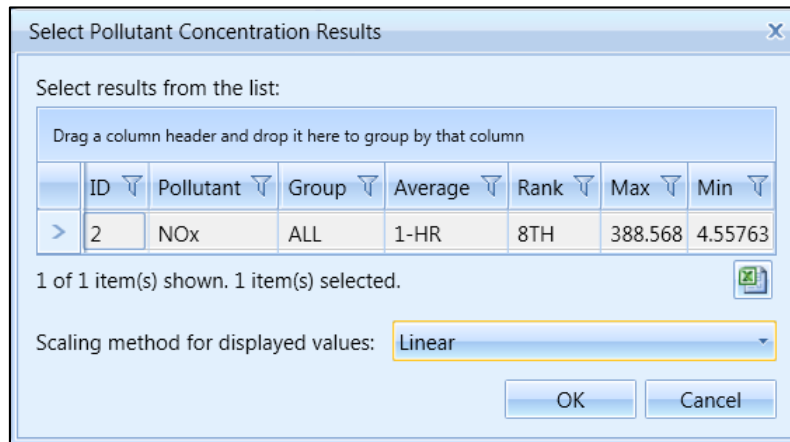


Figure 5-36 Select Pollutant Concentration Results Dialog

Pollutant Concentration Layer Attributes

The following attributes are available for all pollutant concentration layers: latitude, longitude, concentration index, pollutant, measured date, average, rank, and group (Figure 5-37). See Appendix B.3 for descriptions of the attributes.

For metric results processed with the background concentration processing option, the following additional attributes will be displayed: Pollutant:Src, Pollutant:BG, and Pollutant:BGPeak.

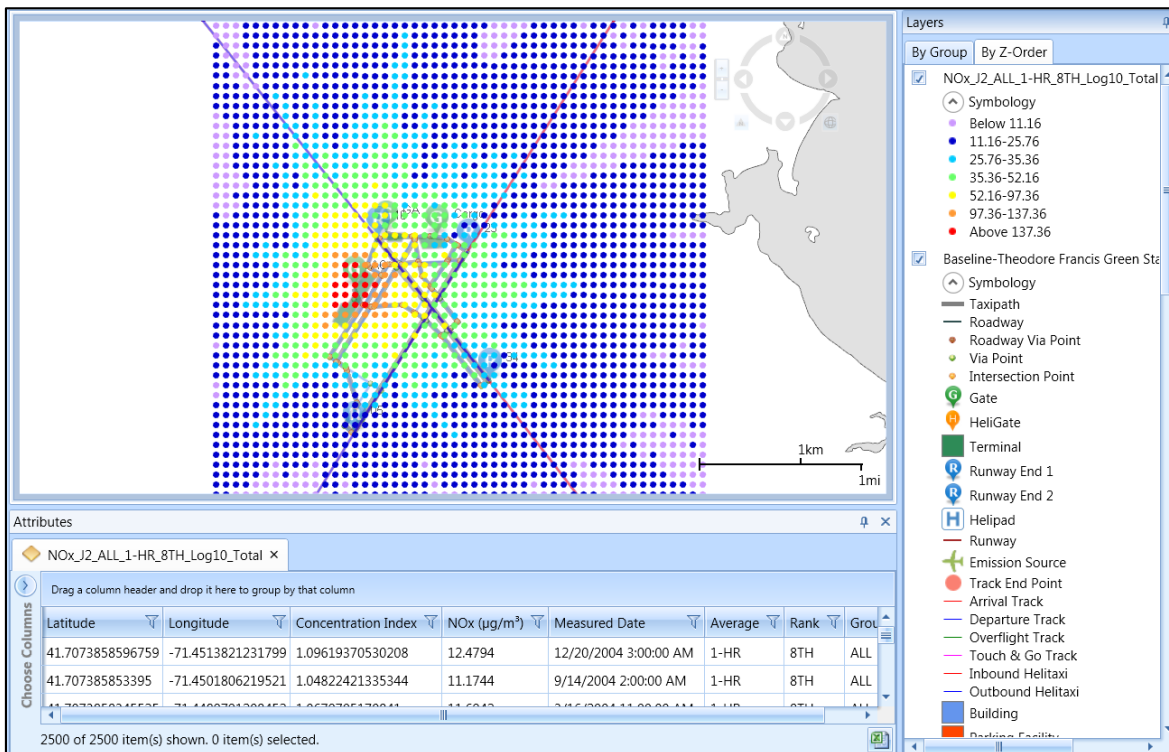


Figure 5-37 Sample Pollutant Concentration Layer with Attributes- shown with Airport layers

5.7.7 View Concentration Contour Layer

1. In the *Metric Results* pane, select an emissions dispersion metric result that has been processed.
2. From the *View Layers* ribbon group, click the *Concentration Contour* button.
3. The *Select Pollutant Concentration Results* dialog (Figure 5-36) is displayed.
4. Select the appropriate results to view on the map. Use the shift or ctrl key to select multiple results.
5. Select the appropriate scaling method *Log10* or *Linear* for the results. The color display of the concentration contour layer will be based on the selected *Scaling method*. It is recommended to use *Log10* scaling when concentration values are small.
6. Click *OK* to generate and display the concentration contour layers on the map (Figure 5-38) and in the *Layers* manager.



Both open and closed emissions dispersion contours are displayed in the concentration contour layer.

Concentration Contour Layer Attributes

The following attributes are available for all concentration contour layers: object ID, concentration, shape length, shape area, group, average, rank, scaling method, and concentration (Figure 5-38). See Appendix B.3 for descriptions of the attributes.

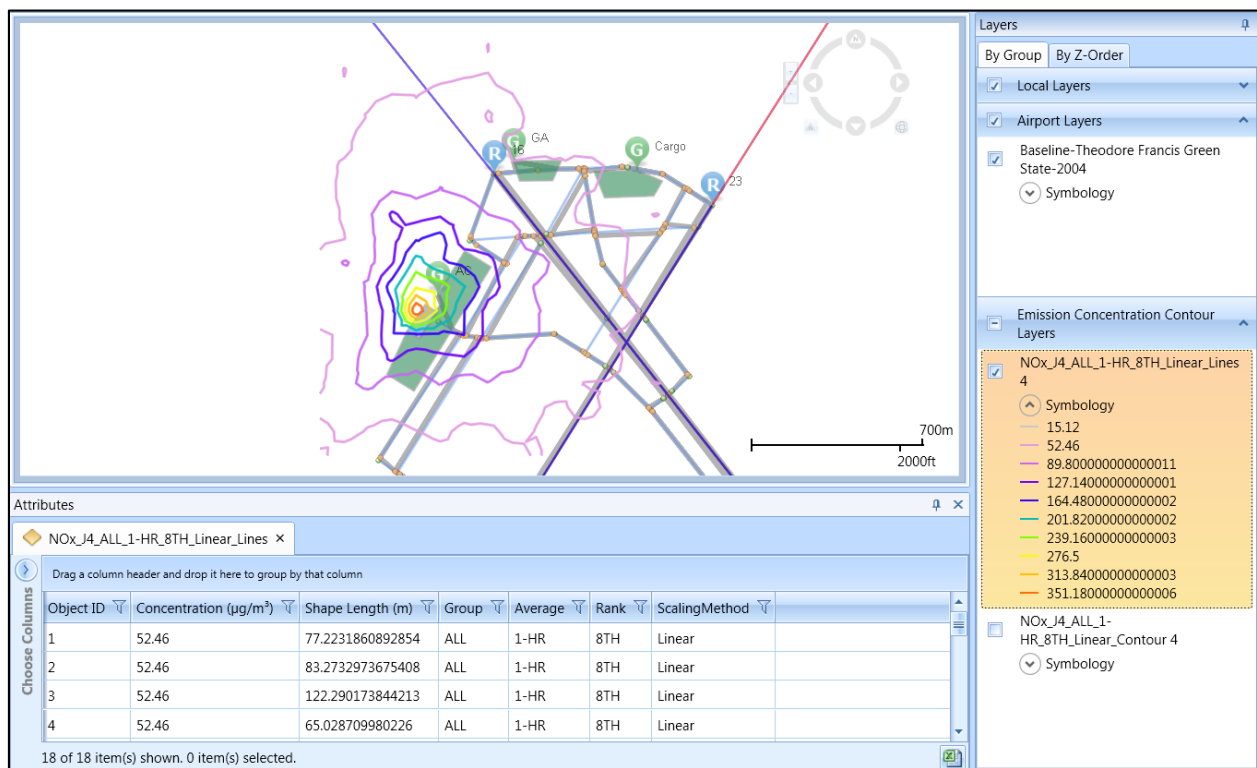


Figure 5-38 Sample Concentration Contour Layer with Attributes – shown with Airport layers

5.7.8 View Impact Set Layer

The impact set layer displays a graphical comparison of noise results for the selected metric results.

An impact set layer requires two processed metric results with:

- The DNL noise metric and the same receptor set; and
- Two different annualizations.

1. In the *Metric Results* pane, select two DNL noise metric results with different annualizations.
2. From the *View Layers* ribbon group, click the *Impact Set* button.
3. The impact set layer is displayed on the map (Figure 5-39) and in the *Layers* manager.

Impact Set Layer Attributes

The following attributes are available for impact set layers: latitude, longitude, base noise, alternative noise, change in noise, impact color, and impact range (Figure 5-39). See Appendix B.3 for descriptions of the attributes.

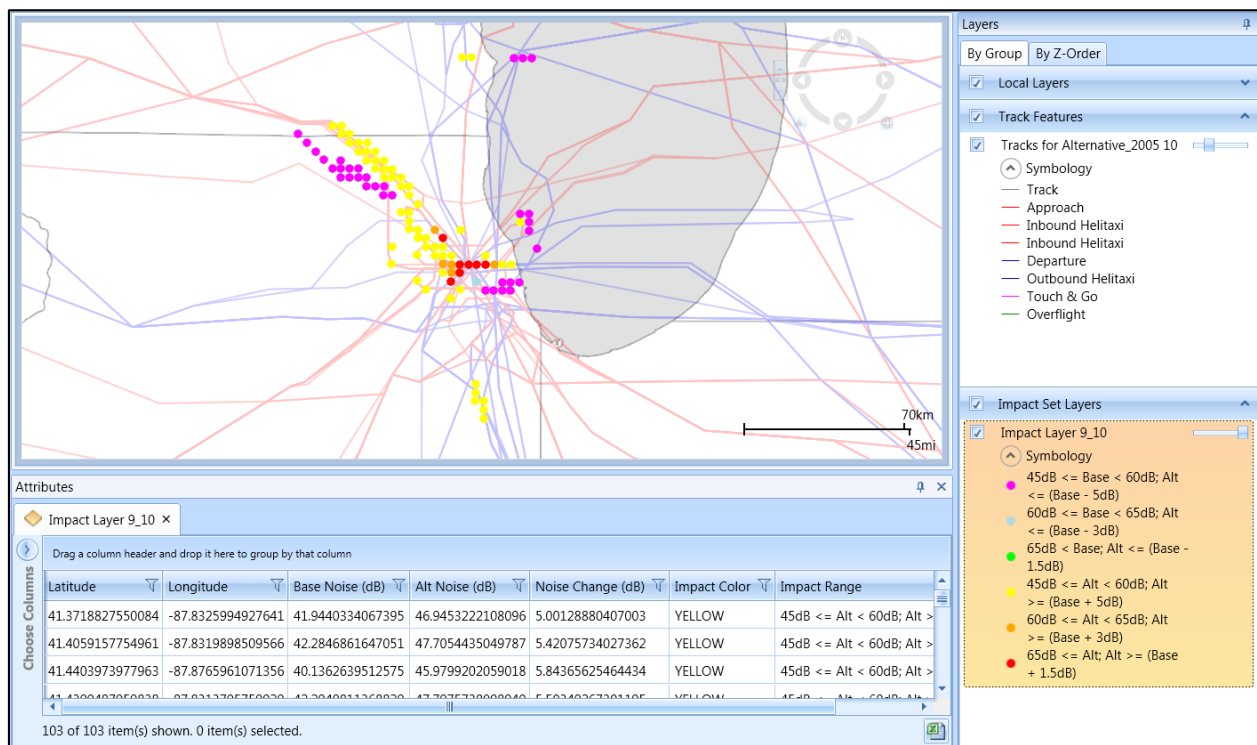


Figure 5-39 Sample Impact Set Layer with Attributes – shown with Tracks

5.7.9 View Time Audible Ambient Map

Ambient maps used for time audible metrics can be viewed on the map when an identifier, ambient map file, spectral data file, and hash key are defined in the *Study* tab, *Preferences* section. See Appendix E for more information on how to obtain the required information and for details on the ambient file.

1. In the *Metric Results* pane, select a time audible noise metric result.
2. From the *View Layers* ribbon group, click the *Ambient Map* button.
3. The ambient map layer is displayed on the map (Figure 5-40) and in the *Layers* manager.

Time Audible Ambient Map Attributes

The following attributes are available for time audible ambient map layers: latitude, longitude, ambient noise level, and x and y coordinates (Figure 5-40). See Appendix B.3 for descriptions of the attributes.

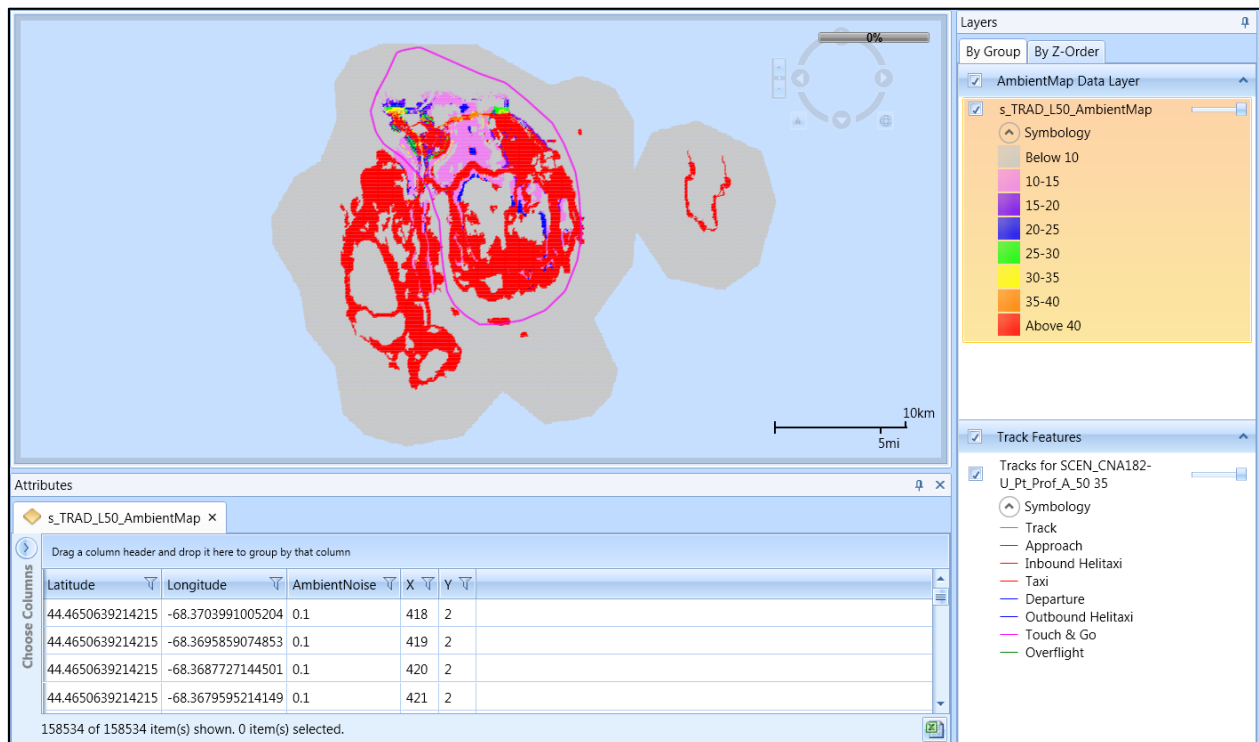


Figure 5-40 Sample Ambient Map Layer with Attributes – shown with Tracks

5.7.10 View Surface Sector

For emission dispersion analyses, emissions dispersion weather data must be provided, see Section 9.6.3. Surface characteristics can be entered or imported from an AERSURFACE output file from EPA's AERSURFACE program. Sector data contained in the AERSURFACE output file can be visualized on the map using this feature.

1. From the *View Layers* ribbon group, click the *Surface Sector* button.
2. Select an AERSURFACE output file.
3. The surface sector layer is displayed on the map (Figure 5-41) and in the *Layers* manager.

Surface Sector Layer Attributes

The following attributes are available for surface sector layers: Airport/Non-Airport, Latitude, Longitude, Radius, Start, End, Freq. Index, Albedo, Bowen Ratio, and Roughness. See Appendix B.3 for descriptions of the attributes.

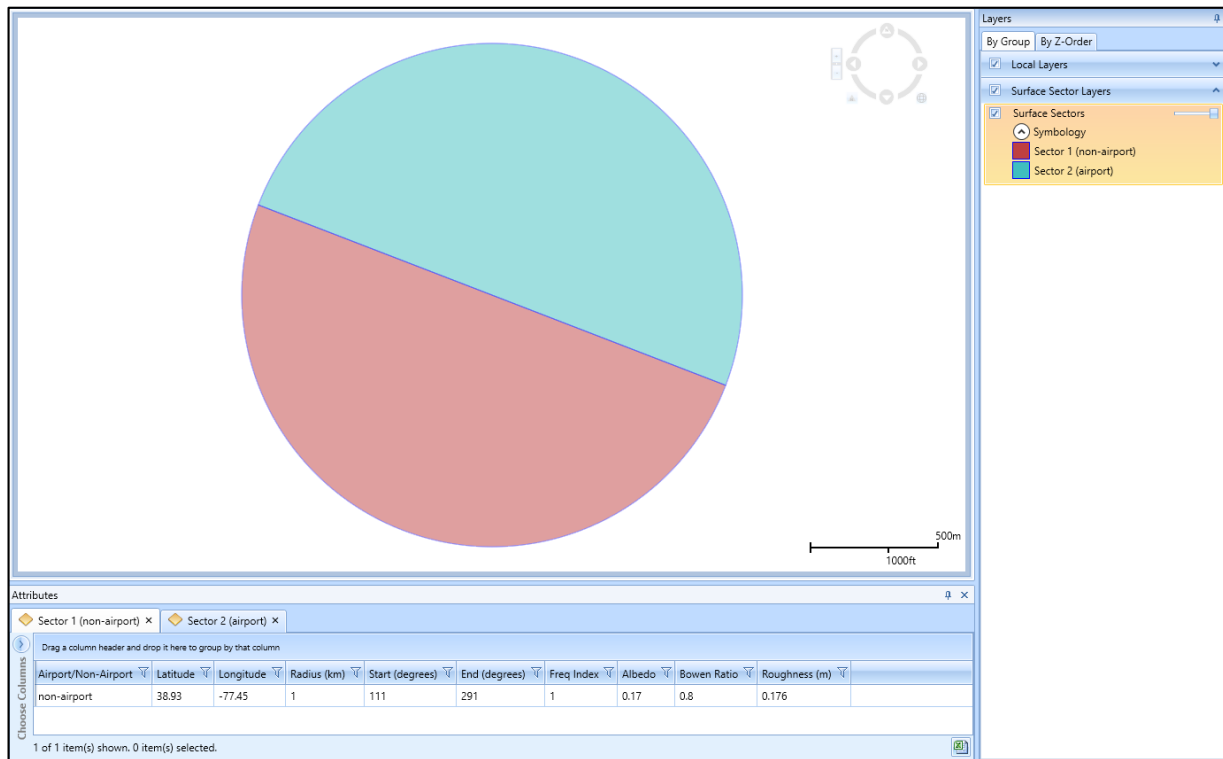


Figure 5-41 Sample Surface Sector Layer with Attributes

5.8 Clip Noise Contour

A noise contour layer can be clipped by creating and selecting a boundary layer to be clipped against.

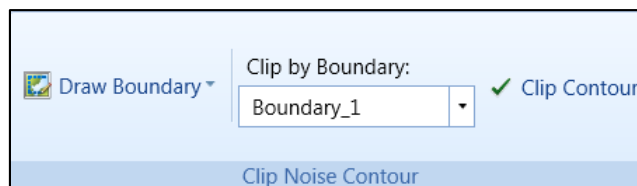


Figure 5-42 Clip Noise Contour

To clip a noise contour by a boundary layer:

1. Generate the desired noise contour layer.
2. Draw a boundary according to the instructions below.
3. In the *Layers* manager, select the noise contour to clip.
4. In the *Clip Noise Contour* ribbon group, select the boundary from the *Clip by Boundary* drop-down menu.
5. In the *Clip Noise Contour* ribbon group, click the *Clip Contour* button to clip the selected noise contour by the selected boundary. A new clipped noise contour layer will be created with the “_Clipped” in the layer name. The original (unclipped) contour layer will remain in the *Layers* manager.

There are multiple ways to define a boundary layer to clip a contour against. To create a boundary layer for clipping, follow the instructions below.

To create a boundary as a circle based on a radius:

1. In the *Metric Results* tab, *Clip Noise Contour* ribbon group, click *Draw boundary circle based on radius*.
2. Click on the desired location for the center of the circle on the map to open the *Draw Circle Boundary* dialog.
3. Enter the desired radius for the circle and select the units from the drop-down menu.
4. Click *OK*. The layer is created and displayed on the map and in the *Layers* manager.

To create a boundary as a circle:

1. In the *Metric Results* tab, *Clip Noise Contour* ribbon group, click *Draw boundary circle*.
2. Click once and hold the mouse button down on the desired location for the center of the circle on the map.
3. Drag the mouse on the map to define the size of the circle. Release the mouse button to complete the circle. The layer is created and displayed on the map and in the *Layers* manager.

To create a boundary as a box:

1. In the *Metric Results* tab, *Clip Noise Contour* ribbon group, click *Draw boundary box*.
2. Click once and hold the mouse button down on the desired location for the top left corner of the box on the map.
3. Drag the mouse on the map to define the size of the box. Release the mouse button to complete the box. The layer is created and displayed on the map and in the *Layers* manager.

To create a boundary as a polygon:

1. In the *Metric Results* tab, *Clip Noise Contour* ribbon group, click *Draw boundary polygon*.
2. Click on the desired location on the map for the starting point of the polygon.
3. Click on other areas of the map to create corners for the polygon. Double-click on the last location to complete the polygon. The layer is created and displayed on the map and in the *Layers* manager.

5.9 Reports View

Reports can be generated in the reports view of the *Metric Results* tab. The available reports are described in the sections below. See Appendix B.4 for detailed information about each field.

To switch to the Reports view:

1. Click the *Reports* button in the *Display* ribbon group (Figure 5-43).

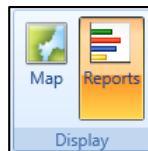


Figure 5-43 Metric Results Tab – Display Ribbon Group

2. The Reports workspace (center work area) and the Reports manager (right work area) are displayed.
3. The *Reports* ribbon group is displayed (Figure 5-44).

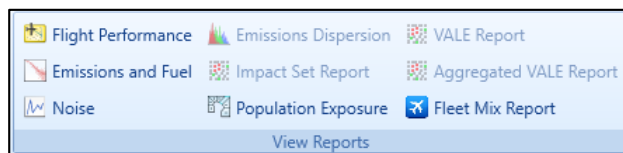


Figure 5-44 Ribbon Group – View Reports

Reports Manager

The Reports manager is displayed in the right work area when the reports view is active and lists open reports. By default, the metric result ID number is added at the end of the report name. Reports can be renamed by double-clicking on the report name. Reports can be deleted by clicking the *Delete* icon next to the report name.

5.9.1 View Flight Performance Report

The *Flight Operations* tab displays shows the flight performance of the aircraft operations for the selected metric result. The *Flight Segments* tab displays detailed segment-level results for a selected flight operation.

To view the flight performance report:

1. Select a desired metric result from the *Metric Results* pane.
2. From the *View Reports* ribbon group, click *Flight Performance* (Figure 5-44). The graph is displayed.
3. Select events to view using either the *Flight Operations* or *Flight Segments* tab as described below.

Flight Operations Tab:

1. Select a desired row from the table to view the corresponding graph. Select up to 10 rows at one time.
2. Select the desired *X axis* and *Y axis* parameters from the drop-down menus.
3. Select the desired *X unit* and *Y unit* from the drop-down menus.
4. Click the *Excel* icon to export the report data.

Aviation Environmental Design Tool

User Manual: 3c

Flight Segments Tab:

1. Select operation(s) in the *Flight Operations Tab* as described above.
2. Click *Flight Segments* tab.
3. Select an event from the *Event ID* drop-down menu.
4. Each row in the table represents a segment in the selected event. Select a row from the table to view the segment on the map.
5. Click the *Excel* icon to export the report data.

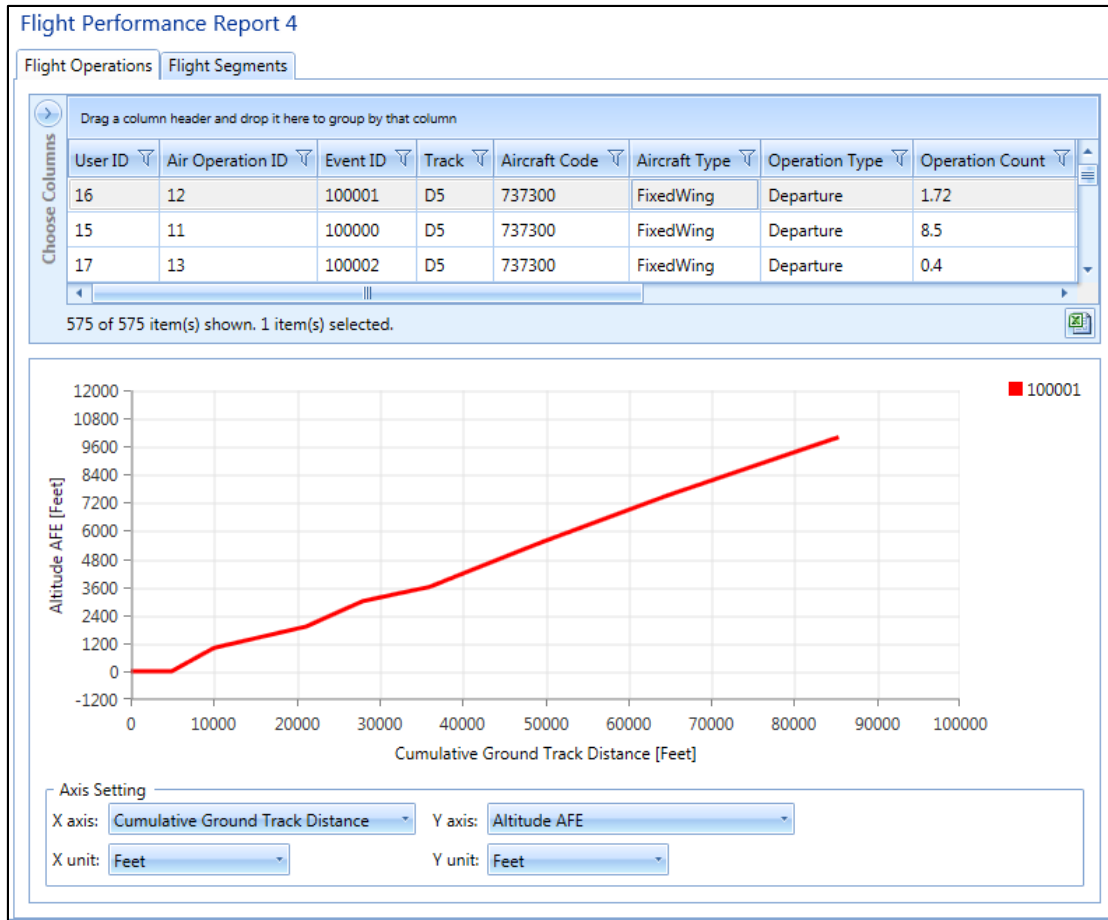


Figure 5-45 Sample Flight Performance Report

5.9.2 View Emissions and Fuel Report

To generate the emissions and fuel report:

1. Select a desired metric result from the *Metric Results* pane.
2. From the *View Reports* ribbon group, click *Emissions and Fuel* (Figure 5-44) to open the report.
3. Select the *Operation Group*, *Group by*, and *Units* options from the drop-down menus.
4. Click *Generate Report*.
 - The *Emissions* tab displays the emissions results and fuel burn.
 - The *Speciated Organic Gases* tab is only enabled if the “*Calculate speciated organic gases*” option was selected for this metric result.
5. Click the *Excel* icon to export the report data.



What are the *Group by* options in the emissions and fuel report?

- **Operation Group Summary:** Summarizes results by operation group and mode; and displays results that reflect the operation count of each operation
- **Operations Summary:** Summarizes results by events (individual flights); displays results that assume an operation count of one (1)
- **Operations Mode:** Summarizes results by event and mode; displays results that assume an operation count of one (1)
- **Operations Detail :** Summarizes results by events at the segment level; displays results that assume an operation count of one (1)
- **Annualized Operations Group Summary:** Summarizes annualized results by operation group and mode; and displays results that reflect the operation count and the annualization weightings
- **Annualized Operations Summary:** Summarizes annualized results by events; displays results that assume an operation count of one (1) and the annualization weightings
- **Annualized Operations Mode:** Summarizes annualized results by event and mode; displays results that assume an operation count of one (1) and the annualization weightings
- **Annualized Operations Detail:** Summarizes annualized results by events at the segment level; displays results that assume an operation count of one (1) and the annualization weightings



What are the *Mode* categories in the emissions and fuel report?

- Startup: Startup emissions if *Calculate aircraft engine startup emissions* is selected when defining/copying a metric result. Startup emissions only exists for departure operations.
- Taxi out: Taxi emissions when taking off. Taxi out does not include startup emissions. Taxi emissions could include contributions from the following taxi modes if selected when defining /copying a metric result:
 - Flight-based taxi in/out mode (*Study* tab, *Preferences*, *Emissions*, *Enable flight-based taxi times*)
 - Airport layout-based taxi in/out mode (*Airports* tab, *Edit Airport Layout* dialog, *Taxi-in time* and *Taxi-out time*)
 - Delay and sequencing modeling taxi (*Metric Results* tab, *Define* or *Copy* metric result, *Set Processing Options*, *Apply Delay & Sequencing Model*)
- Climb Ground: Includes summary of the takeoff ground roll, Taxi out, and Startup emissions.
- Climb Below 1000: Includes summary of the Climb Ground emissions and emissions from the takeoff airborne flight segments below 1000 feet.
- Climb Below Mixing Height: Includes summary of the Climb Below 1000 emissions and emissions of the takeoff airborne and climb flight segments below the mixing height, which is typically approximately 3000 feet.
- Climb Below 10000: Includes summary of the Climb Below Mixing Height and the emissions from climb and departure cruise flight segments below 10000 feet.
- Above 10000: Emissions from the flight segments above 10000 feet.
- Descend Below 10000, Descend Below Mixing Height, Descend Below 1000, Descend Ground, Descend Taxi: The arrival modes which are reciprocal to the departure modes. For example, Descend Ground includes summary of the landing ground roll emissions and arrival taxi emissions.
- Full Flight: Full flight emissions. Stationary, GSE, and APU emissions are not included.
- Stationary Sources: Emissions from stationary sources.
- APU: Emissions from the auxiliary power units equipment associated with aircraft operations (1 or 0 per operation).
- GSE LTO: Emissions from the ground support equipment associated with aircraft operations (many to 0 per operation).
- GSE Population: Emissions from the ground support equipment not directly associated with aircraft operation.
- MOVES Roadways: Emissions from roadway operations evaluated externally with MOVES and imported using the MOVES inventory file on the *Definitions* tab.
- MOVES Parking Facilities: Emissions from parking facility operations evaluated externally with MOVES and imported using the MOVES inventory file on the *Definitions* tab.
- MOVES Construction: Emissions from construction operations evaluated externally with the MOVES and imported using the MOVES inventory file on the *Definitions* tab.

Aviation Environmental Design Tool

User Manual: 3c

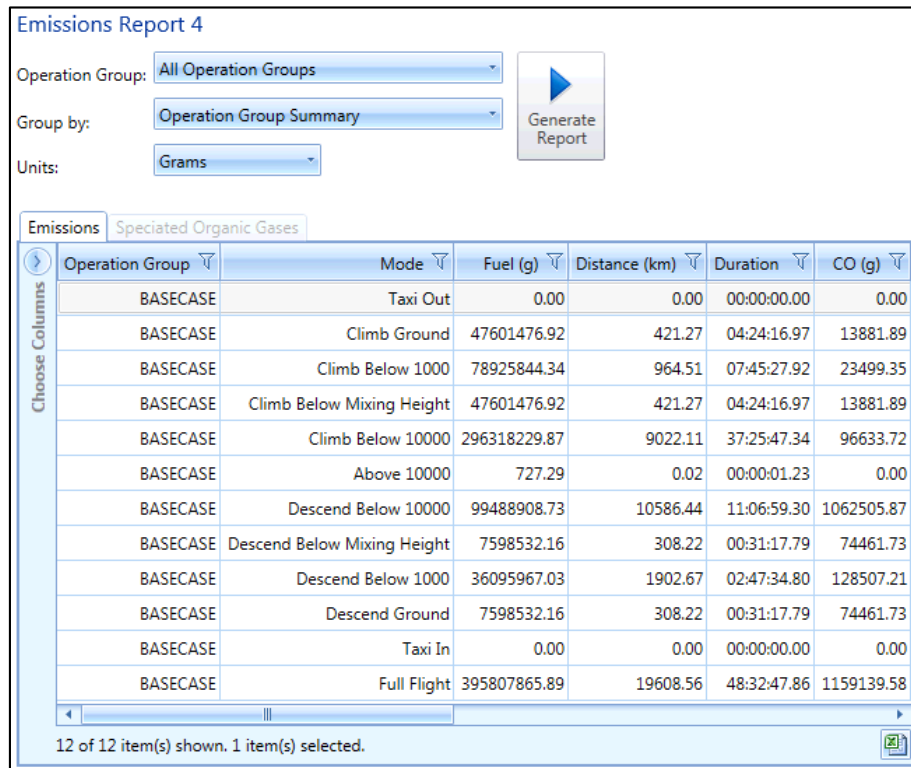


Figure 5-46 Sample Emissions and Fuel Report

5.9.3 View Noise Report

To generate the noise report:

1. Select a desired noise metric result from the *Metric Results* pane.
2. From the *View Reports* ribbon group, click *Noise* (Figure 5-44) to open the report.
3. Click the *Excel* icon to export the report data.



For metric results processed with the Number Above Noise Level option, the noise report will display the count of operations above the threshold. The noise levels in dB will not be displayed.



When the results storage option is set to *Detailed*, detailed noise results will be computed for each grid point and every combination of aircraft, profile, and track and displayed in the noise report. See Appendix G for the list of displayed data.

Noise Result Index	Latitude (deg)	Longitude (deg)	Elevation (ft)	Noise Level (dB)	Metric Type	Metric Name	Receptor ID	Receptor Name
1	37.623121	-122.385200	11	24.08	Exposure	DNL	8	SCENARIO_BASECA
2	37.623121	-122.381747	11	23.57	Exposure	DNL	8	SCENARIO_BASECA
3	37.625044	-122.385200	11	23.27	Exposure	DNL	8	SCENARIO_BASECA
4	37.625044	-122.381747	11	23.11	Exposure	DNL	8	SCENARIO_BASECA
5	37.626966	-122.385200	11	23.06	Exposure	DNL	8	SCENARIO_BASECA
6	37.626966	-122.381747	11	23.11	Exposure	DNL	8	SCENARIO_BASECA

6 of 6 item(s) shown. 0 item(s) selected.

Figure 5-47 Sample Noise Report

5.9.4 View Emissions Dispersion Report

To generate the emissions dispersion report:

1. Select a desired emissions dispersion metric result from the *Metric Results* pane.
2. From the *Reports* ribbon group, click *Emissions Dispersion* (Figure 5-44) to open the report.
3. Select the appropriate results to view in the report. Use the shift or ctrl key to select multiple results.
4. Click *Generate Report*.
5. Click the *Excel* icon to export the report data.

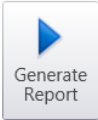
Emissions Dispersion Report 2

Select results from the list:

Drag a column header and drop it here to group by that column

ID	Pollutant	Group	Average	Rank	Max	Min
> 2	NOx	ALL	1-HR	8TH	388.568	4.55763

1 of 1 item(s) shown. 1 item(s) selected.



Choose Columns	Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	NOx (µg/m ³)	NOx background (µg/m ³)	NOx source
	41.7073858596759	-71.4513821231799	0	1	12.4794	0	12.4794
	41.707385853395	-71.4501806219521	0	1	11.1744	0	11.1744
	41.7073858345525	-71.4489791208452	0	1	11.6942	0	11.6942
	41.7073858031481	-71.4477776196195	0	1	8.88648	0	8.88648
	41.7073857591821	-71.446576118396	0	1	8.37169	0	8.37169
	41.7073857026544	-71.4453746172954	0	1	7.78347	0	7.78347
	41.7073856335649	-71.4441731160781	0	1	9.44111	0	9.44111

Figure 5-48 Sample Emissions Dispersion Report

5.9.5 View Impact Set Report

The impact set reports displays tabular and graphical noise results for the selected metric results.

An impact set report requires two processed metric results with:

- The DNL noise metric and the same receptor set; and
- Two different annualizations.

To generate an impact set report:

1. Select the two processed metric results from the *Metric Results* pane.
2. From the *View Reports* ribbon group, click *Impact Set Report* (Figure 5-44). The Impact Set Report will open, displaying tabular and graphical noise results.
3. Click the *Reverse Baseline and Alternative* arrow button to reverse baseline and alternative metric results.
4. If the selected metric results were assigned population receptors (as opposed to grid receptors), then the following radio buttons will be displayed:
 - Show receptor counts
 - Show population counts

Aviation Environmental Design Tool

User Manual: 3c

Impact Set Table

The impact set table shows the number of receptors or population count exposed to specific ranges of noise for both the baseline and alternative scenarios depending on the selected receptor set. Each column corresponds to an exposure range under the baseline scenario and each row corresponds to an exposure range under the alternative scenario. Changes in distribution of exposures between the baseline and alternative scenarios can be viewed by looking at a specific column and row in the matrix.

The green color in the impact table (Figure 5-49) represents a decrease in noise level from the baseline to the alternative, while red shows an increase in the noise level from the baseline to the alternative.



Figure 5-49 Sample Impact Set Table

Impact Set Graph

The impact set graph shows detailed comparative data for receptors exposed to specific ranges of noise. Data are color-coded as described below. The *Change Summary* table provides a summary of the number of receptors or the population count that has either entered or exited the 65 dB or greater criteria for a comparison of two scenarios.

To read an impact set graph:

1. By reading the graph as a matrix, the user can determine the population count or number of receptors that have changed category between the baseline scenario and the alternative scenario.
2. The color coding of warm (red, orange, and yellow) and cool (purple, blue, and green) colors allows easy reference when there has been a reduction or an increase in noise (Figure 5-50).
3. Example (Figure 5-50):
 - a. Locate the circled area on the graph.
 - b. Trace up to the *Baseline DNL (dB)* noise level ranges. For this case, the range is 60-65 dB.

Aviation Environmental Design Tool

User Manual: 3c

- c. Trace over to the *Alternative DNL (dB)* noise level ranges. For this case, the range is 65-70 dB.
- d. In this example, one receptor has changed from 60-65 dB to 65-70 dB from the baseline to alternative scenarios, so the circled area is colored red.

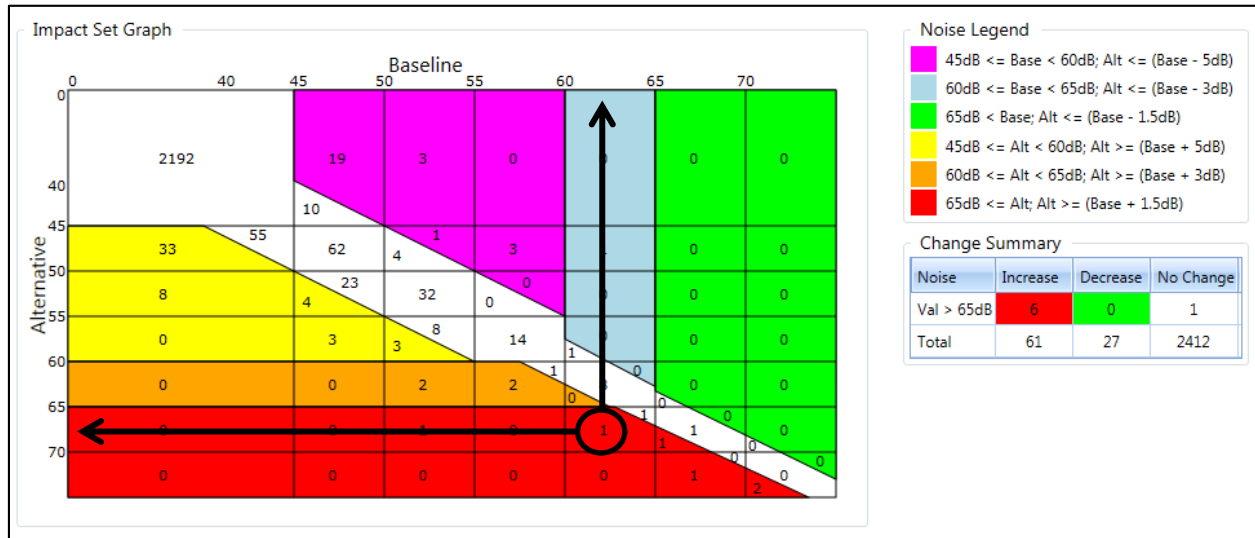


Figure 5-50 Sample Impact Set Graph

Color Coding

Color coding is utilized in viewing changes in noise levels between two metric results in an impact set graph. The colors visually represent an increase or decrease in noise level between two metric results, e.g., baseline scenario vs. alternative scenario.

Table 5-5 shows the criteria for the color coding. The color coding is defined according to FAA Order 1050.1F. The warm colors (red, orange, and yellow) represent an increase in noise level from the baseline scenario to the alternative scenario. The cool colors (purple, blue, and green) represent a decrease in noise level from the baseline to the alternative scenario. No color or white represents no change in noise level from the baseline scenario to the alternative scenario.

Table 5-5 – Color Coding Based on Change in DNL

Baseline DNL	Change in Noise Level from Baseline to Alternative	
	Increase	Decrease
< 45 dB	No color	No color
45-<50 dB	+ 5 dB (yellow)	- 5 dB (purple)
50-<55 dB		
55-<60 dB		
60-<65 dB	+ 3 dB (orange)	- 3 dB (blue)
> 65 dB	+ 1.5 dB (red)	- 1.5 dB (green)

5.9.6 View Population Exposure Report

The population exposure report can be generated for an existing noise contour layer. In order to view this report, first generate a noise contour layer that will be used to calculate population exposure.

U.S. Census data are required in order to generate the population exposure report and must exist in the directory specified in the *Census data folder* setting in the *Study* tab, *Preferences*, *Population Exposure Model* screen.



The *Census data folder* must be located in a folder path without any spaces. The population exposure report will not generate if Census data are located in a directory with spaces.



The *Census geodatabase cache folder* setting must be unique per study.

For information on downloading 2010 U.S. Census data, see “Using US Census Bureau Data in AEDT” on the AEDT Support website, Downloads page.



Sample census data are provided for STUDY_INM in the AEDT data folder (e.g., `C:\AEDT\demographics_module\source_data\Census_2010`).

To generate the population exposure report:

1. From the *View Reports* ribbon group, click *Population Exposure* (Figure 5-44) to open the Population Exposure Report.
2. Select a desired noise contour layer from the drop-down menu. If no layers are listed in the drop-down menu, generate a noise contour layer.
3. Click *Calculate Population Exposure*.
4. Click the *Excel* icon to export the report data.
5. Click the *Detailed Logs* arrow icon to view the log messages. The log messages are also written to the *PopulationExposureModule.txt* file in the AEDT Logs folder (e.g., `C:\AEDT\Logs`).



Generating the population exposure report can take several minutes (e.g. more than 10 minutes) depending on the input data and the computer performance.

Population Exposure Report 1

Generate noise contour layer(s) first before running this report.

Noise contour layer: SCENARIO_BASECASE ▶ Calculate Population Exposure

Contour Level	Population Count
55	69224
60	9029
65	721
70	0
75	0

5 of 5 item(s) shown. 1 item(s) selected.

Detailed Logs

Figure 5-51 Sample Population Exposure Report

5.9.7 View VALE Report

A Voluntary Airport Low Emissions (VALE) reduction report shows net differences in emissions between a baseline and an alternative (VALE) metric result for a single analysis year. The baseline scenario simulates existing conditions while the alternative scenario conveys hypothetical equipment replacements. VALE analysis years are specified in the *Define Metric Result* wizard, *Set Processing Options* step. In order to create metric results to use in VALE reporting, define a baseline metric result and an alternative metric result, see Section 5.2.



In order to include emissions from MOVES sources (roadway, parking facility, and/or construction) in the VALE report, select desired MOVES Inventory Scenario(s) in the *Define Metric Result* wizard, *Set Processing Options* step. See Section 5.2.4.3. Each of the MOVES sources included in the metric results will be displayed in the *VALE Report Settings* dialog as an operation group.

Users can generate a single VALE report for a particular VALE analysis year using the *VALE Report* button. Additionally, users can use the *VALE Report* button to generate an aggregated VALE report that spans a set of analysis years, by selecting a set of metric results that share a common pair of baseline and alternative scenarios. The *Aggregated VALE Report* button should be used for aggregating single VALE reports where each single VALE report does not necessarily have the same baseline-alternative annualization pair as another VALE report with which it is being aggregated, see Section 5.9.8.

To generate an individual VALE report:

1. Select two processed Emissions metric results from the *Metric Results* pane. The two metric results must have different annualizations and a common analysis year.
2. From the *View Reports* ribbon group, click *VALE Report* to open the *VALE Report Settings* dialog (Figure 5-52).
3. The *Baseline* list displays operation groups in the first metric result. The *VALE* list displays operations groups in the second metric result. Select desired operation groups to compare from each list then click *Match*.

- It is possible to match multiple baseline operation groups to one VALE operation group.
 - Select an entry in the *Matched Items* list and click *Unmatch* to unmatch the operation groups.
 - Operation groups must have distinct names.
4. To switch the Baseline and VALE metric results, click the swap arrow button.
 5. Click *OK* to generate the VALE report (Figure 5-53).
 6. To change the units of the report, select the desired unit from the *Pollutant (Unit)* drop-down menu.
 7. Click the *Print Preview* button to view the report in print preview mode.



What is the End-of-Life Year?

An End-of-Life Year denotes the year in which the emissions from an operation group will stop being included in the report. This field is used in generating aggregated VALE reports.



Annualization names are reported in the *Scenario* column of the VALE report, and operation group names along with end-of-life year are reported in the *Source Group* column of the VALE report.

To generate aggregated VALE report (common baseline-alternative annualization pairs) using the VALE Report button:

1. Select a set of baseline and alternative emissions metric result definition pairs from the *Metric Results* pane for each desired analysis year.
 - All selected metric results must be processed.
 - Each analysis year in the metric result selection requires exactly two emissions metric results.
 - Half of the selected metric results must have the same baseline annualization and the other half must have the same alternative annualization.
 - If these conditions are satisfied, the *VALE Report* button will become enabled. If the required conditions are not satisfied, a tooltip error message explaining why the VALE Report button is disabled can be viewed by hovering over the *VALE Report* button.
2. From the *View Reports* ribbon group, click *VALE Report*. The *VALE Report Settings* dialog will open (Figure 5 -26).
3. The *Baseline* list displays operation groups in the first metric result. The *VALE* list displays operations groups in the second metric result. Select desired operation groups to compare from each list then click *Match*.
 - It is possible to match multiple baseline operation groups to one VALE operation group.
 - Select an entry in the *Matched Items* list and click *Unmatch* to unmatch the operation groups.
 - Operation groups must have distinct names.
4. To switch the *Baseline* and *VALE* metric results, click the swap arrow button.
5. To enter an End-of-Life Year for an operation group, click on the field and choose an available year from the combo box. An End-of-Life Year denotes the year in which the emissions from an operation group will stop being included in the report.
6. Click *OK* to generate the aggregated VALE report.

Aviation Environmental Design Tool

User Manual: 3c

7. To change the units of the report, select the desired unit from the *Pollutant (Unit)* drop-down menu.
8. Click the *Print Preview* button to view the report in print preview mode.

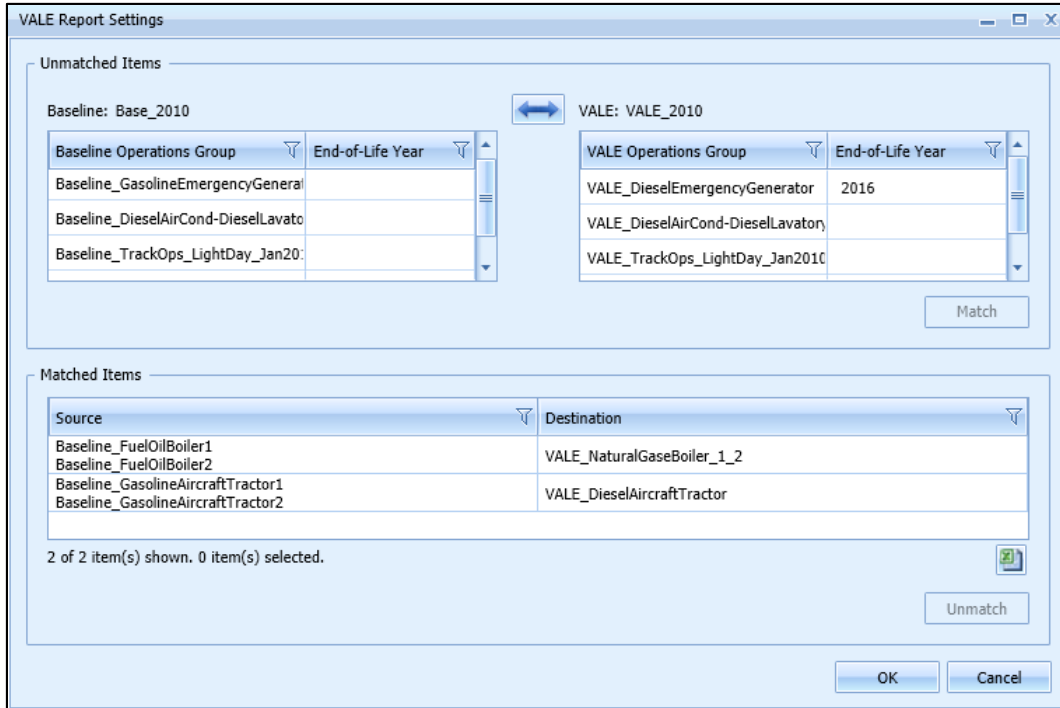


Figure 5-52 Sample VALE Report Settings Dialog

Aviation Environmental Design Tool

User Manual: 3c

VALE Report 45_48 Print Preview

Baseline (Source):

Alternative (Destination):

Pollutant (Unit):

No.	Year	Scenario	Source Group	CO	VOC	NOx	SOx	PM-10	PM-2.5
1	2016	Base_2010							
			Baseline_FuelOilBoiler1 (Stationary Sources)	17,280.000	7,320.000	109,440.000	1,615,680.000	16,992.000	12,444.840
			Baseline_FuelOilBoiler2 (Stationary Sources)	18,432.000	1,808.470	89,088.000	179,712.000	3,686.400	884.740
			Baseline_GasolineEmergencyGenerator (Stationary Sources)	3,071,923.200	134,073.680	77,184.000	14,356.220	4,137.060	4,137.060
			Baseline_GasolineAircraftTractor1 (GSE Population)	828,951.840	23,257.070	34,287.040	5,567.220	298.530	274.650
			Baseline_GasolineAircraftTractor2 (GSE Population)	828,951.840	23,257.070	34,287.040	5,567.220	298.530	274.650
			Baseline_DieselAirCond-DieselLavatory (GSE Population)	8,945.850	942.490	23,721.340	10.580	1,493.480	1,448.680
			Baseline_TrackOps_LightDay_Jan2010	627,167.380	69,971.610	4,756,336.720	313,149.450	113,029.700	113,029.700
			Baseline_TrackOps_LightDay_Jan2010 (GSE LTO)	902,221.160	29,920.290	83,852.180	4,002.450	3,842.070	3,635.710
			Baseline_TrackOps_LightDay_Jan2010 (APU)	173,473.630	12,694.600	157,025.770	21,228.860	19,366.070	19,366.070
			Baseline_TrackOps_HeavyDay_Jan2010	1,537,954.680	163,929.750	5,120,136.660	354,735.790	129,741.250	129,741.250
			Baseline_TrackOps_HeavyDay_Jan2010 (GSE LTO)	1,156,498.830	38,577.360	109,169.520	5,028.130	4,878.290	4,617.870
			Baseline_TrackOps_HeavyDay_Jan2010 (APU)	55,166.920	3,887.520	41,839.430	5,878.940	5,869.530	5,869.530
			Base_2010 Total	9,226,967.330	509,639.910	10,636,367.700	2,524,916.860	303,632.910	295,724.750
		VALE_2010							
			VALE_NaturalGasBoiler_1_2 (Stationary Sources)	33,331.200	26,331.130	133,324.800	595.200	2,856.960	2,856.960
			VALE_DieselEmergencyGenerator (Stationary Sources)	46,773.500	15,063.850	216,115.200	14,356.220	15,405.930	15,405.930
			VALE_DieselAircraftTractor (GSE Population)	17,651.370	1,292.330	44,641.030	20.420	3,140.950	3,046.730
			VALE_DieselAirCond-DieselLavatory (GSE Population)	8,945.850	942.490	23,721.340	10.580	1,493.480	1,448.680
			VALE_TrackOps_LightDay_Jan2010	627,167.380	69,971.610	4,756,336.720	313,149.450	113,029.700	113,029.700
			VALE_TrackOps_LightDay_Jan2010 (GSE LTO)	116,302.270	7,355.740	34,906.850	480.850	1,940.560	1,872.930
			VALE_TrackOps_LightDay_Jan2010 (APU)	173,473.630	12,694.600	157,025.770	21,228.860	19,366.070	19,366.070
			VALE_TrackOps_HeavyDay_Jan2010	1,537,954.680	163,929.750	5,120,136.660	354,735.790	129,741.250	129,741.250
			VALE_TrackOps_HeavyDay_Jan2010 (GSE LTO)	279,579.070	12,963.330	52,087.290	1,085.300	2,629.500	2,527.830
			VALE_TrackOps_HeavyDay_Jan2010 (APU)	55,166.920	3,887.520	41,839.430	5,878.940	5,869.530	5,869.530
			VALE_2010 Total	2,896,345.870	314,432.350	10,580,135.090	711,541.610	295,473.930	295,165.610
			2016 Net ER	-6,330,621.460	-195,207.560	-56,232.610	-1,813,375.250	-8,158.980	-559.140

Figure 5-53 Sample VALE Report

5.9.8 View Aggregated VALE Report

The aggregated VALE report combines single year VALE reports into a consolidated report for life cycle reporting. The *Aggregated VALE Report* button can be used to aggregate VALE reports for analysis years with dissimilar baseline-alternative annualization pairs or for multiple analysis years with the same baseline and alternative (VALE) annualization.

To generate aggregated VALE report using the Aggregated VALE Report button:

1. Generate individual VALE reports from multiple years to include in the aggregated VALE report.
2. From the *View Reports* ribbon group, click *Aggregated VALE Report* to open the *Aggregated VALE Report* dialog will (Figure 5-54).
3. The *Available VALE reports* list displays the individual VALE reports generated in step 1.
4. Select the *Include* checkbox of the desired VALE reports to include in the aggregated report. The checked VALE report is displayed in the *Baseline operation groups* list and in the *Alternative operation groups* list.
5. Select the *End of Life* checkbox to indicate that the specified year represents end of life for the equipment included in the operation group.
6. Click *OK* to generate the VALE report (Figure 5-55).
7. To change the units of the report, select the desired unit from the *Pollutant (Unit)* drop-down menu.
8. Click the *Print Preview* button to view the report in print preview mode.

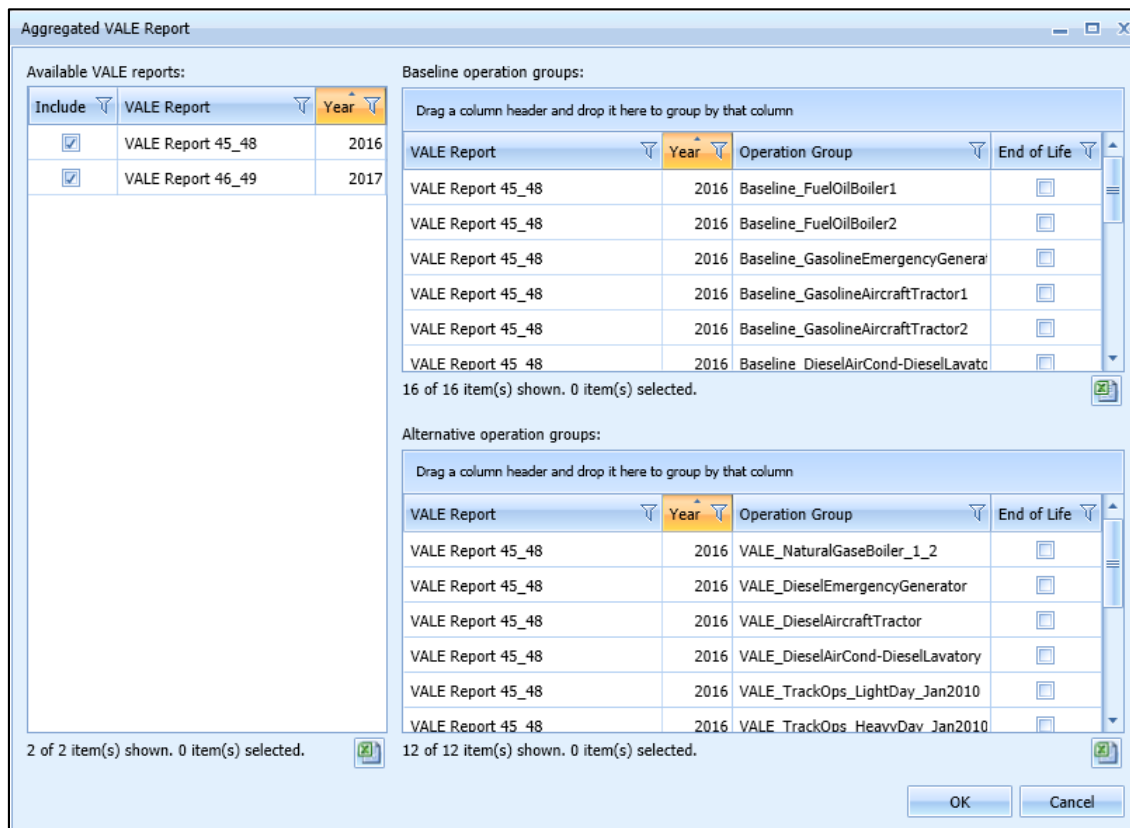


Figure 5-54 Sample Aggregated VALE Report Dialog

Aviation Environmental Design Tool

User Manual: 3c

DULLES_VALE_VV @ localhost - AEDT 2b SP2

Study Metric Results Operations Equipment Airports Definitions DEBUG

VALE Report 2010 - 2012 Print Preview

Baseline (Source):
 Alternative (Destination):
 Pollutant (Unit):

No.	Year	Scenario	Source Group	CO	VOC	NOx	SOx	PM-10	PM-2.5
VALE_2010 Total				3,182,874.460	328,352.100	10,663,770.150	711,992.360	298,811.770	298,403.220
2011 Net ER				-8,417,248.980	-260,917.330	-198,998.620	-1,813,830.410	-9,010.670	-1,386.160
3	2012	Base_2010							
			Baseline_FuelOilBoiler1 (Stationary Sources)	17,280.000	7,320.000	109,440.000	1,615,680.000	16,992.000	12,444.840
			Baseline_FuelOilBoiler2 (Stationary Sources)	18,432.000	1,808.470	89,088.000	179,712.000	3,686.400	884.740
			Baseline_GasolineEmergencyGenerator (Stationary Sources)	3,071,923.200	134,073.680	77,184.000	14,356.220	4,137.060	4,137.060
			Baseline_GasolineAircraftTractor1 (GSE Population)	798,249.920	22,571.490	34,144.370	5,567.220	289.730	266.550
			Baseline_GasolineAircraftTractor2 (GSE Population)	798,249.920	22,571.490	34,144.370	5,567.220	289.730	266.550
			Baseline_DieselAirCond-DieselLavatory (GSE Population)	8,962.180	946.600	23,795.910	36.810	1,495.720	1,450.840
			Baseline_TrackOps_LightDay_Jan2010	627,167.380	69,971.610	4,756,336.720	313,149.450	113,029.700	113,029.700
			Baseline_TrackOps_LightDay_Jan2010 (GSE LTO)	1,753,862.070	57,662.850	158,949.140	4,329.380	5,281.450	5,031.670
			Baseline_TrackOps_LightDay_Jan2010 (APU)	173,473.630	12,694.600	157,025.770	21,228.860	19,366.070	19,366.070
			Baseline_TrackOps_HeavyDay_Jan2010	1,537,954.680	163,929.750	5,120,136.660	354,735.790	129,741.250	129,741.250
			Baseline_TrackOps_HeavyDay_Jan2010 (GSE LTO)	2,192,604.810	72,751.590	205,381.940	5,442.490	6,743.780	6,427.070
			Baseline_TrackOps_HeavyDay_Jan2010 (APU)	55,166.920	3,887.520	41,839.430	5,878.940	5,869.530	5,869.530
Base_2010 Total				11,053,326.710	570,189.650	10,807,466.310	2,525,684.380	306,922.420	298,915.870
		VALE_2010							
			VALE_NaturalGasBoiler_1_2 (Stationary Sources)	33,331.200	26,331.130	133,324.800	595.200	2,856.960	2,856.960
			VALE_DieselEmergencyGenerator (Stationary Sources)	46,773.500	15,063.850	216,115.200	14,356.220	15,405.930	15,405.930
			VALE_DieselAircraftTractor (GSE Population)	17,420.050	1,285.920	44,491.560	71.200	2,996.870	2,906.960
			VALE_DieselAirCond-DieselLavatory (GSE Population)	8,962.180	946.600	23,795.910	36.810	1,495.720	1,450.840
			VALE_TrackOps_LightDay_Jan2010	627,167.380	69,971.610	4,756,336.720	313,149.450	113,029.700	113,029.700
			VALE_TrackOps_LightDay_Jan2010 (GSE LTO)	182,750.270	10,966.470	60,819.160	627.970	3,170.370	3,065.820
			VALE_TrackOps_LightDay_Jan2010 (APU)	173,473.630	12,694.600	157,025.770	21,228.860	19,366.070	19,366.070
			VALE_TrackOps_HeavyDay_Jan2010	1,537,954.680	163,929.750	5,120,136.660	354,735.790	129,741.250	129,741.250
			VALE_TrackOps_HeavyDay_Jan2010 (GSE LTO)	439,935.470	20,089.680	90,771.010	1,283.170	4,171.020	4,023.050
			VALE_TrackOps_HeavyDay_Jan2010 (APU)	55,166.920	3,887.520	41,839.430	5,878.940	5,869.530	5,869.530
VALE_2010 Total				3,122,935.280	325,167.130	10,644,656.220	711,963.610	298,103.420	297,716.110
2012 Net ER				-7,930,391.430	-245,022.520	-162,810.090	-1,813,720.770	-8,819.000	-1,199.760
		Base_2010		34,825,870.080	1,768,762.120	32,590,572.430	7,580,166.530	924,006.340	899,890.990
		VALE_2010		9,549,053.830	985,058.280	31,991,042.710	2,138,337.130	896,676.640	895,443.780
		Net Change		-25,276,816.250	-783,703.840	-599,529.720	-5,441,829.400	-27,329.700	-4,447.210
		Base_2010		34,825,870.080	1,768,762.120	32,590,572.430	7,580,166.530	924,006.340	899,890.990
		VALE_2010		9,549,053.830	985,058.280	31,991,042.710	2,138,337.130	896,676.640	895,443.780
		Net Change		-25,276,816.250	-783,703.840	-599,529.720	-5,441,829.400	-27,329.700	-4,447.210

DULLES_VALE_VV @ localhost

Figure 5-55 Sample Aggregated VALE Report in Print Preview Mode

5.9.9 Fleet Mix Report

The fleet mix report summarizes the aircraft operations in the study. It can provide a summary of operations, a detailed list of all the aircraft types, a comparison of aircraft types, or runway counts by annualization or by operation group.

To generate the fleet mix report:

1. From the *View Reports* ribbon group, click *Fleet Mix Report* (Figure 5-44) to open the report.
2. Select the *Report type* and *Report level* options from the drop-down menus.
3. In the *Report path*, set the location and name for the report file.
4. Click *Generate Report*. The report file is saved to the specified location.

The screenshot shows a dialog box titled "Fleet Mix Reports". It contains three input fields and one button. The "Report type" field is a dropdown menu with "Summary Operations" selected. The "Report level" field is a dropdown menu with "Annualization" selected. The "Report path" field is a text box containing the file path "C:\AEDT\DATA\qalead\STUDY_INM@(local)\Output_Files\FleetMixReport_SummOps_Ann.csv" and a browse button "...". At the bottom left is a "Generate Report" button with a play icon.

Figure 5-56 Sample Fleet Mix Report

6 Operations Tab

The *Operations* tab supports managing aircraft operations, non-aircraft operations, runup operations, helitaxi operations, and annualizations. The differences in operations categories is as follows:

- The aircraft operations category in AEDT includes airplane and helicopter operations. Aircraft operation types include arrival, departure, circuit, touch and go, overflight, and ground support equipment (GSE) that are tied to aircraft operations.
- The non-aircraft operations category in AEDT represents activity from GSE, stationary sources (boiler/space heaters, emergency generators, incinerators, aircraft engine testing, fuel tanks, surface coating/painting, deicing area, solvent degreasers, sand/salt piles and other), and training fires.
- The runup operations category in AEDT only includes aircraft runup type operations.
- The helitaxi operations category in AEDT only includes helicopter taxi operations.



GSE can be modeled both by assignment to an aircraft and by population. GSE that are assigned to an aircraft will have their operations depend on the activity of that aircraft and are defined through the aircraft operations wizard. GSE that are modeled as population operate independently from aircraft activity and are defined through the non-aircraft operations wizard. Since APUs are onboard the aircraft, they are always modeled based on aircraft activity.



Aircraft taxi operations are implicitly defined with aircraft operations.

See Appendix B for detailed information about each field that appears in the *Operations* tab.

6.1 Display Buttons and Operations Pane

Use the buttons in the *Display* ribbon group (Figure 6-1) to view different types of operations.

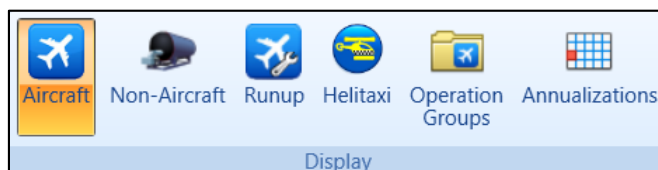
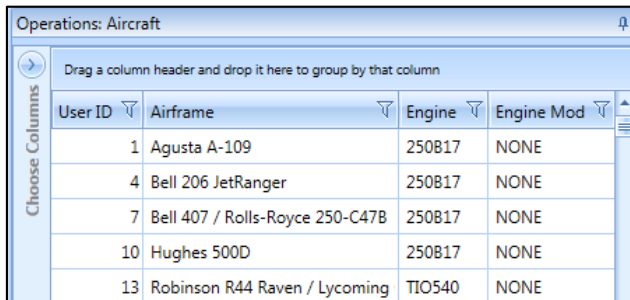


Figure 6-1 Operations Tab – Display Ribbon Group

- Click *Aircraft* to view existing aircraft operations.
 - The aircraft operations are not displayed by default – click the *Get operations* link to load the aircraft operations into the display.
- Click *Non-Aircraft* to view existing non-aircraft operations.
- Click *Runup* to view existing runup operations.
- Click *Helitaxi* to view existing helitaxi operations.
- Click *Operation Groups* to view existing operation groups.
- Click *Annualizations* to view existing annualizations.

The *Operations* pane (left work area) displays aircraft operations, non-aircraft operations, runup operations, helitaxi operations, or annualizations depending on the selected display button (Figure 6-2). The *Operations* pane will be empty if there are no existing operations/annualizations.



The screenshot shows a window titled "Operations: Aircraft" with a search icon in the top right. Below the title bar is a blue header area with the text "Drag a column header and drop it here to group by that column". To the left of the table is a vertical sidebar labeled "Choose Columns". The table has four columns: "User ID", "Airframe", "Engine", and "Engine Mod". There are five rows of data:

User ID	Airframe	Engine	Engine Mod
1	Agusta A-109	250B17	NONE
4	Bell 206 JetRanger	250B17	NONE
7	Bell 407 / Rolls-Royce 250-C47B	250B17	NONE
10	Hughes 500D	250B17	NONE
13	Robinson R44 Raven / Lycoming	TIO540	NONE

Figure 6-2 Operations Pane

6.2 Aircraft Operation

Use the buttons in the *Aircraft Actions* ribbon group to create, copy, or delete aircraft operations (Figure 6-3).

- Click *New* to open the *Create Aircraft Operations wizard*.
- Click *Edit* to open the *Edit Operations Process wizard*.
- Click *Copy* to open the *Create Aircraft Operations wizard* for the currently selected operation. Each step in the wizard will display the values from the original operation.
- Click *Delete* to delete the currently selected operation.



The *Edit*, *Copy* and *Delete* actions can also be accessed by right-clicking on an operation in the *Operations* pane.

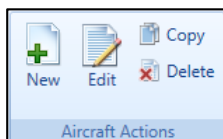


Figure 6-3 Operations Tab – Aircraft Actions Ribbon Group

6.2.1 Create Single or Multiple Aircraft Operations

Aircraft operations are created through the use of a wizard. To complete the *Create Aircraft Operations* workflow, the study must already contain equipment (Section 7) and airport (Section 8) content commensurate with the example studies provided in the AEDT installer.

Aircraft operations can be created in bulk for the same airport layout and operation type. When creating operations in bulk, an operation will be created for each aircraft and track combination.

Begin creating single or multiple aircraft operations the same way by opening the *Create Aircraft Operations* wizard.

To access the Create Aircraft Operations wizard:

1. In the *Display* ribbon group, click *Aircraft*.
2. In the *Aircraft Actions* ribbon group, click *New* to open the *Create Aircraft Operations* wizard (Figure 6-4).

The *Create Aircraft Operations* wizard contains a header, progress pane, and content pane:

- The header displays the current step title and brief instructions.
- The progress pane lists the steps in the wizard and displays the current step in bold font.
- The content pane displays the settings and options available in the current step.

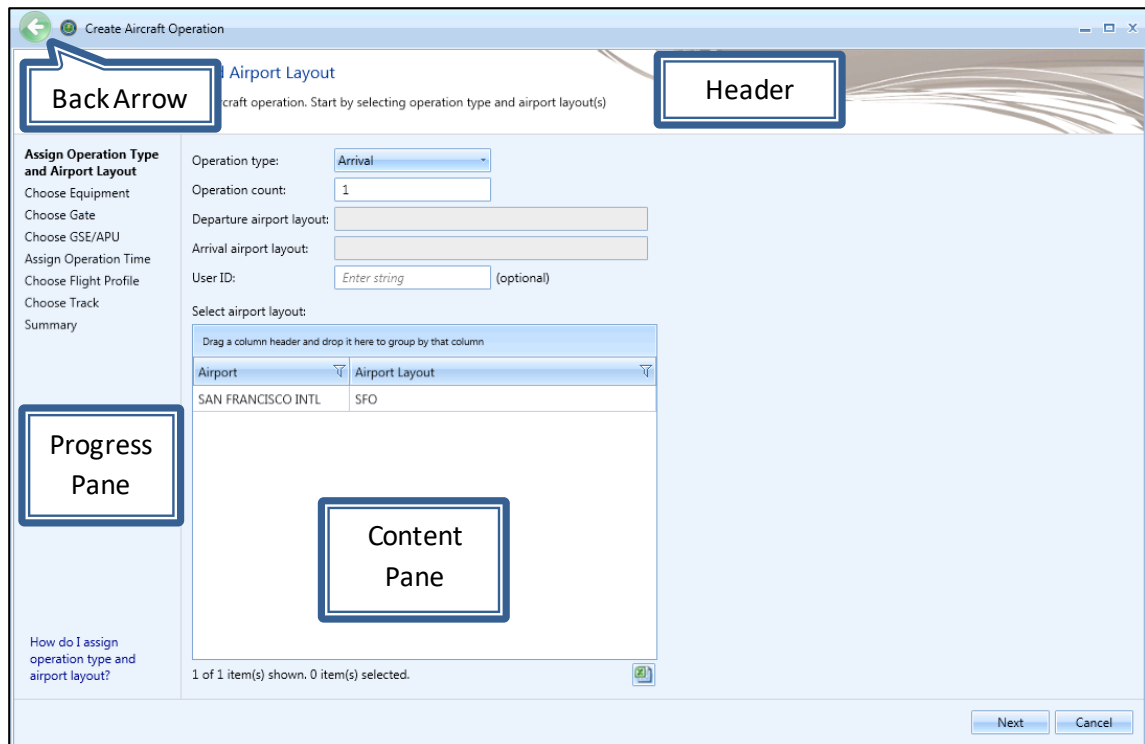


Figure 6-4 Create Aircraft Operations

To create new aircraft operations, follow the steps as described below. Navigate the wizard by clicking *Next* (lower right) to progress to the next step, clicking the *Back Arrow* (upper left) to return to the previous step, or clicking *Cancel* to discard changes and exit the wizard.

6.2.1.1 Step 1: Assign Operation Type and Airport Layout

Operation type and airport layouts are assigned in this step (Figure 6-5). This step is the same for both single and bulk operation creation.

1. Select an operation type.
2. Select the desired airport layout. Depending on the selected operation type, the departure and/or arrival airport layout field will be updated.
3. Enter the desired operation count. For an operation based on operational profile, this represents total annual count.
4. Enter a custom *User ID* for the new operation if desired.
5. Click *Next*.



Creating a runway to runway operation type is not supported in AEDT user interface. Runway to runway operations can be imported using ASIF.

The screenshot shows a software window titled 'Create Aircraft Operation' with a sub-header 'Assign Operation Type and Airport Layout'. Below the sub-header is a brief instruction: 'Use this dialog to create a new aircraft operation. Start by selecting operation type and airport layout(s) associated with this operation.' On the left is a vertical navigation menu with options: 'Assign Operation Type and Airport Layout' (selected), 'Choose Equipment', 'Choose Gate', 'Choose GSE/APU', 'Assign Operation Time', 'Choose Flight Profile', 'Choose Track', and 'Summary'. The main area contains several input fields: 'Operation type:' with a dropdown menu set to 'Arrival'; 'Operation count:' with a text box containing '1'; 'Departure airport layout:' with an empty text box; 'Arrival airport layout:' with a text box containing 'SAN FRANCISCO INTL SFO'; and 'User ID:' with a text box containing 'Enter string' and '(optional)'. Below these is a table titled 'Select airport layout:' with a header row 'Airport' and 'Airport Layout' and one data row 'SAN FRANCISCO INTL' and 'SFO'. At the bottom left of the dialog is a link: 'How do I assign operation type and airport layout?'. At the bottom right are 'Next' and 'Cancel' buttons.

Airport	Airport Layout
SAN FRANCISCO INTL	SFO

Figure 6-5 Create Aircraft Operation – Assign Operation Type and Airport Layout

6.2.1.2 Step 2: Choose Equipment

Aircraft equipment is selected in this step. The selections made in Step 1 are displayed in the *Current Selection* section.

1. Select the desired aircraft from the *Choose equipment* list (Figure 6-6). Multiple aircraft can be selected in this step for bulk operation creation (Figure 6-7). To deselect equipment, click on the highlighted entry again.
2. Click *Next*.

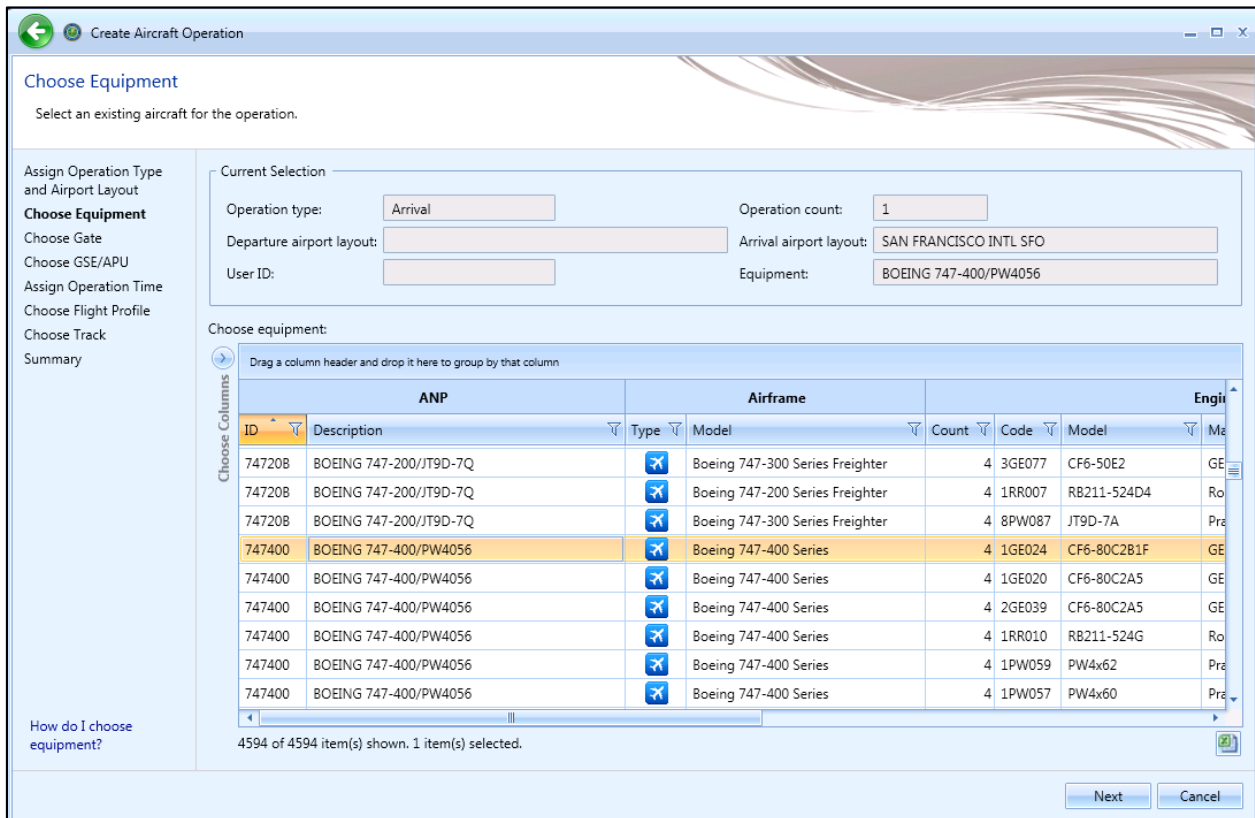


Figure 6-6 Create Aircraft Operation – Choose Equipment (Single)

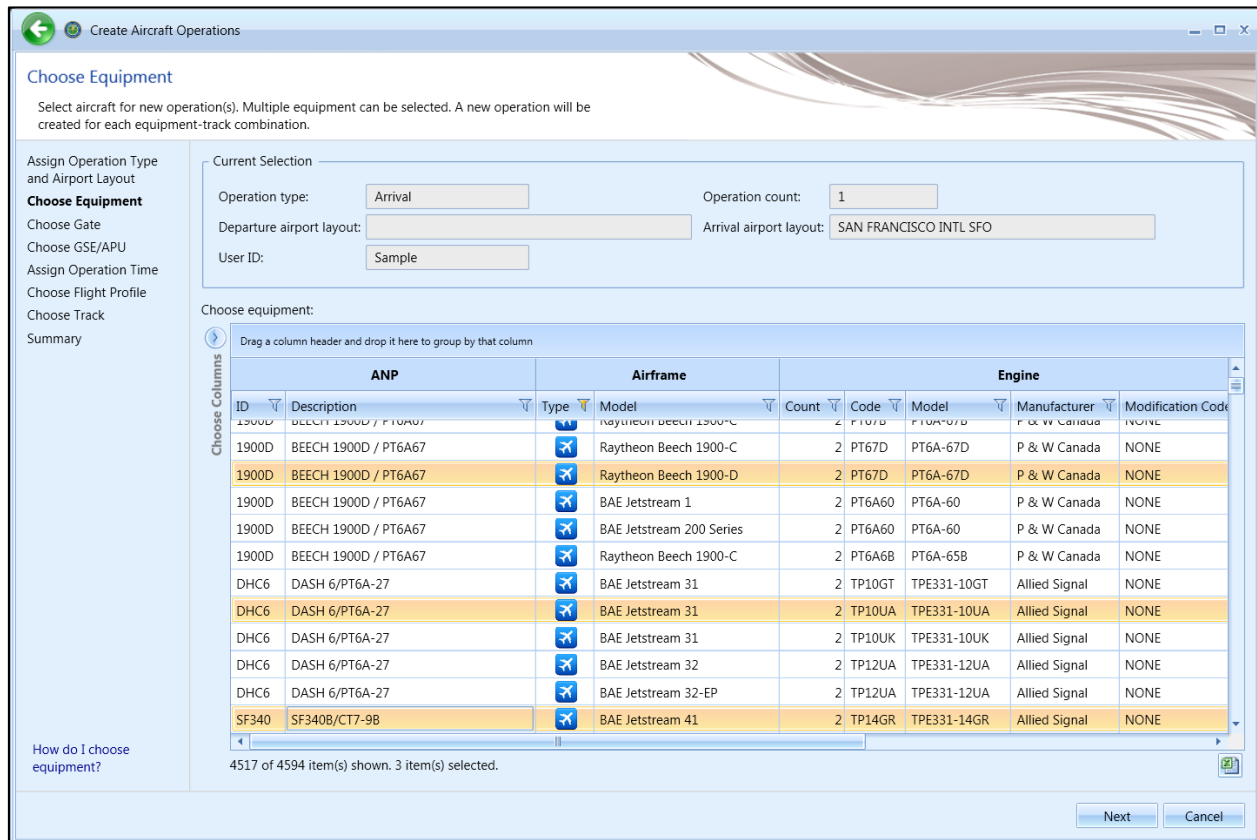


Figure 6-7 Create Aircraft Operation – Choose Equipment (Bulk)

6.2.1.3 Step 3: Choose Gate

The gate for the operation is assigned in this step (Figure 6-8). The gates in the selected airport layout are displayed (if any). The selections made in the previous steps are displayed in the *Current Selection* section. This step is the same for both single and bulk operation creation.

Gate assignment is required when performing a dispersion analysis. Dispersion of GSE and APUs occurs at the assigned gate. To skip this step, click *Next*.



This step is not displayed for an overflight operation.

1. Select the *Use Gate* checkbox.
2. Select the desired gate.
3. Click *Next*.

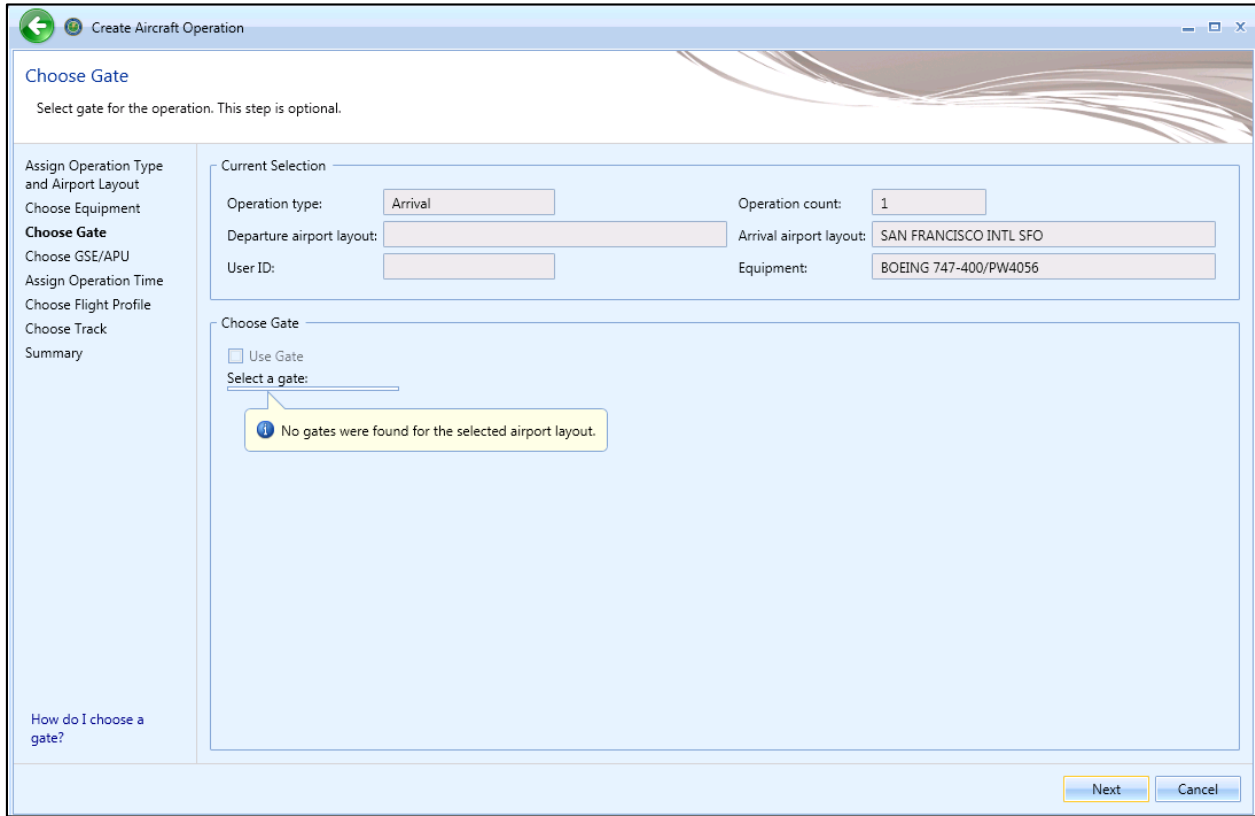


Figure 6-8 Create Aircraft Operation–Choose Gate

6.2.1.4 Step 4: Choose GSE/APU

If an associated auxiliary power unit exists for the selected aircraft, a duration field and the APU name will be displayed next to the *Use Auxiliary Power Unit (APU)* checkbox.

If default ground support equipment (GSE) exist for the selected aircraft, they will be pre-selected in this step. These default assignments are based upon categories of aircraft types (e.g., wide body jets, cargo planes, commuter aircraft, general aviation, military jets, military transports, business jets, etc.). If site-specific information is available for GSE (assignments and operational times), it is recommended that these data be used in place of the default values.

Select GSE and the auxiliary power unit (APU) for the aircraft operation in this step (Figure 6-9) if desired. The selections made in the previous steps are displayed in the *Current Selection* section.

This step is optional, adding GSE and APU equipment is not required to continue in the wizard. To skip this step, click *Next*.



What GSE are assigned to aircraft operations?

Upon arrival at a gate, aircraft are met by ground support equipment (GSE) to unload baggage and service the lavatory and cabin. While an aircraft is parked at a gate, mobile generators and air conditioning units may be in operation to provide electricity and conditioned air. Prior to aircraft departure, GSE are present to load baggage, food and fuel. When an aircraft departs from a gate, a tug may be used to push or tow the aircraft away from the gate and to the taxiway. GSE that are assigned to an aircraft are given times (minutes per arrival, minutes per departure) based upon the type of service.



This step is not displayed for an overflight operation.

For single aircraft operation, the details for the GSE selected in the previous step are displayed (Figure 6-9). For bulk aircraft operations, select the equipment from the equipment list to display the corresponding GSE details (Figure 6-10).

Single Aircraft Operation

1. Select the *Use Auxiliary Power Unit (APU)* checkbox if desired.
2. Enter *Duration* in minutes.



The *Use Auxiliary Power Unit (APU)* checkbox is only enabled for aircraft with APU assigned. Default APU assignment for an aircraft is displayed in the *Equipment* tab, *Aircraft* view.

3. Select the *Use Ground Support Equipment (GSE)* checkbox if desired. If default GSEs exist for the selected aircraft, they will be pre-selected (Figure 6-9). Uncheck the box to deselect.

4. Check the box to select the desired GSE from the list. Multiple selections are allowed. Uncheck the box to deselect.
5. Click *Next*.

Choose GSE/APU
Select GSE and/or APU for the operation.

Assign Operation Type and Airport Layout
Choose Equipment
Choose Gate
Choose GSE/APU
Provide GSE Details
Assign Operation Time
Choose Flight Profile
Choose Track
Summary

Current Selection

Operation type: Operation count:

Departure airport layout: Arrival airport layout:

User ID: Equipment:

Use Auxiliary Power Unit (APU) Duration (mins): Associated APU: APU PW901A

Use Ground Support Equipment (GSE)
Select GSE (multiple selections are allowed):

Drag a column header and drop it here to group by that column

Selected	ID	Source	GSE Type	Fuel Type	Horsepower	Load Factor	Useful Life	Usage/Year	User D
<input type="checkbox"/>	152	Electric - ACE 802 - Air Conditioner	Air Conditioner	Electric	300	0.75	13	808	<input type="checkbox"/>
<input type="checkbox"/>	153	Electric - ACE 804 - Air Conditioner	Air Conditioner	Electric	210	0.75	13	808	<input type="checkbox"/>
<input checked="" type="checkbox"/>	154	Electric - None - Air Conditioner	Air Conditioner	Electric	0	0.75	13	808	<input type="checkbox"/>
<input checked="" type="checkbox"/>	155	Diesel - ACE 180 - Air Start	Air Start	Diesel	425	0.9	10	333	<input type="checkbox"/>
<input type="checkbox"/>	156	Diesel - ACE 300/400 - Air Start	Air Start	Diesel	850	0.9	10	333	<input type="checkbox"/>
<input type="checkbox"/>	157	Electric - ACE 180 - Air Start	Air Start	Electric	425	0.9	10	333	<input type="checkbox"/>
<input type="checkbox"/>	158	Electric - ACE 300/400 - Air Start	Air Start	Electric	850	0.9	10	333	<input type="checkbox"/>
<input type="checkbox"/>	159	Gasoline - ACE 180 - Air Start	Air Start	Gasoline	425	0.9	10	333	<input type="checkbox"/>

162 of 162 item(s) shown. 12 item(s) selected.

How do I choose APU and GSE?

Figure 6-9 Create Aircraft Operation – Choose GSE/APU (Single)

Bulk Aircraft Operations

In the *Bulk Support Equipment Usage* section, select:

- *Use available default APU for all Aircraft* – to use default APUs when available for each aircraft
- *Use GSE for all Aircraft* – to use default GSE selections for each aircraft

To manually select APUs or GSEs for each aircraft (Figure 6-10):

1. Select the aircraft from the aircraft list.
2. Check the *Use APU for selected Aircraft* if desired.
3. Check the *Use GSE for selected Aircraft* if desired and select the desired GSEs from the *Select GSE* list as described for a single aircraft operation.

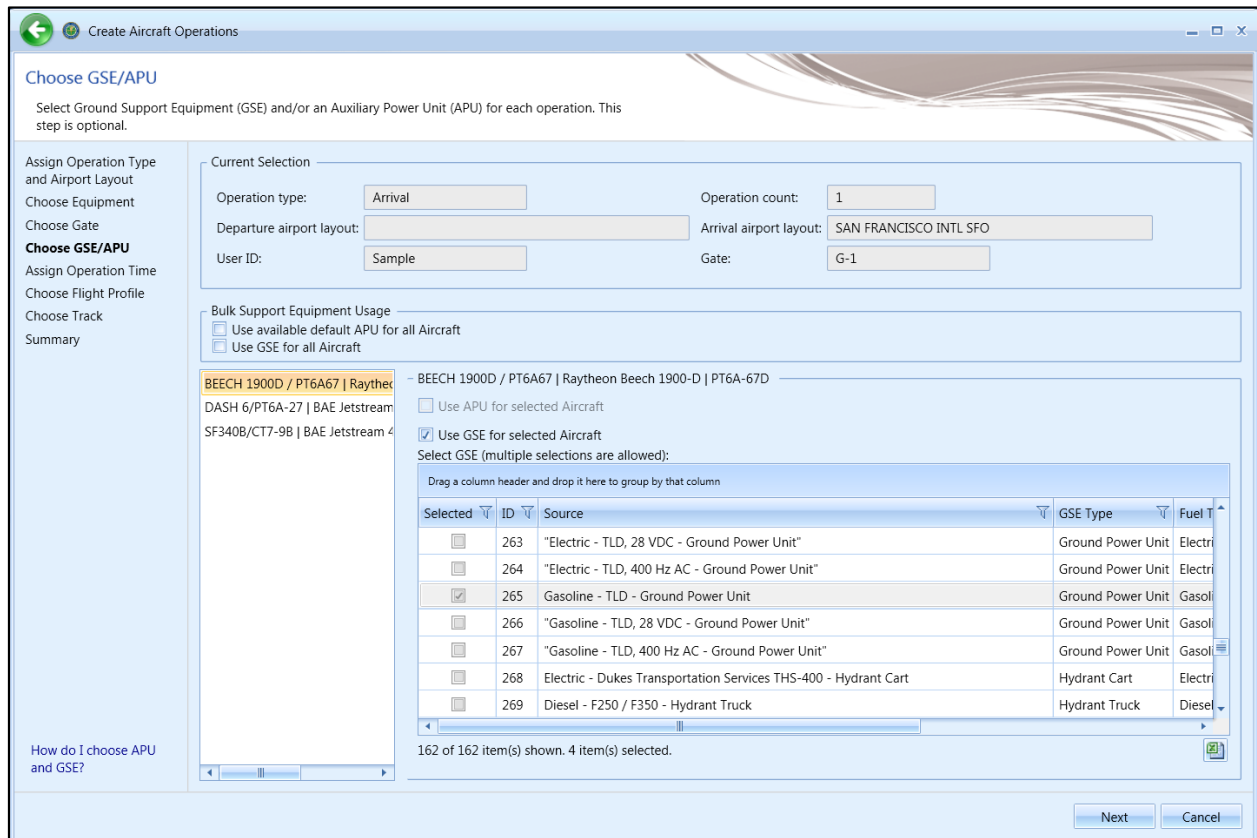


Figure 6-10 Create Bulk Aircraft Operations – Choose GSE/APU (Bulk)

6.2.1.5 Step 5: Provide GSE Details

This step is displayed if ground support equipment (GSE) was selected in the previous step. The selections made in the previous steps are displayed in the *Current Selection* section.

For single aircraft operation, the details for the GSE selected in the previous step are displayed (Figure 6-11). For bulk aircraft operations, select the equipment from the equipment list to display the corresponding GSE details (Figure 6-12).

Default values are provided for duration, horsepower, and load factor (if available). Click in the cells to edit the values.

To edit the GSE details for each aircraft:

1. Enter *Duration* in minutes.
2. Edit *Horsepower*.
3. Edit *Load Factor*.
4. Select *Manufacture Year*.
5. Click *Next*.



Is Manufacture Year optional?

Entering manufacture year for GSE operations is optional. When manufacture year of GSE operation is provided, emissions factors from the STN_GSE_NONROAD_COEFF table is used and deterioration is calculated; otherwise, the STN_GSE_EF table is used and deterioration is not calculated. Please refer to Technical Manual for more information.

For user-defined GSEs, the Manufacture Year field is disabled for editing.

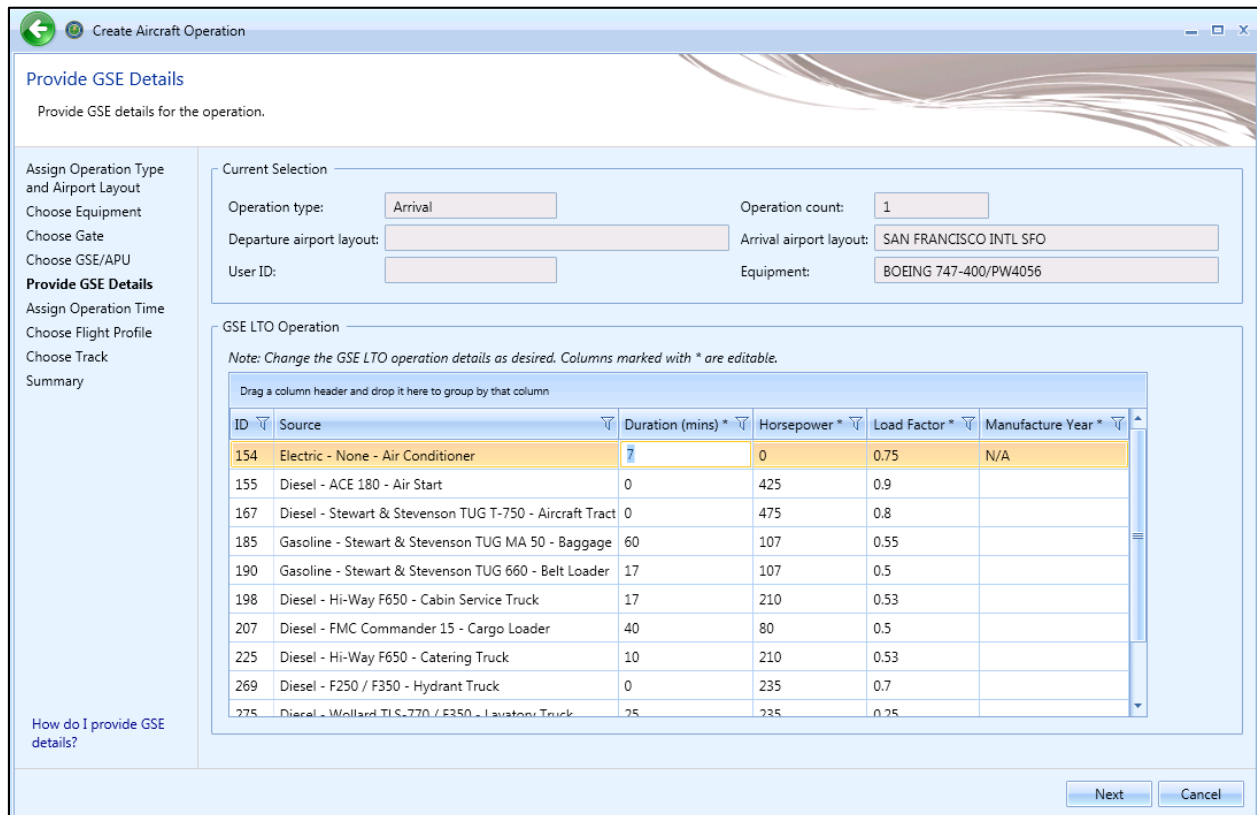


Figure 6-11 Create Aircraft Operation – Provide GSE Details (Single)

Provide details for each GSE operation.

Assign Operation Type and Airport Layout
Choose Equipment
Choose Gate
Choose GSE/APU
Provide GSE Details
Assign Operation Time
Choose Flight Profile
Choose Track
Summary

Current Selection

Operation type: Operation count:

Departure airport layout: Arrival airport layout:

User ID: Gate:

SF340B/CT7-9B | BAE Jetstream
DASH 6/PT6A-27 | BAE Jetstream
BEECH 1900D / PT6A67 | Raytheon

SF340B/CT7-9B | BAE Jetstream 41 | TPE331-14GR
GSE Details for Aircraft Operation
Note: Change the GSE details as desired. Columns marked with * are editable.

Drag a column header and drop it here to group by that column

ID	Source	Duration (mins) *	Horsepower *	Load Factor *	Manufacture Year
185	Gasoline - Stewart & Stevenson TUG MA 50 - Baggage	17	107	0.55	
246	"Diesel - F750, Dukes Transportation Services, DART 300"	0	175	0.25	
260	"Diesel - TLD, 28 VDC - Ground Power Unit"	0	71	0.75	

How do I provide GSE details?

Next Cancel

Figure 6-12 Create Aircraft Operation – Provide GSE Details (Bulk)

6.2.1.6 Step 6: Assign Operation Time

The time and date for the operation are assigned in this step (Figure 6-13). The selections made in the previous steps are displayed in the *Current Selection* section. This step is the same for both single and bulk operation creation.

To assign a specific date and time for the operation:

1. Select the *Assign operation time* option.
2. Select the desired date and time for the operation.
3. Click *Next*.



The default operation time can be assigned in the *Study* tab, *Preferences, Study* screen (see Section 4.11.2.6).



AEDT assumes that date time values for operations are in local times, not UTC (Universal Time Coordinated).

To assign operational profiles for the operation:

1. Select the *Assign operational profiles* option.
2. Select the desired year.
3. Select the quarter-hourly, daily, and monthly operation profiles.
4. Click *Next*.



To add or edit operational profiles, see Section 9.5.

Create Aircraft Operation

Assign Operation Time

Select time or operational profiles for the operation.

Assign Operation Type and Airport Layout

Choose Equipment

Choose Gate

Choose GSE/APU

Provide GSE Details

Assign Operation Time

Choose Flight Profile

Choose Track

Summary

How do I assign operation time?

Current Selection

Operation type: Arrival

Operation count: 1

Departure airport layout:

Arrival airport layout: SAN FRANCISCO INTL SFO

User ID:

Equipment: BOEING 747-400/PW4056

Assign operation time

Operation time: 6/27/2011 12:00 AM

Assign operational profiles

Assigning operational profiles requires at least one quarter hourly, daily, and monthly profile.

Next Cancel

Figure 6-13 Create Aircraft Operation – Assign Operation Time

6.2.1.7 Step 7: Choose Flight Profile

A flight profile for the operation is assigned in this step. The selections made in the previous steps are displayed in the *Current Selection* section. The *Choose flight profile* list displays available flight profiles based on the selected operation type and aircraft equipment, including any user-defined BADA 4 flight profiles.



AEDT does not provide system-defined BADA 4 profiles. A user-defined BADA 4 profile must be created before it can be assigned to an operation (Section 7.2.1).

A BADA 4 profile is not required in order to use the *Use BADA Family 4* processing option. The BADA 4 performance model can process either ANP or BADA 4 procedural profiles.

For single aircraft operation, the available flight profiles are displayed in the table (Figure 6-14). For bulk aircraft operations, select the aircraft from the equipment list to display the corresponding flight profiles (Figure 6-15).

To assign a flight profile:

1. Select the desired flight profile from the *Choose flight profile* list for each aircraft.
2. Click *Next*.



What does the *Workflow* column indicate?

The *Workflow* column displays *ANP Only* if the selected aircraft does not have BADA 4 Model assigned. It displays *ANP/BADA4*, if the selected aircraft has a BADA 4 Model assigned.

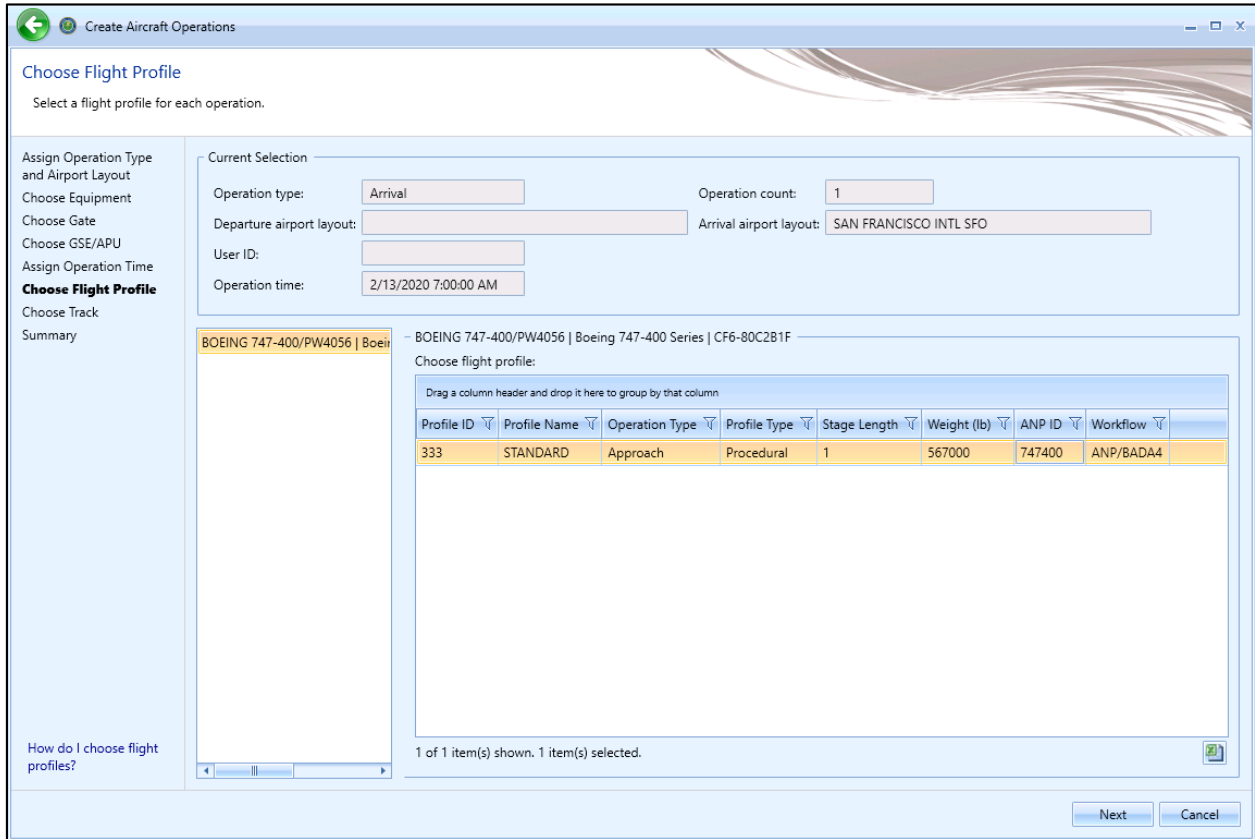


Figure 6-14 Create Aircraft Operation – Choose Flight Profile (Single)

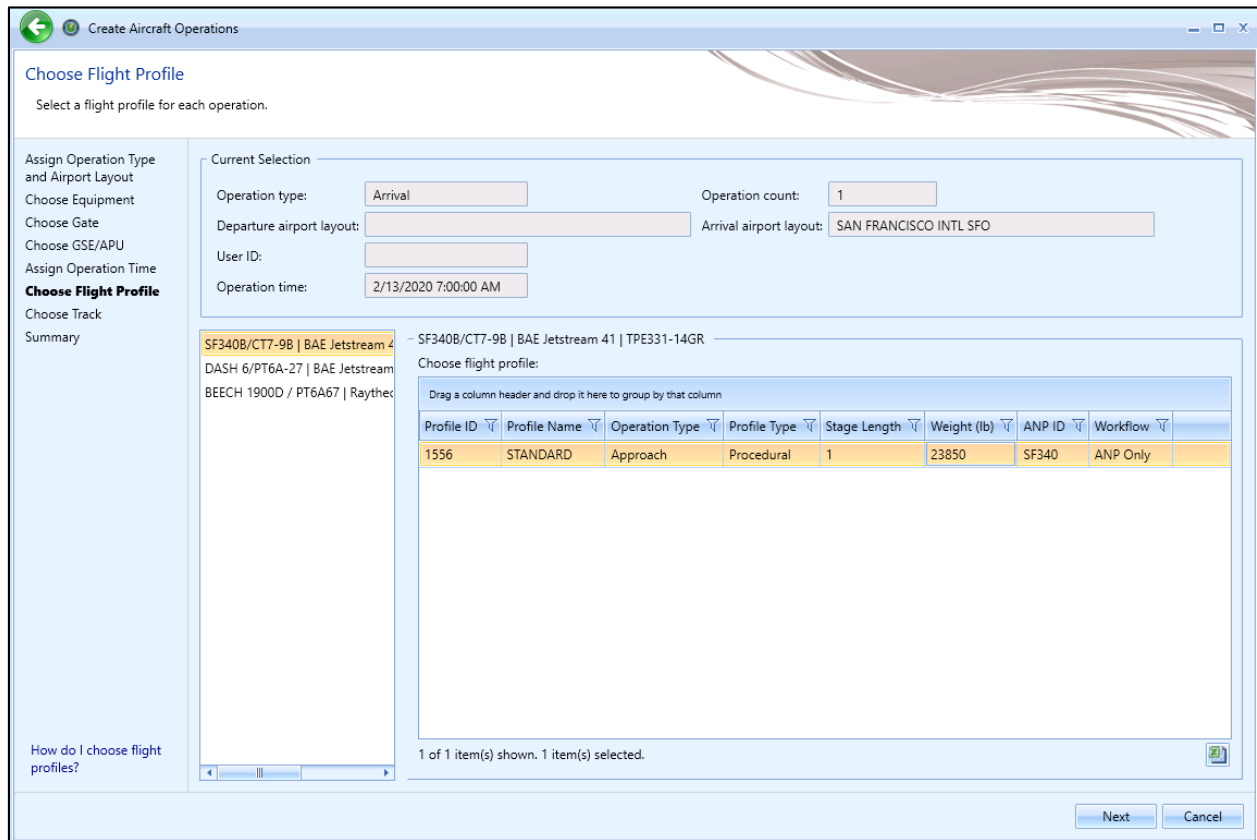


Figure 6-15 Create Aircraft Operation – Choose Flight Profile (Bulk)



What is a stage length?

The stage length represents the flight distance from takeoff to landing and is a proxy for the aircraft weight. The weight associated with the stage length is based on the assumed amount of fuel that is needed for the flight distance.

Stage Number	Trip Length (nmi)
1	0-500
2	500-1,000
3	1,000-1,500
4	1,500-2,500
5	2,500-3,500
6	3,500-4,500
7	4,500-5,500
8	5,500-6,500
9	6,500-11,000
M	Maximum range at maximum takeoff weight



What are the different flight profile types?

AEDT provides fixed and/or procedural profiles for all aircraft in AEDT with the exception of some military aircraft. A range of profile types are available depending on the selected aircraft as listed in Table 6-1. AEDT includes both default profiles, which users may use at their discretion; and non-default profiles, which for review of FAA federal actions or other FAA regulatory purposes, require prior approval by the FAA office of Environment and Energy (AEE). Further information on requesting approval for use of non-default profiles specified in Table 6-1 is provided in Appendix J.

For modeling not requiring FAA review, users should still seek adequate justification to support whether these non-default profiles are appropriate. Where adequate justification is not available, users should continue to use default profiles.

Table 6-1 – Profile Naming Convention

Profile Type	Profile Naming Convention	Comments
Default Profiles		
STANDARD	STANDARD	Departure, Approach, Circuit or Touch and Go operations
NOISEMAP	NOISEMAP	Departure, Approach Military Aircraft Profiles
ICAOA	ICAO A, ICAO_A, ICAOA, ICAO-A	Departure operations only
ICAOB	ICAO B, ICAO_B, ICAOB, ICAO-B	Departure operations only
CNA206/CNA20T Specific	3000LB, 3300LB, 3600LB	Departure operations only
CNA510/CNA55B Specific	FLAPS_0, FLAPS_15	Departure operations only
CNA750 Specific	FLAP_5, FLAP_15	Departure and Approach operations
ECLIPSE500 Specific	HI_ALT	Departure operations only
GII/GIIB Specific	QF_FLEX, QF_FULL	Departure operations only
Non-Default Profiles*		
Alternative Weight	MODIFIED_AW	Departure operations only
Reduced Thrust	MODIFIED_ + percent reduced thrust (e.g., "MODIFIED_RT05")	Departure operations only. Typical reduced thrust values are 5%, 10% and 15%
Alternative Weight and Reduced Thrust	MODIFIED_AW_ + percent reduced thrust (e.g., "MODIFIED_AW_RT15")	Departure operations only. Typical reduced thrust values are 5%, 10% and 15%

* See Appendix J for further information on appropriate justification for use of Non-Default Profiles

Alternative Weight Profiles:

Alternative weight procedures use a heavier weight than the corresponding STANDARD profile in the same stage length bins. At each stage length, the higher weight option is determined by taking the average of the current stage length weight and the weight of the next-highest stage length. For the highest stage length procedure, alternative weight procedures use the current stage length weight. As such, STANDARD and MODIFIED_AW procedures for the maximum stage length have the same weight and thrust specifications. AEDT does not provide information to support whether an alternative aircraft weight is appropriate, therefore supplemental information is needed to make a determination prior to the use of these profiles in AEDT.

Reduced Thrust Profiles:

STANDARD profiles assume 100% thrust on takeoff followed by maximum climb thrust. Reduced thrust profiles are based on STANDARD profiles, but have their takeoff thrust and climb thrust reduced on the following schedule:

Table 6-2 – Reduced Thrust Schedule

Profile Suffix	Takeoff Thrust Reduction	Climb Thrust Reduction
RT05	5%	0%
RT10	10%	10%
RT15	15%	10%

These thrust reductions are relative to the maximum rated takeoff thrust of the engine. The user is cautioned that the data provided by aircraft operators may relate to other measures of aircraft engine operation, such as low-pressure compressor speed (N1), engine pressure ratio (EPR), etc. AEDT does not provide information to support whether aircraft are departing with reduced thrust or the level of thrust reduction being applied. Supplemental information is therefore needed to make a determination prior to use of these profiles in AEDT.

Both Alternative Weight and Reduced Thrust departure profiles use acceleration percentages (similar in concept to the energy share methods in BADA) in the acceleration steps, rather than fixed rates of climb typically used in the STANDARD procedures. For more information on profile types, see the AEDT Technical Manual.

6.2.1.8 Step 8: Choose Track

A track for the operation is assigned in this step (Figure 6-16). The selections made in the previous steps are displayed in the *Current Selection* section. The *Choose Track* list displays tracks based on the selected operation type, airport layout, and aircraft equipment type. The map displays all the tracks in the list.

1. Select the desired track from the *Choose Track* list. The track is highlighted on the map view. Multiple tracks can be selected when creating operations in bulk.
2. Click *Next*.



An operation will be created for each aircraft and track combination.



The selected track will not be highlighted if accelerated display is disabled.

Choose Track
Select track for the operation.

Assign Operation Type and Airport Layout
 Choose Equipment
 Choose Gate
 Choose GSE/APU
 Provide GSE Details
 Assign Operation Time
 Choose Flight Profile
Choose Track
 Summary

Current Selection

Operation type: Operation count:

Departure airport layout: Arrival airport layout:

User ID: Equipment:

Operation time: Flight profile:

Stage length: Initial weight (lb):

Track:

Choose Track

Drag a column header and drop it here to group by that column

ID	Track	Type	Operation Type	Runway End
3	A4	V	A	01R
8	A3	V	A	10R
11	A2	V	A	19R
12	A1	V	A	28L

4 of 4 item(s) shown. 1 item(s) selected.

How do I choose tracks?

Next Cancel

Figure 6-16 Create Aircraft Operation – Choose Track

6.2.1.9 Step 9: Summary

The summary step provides a summary of options selected in the *Create Aircraft Operations wizard* (Figure 6-17 and Figure 6-18). To create the operation(s), follow the steps below or *Cancel* to discard changes and exit the wizard.

1. Click *Create* to create the new aircraft operation(s).
2. A confirmation is displayed and the new aircraft operation(s) are listed at the bottom of the *Operations* pane.



An operation will be created for each aircraft and track combination.

Summary
Review the new operation parameters that you built.

Assign Operation Type and Airport Layout
 Choose Equipment
 Choose Gate
 Choose GSE/APU
 Provide GSE Details
 Assign Operation Time
 Choose Flight Profile
 Choose Track
Summary

Current Selection

Operation type: Operation count:

Departure airport layout: Arrival airport layout:

User ID: Equipment:

Operation time: APU duration (mins):

Stage length: Flight profile:

Track: Initial weight (lb):

Selected GSE:

Drag a column header and drop it here to group by that column

ID	Source	GSE Type	Fuel Type	Duration (mins)	Horsepower	Load Factor
154	Electric - None - Air Conditioner	Air Conditioner	Electric	7	0	0.75
155	Diesel - ACE 180 - Air Start	Air Start	Diesel	0	425	0.9
167	Diesel - Stewart & Stevenson TUG T-750 - Aircraft Tractor	Aircraft Tractor	Diesel	0	475	0.8
185	Gasoline - Stewart & Stevenson TUG MA 50 - Baggage Tractor	Baggage Tractor	Gasoline	60	107	0.55
190	Gasoline - Stewart & Stevenson TUG 660 - Belt Loader	Belt Loader	Gasoline	17	107	0.5
198	Diesel - Hi-Way F650 - Cabin Service Truck	Cabin Service Truck	Diesel	17	210	0.53
207	Diesel - FMC Commander 15 - Cargo Loader	Cargo Loader	Diesel	40	80	0.5

12 of 12 item(s) shown. 0 item(s) selected.

Figure 6-17 Create Aircraft Operation – Summary (Single)

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User Manual: 3c

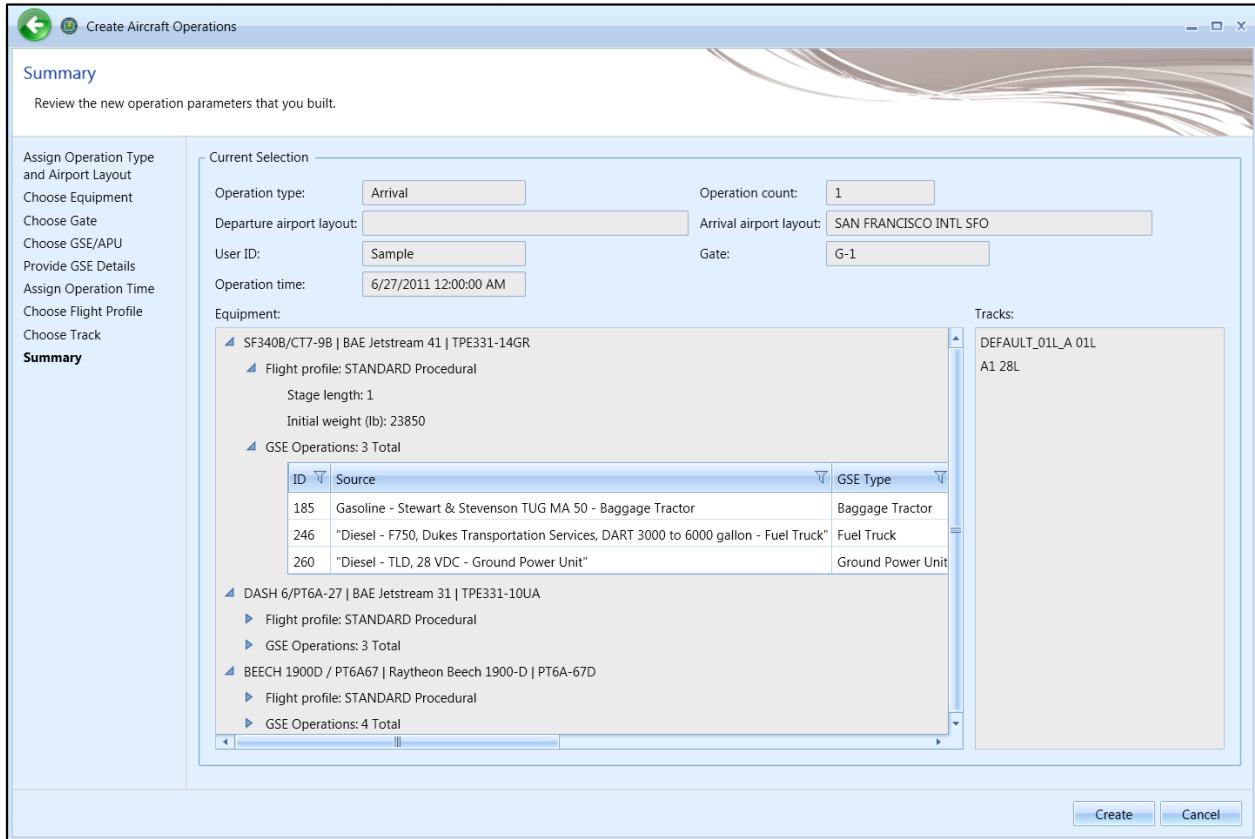


Figure 6-18 Create Aircraft Operation – Summary (Bulk)

6.2.2 Edit Single Aircraft Operation

Use the *Edit Aircraft Operations* wizard to edit a single or multiple existing aircraft operations. Follow the instructions below to edit a single aircraft operation. See Section 6.2.3 for instructions on editing multiple aircraft operations (bulk-edit). Edits are not saved until the entire edit process has been completed.

To edit a single aircraft operation:

1. In the *Display* ribbon group, click *Aircraft*.
2. In the *Operations* pane, select a desired operation to edit.
3. In the *Aircraft Actions* ribbon group, click *Edit* to open the *Edit Operations Process* wizard.
4. Edit the desired steps. See Section 6.2.1 for more information on each step.
5. Click *Save* to complete the editing process.
6. A confirmation window is displayed, click *Yes*. If the edited operation is tied to any existing metric results, the metric results will be reset.
7. The edited aircraft operation is listed in the *Operations* pane.



A change in airport layout will invalidate gate, track, and operational profile selections (if any) for the selected operation since these features are tied to an airport layout.



A change in aircraft equipment may necessitate a change in flight profile.



For an aircraft operation defined using an explicit operation time, the operation time may be edited to another specific date and time; operational profiles may not be used. For an aircraft operation defined using operational profiles, the profile selection may be edited; explicit operation times may not be used.

6.2.3 Bulk Aircraft Operations Edit

Use the *Edit Aircraft Operations* wizard to edit a single or multiple existing aircraft operations. Follow the instructions below to edit multiple aircraft operations at one time (bulk edit). See Section 6.2.2 for instructions on editing a single aircraft operation. Edits are not saved until the entire edit process has been completed.

Bulk editing uses additional controls which allow for careful targeting of fields to edit. The three bulk editing controls present for each editable field are as follows:

- Edit: Click the pencil icon to enable editing of the associated field.
- Save: Click the checkmark icon to save the changes.
- Cancel: Click the no-symbol icon to discard changes.



Figure 6-19 Bulk Editing Controls

Three-state checkboxes are also used in bulk editing. The three states represent the following:

- When all operations have the associated setting in common, the checkmark will show as checked.
- When none of the operations use the associated setting, the checkmark will show as unchecked.
- When some but not all operations use the associated setting, the checkmark will show as a dash. If the checkmark is left in the third state, the setting will not be edited.

Fields that cannot be edited through the bulk editing process are disabled for selection.

To edit multiple aircraft operations concurrently:

1. In the *Display* ribbon group, click *Aircraft*.
2. Select multiple operations of the same operation and aircraft type by holding the control or shift key on the keyboard while clicking on the desired rows. The *Edit Operations* process classifies aircraft operations as follows:
 - Arrival (with operation time)
 - Arrival (with operational profiles)
 - Departure (with operation time)
 - Departure (with operational profiles)
 - Touch-and-go (with operation time)
 - Touch-and-go (with operational profiles)
 - Circuit (with operation time)
 - Circuit (with operational profiles)
 - Overflight (with operation time)
 - Overflight (with operational profiles)
3. In the *Aircraft Actions* ribbon group, click *Edit* to open the *Edit Operations Process* wizard (Figure 6-20).

Aviation Environmental Design Tool

User Manual: 3c

4. Edit the desired steps. See Section 6.2.1 for more information on each step.
5. Click *Save* to complete the editing process.
6. A confirmation window is displayed, click *Yes*. If the selected operation is tied to any metric results, confirmation window with the metric results to be reset is displayed.
7. A confirmation is displayed and the edited aircraft operations are listed in the *Operations* pane.



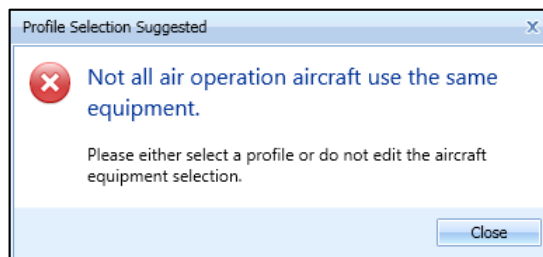
A change in airport layout will invalidate gate, track, and operational profile selections (if any) for the selected operation since these features are tied to an airport layout.



If the selection of operations contains dissimilar equipment, their selected equipment will not be displayed in the wizard.



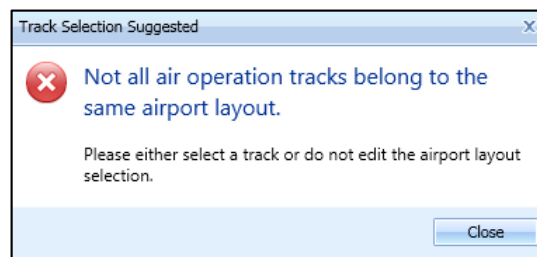
A change in aircraft equipment may necessitate a change in flight profile. If equipment was edited in the *Edit Equipment* step, the following error message may appear. This message occurs when a mismatch between edited equipment and un-edited flight profiles is detected. Select an aircraft profile from the list to proceed.



For an aircraft operation defined using an explicit operation time, the operation time may be edited to another specific date and time; operational profiles may not be used. For an aircraft operation defined using operational profiles, the profile selection may be edited; explicit operation times may not be used.



A change in airport layout may necessitate a change in track. If the airport layout was edited in the *Edit Airport Layout* step, the following error message may appear. Select a track from the list to proceed.



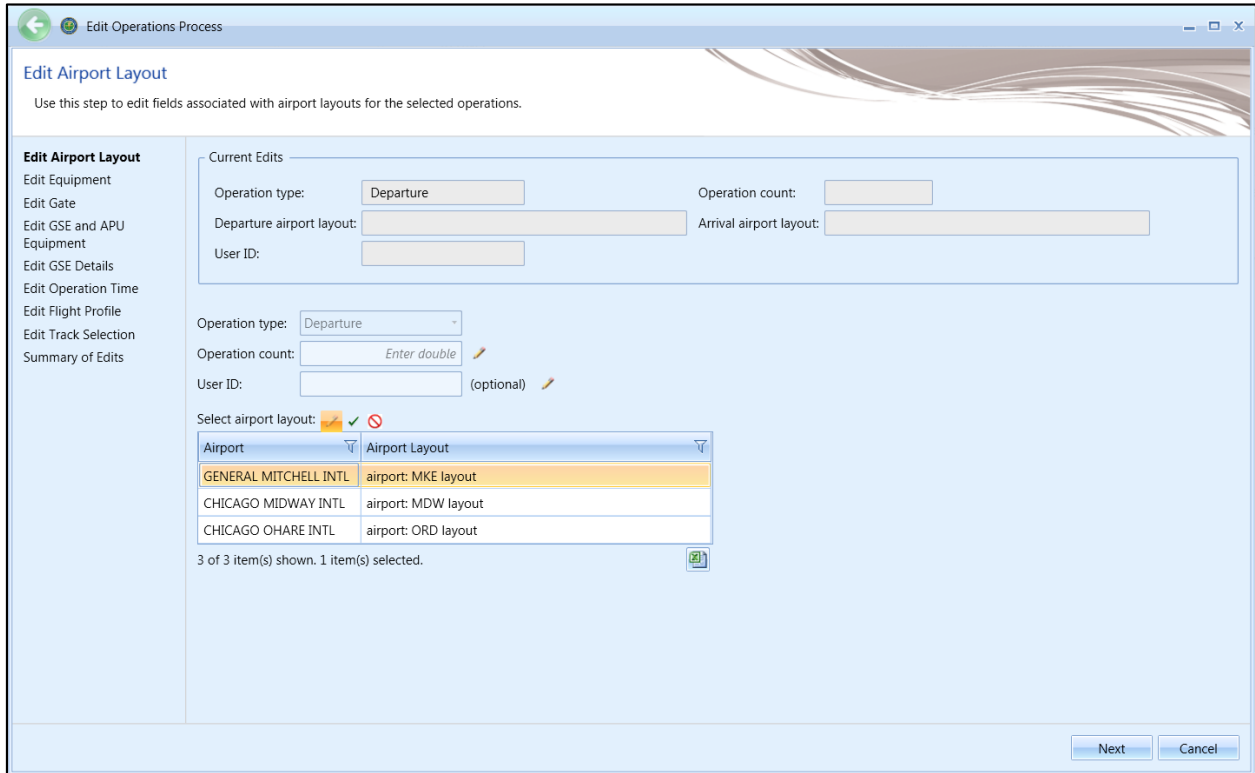


Figure 6-20 Bulk Aircraft Operations Edit

6.2.4 Copy Aircraft Operation

The *Copy* option allows users to create a new operation based on an existing operation.

To copy aircraft operation:

1. In the *Display* ribbon group, click *Aircraft*.
2. In the *Operations* pane, select a desired operation to copy.
3. Click *Copy* to open the *Create Aircraft Operations wizard*. Each step in the wizard will display the values from the original operation.
4. Edit the desired steps or retain the original selections. See Section 6.2.1 for more information on each step.
5. Click *Create* to create the new aircraft operation.
6. A confirmation is displayed and the new aircraft operation is listed at the bottom of the *Operations* pane.

6.2.5 Delete Aircraft Operation

Click *Delete* in the *Aircraft Actions* ribbon group to delete the currently selected operation.

6.3 Non-Aircraft Operation

Use the buttons in the *Non-Aircraft Actions* ribbon group to create, copy, or delete non-aircraft operations.

- Click *New* to open the *Create Non-Aircraft Operations wizard*.
- Click *Edit* to open the *Edit Operations Process wizard*.
- Click *Copy* to open the *Create Non-Aircraft Operations wizard* for the currently selected operation. Each step in the wizard will display the values from the original operation.
- Click *Delete* to delete the currently selected operation.



The *Edit*, *Copy* and *Delete* actions can also be accessed by right-clicking on an operation in the *Operations* pane.

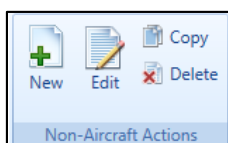


Figure 6-21 Operations Tab – Non-Aircraft Actions Ribbon Group

6.3.1 Create Single or Multiple Non-Aircraft Operations

Non-aircraft operations are created through the use of a wizard. To complete the *Create Non-Aircraft Operation* workflow, the study must already contain quarter-hourly, daily, and monthly operational profiles (Section 9.5) and airport content (Section 8).

Non-aircraft operations can be created in bulk for the same airport layout. Begin creating single or multiple non-aircraft operations the same way by opening the *Create Non-Aircraft Operations* wizard.

To access the *Create Non-Aircraft Operations* wizard:

1. In the *Display* ribbon group, click *Non-Aircraft*.
2. In the *Non-Aircraft Actions* ribbon group, click *New* to open the *Create Non-Aircraft Operations* wizard (Figure 6-22).

6.3.1.1 Step 1: Assign Airport Layout

The airport layout is assigned in this step (Figure 6-22). This step is the same for both single and bulk operation creation.

1. Select the desired airport layout.
2. Enter the desired operation count. This represents total annual number of operations in the appropriate operation unit (e.g. hours/year for ground support equipment, kiloliters for fuel tank).
3. Enter a custom *User ID* for the new operation if desired.
4. Click *Next*.

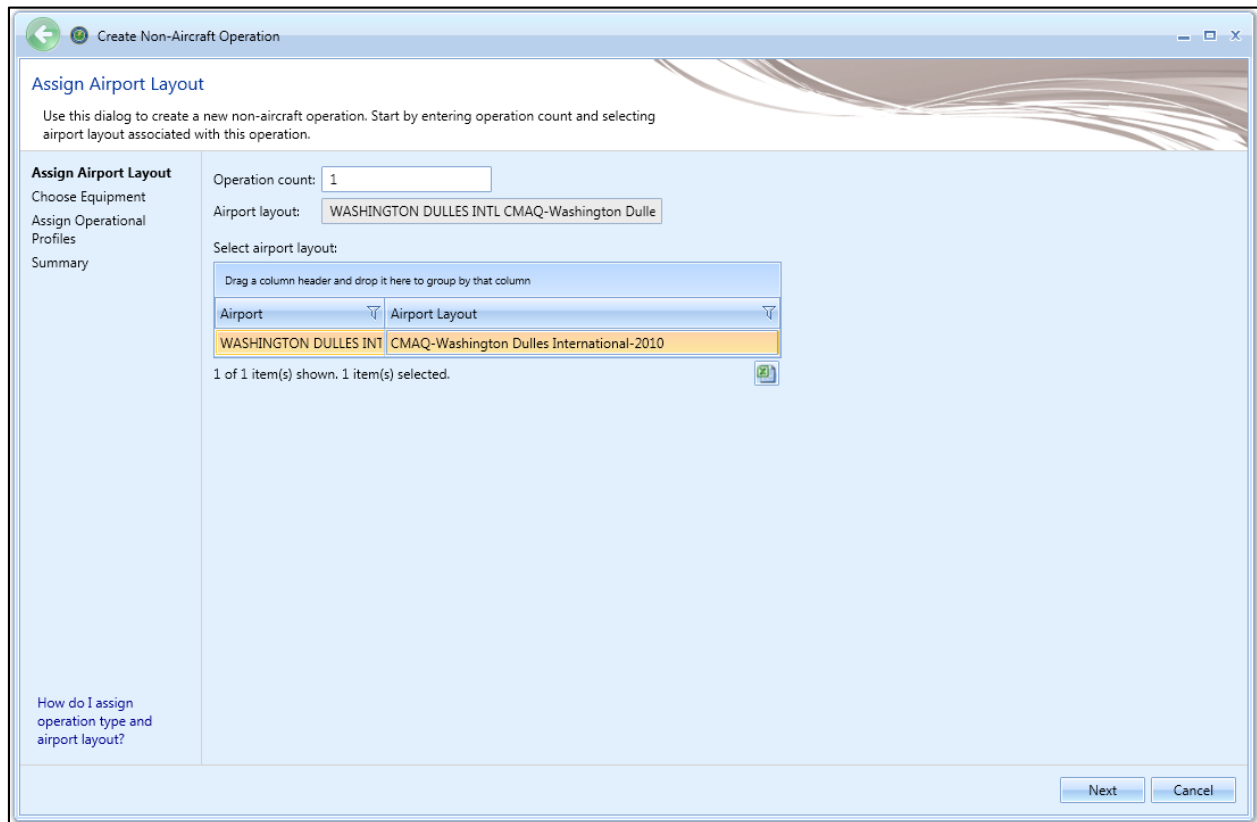


Figure 6-22 Create Non-Aircraft Operation – Assign Airport Layout



What does the operation count for non-aircraft equipment represent?

- Ground Support Equipment = Hours Operated
- Boiler/Space Heater = Metric Tons Used
- Emergency Generator = Hours Operated
- Incinerator = Metric Tons Used
- Aircraft Engine Testing = Test Cycles Run
- Fuel Tank = Kiloliters Used
- Surface Coating/Painting = Kiloliters Used
- Deicing Area = Kiloliters Used
- Solvent Degreaser = Kiloliters Used
- Sand/Salt Pile = Metric Tons Used
- Other = Metric Tons Used

6.3.1.2 Step 2: Choose Equipment

Non-Aircraft equipment is selected in this step (Figure 6-23). The selections made in Step 1 are displayed in the *Current Selection* section. Multiple non-aircraft equipment can be selected in this step for bulk operation creation (Figure 6-24). To deselect equipment, click on the highlighted entry again.



In order to create non-aircraft operations for “Aircraft Engine Testing”, first create user-defined aircraft engine testing in the *Equipment* tab, *Non-Aircraft* screen by copying and editing the existing Aircraft Engine Testing template. Only the user-defined “Aircraft Engine Testing” sources are displayed in the *Create Non-Aircraft Operations* wizard, *Choose equipment* list.

1. Select the desired non-aircraft equipment from the *Choose equipment* list.
2. Click *Next*.

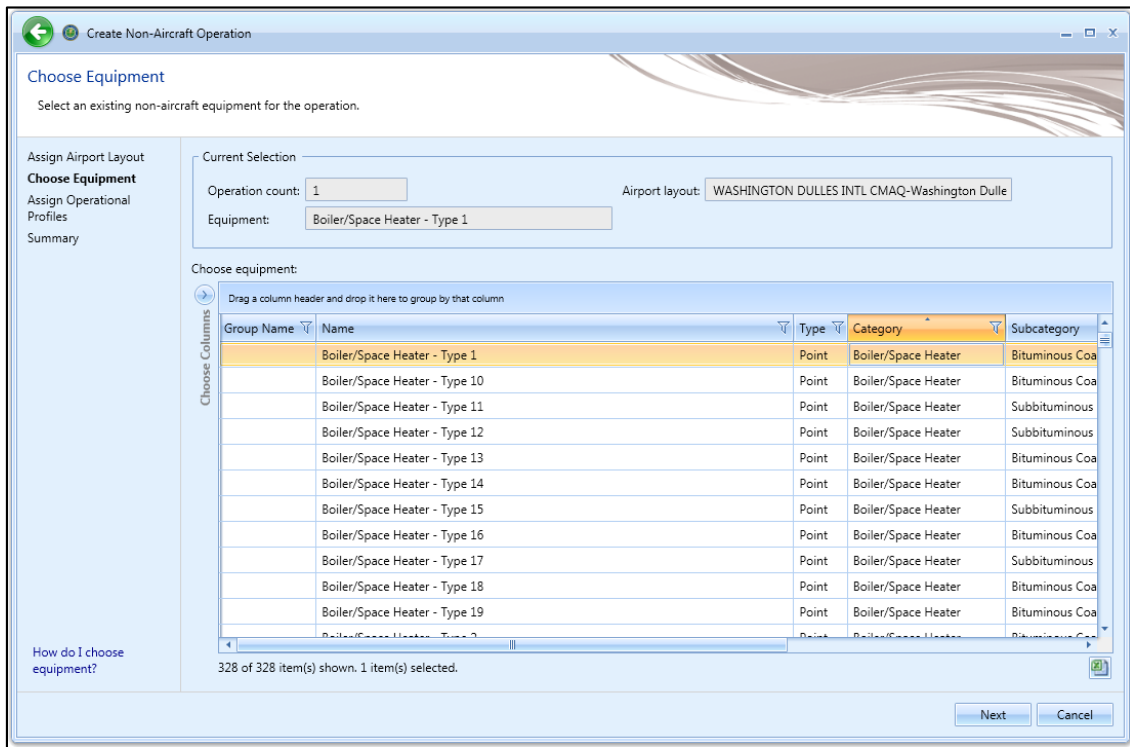


Figure 6-23 Create Non-Aircraft Operation – Choose Equipment (Single)

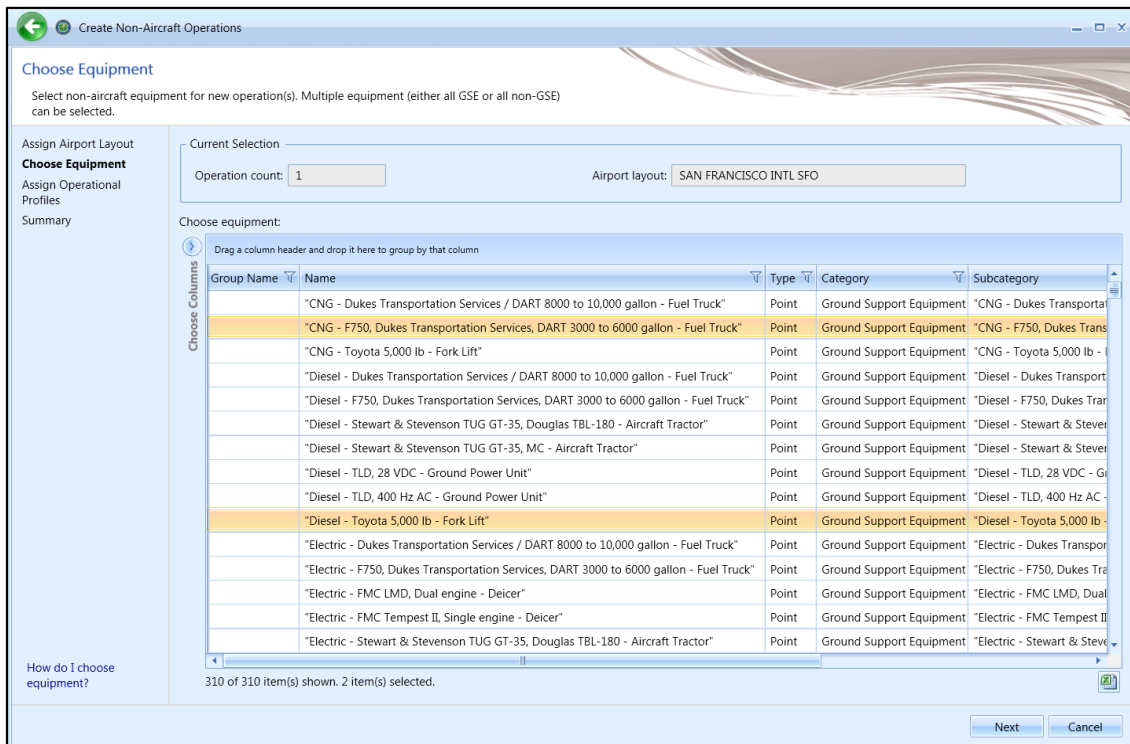


Figure 6-24 Create Non-Aircraft Operation – Choose Equipment (Bulk)

6.3.1.3 Step 3: Provide GSE Details (GSE only)

This step is displayed if ground support equipment was selected in the *Choose Equipment* step. The selections made in previous steps are displayed in the *Current Selection* section.

The *Gate Assignments* table displays all the gates in the selected airport layout. GSE operations must be assigned to a gate.

For single non-aircraft operation, the details for the GSE selected in the previous step are displayed (Figure 6-25). For bulk non-aircraft operations, select the equipment from the equipment list to display the corresponding GSE details (Figure 6-26).

Default values are provided for duration, horsepower, and load factor (if available). Click in the cells to edit the values.

1. Enter the *Number of units*. This quantity represents the discrete number of GSE units.
2. Edit the *Horsepower* value if desired. This value is only pertinent to non-electric GSE.
3. Edit *Load factor* value if desired.
4. Select the *Manufacture year*. This value is only pertinent to non-electric GSE.
5. In the *Gate Assignments* table, enter fraction values representing the GSE operation for each gate. Total fraction value must be equal to 1.
6. Click *Next*.



Is Manufacture Year optional?

Entering manufacture year for GSE operations is optional. When manufacture year of GSE operation is provided, emissions factors from the STN_GSE_NONROAD_COEFF table is used and deterioration is calculated; otherwise, the STN_GSE_EF table is used and deterioration is not calculated. Please refer to Technical Manual for more information.

For user-defined GSEs, the Manufacture Year field is disabled for editing.

Create Non-Aircraft Operation

Provide GSE Details

Provide GSE details for the operation.

Assign Airport Layout
Choose Equipment
Provide GSE Details
Assign Operational Profiles
Summary

Current Selection

Operation count: Airport layout:

Equipment:

GSE Operation Details

Number of units:

Horse power:

Load factor:

Manufacture year:

Gate Assignments: *Fraction column * is editable. Total fraction value must be 1.*

ID	Name	Fraction
1	A Even	0
2	A Odd	0
3	B Even	0
4	B Odd	0
5	C Even	0
6	C Odd	0
7	D Even	0
8	D Odd	0
9	GA	0
10	IAB	0
11	Z	0

What are GSE details?

Next Cancel

Figure 6-25 Create Non-Aircraft Operation – Provide GSE Details (Single)

Create Non-Aircraft Operations

Provide GSE Details

Provide details for each GSE operation.

Assign Airport Layout
Choose Equipment
Provide GSE Details
Assign Operational Profiles
Summary

Current Selection

Operation count: Airport layout:

*CNG - F750, Dukes Transportati
*Diesel - Toyota 5,000 lb - Fork L

GSE Operation Details

Number of units:
Horsepower:
Load factor:
Manufacture year:

Gate Assignments: *Fraction column * is editable. Total fraction value must be 1.*

ID	Name	Fraction
1	G-1	0
2	G-2	0

What are GSE details?

Next Cancel

Figure 6-26 Create Non-Aircraft Operation – Provide GSE Details (Bulk)

6.3.1.4 Step 4: Assign Operational Profiles

Operational profiles are selected in this step (Figure 6-27). The selections made in previous steps are displayed in the *Current Selection* section. This step is the same for both single and bulk operation creation.

1. Select the year.
2. Select the quarter-hourly, daily, and monthly operation profiles.
3. Click *Next*.



The default operation time can be assigned in the *Study* tab, *Preferences, Study* screen (see Section 4.11.2.6).

Assign Operational Profiles

Select operational profiles for the operation.

Assign Airport Layout
Choose Equipment
Provide GSE Details
Assign Operational Profiles
Summary

Current Selection

Operation count: 1 Airport layout: SAN FRANCISCO INTL SFO
Equipment: *Diesel - Dukes Transportation Services / DART 8000 t Daily profile: SampleDaily
Quarter hour profile: SampleQ-Hour Monthly profile: SampleMo

Select year: Enter year

Select quarter hourly profile: SampleQ-Hour
Select daily profile: SampleDaily
Select monthly profile: SampleMo

What is operational profile?

Next Cancel

Figure 6-27 Create Non-Aircraft Operation – Assign Operational Profiles

6.3.1.5 Step 5: Provide Location Details (non-GSE only)

This step is displayed if non-aircraft equipment other than ground support equipment was selected in the *Choose Equipment* step. Location details of the non-aircraft operation are entered in this step (Figure 6-28).

For single non-aircraft operation, the details for the equipment selected in the previous step are displayed (Figure 6-28). For bulk non-aircraft operations, select the equipment from the equipment list to display the corresponding details (Figure 6-29).

1. Enter the latitude and longitude. Or, zoom into the desired location on the map and click on the map to select the latitude and longitude.
2. Enter height above field elevation (AFE) in feet.
3. Click *Next*.

Figure 6-28 shows the 'Provide Location Details' screen in the 'Create Non-Aircraft Operation' tool. The screen is titled 'Provide Location Details' and includes a navigation pane on the left with options: 'Assign Airport Layout', 'Choose Equipment', 'Assign Operational Profiles', 'Provide Location Details' (selected), and 'Summary'. The main area is divided into 'Current Selection' and 'Location' sections. 'Current Selection' includes: 'Operation count: 1', 'Equipment: Boiler/Space Heater - Type 1', 'Quarter hour profile: DEFAULT-CMAQ-KIAD', 'Airport layout: WASHINGTON DULLES INTL CMAQ-Washington Dulle', 'Daily profile: DEFAULT-CMAQ-KIAD', and 'Monthly profile: DEFAULT-CMAQ-KIAD'. The 'Location' section has a note 'Note: All fields are required' and three input fields: 'Latitude (deg): 38.94444221258', 'Longitude (deg): -77.4745304255', and 'Height AFE (ft): 295'. To the right of these fields is a map of the Washington D.C. area with a red pin and a circular zoom control. At the bottom left is a link 'How do I provide location details?'. At the bottom right are 'Next' and 'Cancel' buttons.

Figure 6-28 Create Non-Aircraft Operation – Provide Location Details (Single)

Create Non-Aircraft Operations

Provide Location Details
Provide location details for each operation.

Assign Airport Layout
Choose Equipment
Assign Operational Profiles
Provide Location Details
Summary

Current Selection

Operation count: Airport layout:

Quarter hour profile: Daily profile:

Monthly profile:

Boiler/Space Heater - Type 10
Emergency Generator - Type 2

Boiler/Space Heater - Type 10

Location

Note: All fields are required

Latitude (deg):

Longitude (deg):

Elevation (m):

How do I provide location details?

Next Cancel

Figure 6-29 Create Non-Aircraft Operation – Provide Location Details (Bulk)

6.3.1.6 Step 6: Summary

The summary step provides a summary of options selected in the *Create Non-Aircraft Operations wizard* (Figure 6-30 and Figure 6-31). To create the operation, follow the steps below or *Cancel* to discard changes and exit the wizard.

To create a new non-aircraft operation:

1. Click *Create* to create the new operation(s).
2. A confirmation is displayed and the new operation(s) are listed at the bottom of the *Operations* pane.

Field	Value
Operation count	1
Equipment	Boiler/Space Heater - Type 1
Quarter hour profile	DEFAULT-CMAQ-KIAD
Latitude (deg)	38.94444221258
Height AFE (ft)	295
Airport layout	WASHINGTON DULLES INTL CMAQ-Washington Dulle
Daily profile	DEFAULT-CMAQ-KIAD
Monthly profile	DEFAULT-CMAQ-KIAD
Longitude (deg)	-77.4745304255

Figure 6-30 Create Non-Aircraft Operation – Summary(Single)

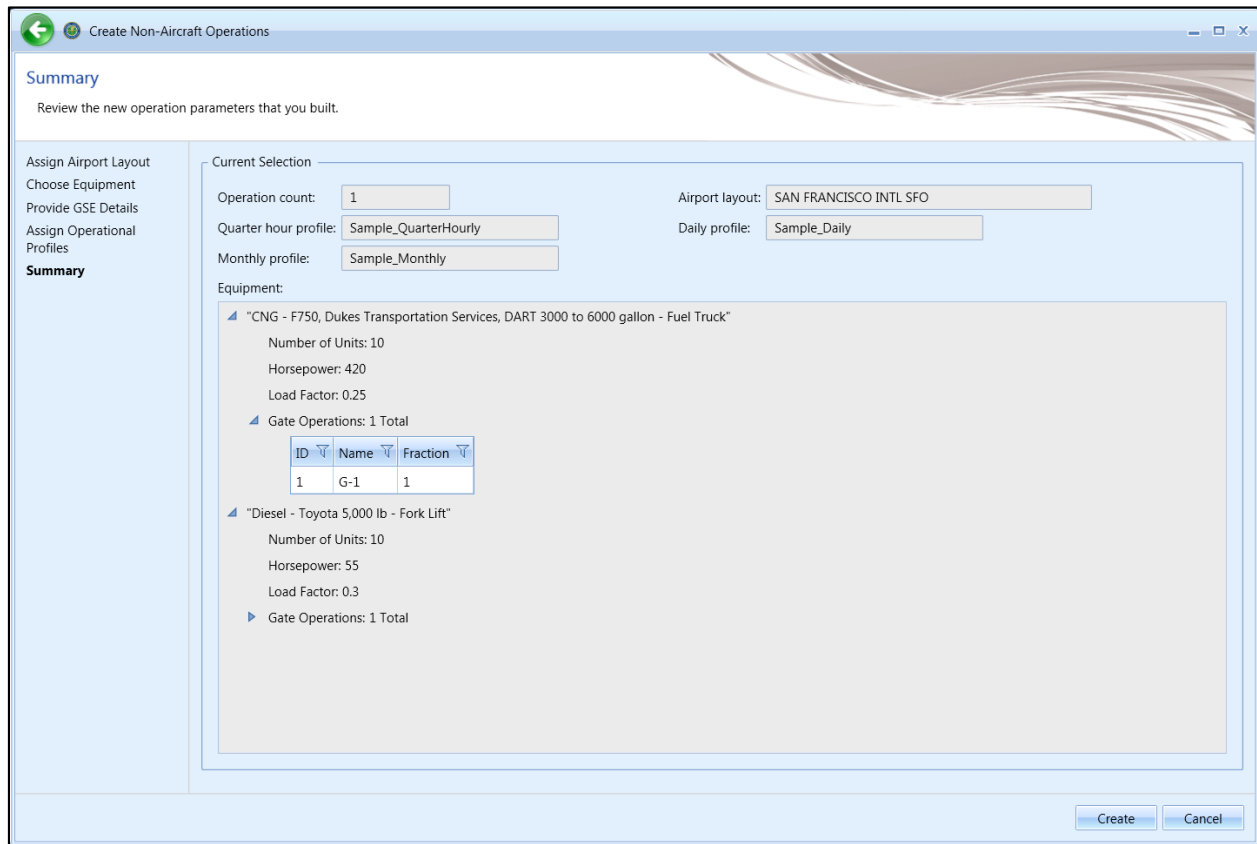


Figure 6-31 Create Non-Aircraft Operation – Summary(Bulk)

6.3.2 Edit Single Non-Aircraft Operation

Use the *Edit Non-Aircraft Operations* wizard to edit a single or multiple existing non-aircraft operations. Follow the instructions below to edit a single non-aircraft operation. See Section 6.3.3 for instructions on editing multiple non-aircraft operations (bulk-edit). Edits are not saved until the entire edit process has been completed.

To edit a single non-aircraft operation:

1. In the *Display* ribbon group, click *Non-Aircraft*.
2. In the *Operations* pane, select a desired operation to edit.
3. In the *Non-Aircraft Actions* ribbon group, click *Edit* to open the *Edit Operations Process* wizard.
4. Edit the desired steps. See Section 6.3.1 for more information on each step.
5. Click *Save* to complete the editing process.
6. A confirmation window is displayed, click *Yes*. If the edited operation is tied to any existing metric results, the metric results will be reset.
7. The edited non-aircraft operation is listed in the *Operations* pane.



When editing non-GSE stationary source operations, only non-GSE stationary source equipment will appear in the list of available equipment. Similarly, when editing GSE population operations, only GSE equipment will be available in the list.



For every airport layout/GSE combination, the sum of the *Fraction* must (nominally) equal one. If the sum of fraction is not equal to one, a warning message will be displayed.

6.3.3 Bulk Non-Aircraft Operations Edit

Use the *Edit Non-Aircraft Operations* wizard to edit a single or multiple existing non-aircraft operations. Follow the instructions below to edit multiple non-aircraft operations at one time (bulk edit). See Section 6.3.2 for instructions on editing a single non-aircraft operation. Edits are not saved until the entire edit process has been completed.

Bulk editing has additional controls which allow for careful targeting of fields to edit. The three bulk editing controls present for each editable field are as follows:

- Edit: Click the pencil icon to enable editing of the associated field.
- Save: Click the checkmark icon to save the changes.
- Cancel: Click the no-symbol icon to discard changes.



Figure 6-32 Bulk Editing Controls

Three-state checkboxes are also used in bulk editing. The three states represent the following:

- When all operations have the associated setting in common, the checkmark will show as checked.
- When none of the operations use the associated setting, the checkmark will show as unchecked.
- When some but not all operations use the associated setting, the checkmark will show as a dash. If the checkmark is left in the third state, the setting will not be edited.

Fields that cannot be edited through the bulk editing process are disabled for selection.

To edit multiple non-aircraft operations concurrently:

1. In the *Display* ribbon group, click *Non-Aircraft*.
2. Select multiple operations of the same type. The *Edit Operations* process classifies non-aircraft operations in the following manner:
 - Stationary Source (non-GSE) operations
 - GSE Population operations
3. In the *Non-Aircraft Actions* ribbon group, click *Edit* to open the *Edit Operations Process* wizard (Figure 6-33).
4. Edit the desired steps. See Section 6.3.1 for more information on each step.

Aviation Environmental Design Tool

User Manual: 3c

5. Click *Save* to complete the editing process.
6. A confirmation window is displayed, click *Yes*. If the selected operation is tied to any metric results, confirmation window with the metric results to be reset is displayed.
7. A confirmation is displayed and the edited non-aircraft operations are listed in the *Operations* pane.



The steps in the wizard will vary for stationary source operations and GSE population operations.



When editing non-GSE stationary source operations, only non-GSE stationary source equipment will appear in the list of available equipment. Similarly, when editing GSE population operations, only GSE equipment will be available in the list.



For every airport layout/GSE combination, the sum of the *Fraction* must (nominally) equal one. If the sum of fraction is not equal to one, a warning message will be displayed.

Airport	Airport Layout
GENERAL MITCHELL INTL	airport: MKE layout
CHICAGO MIDWAY INTL	airport: MDW layout
CHICAGO OHARE INTL	airport: ORD layout

Figure 6-33 Bulk Non-Aircraft Operations Edit

6.3.4 Copy Non-Aircraft Operation

The *Copy* option allows users to create a new operation based on an existing operation.

To copy non-aircraft operation:

1. In the *Display* ribbon group, click *Non-Aircraft*.
2. In the *Operations* pane, select a desired operation to copy.
3. Click *Copy* to open the *Create Non-Aircraft Operations wizard*.
4. Each step in the wizard will display the values from the original operation.
5. Edit the desired steps or retain the original selections. See Section 6.3.1 for more information on each step.
6. Click *Create* to create the new non-aircraft operation.
7. A confirmation is displayed and the new non-aircraft operation is listed at the bottom of the *Operations* pane.

6.3.5 Delete Non-Aircraft Operation

Click *Delete* in the *Non-Aircraft Actions* ribbon group to delete the currently selected operation.

6.4 Runup Operation

Runup operation is an activity in which a fixed-wing aircraft is in a stationary position on the ground, with aircraft thrust held constant for a time period. Typically, runup operations are used for noise modeling, but AEDT also models emissions results for runups.

Use the buttons in the *Runup Actions* ribbon group to create, copy, or delete runup operations.

- Click *New* to open the *Create Runup Operations wizard*.
- Click *Edit* to open the *Edit Operations Process wizard*.
- Click *Copy* to open the *Create Runup Operations wizard* for the currently selected operation. Each step in the wizard will display the values from the original operation.
- Click *Delete* to delete the currently selected operation.



The *Edit*, *Copy* and *Delete* actions can also be accessed by right-clicking on an operation in the *Operations* pane.

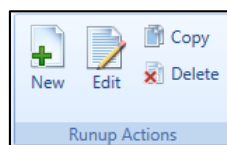


Figure 6-34 Operations Tab – Runup Actions Ribbon Group

6.4.1 Create Single or Multiple Runup Operations

Runup operations are created through the use of a wizard. To complete the *Create Runup Operation* workflow, the study must already contain airport content (Section 8).

Runup operations can be created in bulk for the same airport layout. Begin creating single or multiple runup operations the same way by opening the *Create Runup Operations wizard*.

To access the *Create Runup Operations wizard*:

1. In the *Display* ribbon group, click *Runup*.
2. In the *Runup Actions* ribbon group, click *New* to open the *Create Runup Operations wizard*.

6.4.1.1 Step 1: Assign Airport Layout

Airport layouts are assigned in this step (Figure 6-35). This step is the same for both single and bulk operation creation.

1. Enter the desired operation count.
2. Select the desired airport layout.
3. Enter a custom *User ID* for the new runup operation if desired.
4. Click *Next*.

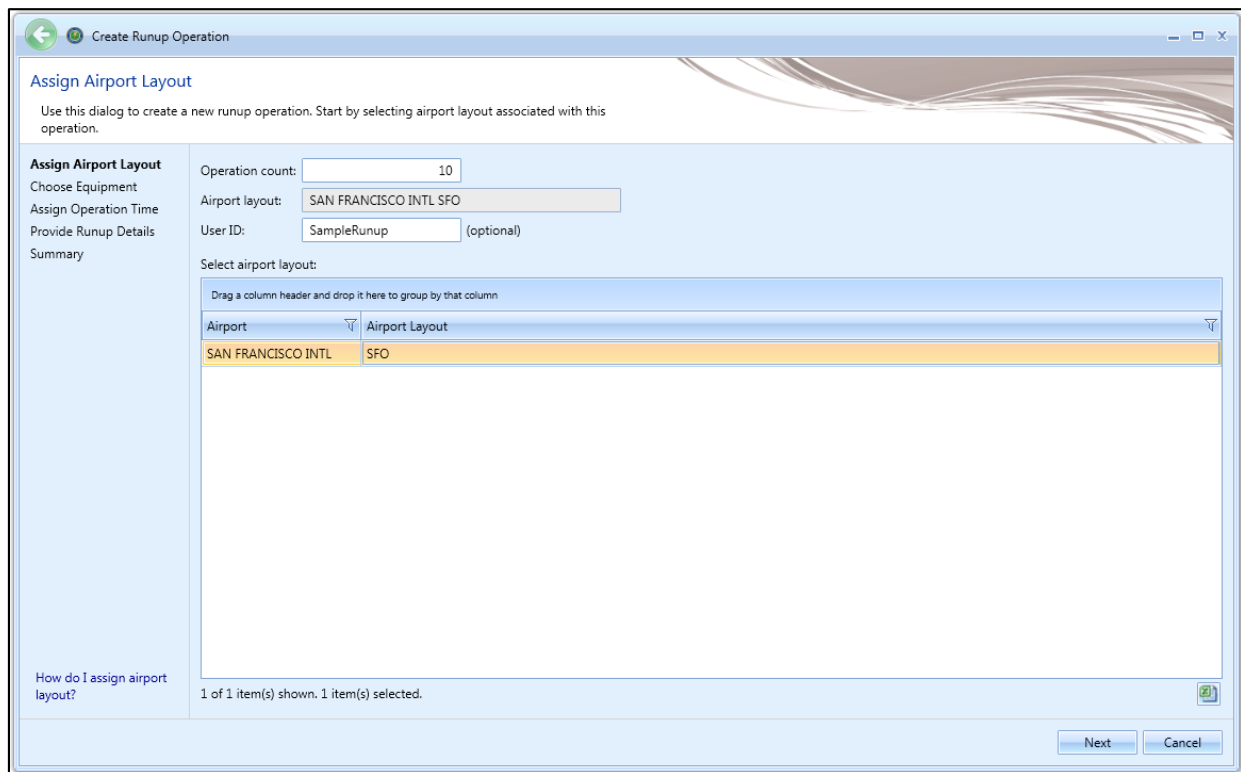


Figure 6-35 Create Runup Operation – Assign Airport Layout

6.4.1.2 Step 2: Choose Equipment

Aircraft equipment is selected in this step (Figure 6-36). The selections made in Step 1 are displayed in the *Current Selection* section. Multiple aircraft can be selected in this step for bulk operation creation (Figure 6-37). To deselect aircraft, click on the highlighted entry again.

1. Select the desired aircraft from the *Choose equipment* list.
2. Click *Next*.

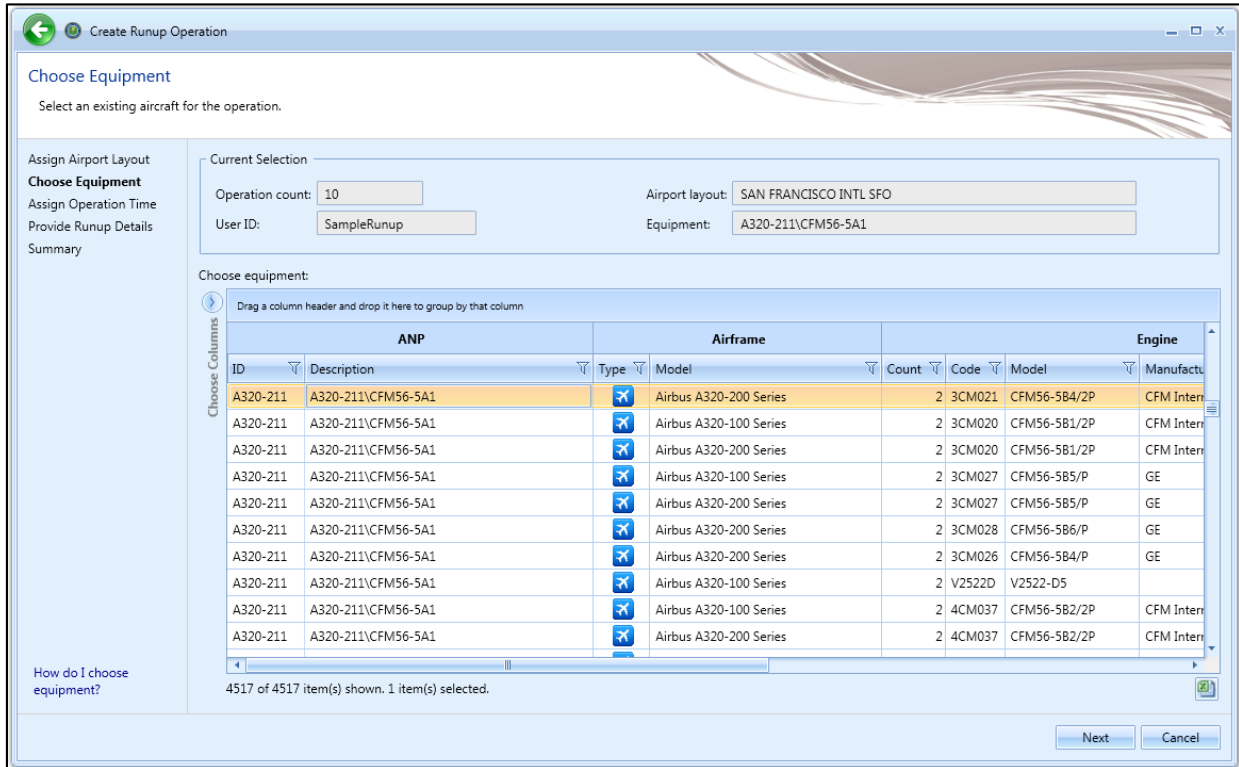


Figure 6-36 Create Runup Operation – Choose Equipment (Single)

← Create Runup Operations
⌵ ⌵ ⌵

Choose Equipment

Select aircraft for new operation(s). Multiple equipment can be selected. A new operation will be created for each equipment-track combination.

Assign Airport Layout

Choose Equipment

Assign Operation Time

Provide Runup Details

Summary

Current Selection

Operation count:

User ID:

Airport layout:

Choose equipment:

Drag a column header and drop it here to group by that column

ID	ANP	Type	Airframe	Count	Code	Engine			ID	
	Description		Model			Model	Manufacturer	Modification Code	BADA	ICAO
1900D	BEECH 1900D / PT6A67	<input checked="" type="checkbox"/>	Raytheon Beech 1900-C	2	PT67B	PT6A-67B	P & W Canada	NONE	B190	B190
1900D	BEECH 1900D / PT6A67	<input checked="" type="checkbox"/>	Raytheon Beech 1900-C	2	PT67D	PT6A-67D	P & W Canada	NONE	B190	B190
1900D	BEECH 1900D / PT6A67	<input checked="" type="checkbox"/>	Raytheon Beech 1900-D	2	PT67D	PT6A-67D	P & W Canada	NONE	B190	B190
1900D	BEECH 1900D / PT6A67	<input checked="" type="checkbox"/>	BAE Jetstream 1	2	PT6A60	PT6A-60	P & W Canada	NONE	BE20	JS1
1900D	BEECH 1900D / PT6A67	<input checked="" type="checkbox"/>	BAE Jetstream 200 Series	2	PT6A60	PT6A-60	P & W Canada	NONE	D228	JS20
1900D	BEECH 1900D / PT6A67	<input checked="" type="checkbox"/>	Raytheon Beech 1900-C	2	PT6A6B	PT6A-65B	P & W Canada	NONE	B190	B190
DHC6	DASH 6/PT6A-27	<input checked="" type="checkbox"/>	BAE Jetstream 31	2	TP10GT	TPE331-10GT	Allied Signal	NONE	JS32	JS31
DHC6	DASH 6/PT6A-27	<input checked="" type="checkbox"/>	BAE Jetstream 31	2	TP10UA	TPE331-10UA	Allied Signal	NONE	JS32	JS31
DHC6	DASH 6/PT6A-27	<input checked="" type="checkbox"/>	BAE Jetstream 31	2	TP10UK	TPE331-10UK	Allied Signal	NONE	JS32	JS31
DHC6	DASH 6/PT6A-27	<input checked="" type="checkbox"/>	BAE Jetstream 32	2	TP12UA	TPE331-12UA	Allied Signal	NONE	JS32	JS32
DHC6	DASH 6/PT6A-27	<input checked="" type="checkbox"/>	BAE Jetstream 32-EP	2	TP12UA	TPE331-12UA	Allied Signal	NONE	JS32	JS32
SF340	SF340B/CT7-9B	<input checked="" type="checkbox"/>	BAE Jetstream 41	2	TP14GR	TPE331-14GR	Allied Signal	NONE	JS41	JS41
DHC6	DASH 6/PT6A-27	<input checked="" type="checkbox"/>	BAE Jetstream 31	2	TP10UG	TPE331-10UG	Allied Signal	NONE	JS32	JS31

4999 of 4999 item(s) shown. 2 item(s) selected.

Figure 6-37 Create Runup Operation – Choose Equipment (Bulk)

6.4.1.3 Step 3: Assign Operation Time

The time and date for the runup operation are assigned in this step (Figure 6-38). The selections made in previous steps are displayed in the *Current Selection* section. This step is the same for both single and bulk operation creation.

1. Select the desired date and time for the operation.
2. Click *Next*.



The default operation time can be assigned in the *Study* tab, *Preferences, Study* screen (see Section 4.11.2.6).



AEDT assumes that date time values for operations are in local times, not UTC (Universal Time Coordinated).

The screenshot shows a software window titled "Create Runup Operation" with a sub-header "Assign Operation Time". Below the sub-header is the instruction "Select time for the operation." On the left is a vertical navigation pane with options: "Assign Airport Layout", "Choose Equipment", "Assign Operation Time" (which is highlighted), "Provide Runup Details", and "Summary". At the bottom of this pane is a link: "How do I assign operation time?". The main area is titled "Current Selection" and contains several input fields: "Operation count:" with the value "10", "User ID:" with the value "SampleRunup", "Operation time:" with the value "6/27/2011 12:00 AM" and a calendar icon, "Airport layout:" with the value "SAN FRANCISCO INTL SFO", and "Equipment:" with the value "A320-211\CFM56-5A1". At the bottom right of the window are "Next" and "Cancel" buttons.

Figure 6-38 Create Runup Operation – Assign Operation Time

6.4.1.4 Step 4: Provide Runup Details

Details of the runup aircraft operation are entered in this step. The selections made in previous steps are displayed in the *Current Selection* section.

For single runup operation, the details for the aircraft selected in the previous step are displayed (Figure 6-39). For bulk runup operations, select the equipment from the equipment list to display the corresponding details (Figure 6-40).

1. Enter the latitude and longitude for each aircraft. Or, zoom into the desired location on the map and click on the map to select the latitude and longitude.
2. Enter heading, thrust, and duration.
3. Click *Next*.



1. To model runups that operate on all engines:
 - a. For aircraft with NPD curves in Pounds, enter the max sea level static thrust (displayed in the *Equipment* tab, *Aircraft*, *ANP Airplane*, *Basic* screen).
 - b. For aircraft with NPD curves in Percent, enter 100%.

For example, the 747400 has a max sea level static thrust of 56800 lbs/engine and four engines. To model runups for the 747400 that operate on all four engines, enter 56800 as the thrust.

2. To model runups that do not operate on all engines, enter the thrust setting that reduces the noise level by $10 \cdot \log(N/N_t)$ dB, where N is the number of operative engines and N_t is the total number of engines.

For example, in a case of two engine aircraft which is running up a single engine, thrust should be reduced by an amount which will give a 3 dB decrease in the noise.

Create Runup Operation

Provide Runup Details
Provide runup details for the operation.

Assign Airport Layout
Choose Equipment
Assign Operation Time
Provide Runup Details
Summary

Current Selection

Operation count: Airport layout:

User ID: Equipment:

Operation time:

Runup Operation

Note: All fields are required

Latitude (deg):

Longitude (deg):

Heading (deg):

Pounds:

Duration (sec):

What are runup details parameters?

Figure 6-39 Create Runup Operation – Provide Runup Details (Single)

The screenshot shows a software window titled "Create Runup Operations" with a sub-header "Provide Runup Details". Below the sub-header is the instruction "Provide details for each runup operation." The interface is divided into several sections:

- Left Navigation Panel:** Contains a list of steps: "Assign Airport Layout", "Choose Equipment", "Assign Operation Time", "Provide Runup Details" (which is highlighted in blue), and "Summary".
- Current Selection:** A dropdown menu showing "BEECH 1900D / PT6A67 | Raytheon Beech 1900-C | PT6A-67B".
- Form Fields:**
 - "Operation count:" with a text box containing the number "1".
 - "User ID:" with a text box containing "SampleRunup".
 - "Airport layout:" with a dropdown menu showing "SAN FRANCISCO INTL SFO".
 - "Operation time:" with a date/time picker showing "6/27/2011 12:00:00 AM".
- Runup Operation Section:**
 - A note: "Note: All fields are required".
 - Five input fields, each with a red border and the text "Enter double":
 - "Latitude (deg):"
 - "Longitude (deg):"
 - "Heading (deg):"
 - "Pounds:"
 - "Duration (sec):"
 - A world map on the right side of this section.
- Bottom Panel:** Contains a "Next" button (highlighted in yellow) and a "Cancel" button.

Figure 6-40 Create Runup Operation – Provide Runup Details (Bulk)

6.4.1.5 Step 5: Summary

The summary step provides a summary of options selected in the *Create Runup Operations wizard* (Figure 6-41 and Figure 6-42). To create the operation, follow the steps below or *Cancel* to discard changes and exit the wizard.

To create a new runup operation:

1. Click *Create* to create the new runup operation(s).
2. A confirmation is displayed, click *Close*.
3. The new runup operation(s) are listed at the bottom of the *Operations* pane.

The screenshot shows a software window titled "Create Runup Operation". On the left is a navigation pane with the following items: "Assign Airport Layout", "Choose Equipment", "Assign Operation Time", "Provide Runup Details", and "Summary" (which is highlighted). The main area is titled "Summary" and contains the text "Review the new operation parameters that you built." Below this is a "Current Selection" section with two columns of input fields:

Operation count:	10	Airport layout:	SAN FRANCISCO INTL SFO
User ID:	SampleRunup	Equipment:	A320-211\CFM56-5A1
Operation time:	6/27/2011 12:00:00 AM	Latitude (deg):	37.6173332025605
Longitude (deg):	-122.38113611965	Heading (deg):	0
Pounds:	2000	Duration (sec):	300

At the bottom right of the window are two buttons: "Create" and "Cancel".

Figure 6-41 Create Runup Operation – Summary (Single)

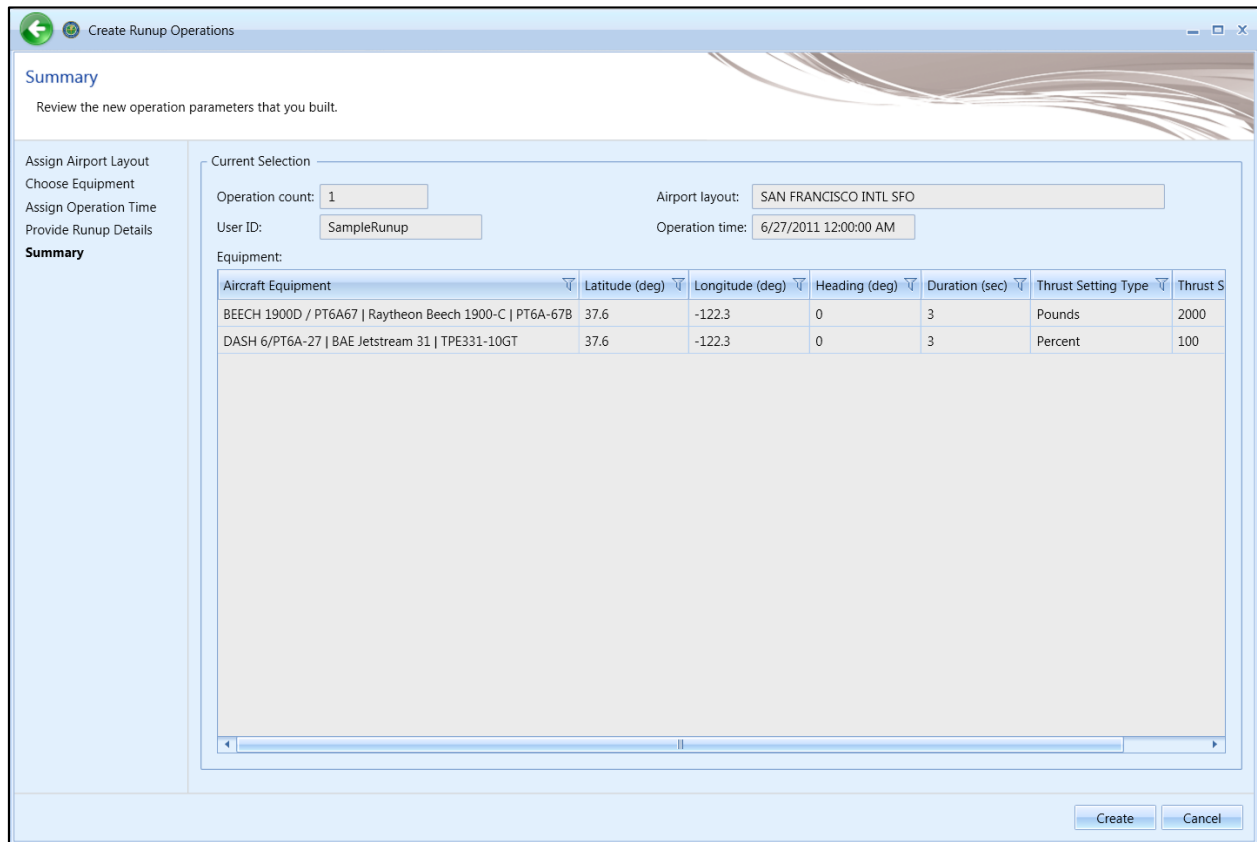


Figure 6-42 Create Runup Operation—Summary (Bulk)

6.4.2 Edit Single Runup Operation

Use the *Edit Runup Operations* wizard to edit a single or multiple existing runup operations. Follow the instructions below to edit a single runup operation. See Section 6.4.3 for instructions on editing multiple runup operations (bulk-edit).

To edit a single runup operation:

1. In the *Display* ribbon group, click *Runup*.
2. In the *Operations* pane, select a desired operation to edit.
3. In the *Runup Actions* ribbon group, click *Edit* to open the *Edit Operations Process* wizard.
4. Edit the desired steps. See Section 6.4.1 for more information on each step.
5. Click *Save* to complete the editing process.
6. A confirmation window is displayed, click *Yes*. If the edited operation is tied to any existing metric results, the metric results will be reset.
7. The edited runup operation is listed in the *Operations* pane.

6.4.3 Bulk Runup Operations Edit

Use the *Edit Runup Operations* wizard to edit a single or multiple existing runup operations. Follow the instructions below to edit multiple runup operations at one time (bulk edit). See Section 6.3.2 for

instructions on editing a single runup operation. Edits are not saved until the entire edit process has been completed.

To edit multiple runup operations concurrently:

1. In the *Display* ribbon group, click *Runup*.
2. Select one or more runup Operations.
3. In the *Runup Actions* ribbon group, click *Edit* to open the *Edit Runup Operations wizard* (Figure 6-43).
4. Edit the desired steps. See Section 6.4.1 for more information on each step.
5. Click *Save* to complete the editing process.
6. A confirmation window is displayed, click *Yes*. If the selected operation is tied to any metric results, confirmation window with the metric results to be reset is displayed.
7. A confirmation is displayed and the edited runup operations are listed in the *Operations* pane.

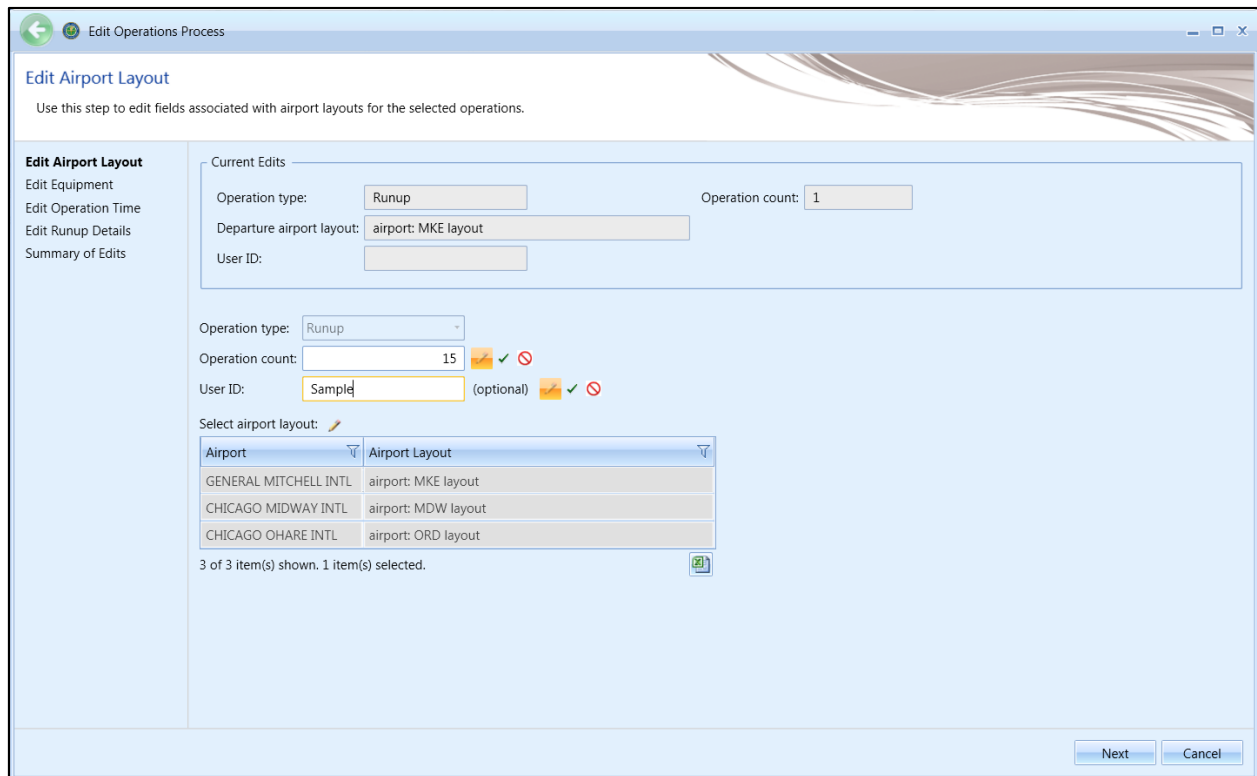


Figure 6-43 Bulk Runup Operations Edit

6.4.4 Copy Runup Operation

The *Copy* option allows users to create a new operation based on an existing operation.

To copy runup operation:

1. In the *Display* ribbon group, click *Runup*.
2. In the *Operations* pane, select a desired operation to copy.
3. Click *Copy* to open the *Create Runup Operations wizard*.
4. Each step in the wizard will display the values from the original operation.
5. Edit the desired steps or retain the original selections. See Section 6.4.1 for more information on each step.
6. Click *Create* to create the new runup operation.
7. A confirmation is displayed and the new runup operation is listed at the bottom of the *Operations* pane.

6.4.5 Delete Runup Operation

Click *Delete* in the *Runup Actions* ribbon group to delete the currently selected operation.

6.5 Helitaxi Operation

Helitaxi operations are applicable to helicopters only, and operations move either from heligate to helipad (outbound) or from helipad to heligate (inbound).

Use the buttons in the *Helitaxi Actions* ribbon group to create, copy, or delete helitaxi operations.

- Click *New* to open the *Create Helitaxi Operations wizard*.
- Click *Edit* to open the *Edit Operations Process wizard*.
- Click *Copy* to open the *Create Helitaxi Operations wizard* for the currently selected operation. Each step in the wizard will display the values from the original operation.
- Click *Delete* to delete the currently selected operation.



The *Edit*, *Copy* and *Delete* actions can also be accessed by right-clicking on an operation in the *Operations* pane.

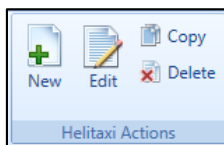


Figure 6-44 Operations Tab – Helitaxi Actions Ribbon Group

6.5.1 Create Single or Multiple Helitaxi Operations

Helitaxi operations are created through the use of a wizard. To complete the *Create Helitaxi Operation* workflow, the study must already contain helitaxi tracks (Section 8).

Helitaxi operations can be created in bulk for the same airport layout. When creating operations in bulk, an operation will be created for each helicopter and track combination.

Begin creating single or multiple aircraft operations the same way by opening the *Create Helitaxi Operations wizard*.

To access the Create Helitaxi Operations wizard:

1. In the *Display* ribbon group, click *Helitaxi*.
2. In the *Helitaxi Actions* ribbon group, click *New* to open the *Create Helitaxi Operations wizard*.

6.5.1.1 Step 1: Assign Airport Layout

Airport layouts are assigned in this step (Figure 6-45). This step is the same for both single and bulk operation creation.

1. Enter the desired operation count.
2. Select the desired airport layout.
3. Enter a custom *User ID* for the new helitaxi operation if desired.
4. Click *Next*.

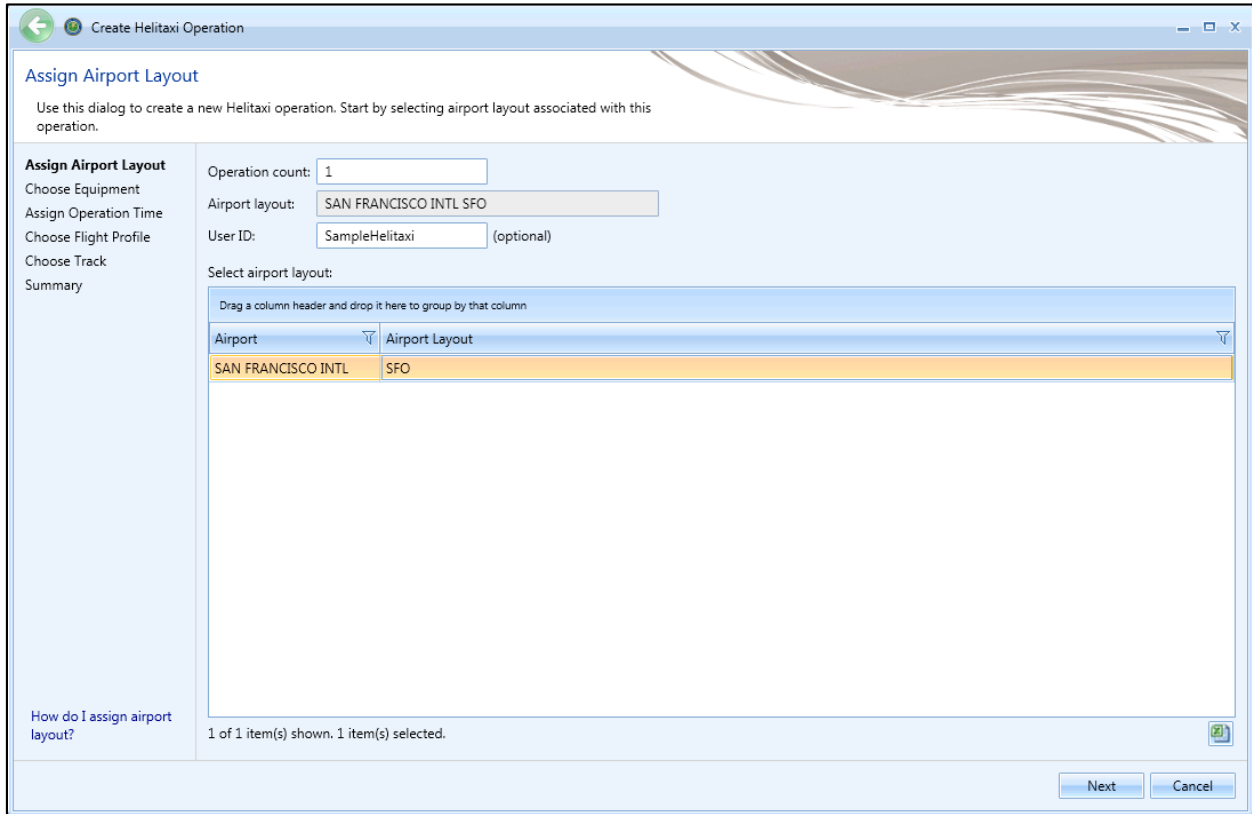


Figure 6-45 Create Helitaxi Operation – Assign Airport Layout

6.5.1.2 Step 2: Choose Equipment

Helicopter equipment is selected in this step. The selections made in Step 1 are displayed in the *Current Selection* section.

1. Select the desired helicopter from the *Choose equipment* list (Figure 6-46). Multiple helicopters can be selected in this step for bulk operation creation (Figure 6-47). To deselect equipment, click on the highlighted entry again.
2. Click *Next*.

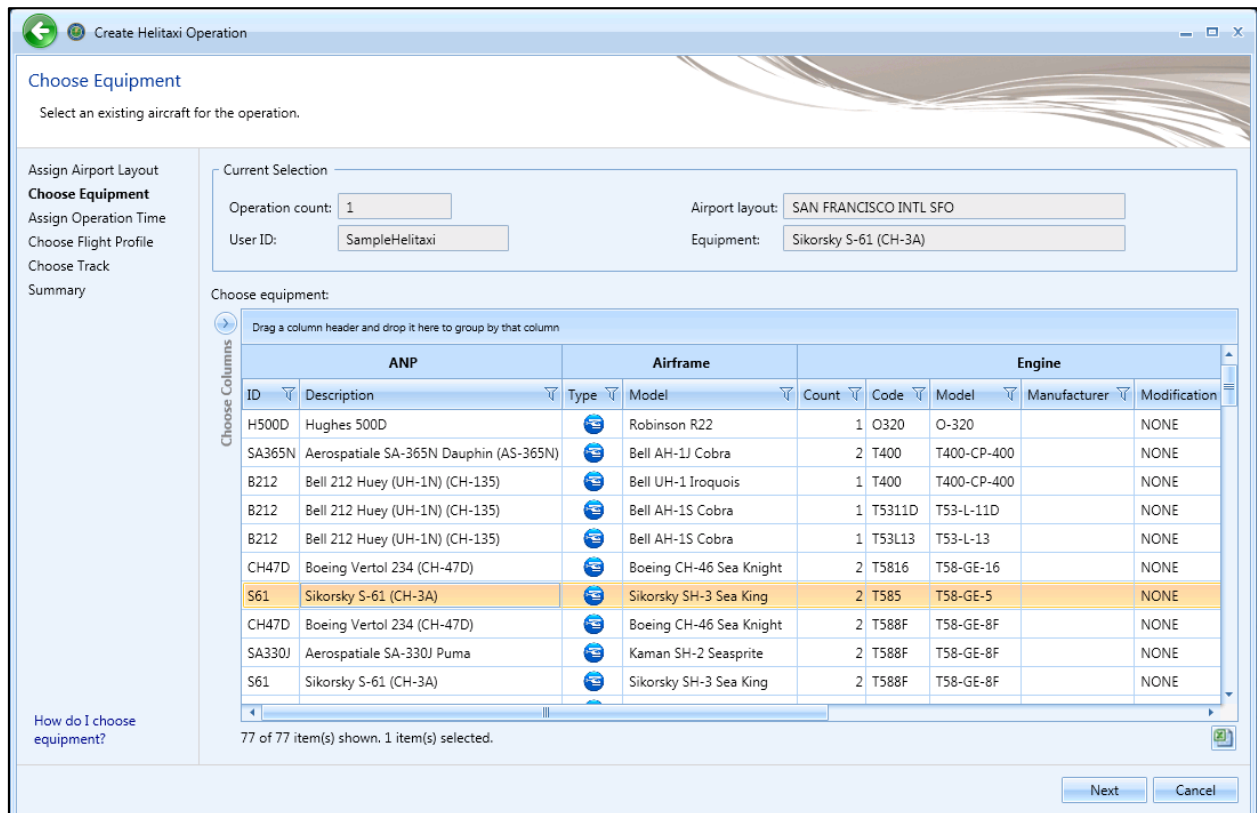


Figure 6-46 Create Helitaxi Operation – Choose Equipment (Single)

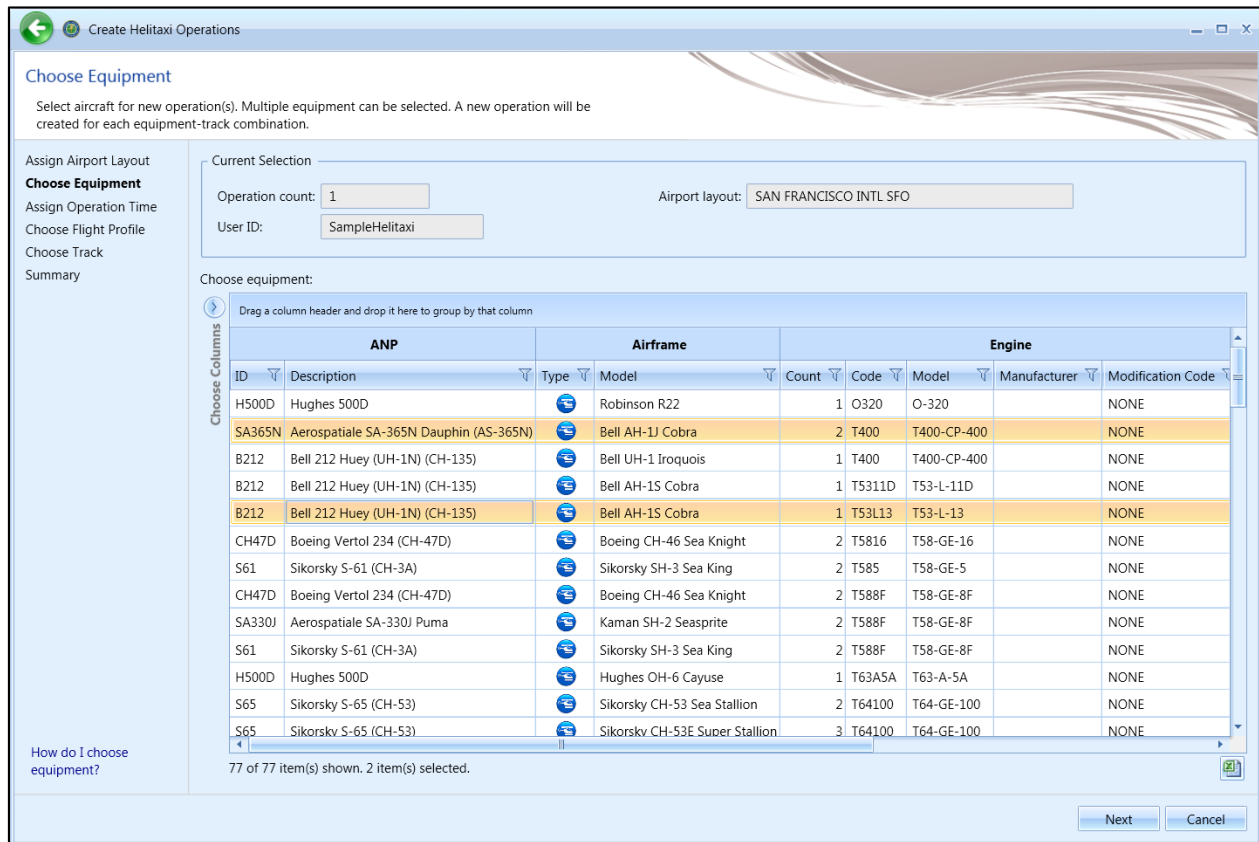


Figure 6-47 Create Helitaxi Operation – Choose Equipment (Bulk)

6.5.1.3 Step 3: Assign Operation Time

The time and date for the helitaxi operation are assigned in this step (Figure 6-48). The selections made in the previous steps are displayed in the *Current Selection* section. This step is the same for both single and bulk operation creation.

1. Select the desired date and time for the operation.
2. Click *Next*.



The default operation time can be assigned in the *Study* tab, *Preferences, Study* screen (see Section 4.11.2.6).



AEDT assumes that date time values for operations are in local times, not UTC (Universal Time Coordinated).

The screenshot shows a software window titled "Create Helitaxi Operation" with a sub-header "Assign Operation Time". Below the sub-header is the instruction "Select time for the operation." On the left side, there is a vertical navigation menu with the following items: "Assign Airport Layout", "Choose Equipment", "Assign Operation Time" (which is highlighted in bold), "Choose Flight Profile", "Choose Track", and "Summary". At the bottom of this menu is a link that says "How do I assign operation time?". The main area of the window is titled "Current Selection" and contains several input fields: "Operation count:" with the value "1", "User ID:" with the value "SampleHelitaxi", "Operation time:" with the value "6/27/2011 12:00 AM" and a calendar icon, "Airport layout:" with the value "SAN FRANCISCO INTL SFO", and "Equipment:" with the value "Sikorsky S-61 (CH-3A)". At the bottom right of the window are two buttons: "Next" and "Cancel".

Figure 6-48 Create Helitaxi Operation – Assign Operation Time

6.5.1.4 Step 4: Choose Flight Profile

A flight profile for the helitaxi operation is assigned in this step. The selections made in previous steps are displayed in the *Current Selection* section. The *Choose flight profile* list displays helitaxi flight profiles based on the selected helicopter.

For single helitaxi operation, the available flight profiles are displayed in the table (Figure 6-49). For bulk helitaxi operations, select the helicopter from the equipment list to display the corresponding flight profiles (Figure 6-50).

1. Select the desired flight profile from the *Choose flight profile* list for each aircraft.
2. Click *Next*.

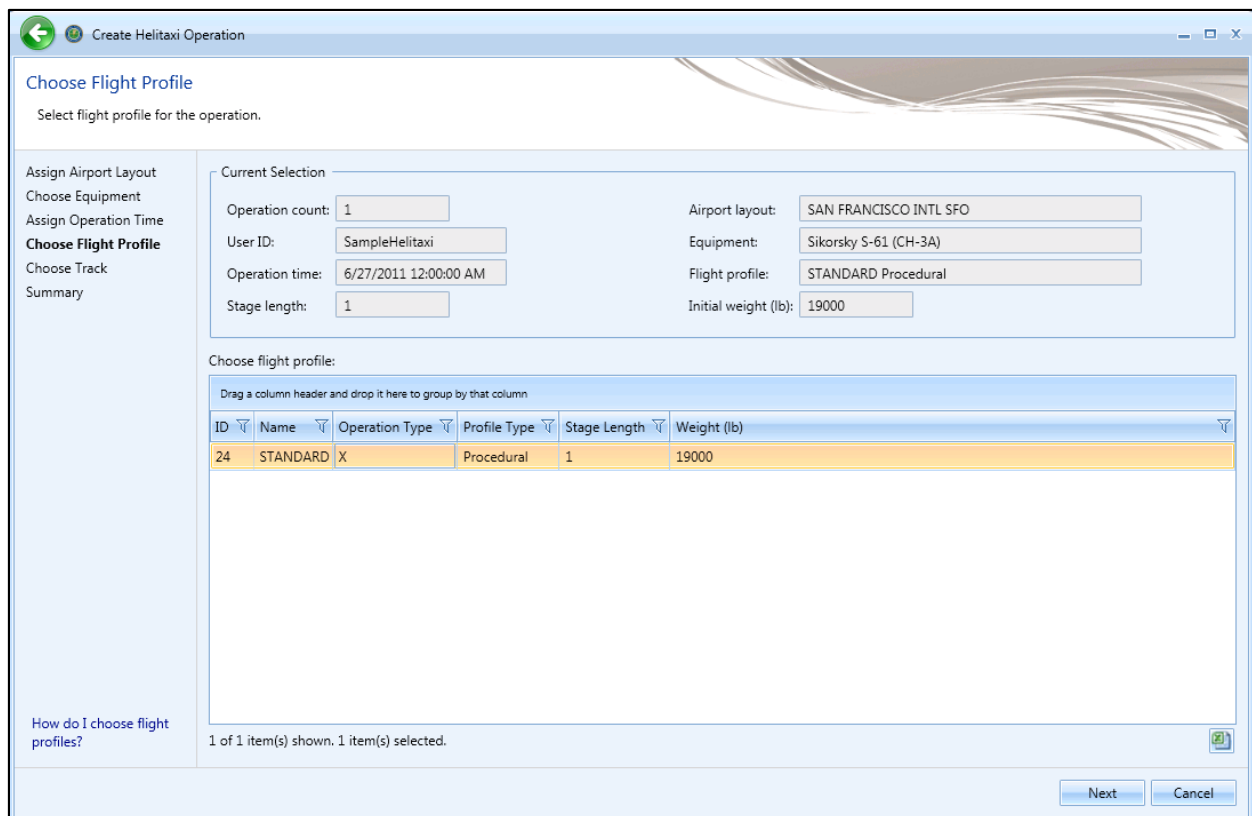


Figure 6-49 Create Helitaxi Operation – Choose Flight Profile (Single)

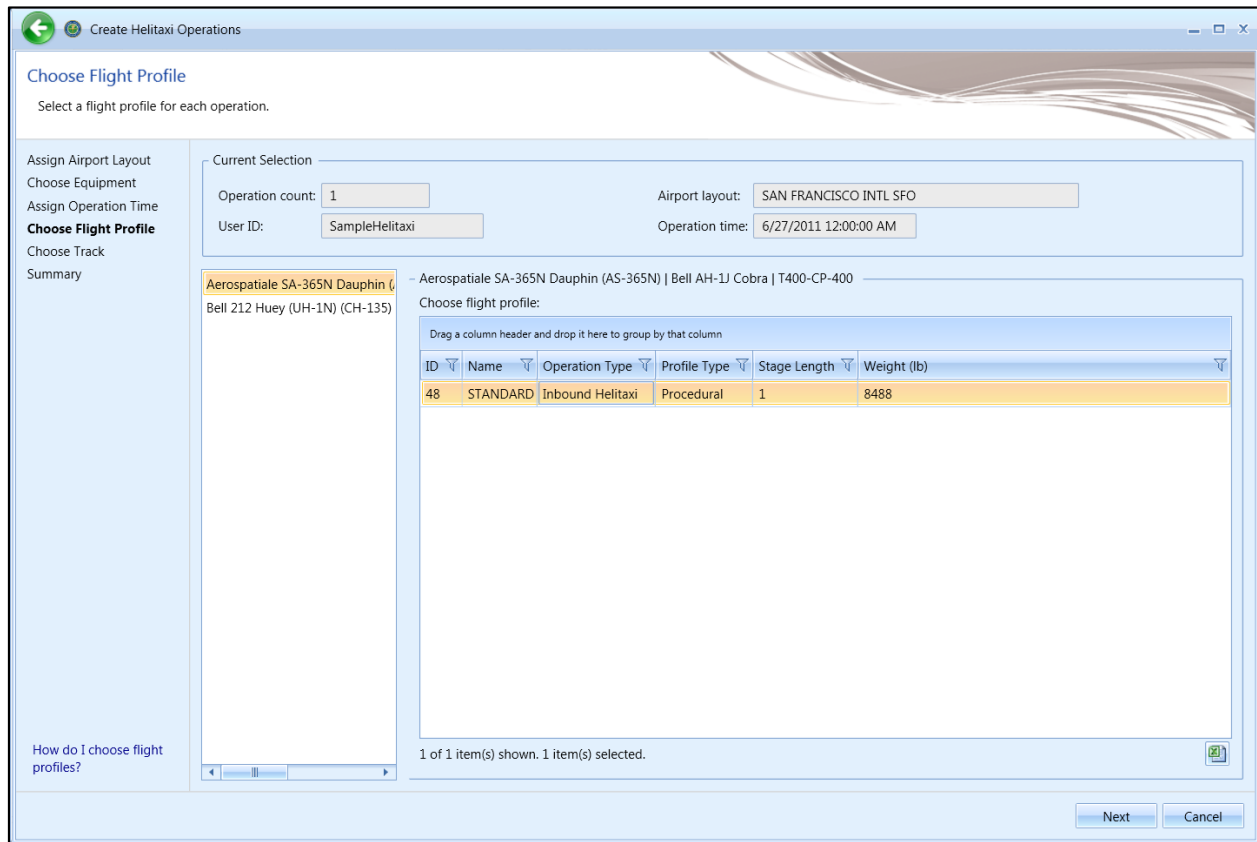


Figure 6-50 Create Helitaxi Operation – Choose Flight Profile (Bulk)

6.5.1.5 Step 5: Choose Track

A track for the helitaxi operation is assigned in this step (Figure 6-51). The selections made in previous steps are displayed in the *Current Selection* section. The *Choose Track* list displays helitaxi tracks in the selected airport layout. The map displays all the tracks in the list.

1. Select the desired track from the *Choose Track* list. The track is highlighted on the map view. Multiple tracks can be selected when creating operations in bulk.
2. Click *Next*.



An operation will be created for each helicopter and track combination.



The track will not be highlighted or displayed in color if accelerated display is disabled.

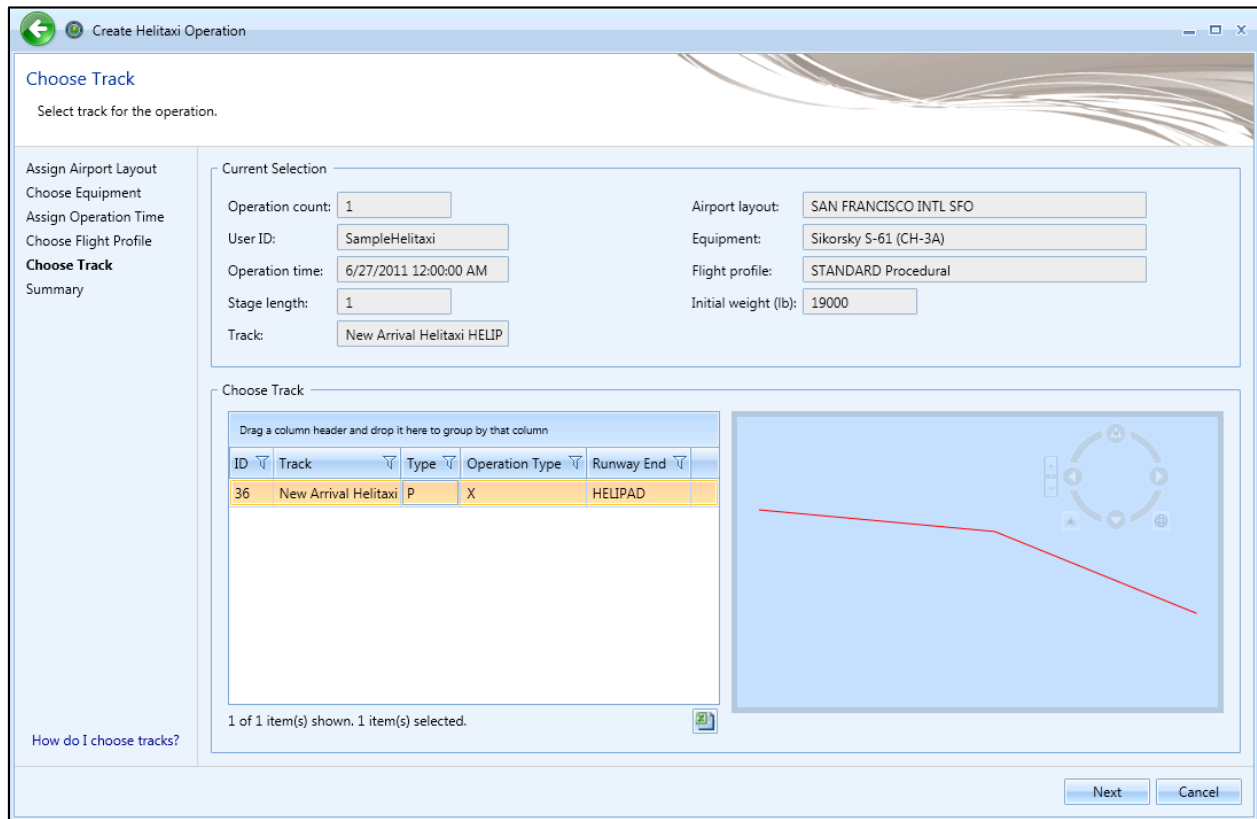


Figure 6-51 Create Helitaxi Operation – Choose Track

6.5.1.6 Step 6: Summary

The summary step provides a summary of options selected in the *Create Helitaxi Operations wizard* (Figure 6-52 and Figure 6-53). To create the operation, follow the steps below or *Cancel* to discard changes and exit the wizard.

To create a new helitaxi operation:

1. Click *Create* to create the new helitaxi operation(s).
2. A confirmation is displayed, click *Close*.
3. The new helitaxi operation(s) are listed at the bottom of the *Operations* pane.



An operation will be created for each aircraft and track combination.

The screenshot shows a software window titled "Create Helitaxi Operation" with a "Summary" tab. The window contains a list of steps on the left: "Assign Airport Layout", "Choose Equipment", "Assign Operation Time", "Choose Flight Profile", "Choose Track", and "Summary" (which is selected). The main area is titled "Current Selection" and contains several input fields with the following values: "Operation count: 1", "User ID: SampleHelitaxi", "Operation time: 6/27/2011 12:00:00 AM", "Stage length: 1", "Track: New Arrival Helitaxi HELIP", "Airport layout: SAN FRANCISCO INTL SFO", "Equipment: Sikorsky S-61 (CH-3A)", "Flight profile: STANDARD Procedural", and "Initial weight (lb): 19000". At the bottom right, there are "Create" and "Cancel" buttons.

Figure 6-52 Create Helitaxi Operation – Summary (Single)

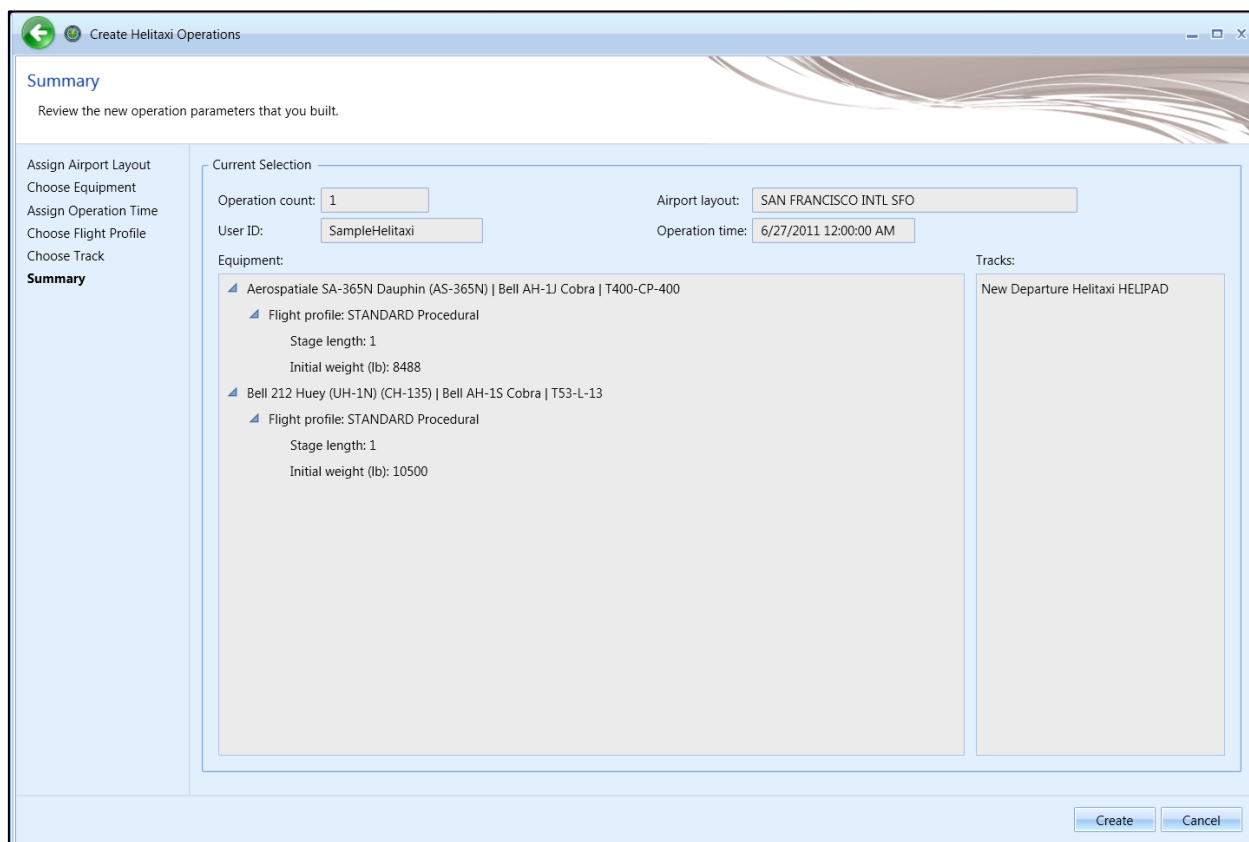


Figure 6-53 Create Helitaxi Operation – Summary (Bulk)

6.5.2 Edit Single Helitaxi Operation

Use the *Edit Helitaxi Operations* wizard to edit a single or multiple existing helitaxi operations. Follow the instructions below to edit a single helitaxi operation. See Section 6.5.3 for instructions on editing multiple helitaxi operations (bulk-edit).

To edit a single helitaxi operation:

1. In the *Display* ribbon group, click *Helitaxi*.
2. In the *Operations* pane, select a desired operation to edit.
3. In the *Helitaxi Actions* ribbon group, click *Edit* to open the *Edit Operations Process* wizard.
4. Edit the desired steps. See Section 6.5.1 for more information on each step.
5. Click *Save* to complete the editing process.
6. A confirmation window is displayed, click *Yes*. If the edited operation is tied to any existing metric results, the metric results will be reset.
7. The edited helitaxi operation is listed in the *Operations* pane.

6.5.3 Bulk Helitaxi Operations Edit

Use the *Edit Helitaxi Operations* wizard to edit a single or multiple existing helitaxi operations. Follow the instructions below to edit multiple helitaxi operations at one time (bulk edit). See Section 6.5.2 for instructions on editing a single helitaxi operation. Edits are not saved until the entire edit process has been completed.

To edit multiple helitaxi operations concurrently:

1. In the *Display* ribbon group, click *Helitaxi*.
2. Select one or more helitaxi Operations.
3. In the *Helitaxi Actions* ribbon group, click *Edit* to open the *Edit Helitaxi Operations wizard* (Figure 6-54).
4. Edit the desired steps. See Section 6.5.1 for more information on each step.
5. Click *Save* to complete the editing process.
6. A confirmation window is displayed, click *Yes*. If the selected operation is tied to any metric results, confirmation window with the metric results to be reset is displayed.
7. A confirmation is displayed and the edited helitaxi operations are listed in the *Operations* pane.



A change in helitaxi equipment may necessitate a change in flight profile.

Edit Airport Layout
Use this step to edit fields associated with airport layouts for the selected operations.

Edit Airport Layout
Edit Equipment
Edit Operation Time
Edit Flight Profile
Edit Track Selection
Summary of Edits

Current Edits
Operation type: Taxi Operation count: 1
Departure airport layout: SFO Arrival airport layout: [empty]
User ID: [empty]

Operation type: Taxi
Operation count: 1
User ID: [empty] (optional)

Select airport layout: [checked] [unchecked] [unchecked]

Airport	Airport Layout
SAN FRANCISCO INTL	SFO

1 of 1 item(s) shown. 1 item(s) selected.

Next Cancel

Figure 6-54 Bulk Helitaxi Operations Edit

6.5.4 Copy Helitaxi Operation

The *Copy* option allows users to create a new operation based on an existing operation.

To copy helitaxi operation:

1. In the *Display* ribbon group, click *Helitaxi*.
2. In the *Operations* pane, select a desired operation to copy.
3. Click *Copy* to open the *Create Helitaxi Operations wizard*.
4. Each step in the wizard will display the values from the original operation.
5. Edit the desired steps or retain the original selections. See Section 6.5.1 for more information on each step.
6. Click *Create* to create the new helitaxi operation.
7. A confirmation is displayed and the new helitaxi operation is listed at the bottom of the *Operations* pane.

6.5.5 Delete Helitaxi Operation

Click *Delete* in the *Helitaxi Actions* ribbon group to delete the currently selected operation.

6.6 Operation Group

6.6.1 Operation Groups Pane

The *Operation Groups* pane lists existing operation groups in the study. This pane will be empty if no operation groups have been created for the study. A new operation group is created when a new annualization is created using the *Create Annualization* wizard. See Section 6.7.1 for instructions on how to create a new annualization.

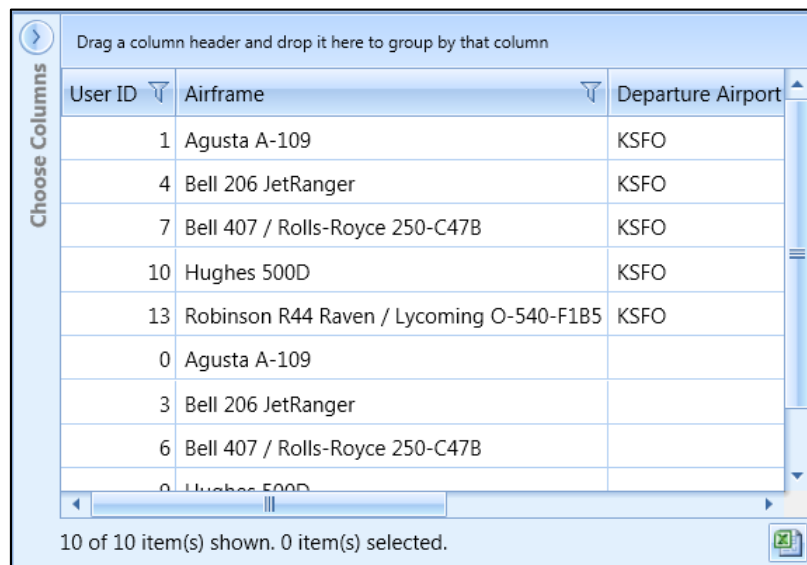
There are three types for operation groups – aircraft, non-aircraft, and runups. Helitaxi operations are part of the aircraft operation group.

6.6.2 Details Pane

The *Details* pane is located under the *Operation Groups* pane (Figure 8-2). When prompted, the operations for the selected operation group are displayed.

Get Operations

Click the *Get operations* link to retrieve and display the operations included in the selected operation group.



User ID	Airframe	Departure Airport
1	Agusta A-109	KSFO
4	Bell 206 JetRanger	KSFO
7	Bell 407 / Rolls-Royce 250-C47B	KSFO
10	Hughes 500D	KSFO
13	Robinson R44 Raven / Lycoming O-540-F1B5	KSFO
0	Agusta A-109	
3	Bell 206 JetRanger	
6	Bell 407 / Rolls-Royce 250-C47B	
9	Hughes 500D	

Figure 6-55 Operations Tab – Operation Groups Details Pane

6.6.3 Delete Operation Group

Click *Delete* in the *Operation Group Actions* ribbon group to delete the currently selected operation group. In order to delete an operation group, first delete any annualization that use the operation group.

6.7 Annualization



What is annualization?

In AEDT, an annualization is a hierarchical grouping of operations associated with the following parameters:

- Time period to be analyzed
- Operations included in the time period
- Weighted groupings of the included operations
- Modeling options for the included operations

Annualization provides a convenient way to create reusable operation groups and apply an appropriate weighting scheme to efficiently model a variety of scenarios (e.g. baseline and alternatives).

In the AEDT workflow, operations of interest are organized into reusable groups called operation groups. Operation groups can be defined in various ways, for example by aircraft type, operating configuration, tracks, carriers, time of day (day, evening, night), etc.

When these groups are used in an annualization, an annualization weighting (typically used to represent the percentage of time the operation group is in use) and a scaling factor (used to scale operations up and down) can be assigned to each operation group as desired. The operations are scaled by the annualization weight, scaling factor, and by the operation count specified in the original definition of the operation. When defining an annualization through the AEDT Graphical User interface, the product of the annualization weighting and scaling factor must be entered as the weighting factor when building the annualization (Section 6.7.1.5). Annualization weighting and scaling factor can be entered separately when defining an annualization through the AEDT Standard Input File (see the AEDT Supplemental Manual: ASIF Reference) or through the SQL databases.

For more detailed information on annualization weight and scaling factors, see the AEDT Technical Manual.

Use the buttons in the *Annualization Actions* ribbon group to create, copy, import, or delete annualization.

- Click *New* to open the *Create Annualization* wizard.
- Click *Import All Scenarios* to create annualization by using existing scenarios.
- Click *Copy* to open the *Create Annualization* wizard for the currently selected annualization. Each step in the wizard will display the values from the original annualization.
- Click *Delete* to delete the currently selected annualization.



Editing an existing annualization is supported only through the *Copy* feature to create a new annualization based on an existing one and edit the parameters.

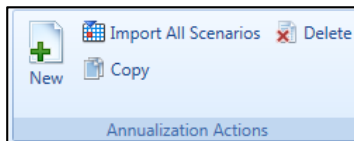


Figure 6-56 Operations Tab – Annualization Actions Ribbon Group

6.7.1 Create Annualization

To complete the *Create Annualizations* workflow, the study must already contain aircraft operations, non-aircraft operations, runup operations, or helitaxi operations.



Helitaxi operations are displayed with the aircraft operations. To include helitaxi operations in an annualization, select the *Add new aircraft operation groups* checkbox.

To access the Create Annualization wizard:

1. In the *Display* ribbon group, click *Annualizations*.
2. In the *Annualization Actions* ribbon group, click *New* to open the *Create Annualization* wizard.

6.7.1.1 Step 1: Assign Existing Operation Groups

The first step of the *Create Annualization* wizard is organized into two areas: 1) Select wizard options at the top half of the screen; and 2) Assign existing operation groups at the bottom of the screen.

Select Wizard Option(s)

First, select at least one option from the list of checkboxes:

- 1) Assign existing operation groups – check this option to enable the bottom half of the screen – *Existing Operation Groups* area;
- 2) Add new aircraft operation groups;
- 3) Add new non-aircraft operation groups; and/or
- 4) Add new runup operation groups.

The subsequent wizard steps will change depending on which options are selected. The *Create Aircraft Operation Groups* step (Section 6.7.1.2), the *Create Non-Aircraft Operation Groups* step (Section 6.7.1.3), and/or the *Create Runup Operation Groups* step (Section 6.7.1.4) are accessed by clicking *Next*.

Assign Existing Operation Group(s)

Existing operation groups are assigned in the current step.

A list of existing operation group(s) is displayed on the left, and a list of operation groups assigned to the annualization is displayed on the right.

To assign an existing operation group:

1. Select the desired operation group(s) from the *Available operation groups* list and click the *Add Arrow*.
2. To remove existing group(s) from the *Assigned operation groups* list, click the *Remove Arrow*.

Aviation Environmental Design Tool

User Manual: 3c

3. To move all groups between the *Available* and *Assigned* lists, use the *Add All* and *Remove All Arrows*.
4. When finished with this step, click *Next*.



The first day field displays the date of the first operation in the study and the last day field displays the date of the last operation in the study.



Existing operation groups cannot be edited. Operations cannot be assigned or removed from these groups and they cannot be renamed.

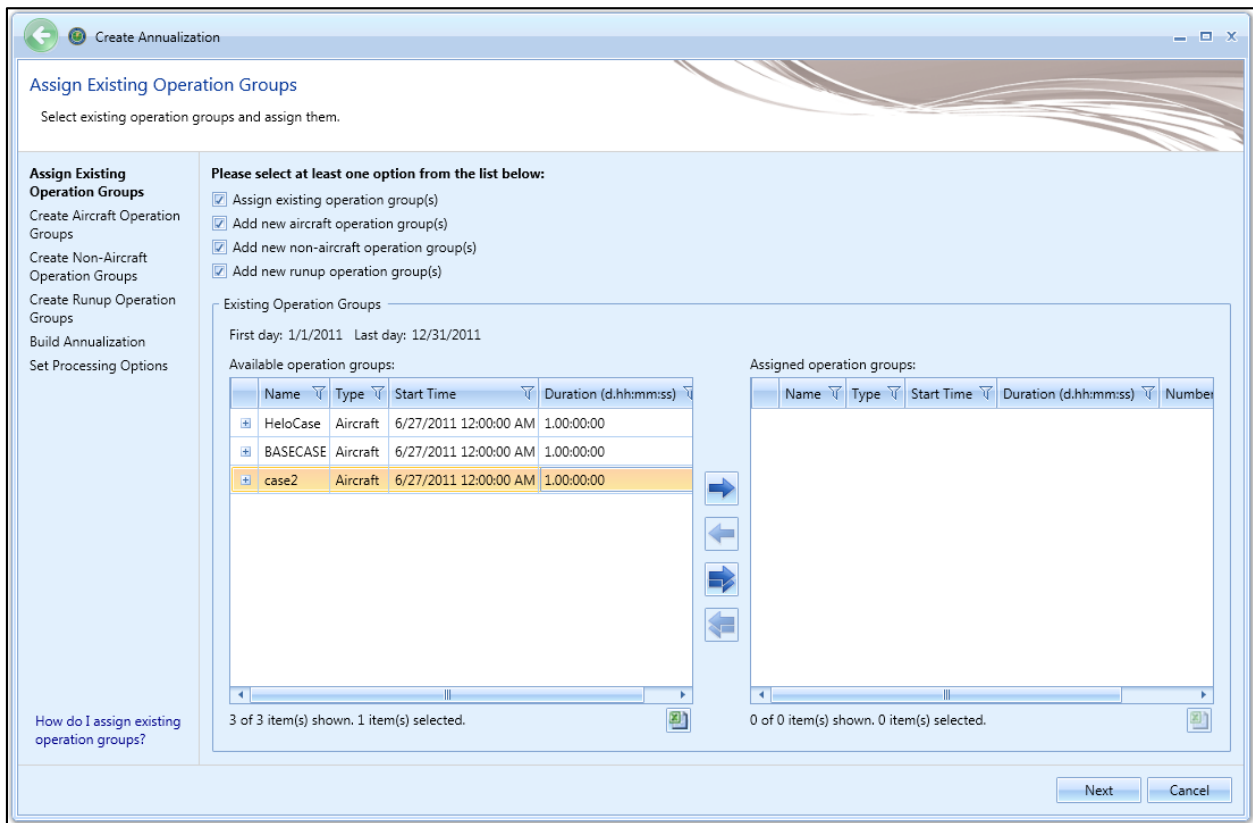


Figure 6-57 Create Annualization – Assign Existing Operation Groups

6.7.1.2 Step 2: Create Aircraft Operation Groups

In this step, aircraft operations can be organized into groups and assigned to the annualization. A list of available aircraft operations is displayed on the left, and a list of operation groups assigned to the annualization is displayed on the right.

To create a new aircraft operation group:

1. Enter a name in the *Add new operation group* field and click *Add*.
2. The new group is displayed in the *Assigned operation groups* list with an unlocked icon indicating that the group can be edited.
3. From the *Available operations* list on the left side of the content pane, select the desired operation(s) by clicking on the appropriate row(s). To select multiple rows, hold the control or shift key on the keyboard while clicking rows.
4. Drag and drop the selected row(s) into the desired group in the *Assigned operation groups* list.
 - The number of operations next to the operation group name is updated.
 - The selected operations are removed from the *Available operations* list.
5. To remove the group from the *Assigned operation groups* list, click the X button next to the operation group name.

When finished grouping operations, click *Next*.



Each operation group must have a unique name.



Operations can be assigned and removed from new operation groups identified with the unlocked icon.

Menu Options

The *Organize Operations* and *Organize Operation Groups* drop-down menus in the toolbar provide additional options to organize the *Available operations list* and the *Assigned operation groups list*.

- *Organize Operations* menu options:
 - *Cut*: Removes the selected operations from the *Available operations list*. Note that the text of selected operations will change to italic font after *Cut* is selected.
 - *Cancel Cut*: Discards the cut operation and restores them from the *Available operations list*.
 - *Select All*: Selects all operations in the *Available operations list*.
 - *Clear Selection*: clears the current selection in the *Available operations list*.
- *Organize Operation Groups* menu options:
 - *Paste*: Adds operations that were cut from the *Available operations list* into the selected group in the *Assigned operation groups list*.
 - *Remove Assignments*: Removes the selected operation(s) from the group(s) and returns the operations to the *Available operations list*.
 - *Rename Operation Group*: Modifies the name of the selected group.

Aviation Environmental Design Tool

User Manual: 3c

- *Delete Operation Group*: Deletes the selected group and returns the assigned operations to the *Available operations* list.
- *Select Group Operations*: Selects all operations under the selected group in the *Assigned operation groups* list.
- *Select All*: Selects all groups and operations in the *Assigned operation groups* list.
- *Clear Selection*: Clears the current selection in the *Available operations* list.

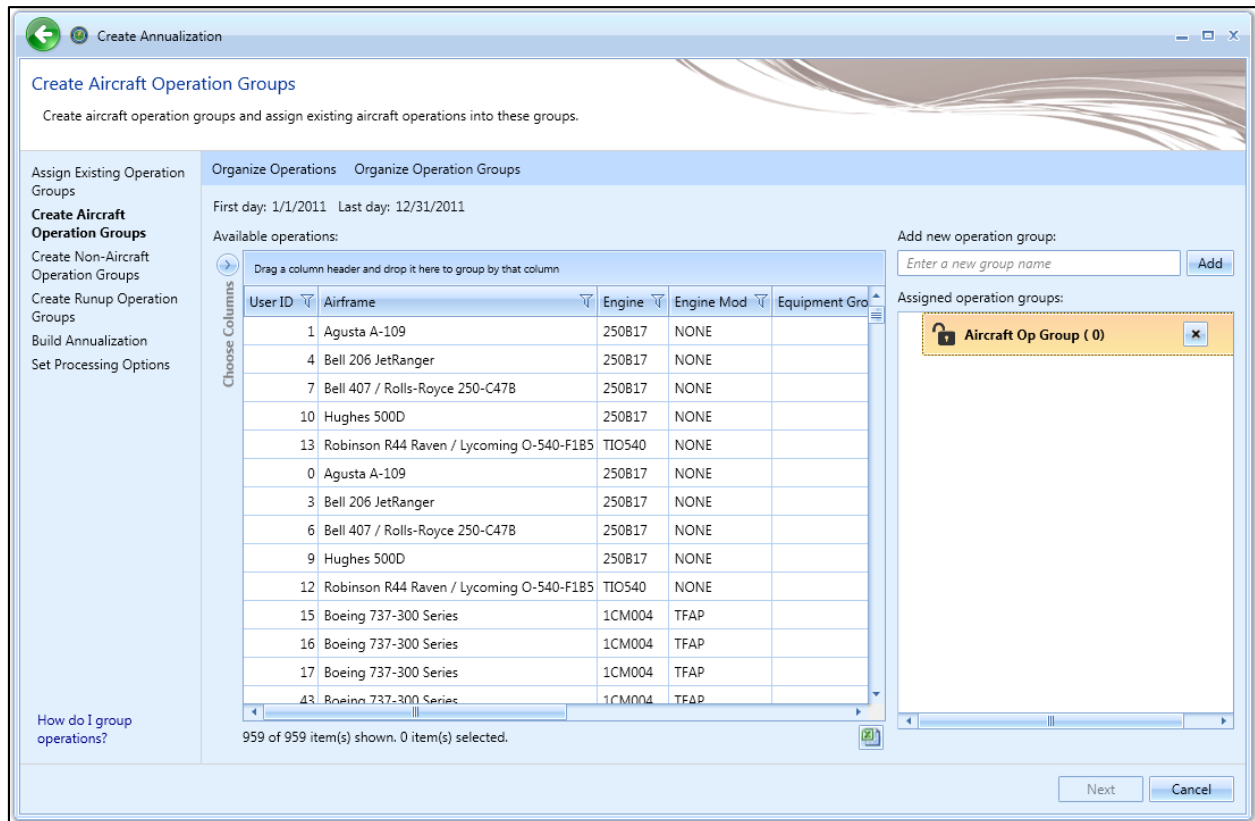


Figure 6-58 Create Annualization – Create Aircraft Operation Groups

6.7.1.3 Step 3: Create Non-Aircraft Operation Groups

In this step, non-aircraft operations can be organized into groups and assigned to the annualization. A list of available non-aircraft operations is displayed on the left, and a list of operation groups assigned to the annualization is displayed on the right.

To create a new non-aircraft operation group:

1. Enter a name in the *Add new operation group* field and click *Add*.
2. The new group is displayed in the *Assigned operation groups* list with an unlocked icon indicating that the group can be edited.
3. From the *Available operations* list on the left side of the content pane, select the desired operation(s) by clicking on the appropriate row(s). To select multiple rows, hold the control or shift key on the keyboard while clicking rows.
4. Drag and drop the selected row(s) into the desired group in the *Assigned operation groups* list.
 - The number of operations next to the operation group name is updated.
 - The selected operations are removed from the *Available operations* list.
5. To remove the group from the *Assigned operation groups* list, click the X button next to the operation group name.

When finished grouping operations, click *Next*.



Each operation group must have a unique name.



Operations can be assigned and removed from new operation groups identified with the unlocked icon.

Menu Options

The *Organize Operations* and *Organize Operation Groups* menus in the toolbar provide additional options to organize the *Available operations list* and the *Assigned operation groups list*.

- *Organize Operations* menu options:
 - *Cut*: Removes the selected operations from the *Available operations list*. Note that the text of selected operations will change to italic font after *Cut* is selected.
 - *Cancel Cut*: Discards the cut operation and restores operations cut from the *Available operations list*.
 - *Select All*: Selects all operations in the *Available operations list*.
 - *Clear Selection*: clears the current selection in the *Available operations list*.
- *Organize Operation Groups* menu options:
 - *Paste*: Adds operations that were cut from the *Available operations list* into the selected group in the *Assigned operation groups list*.
 - *Remove Assignments*: Removes the selected operation(s) from the group(s) and returns the operations to the *Available operations list*.
 - *Rename Operation Group*: Modifies the name of the selected group.

Aviation Environmental Design Tool

User Manual: 3c

- *Delete Operation Group*: Deletes the selected group and returns the assigned operations to the *Available operations* list.
- *Select Group Operations*: Selects all operations under the selected group in the *Assigned operation groups* list.
- *Select All*: Selects all groups and operations in the *Assigned operation groups* list.
- *Clear Selection*: Clears the current selection in the *Available operations* list.

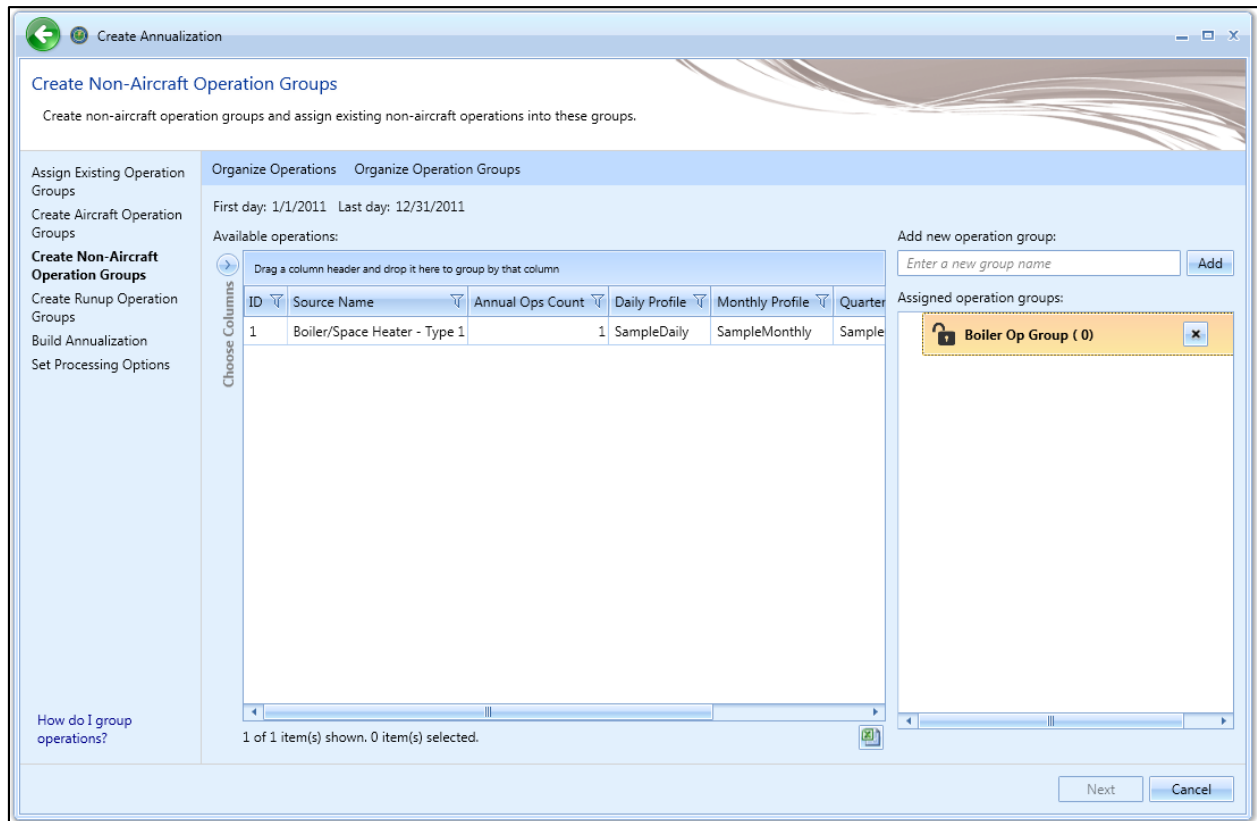


Figure 6-59 Create Annualization – Create Non-Aircraft Operation Groups

6.7.1.4 Step 4: Create Runup Operation Groups

In this step, runup operations can be organized into groups and assigned to the annualization. A list of available runup operations is displayed on the left, and a list of operation groups assigned to the annualization is displayed on the right.

To create a new runup operation group:

1. Enter a name in the *Add new operation group* field and click *Add*.
2. The new group is displayed in the *Assigned operation groups* list with an unlocked icon indicating that the group can be edited.
3. From the *Available operations* list on the left side of the content pane, select the desired operation(s) by clicking on the appropriate row(s). To select multiple rows, hold the control or shift key on the keyboard while clicking rows.
4. Drag and drop the selected row(s) into the desired group in the *Assigned operation groups* list.
 - The number of operations next to the operation group name is updated.
 - The selected operations are removed from the *Available operations* list.
5. To remove the group from the *Assigned operation groups* list, click the X button next to the operation group name.

When finished grouping operations, click *Next*.



Each operation group must have a unique name.



Operations can be assigned and removed from new operation groups identified with the unlocked icon.

Menu Options

The *Organize Operations* and *Organize Operation Groups* menus in the toolbar provide additional options to organize the *Available operations list* and the *Assigned operation groups list*.

- *Organize Operations* menu options:
 - *Cut*: Removes the selected operations from the *Available operations list*. Note that the text of selected operations will change to italic font after *Cut* is selected.
 - *Cancel Cut*: Discards the cut operation and restores operations cut from the *Available operations list*.
 - *Select All*: Selects all operations in the *Available operations list*.
 - *Clear Selection*: clears the current selection in the *Available operations list*.
- *Organize Operation Groups* menu options:
 - *Paste*: Adds operations that were cut from the *Available operations list* into the selected group in the *Assigned operation groups list*.
 - *Remove Assignments*: Removes the selected operation(s) from the group(s) and returns the operations to the *Available operations list*.
 - *Rename Operation Group*: Modifies the name of the selected group.

Aviation Environmental Design Tool

User Manual: 3c

- *Delete Operation Group:* Deletes the selected group and returns the assigned operations to the *Available operations* list.
- *Select Group Operations:* Selects all operations under the selected group in the *Assigned operation groups* list.
- *Select All:* Selects all groups and operations in the *Assigned operation groups* list.
- *Clear Selection:* Clears the current selection in the *Available operations* list.

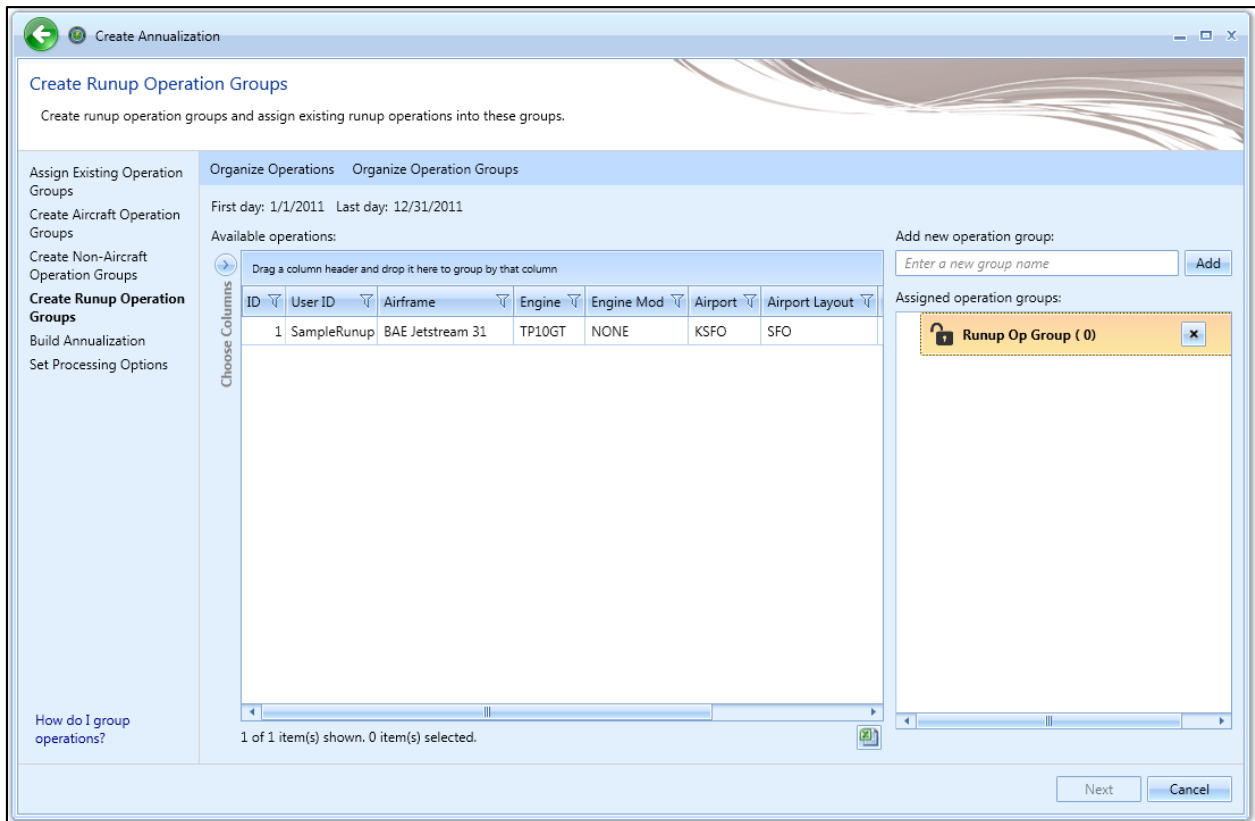


Figure 6-60 Create Annualization – Create Runup Operation Groups

6.7.1.5 Step 5: Build Annualization

Annualization allows for user defined weighting of noise and emissions results over the time period of interest. An annualization weighting hierarchy can be created in this step for the operation groups defined in the previous steps (Figure 6-61). A list of available operation groups is displayed on the left, and the assigned annualization is displayed on the right of the content pane.

The list of *Defined operation groups* can be filtered by entering criteria (e.g., arrival) in the *Filter* text box. The list will automatically update to only display the operation groups that meet the criteria. Click the X to remove the filter and view all available operation groups.



When defining an annualization through the AEDT Graphical User Interface, the product of the annualization weighting and scaling factor must be entered as the weighting factor. Annualization weighting and scaling factor can be entered separately when defining an annualization through the AEDT Standard Input File (see the AEDT Supplemental Manual: ASIF Reference) or through the SQL databases.

To create an annualization weighting hierarchy:

1. Select an existing group from the *Assigned annualization* list (e.g. *Root*) to create a child group under that group.
2. From the toolbar, click *Add Child Group*.
3. Enter a name for the new group and click *Add*.



The top annualization name is used in GIS layer names that correspond to the metric results.

To assign operation groups to annualization groups:

1. From the *Defined operation groups* list, highlight the desired operation group(s) by clicking on the desired row(s).
2. Drag and drop the selected row(s) into the desired group in the *Assigned annualization* tree.



By default, the scaling factor for all annualization groups is 1. This represents the unit weighting (no change). Change the scaling factor for annualizations groups as desired.

First and last day

This information specifies the time period for the annualization. If existing operation groups have been added in the previous step, the first day and the last day date range cannot be edited. If only new operation groups have been created in the previous step, the date range can be edited as desired.

- *First day*: displays the date of the first operation in the defined operation groups
- *Last day*: displays the date of the last operation in the defined operation groups.
- *Duration*: displays the duration (in hours) between the *First day* and the *Last day*. Always read-only.



For a profile-based emissions dispersion study, make sure to enter the correct year and date range in the associated weather files in the *First day* and *Last day* fields.

When finished building the annualization, click *Next*.

Menu Options

The *Organize Operation Groups* and *Organize Annualization* menus in the toolbar provide additional options to organize the *Defined operation groups* list and the *Assigned annualization* list.

- *Organize Operation Groups* menu options:
 - *Cut*: Removes the selected operations from the *Defined operation groups* list. The operation group name will change to italic font after *Cut* is selected.
 - *Cancel Cut*: Discards the cut operation and restores operations cut from the *Defined operation groups* list.
 - *Select All*: Selects all operation groups in the *Defined operation groups* list.
 - *Clear Selection*: Clears the current selection in the *Defined operation groups* list.
- *Organize Annualization* menu options:
 - *Paste*: Adds operation groups that were cut from the *Defined operation groups* list into the selected group in the *Assigned annualization* tree.
 - *Remove Assignments*: Removes the selected operation group(s) and returns them to the *Defined operation groups* list.
 - *Set Weight*: Modifies the weight of the selection in the *Assigned annualization* tree.
 - *Rename Annualization Group*: Modifies the name of the selected annualization group.
 - *Delete Annualization Group*: Deletes the selected annualization group and returns the assigned operation group(s) to the *Available operation groups* list.
 - *Select Annualization Elements*: Selects all operation groups and annualization groups under the selected annualization group in the *Assigned annualization* tree.
 - *Select All*: Selects all annualization and operation groups in the *Assigned annualization* tree.
 - *Clear Selection*: Clears the current selection in the *Assigned annualization* tree.

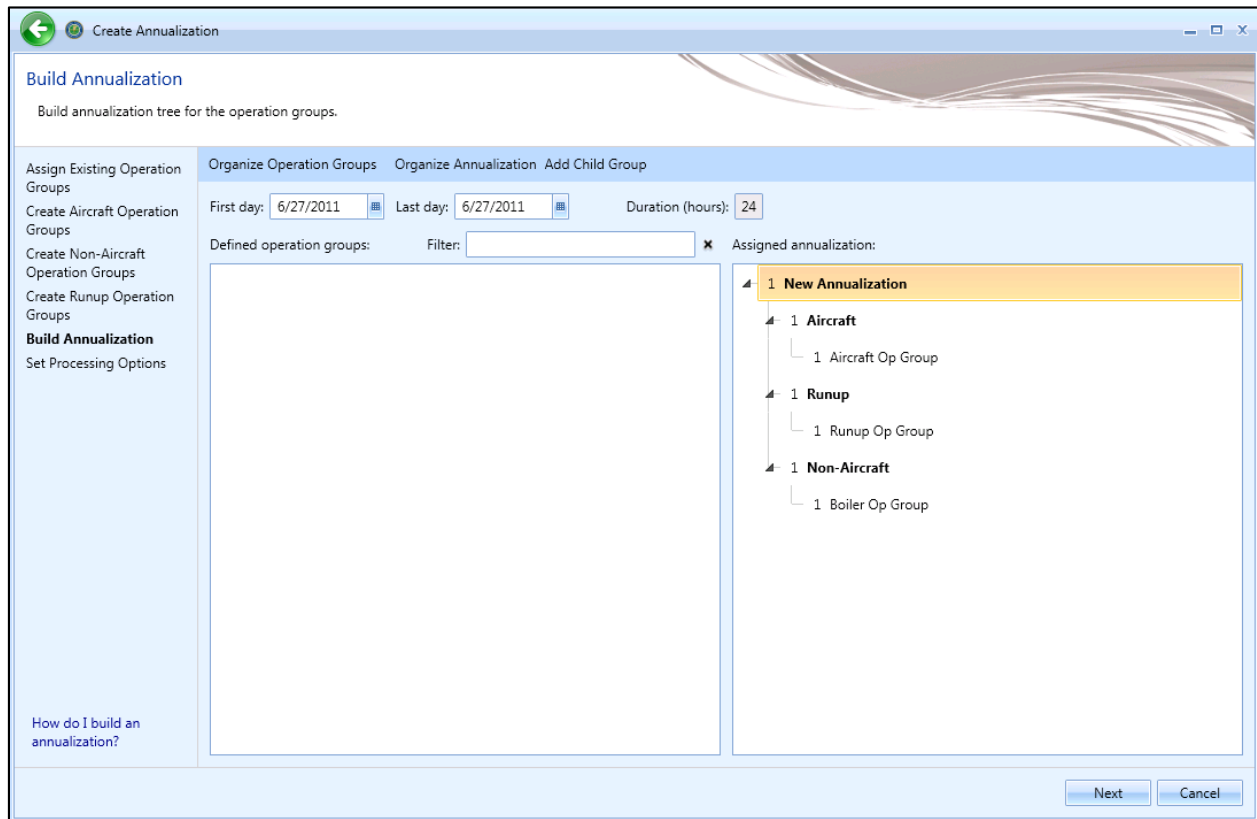


Figure 6-61 Create Annualization – Build Annualization

6.7.1.6 Step 6: Set Processing Options

In this step, processing options can be specified for the annualization.

Annualization Processing Options:

Adjust the following options as appropriate for the annualization being created. The default values of the options are defined in the *Study* tab, *Preferences* screen (Section 4.11).

- *Noise altitude cutoff MSL (ft)*: Enter the altitude in feet MSL above which noise calculations are no longer processed. Note that the unit is in MSL, not AGL. To disable noise altitude cutoff, leave this option blank.
- *Mixing height AFE (ft)*: Enter the altitude above field elevation in feet. This is used in the Emissions Report, Climb Below Mixing Height mode and Descend Below Mixing Height mode.
- *Fuel sulfur content*: Default value is 0.0006 (0.06%).
- *Sulfur to sulfate conversion rate*: Default value is 0.024 (2.4%).

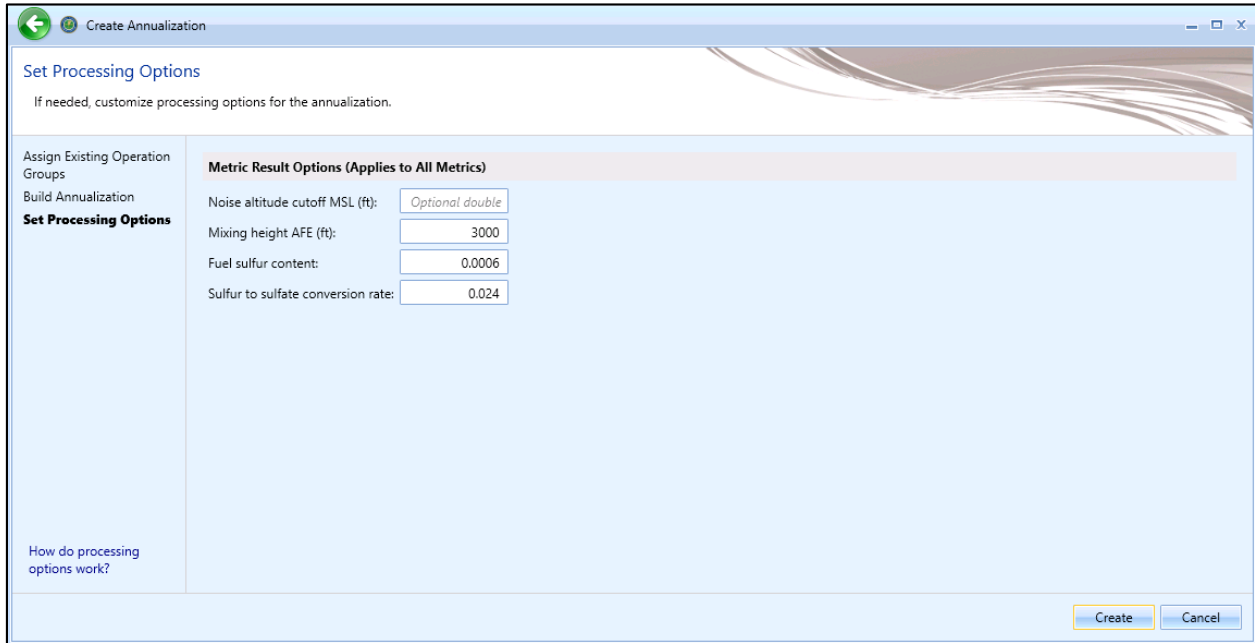


Figure 6-62 Create Annualization – Set Processing Options

6.7.2 Import All Scenarios

The *Import All Scenarios* button creates a new annualization for existing scenarios contained in the study that do not have an associated annualization. The “scenario” term is used in INM, EDMS, and AEDT 2a studies. When these studies are converted into AEDT, the scenarios from legacy studies are stored in the study database but are not displayed in the AEDT user interface.

To import all scenarios:

1. In the *Display* ribbon group, click *Annualizations*.
2. In the *Annualization Actions* ribbon group, click the *Import All Scenarios* button.
3. If any existing scenario without annualization is found, a confirmation message displays the name of the scenario(s), and new annualization(s) is displayed in the *Annualization* pane.
4. If there are no existing scenarios without annualization, then “*No scenarios are available to import*” message is displayed.

6.7.3 Copy Annualization

The *Copy* option allows users to create a new annualization based on an existing annualization.

To copy aircraft operation:

1. In the *Display* ribbon group, click *Annualization*.
2. In the *Operations* pane, select a desired annualization to copy.
3. Click *Copy* to open the *Create Annualization* wizard.
4. Each step in the wizard will display the values from the original annualization.

6.7.4 Delete Annualization

Click *Delete* in the *Annualization Actions* ribbon group to delete the currently selected annualization. In order to delete an annualization, first delete any metric results that use the annualization and delete obsolete results from the study, see Section 4.12.1.

7 Equipment Tab

The *Equipment* tab supports managing the aircraft equipment, non-aircraft equipment, and equipment groups. See Appendix B for detailed information about each field.



Coordination with FAA is not required to use the equipment available in the AEDT application.

7.1 Display Buttons and Equipment Pane

Use the buttons in the *Display* ribbon group to view different equipment categories. The *Equipment* pane displays the aircraft equipment, non-aircraft equipment, or equipment group list depending on the selected display button.

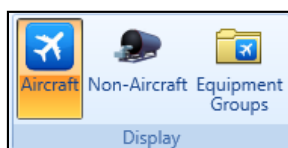


Figure 7-1 Equipment Tab – Display Ribbon Group

- Click *Aircraft* to view airplanes and helicopters.
- Click *Non-Aircraft* to view non-aircraft equipment.
- Click *Equipment Groups* to view equipment groups.

7.2 Airplanes and Helicopters

To view all AEDT system and user-defined aircraft/engine/engine modification combinations in the current study, click the *Aircraft* display button in the *Equipment* tab. Click on an aircraft in the *Equipment* pane to view the detailed data in the *Detail* pane.

The aircraft data in the *Detail* pane are organized by category – ANP (Aircraft Noise and Performance), Airframe, APU (Auxiliary Power Unit), BADA (Base of Aircraft Data), and Engine, where applicable. The categories are specific to fixed-wing aircraft and helicopters. Click on each category to view corresponding data.



The details in the BADA category are for the Base of Aircraft Data version 3 (BADA 3) model.

Base of Aircraft Data version 4 (BADA 4) includes performance data from the European Organization for the Safety of Air Navigation (EUROCONTROL). The license agreement between FAA and EUROCONTROL permits BADA 4 to be used by AEDT, but prohibits AEDT from making the data visible to the user. As a result, the BADA 4 data tables used by AEDT are encrypted and BADA 4-related information are not displayed through the user interface.

7.2.1 Edit Profiles

AEDT 3c supports adding user-defined ANP and user-defined BADA 4 procedural type profiles to system aircraft. There are currently three ways of creating and adding such profiles:

- By using the profile editor in the AEDT Equipment tab,
- Creating and importing ASIF partial; and
- Direct database injection.

Of these methods, the first two are preferred because they include application-provided constraint and error checking. However, it is expected that users who create and use user-defined profiles are knowledgeable about the physics of flight performance modeling and understand the significance and use of individual profile elements. It is also expected that users are responsible for entering valid values that are within the expected ranges for each type of parameter. For detailed explanations of flight profiles, please refer to the AEDT Technical Manual. For details of the relevant ASIF format, please refer to the AEDT Supplemental Manual: ASIF Reference. Information on using the profile editor is provided in this section.

To open the Profile Editor:

1. In the *Equipment* tab, click the *Aircraft* display button.
2. Select the desired aircraft from the *Equipment* pane.
3. From the *Aircraft Actions* ribbon group, click *Edit Profiles* to open the Profile Editor.
4. The Profile Editor consists of two tabs – ANP Profiles and BADA 4 Profiles.
 - a. The ANP Profiles tab displays the ANP profiles of the selected aircraft. The system profiles are disabled for editing. Adding/editing fixed-point ANP profiles is currently not supported.
 - b. The BADA 4 Profiles tab is enabled if the selected aircraft has a BADA 4 Model.

7.2.1.1 Add/Edit User-Defined ANP Profiles

Follow the instructions below to add user-defined ANP profiles. After user-defined profiles have been created, enabled fields can be edited by selecting a different option or entering a different value.

To add a new user-defined ANP profiles to an aircraft:

1. In the profile editor, click on the *ANP Profiles* tab.
2. Click the “*Click here to add new item*” to add a new profile.
3. For the new profile, enter a *Name*, *Weight*, *Stage Length*, and select an *Operation Type*.
4. Click the (+) icon next to the name to expose the procedure step grid.
5. Click the “*Click here to add new item*” to add a new procedure step.
 - a. Select the desired *Step Type*.
 - b. Depending on the selected *Step Type*, a subset of the following parameters will be displayed. Select *Flap ID*, *Thrust Level*, *Altitude AFE (ft)*, *Calibrated Airspeed (kt)*, *Climb Rate (ft/min)*, *Distance (ft)*, *Accel Energy Share (%)*, *Static Thrust (%)*, and *Angle (°)* parameters as appropriate. Only the parameters applicable for the selected *Step Type* will be editable. See Appendix J for more information on these dependencies.
 - c. When all appropriate parameters have been set, use the Enter key on the keyboard, or click on a different area in the user interface.
6. Repeat this process as necessary to create additional procedure steps.
 - a. To insert a new procedure step between existing steps, right-click on a step and click *Insert Above* or *Insert Below*.

Aviation Environmental Design Tool

User Manual: 3c

7. To delete a procedure step, click on the Delete button (red X icon) next to the Step Number. Use the mouse to hover over a row to display the Delete button.
8. To delete a profile, click on the Delete button (red X icon) next to the Profile Name.
9. Click *Save* to save the changes or *Cancel* to discard changes.



After user-defined profiles have been created for an aircraft, click the *Show User Defined Profiles Only* box to filter the profiles to display the user-defined profiles.



If an aircraft has a BADA 4 model assigned, the *Show BADA 4 Modeling Properties* box will be enabled. Click the box to display additional columns for properties used in BADA 4 modeling to compare against the ANP properties.



The names of system profiles are reserved and cannot be used as a name for user-defined profiles.

To create a user-defined profile based on an existing ANP profile:

1. In the profile editor, click on the *ANP Profiles* tab.
2. Right-click on an existing profile and click *Copy* to create a new profile.
3. Enter the name for the new profile, and make changes to the profile and step parameters as needed.
4. Click *Save* to save the changes or *Cancel* to discard changes.

BEECH 1900D / PT6A67
Profile Editor 1900D

ANP Profiles BADA 4 Profiles
 Show User Defined Profiles Only Show BADA 4 Modeling Properties

	Name	Profile Type	Weight (lb)	Stage Length	Operation Type
Click here to add new item					
+	STANDARD	Procedural	14940	1	Approach
+	STANDARD	Procedural	15500	1	Departure
+	STANDARD	Procedural	16950	2	Departure
+	STANDARD	Procedural	15500	1	Circuit
+	STANDARD	Procedural	15500	1	Touch and Go
+	UserDefinedSample	Procedural	14940	1	Approach

Procedure Profile

	Step Number	Step Type	Flap ID	Thrust Level	Altitude AFE (ft)	Calibrated Airspeed (kt)
Click here to add new item						
	1	Descend	ZERO-A	Unknown Thrust	6000	160
	2	Descend	ZERO-A	Unknown Thrust	3000	160

Figure 7-2 Equipment Tab, Profile Editor - ANP Profiles Tab

7.2.1.2 Add/Edit User-Defined BADA 4 Profiles

In order to add user-defined BADA 4 profiles, select equipment with BADA 4 Model data available. Follow the instructions below to add or edit user-defined BADA 4 profiles.



To confirm that the desired aircraft has BADA 4 Model data available, confirm that a model is identified in the Equipment pane, *BADA 4* column.

To add new user-defined BADA 4 profiles to an aircraft:

1. In the profile editor, Click on the *BADA 4 Profiles* tab.
2. Click the “Click here to add new item” to add a new profile.
3. For the new profile, enter a *Name*, *Weight*, *Stage Length*, and select an *Operation Type*.
4. Click the (+) icon next to the name to expose the procedure step grid.
5. Click the “Click here to add new item” to add a new procedure step.
 - a. Select the desired *Step Type*. Depending on the selected *Step Type*, some parameters will be displayed vs. hidden.
 - b. Select *ANP Flap ID*, *BADA4 Configuration*, *Landing Gear*, *Thrust Level*, *Altitude AFE (ft)*, *Calibrated Airspeed (kt)*, *Climb Rate (ft/min)*, *Distance (ft)*, *Accel Energy Share (%)*, *Static Thrust (%)*, *Angle (°)*, and *Thrust Calculation Method* parameters as appropriate. Only the parameters applicable for the selected *Step Type* will be editable. See Appendix J for more information on these dependencies.
 - c. When all appropriate parameters have been set, use the Enter key on the keyboard, or click on a different area in the user interface.
6. Repeat this process as necessary to create additional procedure steps.
 - a. To insert a new procedure step between existing steps, right-click on a step and click *Insert Above* or *Insert Below*.
7. To delete a procedure step, click on the Delete button (red X icon) next to the Step Number. Use the mouse to hover over a row to display the Delete button.
8. To delete a profile, click on the Delete button (red X icon) next to the Profile Name.
9. Click *Save* to save the changes or *Cancel* to discard changes.

To create a user-defined BADA 4 profile based on an existing ANP profile:

1. In the *ANP Profiles* tab, right-click on an existing profile and click *Create BADA 4 Profile*. A new BADA 4 profile is created in the *BADA 4 Profiles* tab.
2. Enter the name for the new profile, and make changes to the profile and step parameters as needed.
3. Click *Save* to save the changes or *Cancel* to discard changes.

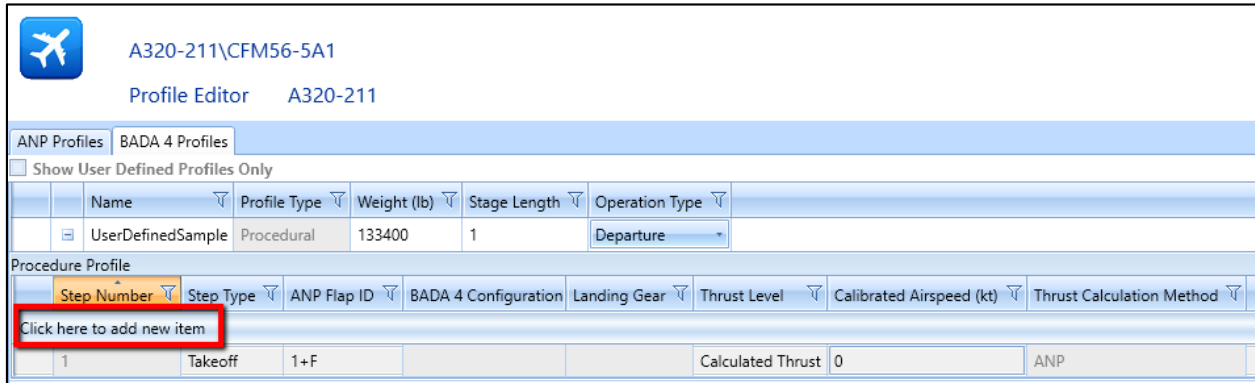


Figure 7-3 Equipment Tab, Profile Editor - BADA 4 Profiles Tab

7.2.2 Create New Aircraft

A user-defined aircraft can be created by copying data from an existing aircraft and modifying the data for the new aircraft. Begin by selecting an aircraft that most closely resembles the new user-defined aircraft.

To create a new user-defined aircraft:

1. In the *Equipment* tab, click the *Aircraft* display button.
2. Select an aircraft from the *Equipment* pane that will be used as a basis for the new aircraft.
3. From the *Aircraft Actions* ribbon group, click *Copy*.
4. The *Equipment* pane will become disabled and the detail pane will be enabled for editing.
5. Enter a value in the *Suffix* field to differentiate the new aircraft from the existing.



The text in the *Suffix* field is added to the end of the ANP ID, Airframe Model, BADA ID (where applicable), Engine Code, and Noise ID of the new aircraft.

6. Modify the data in each category in the *Detail* pane as appropriate for the new user-defined aircraft.
7. Click *Save* to create the new aircraft or *Cancel* to discard changes.



Invalid data types that are entered in a field will be highlighted with a red border and exclamation point next to the field.

7.2.3 Delete User-Defined Aircraft

User-defined aircraft can be deleted. System aircraft cannot be deleted.

To delete a user-defined aircraft:

1. Select the user-defined aircraft from the *Equipment* pane.
2. From the *Aircraft Actions* ribbon group, click *Delete*.
3. Click *Yes* when prompted for confirmation. A confirmation is displayed in the status bar.

7.2.4 Export Aircraft

Aircraft data can be exported to a partial ASIF. The exported partial ASIF can be used as a template to create new user-defined aircraft. The exported partial ASIF cannot be successfully re-imported into AEDT without first making changes to the data.

To export aircraft as a partial ASIF:

1. Select desired equipment from the *Equipment* pane.
2. From the *ASIF* ribbon group, click *Export Aircraft*.
3. In the *Export Equipment – Save File* dialog, enter a unique file name or accept the default name.
4. Click *Save*. “The ASIF equipment export was successful” message is displayed.

7.2.5 Import Aircraft

User-defined aircraft can be imported into the study using a partial ASIF. Refer to the AEDT Supplemental Manual: ASIF Reference for details on ASIF structure and content.

To import aircraft from an XML file:

1. From the *ASIF* ribbon group, click *Import Aircraft*. The *Import Equipment - Open File* dialog is displayed.
2. Navigate to the appropriate file (.xml) and click *Open* to import the selected file. A confirmation is displayed.
3. In the *Equipment: Aircraft* pane, view the imported equipment.



AEDT validates the ASIF once the file is selected for import. An error message will be displayed if it fails to validate. If the ASIF import does not succeed, an error message will be displayed. Click the link to view the AEDT log in the *Study* tab, *Log* page.



Filter by the *User-Defined* column in the *Equipment* pane to locate imported equipment.

7.3 Non-Aircraft Equipment

To view all the system and user-defined non-aircraft equipment in the current study, click the *Non-Aircraft* display button in the *Equipment* tab. Click on equipment in the *Equipment: Non-Aircraft* pane to view the detailed data in the *Detail* pane.

7.3.1 Create New Non-Aircraft Equipment

User-defined non-aircraft equipment can be created by copying data from existing non-aircraft equipment and modifying the data. Begin by selecting equipment that most closely resembles the new user-defined equipment.



In order to create non-aircraft operations for “Aircraft Engine Testing”, first create user-defined aircraft engine testing in the *Equipment* tab, *Non-Aircraft* screen by copying and

editing the existing Aircraft Engine Testing template. Only the user-defined “Aircraft Engine Testing” is displayed in the *Create Non-Aircraft Operations* wizard, *Choose equipment* list.



Editing GSE emissions factors is not supported through the *Copy* feature. User-defined GSE can be imported as a partial ASIF. See Section 4.4 for more information.

To create new user-defined non-aircraft equipment:

1. In the *Equipment* tab, click the *Non-Aircraft* display button.
2. Select non-aircraft equipment from the *Equipment: Non-Aircraft* pane that will be used as a basis for the new equipment.
3. From the *Non-Aircraft Actions* ribbon group, click *Copy*.
4. The *Equipment* pane will become disabled and the *Detail* pane will be enabled for editing.
5. Enter a unique name in the *Name* field.
6. Modify the data in the *Detail* pane as appropriate for the new non-aircraft equipment.
7. Click *Save* to create the new non-aircraft equipment or *Cancel* to discard changes.

7.3.2 Delete User-Defined Non-Aircraft Equipment

User-defined non-aircraft equipment can be deleted. System non-aircraft equipment cannot be deleted.

To delete a user-defined non- aircraft equipment:

1. Select the user-defined non-aircraft from the *Equipment* pane.
2. From the *Non-Aircraft Actions* ribbon group, click *Delete*.
3. Click *Yes* when prompted for confirmation. A confirmation is displayed in the status bar.

7.4 Equipment Groups

To view equipment groups in the current study, click the *Equipment Groups* display button in the *Equipment* tab. There are two types of equipment groups:

- Aircraft equipment group
 - An aircraft can only belong to one aircraft equipment group.
- Non-aircraft group
 - A non-aircraft equipment can only belong to one non-aircraft equipment group.



What are equipment groups?

Equipment groups allow for the organization of aircraft and non-aircraft equipment. Equipment groups can be used during track assignment and for report organization.

7.4.1 Aircraft Equipment Group

To create an aircraft equipment group:

1. In the *Equipment* tab, click the *Equipment Groups* display button.
2. Click *New* then click *Aircraft Group*.
3. The detail pane will be enabled for editing.

Aviation Environmental Design Tool

User Manual: 3c

4. In the *Aircraft* tab:
 - a. Enter the *Equipment group name*.
 - b. To add equipment, select the equipment of interest from the left list and click the *Add Arrow*.
 - c. To remove equipment, select equipment from the right list and click the *Remove Arrow*.
 - d. To move all equipment between the left and right lists, use the *Add All* and *Remove All Arrows*.
5. In the *Tracks* tab:
 - a. To add track(s), select the track(s) of interest from the left list and click the *Add Arrow*.
 - b. To remove track(s), select track(s) from the right list and click the *Remove Arrow*.
 - c. To move all tracks between the left and right lists, use the *Add All* and *Remove All Arrows*.
 - d. In the right list, enter the desired *Day*, *Evening*, and *Night* percentage distribution. The total percentage for the Day, Evening, and Night columns must each individually add up to 100%.
6. Click *Save* to apply changes or *Cancel* to discard changes.



Helicopter and fixed-wing aircraft must be placed in separate aircraft equipment groups.

To edit an aircraft equipment group:

1. Select the desired equipment group from the *Equipment: Equipment Groups* pane.
2. From the *Equipment Group Actions* ribbon group, click *Edit*.
3. Edit the group and click *Save*.

To delete an aircraft equipment group:

1. Select the desired equipment group from the *Equipment: Equipment Groups* pane.
2. From the *Equipment Group Actions* ribbon group, click *Delete*.
3. Click *Yes* when prompted for confirmation.

7.4.2 Non-Aircraft Equipment Group

The non-aircraft equipment group can be used to filter the equipment list.

To create a non-aircraft equipment group:

1. In the *Equipment* tab, click the *Equipment Groups* display button.
2. Click *New* then click *Non-Aircraft Group*.
3. The detail pane will be enabled for editing.
4. Enter the *Equipment group name*.
5. To add equipment, select the equipment of interest from the left list and click the *Add Arrow*.
6. To remove equipment, select equipment from the right list and click the *Remove Arrow*.
7. To move all equipment between the left and right lists, use the *Add All* and *Remove All Arrows*.
8. Click *Save* to apply changes or *Cancel* to discard changes.

To edit a non-aircraft equipment group:

1. Select the desired equipment group from the *Equipment: Equipment Groups* pane.
2. From the *Equipment Group Actions* ribbon group, click *Edit*.
3. Edit the group and click *Save*.

To delete a non-aircraft equipment group:

1. Select the desired equipment group from the *Equipment: Equipment Groups* pane.
2. From the *Equipment Group Actions* ribbon group, click *Delete*.
3. Click *Yes* when prompted for confirmation.

8 Airports Tab

The *Airports* tab supports adding airports, viewing airport layouts, editing airport layout components, adding new components in the airport layout designer, creating operation configurations, as well as exporting certain airport layout components as MOVES links. See Appendix B for detailed information about each field.



Coordination with FAA is not required to use the airports available in the AEDT application.

8.1 Airports Pane

The *Airports* pane lists the existing airports, airport layouts, and operating configurations in the study (Figure 8-1). Each airport can have multiple airport layouts (e.g. current and future configurations), and each airport layout can have multiple operating configurations. Click the (+) icon next to the airport to view the layouts for that airport. Click the arrow icon next to the airport layout to view operating configurations for that airport layout.

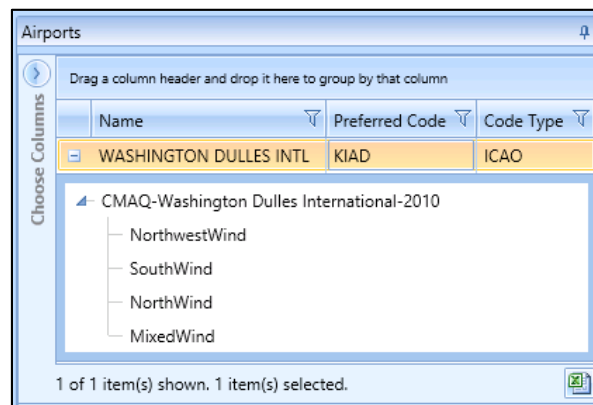


Figure 8-1 Airports Pane

8.1.1 Details Pane

The *Details* pane is located under the *Airports* pane (Figure 8-2). This pane contains additional information about the selected airport, airport layout, or operating configuration.

8.1.1.1 Details Pane – Airport

Select an airport in the *Airports* pane to view the properties of the selected airport.

Airport: KIAD - WASHINGTON DULLES INTL	
^ Location	
City	WASHINGTON
State	DISTRICT OF COLUMBIA
Country	UNITED STATES
Latitude	38.954201
Longitude	-77.44672
Elevation MSL (ft)	313
Time Zone Info	
^ Type	
Facility Type	AIRPORT
^ Codes	
ICAO	KIAD
IATA	IAD
FAA	IAD
Other	

Figure 8-2 Details Pane – Airport

8.1.1.2 Details Pane – Airport Layout

Select an airport layout in the *Airports* pane to view the components of the selected airport layout. The airport layout components are grouped into two categories – Ground Elements and Tracks. Ground elements include buildings, gates, terminals, helipads, heligates, runway ends, runways, taxiways, taxipaths, roadways, parking facilities, and construction zones.

To display the airport layout layer on the map, see to Section 8.3.1.

- Click the (+) icon to view the properties of each component.
- Select a component in the *Details* pane to highlight the corresponding item on the map.
- Click the *Show Layout Components* arrow, then use the checkboxes to show/hide the components on the map. The *Show Layout Components* checkboxes are only enabled when the airport layout layer is displayed on the map.

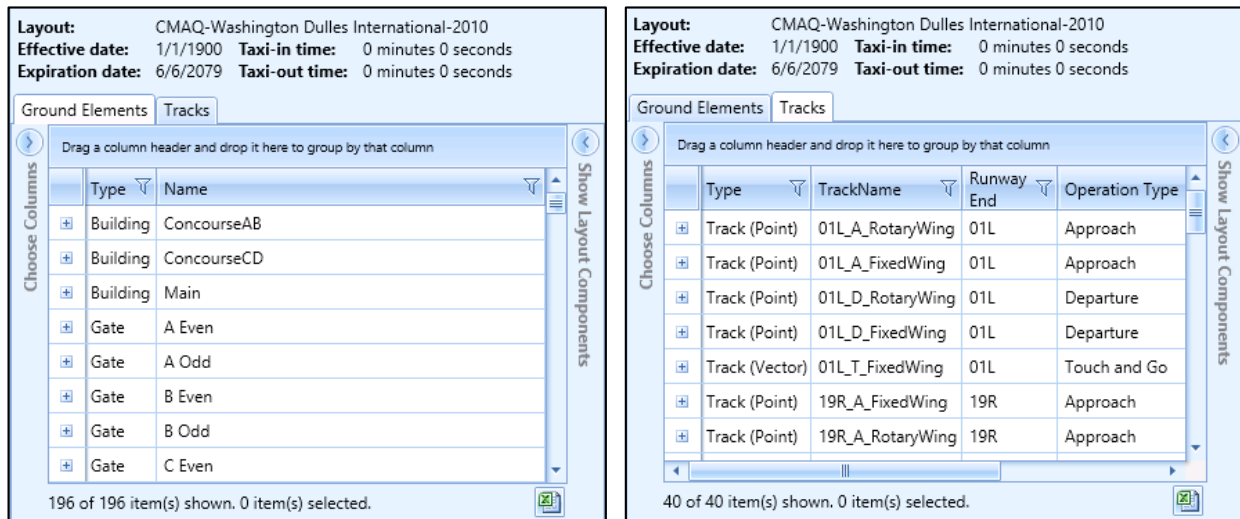


Figure 8-3 Details Pane – Airport Layout



The selected airport layout component will not be highlighted on the map if accelerated display is disabled.

8.1.1.3 Details Pane – Operating Configuration

Select an operating configuration in the *Airports* pane to view the details in the following tabs:

- *Runway Assignments*: Displays the operations distribution percentage for an aircraft size category distributed by runway. Selecting a row in this tab highlights the corresponding runway on the map if the airport layout layer is displayed.
- *Activation Parameters*: Displays the weather conditions and times under which the operating configuration is active.
- *Capacity*: Displays the maximum number of arrivals and departures for the operating configuration.

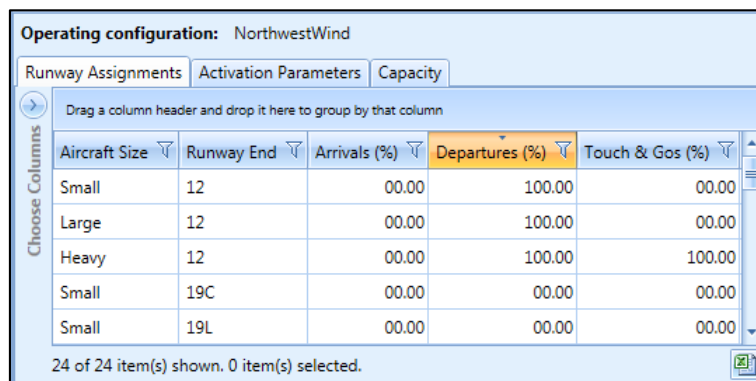


Figure 8-4 Details Pane – Operating Configuration

8.2 Airport Actions

The following actions are available for airports (Figure 8-5):

- **Add:** Displays the following sub-menu options:
 - *Add Existing Airport:* Click to display the *Add Existing Airport* dialog.
 - *Add New Airport:* Click to display the *Create New Airport in this Study* dialog.
- **Edit Airport:** Click to open the *Edit Airport* dialog.
- **Add Layout:** Click to open the *Create Airport Layout* dialog.

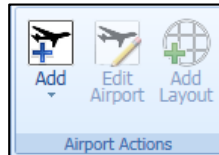


Figure 8-5 Ribbon Group – Airport Actions

8.2.1 Add Existing Airport

To add existing airports:

1. Click *Add*, then click *Existing Airport*.
2. In the *Add Existing Airport* dialog, select one or more desired airports.
3. Click *Add* to add selected airport(s) in the study, or *Cancel* to close the dialog.



If an existing airport that has extended runways or renamed runways (e.g., KPVD, KORD) is added to the study, multiple airport layouts will be listed for that airport with different effective-expiration date ranges. When creating operations, select the appropriate airport layout.



If runways exist for the selected airport, they will be displayed under airport layout. It is important to check the coordinates of the airport and the runway ends because they may not reflect the most current data. See Section 8.3.6 on how to view and edit the airport layout component properties. See Section 8.3.1 on how to view the airport layout on the map.



After adding an existing airport, check the airport weather data in *Definitions* tab, *Weather* for missing values. See Section 9.6.1 on how to view and edit the airport weather.

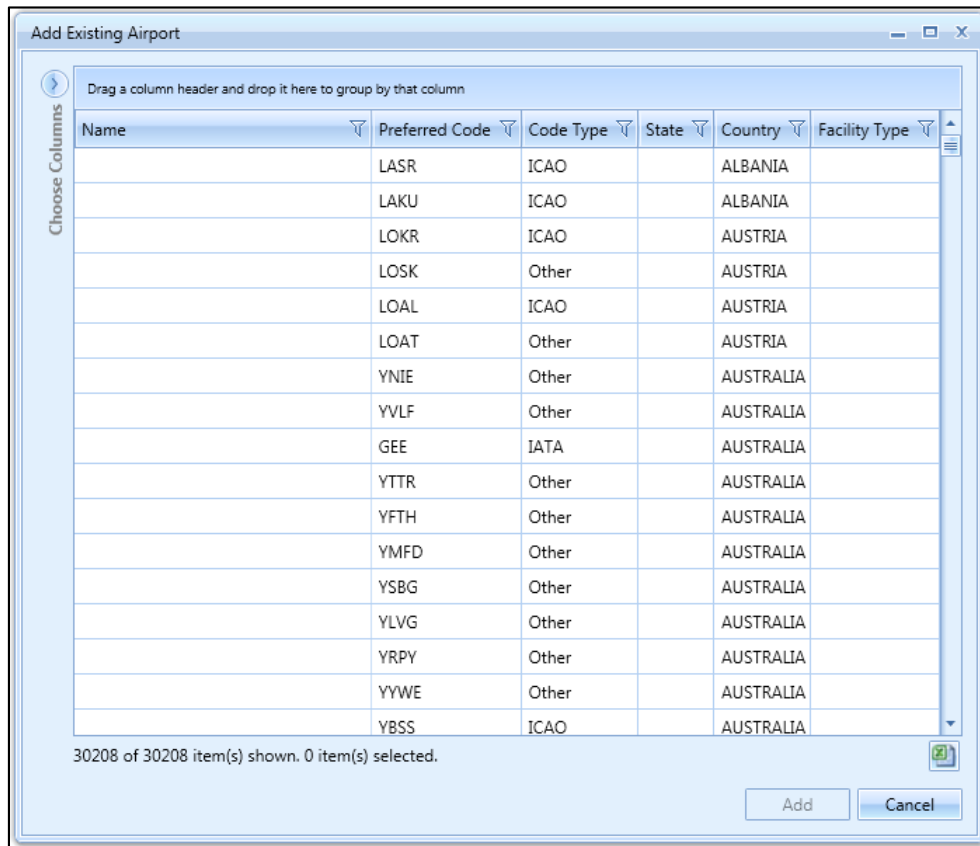


Figure 8-6 Add Existing Airport Dialog

8.2.2 Create New Airport

To create a new user-defined airport:

1. Click *Add*, then click *New Airport*.
2. In the *Create New Airport in this Study* dialog, enter the appropriate data in the required fields. Required fields are marked with an asterisk (*).
3. Click *OK* to create a new user-defined airport in the study, or *Cancel* to discard changes.

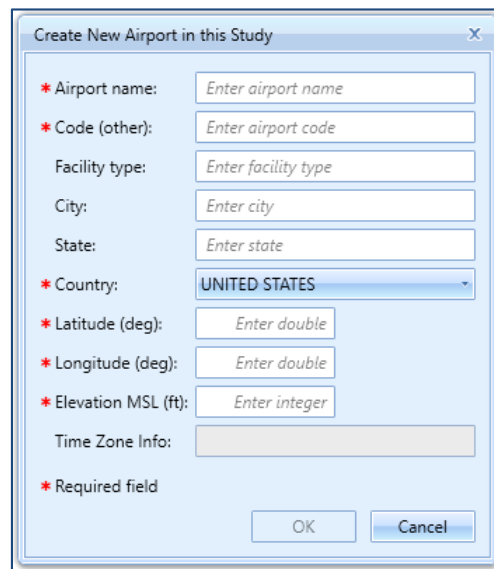


Figure 8-7 Create New Airport Dialog



After creating a new airport, add an airport layout. See Section 8.2.4. At least one layout must exist for an airport.



After creating a new airport, enter airport weather data in *Definitions* tab, *Weather*. See Section 9.6.1 on how to view and edit the airport weather.

8.2.3 Edit Airport

To edit an airport in the current study:

1. In the *Airports* pane, select the airport of interest.
2. Click *Edit Airport*.
3. In the *Edit Airport* dialog, edit the desired fields. Required fields are marked with an asterisk (*).
4. Click *OK* to apply changes or *Cancel* to discard changes.

Figure 8-8 Edit Airport Dialog

Figure 8-8 Edit Airport Dialog

8.2.4 Add Layout

To add a layout for an airport:

1. In the *Airports* pane, select the airport of interest.
2. From the *Airport Actions* ribbon group, click the *Add Layout* button.
3. Enter a layout name, effective date, and expiration date for the layout. The effective date must be earlier than the expiration date. Required fields are marked with an asterisk (*).
4. Enter taxi-in and taxi-out time (optional).
5. Click *Save* to create the new layout or *Cancel* to discard changes.

Figure 8-9 Create Airport Layout Dialog

Figure 8-9 Create Airport Layout Dialog

8.3 Airport Layout Actions

The actions available through the *Airport Layouts* ribbon group (Figure 8-10) are described in the sections below.

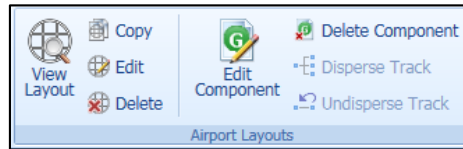


Figure 8-10 Ribbon Group – Airport Layouts

8.3.1 View Airport Layout

The airport layout components include buildings, gates, terminals, helipads, heligates, runway ends, runways, taxiways, taxipaths, roadways, parking facilities, construction zones, tracks (both point and vector types), and helitaxi tracks.



If an existing airport that has extended runways or renamed runways (e.g., KPVD, KORD) is added to the study, multiple airport layouts will be listed for that airport with different effective-expiration date ranges. When creating operations, select the appropriate airport layout.

To view an airport layout on the map:

1. In the *Airports* pane, click the (+) icon next to the airport of interest to display the layout(s) for the airport.
2. Select the desired airport layout.
3. From the *Airport Layouts* ribbon group, click the *View Layout* button. The components in the selected airport layout are displayed on the map. The corresponding layer is created in the *Airport Layers* category of the *Layers* manager.

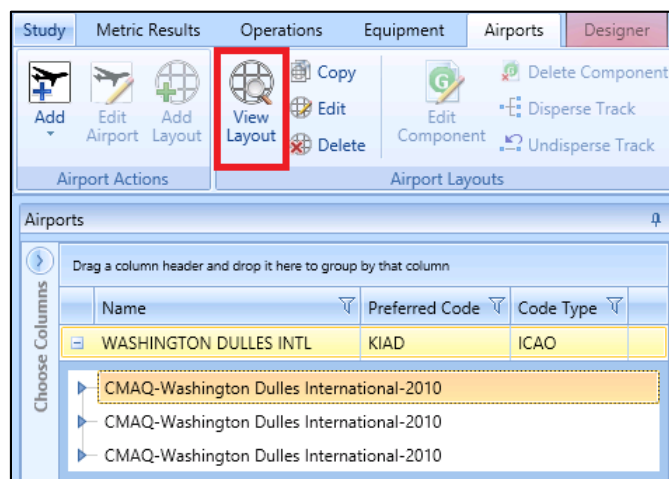


Figure 8-11 View Airport Layout Button



Some existing AEDT airports do not have latitude and longitude location for runway ends. Use of the layout, including viewing the airport layout on the map for such airports is not supported due to missing location values. Use the *Edit Component* button to enter the missing data for runway ends.



Sensor path type tracks are not displayed on the map as part of the airport layout in the *Airports* tab.



Touch & go tracks that do not have a runway end as the first point are not displayed on the map as part of the airport layout in the *Airports* tab. This is logged as a warning in the *aedt.log* file.



Before generating an airport layout layer, AEDT performs validation of the taxiways and taxipaths (taxi network). AEDT will remove taxipaths if connectivity errors are found (e.g. no connection exists between the specified taxiway and runway end). This is logged as warning in the *aedt.log* file.

To show/hide specific layout components on the map:

1. In the *Airports* pane, select the desired airport layout.
2. In the *Details* pane, click the *Show Layout Components* arrow.
3. Use the checkboxes to show/hide the components on the map.

8.3.2 Copy Airport Layout

To copy an airport layout:

1. In the *Airports* pane, click the (+) icon next to the airport of interest to display the layout(s) for the airport.
2. Select the desired airport layout.
3. From the *Airport Layouts* ribbon group, click the *Copy* button. The *Copy Airport Layout* dialog is displayed.
4. Edit the desired fields.
 - Required fields are marked with an asterisk (*).
 - The list of operating configurations is displayed if the selected airport layout includes multiple operating configurations. Specifying distribution percentages for operating configurations is optional. See Section 8.4 for more information.
5. Click *Save* to apply changes or *Cancel* to discard changes.

Copy Airport Layout

Airport: KIAD - WASHINGTON DULLES INTL

* Layout name: Copy of CMAQ-Washington Dulles International-2010

* Effective date: 1/1/1900

* Expiration date: 6/6/2079

Taxi-in time (sec):

Taxi-out time (sec):

Specify configuration distribution percentages (optional):

Name	Percentage (%)
NorthwestWind	
SouthWind	
NorthWind	
MixedWind	
unnamed	
Total: 0%	

* Required field Reset Percentages Save Cancel

Figure 8-12 Copy Airport Layout Dialog

8.3.3 Edit Airport Layout

To edit an airport layout:

1. In the *Airports* pane, click the (+) icon next to the airport of interest to display the layout(s) for the airport.
2. Select the desired airport layout.
3. From the *Airport Layouts* ribbon group, click the *Edit* button. The *Edit Airport Layout* dialog is displayed.
4. Edit the desired fields.
 - Required fields are marked with an asterisk (*).
 - The list of operating configurations is displayed if the selected airport layout includes multiple operating configurations. Specifying distribution percentages for operating configurations is optional. See Section 8.4 for more information.
5. Click *Save* to apply changes or *Cancel* to discard changes.

Dialog box titled "Edit Airport Layout" for "KIAD - WASHINGTON DULLES INTL".

Fields:

- * Layout name: CMAQ-Washington Dulles International-2010
- * Effective date: 1/1/1900
- * Expiration date: 6/6/2079
- Taxi-in time (sec):
- Taxi-out time (sec):

Specify configuration distribution percentages (optional):

Name	Percentage (%)
NorthwestWind	
SouthWind	
NorthWind	
MixedWind	
unnamed	
Total: 0%	

Buttons: * Required field, Reset Percentages, Save, Cancel

Figure 8-13 Edit Airport Layout Dialog

8.3.4 Delete Airport Layout

To delete an airport layout:

1. In the *Airports* pane, click the (+) icon next to the airport of interest to display the layout(s) for the airport.
2. Select the desired airport layout.
3. From the *Airport Layouts* ribbon group, click the *Delete* button.
4. Click *Yes* to delete the layout or *No* to cancel the action.



Deleting an airport layout is only supported if no operations are assigned to the airport layout.

8.3.5 Design Airport Layout

Airport layout elements can be designed graphically with the airport layout designer. The airport layout designer allows for the addition of runways, gates, terminals, buildings, taxiways, taxipaths, helipads, heligates, helitaxis, point and vector type tracks, and MOVES roadway, parking facility, and construction zone links.

When designing an airport layout, it is helpful to have airport runways displayed on the map, such as the *Imagery* base map layer which has the highest resolution images for the existing runway layer. Figure 8-14 shows the *Imagery* base map and the runways for San Francisco (SFO) airport. For more information on how to add a map layer, see Section 3.7.4.

Properties of the airport layout components can be edited after creation, see Section 8.3.6.

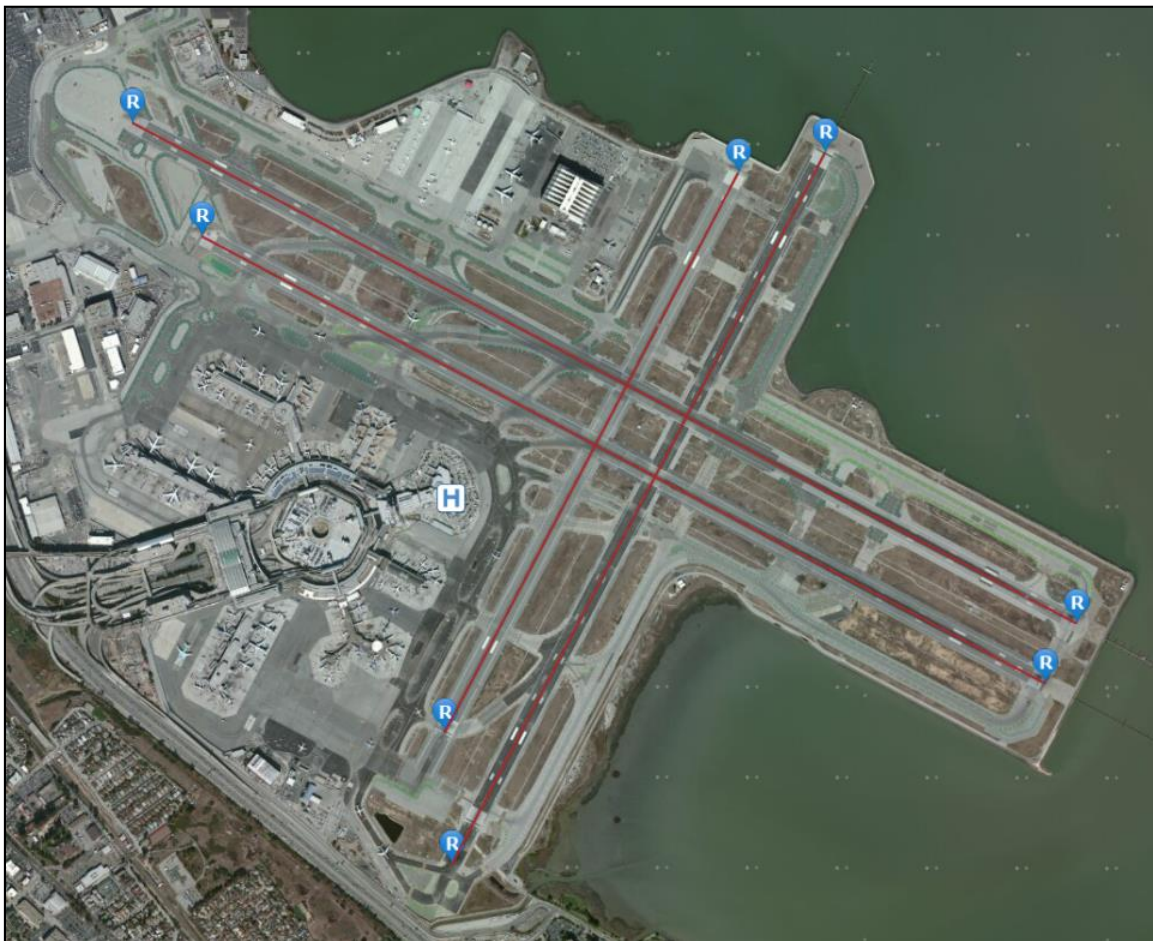


Figure 8-14 San Francisco Airport with Imagery Base Map

Aviation Environmental Design Tool

User Manual: 3c

8.3.5.1 Designer Tab

The *Designer* tab contains buttons for creating airport layout components. Upon clicking the *Designer* tab, AEDT enters design mode.

The *Designer* tab is disabled by default. In order to enable it, first generate the airport layout layer of desired airport then select the airport layout from the *Airports* pane. Detailed instructions are provided below.

To enter the airport layout design mode:

1. Select an airport layout in the *Airports* pane and click *View* in the *Airport Layouts* ribbon group to view the airport layout layer (Section 8.3.1).
2. Adjust the zoom level as desired.
3. Click the *Designer* tab to enter design mode.
4. The Airport Layout *Designer* tab is displayed (Figure 8-15), and a red border around the map indicates that the airport design mode is active.
5. Add the airport layout components by using the buttons from the *Designer* tab.
6. From the *Actions* ribbon group, click the *Cancel Design* button to exit the design mode and discard any changes. The map will display the last saved version of the airport layout layer.
7. From the *Actions* ribbon group, click the *Save Design* button to save changes and exit design mode. The final layer with edited elements will be displayed.



Figure 8-15 Airport Layout Designer Tab

8.3.5.2 Ground Elements

This section describes the elements available through the *Designer* tab, *Ground Elements* ribbon group.

- **Add Runway:** Click on the map to add the first runway end and click again to add the second runway end and to complete the runway.
- **Add Gate:** Add a gate by clicking on the map in the desired location.
- **Add Terminal:** A terminal is defined as a polygon. Click on the map to add the first point, then add at least two other points to create a polygon. Double-click on the last point to complete the terminal.
- **Add Buildings:** Click on the map to add the first point, then add at least one additional point to create a building. Double-click on the last point to complete the building.
- **Add Taxiway:** Add a taxiway by clicking on the map, drawing a path by adding more points, and complete the taxiway by double-clicking on the last point.
- **Add Taxipath:** Before adding a taxipath, create a series of taxiways that connects a runway end and a gate.
 - To create an inbound taxipath:
 1. Click on a runway end to highlight it.
 2. Click on the runway.
 3. Build a path by selecting taxiway(s) between the runway end and gate.

4. Complete the taxipath by clicking on a gate.
 5. The taxipath will be generated by connecting the taxiways.
- To create an outbound taxipath:
 1. Click on a gate to highlight it.
 2. Build a path by selecting taxiway(s) between the gate and runway end.
 3. Click on the runway.
 4. Complete the taxipath by clicking on a runway end. The taxipath will be generated by connecting the taxiways.



What are taxiways and taxipaths?

Taxiways and taxipaths are needed for delay and sequence modeling:

- A taxiway is a road within an airport. In AEDT, a taxiway is defined as a series of connected location points. Taxiways are displayed as blue lines on the map.
 - A taxipath is a sequence of taxiways that connects a gate to a runway. Taxipaths are displayed as gray lines on the map.
-
- *Add Helipad*: Click on the map in the desired location to add a helipad.
 - *Add Heligate*: Click on the map in the desired location to add a helicopter gate.
 - *Add Helitaxi*:
 - To add an outbound helitaxi track, click on a heligate, draw a path by creating points, and complete the track by clicking on a helipad.
 - To add an inbound helitaxi track, click on a helipad, draw a path by creating points, and complete the track by clicking on a heligate.



Helitaxi tracks are displayed on the map in color based on track operation type: outbound helitaxi track = blue, inbound helitaxi track = red.

8.3.5.3 Tracks

This section describes the elements available through the *Designer tab*, *Tracks* ribbon group.



Tracks are displayed on the map in color based on track operation type: departure track = blue, arrival track = red, overflight track = green, touch & go track = magenta.



Point type tracks and vector type tracks can be created in the AEDT user interface. Creating sensor path tracks is supported through ASIF import.

Add Point-Type Tracks

- *Add Dep/Appr Track*:
 1. To add a departure track, click on a runway end, draw a path by creating points moving away from the airport, and complete the track by double-clicking on the last point.
 2. To add an approach track, click on the map away from the airport to create a starting point, draw a path by creating points into the airport, and complete the track by double-clicking on a runway end.

- **Add Touch & Go Track:** Touch & go tracks must start and end at the same runway end. Start by clicking on a runway end, draw a path by creating points, and click on the same runway end to complete the track.
- **Add Overflight Track:** Click on the map to create a starting point, draw a path by creating additional points, and complete the track by double-clicking on the last point.

Add Vector-Type Tracks



What is the difference between the *Turn* and the *Turn To Heading* track segment type?

- The angle in a left/right *Turn* segment is the change in heading. For example, if the current heading of the segment is 90 degrees (heading East) and you add a right turn segment of 45 deg, then the heading after the new segment will be 135 degrees.
- The heading in a *Turn to Heading* segment is the absolute or new heading instead of a change in heading. For example, if the current heading of the segment is 90 degrees (East) and you add a new turn to heading segment of 180 deg, then a new turning segment whose final heading is 180 degrees (heading South) will be created.

For both types, radius is the radius of the circle on which the turning arc is constructed (.e. how tight or expansive you want the turn to be).

- **Add Vector Track – Approach:**
 1. To add an arrival vector track, from the *Tracks* ribbon group, click *Add Vector Track*, then *Approach* to open the *Create Vector Track* pane.
 2. An approach track starts in airspace and finishes at a runway end/helipad. On the map, click on a runway end/helipad where the new track will end.
 3. In the *Create Vector Track* pane, enter a name for the new track.
 4. Select the *Entry Mode: Normal order, Reverse order, or From point in space*.
 - Normal order: When this entry mode is selected, enter the segments for the track in order starting from airspace and finishing at the runway end. Each new segment is inserted between the previous segment and the runway end/helipad such that the newly added segment connects to the runway end/helipad.
 - Reverse order: This is the default option. When this entry mode is selected, enter the segments for the track in reverse order starting from the runway end/helipad and finishing in airspace.
 - From point in space: When this entry mode is selected. The *Origin* and *Heading* text boxes are displayed. Double-click on the map to designate a point in airspace and enter heading. Then build the approach track by adding segments into the runway end/helipad.
 5. Select the type of vector track segment: *Straight* or *Turn*
 - For a straight segment, enter the distance.
 - For a left/right turn segment, enter the angle and radius of the circular arc representing the turn.
 6. Click *Add* to add the segment.
 7. Continue adding segments as needed.

- *Undo*: Click *Undo* to remove the last added segment.
 - *Redo*: Click *Redo* to reinstate the last segment that was previously removed using the *Undo* button.
 - *Add Autocomplete Track*: If the selected entry mode is *From point in space*, when an autocomplete solution is possible it will be shown as a dashed line. Clicking on the *Add Autocomplete Track* button will automatically complete the track by adding the last two final segments such that the track will end at the approach runway end/helipad.
8. Click *Save* to create the new vector track and close the *Create Vector Track* pane. Click *Cancel* to discard any changes.



AEDT automatically adds two segments to approach vector tracks so that the tracks are made long enough for calculation purposes. The first added segment is a 100-nmi straight segment to the first defined track segment (away from the runway end). The second added segment is a straight segment overlying the runway from the arrival threshold to the end of the runway.

- *Add Vector Track – Departure*:
 1. To add a departure vector track, from the *Tracks* ribbon group, click *Add Vector Track*, then *Departure* to open the *Create Vector Track* pane.
 2. A departure track starts at a runway end/helipad and finishes in airspace. On the map, click on a runway end/helipad where the new track will start from.
 3. In the *Create Vector Track* pane, enter a name for the new track.
 4. Select the type of vector track segment: *Straight*, *Turn*, or *Turn to Heading*.
 - For a departure vector track, the first segment should be a straight segment.
 - For a straight segment, enter the distance.
 - For a left/right turn segment, enter the angle and radius of the circular arc representing the turn.
 - For a turn to heading segment, enter the radius and heading.
 5. Click *Add* to add the segment.
 6. Continue adding segments as needed.
 - *Undo*: Click *Undo* to remove the last added segment.
 - *Redo*: Click *Redo* to reinstate the last segment that was previously removed using the *Undo* button.
 7. Click *Save* to create the new vector track and close the *Create Vector Track* pane. Click *Cancel* to discard any changes.



AEDT automatically adds a 100-nmi straight segment to the last defined track segment so that tracks are made long enough for calculation purposes.

- *Add Vector Track – Touch & Go*:
 1. To add a touch & go vector track, from the *Tracks* ribbon group, click *Add Vector Track*, then *Touch & Go* to open the *Create Vector Track* pane.
 2. A touch & go track starts and ends at the same runway end/helipad. Start by clicking on a runway end/helipad on the map.

3. In the *Create Vector Track* pane, enter a name for the new track.
4. Select the type of vector track segment: *Straight, Turn, or Turn to Heading*.
 - For a straight segment, enter the distance.
 - For a left/right turn segment, enter the angle and radius of the circular arc representing the turn.
 - For a turn to heading segment, enter the radius and heading.
5. To have the application assist in completing the track, click the *Show autocomplete track* box. When an autocomplete solution is possible, it will be shown as a dashed line. Clicking on the *Add Autocomplete Track* button will automatically complete the track by adding two final segments such that the track ends at the runway end where it started from.
6. Click *Add* to add the segment.
7. Continue adding segments as needed.
 - *Undo*: Click *Undo* to remove the last added segment.
 - *Redo*: Click *Redo* to reinstate the last segment that was previously removed using the *Undo* button.
 - *Add Autocomplete Track*: If the *Show autocomplete track* option is selected, when an autocomplete solution is possible it will be shown as a dashed line. Clicking on the *Add Autocomplete Track* button will automatically complete the track by adding the last two final segments such that the track will end at the approach runway end/helipad.
8. Click *Save* to create the new vector track and close the *Create Vector Track* pane. Click *Cancel* to discard any changes.

Edit Track

- *Edit Track*: The *Edit Track* pane displays the details of the selected track. Both point type and vector type tracks can be edited. The segments that make up the track can be edited, added, or deleted; and the order of segments can be changed.
 - *+* button: Click the *+* button to add a new coordinate row.
 - *Up/Down Arrow* buttons: Use the *Up/Down Arrow* buttons to move the selected row up or down.
 - *X* button: Click the *X* button to delete the selected row.
 - *Clear all* button: Click *Clear all* button to delete all rows.
 - *Save*: Click *Save* to save changes and exit the *Edit Track* pane.
 - *Cancel*: Click *Cancel* to discard changes and exit the *Edit Track* pane.

8.3.5.4 MOVES Links

This section describes the elements available through the *Designer tab, MOVES Links* ribbon group.

Roadways, parking facilities, and construction zones can be created in AEDT with the specific purpose of classifying links to be used in MOVES for emissions inventories only. This feature does not currently support use with air quality dispersion analyses, please refer to AEDT Supplemental Manual: Using MOVES with AEDT for details. Also, see Section 8.5 for additional information.

- *Add Roadway Link*: A roadway link is a one or more roadway segments that have the same roadway characteristics. Click on the map to draw the first point, click on other locations on the map to add more points. Double-click on the last point to complete the roadway link. Roadway links must

consist of anywhere from 2 to 100 points, inclusive. The default road type for new roadway links is Urban Unrestricted. See Section 8.3.7.10 to edit the type of roadway and other properties.

- **Add Parking Facility Link:** A parking facility link is defined as a two-dimensional polygon and represents one level of a parking facility. Click on the map to add the first point, then add at least two other points to create a polygon. Double-click on the last point to complete the parking facility. See Section 8.3.7.11 to edit properties.
- **Add Construction Zone Link:** A construction zone link is defined as a two-dimensional polygon and represents a construction zone. Click on the map to add the first point, then add at least two other points to create a polygon. Double-click on the last point to complete the construction zone. The road type for new construction zones is Urban Unrestricted. See Section 8.3.7.12 to edit the type of roadway and other properties. Please see AEDT Supplemental Manual: Using MOVES with AEDT on the AEDT Support website for more information on the usage of construction zones with AEDT.



Roadways, parking facilities, and construction zones have properties (e.g., road type, average grade) which are not assigned graphically. The user assigns these properties by editing the airport layout component.

8.3.5.5 Actions

This section describes the elements available through the *Designer tab, Actions* ribbon group.

- **Point:** Select or multi-select airport layout components.
- **Drag:** Move airport layout component.
- **Delete:** Delete airport layout component.
- **Undo:** Undo the last action. Keyboard shortcut for undo is CTRL+Z.
- **Redo:** Redo the last action that was undone. Keyboard shortcut for redo is CTRL+Y.
- **Save Design:** Saves the changes made in the airport layout designer and exits the design mode.
- **Cancel Design:** Discards any changes made in the airport layout designer and exits the design mode.

8.3.6 Edit Track

Point-type and vector-type tracks can be edited in the *Edit Track* pane. There are two ways to access the *Edit Track* pane. The airport layout layer must be generated first in order to access the Edit Track.

To open the Edit Track pane via the Airports tab, Edit Component button:

1. In the *Airports* tab, select an airport layout in the *Airports* pane and click *View* in the *Airport Layouts* ribbon group to view the airport layout layer.
2. Select a track in the *Details* pane then click *Edit Component* from the *Airport Layouts* ribbon group to enter design mode in the *Designer* tab and to open the *Edit Track* pane.
3. In the *Edit Track* pane, edit the desired fields.
4. Click *Save and Close* to apply changes and close the pane. Click *Cancel* to discard changes.

To open the Edit Track pane via the Designer tab, Edit Track button:

1. In the *Airports* tab, select an airport layout in the *Airports* pane and click *View* in the *Airport Layouts* ribbon group to view the airport layout layer.
2. Click the *Designer* tab to enter design mode.
3. Select a track in the *Details* pane then click *Edit Track* from the *Tracks* ribbon group to open the *Edit Track* pane.
4. In the *Edit Track* pane, edit the desired fields.
5. Click *Save and Close* to apply changes and close the pane. Click *Cancel* to discard changes.

8.3.6.1 Edit Point Track

Open the *Edit Track* pane. For point type tracks, the pane displays details of the selected point-type track.

For point-type tracks, the location points of segments that make up the track can be edited, added, or deleted; and the order of points can be changed. See Section 8.3.10 for instructions on editing a dispersed track.

- *+* button: add a new segment row.
- *Up/Down Arrow* buttons: move the selected row up or down.
- *X* button: deletes the selected row.
- *Clear all* button: deletes all rows.

Airport Designer

Edit Point Track: New Dep

Layout: SFO (1/1/1900-6/6/2079)

* Name: New Dep

Runway End/Helipad: 01L Operation Type: Departure

Track Type: Point Track Aircraft type:

Segment Number	Latitude (deg)	Longitude (deg)	Altitude MSL (ft)	Altitude Control
1	37.6101964596031	-122.381393511435	0	None
2	37.6293266376904	-122.368543179549	0	None
3	37.7364306946222	-122.302670560499	0	None

3 of 3 item(s) shown. 0 item(s) selected.

* Required field

Save and Close Cancel

Figure 8-16 Edit Point Track Pane

8.3.6.1.1 Control codes

The altitude and/or speed of an airplane as it passes over a track node can be controlled to some extent for point-type tracks by assigning track controls to that track node. Track controls are an optional

feature that are used to specify targets and restrictions on altitude and/or speed on tracks – altitude controls affect airplane altitude; and speed controls affect airplane speed. Speed controls are only supported for BADA4 aircraft.

Each track control has two components: a value and a code. The value establishes a reference altitude or speed (appropriate to the control type), and the code specifies how that value should be interpreted in flight analysis.

Note that no control is defined if any of the following are true:

- A value is not provided;
- A code is not provided; or
- The code provided has a value of "0" or "None".

Furthermore, AEDT will ignore the following controls:

- Altitude controls with altitude values below 500 ft. AFE.
- All speed controls, if using the Doc 29/BADA 3 performance model.
- All speed controls, if the operation is an overflight.
- All controls, if the operation is a circuit or touch-and-go.

Also note that if there are any controls defined on an overflight, there must be controls defined (and observed, per the control-ignoring rules above) on the first and last nodes of the track.

AEDT computes performance to the following extents:

- Departure and approach performance is computed between ground roll and the observed control that is trackwise furthest from ground roll.
- Overflight performance is computed from the first track point to the last track point (both of which must have observed controls).

Performance is computed as close as possible to the observed control values, subject to the airplane's performance capabilities, as described in the AEDT Technical Manual. The computed best effort to achieve these targeted values is checked against the restrictions implied by the control codes:

- Control code "1" or "At or Below": the airplane is not allowed above the value
- Control code "2" or "Match": the airplane is not allowed above or below the value
- Control code "3" or "At or Above": the airplane is not allowed below the value

If the best effort fails to comply with the restriction, the flight's performance is discarded by AEDT, logged in the error log, and its impact is excluded from environmental metrics. For more information on track controls, refer to the AEDT Technical Manual.

Edit Point Track: New Dep

Layout: SFO (1/1/1900-6/6/2079)

* Name:

Runway End/Helipad: Operation Type:

Track Type: Aircraft Type:

Segment Number	Latitud	Longitu	Altitude MSL (ft)	Altitude Control	Speed (knots)	Speed Control
1	37.625281	-122.39071		None		None
2	37.635824	-122.42777		None		None
3	37.646441	-122.46464		None		None
4	37.65392C	-122.48963		None		None

4 of 4 item(s) shown. 0 item(s) selected.

* Required field

Figure 8-17 Control Codes

8.3.6.2 Edit Vector Track

Open the *Edit Track* pane. For vector-type tracks, the pane displays details of the selected vector-type track.

For vector-type tracks, the segment can be edited, added, or deleted; and the order of segments can be changed.

- + button: add a new segment row.
- *Up/Down Arrow* buttons: move the selected row up or down.
- *X* button: deletes the selected row.
- *Clear all* button: deletes all rows.

Airport Designer

Edit Vector Track: D3

Layout: SFO (1/1/1900-6/6/2079)

* Name: D3

Runway End/Helipad: 01L Operation Type: Departure

Track Type: Vector Track Aircraft type:

Segment Number	Segment Type	Distance/Radius (ft)	Turn Angle (deg)
1	S	9661.0234375	
2	L	12152.2314453125	20
3	S	303805.78125	

3 of 3 item(s) shown. 0 item(s) selected.

* Required field

Save and Close Cancel

Figure 8-18 Edit Vector Track Pane

8.3.7 Edit Component

An airport layout can include the following components: building, gate, terminal, runway end, runway, taxiway, taxipath, track, heligate, helipad, helitaxi, roadway, parking facility, or construction zone. Each component can be edited except for vector-type tracks.

To edit an airport layout component:

1. Select an airport layout in the *Airports* pane.
2. Select the desired airport layout component in the *Details* pane.
3. Click *Edit Component* in the *Airport Layouts* ribbon group. The *Edit* dialog is displayed.
4. Edit the desired fields.
5. Click *OK* to apply changes or *Cancel* to discard changes.

8.3.7.1 Edit Building

The *Edit Building* dialog displays the details of the selected building. Edit the desired fields. Edit the desired fields. Required fields are marked with an asterisk (*).

- + button: add a new coordinate row.
- Up/Down Arrow buttons: move the selected row up or down.
- X button: deletes the selected row.
- Clear all button: deletes all rows.

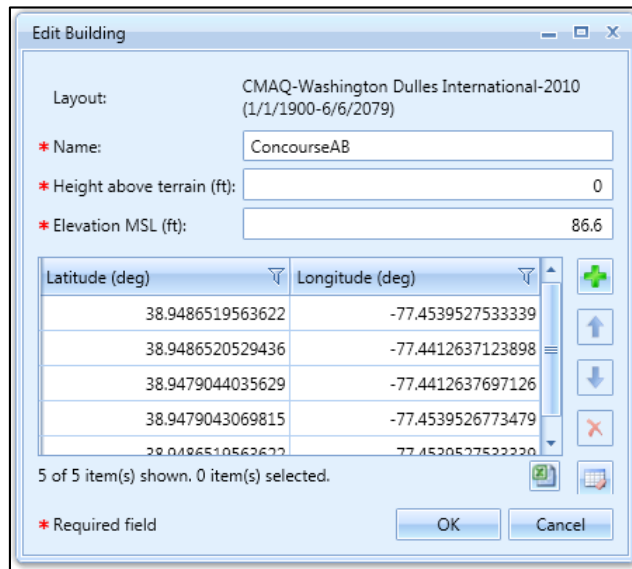


Figure 8-19 Edit Building Dialog

8.3.7.2 Edit Gate

The *Edit Gate* dialog displays the details of the selected gate. Edit the desired fields. Required fields are marked with an asterisk (*). Use the *Units* drop-down menu to select a unit.



When a gate is associated with a taxipath(s), its location cannot be edited.

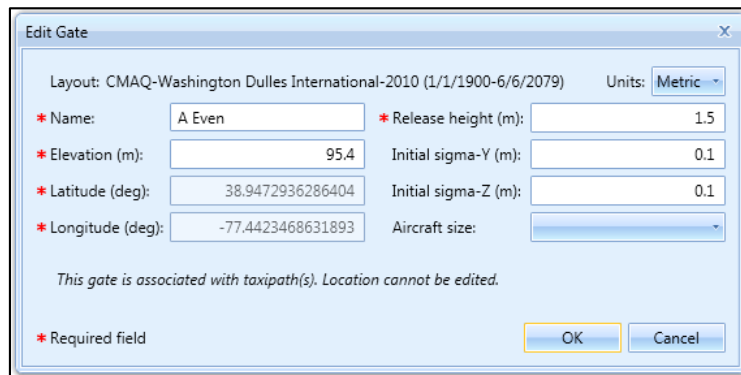


Figure 8-20 Edit Gate Dialog

8.3.7.3 Edit Terminal

A terminal is defined as a polygon. The *Edit Terminal* dialog displays the details of the selected terminal. Edit the desired fields. Required fields are marked with an asterisk (*). Use the *Units* drop-down menu to select a unit.

- + button: add a new coordinate row.
- Up/Down Arrow buttons: move the selected row up or down.
- X button: deletes the selected row.
- Clear all button: deletes all rows.



When a terminal is associated with a taxipath(s), its location cannot be edited.

Layout: CMAQ-Washington Dulles International-2010 (1/1/1900-6/6/2079) Units: Metric

* Name: GT-1 * Release height (m): 1.5

* Elevation (m): 0 Initial sigma-Z (m): 3

Aircraft size: [Dropdown]

	Latitude (deg)	Longitude (deg)	
>	38.955606580364	-77.4550855686014	+
	38.954382545431	-77.4550855686014	↑
	38.9543213431294	-77.4436737935999	↓
	38.955606580364	-77.4435950917034	x

4 of 4 item(s) shown. 0 item(s) selected.

* Required field

OK Cancel

Figure 8-21 Edit Terminal Dialog

8.3.7.4 Edit Runway

The *Edit Runway* dialog displays the details of the selected runway. The width of the runway can be edited.

Layout: CMAQ-Washington Dulles International-2010 (1/1/1900-6/6/2079)

Name: 01L - 19R

Length (ft): 9252

Width (ft): 150

OK Cancel

Figure 8-22 Edit Runway Dialog

8.3.7.5 Edit Runway End / Edit Helipad

The *Edit Runway End* dialog displays the details of the selected runway end. The *Edit Helipad* dialog displays the details of the selected helipad. Edit the desired fields. Required fields are marked with an asterisk (*).



When a runway end is associated with a taxipath(s), its location cannot be edited.

Layout: CMAQ-Washington Dulles International-2010 (1/1/1900-6/6/2079)

* Name: 01L

* Latitude (deg): 38.9444422125885 Glide slope (deg): 3

* Longitude (deg): -77.474530425507 Threshold crossing height (ft): 0

* Elevation (ft): 295.931754872773 Approach displaced threshold (ft): 0

* Wind percentage: 0 Departure displaced threshold (ft): 0

* Required field

OK Cancel

Figure 8-23 Edit Runway End Dialog

Layout: SFO (1/1/1900-6/6/2079)

* Name: HELIPAD

* Latitude (deg): 37.6173332025605

* Longitude (deg): -122.38113611965

* Elevation (ft): 11

* Wind percentage: 0

* Required field

OK Cancel

Figure 8-24 Edit Helipad Dialog

8.3.7.6 Edit Taxiway

The *Edit Taxiway* dialog displays the name of taxiway, width, and the location points that make up the taxiway. Edit the desired fields. Required fields are marked with an asterisk (*).

- + button: add a new coordinate row.
- Up/Down Arrow buttons: move the selected row up or down.
- X button: deletes the selected row.
- Clear all button: deletes all rows.

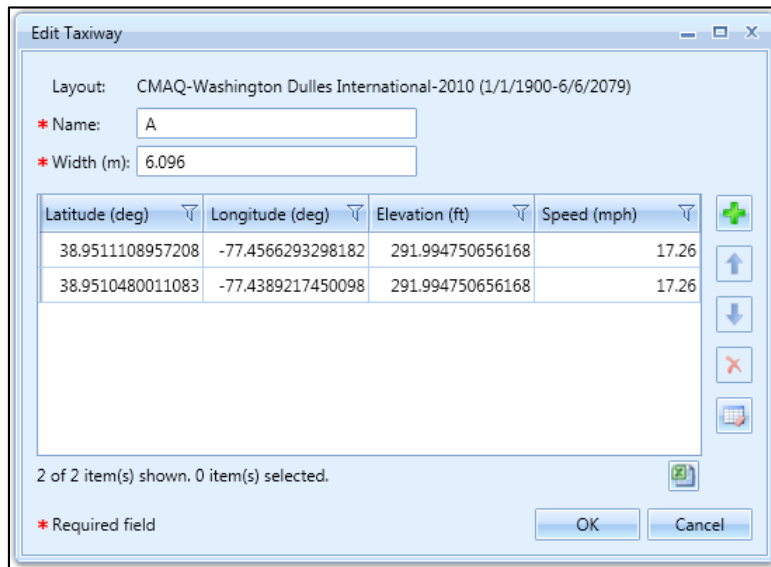


Figure 8-25 Edit Taxiway Dialog

8.3.7.7 Edit Taxipath

The *Edit Taxipath* dialog displays the gate, inbound/outbound direction, runway end, and a list of taxiways that make up the taxipath. Edit the desired fields. Required fields are marked with an asterisk (*).

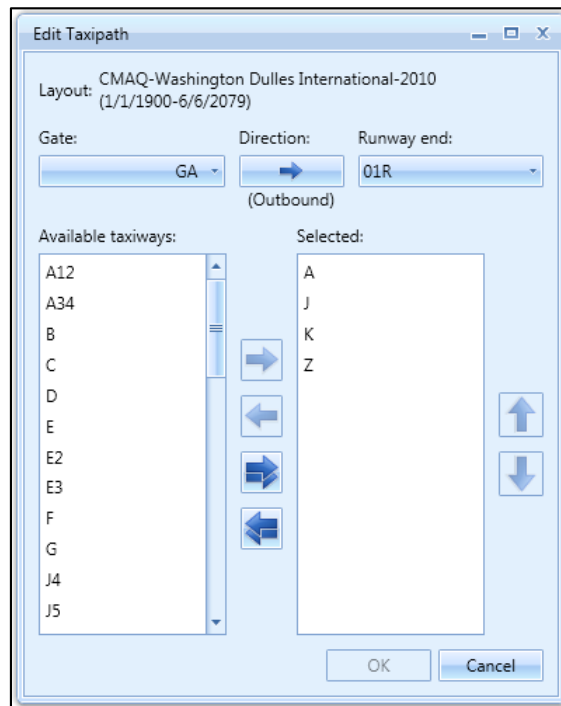


Figure 8-26 Edit Taxipath Dialog

8.3.7.8 Edit Heligate

The *Edit Heligate* dialog displays the details of the selected helicopter gate. Edit the desired fields. Required fields are marked with an asterisk (*). Use the *Units* drop-down menu to select a unit.

Layout: SFO (1/1/1900-6/6/2079) Units: Metric

* Name: HG-1 * Release height (m): 1.50000048

* Elevation (m): 3.3528 Initial sigma-Y (m): 16

* Latitude (deg): 37.617194993943 Initial sigma-Z (m): 3

* Longitude (deg): -122.389227011216

* Required field

OK Cancel

Figure 8-27 Edit Heligate Dialog

8.3.7.9 Edit Helitaxi

The *Edit Helitaxi* dialog displays the details of the selected helicopter-taxi track, including heligate, direction, and helipad. Edit the desired fields. Required fields are marked with an asterisk (*).

- + button: add a new coordinate row.
- Up/Down Arrow buttons: move the selected row up or down.
- X button: deletes the selected row.
- Clear all button: deletes all rows.

Layout: SFO (1/1/1900-6/6/2079)

Heligate: HG-1 Direction: HELIPAD Helipad: HELIPAD

* Name: New Departure Helitaxi

* Vector course at heligate: 0

Segment Number	Latitude (deg)	Longitude (deg)
1	37.6140285353519	-122.397724508244
2	37.6168974426578	-122.393876360273
3	37.6173332025605	-122.38113611965

3 of 3 item(s) shown. 0 item(s) selected.

* Required field

OK Cancel

Figure 8-28 Edit Helitaxi Dialog

8.3.7.10 Edit Roadway

A roadway in AEDT is a defined as a polyline composed of consecutive points, with each point connected by a one-dimensional, straight-line segment. The *Edit MOVES Roadway Link* dialog displays details of the selected roadway. Edit the desired fields. Required fields are marked with an asterisk (*). Average Grade is not assigned by default, populate this field with a desired initial value. Roadway points are not editable.



The four available road types for roadways include:

- Rural Restricted: A rural roadway to which access is restricted by onramps (e.g., a rural highway/freeway)
- Rural Unrestricted: A rural roadway to which access is not restricted by onramps (e.g., a rural road)
- Urban Restricted: An urban roadway to which access is restricted by onramps (e.g., an urban highway/freeway)
- Urban Unrestricted: An urban roadway to which access is not restricted (e.g., city streets)



Editing the *Link Length* does not change the locations or quantity of the roadway points. Editing this field is meant to numerically scale the length over which vehicle activity occurs on the roadway. For example, the user can draw a subset of roadways required by the analysis and edit the link length to the appropriate level of activity for the roadways that the roadway represents. For instance, if 20 miles of roads should be modeled for a vehicle emissions analysis, the user can draw a subset of the roads, i.e. 1.5 miles, and scale the length to 20 miles rather than drawing all 20 miles of roadway.

Latitude (deg)	Longitude (deg)
37.5775509313687	-122.35554181781
37.5761202746466	-122.352232353248
37.573735785694	-122.345613424125
37.5739742380251	-122.34019793666

Figure 8-29 Edit MOVES Roadway Link Dialog

8.3.7.11 Edit Parking Facility

A parking facility in AEDT is defined as a closed polygon composed of consecutive points, with each point connected by a one-dimensional, straight-line segment. The *Edit MOVES Parking Link* dialog displays details of the selected parking facility. Edit the desired fields. Required fields are marked with an asterisk (*). Average Grade is not assigned by default, populate this field with a desired initial value. Parking facility points are not editable.



Editing the *Link Length* does not change the locations or quantity of the parking facility polygon vertices. Editing this field is meant to numerically scale the length over which vehicle activity occurs on the parking facility. For example, the user can draw a subset of parking facilities required by the analysis and edit the link length to the appropriate level of activity for the parking facilities that the parking facility represents. Note that AEDT calculates the length associated with a parking facility as the perimeter of the parking facility. In the event that the perimeter is not a representative length over which vehicle activity occurs on the parking facility, edit the *Link Length* to provide a better approximation for this value.

Latitude (deg)	Longitude (deg)
37.5513178576943	-122.284839620355
37.5556111745985	-122.265584553814
37.550363753683	-122.253550137226
37.5365278730661	-122.23339248944

Figure 8-30 Edit MOVES Parking Link Dialog

8.3.7.12 Edit Construction Zone

A construction zone in AEDT is defined as a closed polygon composed of consecutive points, with each point connected by a one-dimensional, straight-line segment with no width or height. The *Edit MOVES Construction Link* displays details of the selected construction zone. Edit the desired fields. Required fields are marked with an asterisk (*). Average Grade is not assigned by default, populate this field with a desired initial value. Construction zone points are not editable.



The available road types for construction zones are the same as those available for roadways (i.e., rural restricted, rural unrestricted, urban restricted, and urban unrestricted).



Editing the *Link Length* does not change the locations or quantity of the construction zone polygon vertices. Editing this field is meant to numerically scale the length over which vehicle activity occurs on the construction zone. For example, the user can draw a subset of construction zones required by the analysis and edit the link length to the appropriate level of activity for the construction zone that the zone represents. Note that AEDT calculates the length associated with a construction zone as the perimeter of the construction zone. In the event that the perimeter is not a representative length over which vehicle activity occurs on the construction zone, edit the *Link Length* to provide a better approximation for this value.

Latitude (deg)	Longitude (deg)
37.5579962437825	-122.36125816569
37.5579962437825	-122.348020307443
37.5408220418376	-122.335384170025
37.5362893008833	-122.349223749101

Figure 8-31 Edit MOVES Construction Zone Link Dialog

8.3.8 Delete Component

Deleting an airport layout component is not supported if the component has been used in operation or is associated with a different component (e.g. cannot delete a gate associated with a taxipath; cannot delete a runway end associated with a track, etc.).

To delete an airport layout component:

1. Select an airport layout in the *Airports* pane.
2. Select the desired airport layout component in the *Details* pane.
3. Click *Delete Component* in the *Airport Layouts* ribbon group.
4. In the confirmation dialog, click *Yes* to delete or *No* to cancel.

8.3.9 Disperse Track

The disperse track option allows for creating multiple sub-tracks from the original, “backbone” track and can be used to capture realistic deviations from the nominal flight path. Operations can be distributed across the dispersed tracks as described in this section.

Only point-type tracks can be dispersed. Dispersing vector tracks is not supported.



Dispersed tracks are not supported for emissions dispersion modeling.



Dispersing or undispersing tracks will invalidate results of metric results that were previously run with the affected track.

To disperse a point-type track:

1. Select an airport layout in the *Airports* pane.
2. Select the desired point-type track in the *Details* pane.
3. Click *Disperse Track* in the *Airport Layouts* ribbon group. The *Disperse Track* dialog is displayed.
4. From the *Subtracks* drop-down-menu, select the desired number of dispersed track which include the original track plus subtracks. This is an odd number from 3 (the original track and two subtracks) to 9 (the original track and eight subtracks).
5. The *Subtrack Percents* are automatically distributed.
These data are used to distribute flight operations across the original track and its subtracks. Edit the default percentages as desired. The total subtrack percentages must add up to 100 percent.
6. Edit the distance between the subtracks as desired.
7. Click *OK* to disperse tracks or *Cancel* to discard changes.



Track 1 is always the backbone track and has the highest percentage by default. Tracks 2 and 3 are on either side of track 1 and have the next highest percentages of operations by default. Additional tracks are positioned to the outside of the lower number tracks (further from the backbone). The farther the subtrack is from the backbone track, the lower the default percentage of operations.

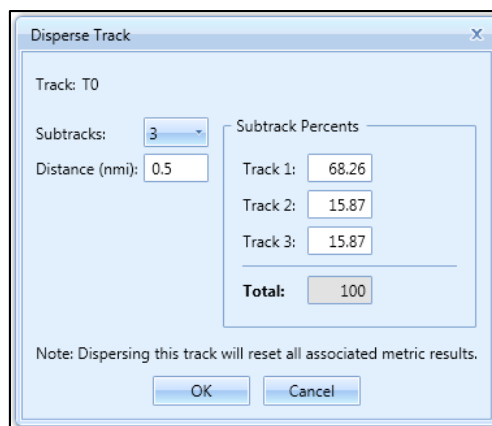


Figure 8-32 Disperse Track Dialog

8.3.10 Edit a Dispersed Track

Dispersed tracks can be edited graphically in the map or in the *Edit Track* pane.

To edit dispersed tracks in the map:

1. In the *Airports* tab, select an airport layout in the *Airports* pane and click *View* in the *Airport Layouts* ribbon group to view the airport layout layer.
2. Select the dispersed point-type track in the *Details* pane to highlight the track in map. This step is especially important when there are multiple tracks are overlapped on the map.
3. Click the *Designer* tab to enter design mode.
4. In the *Designer* tab, *Actions* ribbon group, click *Drag*.
5. Click and drag the points that make up the backbone track to change the location of the backbone track and subtracks.
6. From the *Actions* ribbon group, click *Save Design* to save changes and exit design mode or *Cancel Design* to discard changes and exit design mode.

To edit dispersed tracks in Edit Track pane:

1. In the *Airports* tab, select an airport layout in the *Airports* pane and click *View* in the *Airport Layouts* ribbon group to view the airport layout layer.
2. Select the dispersed point-type track in the *Details* pane then click *Edit Component* from the *Airport Layouts* ribbon group to enter design mode in the *Designer* tab.
3. From the *Subtracks* drop-down menu, select the desired number of subtracks.
4. Distribute operations to each track by specifying the appropriate percentages in the *Subtrack Percents* fields. Click in the field next to the track to edit. The total percentages from all subtracks must add up to 100.
5. Edit the spacing between subtracks by clicking on an entry in the table that represents the segments or points that make up the original backbone track. The *Subtrack Spacing* fields are enabled.
6. The spacing between subtracks can be edited individually at that point in the track by clicking in the field next to the track number and editing to the desired value. The Spacing between all subtracks at that point in the track can be edited to the same value, all at once by entering the desired value in the *Reset Spacing to Value* field and clicking the *Reset Spacing to Value* button.
7. Click *Save and Close* in the *Edit Point Track* pane to save the changes and close the pane. To exit design mode, click either the *Save Design* or the *Cancel Design* button in the *Actions* ribbon group. Since the changes to the track are saved in the *Edit Track* pane, clicking *Cancel Design* does not discard the edits made in the *Edit Track Pane*.

Edit Point Track: New Dep

Layout: SFO (1/1/1900-6/6/2079)

* Name:

Runway End/Helipad: Operation Type:

Track Type: Aircraft type:

Subtracks:

Subtrack Percents

Track 1:	<input type="text" value="68.26"/>
Track 2:	<input type="text" value="15.87"/>
Track 3:	<input type="text" value="15.87"/>
Total:	<input type="text" value="100"/>

Subtrack Spacing (nmi):

Track 2:	<input type="text" value="0.002000"/>
Track 3:	<input type="text" value="0.002000"/>

Segment Number	Latitude (deg)	Longitude (deg)	Altitude MSL (ft)	Altitude Control
1	37.6101964596031	-122.381393511435	0	None
2	37.6293266376904	-122.368543179549	0	None
3	37.7364306946222	-122.302670560499	0	None

3 of 3 item(s) shown. 1 item(s) selected.

* Required field

Figure 8-33 Edit Point Track Pane – For Dispersed Track

8.3.11 Undisperse Track

For tracks that have been dispersed into multiple tracks, the dispersed tracks can be removed and 100 percent of the operations can be returned to the original track through the *Undisperse Track* option.

To undisperse a track:

1. Select an airport layout in the *Airports* pane.
2. In the *Details* pane, select the dispersed track to be undispersed.
3. Click *Undisperse Track* in the *Airport Layouts* ribbon group.
4. Click *Yes* in the confirmation dialog.

8.4 Operating Configurations Actions

The actions available through the *Operating Configurations* ribbon group (Figure 8-10) are described in the sections below. Operating configurations are used in calculations when the Delay & Sequencing modeling option is enabled, see Section 5.2.3.

Operating configurations specify the pattern of aircraft arrivals and departures on specific runways over the course of a year depending on the weather and airport capacity. Specifying configurations allows the user to assign aircraft to runways based on aircraft weight category criteria that is similar to those employed in an actual airport operating environment.

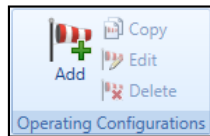


Figure 8-34 Ribbon Group – Operating Configurations

8.4.1 Add Configuration

The *Create Operating Configuration* wizard allows users to dynamically assign aircraft to different runways at run-time based upon weather conditions, time of day, and aircraft weight category.

To access the Create Operating Configuration wizard:

1. In the *Airports* pane, click the (+) icon next to the airport of interest. The layout(s) for the airport are displayed.
2. Select the desired airport layout.
3. From the *Operating Configurations* ribbon group, click the *Add* button to open the *Create Operating Configuration* wizard.

The *Create Operating Configuration* wizard contains a header, progress pane, and content pane:

- The header displays the current step title and brief instructions.
- The progress pane lists the steps in the wizard and displays the current step in bold font.
- The content pane displays the settings and options available in the current step.

To create a new operating configuration, follow the steps as described below. Navigate the wizard by clicking *Next* (lower right) to progress to the next step, clicking the *Back Arrow* (upper left) to return to the previous step, or clicking *Cancel* to discard changes and exit the wizard.

8.4.1.1 Step 1: Name configuration

In this step, create a name for the new operating configuration.

1. Enter a unique name for the new operating configuration.
2. Click *Next*.

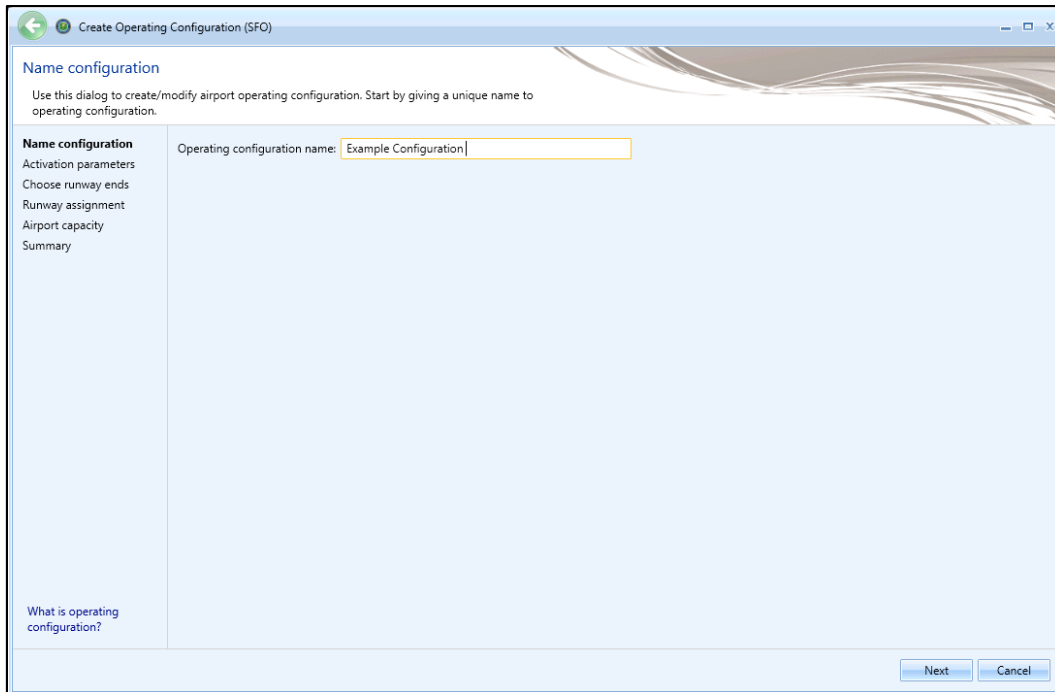


Figure 8-35 Create Operating Configuration Wizard – Name Configuration

8.4.1.2 Step 2: Activation parameters

In this step, specify the parameters under which the new operating configuration will be active. The parameters include wind direction, wind speed, hour of the day, ceiling, visibility, and temperature.

1. Enter the lower bound and upper bound values for desired activation parameter.
 - None of the activation parameter fields are required. Empty lower bound and/or upper bound values indicate no limit.
 - For the *Wind direction* and *Hour of day*, the lower bound value can exceed the upper bound value, because angles and hours are circular quantities.
 - If only one of the *Lower bound/Upper bound* pair is entered, that bound with the value will be evaluated and the other bound ignored.
 - Click *Reset All* to reset all the activation parameters.
2. Click *Next*.

	Lower bound:	Upper bound:
Wind direction (deg):	Enter integer	Enter integer
Wind speed (knots):	Enter double	Enter double
Hour of day:	Enter integer	Enter integer
Ceiling (ft):	Enter integer	Enter integer
Visibility (mi):	Enter double	Enter double
Temperature (°F):	80	100

Figure 8-36 Create Operating Configuration Wizard – Activation Parameters

8.4.1.3 Step 3: Choose runway ends

In this step, select the runway ends to be used in this operating configuration.

1. To add runway end(s), select the runway end(s) of interest in the *Available runway ends* list and click the *Add Arrow*.
2. To remove runway end(s), select desired runway end(s) in the *Selected* list and click the *Remove Arrow*.

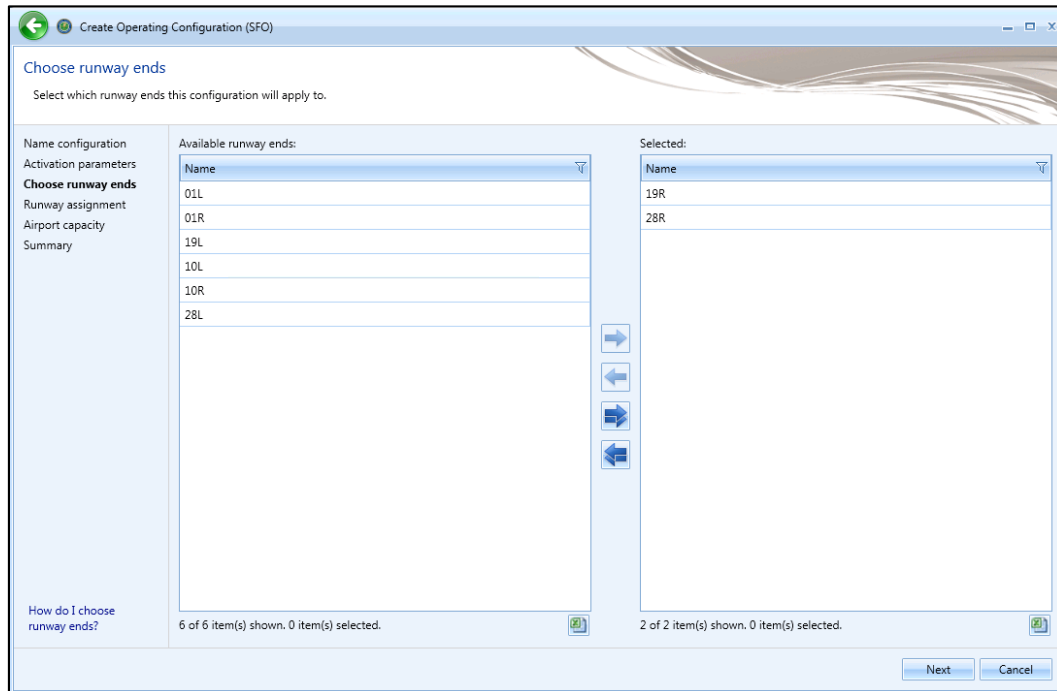


Figure 8-37 Create Operating Configuration Wizard – Choose Runway Ends

8.4.1.4 Step 4: Runway assignment

In this step, distribute operations by percentages for each aircraft size category and operation type by runway end(s) selected in previous step. The percentage total over the runway ends for each aircraft size-operation combination must equal 100%.

1. Enter the operations distribution percentage for each aircraft size category.
2. Click *Next*.

Runway assignment

Assign each aircraft size to runways. Make sure it adds up to 100% per each size.

Heavy aircraft:				Large aircraft:				Small aircraft:			
Runway End	Arrivals (%)	Departures (%)	Touch & Gos (%)	Runway End	Arrivals (%)	Departures (%)	Touch & Gos (%)	Runway End	Arrivals (%)	Departures (%)	Touch & Gos (%)
19R	100.00	00.00	50.00	19R	00.00	25.00	50.00	19R	50.00	50.00	50.00
28R	00.00	100.00	50.00	28R	100.00	75.00	50.00	28R	50.00	50.00	50.00
Total: 100.0%			Total: 100.0%	Total: 100.0%			Total: 100.0%	Total: 100.0%			Total: 100.0%

How do I assign aircraft to runways?
2 of 2 item(s) shown. 1 item(s) selected.

2 of 2 item(s) shown. 1 item(s) selected.

2 of 2 item(s) shown. 1 item(s) selected.

Next Cancel

Figure 8-38 Create Operating Configuration Wizard – Runway Assignment

8.4.1.5 Step 5: Airport capacity

In this step, enter the maximum number of arrivals and departures that define the Pareto frontier of the airport capacity. The Pareto frontier for the airport capacity is the curve where no increase in arrivals per hour can be made without a decrease in departures per hour and vice versa.

1. Enter the maximum number of arrivals per hour and departures per hour.
 - At least one point must be entered.
 - The range for departures and arrivals at each point is 0 to 400.
 - The graph automatically refreshes to display the updated capacity Pareto frontier.
2. Click *Next*.

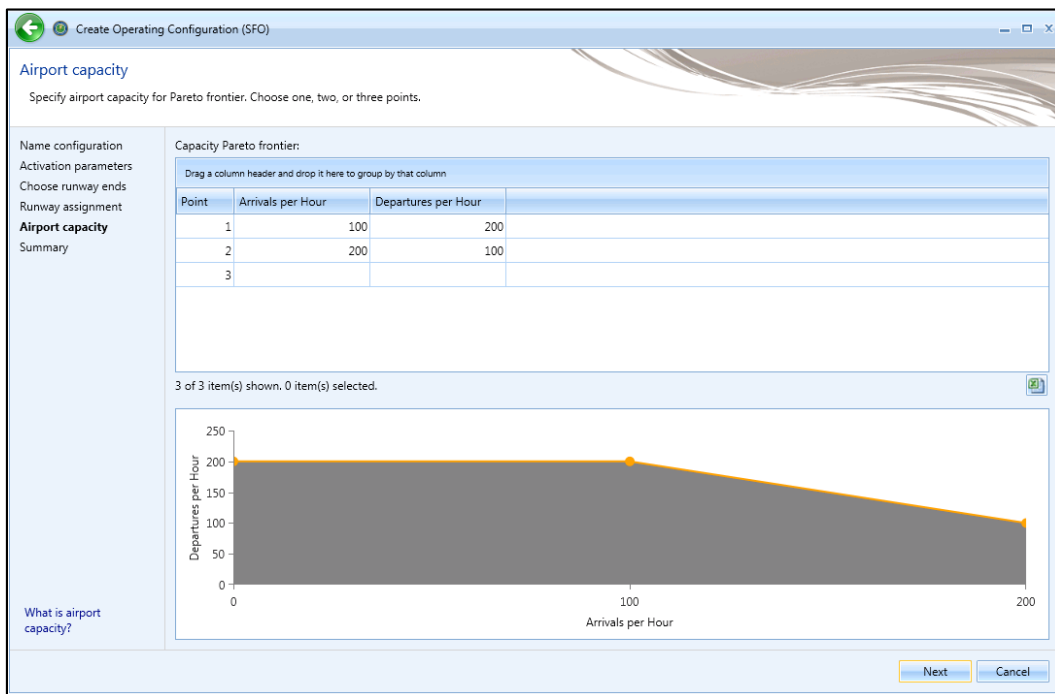


Figure 8-39 Create Operating Configuration Wizard– Airport Capacity

8.4.1.6 Step 6: Summary

The summary step provides a summary of options selected in the *Create Operating Configuration* wizard.

To create a new operating configuration:

1. Click *Create* to create the new operation configuration.
2. The new operating configuration is listed in the *Airports* pane.

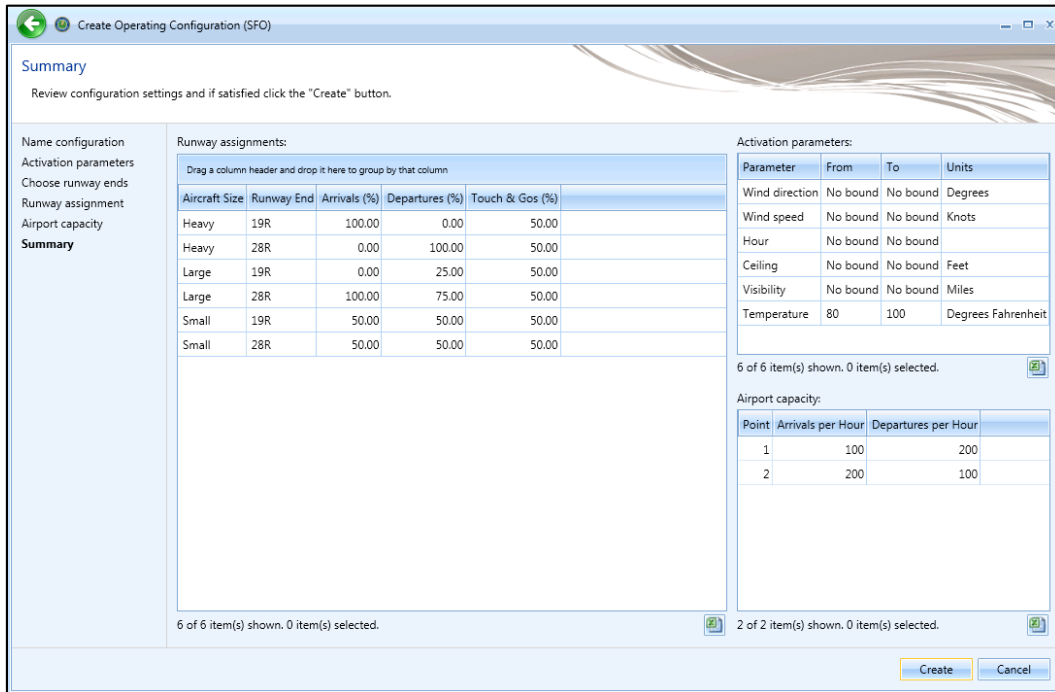


Figure 8-40 Create Operating Configuration Wizard– Summary

8.4.2 Copy Configuration

To create a new operating configuration based on an existing configuration:

1. In the *Airports* pane, select a desired operating configuration.
2. From the *Operating Configurations* ribbon group, click the *Copy* button to open the *Copy Operating Configuration* wizard.
3. Each step in the wizard shows the settings of the existing configuration. Review the selections and edit as appropriate.
4. In the *Review* step, click *Create*.
5. A confirmation is displayed, click *Close*.
6. The new operating configuration is listed in the *Airports* pane.

8.4.3 Edit Configuration

To edit an operating configuration:

1. In the *Airports* pane, select a desired operating configuration.
2. From the *Operating Configurations* ribbon group, click the *Edit* button to open the *Edit Operating Configuration* wizard.
3. Each step in the wizard shows the settings of the configuration. Review the selections and edit as appropriate.
4. In the *Review* step, click *Save* to apply changes or *Cancel* to discard changes.

8.4.4 Delete Configuration

To delete an operating configuration:

1. In the *Airports* pane, a desired operating configuration.
2. From the *Operating Configurations* ribbon group, click the *Delete* button.
3. Click *Yes* when prompted for confirmation.

8.5 MOVES Links Action

EPA's Motor Vehicle Emissions Simulator (MOVES) must be used to generate emissions inventories and/or AERMOD input files for onroad or off-road mobile sources. Mobile-source emissions from MOVES are localized in the following three mobile-source airport layout components: roadways, parking facilities, and construction zones.

AEDT facilitates creating mobile-source layout components by using the Airport Layout Design feature (see Section 8.3.5) and editing the properties of each component with the specific purpose of exporting in the MOVES link format, these components are not modeled in AEDT. The Export MOVES links feature allows for the AEDT definitions of roadway links, parking facility links, and construction zone links to be exported and used as inputs into MOVES.

After the links are exported and imported into MOVES utilizing the project-level domain, the mobile-source emissions inventory can be generated for the imported links. The MOVES emissions output for each link can then be imported back into AEDT. For more information on integrating MOVES results, see AEDT Supplemental Manual: Using MOVES with AEDT on the AEDT Support website.

The *Export* button located in the *MOVES Links* ribbon group exports roadway, parking facility, and construction zone in the selected airport layout as MOVES links.

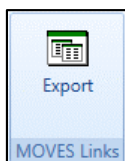


Figure 8-41 Export MOVES Link button

Aviation Environmental Design Tool

User Manual: 3c

To export MOVES links:

1. Select an airport layout in the *Airports* pane.
2. Click *Export* in the *MOVES Links* ribbon group.
3. In the *Browse For Folder* dialog, navigate to a folder to export the file(s) to and click *OK*.

This export functionality allows AEDT users to translate their airport layout components into a format that can be imported into the EPA’s mobile-source emissions tool, MOVES. Once imported into a MOVES project-level analysis, the user can generate a mobile-source emissions inventory for their imported links.

Each MOVES link has a set of fields which must be populated prior to import into MOVES. AEDT populates a subset of these fields; populate the remaining fields with the appropriate values. The fields exported by AEDT are described in Table 8-1.

Table 8-1 – Exported MOVES Link Properties

Link Property	Populated by AEDT	Required by MOVES	Description
linkID	Yes	Yes	An ID for each exported link, unique within an airport layout.
countyID	No	Yes	The ID of the county in which the link is located (from MOVES default data in the <i>county</i> table of the <i>movesdb</i> database).
zoneID	No	Yes	A user-generated ID used to subdivide counties into zones.
roadTypeID	Yes	Yes	The corresponding integer value of the link’s road type. (1) Off-network (2) Rural Restricted (3) Rural Unrestricted (4) Urban Restricted (5) Urban Unrestricted
linkLength	Yes	Yes	The length of the link (in miles).
linkVolume	No	Yes	The quantity of vehicles operating on the link (number of vehicles per hour).
linkAvgSpeed	No*	Yes	The average speed of vehicles operating on the link (in miles per hour).
linkDescription	Yes	Yes	A description for the link.
linkAvgGrade	Yes	Yes	The average grade of the link (in percent, calculated as $\frac{\text{vertical displacement}}{\text{horizontal displacement}} * 100$).
aedtFeatureID	Yes	No	The AEDT FEATURE_ID (in the APTLAYOUT_MOVES_FEATURE table) of the airport layout component.
airportLayoutID	Yes	No	The AEDT airport layout ID.

*The linkAvgSpeed field is populated for the parking facility Vehicle Idling Link only.

In order to import links into a MOVES analysis, the “Onroad” model and the “Project” scale must be selected.

8.5.1 Roadway Links

Each AEDT roadway link is exported as a single link to be imported into MOVES.

- linkID: Roadway link IDs range from 1 to 599999, inclusive.
- roadTypeID: Roadway links can have Rural Restricted (2), Rural Unrestricted (3), Urban Restricted (4), and Urban Unrestricted (5) as their road type.
- linkLength: The default value for a roadway is set to the sum of the lengths of the roadway's segments. The user can override this default value by editing roadway's *Roadway Link Length* field (Section 8.3.7.10)
- linkAvgGrade: The average grade of the roadway link is set to the value provided by the user in the *Roadway Link Avg. Grade* field (Section 8.3.7.10).

8.5.2 Parking Facility Links

Each AEDT parking facility link is exported as three separate links to be imported into MOVES. Three separate links are required to fully model the types of mobile-source emissions which occur within parking facilities. One link is required for vehicle start-ups, another for vehicle movement, and a third for vehicle idling.

Parking Facility Off-Network Link

The Parking Facility Off-Network Link accounts for vehicle starts and soak emissions.

- linkID: Vehicle start-up links utilize link IDs from 600001 to 699999 (inclusive).
- roadTypeID: Vehicle start-up links have the Off-Network (1) road type.
- linkAverageSpeed: The average speed on the start-up link is left blank for the user to populate.
- linkLength: The length of the start-up link is set to 0.
- linkAvgGrade: The average grade of the start-up link is set to 0.

Parking Facility Movement Link

The Parking Facility Movement link models the vehicle movement within the parking facility.

- linkID: Vehicle movement links utilize link IDs from 700001 to 799999 (inclusive).
- roadTypeID: Vehicle movement links have the Urban Unrestricted (5) road type.
- linkAverageSpeed: The average speed on the movement link is left blank for the user to populate.
- linkLength: The default value for a movement link is set to the perimeter of the parking facility. The user can override this default value by editing the parking facility's *Movement Link Length* field (Section 8.3.7.11).
- linkAvgGrade: The average grade of the movement link is set to the value provided by the user in the *Movement Link Avg. Grade* field (Section 8.3.7.11).

Parking Facility Idling Link

The Vehicle Idling Link utilizes an average speed of 0 miles-per-hour to obtain idle emissions for the parking facility.

- linkID: Vehicle idling links utilize link IDs from 800001 to 899999 (inclusive).

- roadTypeID: Vehicle idling links have the Urban Unrestricted (5) road type.
- linkAverageSpeed: The idling links have an average speed of 0 (miles per hour).
- linkLength: The length of the idling link is set to 0.1 miles.
- linkAvgGrade: The average grade of the idling link is set to 0.

8.5.3 Construction Zone Links

Each AEDT construction zone link is exported as a single link to be imported into MOVES. The “Nonroad” model is used in order to generate construction mobile-source emissions in MOVES. The “Nonroad” model does not allow the “Project” scale for MOVES analyses. Therefore, construction links cannot be used when modeling construction mobile-source emissions. Construction links can however be imported in the same manner as roadway links and be used to model roadway mobile-source emissions that occur on a construction zone (e.g., heavy trucks).

- linkID: Construction link IDs range from 900001 to 999999, inclusive.
- roadTypeID: Construction links can have Rural Restricted (2), Rural Unrestricted (3), Urban Restricted (4), and Urban Unrestricted (5) as their road type.
- linkLength: The default value for a construction zone is set to the perimeter of the construction zone’s segments. The user can override this default value by editing the construction zone’s *Construction Link Length* field (Section 8.3.7.12).
- linkAvgGrade: The average grade of the construction link is set to the value provided by the user in the *Construction Link Avg. Grade* field (Section 8.3.7.12).

9 Definitions Tab

The *Definitions* tab supports setting up study data elements including metrics, receptors, receptor sets, operational profiles, weather, terrain and ambient settings. It also supports integration of emissions results from the EPA MOVES (Motor Vehicle Emission Simulator) software. See Appendix B for detailed information about each field.

9.1 Definitions Pane and Display Buttons

The *Definitions* pane displays current setting for metrics, receptors, receptor sets, operational profiles, weather, and terrain and ambient, and MOVES emissions results. Use the buttons in the *Display* ribbon group to view different categories.

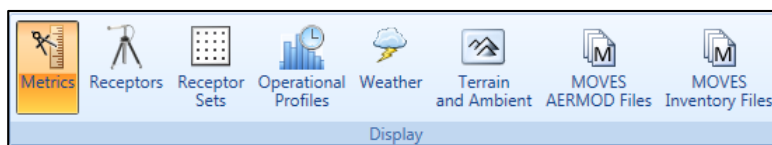


Figure 9-1 Definitions Tab – Display Ribbon Group

9.2 Metrics

To view metric properties, click the *Metrics* button and select the metric of interest. Noise metrics can be created and copied. User-defined noise metrics can also be edited or deleted. System metrics cannot be edited or deleted.

To add or edit a user-defined noise metric:

1. In the *Definitions* pane, click the *Metrics* display button.
 - To create a new noise metric, click *New*.
 - To create a new noise metric by copying an existing metric, select a desired noise metric then click *Copy*.
 - To edit an existing user-defined noise metric, select the desired metric then click *Edit*.
2. Edit the following fields as appropriate: *Metric Name*, *Metric Type*, *Frequency Type*, *Weight*, *Start Time*, *End Time*, *Time-averaging constant*, and *Decibels* for the user-defined metric.
3. Click *Save* to apply changes or *Cancel* to discard changes.



When creating a user-defined noise metric, specify all day, evening, night time periods and the respective weights (i.e. do not leave any of the time periods and weights blank).



When the *Time-averaging constant* option is selected, AEDT will use time averaging correction factor input in the decibels field. See the AEDT Technical Manual for more information on time averaging constants.

To delete a user-defined noise metric:

1. Select a desired user-defined noise metric then click *Delete*.
2. Click *Yes* when prompted for confirmation.

9.3 Receptors

Receptors define locations where noise or pollutant concentration levels is calculated. There are two receptor types in AEDT, point and grid. Receptors can be created, copied, edited, and deleted. To view receptors in the current study, click the *Receptors* display button in the *Definitions* tab. Receptors that are assigned to a receptor set cannot be deleted.



Population receptors are not displayed in the *Definitions* tab.

9.3.1 Point Type Receptor

To create a point-type receptor:

1. In the *Definitions* pane, *Display* ribbon group, click the *Receptor*.
2. From the *Actions* ribbon group, click *New*, or select an existing receptor from the *Definitions* pane and click *Copy* in the *Actions* ribbon group to create a new receptor from an existing receptor.
3. From the *Type* drop-down menu, select *Point*.
4. From the *Units* drop-down menu, select a unit.
5. Enter the *Location Info* data.
 - The *Latitude* and *Longitude* are set to the airport origin by default.
 - Update the location information of the location of interest.
6. Click *Save* to apply changes or *Cancel* to discard changes.



If multiple airports exist in the study, confirm the latitude and longitude is appropriate for the airport of interest.

The screenshot shows a dialog box titled "Receptor Details" with two sections: "General Info" and "Location Info".

General Info	
Name:	sample point
Type:	Point
Units:	English

Location Info	
Latitude (deg):	37.619002
Longitude (deg):	-122.374843
Elevation MSL (ft)	11
Height above terrain - offset from elevation (ft):	0

Figure 9-2 Point-type Receptor Definition

To edit a point-type receptor:

1. Select the desired receptor from the *Definitions* pane and click *Edit* in the *Actions* ribbon group.
2. Edit the desired fields.
3. Click *Save* to apply changes or *Cancel* to discard changes.



Elevation MSL: This elevation corresponds to the elevation of the area, for example, the elevation of the airport. If the receptors are at a different elevation than the airport, the appropriate elevation should be used. This field is not used for emissions dispersion metric results; all receptors are considered to be 1.8 m above ground level.

Height above terrain – offset from elevation: This height corresponds to the height of the receptor, for example, the height of a microphone or person. This value is only used for point-type receptors and only when terrain files are used.

9.3.2 Grid Type Receptor

In AEDT, the location of a grid type receptor is specified by the lower left (southwest) corner of the grid. The location of the lower left corner can be defined by specifying the latitude and longitude of the point or as an offset from a location (typically the airport origin).

Grid-type receptor heights are set to 4 ft for noise calculations and 1.8 m (5.9 ft) for emissions dispersion calculations.



It is recommended to use different grid receptors for noise and emissions dispersion modeling. Emissions concentrations drop off more rapidly with distance than noise.

To create a grid-type receptor:

1. In the *Definitions* pane, click the *Receptor* display button.
2. From the *Actions* ribbon group, click *New*, or select an existing receptor from the *Definitions* pane and click *Copy* in the *Actions* ribbon group to create a new receptor from an existing receptor.
3. From the *Type* drop-down menu, select *Grid*.
4. From the *Units* drop-down menu, select a unit.
5. Enter *X/Y count* values.
6. Enter *X/Y spacing* values.
7. The *Location Info* section is set to the airport origin by default. Click *Set Location to Airport Origin* to change the *Location Info* to be the airport latitude, longitude, and elevation.



If multiple airports exist in the study, confirm the latitude and longitude is appropriate for the airport of interest.

8. Use one of the following methods to specify the grid location:
 - Method 1 – set the lat/long to be the lower left corner of the grid and set X/Y offset to 0:
 - 1) In the *Location Info* section, change the *Latitude* and *Longitude* to the desired location of the lower left (southwest) corner of the grid.

- 2) Leave the *Grid Origin Info* set to 0.
- Method 2 – set the lat/long to be the airport/projection origin and set X/Y offset so that grid is centered at the airport:
 - 1) Confirm that the *Location Info* represents the desired airport location (i.e. airport origin) or desired point of origin. Click the *Set Location to Airport Origin* button to set the latitude, longitude, and elevation to airport.
 - 2) In the *Grid Origin Info* section, click the *Match Grid Center to Projection Origin* button to automatically adjust the *X/Y offset* values to be the lower left corner of the grid as an offset from the airport/projection origin. This will make the grid centered at the airport origin.
9. If desired, select the *Restrict by Boundary* checkbox to create a multi-point receptor set restricted by a polygon (Section 9.3.2.1).
10. Click *Save* to apply changes or *Cancel* to discard changes.

The screenshot displays the 'Receptor Details' dialog box, which is divided into three main sections:

- General Info:** Contains fields for Name (sample grid), Type (Grid), Units (English), X count (50), Y count (50), X spacing (nmi) (0.2), and Y spacing (nmi) (0.2).
- Grid Origin Info:** Includes a description: 'The location of the bottom-left corner of the grid with respect to the X-Y origin.' It features X offset (nmi) (-4.9) and Y offset (nmi) (-4.9) fields, along with a 'Match Grid Center to Projection Origin' button.
- Location Info:** Includes a description: 'The X-Y Projection Origin in Lat/Lon. Usually set to the airport origin.' It features Latitude (deg) (37.619002), Longitude (deg) (-122.374843), and Elevation MSL (ft) (11) fields, along with a 'Set Location to Airport Origin' button.

Below the main dialog, there is a separate window titled 'Restrict by Boundary' with a 'Browse...' button and a table with columns for 'Latitude (deg)' and 'Longitude (deg)'.

Figure 9-3 Creating a Grid-type Receptor

To edit a grid-type receptor:

1. Select the desired receptor from the *Definitions* pane and click *Edit* in the *Actions* ribbon group.
2. Edit the desired fields (Figure 9-4).
 - Click *Match Grid Center to Projection Origin* to automatically adjust the *X/Y offset* values to be the lower left corner of the grid as an offset from the projection origin. This will center the grid at the airport origin.
 - Click *Set Location to Airport Origin* to change the *Location Info* to be the airport origin.
3. Click *Save* to apply changes or *Cancel* to discard changes.



Elevation MSL: This elevation corresponds to the elevation of the area, for example, the elevation of the airport. If the receptors are at a different elevation than the airport, the appropriate elevation should be used. This field is not used for emissions dispersion metric results; all receptors are considered to be 1.8 m above ground level.



X and Y spacing must be the same in order to generate contours.

Receptor Details

General Info

Name:

Type:

Units:

X count:

Y count:

X spacing (nmi):

Y spacing (nmi):

Grid Origin Info

The location of the bottom-left corner of the grid with respect to the X-Y origin.

X offset (nmi):

Y offset (nmi):

Location Info

The X-Y Projection Origin in Lat/Lon. Usually set to the airport origin.

Latitude (deg):

Longitude (deg):

Elevation MSL (ft):

Figure 9-4 Editing a Grid-type Receptor

To delete a receptor:

1. To edit an existing receptor, select the desired receptor from the *Definitions* pane.
2. From the *Actions* ribbon group, click *Delete*.
3. Click *Yes* when prompted for confirmation.

9.3.2.1 Restrict by Boundary

The *Restrict by Boundary* feature creates multiple point-type receptors and a multi-point receptor set within a specified polygon defined in a boundary file. The set of receptor points to be evaluated against the polygon are defined using the *Grid* receptor input. Once processed, the multi-point receptor set is listed under the *Definitions* tab, *Receptor Set* pane, and it is available for use with any metric.



Restricting a (fixed) grid receptor by a boundary is different from using a boundary to limit the dynamic grid. For information on limiting a dynamic grid by a boundary, see Section 9.4.1.



The *Restrict by Boundary* feature is only available for grid-type receptors.



Different boundary files can be used to restrict different receptors.



The *Restrict by Boundary* feature is independent of the high-fidelity weather boundary feature (Section 3.7.7) and of the Environmental Justice boundary feature (Section 10.2).

To restrict the grid receptor by a boundary:

Define a grid type receptor with at least two points, then specify the boundary file.

1. In the *Definitions* tab, click the *Receptor* display button.
2. Click *New* and enter the name for the new receptor(s). The same name will be also used for the new multi-point receptor set.
3. From the *Type* drop-down menu, select *Grid*.
4. From the *Units* drop-down menu, select a unit.
5. Enter *X/Y count* values.
6. Enter *X/Y spacing* values.
7. Enter the *Location Info* and the *Grid Origin Info*.
8. Check *Restrict by Boundary*.
9. Use the *Browse* button to select a boundary file.
10. Once the boundary file is selected, the Latitude and Longitude values will display.
11. Click *Save* to apply changes. A set of point-type receptors will be created and listed in the *Receptor* pane; and a receptor set that contains those point receptors will be created and listed in the *Definitions* tab, *Receptor Set* pane.

Boundary File Format

The boundary file is a text file (.txt) which consists of a header row and a list of latitude and longitude coordinates (separated by spaces). The header row must contain the “LAYER” keyword followed by the name of the layer as follows:

```
LAYER LayerId  
Lat Long  
Lat Long  
...etc...
```

where

LayerId Name of the layer (no blanks)

Lat Latitude (decimal degrees)

Long Longitude (decimal degrees)



North latitude and east longitude are positive numbers; south latitude and west longitude are negative numbers. Latitude is first, separated from longitude by spaces. There is no limit to the number of lat/long points in the boundary file.

9.4 Receptor Sets

To view receptor sets in the current study, click the *Receptor Sets* display button in the *Definitions* tab. Point or grid type receptor sets can be copied, edited or deleted. Receptor sets that are already assigned to a metric result cannot be deleted.



Population receptors sets are not displayed in the *Definitions* tab.

To create or edit a receptor set:

1. In the *Definitions* pane, click the *Receptor Sets* display button:
 1. To create a new receptor set, click *New*.
 2. To create a new receptor set by copying from an existing one, select the desired receptor set then click *Copy*.
 3. To edit an existing receptor set, select the desired receptor set then click *Edit*.
2. Edit the *Name* and *Description* for the receptor set.
3. If desired, select the *Dynamic Grid* checkbox to set the receptor set type as dynamic grid (Section 9.4.1).
4. To add receptor(s), select the receptor(s) of interest in the *Available Receptors* list and click *Add Arrow*.
5. To remove receptor(s), select desired receptor(s) in the *Assigned Receptors* list and click *Remove Arrow*.
6. To move all receptor sets between the available and assigned lists, use the *Add All* and *Remove All Arrows*.
7. Click *Save* to apply changes or *Cancel* to discard changes.



Receptor networks have a limit of 1 million points.



While it is possible to assign grid type and point type receptors into one receptor set, using such a receptor set for a noise metric result is not supported.



Editing a receptor set will invalidate results of metric results that were previously run with the receptor set. To retain original results, create a new receptor set (*New* or *Copy*) instead of modifying an existing receptor set.

To delete a receptor set:

1. Select the desired receptor set then, click *Delete*.
2. Click *Yes* when prompted for confirmation.

To view a receptor set on the map:

1. Click the *Map* button in the *Display* ribbon group to switch to the Map view.
2. Select the desired receptor set.
3. From the *View* ribbon group, click the *Receptor Set* button.
4. The receptor set layer is displayed on the map and in the *Layers* manager.

9.4.1 Dynamic Grid

The dynamic grid feature automatically adjusts the size of the receptor grid to achieve a completely closed contour for the lowest contour level specified in the *Dynamic grid contour expansion level* setting (50 dB is the default) in the *Define Metric Results* wizard, *Set Processing Options* screen.

Noise levels are first computed for the starting receptor grid and then compared to the specified expansion level. If any noise level exceeds the minimum expansion level, the dynamic grid expands in that direction by adding a new grid which is exactly the same size as the starting grid. This is done for all four sides of the starting grid. This process continues until no noise levels on the edges of the grids exceed the expansion level and the contour is closed. The dynamic grid feature is supported for both system and user-defined noise metrics.



Features not supported when processing with dynamic grids:

- Annualization weightings are not applied to noise metrics processed with dynamic grids.
- Processing overflight operations with a dynamic grid is not supported.
- Distributed processing is not supported for running metric results with a dynamic grid.
- RunStudy batch tool cannot be used to run metric results with a dynamic grid.

To create a dynamic grid receptor set:

1. Create a grid type receptor with at least two points. Define the grid so that it is just large enough to include the runways of the airport of interest.
 - a. In the *Definitions* tab, click the *Receptor* display button.
 - b. Click *New* and enter the name for the new receptor.
 - c. From the *Type* drop-down menu, select *Grid*.
 - d. From the *Units* drop-down menu, select a unit.

- e. Enter *X/Y count* values (e.g., X Count=2, Y Count=2).
- f. Enter *X/Y spacing* values. The *X/Y Spacing* values must be the same in order for contours to generate.
- g. Enter the *Grid Origin Info* and the *Location Info*.
- h. Click *Save*.



Restricting a (fixed) grid receptor by a boundary is different from using a boundary to limit the dynamic grid. To limit the dynamic grid by a boundary, do not define a *Grid* boundary in the when defining a receptor. Instead, define the dynamic grid boundary when defining the receptor set, as described in the next step.

2. Create a dynamic grid receptor set.
 - a. In the *Definitions* tab, click the *Receptor Sets* display button.
 - b. Click *New* and enter a name and description.
 - c. Check the *Dynamic Grid* checkbox. The *Available Receptors* list is filtered to only show grid type receptors.
 - d. If desired, check the *Restrict Dynamic Grid By Boundary* checkbox to limit the dynamic grid processing by a specific geographic area, even if the minimum contour level has not been reached. See Section 9.3.2.1 for information on the boundary file format.
 - Use the *Browse* button to select a boundary file.
 - Once the boundary file is selected, the Latitude and Longitude values will display.
 - e. From the *Available Receptors* list, select the receptor created in the step 1, and click *Add Arrow*.
 - f. Click *Save* to create the dynamic grid receptor set or *Cancel* to discard changes.



When restricting a dynamic grid by a boundary, it is suggested to extend the boundary 2 miles beyond the needed boundary on each side of the grid.



What is the best practice for using a dynamic grid?

Improperly chosen starting grid and dynamic grid preferences can produce unexpected results and/or long run time. Below are general guidelines.

For starting grid:

- Use a 2x2 grid (X/Y count = 2)
- Set the resolution to 0.5 nmi (X/Y spacing = 0.5 nmi)
- Place the grid in the airport origin (or centered on runways)

If more points are used to define the starting grid, the four outer corners will be used.

For dynamic grid preference settings:

- Refine level limit = 1
- Minimum closed contour value = 65 dB
- Dynamic grid algorithm = LinearINMLegacy

- Refine tolerance = 0.2 dB

Running the dynamic grid metric result with the above guidelines will produce a low resolution contour, but will provide a starting point for contour size and runtime. It is recommended to review results and adjust the settings as necessary to produce the desired resolution contour. For example, the Refine level limit could be increased to 2 or 3. Note that the runtime increases as the resolution of receptor set increases.

9.5 Operational Profiles

Operational profiles are used to vary the operational usage of a source according to the month of the year, day of the week, and quarter hour of the day. The profiles are typically used with non-aircraft operations to more accurately gauge the emissions rates, and thus to more accurately model the resulting concentrations in dispersion. Operational profiles can also be used with aircraft operations to generate a “pseudo-schedule” from the annual operations for any metric type.

Operational profiles are based on the concept of peak activity. A peak quarter hour, day or month is defined as the quarter hour, day, or month at which the most or maximum activity occurs. Peak activity (regardless of how high or low it is in absolute terms) is always represented by a 1 (signifying maximum activity) and anything other than a peak is represented as a fraction of that activity as a value between 0 and 1, inclusive. There can be one or more peaks in a profile.

In order to use operational profiles, create at least one profile for each profile type (Quarter Hourly, Daily, and Monthly).



When running operational profile-based operations, the *Apply Delay & Sequencing Model* option must be selected. In addition, operating configuration and taxi network must exist in the study airport; and aircraft operations must be assigned to a gate.

To add or edit an operational profile:

1. In the *Definitions* tab, click the *Operational Profiles* display button:
 - To create a new operational profile, click *New*.
 - To create a new operational profile by copying an existing profile, select a desired profile then click *Copy*.
 - To edit an existing operational profile, select the desired profile then click *Edit*.
2. Edit the *Name*, *Type*, and *Weight*.
3. Click *Save* to apply changes or *Cancel* to discard changes.

To delete an operational profile:

1. In the *Definitions* tab, click the *Operational Profiles* display button.
2. Select a desired profile then click *Delete*.
3. Click *Yes* when prompted for confirmation.

9.6 Weather

AEDT accepts a variety of weather data sources for aircraft performance modelling. An overview of the available data types are described in this section.

Airport Weather Data

By default, AEDT uses the airport average annual weather from the AEDT Airport database based on 10-year averages (2009-2018) for each airport for aircraft performance modeling. Average annual weather can be used as follows:

- To only use airport weather for aircraft performance modeling (i.e. no substitution for missing data), select the Use Airport Weather in Set Processing Options screen (Section 5.2.4.3).
- To use airport weather and substitute any missing data with ISA weather, select the Use High Fidelity Weather in Set Processing Options screen (Section 5.2.4.3). The high fidelity weather folder does not need to be specified.

International Standard Atmosphere (ISA)

When ISA weather is used in AEDT, internationally standardized functions of air temperature, pressure, and density versus aircraft altitude above mean sea level are applied to aircraft performance calculations.

High Fidelity Weather – Overview

When high fidelity weather data are provided, that weather data is used in aircraft performance calculations. Since performance results are used in fuel burn, noise, and emissions calculations, high fidelity weather indirectly affects fuel burn, noise, and emissions results. Airport average annual weather is always directly used in acoustic propagation and adjustment calculations, regardless of high fidelity weather data availability.

AEDT supports the following high fidelity weather data types:

- Rapid Refresh (RAP20/RAP13) and Rapid Update Cycle (RUC20/RUC13)
- National Center for Atmospheric Research (NCAR)
- Goddard Earth Observing System Model (GEOS)
- Modern-Era Retrospective Analysis for Research and Applications, version 2 (MERRA-2)
- Weather Research and Forecasting (WRF)



High fidelity weather data files must be pre-processed to convert the raw data into a format that AEDT can use.

Please refer to “Using Weather Data in AEDT” on the AEDT Support website, Downloads page for additional information on:

- Where to download and how to pre-process high fidelity weather data types used for aircraft performance modeling.
- Where to download surface and upper air weather data used for emissions dispersion.

High Fidelity Weather – RUC/RAP, GEOS, and NCAR

For RUC/RAP, GEOS, and NCAR weather data types, AEDT processes available sources in a prioritized cascade from highest fidelity to lower fidelity to find the highest fidelity weather source that covers the desired location and time.

The hierarchy of weather data sources is traversed for every required location and time. When a location and time is specified, AEDT first checks if RUC13/RAP13 data³ are available at the requested location and time. If there are, then the weather at that location and time is taken from that dataset. If not, AEDT checks for RUC20/RAP20 data. The cycle continues for GEOS data, then NCAR data, and finally for the Airport database. If no data are available for the given location and time from any of these sources, ISA weather is used. This cascade of weather data sources is illustrated in Figure 9-5.

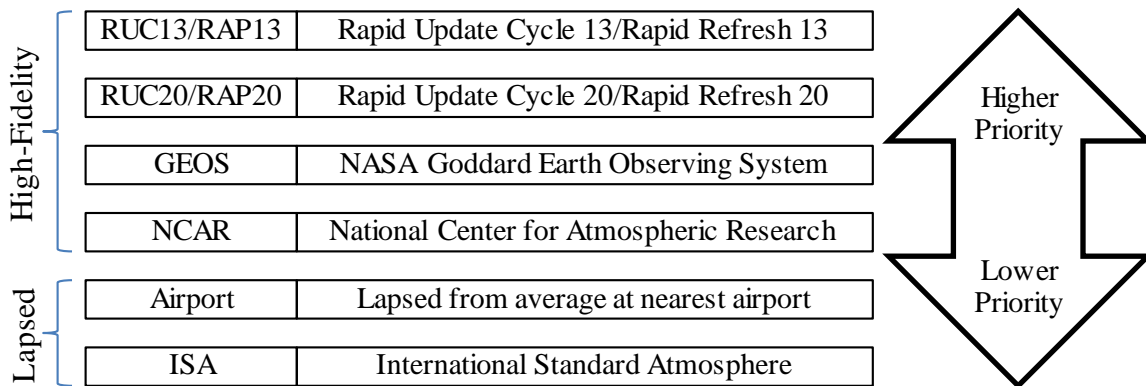


Figure 9-5 Cascade of Weather Data Sources

When using the RUC/RAP, GEOS, or NCAR high fidelity weather data, a rectangular boundary is required and is used to limit the area that will be processed with high fidelity weather data. See Section 3.7.7 for information on the high-fidelity weather boundary.

High Fidelity Weather – WRF and MERRA-2

AEDT also supports the Weather Research and Forecasting (WRF) and the Modern-Era Retrospective analysis for Research and Applications version 2 (MERRA-2) weather data types.

WRF and MERRA-2 high fidelity weather data are handled differently compared to RUC/RAP, GEOS, and NCAR. The cascade of weather data sources method is not applied to WRF and MERRA-2. This means that if there are no WRF/MERRA-2 data available at the requested location and time, then AEDT will stop processing the affected aircraft operation and will log an error. AEDT does not substitute missing WRF/MERRA 2 data with average annual airport weather.

Both WRF and MERRA-2 weather data types must be stored in their own folders.

³ RAP data is the next-generation version of the RUC and officially replaced RUC in May 2012.

Emissions Dispersion Weather

Emissions dispersion requires special weather data files as described Section 9.6.3.

9.6.1 Airport Weather

To view the average annual weather data of the airports in the current study, click the *Weather* display button in the *Definitions* tab then select *Airport weather*.

To edit airport weather:

1. From the *Actions* ribbon group, click the *Edit* button to enable the data fields.
2. From the *Airport* drop-down menu, select the desired airport.
3. Make desired edits.
4. Click *Save* to apply changes or *Cancel* to discard changes.

9.6.2 Weather Data Directory

This pane displays the directories for high fidelity weather and emissions dispersion weather files. Users can specify the directory for high fidelity weather files here or when defining a metric result, see Section 5.2.4.3. The directory for emissions dispersion weather files is pre-determined by the currently open study.

To specify high fidelity weather data folder:

1. Click the *Weather* display button in the *Definitions* tab and select *Weather data directory*.
2. Click the *Edit* button to enable the data fields.
 - Click the *Browse* button and navigate to the directory where the weather files are stored.
3. Click *Save* to apply changes or *Cancel* to discard changes.

The high fidelity weather data folder specified in the *Definitions* tab will be displayed as the default high fidelity weather folder in the *Define Metric Results* wizard, *Set Processing Options* screen.

To include existing emissions dispersion weather files in the study:

1. Click the *Open Study Output Folder* button to open the study output folder location.
2. Copy the emissions dispersion weather files in the AERMOD format to the study output folder.

Study output folder is located under the AEDT data folder (e.g., C:\AEDT\DATA\[User name]\[Study name]@[SQL Server Instance Name]\Output_Files)

9.6.3 Generate Emissions Dispersion Weather Files

To generate emissions dispersion weather files in the AERMOD format, click the *Weather* display button in the *Definitions* tab then select *Generate emissions dispersion weather files*. See Appendix B for detailed information about each field.

To generate emission dispersion weather files:

1. From the *Actions* ribbon group, click the *Edit* button to enable the data fields.

Aviation Environmental Design Tool

User Manual: 3c

2. Specify surface and upper air files:
 - Click the *Browse* button and navigate to the directory where the surface file is stored.
 - Click the *Browse* button and navigate to the directory where the upper air file is stored.
3. [Optional] If desired, check the box next to ASOS 1-minute files and/or ASOS 5-minute files, then click the *Browse* button and navigate to the directory where the files are stored. For additional information on ASOS data, see the “Using Weather Data in AEDT” on the AEDT Support website, Downloads page.
4. Select or enter desired settings:
 - Randomize NWS wind directions (+/- 5 degrees)
 - Substitute missing data
 - Adjust U* (adjust low friction velocity for stable low wind speed)
 - Wind height
5. For the *Surface Characteristics*, either enter the following settings or specify an output file produced by AERSURFACE⁴:
 - Albedo
 - Bowen ratio
 - Roughness



AERSURFACE data can be visualized on the map, see Section 5.7.10.

6. Specify the date range – Start date and End date.
7. Enter the File name prefix.
8. Click *Generate AERMOD Weather Files*. The emissions dispersion weather files (~SFQAFILE.MET, ~UAQAFILE.MET, ~.SFC, and ~.PFL) are generated and saved to the study output folder.
9. Click *Save* to apply changes or *Cancel* to discard changes.



Supported surface and upper air files include:

- Hourly surface weather : CD144, HUSWO, ISHD, SAMSON, SCRAM, TD3280
- Upper air weather: FSL ASCII, TD6201



AERMOD weather files are described in the AERMET User’s Guide (<http://www.epa.gov/scram001/7thconf/aermod/aermetugb.pdf>).

- SFQAFILE.MET file is produced from the raw hourly surface weather file, independent of the raw surface weather format.
- UAQAFILE.MET file is produced from the raw upper air weather file, independent of the raw upper air weather format.

⁴ AERSURFACE calculates albedo, Bowen Ratio, and surface roughness based on the U.S. Geological Survey (USGS) National Land Cover Data (NLCD) and outputs them in a format for AERMET processing. AEDT 3c can read an AERSURFACE output file generated by the AERSURFACE version 13016 and by the AERSURFACE draft version 19039. For more information, see the AERSURFACE User’s Guide, U.S. Environmental Protection Agency, [AERSURFACE User’s Guide](https://www3.epa.gov/scram001/7thconf/aermod/aersurface_userguide.pdf), Report No. EPA-454/B-08-001, January 2008. https://www3.epa.gov/scram001/7thconf/aermod/aersurface_userguide.pdf.

- .SFC is the file produced for AERMOD (mainly surface weather data with boundary layer information)
- .PFL is the file produced for AERMOD (mainly upper air weather data with profile data)



Hourly meteorological weather files in the AERMOD format are required in order to run the emissions dispersion metric type.

A sample set of emissions dispersion weather files are provided for STUDY_NIRS, STUDY_INM, STUDY_DULLES, and STUDY_PVD; and they are located in the *Aermod* directory under the AEDT installation folder (e.g., *C:\Program Files\FAA\AEDT\Aermod*).

STUDY_NIRS	AERMET_STUDY_NIRS.PFL AERMET_STUDY_NIRS.SFC STUDY_NIRS_SFQAFILE.MET STUDY_NIRS_UAQAFILE.MET
STUDY_INM	AERMET_STUDY_INM.PFL AERMET_STUDY_INM.SFC STUDY_INM_SFQAFILE.MET STUDY_INM_UAQAFILE.MET
STUDY_DULLES	STUDY_DULLES_JAN2010.PFL STUDY_DULLES_JAN2010.SFC STUDY_DULLES_JAN2010_SFQAFILE.MET STUDY_DULLES_JAN2010_UAQAFILE.MET
STUDY_PVD	STUDY_PVD_2004.PFL STUDY_PVD_2004.SFC STUDY_PVD_SFQAFILE.MET STUDY_PVD_UAQAFILE.MET

9.6.4 Wind Categories for Emissions Dispersion

To edit wind speed categories for emissions dispersion modeling, click the *Weather* display button in the *Definitions* tab then select *AERMOD wind categories for emissions dispersion*.

To use user-defined wind speed categories:

1. From the *Actions* ribbon group, click the *Edit* button to enable the data fields.
2. Select the *User-defined* radio button.
3. Enter the upper bound of wind speed for each category.
 - All values must be monotonically increasing.
 - All values must be greater than or equal to one (1) m/s.
4. Click *Save* to apply changes, *Cancel* to discard changes, or *Reset* to revert to the previously-saved values.

To user default wind speed categories:

1. From the *Actions* ribbon group, click the *Edit* button to enable the data fields.
2. Select the *Default* radio button.
3. Click *Save* to apply changes or *Cancel* to discard changes.

9.7 Terrain and Time Above Ambient Files

To specify terrain and/or ambient files in the current study, click the *Terrain and Ambient* display button in the *Definitions* tab.

To specify the terrain directory:

1. Click the *Edit* button to enable the data fields.
2. Click the *Browse* button then navigate to the directory where the terrain files are stored.
3. Click the *Save* button to apply changes or *Cancel* to discard changes.

Accepted terrain file types include National Elevation Dataset (NED) GridFloat, 3CD, and Digital Elevation Model (DEM).

Terrain data files are used by AEDT when the *Use terrain data* checkbox is checked in *Define Metric Results* wizard, *Set Processing Options* screen. AEDT uses terrain elevations to adjust observer-to-aircraft distances when computing noise levels.



Terrain is used in noise calculations in AEDT. It is not supported for emissions dispersion.



Only include terrain files in the terrain file directory.



To produce noise results when using terrain data, the terrain data must cover the same area as the receptor set used for the noise metric result. If line of sight blockage is used, the terrain data must cover the trajectories of the included aircraft operations.

To specify the ambient directory for time above noise metrics:

1. Click the *Edit* button to enable the data fields.
2. Click the *Browse* button then navigate to the directory where the ambient files are stored.
3. Click the *Save* button to apply changes or *Cancel* to discard changes.

Time Above metrics (TALA, TAPNL, and TALC) utilize the three-digit ambient map (.txt), see Appendix E for more information. For settings related to time audible noise metrics, refer to Section 4.11.3.1.



When an ambient file is specified in the *Definitions* tab, it will be used in all subsequent processing of time above metric results. If different ambient files are desired for different time above metrics, confirm the appropriate ambient file is specified in the definitions tab before processing each time above metric.

9.8 MOVES Files

Emissions inventory and emissions dispersion results from the EPA MOVES (Motor Vehicle Emission Simulator) software can be integrated into AEDT according to the following sections.



For more information on integrating MOVES results, see AEDT Supplemental Manual: Using MOVES with AEDT on the AEDT Support website.

9.8.1 MOVES AERMOD Files

This pane supports creating MOVES scenarios by selecting the AERMOD input files derived from MOVES. Each set of .INP and .HRE files included in a MOVES scenario correspond to one pollutant.

The MOVES scenarios created in this pane are displayed in the *Define Metric Results* wizard, *Set Processing Options* step when defining an emissions dispersion metric result (Section 5.2.4.2).

To specify the MOVES AERMOD input files:

1. In the *Definitions* tab click on the *MOVES AERMOD Files* button.
2. Click the *New* button.
3. Enter the MOVES scenario name.
4. Click the *Browse* button to navigate and select the MOVES .INP file.
5. Click the *Browse* button to navigate and select the MOVES .HRE file.
6. The pollutant will be identified from the input files.
7. Enter any additional comments
8. Click *Save* to apply changes or *Cancel* to discard changes.

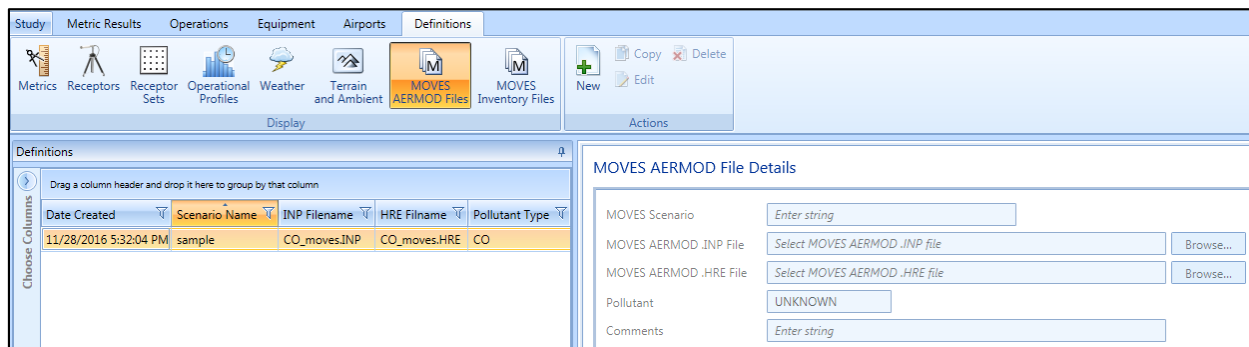


Figure 9-6 MOVES AERMOD Input Files and Scenarios

To integrate the MOVES AERMOD scenario with an emissions dispersion metric result:

1. In the *Definitions* tab, specify the MOVES AERMOD input files.
2. In the *Metric Results* tab, define an emissions dispersion metric result.
3. In the *Define Metric Results* wizard, *Set Processing Options* step, check the *Include MOVES AERMOD scenario* checkbox and use the drop-down list to select a MOVES scenario (Figure 9-7). The list will only include MOVES AERMOD scenarios with a pollutant type that matches that of the metric result.
4. Run the metric result.

Emissions/Performance Modeling Options

BADA 4 Options

- Use BADA Family 4
 - Use ANP and BADA 3 fallback
 - Enable reduced thrust taper
- Taper upper limit (ft):
- Check track angle
- Apply delay & sequencing model on taxi
- Calculate aircraft engine startup emissions
- Calculate speciated organic gases

Analysis year:

Include MOVES inventory scenario(s)

Include MOVES AERMOD scenario

Figure 9-7 Emissions/Performance Modeling Options

9.8.2 MOVES Inventory Files

When the MOVES emissions inventory result file is specified in the *Definitions* tab, the roadway, parking facility, and/or construction operations emissions inventory calculated externally with the MOVES tool will be included in the emissions report for all metric results. Please refer to AEDT Supplemental Manual: Using MOVES with AEDT for more details on the importing the MOVES Inventory Files into AEDT.

To specify the MOVES Emissions Inventory Results files:

1. In the *Definitions* tab, click on the *MOVES Inventory Files* button.
2. Click the *New* button.
3. Enter the MOVES scenario name.
4. Click the *Browse* button then navigate to the directory where the MOVES emissions inventory file with .csv extension is stored.
5. Enter comments if desired.
6. Click *Save* to apply changes or *Cancel* to discard changes.

Upon saving, the *Scenario year* and *Pollutant(s)* are identified from the input file.

See Table 9-1 for the MOVES emissions inventory results file format for the columns in the .csv file. AEDT can import annualized MOVES results for Roadway, Parking Facilities, and Construction categories or annualized link level results. Please refer to AEDT Supplemental Manual: Using MOVES with AEDT for more information on MOVES file format that can imported into AEDT.

Aviation Environmental Design Tool

User Manual: 3c

Table 9-1 – MOVES Emissions Inventory Results File Format

Year ID	Source	Pollutant ID	Emission Quant
Year – YYYY (example 2015)	Roadways Parking Facilities Construction	Matches the MOVES pollutant ID.	Total emissions in the units of Grams.
		THC	1
		CO	2
		VOC	87
		NMHC	79
		TOG	86
		NOx	3
		SOx	31
		CO2	90
		PM10	100
		PM10 Brakewear	106
		PM10 Tirewear	107
		PM2.5	110
		PM2.5 Brakewear	116
		PM2.5 Tirewear	117
H2O	119		

To integrate the MOVES inventory scenario with an emissions metric result:

1. In the *Definitions* tab, specify the MOVES Inventory file(s).
2. In the *Metric Results* tab, define an emissions metric result.
3. In the *Define Metric Results* wizard, *Set Processing Options* step, select MOVES inventory scenario(s) from the list (Figure 9-8). The list will only include MOVES inventory scenarios with year that matches that of the metric result or the value entered in the *Analysis year* text box.
4. Run the metric result and generate emissions report.

Emissions/Performance Modeling Options

Weather Fidelity
Use high fidelity weather data
Select the high fidelity weather data directory

BADA 4 Options
 Use BADA Family 4
 Use ANP and BADA 3 fallback
 Enable reduced thrust taper
Taper upper limit (ft): 12000

Check track angle
 Apply delay & sequencing model on taxi
 Calculate aircraft engine startup emissions
 Calculate speciated organic gases

Analysis year: 2010

Include MOVES inventory scenario(s)

Selected	Scenario	Year	Comment
<input checked="" type="checkbox"/>	Inventory	2010	
<input checked="" type="checkbox"/>	MOVES Links	2010	
<input checked="" type="checkbox"/>	Construction	2010	

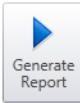
3 of 3 item(s) shown. 3 item(s) selected.

Figure 9-8 Emissions/Performance Modeling Options

Aviation Environmental Design Tool

User Manual: 3c

Emissions Report 1

Operation Group: 

Group by:

Units:

Emissions

Operation Group	Mode	Fuel (g)	Distance (km)	Duration	CO (g)	HC (g)	TOG (g)	VOC (g)	NMHC (g)
TEST_3	Above10000	0.00	0.00	00:00:00.00	0.00	0.00	0.00	0.00	0.00
TEST_3	DescendBelow10000	0.00	0.00	00:00:00.00	0.00	0.00	0.00	0.00	0.00
TEST_3	DescendBelowMixingHeight	0.00	0.00	00:00:00.00	0.00	0.00	0.00	0.00	0.00
TEST_3	DescendBelow1000	0.00	0.00	00:00:00.00	0.00	0.00	0.00	0.00	0.00
TEST_3	DescendGround	0.00	0.00	00:00:00.00	0.00	0.00	0.00	0.00	0.00
TEST_3	DescendTaxi	0.00	0.00	00:00:00.00	0.00	0.00	0.00	0.00	0.00
TEST_3	FullFlight	1523750.40	24.00	00:22:31.38	14518.76	1858.25	2148.58	2137.37	2148.58
MOVES Emissions : 2015	Roadways	0.00	0.00	00:00:00.00	2000000.00	1000000.00	0.00	87000000.00	79000000.00
MOVES Emissions : 2015	Parking Facilities	0.00	0.00	00:00:00.00	2000001.00	1000001.00	0.00	87000001.00	79000001.00
MOVES Emissions : 2015	Construction	0.00	0.00	00:00:00.00	2000002.00	1000002.00	0.00	87000002.00	79000002.00

15 of 15 item(s) shown. 1 item(s) selected.

Figure 9-9 Emissions Report with MOVES Results

10 Environmental Justice Tab

The *Environmental Justice* tab provides access to the environmental justice (EJ) model which uses the U.S. Census, American Community Survey (ACS) ⁵ to identify and analyze potential minority and/or low-income populations and populations with limited English proficiency.

The AEDT EJ Model is implemented as a workflow that the analyst can exercise as part of any study modeling US airports and/or airspace. In AEDT, the analyst can explore select ACS data with or without other metric results (including noise, fuel burn, and emissions) over various maps. An internet connection is necessary to use the EJ model. The EJ analysis results can be exported to geospatial (shapefile) and spreadsheet (CSV) formats for use outside of AEDT.



A metric result is not required in order to generate the EJ results.

There are two types of EJ analyses that can be performed, environmental justice and limited English proficiency. The two types of analyses use different data resolutions based on the US Census Bureau API endpoint data. For the EJ analysis, the data is available at block group level. For limited English proficiency analysis, the data is only available at the tract level.

- Environmental Justice Analysis – analysis of low income and minority populations at the census block group level.
- Limited English Proficiency Analysis – analysis of population that “speaks English less than very well” at the census tract level.



Generally, census block groups contain between 600 and 3,000 people; census tracts contain a population between 2,500 to 8,000 people. A block group has a higher resolution (more detail) than a tract.

10.1 The US Census Bureau Data

The following data from the US Census Bureau are required in order to run the EJ model:

- US Census ACS API End Point
- US Census Block group
- US Census Tract data

10.1.1 US Census ACS API End Point

Supported ACS data includes 2011, 2012, 2013 and 2014 ACS 5 year estimate data (5-year ACS dataset is the only dataset with data on the tract level).

⁵ For more information on the ACS, please visit: <https://www.census.gov/programs-surveys/acs/>.

For more specific information on the ACS data structure, see for example http://www2.census.gov/geo/tiger/TIGER_DP/2013ACS/Metadata/

Aviation Environmental Design Tool

User Manual: 3c

The following API Endpoint is provided as the default “ACS Census API end point” in the *Study* tab, *Preferences*, *Environmental Justice Model* screen.

<https://api.census.gov/data/2015/acs/acs5/>



To use the US Census API Endpoints, apply for an API key through

https://api.census.gov/data/key_signup.html.

For additional information, visit <https://www.census.gov/data/developers/about.html>

10.1.2 Block Group Feature Layer

A Block group feature layer is available publicly through the Esri’s ArcGIS Living Atlas of the World⁶ maps. The following URL is provided as the default “Block group feature layer” in the *Study* tab, *Preferences*, *Environmental Justice Model* screen.

https://services.arcgis.com/P3ePLMys2RVChkXj/arcgis/rest/services/USA_Census_BlockGroup_Areas_analysis_trim/FeatureServer/0

View the homepage of the feature layer for details on what the feature layer represents and what fields are available: <https://www.arcgis.com/home/item.html?id=8e95e010f35d47ea842aa40d4a7c6fcc>

Another (advanced) option is to host a Block group feature layer. To host a Block group feature layer, expose the following four properties:

- OBJECTID (*type: esriFieldTypeOID, alias: OBJECTID, SQL Type: sqlTypeOther, length: 0, nullable: false*)
- FIPS (*type: esriFieldTypeString, alias: FIPS, SQL Type: sqlTypeOther, length: 12, nullable: true*)
- COUNTY (*type: esriFieldTypeString, alias: COUNTY, SQL Type: sqlTypeOther, length: 32, nullable: true*)
- STATE (*type: esriFieldTypeString, alias: STATE, SQL Type: sqlTypeOther, length: 2, nullable: true*)

10.1.3 Tract Feature Layer

A Tract feature layer is available publicly through the Esri’s ArcGIS Living Atlas of the World⁷ maps. The following URL is provided as the default “Tract feature layer” in the *Study* tab, *Preferences*, *Environmental Justice Model* screen.

https://services.arcgis.com/P3ePLMys2RVChkXj/arcgis/rest/services/USA_Census_Tract_Areas_analysis_trim/FeatureServer/0

View the homepage of the feature layer for details on what the feature layer represents and what fields are available: <https://www.arcgis.com/home/item.html?id=db3f9c8728dd44e4ad455e0c27a85eea>

⁶ <https://livingatlas.arcgis.com/en/browse/#s=0>

⁷ <https://livingatlas.arcgis.com/en/browse/#s=0>

Another (advanced) option is to host a Tract group feature layer. To host a Tract group feature layer, expose the following four properties:

- OBJECTID (*type: esriFieldTypeOID, alias: OBJECTID, SQL Type: sqlTypeOther, length: 0, nullable: false*)
- FIPS (*type: esriFieldTypeString, alias: FIPS, SQL Type: sqlTypeOther, length: 12, nullable: true*)
- COUNTY (*type: esriFieldTypeString, alias: COUNTY, SQL Type: sqlTypeOther, length: 32, nullable: true*)
- STATE (*type: esriFieldTypeString, alias: STATE, SQL Type: sqlTypeOther, length: 2, nullable: true*)

10.2 Environmental Justice Study Area

After setting the EJ preferences in the *Study* tab, *Preferences, Environmental Justice Model* screen, the data must be loaded and a bounding area (study area) must be created for the desired type of analysis. Instructions for loading the data and creating bounding areas are described in this section. Specific information for the two types of analyses is described in Sections 10.3 and 10.4.

To load EJ data:

- In Environmental Justice tab, *Environmental Justice* ribbon group, click the *Load Block Group Layer* button to load the block group feature layer; or
- In Environmental Justice tab, *Limited English Proficiency* ribbon group, click the *Load Tract Layer* button to load the tract feature layer.

After loading the desired census feature layer, define an EJ study area by creating a bounding area. A bounding area can be defined as a circle, a rectangle, a polygon, or by using an existing layer. The existing layer must be polygon based graphics layer.

The EJ study area will include any census group that the boundary touches. Thus, the EJ study area will include the entire population of a census group in the determination of the average minority and low-income populations or Limited English Proficiency, even if the study area only includes a small portion of the census group.

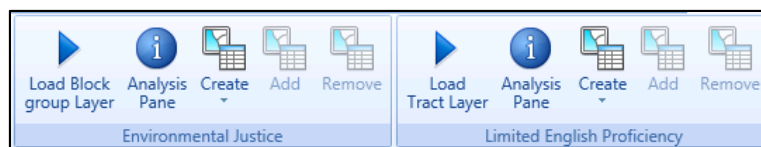


Figure 10-1 Environmental Justice Tab

To define an EJ study area as a circle:

1. In the *Environmental Justice* tab, *Environmental Justice* or *Limited English Proficiency* ribbon group, click *Create, Draw boundary circle*.
2. Click once and hold the mouse button down on the desired location for the center of the circle on the map.
3. Drag the mouse on the map to define the size of the circle. Release the mouse button to complete the circle.
4. Data is retrieved from the ACS endpoint and the study area layer is created and displayed on the map and in the *Layers* manager.

To define an EJ study area with a box:

1. In the *Environmental Justice* tab, *Environmental Justice* or *Limited English Proficiency* ribbon group, click *Create, Draw boundary box*.
2. Click once and hold the mouse button down on the desired location for the top left corner of the box on the map.
3. Drag the mouse on the map to define the size of your box. Release the mouse button to complete the box.
4. Data is retrieved from the ACS endpoint and the study area layer is created and displayed on the map and in the *Layers* manager.

To define an EJ study area with a polygon:

4. In the *Environmental Justice* tab, *Environmental Justice* or *Limited English Proficiency* ribbon group, click *Create, Draw boundary polygon*.
5. Click on the desired location on the map for the starting point of the polygon.
6. Click on other areas of the map to create corners for the polygon. Double-click on the last location to complete the polygon
7. Data is retrieved from the ACS endpoint and the study area layer is created and displayed on the map and in the *Layers* manager.

To define an EJ study area using an existing layer:

1. Select an existing layer from the *Layers* Manager to be used as a boundary.
2. In the *Environmental Justice* tab, *Environmental Justice* or *Limited English Proficiency* ribbon group, click *Create, From layer*. This option will be disabled if the selected layer is not supported.
3. Data is retrieved from the ACS endpoint and the study area layer is created and displayed on the map and in the *Layers* manager.



When using an existing layer to define an environmental justice study area, the layer must be of the type polygon. Polylines and multi-points are not supported as EJ study area.

To extend or reduce an EJ study area:

1. Select the environmental justice study area layer from the *Layers* Manager.
2. Confirm the associated feature layer has been loaded, either the Block Group or Tract layer. Once the data has been loaded, the load button in the *Environmental Justice* or *Limited English Proficiency* ribbon group will be disabled.
3. From the *Environmental Justice* or *Limited English Proficiency* ribbon group, select *Add* or *Remove* as appropriate.
5. Adding or removing is done by drawing rectangle around the area to add or remove. Click once and hold the mouse button down on the desired location for the top left corner of the rectangle on the map.
6. Drag the mouse over the map to define the size of the rectangle. Release the mouse button to complete the rectangle.
7. The groups are either added or removed based on the selected action. If added, data is retrieved from the ACS endpoint. The study area layer is updated.



When adding or remove groups from the EJ study area, the statistics in the Analysis pane are not automatically updated. Switch between layers or close and reopen the analysis pane to reload the data and get the latest statistics on the EJ study area layer.

10.3 Environmental Justice Analysis

10.3.1 Workflow

To perform an analysis of the EJ study area:

1. In the *Study* tab, *Preferences, Environmental Justice Model* section, update the settings as appropriate.
2. In the *Environmental Justice* tab, *Environmental Justice* ribbon group, click the *Load Block Group Layer* button, see Section 10.2 for more information on loading data.
3. From the *Environmental Justice* ribbon group, click the *Create* button and create an EJ study area, see Section 10.2 for more information on creating a study area.
4. From the *Layers Manager, Environmental Justice Layers* category, select the desired EJ study area.
5. From the *Environmental Justice* ribbon group, click the *Analysis Pane* button.
6. In the Analysis pane, change the threshold for ACS variables as desired and click *Apply*. See Section 10.3.2 for more information on the Analysis pane.

10.3.2 Environmental Justice Analysis Pane

The *Environmental Justice Analysis* pane displays the average, min, and max values for the specified ACS variable percent low-income (pct_1xpov) and percent minority (pct_minority). The thresholds that determine the color coding (symbolology) of the EJ layer can be changed for each variable in this pane according to the instructions below.

The ACS variable(s) for the analysis are defined using the “*Columns to use for threshold*” setting in the *Study* tab, *Preferences, Environmental Justice Model* section (Section 4.11.2.4).

To change threshold for an ACS variable:

1. Check the box next to the ACS variable (pct_1xpov or pct_minority) and enter a threshold value. The slider can be used to adjust the threshold value.
2. Click the *Undo* arrow to reset the threshold back to the average.
3. Click *Apply* to apply the changes.
4. The EJ study area layer on the map will be updated.

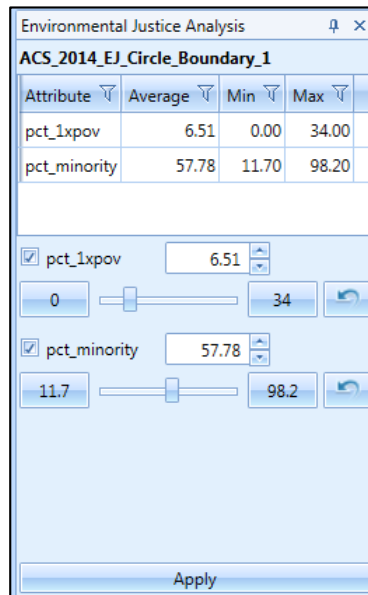


Figure 10-2 Environmental Justice Analysis Pane

10.3.3 Environmental Justice Layer

The environmental justice layer displays census block groups in multiple colors according to the values specified in the *Analysis* pane. The color coding of the layer is as follows:

- Orange: Census block groups that exceed either the average minority population of the study area, or the user-defined threshold specified in the EJ Analysis pane.
- Yellow: Census block groups that exceed either the average low-income population or the user-defined threshold specified in the EJ Analysis pane.
- Blue: Census block groups that exceed either the averages or user-defined threshold of all the population types included in the EJ study area.
- Gray: Census block groups where none of the specified population types exceed the average or user defined threshold of the EJ study area.



The *Attributes* pane can be accessed by right-clicking on the layer in the *Layers* manager, see Section 3.7.9.

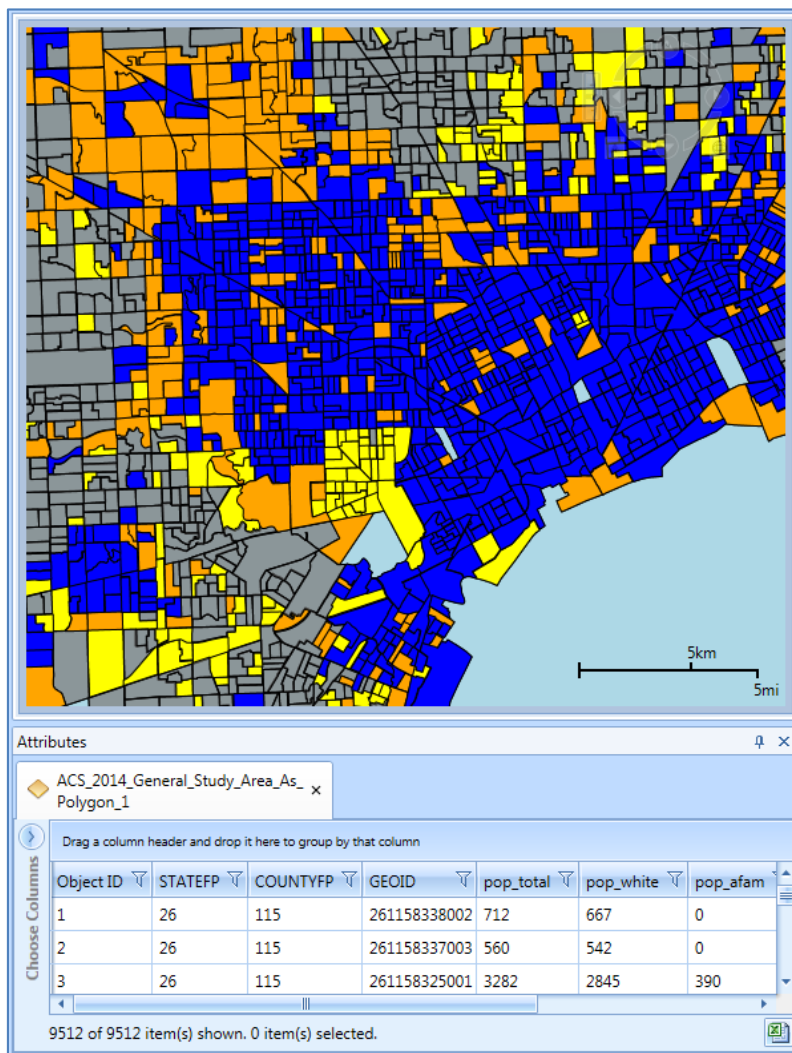


Figure 10-3 Environmental Justice Analysis Layer and Attributes

10.4 Limited English Proficiency Analysis

10.4.1 Workflow

To perform an analysis of an LEP study area:

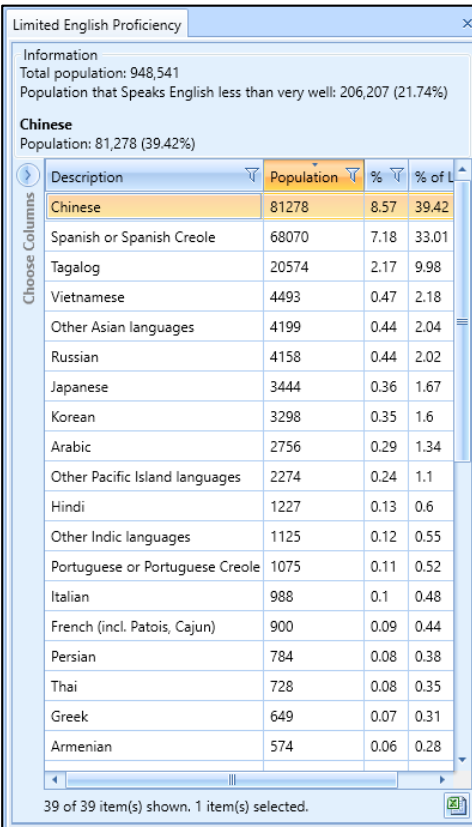
1. In the *Study* tab, *Preferences*, *Environmental Justice Model* section, update the settings as appropriate.
2. In the *Environmental Justice* tab, *Limited English Proficiency* ribbon group, click the *Load Tract Layer* button, see Section 10.2 for more information on loading data.
3. From the *Limited English Proficiency* ribbon group, click the *Create* button and create an LEP study area, see Section 10.2 for more information on creating a study area.
4. From the *Layers Manager*, *Limited English Proficiency* category, select the desired LEP study area.
5. From the *Limited English Proficiency* ribbon group, click the *Analysis Pane* button.

10.4.2 Limited English Proficiency Analysis Pane

The *Limited English Proficiency* pane displays the following:

- The total population count included in the analysis
- The population count and percentage that speaks English less than very well based on the total population in the analysis
- A table with groups of the population that speak English less than very well by language categories as defined by the US Census Bureau
 - The language category description
 - The population count for the corresponding language category included in the analysis
 - The percentage of the population in the corresponding language category included in the analysis based on the total population included in the analysis
 - The percentage of the population in the corresponding language category included in the analysis that speaks English less than very well

In the *Limited English Proficiency* pane, select a language category in order to update the color coding (symbology) of the LEP study area layer for the selected language category.



The screenshot shows a software window titled "Limited English Proficiency". It contains summary information and a table of language categories. The summary information includes: Total population: 948,541; Population that Speaks English less than very well: 206,207 (21.74%). The table is titled "Chinese" and shows a population of 81,278 (39.42%). The table has four columns: Description, Population, %, and % of L. The "Chinese" row is highlighted in orange.

Description	Population	%	% of L
Chinese	81278	8.57	39.42
Spanish or Spanish Creole	68070	7.18	33.01
Tagalog	20574	2.17	9.98
Vietnamese	4493	0.47	2.18
Other Asian languages	4199	0.44	2.04
Russian	4158	0.44	2.02
Japanese	3444	0.36	1.67
Korean	3298	0.35	1.6
Arabic	2756	0.29	1.34
Other Pacific Island languages	2274	0.24	1.1
Hindi	1227	0.13	0.6
Other Indic languages	1125	0.12	0.55
Portuguese or Portuguese Creole	1075	0.11	0.52
Italian	988	0.1	0.48
French (incl. Patois, Cajun)	900	0.09	0.44
Persian	784	0.08	0.38
Thai	728	0.08	0.35
Greek	649	0.07	0.31
Armenian	574	0.06	0.28

39 of 39 item(s) shown. 1 item(s) selected.

Figure 10-4 Limited English Proficiency Analysis Pane

Aviation Environmental Design Tool

User Manual: 3c

10.4.3 Limited English Proficiency Layer

The Limited English Proficiency layer displays census tracts in a color range from white to blue (from low to high), indicating the density of the population that Speaks English less than very well for the selected language category.



The *Attributes* pane can be accessed by right-clicking on the layer in the *Layers* manager, see Section 3.7.9.

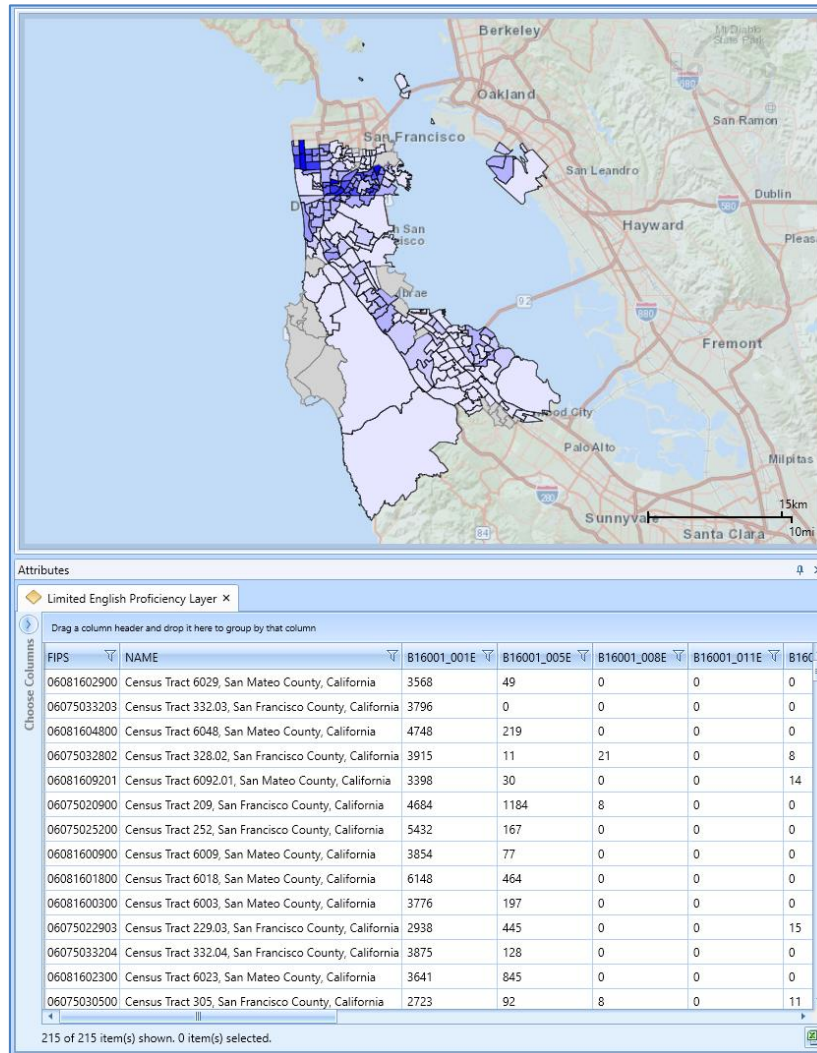


Figure 10-5 Limited English Proficiency Layer and Attributes

Appendix A: Glossary

3CD	Terrain File Format
AEDT	Aviation Environmental Design Tool
AEE	FAA Office of Environment and Energy
AFE	Above Field Elevation
Aircraft Operation	A single flight of an aircraft. Aircraft operation types include arrival, departure, circuit, touch and go, and overflight.
Altitude	The vertical distance of any particular object from sea level.
Annualization	<p>A group of operations that is associated with the following:</p> <ul style="list-style-type: none">• Time period to be analyzed• Operations included in the time period• Weighted groupings of the included operations• Subset of processing options for the included operations. <p>Annualization is a convenient way to evaluate environmental consequences that represent noise and emissions over the time period of interest with potentially different weighting of individual operations or operation groups.</p>
Approach	The 2-D or 3-D path that the aircraft takes as it descends toward an airport for landing. This term is also used to describe the subset of arriving flights at an airport.
Approached Displaced Threshold	Parameter from the AIRPORTS Database, identifies the displaced threshold for each approach. Displaced Threshold is defined as a spot on the runway that is not either endpoint but that is used as the point for touchdown; this exists due to local restrictions (e.g. noise restrictions, runway strength) that make the actual runway end unsuitable for approaches.
ASIF	AEDT Standard Input File
Boundary	Geospatial boundary around a modeling area.
Case	This term is replaced by <i>Operation Group</i> in AEDT.
CEXP	C-weighted Sound Exposure Level (multi-event) (noise metric)
CDNL	C-weighted day, night average sound level (noise metric)
CNEL	Community Noise Equivalent Level (California) (noise metric)
CO	Carbon monoxide
CO ₂	Carbon dioxide

Contour	A smooth curve or line that is statistically regressed through points of equal noise level of time duration.
Crossing Height	Parameter from the AIRPORTS Database; identifies the height above ground level where the normal glide path crosses the landing threshold for each unique runway end.
dB	Decibel, a unit of noise level or noise exposure level
deg	Degrees (angle)
DEM	Digital Elevation Model format that covers both U.S. and International land areas (terrain data format)
Departure	The 2-D or 3-D path that the aircraft takes as it ascends from an airport after taking off. This term is also used to describe the subset of flights taking off at an airport.
DLL	Dynamic Link Library (supporting software)
DNL	Day Night Average Sound Level (noise metric)
EDMS	Emissions and Dispersion Modeling System
Elevation	Parameter from the AIRPORTS Database; identifies the altitude of the airport above mean sea level.
Emission Factors	The rates at which pollutants are emitted into the atmosphere per unit of consumption. Emission Factors are used to calculate the pollutant emissions from the various source categories in AEDT.
Emissions Report	This report in AEDT gives the pollutant emissions and fuel consumption amounts for a selected metric result.
EPA	Environmental Protection Agency
EPNL	Effective Perceived Noise Level (multi-event) (noise metric)
Esri	Software development and services company providing GIS software and geodatabase management applications.
Event	A uniquely modeled operation or an individual flight
FAA	Federal Aviation Administration (U.S. DOT)
FAA-AEE	The Federal Aviation Administration Office of Environment and Energy
Flight Path	The 4-dimensional (length, width, altitude and time) description of an aircraft's trajectory represented by a series of straight-line segments. The flight path could be seen as a combination of the Ground Track and the Flight Profile. The four flight path parameters include distance along a ground track, altitude, speed, and thrust per flight profile segment.

Flight Performance Report	This report in AEDT shows the flight performance results for the selected metric result.
Flight Profile	The 2-dimensional (altitude and length) description of an aircraft's trajectory represented by a series of straight-line segments.
ft	Foot, feet
GIS	Geographic Information System
Glide Slope	Parameter from the AIRPORTS Database; identifies the vertical guidance line used by aircraft for an approach to each unique runway end. Glideslope only changes where the aircraft lands on the runway, and it does not change the angle at which the aircraft approaches the runway. The aircraft descent angle can be changed in the flight profile.
GRIB	Grid in Binary, which is a World Meteorological Organization standard file format.
GridFloat	Terrain file format
Ground Track	The 2-dimensional (length and width) trace of the flight path on the horizontal plane. This represents the geographical ground location over which an aircraft flies.
GUI	Graphical User Interface
h	Hours
H ₂ O	Water vapor
HAPs	Hazardous Air Pollutants. Pollutants that are known or suspected to cause cancer or other serious health effects. The Environmental Protection Agency determines which chemicals are considered HAPs.
HC	Hydrocarbon
Impact Set Graph	<i>See Impact Set Report</i>
Impact Set Report	AEDT allows the user to show noise results that compare two different annualizations in graphical (Impact Set Graph) or tabular (Impact Set Table) form.
Impact Set Table	<i>See Impact Set Report</i>
INM	Integrated Noise Model
kg	Kilograms
km	Kilometers
kt	Knots (international nautical miles per hour)
L _{AE}	Symbol for SEL – A-weighted sound exposure level (dB) (noise metric)
LAEQ	Equivalent Sound Level for 24 Hours (noise metric)

LAEQD	Equivalent Sound Level for a 15-Hour Day (noise metric)
LAEQN	Equivalent Sound Level for a 9-Hour Night (noise metric)
LAMAX	Maximum A-weighted Sound Level (noise metric)
lb	Pounds force or weight
LCMAX	Maximum C-weighted Sound Level (multi-event) (noise metric)
L _{EPN}	Symbol for EPNL – perceived sound exposure level (dB) (noise metric)
m	Meters
Metric Result	Each metric result is representative of a metric, receptor set (for noise and emissions dispersion), and annualization (which includes operations) combination. The metric result is run to obtain results.
mi	Miles
min	Minutes
Mixing Height	The height of the atmosphere where relatively vigorous mixing of pollutants and other gases takes place. Directly above the mixing height, the atmosphere is fairly stable and there is limited upward dispersion of polluted air. The mixing height varies both diurnally and seasonally.
MOVES	Motor Vehicle Emission Simulator. EPA's emission modeling system that estimates emissions for mobile sources.
MSL	Mean Sea Level
NASA	National Aeronautics and Space Administration
NCAR	NCEP/NCAR Reanalysis Project weather files, from NOAA National Centers for Environmental Prediction (NCEP) and National Center for Atmospheric Research
NED	National Elevation Dataset from U.S. Geological Survey. GridFloat format that covers both U.S. and International land areas (Terrain File Format).
NEF	Noise Exposure Forecast (noise metric)
NFDC FAA	FAA National Flight Data Center (database)
NIRS	Noise Integrated Routing System
NMHC	Non-methane Hydro Carbon
nmi	International nautical mile (1852 meters)
NMGF	Noise Model Grid Format
NMPlot	Graphics application program that processes contours
NOAA	National Oceanic and Atmospheric Administration
Non-aircraft operation	A single operation by a non-aircraft source. Non-aircraft sources in AEDT include ground support equipment, stationary sources (boiler/space heaters, emergency generators, incinerators, aircraft engine testing, fuel

	tanks, surface coating/painting, deicing area, solvent degreasers, sand/salt piles and other), and training fires.
NOx	Nitrogen oxides
NPD	Noise-power-distance
NWS	National Weather Service
Operating Configuration	Operating configurations specify the pattern of aircraft arrivals and departures on specific runways depending on the weather conditions and airport capacity. Specifying configurations allows the user to assign aircraft to runways based on aircraft weight category criteria that is similar to those employed in an actual airport operating environment. Airport operating configurations are only used when the Delay and Sequencing modeling option is enabled.
Operation Group	A set of operations assigned based on source type (aircraft operations, non-aircraft operations, or runup operations).
PM	Particulate matter
PMAD	Peak Month Average Day
PNLTM	Maximum Perceived Noise Level (multi-event) (noise metric)
Receptor	A specified point in space or on the ground at which modeled metrics are computed. Receptors can be setup in AEDT through the GUI or imported through the ASIF.
Relative Humidity	Parameter from the AIRPORTS Database; identifies the mean amount of water vapor in the air as expressed in a ratio between the partial pressure of water vapor in the mixture to the saturated vapor pressure of water. This parameter is identified as an average monthly value for the month indicated in the MONTH field.
Rose Station	Parameter from the AIRPORTS Database; identifies location of the wind rose, which is used to collect the airfield's wind meteorological data.
RUC	Rapid Update Cycle weather files
Runway Elevation	Parameter from the AIRPORTS Database; identifies the elevation or altitude above mean sea level at each unique runway end.
Runway End Name	Parameter from the AIRPORTS Database; identifies the two endpoints of each runway with names in order to clearly express their location.
Runway ID	Parameter from the AIRPORTS Database; identifies each runway with a unique ID in order to clearly express its location.
Runway Latitude	Parameter from the AIRPORTS Database; identifies the latitude of each unique runway end.
Runway Longitude	Parameter from the AIRPORTS Database; identifies the longitude of each unique runway end.

Runway Length	Parameter from the AIRPORTS Database; gives the distance between the two runway ends or length of a particular runway on the airfield.
Runway Width	Parameter from the AIRPORTS Database; gives the shorter dimension or width of a particular runway on the airfield.
s	Seconds
SAE	Society of Automotive Engineers
Scenario	A collection of one or more operation groups that must have common time durations and run/output properties. This term is replaced by <i>Annualization</i> in AEDT.
Sea Level Pressure	Average monthly sea level pressure.
SEL	A-weighted Sound Exposure Level (multi-event) (noise metric)
SOx	Sulfur oxides
Station Pressure	Average monthly station pressure.
Study	A collection of metric results and supporting data. A study can contain multiple airports with multiple layouts at each airport.
Study Report	This report in AEDT summarizes major data elements in the study, including airports, receptor sets, annualization, and metric results.
Departure Displaced Threshold	Parameter from the AIRPORTS Database; identifies the area at the end of a runway that may be used for takeoff but never for landing in order to provide more clearance for departing aircraft. This area is typically located just beyond one of the runway ends.
TALA	Time Above an A-weighted Sound Level Threshold (noise metric)
TALC	Time Above a C-weighted Sound Level Threshold (noise metric)
TAPNL	Time Above a Perceived Noise Level Threshold (noise metric)
TAUD	Time-Audible (noise metric)
TAUDSC	Time-Audible with Overlapping Events Method (Statistical Compression) (noise metric)
TAUDP	Time-Audible Percent (noise metric)
TAUDPSC	T Time-Audible Percent with Overlapping Events Method (Statistical Compression) (noise metric)
Taxi In Time	Identifies the magnitude of time that it takes for an aircraft to maneuver from the runway to the terminal after landing. In AEDT, this can be determined by either a computed taxi trajectory or a taxi-in time-in-mode. Taxi-in time-in-mode can either be entered as taxi-in duration for a particular flight or a default taxi-in duration for aircraft in an airport layout.

Taxi Out Time	Identifies the magnitude of time that it takes for an aircraft to maneuver from the terminal to the runway just before takeoff. In AEDT, this can be determined by either a computed taxi trajectory or a taxi-out time-in-mode. Taxi-out time-in-mode can either be entered as taxi-out duration for a particular flight or a default taxi-out duration for aircraft in an airport layout.
Temperature	Parameter from the AIRPORTS Database; identifies the mean kinetic energy of the molecules or temperature at a site on the airport. This value is an average monthly value for the month indicated in the MONTH field.
Threshold Elevation	Parameter from the AIRPORTS Database; identifies the feet above mean sea level or elevation above the displaced threshold of an aircraft at a particular point in time.
TGO	Touch-and-go operation
TOG	Total Organic Gases
UCAR	University Corporation for Atmospheric Research
U.S. DOT	United States Department of Transportation
UTC	Coordinated Universal Time
UTM	Universal Transverse Mercator coordinate system
VOC	Volatile organic compound
Weather Station ID	Parameter from the AIRPORTS Database; identifies the Identification Number/Name of the National Oceanic and Atmospheric Administration (NOAA) weather station closest to the airport.
WECPNL	Weighted Equivalent Continuous Perceived Noise Level (noise metric)
Wind Speed	Parameter from the AIRPORTS Database; identifies the measured movement of air or wind speed at a site on the airport. This value is an average monthly value for the month indicated in the MONTH field.
XML	Extensible Markup Language

Appendix B: Screen-Level Help (Field-Level Help)

This appendix includes tables that describe each field in the AEDT interface by tab.

Appendix B.1: Study Tab

Appendix B.1.1: Preferences – Feature Activation

Parameter	Description
Identifier	Identifier provided by the FAA that is associated with the hash key and approved features.
HashKey	Hash key provided by the FAA that is associated with the identifier and approved features.
Activated Features	Features associated with the FAA provided identifier and hash key that are activated and available for use in AEDT.

Appendix B.1.2: Preferences – Database

Parameter	Description
Data context timeout (sec)	This value controls the timeout when retrieving results and accessing data tables from the database. The default is set to 300 seconds. If a timeout error occurs, increase the Data context Timeout and/or decrease the Results Iterator Page Size.
Results iterator page size	This value controls the maximum number of items returned by the results iterator. The default is set to 1000. Increasing the page size to a large value can affect performance and may cause a timeout error. If a timeout error occurs, increase the Data context Timeout and/or decrease the Results Iterator Page Size.
Transaction scope timeout (sec)	This value controls the timeout in database transaction. The default is set to 400 seconds. If a transaction scope timeout occurs, increase this value.

Appendix B.1.3: Preferences – Detailed Grid

Parameter	Description
Maximum Number of Individual Receptors	Limit on the number of receptors for detailed noise. This limit is enforced in the Define Metric Results wizard. Default is 500.
Maximum Number of Air Operations	Limit on the number of aircraft operations for detailed noise. This limit is enforced in the Define Metric Results wizard. Default is 1000.

Appendix B.1.4: Preferences – Distributed Processing

Parameter	Description
Configure button	Opens the <i>TmService Manager</i> dialog.

Appendix B.1.5: Preferences – Dynamic Grid

Parameter	Description
Refine Level Limit	Used to control the size of the smallest contouring grid in dynamic grid processing.
Minimum closed contour value	Minimum contour level for closing a contour. This setting is used as the default value in the <i>Define Metric Results</i> wizard, <i>Set Processing Options</i> step, see Section 5.2.4. Units for dB-based metrics are in decibels. Units for time-based metrics are in minutes or in percent (%).
Dynamic grid algorithm	Select which algorithm to use for dynamic grid process – Linear INM Legacy or Second Order Laplacian. The default algorithm is Linear INM Legacy.

Aviation Environmental Design Tool

User Manual: 3c

	<ul style="list-style-type: none"> Linear INM Legacy is the algorithm for a first order fit (difference between the noise value at a grid point and the noise value of a linear fit between two neighbors of the same grid point). Second Order Laplacian is the algorithm for a second order fit (difference between the noise value at a grid point and noise values of a second order fit between the nine neighbors of the same grid point).
Refine Tolerance for Linear INM Legacy	The tolerance is threshold value (in decibels) for the difference between the noise value and the noise value of the linear fit between the neighboring points. If the absolute value of the difference is above the tolerance, the grid is divided in half (refined) and noise is evaluated at those new (interior) points.
Curvature Difference Fraction for Second Order Laplacian	Curvature difference fraction used for the Second Order Laplacian algorithm.

Appendix B.1.6: Preferences – Logging

Parameter	Description
Logging Level	
All	All messages.
Debug	Detailed informational messages as well as messages from the info, warn, error and fatal levels.
Info	Informational messages as well as messages from the warning, error, and fatal levels.
Warn	Minor non-critical messages as well as messages from the error and fatal levels.
Error	Errors that do not cause the application to shut down as well as messages from the fatal level.
Fatal	Severe errors that cause the application to shut down
Off	No messages.
Acoustics Diagnostics Reporting	
Enable Acoustics Diagnostics Reporting	<p>When selected, a diagnostics log file will be generated for each flight path segment and each receptor point combination and saved in the AEDT Logs folder (e.g., C:\AEDT\Logs)..</p> <p>It is recommended to limit the number of operations and receptor points when using this feature. The total number of generated diagnostics files can quickly overwhelm the computer's disk space.</p>

Appendix B.1.7: Preferences – Map

Parameter	Description
Zoom	
Map zoom factor	Setting for step size for zooming in or out. 1 = smaller steps 2 = bigger steps
Legend	
Show opacity slider in legend	When selected, an opacity slider will be shown with the result layer in the <i>Layers manager</i> .

Aviation Environmental Design Tool

User Manual: 3c

Appendix B.1.8: Preferences – Task Master

Parameter	Description
Use event level weather module	When selected, AEDT will use the weather data associated with the closest airport of the airports in the operation. When unselected, AEDT will use the weather data associated with the closest airport of all airports included in the metric result.
Filter sensor paths	When selected, AEDT will filter sensor path input trajectories for performance calculations. When unselected, filtering will not be applied on the sensor path inputs.
Smooth sensor paths	When selected, AEDT will smooth sensor path input trajectories for performance calculations. When unselected, smoothing will not be applied on the sensor path inputs.
Supersegment sensor paths	When selected, AEDT will simplify sensor path input trajectories for performance calculations. When unselected, simplification will not be applied on the sensor path inputs.
Ignore track altitude control	When selected, AEDT will ignore track altitude control.
Thrust smoothing level	Thrust smoothing on terminal-area approaches can be interpolated (most aggressive) or non-interpolated.

Appendix B.1.9: Preferences – User Interface

Parameter	Description
Application	
ArcGIS baselayer storage	Directory where application provided base layers (maps) are stored.
ArcGIS Runtime supporting GPKs	Directory where geoprocessing packages are stored.
ArcGIS Runtime supporting MPKs	Directory where Mpk files are stored.
ArcGIS Runtime supporting Mxd files	Directory where Mxd files are stored.
Default zoom level (nautical miles)	Default zoom level in nautical miles.
GIS temporary files directory	Directory where temporary files are stored.
Identify tool show bounding box	When selected, a bounding box will be shown when making a selection with the identify tool.
Identify tool size	Identify tool bounding box size.
Supported study database version	The version of the study database supported by the currently installed version of AEDT.
User manual file name	File name of the AEDT User Manual that is referenced by the help buttons.
ArcGIS Runtime Settings	
ArcGIS Runtime application data path	Directory where the application data is stored.
ArcGIS Runtime application data path name	Folder name for application data.

Aviation Environmental Design Tool

User Manual: 3c

ArcGIS Runtime temporary files path	Directory where temporary files are stored.
ArcGIS Runtime temporary files path name	Folder name for temporary files.
Ignore accelerated display warning	When selected, the accelerated display warning message will be disabled at startup.
Use Accelerated Display	The accelerated display increases the performance of the map. When selected, AEDT will use the accelerated display according to the selected option: <ul style="list-style-type: none"> • <i>Auto</i>: AEDT will determine if the accelerated displays should be used. • <i>True</i>: AEDT will use the accelerated display. • <i>False</i>: AEDT will not use the accelerated display.
ESRI Supporting Files	
Contour generation	A file that AEDT uses to generate contours.
Create population GBD from Census data	A file that AEDT uses to create the population geodatabase.
Empty MPK WGS84	A file that AEDT uses to visualize shapefiles.
Environmental Justice	A file name of the Environmental Justice GPK.
JSON to feature	A file that AEDT uses to convert a JSON file to feature.

Appendix B.1.10: Preferences – BADA Family 4

Parameter	Description
Workflow	<p>The “<i>Sensor path</i>” and “<i>ANP Procedures and Data below 10K feet</i>” options are only applicable to runway-to-runway type operations.</p> <ul style="list-style-type: none"> • Sensor path <ul style="list-style-type: none"> ○ When selected, runway-to-runway operations will use sensor path data (from 500 ft AFE and above) to model flight ground coordinates (lat/long), speed, and altitude targets for the BADA 4 performance model. ○ The ANP performance model is used for runway ground roll during takeoff and landing. ○ If sensor path data are not available and this option is selected, the BADA 4 modeling of the operations will fail and be recorded in the log file. • ANP Procedures and Data Below 10K feet <ul style="list-style-type: none"> ○ When selected, runway-to-runway operations will use a great circle ground track using the lat/long coordinates from runway-to-runway. ○ The BADA 4 performance model is used above 10,000 ft AFE for the departure part of the flight, and above 6,000 ft AFE for the arrival part of the flight. The BADA 4 performance model uses the BADA 4 altitude and speed schedules for altitude and speed targets. ○ The ANP performance model is used below 10,000 ft AFE for the departure part of the flight, and below 6,000 ft AFE for the arrival part of the flight.

	<ul style="list-style-type: none"> • Use ANP and BADA 3 fallback <ul style="list-style-type: none"> ○ This option is applicable to all operations using BADA 4 (all operation types, except overflights) that use procedural type profiles (not point type profiles). • When selected, if the BADA 4 model fails to process the operation, AEDT will attempt to process the operation using SAE-AIR-1845/Doc 29 (ANP) model for thrust calculations and the BADA 3 model for fuel burn in the terminal area; and the BADA 3 model will be used for both thrust and fuel burn calculations in the en-route phase (above 10,000 ft) (if applicable for the operation). If the operation fails using either or both models, it will be reported in the error log. • When unselected, if the BADA 4 model fails to process the operation, the operation will fail. If BADA 4 data is not available for the particular aircraft, it will use SAE-AIR-1845/Doc 29 (ANP) model for thrust calculations and the BADA 3 model for fuel burn in the terminal area; and the BADA 3 model will be used for both thrust and fuel burn calculations in the en-route phase (above 10,000 ft) (if applicable for the operation). ○ This option controls the default setting for the <i>Use ANP and BADA 3 Fallback</i> in the <i>Define Metric Results</i> wizard, <i>Set Processing Options</i> step. The selection made in the <i>Define Metric Results</i> wizard is the option that will be used in calculations. <p>Confirm which performance model was used to process the aircraft operation in the AEDT error log or from the <i>Metric Results</i> tab, details pane, <i>Aircraft Operations</i> tab <i>Performance Model</i> column (see Appendix B.2.4).</p>
ANP Segments Fuel Model	<p>This is only applicable to runway-to-runway type operations using the “ANP Procedures and Data Below 10K feet” option selected in the <i>Workflow</i> category.</p> <ul style="list-style-type: none"> • BADA 4 model <ul style="list-style-type: none"> ○ When selected, the BADA 4 performance model will be used for fuel consumption calculations for all phases of flight, including below 10,000 ft AFE. • SFI model <ul style="list-style-type: none"> ○ When selected, the default AEDT fuel model will be used for fuel consumption calculations below 10,000 ft AFE.
Enable Step Climb	<p>This is only applicable to runway-to-runway type operations using the “ANP Procedures and Data Below 10K feet” option selected in the <i>Workflow</i> category.</p> <p>Step climb incrementally increases cruise altitude when possible as aircraft weight decreases due to fuel burn.</p>
Descent	<p>This is only applicable to runway-to-runway type operations using the “ANP Procedures and Data Below 10K feet” option selected in the <i>Workflow</i> category.</p> <p>The <i>Descent</i> option controls the estimate of the distance when the cruise stops and descent starts depending on the different modes of descent:</p> <ul style="list-style-type: none"> • Use Idle – specifies descent at the idle thrust setting. • Use Angle – defines descent at a constant angle relative to the horizon. • Use Rate – defines descent with a constant rate of altitude change.
Sensor Path Input Settings	<p>This is only applicable to sensor path type operations using BADA 4.</p>

Aviation Environmental Design Tool

User Manual: 3c

	<p>When importing sensor path data into AEDT, if no information is provided on the type of airspeed that has been imported, it can be specified by this setting. If information on the type of air speed was specified during import, that classification will be used and this setting will be ignored.</p> <p>Speed Type:</p> <ul style="list-style-type: none"> • Ground speed • True air speed • Calibrated air speed
Procedural Terminal Workflow Settings	<p>The following setting is applicable to both reduced and non-reduced thrust profiles in the BADA 4 workflow.</p> <ul style="list-style-type: none"> • Add arrival flap transition segment <ul style="list-style-type: none"> ○ When selected, an arrival transition segment will be added to ensure that thrust from one flap setting to another changes over the distance of 1,000 ft. Without the flap transition segment, the thrust change could occur over a much larger distance, which may result in inaccurate noise calculations. <p>The following settings are applicable to reduced thrust operations that are associated with a single runway (no runway-to-runway or overflight operations). Since the BADA 4 performance model requires that the aircraft engines use BADA 4 climb power during climb segments above 10,000 ft MSL, use the settings in this category to smooth the transition between reduced thrust below 10,000 ft MSL to BADA 4 climb power above 10,000 ft MSL.</p> <ul style="list-style-type: none"> • Enable reduced thrust taper <ul style="list-style-type: none"> ○ When selected and the annualization includes operations that use reduced thrust profiles, the transition between reduced takeoff thrust below 10,000 ft MSL to climb power above 10,000 ft MSL will be applied based on the <i>Reduced thrust taper upper limit</i>. • Reduced thrust taper upper limit (ft) <ul style="list-style-type: none"> ○ Enter an altitude between 10,500 and 40,000 feet MSL for the transition from reduced thrust to BADA 4 climb power to be achieved.

Appendix B.1.11: Preferences – Emissions

Parameter	Description
Enable engine multiplier for flight-based taxi times	When selected, taxi fuel and emissions modeling is done for all engine taxi (number of engines is specific to each aircraft). When unselected, taxi fuel and emissions modeling is done for single engine taxi.
Enable flight-based taxi times	When selected, taxi times of individual flight operations are used to calculate taxi time. When unselected, average taxi times of airport layout are used. This option only applies to metric results that do not use delay and sequence modeling.
Fuel sulfur content	Sulfur content in fuel. Default value is 0.0006 (0.06%).
Sulfur to sulfate conversion rate	Sulfur to sulfate conversion rate. Default value is 0.024 (2.4%).

Appendix B.1.12: Preferences – Emissions Dispersion

Parameter	Description
Standard Settings	
Airborne source X spacing override (meters)	<p>AEDT will use the provided spacing for the X direction voxel grid spacing used in emissions dispersion airborne source calculations if the following options are selected as follows:</p> <ul style="list-style-type: none"> • Override airborne source spacing: selected. • Align airborne sources: unselected. <p>The default X spacing without alignment is equal to 200 m.</p>
Airborne source Y spacing override (meters)	<p>AEDT will use the provided spacing for the Y direction voxel grid spacing used in emissions dispersion airborne source calculations if the following options are selected as follows:</p> <ul style="list-style-type: none"> • Override airborne source spacing: selected. • Align airborne sources: unselected. <p>The default Y spacing without alignment is equal to 200 m.</p>
Airborne source Z spacing override (meters)	<p>AEDT will use provided spacing for the Z direction voxel grid spacing used in emissions dispersion airborne source calculations if the following options are selected as follows:</p> <ul style="list-style-type: none"> • Override airborne source spacing: selected. • Align airborne sources: unselected. <p>The default Z spacing without alignment is equal to 20 m.</p>
Override airborne source spacing	When selected, AEDT will use the user defined voxel grid spacing for emissions dispersion airborne source calculations.
Override runway source spacing	When selected, AEDT will use the user defined voxel grid spacing for emissions dispersion runway source calculations.
Runway source X spacing override (meters)	<p>AEDT will use the input spacing for the X direction spacing of runway sources if the following options are selected as follows:</p> <ul style="list-style-type: none"> • Override runway source spacing: selected. • Align runway sources: unselected. <p>The default X spacing without alignment is equal to 20 m.</p>
Runway source Y spacing override (meters)	<p>AEDT will use the input spacing for the Z direction spacing of runway sources if the following options are selected as follows:</p> <ul style="list-style-type: none"> • Override runway source spacing: selected. • Align runway sources: unselected. <p>The default Z spacing without alignment is equal to 20 m.</p>
Advanced Settings	
Random number seed (int > 0) for aircraft schedule for every run	<p>This setting controls the random algorithm seed value used by DSQM for the assignment of operation time for profile-based operations.</p> <ul style="list-style-type: none"> • When it is set to -1, seed value initialization is done only once when AEDT is first started. In other words, re-running the same metric result (with DSQM) in same AEDT session will produce different results every time. • In order to have repeatable results with DSQM, enter a positive integer for this setting. Please refer to Section 7.4 in the AEDT 3c Technical Manual for further information.

Aviation Environmental Design Tool

User Manual: 3c

Random number seed (int > 0) for ground delay sequencing for every run	<p>This setting controls the random algorithm seed value used by DSQM for the assignment of runway end for aircraft operations.</p> <ul style="list-style-type: none"> When it is set to -1, seed value initialization is done only once when AEDT is first started. In other words, re-running the same metric result (with DSQM) in same AEDT session will produce different results every time. In order to have repeatable results with DSQM, enter a positive integer for this setting. Please refer to Section 7.4 in the AEDT 3c Technical Manual for further information.
Align runway sources	<p>When selected, AEDT will align the Y axis of the surface voxel grid with the runway. The X spacing of the surface voxel grid is set to 20m and corresponds to the width of each area source. The Y spacing of the voxel grid is calculated based on the runway length and corresponds to the length of each area source.</p> <p>Recommended for metric results with all operations on one runway.</p>
Align airborne sources	<p>When selected, AEDT will align the Y axis of three-dimensional voxel grid with the runway. The X spacing of the three-dimensional voxel grid is set to 20m and corresponds to the width of each airborne area source. The Y spacing of the three-dimensional voxel grid is set to 200m and corresponds to the length of each airborne area source.</p> <p>Recommended for metric results with all operations on one runway.</p>
Area release height (meters)	Emissions release height of the runway and airborne area sources, in meters.
Output CON file	When selected, AEDT will produce separate CON files (raw hourly emissions concentrations) for air operations, taxi operations, ground (runways) operations, gate (APU, GSE) operations, and stationary operations.
Use BADA fuel model	When selected, AEDT will use the BADA nominal fuel flow formula. If unselected, AEDT will use the Senzig-Fleming-Iovinelli (SFI) fuel flow model.
Use EDMS results	Select this option to use the EDMS APM/AEM result in csv format to calculate CO emissions. This setting is used in conjunction with "File with EDMS results" setting.
File with EDMS results	Applicable when the "Use EDMS results" setting is selected. Directory where the EDMS APM/AEM result files are stored. File must have a CSV extension.
Make the Receptor Grid EDMS Compatible	When selected, AEDT will use the receptor grid in EDMS format.
Use AERMOD receptor grid	When selected, the receptor grid specified in the <i>File with AERMOD receptor grid</i> field will override the assigned receptor set of an emissions dispersion metric result. Results generated from the <i>View Pollutant Concentrations</i> and <i>Emissions Dispersion</i> report options will reflect the AERMOD receptor grid.
File with AERMOD receptor grid	Applicable when the "Use AERMOD receptor grid" setting is selected. Directory where the receptor grid in AERMOD format is stored. File must have an INC extension.
Maximum delay hour for Scheduling	<p>This setting allows user to limit the maximum amount of delay calculated for each aircraft operation by the Delay and Sequencing Model (DSQM).</p> <ul style="list-style-type: none"> -1 means the DSQM will be used to calculate delay. This is the default. 0 means no delay will be applied so that all flights depart in the time originally assigned.

Aviation Environmental Design Tool

User Manual: 3c

	<ul style="list-style-type: none"> A positive number means the maximum delay calculated by the DSQM will be limited to that number of hours (e.g., a value of 3 means the maximum delay of 3 hours).
Extract emissions results in subsets	<p>Extract emissions dispersion results from the database in discrete time-based chunks (chunking) as determined by the <i>Subset data size (days)</i> value, rather than all at once. Checking this option is recommended for improving performance on machines with limited memory (e.g., 8 GB of RAM). By default, the <i>Extract emissions results in subsets</i> setting is checked, and <i>Subset data size</i> is set to 30 days.</p> <ul style="list-style-type: none"> When this setting is not selected, hourly emissions results are retrieved from the database and aggregated in a single step. This can be very memory intensive, and the emissions dispersion process could fail in machines with smaller amounts of memory (<8 GB). When this setting is selected, hourly emissions results are retrieved in subsets, aggregating the non-zero emissions, and subsequently releasing all the memory associated with each subset after it has been processed and added to the aggregate emissions. <p>If sufficient memory is available to process all the emissions without chunking, then the HRE file generation step will execute faster than with chunking. However, the difference in execution speed between “no chunking” and “with chunking” runs will get smaller the larger the subset size. Adjust the subset data size as appropriate considering available memory and study size.</p> <p>This setting must be checked in order to use the Stop & Resume for HRE File Generation.</p>
Subset data size (days)	This setting is applicable when the “Extract emissions results in subsets” is selected. Set the number of days of data to extract in each subset. Smaller subset data size will take longer time in the HRE file generation step, but will use less memory.
Save interim results during HRE generation	This setting is applicable only when the “Extract emissions results in subsets” is selected. Checking this setting allows for recovery and resume of the HRE file generation process either if the Stop button was pressed during the run or if the power goes out or similar.
NO2 conversion method from NOx	This setting determines which NO2 conversion method is selected by default in the Define Metric Results wizard.

Appendix B.1.13: Preferences – Environmental Justice Model

Parameter	Description
ACS Census API endpoint	https://api.census.gov/data/2015/acs/acs5/
Block group feature layer	The feature layer used to determine which block groups (FIPS) are affected by the selected environmental justice study area, which is used to download the data from the ACS API endpoint.
Census API Key	Census API key
Columns to make invisible	This setting is used to reduce the large number of ACS variables to the variables of interest. This is a comma separated list of columns to make invisible in the

Aviation Environmental Design Tool

User Manual: 3c

	environmental justice layer attributes pane ⁸ . By default, only the most commonly needed variables are visible. The user can reference the Census lookup table to determine which columns should be used in AEDT.
Columns to use for threshold	The ACS variables for which AEDT uses to determine the average and identifies those which exceed that average. Multiple entries should be separated by a comma (no spaces). <ul style="list-style-type: none"> • Minority: "pct_minority" • Low-Income: "pct_1xpov" • Linguistic Isolation: "pct_lang"
Delete zero population polygons	When checked, polygons with zero population (e.g., bodies of water) will be deleted from the result.
Tract feature layer	The feature layer used to determine which tracts (FIPS) are affected by the selected environmental justice study area, which is used to download the data from the ACS API endpoint.

Appendix B.1.14: Preferences – Population Exposure Model

Parameter	Description
Census data folder	The directory where the 2010 Census data is stored. The Census data must be located in a folder path without any spaces; otherwise the population exposure report will not be generated.
Census geodatabase cache folder	The directory for the Census gdb cache to be maintained. This folder should be unique per study.

Appendix B.1.15: Preferences – Study

Parameter	Description
Modeling Options	
Check track angle	When selected, AEDT discards operations on tracks with angles that exceed 90 degrees.
Use hard ground attenuation for helicopters and propeller aircraft	When selected, lateral attenuation is turned off for helicopters and propeller aircraft. When this option is not selected, AEDT uses SAE-ARP-5662 lateral attenuation for all aircraft types. Jet aircraft always use SAE-ARP-5662 for lateral attenuation.
Apply Delay & Sequencing Model	When selected, AEDT uses the delay sequence queueing modeling for taxi operations for all metric types. Operating configuration and taxi network must exist in the study airport for this option to affect the results. In addition, aircraft operations must be assigned to a gate. If this option is not selected, the operating configuration is ignored and the operations are processed for the specified time without considering delays.
Exclude departure operations that overrun runway	This setting allows the user to control whether to exclude departure operations whose ground roll exceeds the runway length during takeoff. <ul style="list-style-type: none"> ▪ This setting is unchecked by default. When it is unchecked, then AEDT will log such operations as a warning but still process them. When this occurs, users are advised to take corrective action to their input by assigning aircraft to a longer runway, selecting a shorter stage length, or ensuring that the aircraft are not attempting to depart with a tailwind.

⁸ All other variables in the ACS data will be visible in the layer attributes pane. Note the invisible variables are still accessible through the column chooser. See http://www2.census.gov/geo/tiger/TIGER_DP/2013ACS/Metadata/ for a description of all the ACS variables.

Aviation Environmental Design Tool

User Manual: 3c

	<ul style="list-style-type: none"> When it is checked, AEDT will drop such operations and log them as an error. It is important to note that excluding operations will result in differences in results.
Calculate aircraft engine startup emissions	When selected, AEDT calculates the engine startup emissions for the aircraft operations in the metric result.
Calculate speciated organic gases	When selected, speciated organic gases will be included in emissions calculations.
Atmospheric absorption type	<p>When selected, AEDT includes the effects of atmospheric absorption on noise according to the selected option:</p> <ul style="list-style-type: none"> <i>Unadjusted (SAE-AIR-1845 atmosphere)</i>: AEDT uses the inherent atmospheric absorption according to SAE-AIR-1845 and noise data are unadjusted for study-specific atmospherics. <i>SAE-ARP-866A</i>: noise data are adjusted for user-defined temperature and relative humidity values (study-specific airport conditions) according to the methods specified in SAE-ARP-866A. <i>SAE-ARP-5534</i>: noise data are adjusted for user-defined temperature, relative humidity, and atmospheric pressure values (study-specific airport conditions) according to the methods specified in SAE-ARP-5534.
Annualization Options	
Mixing height AFE (ft)	This is used in the Emissions Report, Climb Below Mixing Height mode and Descend Below Mixing Height mode.
Noise altitude cutoff MSL (ft)	<p>Altitude above which noise calculations are no longer processed, in feet mean sea level. Note that the unit is in MSL, not AGL. Valid range: 0 – 100,000</p> <p>To disable noise altitude cutoff, leave this option blank.</p>
Use bank angle	<p>When selected, AEDT includes aircraft banking effects in noise calculations. Bank angle affects are not applied to helicopters or aircraft without thrust defined in pounds or percent maximum thrust.</p> <p>Bank angle is calculated based on ground track curvature and an airplane speed. Due to the strong effects of ground track curvature, it is recommended to use this setting only when tracks are defined as vector-type tracks.</p>
Date & Time Options	
Default operation time	Specifies the default operation time in the <i>Create Aircraft/Non-Aircraft/Runup/Helitaxi Operations</i> wizards.
Noise Contour Options	
Default minimum	Minimum contour level. Units for dB-based metrics are in decibels. Units for time-based metrics are in minutes or in percent (%).
Default maximum	Maximum contour level. Units for dB-based metrics are in decibels. Units for time-based metrics are in minutes or in percent (%).
Default increment	Decibel level increment. Units for dB-based metrics are in decibels. Units for time-based metrics are in minutes or in percent (%).

Appendix B.1.16: Preferences – Time Audible Metric

Parameter	Description
Identifier	Unique identifier for Time Audible files
Ambient Map	File path where the ambient map file is located
Spectral Data	File path where the spectral data file is located

HashKey	FAA provided hash key generated from the identifier, ambient map, and spectral data.
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Appendix B.2 : Metric Results Tab

Appendix B.2.1: Metric Results Pane

Parameter	Description
ID	Unique ID for the metric result.
State	Run status of the metric result.
Metric	Metric included in the metric result.
Type	Type of metric result.
Receptor Set	Receptor set included in the metric result.
Annualization	Annualization for the metric result.
Name	Name of the metric result.
Description	Description of the metric result.
Analysis Year	The analysis year is used in VALE reporting (for emissions metric only) or when considering yearly deterioration for GSE when the manufacturer year is included (emissions and emissions dispersion metrics).

Appendix B.2.2: Details Pane – Details Tab

Parameter	Description
General	
Metric Result ID	Unique ID for the metric result.
Metric	Metrics included in the metric result.
Type	Type of metric result.
Receptor Set	Receptor sets included in the metric result.
Annualization	Annualization for the metric result.
Name	Name of the metric result.
Description	Description of the metric result.
Run Start Time	Date and start time of when the metric result was last run.
Run End Time	Date and end time of when the metric result was last run.
Run Status	Name of last completed calculation step in the metric result.
Operation Time	Date and time of the first/earliest operation in the metric result.
Duration (hours)	Duration of the metric result in hours.
Sulfur to Sulfate Conversion Rate	Sulfur to sulfate conversion rate for the metric result.
Fuel Sulfur Content	Fuel sulfur content for the metric result.
Noise Altitude Cutoff MSL (ft)	Noise altitude cutoff in feet mean sea level for the metric result.
Mixing Height AFE (ft)	Mixing height in feet above field elevation for the metric result.
Modeling Options	
Check Track Angle	Check box indicating if the check track angle option is selected for the metric result.
Apply Delay & Sequencing Model	Check box indicating if delay and sequence modeling is selected for the metric result.
Calculate Aircraft Engine Startup Emissions	Check box indicating if aircraft engine startup emissions are calculated for the metric result.

Aviation Environmental Design Tool

User Manual: 3c

Calculate Speciated Organic Gases	Check box indicating if the speciated organic gases are calculated for in the metric result.
Analysis Year	Analysis year of the metric result.
MOVES Inventory Scenario(s)	MOVES inventory scenario(s) selected for the metric result.
MOVES AERMOD Scenario	MOVES AERMOD scenarios selected for the metric result. Applicable to emissions dispersion metric results.
Atmospheric Absorption	Type of atmospheric absorption used in the noise calculations in the metric result.
Lateral Attenuation	Type of lateral attenuation used in the noise calculations in the metric result.
Dynamic grid contour expansion level	The lowest closed contour level that the dynamic grid will achieve. Units for dB-based metrics are in decibels. Units for time-based metrics are in minutes or in percent (%).
Weather Fidelity	Weather fidelity used in the metric result.
Use Terrain	Check box indicating if terrain is used in the noise calculations in the metric result.
Fill Terrain	Check box indicating if gaps in terrain data are filled with a user-defined terrain elevation for the metric result.
Fill Terrain Elevation (ft)	User-defined terrain elevation used to fill gaps in terrain data in the metric result.
Noise Line of Sight Blockage	Check box indicating if line of sight blockage is included in the noise calculations for the metric result.
Use Fixed Ambient Threshold	Check box indicating if a fixed ambient threshold is used in the noise calculations in the metric result.
Fixed Ambient Threshold (dB)	Fixed ambient noise level threshold that is applied across all receptors for the noise calculations in the metric result, in decibels.
Delta Ambient	For the time above noise metric, a spatially uniform offset applied to the modeled noise levels before comparison to the ambient.
Use Ambient	Check box indicating if ambient files are used in the time audible noise metric result.
Ambient Screening	For the TAUD noise metric, indicates if ambient screening is used. For the time above noise metric, indicates if geospatially referenced ambient is used.
Use Spectral Cutoff	Check box indicating if spectral cutoff is used to minimize the audibility computations for distances which would not result in audible sound levels, therefore maximizing run-time efficiency.
TAUD Start Time	Start time for the time audible noise metric.
TAUD Duration (hh:mm)	Duration for the time audible noise metric.
Number Above Noise Level	
Enabled	Check box indicating if the number of operations above the threshold is reported in the noise report and receptor set attributes.
Threshold (dB)	Threshold level (in decibels) in which to compare noise level results.
NO2 Conversion Options	
Conversion Method	NO2 conversion method used for the NO2 metric result.
Min Ambient Ratio	ARM2 option – lower limit of ambient ratio
Max Ambient Ratio	ARM2 option – upper limit of ambient ratio
Ambient Equilibrium NO2/NOx Ratio	Tier 3 option – ambient equilibrium ratio
Default In-Stack NO2/NOx Ratio	Tier 3 option – default in-stack ratio

Aviation Environmental Design Tool

User Manual: 3c

Source Group In-Stack NO ₂ /NO _x Ratio	Tier 3 option – in-stack ratios for different source groups
Background Ozone Concentrations	Tier 3 option – background ozone concentrations information.
BADA 4 Modeling	
Use BADA Family 4	Check box indicating if BADA 4 model is used for both thrust and fuel burn calculations in the terminal area and the en-route phase, where appropriate data are available
Use ANP and BADA 3 Fallback	Check box indicating if BADA 4 model data are not available, then the SAE-AIR-1845/Doc 29 (ANP) model will be used for thrust calculations and the BADA 3 model will be used for fuel burn in the terminal area; and the BADA 3 model will be used for both thrust and fuel burn calculations in the en-route phase (above 10,000 ft) (if applicable for the operation).
Enable reduced thrust taper	Check box indicating if reduced thrust taper is enabled for the selected metric result.
Reduced thrust taper upper limit (ft)	Upper limit value of the reduced thrust taper in feet MSL.
Background Concentrations	
Units	Units of the background concentrations.
Wind sector – Angle range	Starting and ending angle of the wind sector.
Wind sector – Value type	Type of the specified background concentration (Hourly, Non-hourly, ANNUAL, MONTHLY, WSPEED, etc.) and the background values.
Results Storage Options	
Dispersion Results	Pollutant included in the metric result.
Emissions Results	Level of emissions results included in the metric result.
Noise Results	Level of noise results included in the metric result.
Emission Dispersion Output	
Source Groups	<p>Source groups of emissions to report. All source groups include background concentrations as well as results for the selected source except the background only group.</p> <p>All: All source groups Aircraft: Total contributions from all aircraft sources including taxiways, runways, and airborne as well as background concentrations All airborne sources: Total airborne contributions from all aircraft sources as well as background concentrations* Taxiways: Total taxiway contributions as well as background concentrations Gates: Total gate contributions as well as background concentrations Training fires: Total training fire contributions as well as background concentrations Parking facilities: Total parking facility contributions as well as background concentrations Roadways: Total roadway contributions as well as background concentrations Construction: Total construction contributions as well as background concentrations Stationary sources: Total contributions from stationary sources as well as background concentrations Background only: Only the background concentrations that were entered are included in the results without any of the sources generated by AEDT</p>

Aviation Environmental Design Tool

User Manual: 3c

	*All airborne sources is only included in the emissions dispersion report if the <i>Output CON file</i> option is selected in <i>Study tab, Preferences, Emissions Dispersion</i> .
Averaging Times and Rankings	Selected averaging times and rankings.

Appendix B.2.3: Details Pane – Aircraft Operations Tab

Parameter	Description
Air Operation ID	AEDT generated air operation ID.
User ID	User defined ID.
Operation Group	Operation group name.
Airframe	Airframe description.
Engine	Engine code.
Engine Mod	Engine modification code.
Departure Airport	Name of the departure airport for the operation (departure operations).
Departure Layout	Name of the departure airport layout for the operation (departure operations).
Arrival Airport	Name of the arrival airport for the operation (arrival operations).
Arrival Layout	Name of the arrival airport layout for the operation (arrival operations).
Operation Type	Type of operation.
Operation Time	Date and time of the operation.
Operation Count	Number of operations over the duration of the annualization under which the operation is included.
Stage Length	Stage length category for the operation.
Aircraft Type	Type of aircraft for the operation.
Track	Track name for the operation.
% Contribution	Noise energy contribution to the overall noise in the metric result per operation (if noise storage level is set to operation) or per operation group (if the noise storage level is set to operation group).
Arrival Runway End	Name of the arrival runway end for the operation (departure operations).
Departure Runway End	Name of the departure runway end for the operation (departure operations).
Crosses Time Periods	When delay & sequence modeling is enabled, the scheduled operation time will be compared to the actual operation time. If an operation occurs in a different time period (day, evening, or night) than scheduled, it will be identified in this field.
Performance Model	Performance model that was used to process the aircraft operation. Valid values are: ANP and BADA 3, BADA 4, or ANP and BADA 3 Fallback. <ul style="list-style-type: none"> ○ <i>ANP and BADA 3</i> indicates that SAE-AIR-1845/Doc 29 (ANP) model was used for thrust calculations and the BADA 3 model was used for fuel burn in the terminal area; and the BADA 3 model was used for both thrust and fuel burn calculations in the en-route phase (above 10,000 ft) (if applicable for the operation). ○ <i>BADA 4</i> indicates that the BADA 4 model was used for both thrust and fuel burn calculations in the terminal area and the en-route phase, where appropriate data were available.

Aviation Environmental Design Tool

User Manual: 3c

	<ul style="list-style-type: none"> ○ <i>ANP and BADA 3 Fallback</i> indicates that using the BADA 4 model failed and ANP and BADA 3 was used instead.
Errors and Warnings	Any ANP and BADA 3 performance errors generated from processing the aircraft operation.
BADA 4 Model	Identifier for the BADA 4 aircraft assigned to the operation, if appropriate.

Appendix B.2.4: Details Pane – Tracks Tab

Parameter	Description
Track ID	AEDT generated track ID.
Track	Track name.
Runway End	Runway end associated with the operation.
Operation Type	Type of operation associated with the track.
Aircraft Type	Type of aircraft for the operation.
Track Type	Type of track – Point or Vector.

Appendix B.2.5: Metric Results Wizard – Processing Options

Results Storage Options	
Noise	<p>Level of results to report. Operation Group, Operation, and Detailed in order of refinement.</p> <p>Operation or Operation Group must be selected in order to calculate noise energy contributions. Detailed must be selected in order to view the detailed noise results.</p>
Emissions	Level of results to report. Operation Group, Operation, and Segment in order of refinement.
Emissions/Performance Modeling Options	
Weather Fidelity	This option is available for all metric types except emissions dispersion metrics (which use AERMOD weather) and allows for the selection of average annual airport weather, International Standard Atmosphere (ISA) weather, or high fidelity weather.
Use BADA Family 4	<p>When selected, AEDT will use the BADA 4 model for both thrust and fuel burn calculations in the terminal area and the en-route phase, where appropriate data are available.</p> <p>When unselected, the SAE-AIR-1845/Doc 29 (ANP) model will be used for thrust calculations and the BADA 3 model will be used for fuel burn in the terminal area; and the BADA 3 model will be used for both thrust and fuel burn calculations in the en-route phase (above 10,000 ft) (if applicable for the operation).</p>
Use ANP and BADA 3 fallback	<p>When selected, if the BADA 4 model fails to process the operation, AEDT will attempt to process the operation using SAE-AIR-1845/Doc 29 (ANP) model for thrust calculations and the BADA 3 model for fuel burn in the terminal area; and the BADA 3 model will be used for both thrust and fuel burn calculations in the en-route phase (above 10,000 ft) (if applicable for the operation). If the operation fails using either or both models, it will be reported in the error log.</p> <p>When unselected, if the BADA 4 model fails to process the operation, the operation will fail. If BADA 4 data is not available for the particular aircraft, it will use SAE-AIR-1845/Doc 29 (ANP) model for thrust calculations and the BADA 3 model for fuel burn in the terminal area; and the BADA 3 model will be used for both thrust and fuel burn calculations in the en-route phase (above 10,000 ft) (if applicable for the operation).</p>

Aviation Environmental Design Tool

User Manual: 3c

Enable reduced thrust taper	When selected and the annualization includes operations that use reduced thrust profiles, the transition between reduced takeoff thrust below 10,000 ft MSL to climb power above 10,000 ft MSL will be applied based on the <i>Taper upper limit</i> .
Taper upper limit (ft)	Enter an altitude between 10,500 and 40,000 feet MSL for the transition from reduced thrust to BADA 4 climb power to be achieved.
Check track angle	When selected, AEDT discards operations on tracks with angles that exceed 90 degrees.
Apply Delay & Sequencing Model	When selected, AEDT uses the delay sequence queueing modeling for taxi operations for all metric types. Operating configuration and taxi network must exist in the study airport for this option to affect the results. In addition, aircraft operations must be assigned to a gate. If this option is not selected, the operating configuration is ignored and the operations are processed for the specified time without considering delays.
Calculate aircraft engine startup emissions	This option is enabled for Emissions and Emissions Dispersion metrics. When selected, AEDT calculates the startup emissions for the aircraft operations in the metric result.
Calculate Speciated Organic gases	When selected, speciated organic gases will be included in emissions calculations.
Analysis year	The analysis year is used in VALE reporting (for emissions metric only) or when considering yearly deterioration for GSE when the manufacturer year is included (emissions and emissions dispersion metrics)
Include MOVES Inventory Scenario(s)	This option is only displayed for emissions and emissions dispersion metric type. This list will contain the MOVES Inventory scenarios with a year that matches that of the metric result. Users have the option to display and select different MOVES inventory scenario by entering desired year (or years) in the <i>Analysis year</i> text box.
Include MOVES AERMOD Scenario	This option is only displayed for emissions dispersion metric type. When selected, a list of MOVES AERMOD scenarios with a pollutant type that matches that of the metric result will be available in the drop-down menu.
Noise Modeling Options	
Use hard ground attenuation for helicopters and propeller aircraft	When selected, lateral attenuation is turned off for helicopters and propeller aircraft. When this option is not selected, AEDT uses SAE-ARP-5662 lateral attenuation for all aircraft types. Jet aircraft always use SAE-ARP-5662 for lateral attenuation.
Dynamic grid contour expansion level	This option is only displayed when a dynamic grid receptor set is selected. The lowest closed contour level that the dynamic grid will achieve. Units for dB-based metrics are in decibels. Units for time-based metrics are in minutes or in percent (%).
Atmospheric absorption type	When selected, AEDT includes the effects of atmospheric absorption on noise according to the selected option: <ul style="list-style-type: none"> ▪ <i>Unadjusted (SAE-AIR-1845 atmosphere)</i>: AEDT uses the inherent atmospheric absorption according to SAE-AIR-1845 and noise data are unadjusted for study-specific atmospherics. ▪ <i>SAE-ARP-866A</i>: noise data are adjusted for user-defined temperature and relative humidity values (study-specific airport conditions) according to the methods specified in SAE-ARP-866A. ▪ <i>SAE-ARP-5534</i>: noise data are adjusted for user-defined temperature, relative humidity, and atmospheric pressure values (study-specific airport conditions) according to the methods specified in SAE-ARP-5534.
Metric Result Options	
Name	(Optional) Name of the metric result.
Description	(Optional) Description of the metric result.

Aviation Environmental Design Tool

User Manual: 3c

Ambient	
Uniform Ambient	When selected, AEDT uses the specified ambient noise threshold as a threshold to calculate the number of minutes that noise levels are above that threshold at each receptor. When unselected, AEDT uses the threshold of human hearing as the ambient threshold for these metrics.
Threshold (dB)	A fixed ambient noise level threshold in decibels that is applied across all receptors in the metric result.
Geospatially referenced ambient	When selected, AEDT uses the ambient values from the ambient directory specified in the <i>Definitions</i> tab.
Offset value (dB)	When selected, the offset value defined in this field is added to the ambient values in selected file.
Terrain	
Use terrain data	When selected, AEDT uses the specified terrain elevation data in noise calculations.
Apply line of sight blockage	When selected, AEDT accounts for the added attenuation due to line of sight blockage from terrain features.
Fill terrain (ft)	When selected, AEDT will use the input elevation in feet as the terrain elevation for any areas not covered by terrain file data.
Number Above Noise Level	
Calculate Number Above Noise Level	When selected, AEDT will output the number of operations above the threshold in the noise report and receptor set attributes. Noise levels will not be reported.
Number Above Threshold (dB)	Enter the threshold level (in decibels) in which to compare noise level results. Only a single threshold level can be provided for each metric result.
Emission Dispersion Output	
NO2 Modeling Tier	NO2 to NOx conversion method.
Source Groups	Source groups of emissions to report.
Averaging Times and Rankings	Averaging times and ranking of values to report. Empty averaging times will report nothing. Month and Annual averaging times require a minimum study length of a month or a year, respectively, to complete.
Compute 1-hour Max Daily averages at each receptor for use in assessing NAAQS	<p>This option is enabled for SOx/SO2 metrics that contain a minimum of four days of operations data and for NOx/NO2 metrics that contain a minimum of eight days of operations data.</p> <p>When selected, AEDT computes the 1-hour averaged maximum daily emission value for each receptor to use in assessing NAAQS. For SOx/SO2, AEDT outputs the 4th highest value for each receptor, and for NOx/NO2, AEDT outputs the 8th highest value.</p>
Background Concentrations / Background Ozone Concentrations	
Enable background concentrations	When selected, enables background concentration modeling.
Add wind sector	Add a new wind sector definition to the end of the current set of wind sectors.
Units	The units of a provided hourly or non-hourly background concentrations file.
Start	The starting angle of the selected wind sector.
Delete wind sector	Delete the currently selected wind sector
Hourly file	When enabled, allows definition of an hourly background concentration file for the currently selected wind sector. Not mutually exclusive with non-hourly definitions.
Non-hourly	When enabled, allows definition of non-hourly background concentrations for the currently selected wind sector. Not mutually exclusive with hourly definitions.
Annual	When enabled, AEDT calculates background concentrations using a single background value specified by the user.

Use file	When enabled, AEDT calculates background concentrations using a non-hourly background concentration file specified by the user.
Type	The temporal type of the specified non-hourly background concentration file, as determined by AEDT. (ANNUAL, MONTHLY, WSPEED, etc.)
Wind Speed Categories (m/s)	If the non-hourly file is of the type WSPEED, lists the wind speed categories.
NO2 Options	
Lower Limit	ARM2 option – lower limit of ambient ratio
Upper Limit	ARM2 option – upper limit of ambient ratio
Ambient Equilibrium NO2/NOx Ratio	Tier 3 option – ambient equilibrium ratio
Default In-Stack NO2/NOx Ratio	Tier 3 option – default in-stack ratio
Source Group In-Stack NO2/NOx Ratio	Tier 3 option – in-stack ratios for different source groups

Appendix B.3: Metric Results Tab - Layer Attributes

Parameter	Description
Contour Layer	
Object ID	AEDT generated object ID.
Contour (dB)	Contour noise level, in decibels.
Time Audible (min)	Amount of time (in minutes) aircraft is audible above given ambient file
Time Audible (%)	Percentage of time aircraft is audible above given ambient file
Closed	Indicates whether the contour is closed or not
Perc. Area (%)	Percent area is the area % covered by the given contour level that does not include the next higher contour level. For example, for a 70 dB contour level, this value represents the 70 dB contour area minus the 75 dB area. In other words: Percent Area for 70 dB = Cumulative % area for 70 dB - Cumulative % area for 75 dB
Cum. Perc. Area (%)	Percentage of total area covered by the given contour level and higher. For example, for a 70 dB contour level, this value represents the area percentage for 70 dB and higher. The cumulative percent area is calculated by dividing the Shape Area by the receptor set area or boundary area.
Shape Length (m)	Length (perimeter) of the contour(s) for the given contour level, in meters. If there are multiple contours for the given contour level, then this value represents the combined length of multiple contours. For example, if multiple contours exist for 75 dB level, the shape length is the sum of the length of those contours.
Shape Area (sq m)	Area of the contour for the given contour level and higher, in square meters. For example, for a 70 dB contour level, this value represents the area for 70 dB and higher.
Metric Type	Type of metric.
Metric Name	Name of the metric.
Track Layer	
Track Name	Name of the track.
Aircraft Type	Type of aircraft assigned to the track.
Airport	Airport associated with the track.
Runway End	Runway end associated with the track.
Operation Type	Type of operation associated with the track.

Aviation Environmental Design Tool

User Manual: 3c

Track Type	Type of track.
SubtrackID	Subtrack identifier.
SubtrackNum	Ordinal number of the subtrack.
PCT Dispersion	Percentage of a given operations to be applied on the subtrack.
Sensor Path Layer	
Sensor Type	Type of sensor path data.
Departure Airport Name	Departure airport associated with the track.
Departure Airport Layout ID	Departure airport layout associated with the track.
Departure Runway End ID	Departure runway end associated with the track.
Arrival Airport Name	Arrival airport associated with the track.
Arrival Airport Layout ID	Arrival airport layout associated with the track.
Arrival Runway End ID	Arrival runway end associated with the track.
Receptor Set Layer	
Receptor ID	AEDT generated receptor ID.
Receptor Name	Receptor name.
Receptor Index	AEDT generated receptor index.
Receptor Set ID	AEDT generated receptor set ID.
Receptor Set Name	Receptor set name.
Latitude	Latitude of the grid point, in degrees.
Longitude	Longitude of the grid point, in degrees.
Elevation (ft)	Elevation of the grid point, in feet above mean sea level.
Noise Exposure Layer	
Receptor ID	AEDT generated receptor ID.
Receptor Name	Receptor name.
Receptor Index	AEDT generated receptor index.
Receptor Set ID	AEDT generated receptor set ID.
Receptor Set Name	Receptor set name.
Latitude	Latitude of the grid point, in degrees.
Longitude	Longitude of the grid point, in degrees.
Elevation (ft)	Elevation of the grid point, in feet above mean sea level.
Noise (dB)	Noise level at the grid point, in decibels.
Minutes	Amount of time (in minutes) aircraft is audible.
Metric Type	Type of metric.
Metric Name	Name of the metric.
Pollutant Concentration Layer	
Latitude	Latitude of the emissions concentration receptor point, in degrees.
Longitude	Longitude of the emissions concentration receptor point, in degrees.
Elevation	Elevation of the emissions concentration receptor point, in feet.
Concentration Index	An index into the concentration pollutant level color map.
Pollutant ($\mu\text{g}/\text{m}^3$)	The total level of the pollutant (sum of the source concentrations and the background concentrations).

Aviation Environmental Design Tool

User Manual: 3c

Pollutant Src	The portion of the total pollutant level contributed by source concentrations, at the same location and time.
Pollutant BG	The portion of the total pollutant level contributed by background concentrations, at the same location and time.
Pollutant BG Peak	The highest value of background concentrations level, during the entire period at the same location.
Measured Date	The date of the pollutant measurement.
Average	Averaging period applied to the layer.
Rank	The rank applied to the layer where each averaging period at the given receptor for the duration of the annualization is ranked by concentration level.
Group	Source group.
Concentration Contour Layer	
Object ID	AEDT generated object ID.
Concentration ($\mu\text{g}/\text{m}^3$)	The total level of the pollutant.
Shape Length (m)	Length of the contour, in meters.
Shape Area (m^2)	Area of the contour, in square meters.
Group	Source group.
Average	Averaging period applied to the layer.
Rank	The rank applied to the layer where each averaging period at the given receptor for the duration of the annualization is ranked by concentration level.
Scaling Method	Selected scaling method – Log10 or Linear
Impact Set Layer	
Latitude	Latitude of the grid point, in degrees.
Longitude	Longitude of the grid point, in degrees.
Base Noise (dB)	Baseline noise level, in decibels.
Alt Noise (dB)	Alternative noise level, in decibels.
Noise Change (dB)	Change in noise from the baseline to the alternative, in decibels.
Impact Color	Color of the grid point on the map that corresponds to the impact range and the Impact Set layer symbology.
Impact Range	The category for the change in noise from baseline to alternative.
Time Audible Ambient Map Layer	
Latitude	Latitude of the ambient map point, in degrees.
Longitude	Longitude of the ambient map point, in degrees.
Ambient Noise	Ambient noise level as specified in the ambient map file divided by 10.
X	X coordinate
Y	Y coordinate
Surface Sector Layer	
Airport/Non-Airport	Denotes if the pi-sector belongs to the airport side or non-airport side.
Latitude	Latitude, in degrees.
Longitude	Longitude, in degrees.
Radius (km)	Wind sector radius
Start (degrees)	Wind sector start angle, in degrees.
End (degrees)	Wind sector end angle, in degrees.
Freq Index	Frequency index where 1 = Annual, 4 = seasonal, and 12 = monthly
Albedo	The fraction of total incident solar radiation reflected by the surface back to space without absorption.

Aviation Environmental Design Tool

User Manual: 3c

	U.S. Environmental Protection Agency, <u>AERSURFACE User's Guide</u> , Report No. EPA-454/B-08-001, January 2008.
Bowen Ratio	An indicator of the surface moisture, is the ratio of sensible heat flux to latent heat flux. U.S. Environmental Protection Agency, <u>AERSURFACE User's Guide</u> , Report No. EPA-454/B-08-001, January 2008.
Roughness (m)	Surface roughness length.
Airport Layers – Buildings	
Type	Airport layout component type— Building.
Name	Name of building.
Airport Layers – Construction Zones	
Type	Airport layout component type— Construction Zone.
Name	Name of construction zone.
Airport Layers – Gates	
Type	Airport layout component type— Gate.
Name	Name of gate.
Longitude	Longitude for this gate, in degrees.
Latitude	Latitude for this gate, in degrees.
Airport Layers – Parking Facilities	
Type	Airport layout component type— Parking Facility.
Name	Name of parking facility.
Airport Layers – Roadways	
Type	Airport layout component type— Roadway.
Name	Name of roadway.
Airport Layers – Runways	
Type	Airport layout component type - Runway.
Name	Name of runway.
Runway End 1 Name	Name of runway end 1.
Runway End 2 Name	Name of runway end 2.
Width (m)	Width of the runway, in meters.
Airport Layers – Runway Ends	
Type	Airport layout component type— Runway End 1 or Runway End 2.
Name	Name of the runway end.
Latitude	Latitude for this runway end in degrees.
Longitude	Longitude for this runway end in degrees.
Airport Layers – Taxipaths	
Type	Airport layout component type— Taxi path.
Name	Name of the taxi path—consists of gate name, direction, and runway end name.
Inbound	Checked if the taxi path is inbound; uncheck for outbound.
Taxiway ID	Set of taxiway IDs in the taxi path.
Airport Layers – Taxiways	
Type	Airport layout component type— Taxiway.
Name	Name of the taxiway.
Width (m)	Width of the taxiway. (m)
Airport Layers – Tracks	
Type	Airport layout component type — Track.
Name	Name of track.

Aviation Environmental Design Tool

User Manual: 3c

Airport Layers – Via Points	
Type	Airport layout component type— Via Point.
Name	Name of the via point— vp.
Latitude	Latitude for this runway end, in degrees.
Longitude	Longitude for this runway end, in degrees.

Appendix B.4 Metric Results Tab – Report Details

Appendix B.4.1 Flight Performance Report

Parameter	Description
Flight Operations Tab – Data Grid	
User ID	User Defined ID.
Air Operation ID	AEDT generated air operation ID.
Event ID	AEDT generated event ID.
Track	Track name for the operation.
Aircraft Code	ANP ID for the aircraft.
Aircraft Type	Type of aircraft (rotary or fixed wing).
Operation Type	Type of operation.
Operation Count	Number of operations over the duration of the annualization under which the operation is included.
Flight Trajectory Type	Type of profile (procedural or fixed-point)
Profile Name	Name of profile.
Stage Length	Stage length category for the operation.
Departure Airport	Name of the departure airport for the operation.
Departure Runway End	Name of the departure runway end for the operation.
Arrival Airport	Name of the arrival airport associated with the operation.
Arrival Runway End	Name of the arrival runway end for the operation.
Noise Altitude Cutoff MSL (ft)	Altitude above which noise calculations are no longer processed, in feet mean sea level. Note that the unit is in MSL, not AGL. Valid range: 0 – 100,000
Flight Segments Tab	
Time Stamp	Date and time for the flight segment.
Latitude (°)	Latitude location of the receptor, in degrees.
Longitude (°)	Longitude location of the receptor, in degrees.
Altitude AFE (ft)	Altitude Above Field Elevation, in feet.
Heading (°)	Heading direction of the segment, in degrees.
Operation Mode	Segment noise mode which determines the set of NPD curves used to calculate noise for that segment. Runup, Approach, Departure, Afterburner, Circuit, Overflight, Touch and Go, Taxi, or Null.
Trajectory Mode	Trajectory mode of the segment used in performance calculations. TaxiOut, TakeoffGroundRoll, TakeoffAirborne, TerminalClimb, EnrouteClimb, Cruise, EnrouteDescent, Approach, LandingGroundRoll, LandingGroundRollWithReverseThrust, TaxiIn, Idle, None

Aviation Environmental Design Tool

User Manual: 3c

Segment Duration (h:mm:s)	Duration of the flight segment in hours, minutes, and seconds.
Segment Length (nmi)	The length of the flight segment in nautical miles.
Ground Track Distance (nmi)	The distance of individual flight segment's path on the horizontal plane in nautical miles.
Cumulative Ground Track Distance (nmi)	The sum of the flight segment and the previous flight segments' paths on the horizontal plane in nautical miles.
Bank Angle (°)	The roll angle about the aircraft's longitudinal axis. By convention a left turn has a positive bank angle and a right turn has a negative bank angle.
Altitude Above Mean Sea Level (ft)	Altitude Above Mean Sea Level, in feet.
Ground Speed (kts)	Starting speed of the segment; including all spatial components, from a frame of reference of an observer on the ground in knots. Starting speed of the segment.
Delta Speed (kts)	Change in speed in knots from the previous flight segment.
Mach Number	The ratio of the speed of the aircraft to the speed of sound in the surrounding air.
Unit X	Unit vector representing the x component of the segment's direction.
Unit Y	Unit vector representing the y component of the segment's direction.
Unit Z	Unit vector representing the z component of the segment's direction.
Weight (lbs)	Starting weight of the segment.
Fuel Flow per Engine (lbs/s)	Fuel flow per engine in pounds of fuel per second.
Fuel Burn (lbs)	Total fuel burned across all engines over the duration of the segment.
Noise Thrust Per Engine (lbs)	The value of an airplane's power setting per engine in pounds.
Net Corrected Thrust Per Engine (lbs)	Net thrust divided by the ratio of ambient pressure at aircraft altitude to standard atmospheric pressure at mean sea level. Net corrected thrust describes the net thrust at standard sea-level conditions.
Include Segment for Noise Calculations	Indicator for whether the segment should be used in noise calculations. A segment may be removed from noise calculation if for example it is a taxi segment or if the segment altitude is above the noise cutoff altitude.

Appendix B.4.2: Emissions and Fuel Report

Available fields differ depending on the options selected prior to generating the report.

Parameter	Description
Emissions Tab	
Operation Group	Name of the operation group.
Mode	Description of aircraft state.
Event ID	AEDT generated event ID.
Equipment Type	Description of aircraft equipment.
Departure Airport	Name of the departure airport for the operation (departure operations).
Arrival Airport	Name of the arrival airport for the operation (arrival operations).
Fuel (g)	Fuel in the selected units.
Distance (km)	Distance in kilometers.

Aviation Environmental Design Tool

User Manual: 3c

Duration	Duration in (dd:hh:mm:ss).
CO	Carbon monoxide in the selected units.
HC	Hydrocarbon in the selected units.
TOG	Total organic gases in the selected units.
VOC	Volatile organic compounds in the selected units.
NMHC	Non-methane hydrocarbons in the selected units.
NOx	Oxides of nitrogen in the selected units.
nvPM Mass	Nonvolatile particulate matter expressed in mass concentration.
nvPM Number	Nonvolatile particulate matter expressed in number concentration.
PMSO	Volatile sulfate particulate matter in the selected units.
PMFO	Volatile organic particulate matter in the selected units.
CO2	Carbon dioxide in the selected units.
H2O	Water in the selected units.
SOx	Sulfur oxides in the selected units.
PM 2.5	Particulate matter less than 2.5 micrometers aerodynamic diameter.
PM 10	Particulate matter less than 10 micrometers aerodynamic diameter.
Performance Model	<p>Performance model that was used to process the aircraft operation. Valid values are: ANP and BADA 3, BADA 4, or ANP and BADA 3 Fallback.</p> <ul style="list-style-type: none"> ○ <i>ANP and BADA 3</i> indicates that SAE-AIR-1845/Doc 29 (ANP) model was used for thrust calculations and the BADA 3 model was used for fuel burn in the terminal area; and the BADA 3 model was used for both thrust and fuel burn calculations in the en-route phase (above 10,000 ft) (if applicable for the operation). ○ <i>BADA 4</i> indicates that the BADA 4 model was used for both thrust and fuel burn calculations in the terminal area and the en-route phase, where appropriate data were available. ○ <i>ANP and BADA 3 Fallback</i> indicates that using the BADA 4 model failed and ANP and BADA 3 was used instead.
Operation ID	AEDT generated operation ID.
User ID	User defined ID.
Operation Time	Date and time of the operation.
Num Ops	Number of operations.
Speciated Organic Gases Tab	
Operation Group	Operation group name.
Mode	Description of aircraft state.
Formaldehyde (IRIS, CAA)	Formaldehyde in the selected units.*
Methyl alcohol (IRIS, CAA)	Methyl alcohol (methanol) in the selected units.*
C-4 Benzene + C-3 Aroald	C-4 Benzene + C-3 Aroald in the selected units.
C-5 Benzene + C-4 Aroald	C-5 Benzene + C-4 Aroald in the selected units.
Benzene (IRIS, CAA)	Benzene in the selected units.*
Acetaldehyde (IRIS, CAA)	Acetaldehyde in the selected units.*
Naphthalene (IRIS, CAA)	Naphthalene in the selected units.*
O-xylene (IRIS, CAA)	o-Xylene in the selected units.*
Isopropylbenzene (cumene) (IRIS, CAA)	Isopropylbenzene (cumene) in the selected units.*
Ethylbenzene (IRIS, CAA)	Ethylbenzene in the selected units.*
Styrene (IRIS, CAA)	Styrene in the selected units.*
M & P-xylene (IRIS, CAA)	m- & p-Xylene in the selected units.*

Aviation Environmental Design Tool

User Manual: 3c

1,3-butadiene (IRIS, CAA)	1,3-Butadiene in the selected units.*
Acrolein (IRIS, CAA)	Acrolein (2-propenal) in the selected units.*
Toluene (IRIS, CAA)	Toluene in the selected units.*
Phenol (carbolic acid) (IRIS, CAA)	Phenol (carbolic acid) in the selected units.*
Propionaldehyde (CAA)	Propionaldehyde in the selected units.*
Acetone (IRIS)	Acetone in the selected units.*
2-methylnaphthalene (IRIS)	2-Methylnaphthalene in the selected units.*
Benzaldehyde (IRIS)	Benzaldehyde in the selected units.*
N-heptane (IRIS)	n-Heptane in the selected units.*
Ethane	Ethane in the selected units.
Ethylene	Ethylene in the selected units.
Acetylene	Acetylene in the selected units.
Propane	Propane in the selected units.
2-methyl-2-propenal (methacrolein)	2-Methyl-2-propenal (methacrolein) in the selected units.
Methylglyoxal	Methylglyoxal in the selected units.
1-Methylnaphthalene	1-Methylnaphthalene in the selected units.
1,2,4-trimethylbenzene (1,3,4-trimethylbenzene)	1,2,4-Trimethylbenzene (1,3,4-trimethylbenzene) in the selected units.
N-propylbenzene	n-Propylbenzene in the selected units.
p-Tolualdehyde	p-Tolualdehyde in the selected units.
2-methyl-1-butene	2-Methyl-1-butene in the selected units.
3-methyl-1-butene	3-Methyl-1-butene in the selected units.
1-butene	1-Butene in the selected units.
Glyoxal	Glyoxal in the selected units.
2-methylpentane	2-Methylpentane in the selected units.
1,3,5-trimethylbenzene	1,3,5-Trimethylbenzene in the selected units.
N-pentane	n-Pentane in the selected units.
2-methyl-1-pentene	2-Methyl-1-pentene in the selected units.
4-methyl-1-pentene	4-Methyl-1-pentene in the selected units.
1-pentene	1-Pentene in the selected units.
Valeraldehyde	Valeraldehyde in the selected units.
N-octane	n-Octane in the selected units.
1-octene	1-Octene in the selected units.
N-nonane	n-Nonane in the selected units.
N-dodecane	n-Dodecane in the selected units.
Propylene	Propylene in the selected units.
Butyraldehyde	Butyraldehyde in the selected units.
1-nonene	1-Nonene in the selected units.
N-decane	n-Decane in the selected units.
2-methyl-2-butene	2-Methyl-2-butene in the selected units.
1,2,3-trimethylbenzene	1,2,3-Trimethylbenzene in the selected units.
o-Tolualdehyde	o-Tolualdehyde in the selected units.
N-Hexadecane	n-Hexadecane in the selected units.
Cis-2-butene	cis-2-Butene in the selected units.
Isovaleraldehyde	Isovaleraldehyde in the selected units.
1-hexene	1-Hexene in the selected units.

Aviation Environmental Design Tool

User Manual: 3c

1-Methyl-2-ethylbenzene (o-ethyltoluene)	1-Methyl-2-ethylbenzene (o-ethyltoluene) in the selected units.
1-Methyl-3-ethylbenzene (m-ethyltoluene)	1-Methyl-3-ethylbenzene (m-ethyltoluene) in the selected units.
Tolualdehyde	Tolualdehyde in the selected units.
1-Methyl-4-ethylbenzene (p-ethyltoluene)	1-Methyl-4-ethylbenzene (p-ethyltoluene) in the selected units.
Cis-2-pentene	cis-2-Pentene in the selected units.
N-tridecane	n-Tridecane in the selected units.
N-Tetradecane	n-Tetradecane in the selected units.
N-Pentadecane	n-Pentadecane in the selected units.
N-heptadecane	n-Heptadecane in the selected units.
Trans-2-pentene	trans-2-Pentene in the selected units.
1-decene	1-Decene in the selected units.
N-undecane	n-Undecane in the selected units.
Trans-2-hexene	trans-2-Hexene in the selected units.
Crotonaldehyde	Crotonaldehyde in the selected units.
Heptene	Heptene in the selected units.
Dimethyl naphthalene	Dimethyl naphthalene in the selected units.
C-10 Olefins	C-10 Olefins in the selected units.
C-10 Paraffins	C-10 Paraffins in the selected units.
C-14 Alkane	C-14 Alkane in the selected units.
C-15 Alkane	C-15 Alkane in the selected units.
C-16 Alkane	C-16 Alkane in the selected units.
C-18 Alkane	C-18 Alkane in the selected units.
Decanol	Decanol in the selected units.
Dodecanol	Dodecanol in the selected units.

*Identified as a hazardous air pollutant in the CAA or IRIS databases at the time of the software release.

Appendix B.4.3: Noise Report

Parameter	Description
Noise Result Index	AEDT generated noise result index.
Latitude (deg)	Latitude location of the receptor, in degrees.
Longitude (deg)	Longitude location of the receptor, in degrees.
Elevation (ft)	Elevation of the receptor, in feet.
Noise Level (dB)	Noise level at the grid point, in decibels.
Metric Type	Type of metric.
Metric Name	Name of the metric.
Receptor ID	AEDT generated receptor ID.
Receptor Name	Receptor name.
Receptor Set ID	AEDT generated receptor set ID.
Receptor Set Name	Receptor set name.

Aviation Environmental Design Tool

User Manual: 3c

Appendix B.4.4: Detailed Noise Report

Parameter	Description
Metric Result ID	ID of the metric result used in report
Scenario	Name of scenario
Case	Name of case
Annualization	Name of annualization
Noise Metric	Noise metric used in report calculation
Noise Level (dB) or Time Audible (min) or Time Audible (%)	Total noise level for all flights, in decibels, minutes or in %
Receptor ID	AEDT generated receptor ID.
Receptor Name	Receptor name.
Receptor Set ID	AEDT generated receptor set ID.
Receptor Set Name	Receptor set name.
Receptor Count	Total number of receptor points in the receptor set
Receptor Index	Index of receptor point in the receptor set
Latitude (deg)	Latitude of receptor point, in degrees.
Longitude (deg)	Longitude of receptor point, in degrees.
Elevation (ft)	Elevation of the receptor point, in feet.
Air Operation ID	Air operation ID

Aviation Environmental Design Tool

User Manual: 3c

Air Operation Type	Type of operation.
ANP Airplane	ANP ID of the aircraft.
BADA 3 Airplane	BADA 3 ID of the aircraft.
BADA 4 Airplane	BADA 4 ID of the aircraft.
Helicopter	Only applicable to helicopters. ANP Helicopter ID.
Duration	Only applicable to helicopters.
Heading	Only applicable to helicopters. Heading in degrees.
NPD Mode	Only applicable to helicopters. NPD mode.
Profile	Flight profile group name.
Stage length	Stage length number.
Track	Track name.
Track Type	Type of track (V = vector, P = point).
Runway End Name	Runway end name.
Altitude (ft)	Altitude above airport elevation of the aircraft at closest-point-of-approach (CPA).
Distance (ft)	Distance from the grid point on the group to the aircraft at closest-point-of-approach.
Speed (knots)	True airspeed of the aircraft at closest-point-of-approach.
Corrected Net Thrust Per Engine	Thrust setting of the aircraft at closest-point-of-approach. This is corrected net thrust per engine, not total net thrust in Newtons, percent, or other. Not applicable to helicopters.
Thrust Type	Type of thrust used by aircraft. Not applicable to helicopters.
Elevation Angle at CPA	Elevation angle from the horizontal ground plane to the aircraft at closest-point-of-approach, in degrees.
Equivalent Operations	Equivalent number of operations (weighted day, evening, and night operations) for the given flight operation.
Metric Value All	Metric value for all weighted operations of the given flight, in decibels or minutes.
Metric Value One	Metric value for a single operation of the given flight, in decibels or minutes.
Percent Total	Percent of the total metric value that is caused by the operation. For noise levels, percent is based on energy or power ratios, not decibels.
Segment CPA	Segment number at CPA.
Corrected Net Thrust Per Engine	Type of operation.
Thrust Type	ANP ID of the aircraft.
Elevation Angle at CPA	BADA ID of the aircraft.

Aviation Environmental Design Tool

User Manual: 3c

Appendix B.4.5: Emissions Dispersion Report

Parameter	Description
Latitude (deg)	Latitude of the emissions concentration receptor point, in degrees.
Longitude (deg)	Longitude of the emissions concentration receptor point, in degrees.
Elevation (ft)	Elevation of the emissions concentration receptor point, in feet.
Concentration Index	An index into the concentration pollutant level color map.
Pollutant ($\mu\text{g}/\text{m}^3$)	The total level of the pollutant (sum of the source concentrations and the background concentrations).
Pollutant background ($\mu\text{g}/\text{m}^3$)	The portion of the total pollutant level contributed by background concentrations, at the same location and time.
Pollutant source ($\mu\text{g}/\text{m}^3$)	The portion of the total pollutant level contributed by source concentrations, at the same location and time.
Measured Date	The date of the pollutant measurement.
Average	Averaging period applied to the layer.
Rank	The rank applied to the layer where each averaging period at the given receptor for the duration of the annualization is ranked by concentration level.
Group	Source group.

Appendix B.4.6: Impact Set Report

Parameter	Description
Baseline	Name of the baseline annualization.
Alternative	Name of the alternative annualization.
Receptor Set	Name of the receptor set.

Appendix B.4.7: Population Exposure Report

Parameter	Description
Contour Level	Noise contour level in decibels.
Population Count	Number of people within the contour.

Appendix B.4.8: VALE Report

Parameter	Description
No.	VALE report number, consists of the two metric results IDs that were used to generate the VALE report.
Year	Analysis year.
Source group	Operation group name.
CO	Carbon monoxide in the selected units.
VOC	Volatile organic compounds in the selected units.
NOx	Oxides of nitrogen in the selected units.
SOx	Sulfur oxides in the selected units.
PM-10	Particulate matter less than 2.5 micrometers aerodynamic diameter.
PM-2.5	Particulate matter less than 10 micrometers aerodynamic diameter.

Appendix B.4.9: Aggregated VALE Report

Parameter	Description
No.	VALE report number, consists of the two metric results IDs that were used to generate the VALE report.
Year	Analysis year.
Sourcegroup	Annualization name.
CO	Carbon monoxide in the selected units.
VOC	Volatile organic compounds in the selected units.
NOx	Oxides of nitrogen in the selected units.
SOx	Sulfur oxides in the selected units.
PM-10	Particulate matter less than 2.5 micrometers aerodynamic diameter.
PM-2.5	Particulate matter less than 10 micrometers aerodynamic diameter.

Appendix B.4.10: Fleet Mix Report

Available fields differ depending on the options selected prior to generating the report.

Parameter	Description
Annualization	Annualization name.
Operation Group	Operation group name.
Airport	Airport code.
Runway	Name of the runway end.
Aircraft	Name of the aircraft.
Engine	Engine code associated with the aircraft.
Airport-Approach-Day	Number of approach operations that occur during the day.
Airport-Approach-Evening	Number of approach operations that occur during the evening.
Airport-Approach-Night	Number of approach operations that occur during the night.
Airport-Departure-Day	Number of departure operations that occur during the day.
Airport-Departure-Evening	Number of departure operations that occur during the evening.
Airport-Departure-Night	Number of departure operations that occur during the night.

Appendix B.5: Operations Tab

Appendix B.5.1: Aircraft Operations Pane

Parameter	Description
Air Operation ID	AEDT generated air operation ID.
User ID	User defined ID.
Airframe	Airframe description.
Engine	Engine code.
Engine Mod	Engine modification code.
Equipment Group	Name of aircraft equipment group.
Departure Airport	Name of the departure airport for the operation (departure operations).
Departure Layout	Name of the departure airport layout for the operation (departure operations).
Arrival Airport	Name of the arrival airport associated with the operation (arrival operations).
Arrival Layout	Name of the arrival airport layout associated with the operation (arrival operations).
Operation Type	Type of operation.
Operation Time	Date and time of the operation.
Operation Count	Number of operations over the duration of the annualization under which the operation is included.
Stage Length	Stage length category for the operation.
Aircraft Type	Type of aircraft for the operation.
Profile	Profile name for the operation.
Profile Type	Type of profile (ANP or BADA 4) assigned for the operation.
Track	Track name for the operation.
Departure Runway End	Name of the departure runway end for the operation (departure operations).
Arrival Runway End	Name of the arrival runway end for the operation (arrival operations).
Departure Runway End	Name of the departure runway end for the operation (departure operations).
Departure Gate Name	Name of the departure gate for the operation (departure operations with gates).
Arrival Gate Name	Name of the arrival gate for the operation (arrival operations with gates).
BADA 4	Identifier for the BADA 4 aircraft assigned to the operation, if appropriate.
Taxi-out Time	Taxi-out time of the operation.
Taxi-in Time	Taxi-in time of the operation.

Aviation Environmental Design Tool

User Manual: 3c

Appendix B.5.2: Non-Aircraft Operations Pane

Parameter	Description
ID	AEDT generated non-aircraft operation ID.
Source Name	Name of non-aircraft source.
Category	Category description of non-aircraft source.
Subcategory	Subcategory description of non-aircraft source.
Gate	Gate associated with non-aircraft source.
Annual Ops Count	Number of annual operations.
Quarter Hourly Profile	Quarter hourly profile associated with the non-aircraft source.
Daily Profile	Daily hourly profile associated with the non-aircraft source.
Monthly Profile	Monthly hourly profile associated with the non-aircraft source.
Year	Year associated with the non-aircraft source.
Latitude (deg)	Latitude location of non-aircraft source, in degrees.
Longitude (deg)	Longitude location of non-aircraft source, in degrees.
Elevation (m)	Elevation of non-aircraft source in meters.

Appendix B.5.3: Runup Operations Pane

Parameter	Description
ID	AEDT generated runup operation ID.
User ID	User defined ID.

Aviation Environmental Design Tool

User Manual: 3c

Airframe	Airframe description.
Engine	Engine code.
Engine Mod	Engine modification code.
Airport	Name of the airport associated with the runup operation.
Airport Layout	Name of the airport layout associated with the runup operation.
Operation Time	Date and time of the operation.
Operation Count	Number of operations over the duration of the annualization under which the operation is included.
Latitude (deg)	Latitude location of the runup operation, in degrees.
Longitude (deg)	Longitude location of the runup operation, in degrees.
Heading (deg)	Heading direction of the runup operation, in degrees.
Thrust Setting Type	Thrust setting for the operation (e.g., pounds, percent, etc.).
Thrust Setting	Thrust level of the runup operation.
Duration (sec)	Duration of the runup operation, in seconds.

Appendix B.5.4: Helitaxi Operations Pane

Parameter	Description
ID	AEDT generated helicopter taxi operation ID.
User ID	User defined ID.
Airframe	Airframe description.
Engine	Engine code.
Engine Mod	Engine modification code.
Airport	Name of the airport associated with the helicopter operation.
Airport Layout	Name of the airport layout associated with the helicopter operation.
Operation Time	Date and time of the operation.
Operation Count	Number of operations over the duration of the annualization under which the operation is included.
Stage Length	Stage length category for the operation.
Track	Track associated with the helicopter taxi operation.

Appendix B.5.5: Operation Groups Pane

Parameter	Description
Name	Name of the operations group.
Type	Type of operation group: Aircraft, Non-Aircraft, or Runup.
Start Time	Start time of the operation group.
Duration	Duration of the operation group, in d.hh:mm:ss.
Number of Records	Number of operations included in the operation group.

Aviation Environmental Design Tool

User Manual: 3c

Appendix B.5.6: Annualizations Pane

Parameter	Description
ID	AEDT generated annualization ID.
Name	Name of annualization.
Description	Description of annualization.
Start Time	Start time for annualization.
Duration (d.hh:mm:ss)	Duration of annualization, in d.hh:mm:ss.

Appendix B.6: Equipment Tab

Appendix B.6.1: Aircraft Equipment Pane

Parameter	Description
ANP—ID	Aircraft noise and performance (ANP) ID.
ANP—Description	Description of the aircraft.
Airframe—ID	AEDT generated airframe ID.
Airframe—Type	Type of aircraft.
Airframe—Model	Airframe model description.
Engine—ID	AEDT generated engine ID.
Engine—Count	Number of engines.
Engine—Code	Engine code.
Engine—Model	Engine model.
Manufacturer	Engine manufacturer.
Engine—Modification Code	Engine modification code.
Engine—Mod ID	Engine modification ID.
ID—BADA 3	Base of aircraft data (BADA) 3 ID.
ID—BADA 4	Identifier for the BADA 4 aircraft assigned to the operation, if applicable.
ID—ICAO	International Civil Aviation Organization (ICAO) ID.
ID—Equipment	AEDT generated equipment ID.
User Defined	User defined aircraft indicator.
Custom Tag	User defined description.
Assigned—Operations	Indicator if the aircraft is assigned to an operation in the study.
Assigned—Equipment Group	Indicator if the aircraft is assigned to an equipment group in the study.
Assigned—GroupName	Group name if assigned to an equipment group.

Appendix B.6.2: Non-Aircraft Equipment Pane

Parameter	Description
ID	AEDT generated non-aircraft ID.
Category	Non-aircraft category description.
Subcategory	Non-aircraft subcategory description.
Name	Name of the non-aircraft equipment.
Type	Type of source.
(Operation) units	Units of the non-aircraft equipment source when in operation.
User Defined	Indicator if the non-aircraft equipment is user defined.

Aviation Environmental Design Tool

User Manual: 3c

Appendix B.6.3: Equipment Groups Pane

Parameter	Description
ID	AEDT generated equipment group ID.
Name	Name of equipment group.
Equipment Count	Number of equipment in the group.

Appendix B.6.4: Helicopter – ANP Helicopter

Parameter	Description	Range
Basic		
Description	Description of the helicopter and engines.	
Accelerating climbing departure adjustment	Offset in decibels, added to NPD levels for departure operations with climbing acceleration.	Min=-50 Max=50
Accelerating horizontal departure adjustment	Offset in decibels, added to NPD levels for departure operations with horizontal acceleration.	Min=-50 Max=50
Decelerating descending approach adjustment	Offset in decibels, added to NPD levels for approach operations with descending deceleration.	Min=-50 Max=50
Decelerating horizontal approach adjustment	Offset in decibels, added to NPD levels for approach operations with horizontal deceleration.	Min=-50 Max=50
Engine type	Model type of helicopter.	
Has wheels	Check box indicating if the helicopter has wheels.	
Maximum takeoff weight (lb)	Max takeoff weight, in pounds.	Min=0 Max=50000
Number of rotors	Number of rotors.	Min=1 Max=9
Rotor diameter (ft)	Rotor diameter, in feet.	Min=0 Max=1000
Rotor speed (RPM)	Rotor speed., in revolutions per minute.	Min=0 Max=1000
Vertical ascent adjustment	Offset in decibels, added to NPD levels for operations with vertical ascent.	Min=-50 Max=50
Vertical decent adjustment	Offset in decibels, added to NPD levels for operations with vertical decent.	Min=-50 Max=50
Noise		
Noise ID	Noise identifier.	
Spectral class approach	AEDT spectral class number for approach.	Min = 0 Max = 999
Spectral class departure	AEDT spectral class number for departure.	Min = 0 Max = 999

Aviation Environmental Design Tool

User Manual: 3c

Spectral class level flight	AEDT spectral class number for overflight.	Min = 0 Max = 999
Approach speed (knots)	Approach reference speed, in knots.	Min = 0.0 Max = 250
Departure speed (knots)	Departure reference speed, in knots.	Min = 0.0 Max = 250
Level speed (knots)	Overflight reference speed, in knots.	Min = 0.0 Max = 250

Appendix B.6.5: Helicopter – Airframe

Parameter	Description	Range
Basic		
Average number of seats	Average number of seats in the aircraft.	
Designation	Descriptive name of the category.	
Engine location	Description of engine location.	
Minimum number of seats	Minimum number of seats in the aircraft.	
Maximum number of seats	Maximum number of seats in the aircraft.	
Eurocontrol group	Descriptive name of the category.	
Maximum range (nmi)	Maximum range airframe can achieve without payload.	
Usage	Descriptive name of the category.	
Weight class	Weight class category.	

Appendix B.6.6: Helicopter – Engine

Parameter	Description	Range
Basic		
Bypass ratio	Bypass Ratio.	
Combustor	Combustor name or version.	
Data source	Data source.	
Engine out of service	Check box indicating if the engine is no longer in service.	TRUE/FALSE
Engine UID	Engine identifier specified by International Civil Aviation Organization (ICAO) European Aviation Safety Agency (EASA) Engine Data Bank.	
Engine type	Descriptive name of the category.	
Manufacturer	Manufacturer name.	
Pressure ratio	Pressure ratio.	
Emissions Coefficients		
Indices Group	Type of Emissions.	
Takeoff	Raw Emissions Index (Takeoff) in grams per kilogram.	
Climbout	Raw Emissions Index (Climb Out) in grams per kilogram.	
Approach	Raw Emissions Index (Approach) in grams per kilogram.	
Idle	Raw Emissions Index (Idle) in grams per kilogram.	

Aviation Environmental Design Tool

User Manual: 3c

Appendix B.6.7: Airplane: Equipment Details

Parameter	Description
ANP ID	Aircraft noise and performance (ANP) ID.
Airframe Model	Airframe model.
Engine code	Engine code.
Engine modification	Engine modification code.
BADA ID	Base of aircraft data (BADA) ID.
Custom tag	User-defined description of the equipment.

Appendix B.6.8: Airplane – ANP Airplane

Parameter	Description	Range
Basic		
Description	Description of the airplane and engines.	
Engine type	Descriptive name of the category.	
Noise Stage	Noise stage number.	
Automatic thrust restoration system	Check box indicating if the airplane has an automatic thrust restoration system.	Y = Yes N = No
Max gross landing weight (lb)	Maximum gross landing weight, in pounds.	Min=0 Max=9999999
Max landing distance (ft)	Federal Acquisition Regulation (FAR) PART 135 certification landing field length at maximum landing weight, in feet.	Min=0 Max=20000
Max gross takeoff weight (lb)	Maximum gross takeoff weight, in pounds.	Min=0 Max=9999999
Min arrival fuel flow (kg/s/engine)	Minimum fuel burn rate, in kilograms per second per engine.	
Number of engines	Number of engines.	Min=1 Max=8
Aircraft size	Aircraft size category.	
Max sea level static thrust (lbs/engine)	Static rated thrust or 100% thrust in pounds per engine.	Min=0 Max=200000
Jet Thrust		
Power State	Net propulsive power per engine for this type of thrust in horsepower.	Min=0.0 Max=9999.9
Temperature State	Indicates whether the associated thrust coefficients are calibrated to describe thrust at high ambient temperatures or at normal ambient temperatures. Note that, for a given power state, a high-temperature coefficient set should not be defined unless a normal-temperature set is also defined.	
Activated	An indicator of defined thrust coefficients for the ANP airplane at the given combination of power state and temperature state. If unchecked, the thrust coefficients do not exist.	
Altitude Coefficient (lb/ft)	Altitude adjustment coefficient, in pounds per foot above mean sea level.	
Altitude Squared Coefficient (lb/ft ²)	Altitude-squared adjustment coefficient, in pounds per square foot above mean sea level.	

Aviation Environmental Design Tool

User Manual: 3c

Net Corrected thrust Per Engine Coefficient (lb)	Corrected net thrust per engine coefficient, in pounds.	Min= 0 Max= 500000
Speed Coefficient (lb/kt)	Speed adjustment coefficient, in pounds per knot TAS sea level 59F.	Min= -2000 Max= 1000
Temperature Coefficient (lb/°C)	Temperature adjustment coefficient, in pounds per degree Celsius.	
General Thrust		
Net corrected thrust per engine coefficient (lb)	Corrected net thrust per engine coefficient, in pounds.	Min= - 99999.9 Max= 99999.9
Speed coefficient (lb/kt)	Speed adjustment coefficient in, pounds per knot TAS sea level 59F.	Min= -2000 Max= 1000
Altitude coefficient (lb/ft)	Altitude adjustment coefficient, in pounds per feet above mean sea level.	
Altitude squared coefficient (lb/ft ²)	Altitude-squared adjustment coefficient, in pounds per square foot above mean sea level.	
Temperature coefficient (lb/°C)	Temperature adjustment coefficient, in pounds per degree Celsius.	
Engine pressure ratio coefficient or Percent corrected rotor speed coefficient	EPR or N1/sqrt(theta) adjustment coefficient in pounds per EPR.	
Engine pressure ratio squared coefficient or Percent corrected rotor speed squared coefficient	EPR or N1/sqrt(theta) squared adjustment coefficient, in pounds per EPR ² .	
Propeller Thrust		
Power State	Net propulsive power per engine for this type of thrust.	Min= 0.0 Max= 999.9
Net Propulsive Power Coefficient (hp)	Net propulsive power coefficient, in horsepower.	
Prop Efficiency Ratio Coefficient	Propeller efficiency ratio.	Min= 0.50 Max= 1.00
Terminal Fuel Coefficients		
K1	Departure thrust specific fuel consumption constant coefficient.	
K2	Departure thrust specific fuel consumption Mach number coefficient.	
K3	Departure thrust specific fuel consumption altitude coefficient.	
K4	Departure thrust specific fuel consumption thrust coefficient.	
Beta1	Arrival thrust specific fuel consumption Mach number coefficient.	
Beta2	Arrival thrust specific fuel consumption thrust term coefficient.	
Beta3	Arrival thrust specific fuel consumption thrust coefficient.	

Aviation Environmental Design Tool

User Manual: 3c

Alpha	Arrival thrust specific fuel consumption constant coefficient.	
Flight Profiles		
Name	Profile name.	
Profile Type	Type of flight profile.	
Weight (lb)	Aircraft weight during this operation, in pounds.	Min = 0 Max = 999999
Stage Length	Stage length.	
Operation Type	Type of operation.	A = Approach D = Departure T = Touch & Go F = Circuit V = Overflight
Procedural Flight Profiles		
Profile ID	Combined string of flight profile name and stage length.	
Step Number	Procedural flight profile step number.	
Step Type	Step type for the procedure step. The fourteen types of procedures steps are: Takeoff, Climb, Cruise-Climb, Accelerate, Accel-Percent, Level, Level-Decel, Level-Idle, Level-Stretch, Descend, Descend-Decel, Decend-Idle, Land, and Decelerate.	
Flap ID	Flaps identifier	
Thrust Level	Thrust type.	
Altitude AFE (ft)	Altitude above field elevation.	
Calibrated Airspeed (kt)	Calibrated airspeed in knots.	
Distance (ft)	Distance is in feet measured on the horizontal plane.	
Static Thrust (%)	Percent of static thrust. Applicable for the Landing Decelerate step.	
Accel Energy Share (%)	Acceleration energy share as a percentage. Applicable for the Percent Accelerate step type. Energy-share comes from the notion that all available thrust is divided between acceleration and climbing. For example, 70 means 70% of thrust going to acceleration and the remaining 30% (100%-70%) of thrust going to climbing.	
Angle (deg)	Descent/climb angles in degrees; both are positive.	
Climb Rate (ft/m)	Climb rate	
Fixed Point Flight Profiles		
Point Number	Fixed-point profile point number.	
Operational Mode	Noise operational modes – Approach, Departure, or Afterburner.	
Altitude AFE (ft)	Altitude above field elevation.	
Track Distance (ft)	Horizontal distance value from a reference point (where the reference point is at track distance=0). Track distance can be positive or negative, and increases as the airplane flies the profile.	
Speed TAS (kt)	True airspeed.	
Thrust Setting	For most civil airplanes, this parameter is corrected net thrust per engine in pounds; but some civil airplanes use percent of static thrust. For the thrust unit, refer to ANP Airplane – Noise – Thrust type value.	

Aviation Environmental Design Tool

User Manual: 3c

Flaps		
Flap ID	Flap-setting identifier.	
Operation Type	Type of operation.	
Drag to Lift Coefficient	Drag-over-lift ratio.	Min=0.000000 Max=9.999999
Takeoff Distance Coefficient	Takeoff distance coefficient, feet per pounds.	Min=0.000000 Max=9.999999
Takeoff Landing Calibrated Airspeed Coefficient	Takeoff and landing calibrated airspeed coefficient in kts/lb ^{1/2} .	Min=0.000000 Max=9.999999
Noise		
Noise ID	Noise identifier.	
Spectral class approach	AEDT spectral class number for approach.	Min=0 Max=999
Spectral class departure	AEDT spectral class number for departure.	Min=0 Max=999
Spectral class afterburner	AEDT spectral class number for afterburner.	Min=0 Max=999
Thrust type	C 1 Type of thrust setting. L = Pounds, P = Percent, X = Other	
Acoustic model type	C 1 Type of distance-duration model. I = INM, N = NoiseMap	

Appendix B.6.9: Airplane – Airframe

Parameter	Description	Range
Basic		
Average number of seats	Average number of seats in the aircraft	
Designation	Descriptive name of the category	
Engine location	Description of engine location	
Minimum number of seats	Minimum number of seats in the aircraft	
Maximum number of seats	Maximum number of seats in the aircraft	
Eurocontrol group	Descriptive name of the category	
Maximum range (nmi)	Maximum range airframe can achieve without payload	
Usage	Descriptive name of the category	
Weight class	Weight class category.	

Appendix B.6.10: Airplane – APU

Parameter	Description	Range
Basic		
APU	Auxiliary Power Unit.	

Aviation Environmental Design Tool

User Manual: 3c

Appendix B.6.11: Airplane – BADA Family 3



The details in this section are for the Base of Aircraft Data version 3 (BADA 3) model.

Base of Aircraft Data version 4 (BADA 4) includes performance data from the European Organization for the Safety of Air Navigation (EUROCONTROL). The license agreement between FAA and EUROCONTROL permits BADA 4 to be used by AEDT, but prohibits AEDT from making the data visible to the user. As a result, the BADA 4 data tables used by AEDT are encrypted and BADA 4-related information are not displayed through the user interface.

Parameter	Description	Range
Basic		
Weight gradient on max altitude (ft/kg)	Weight gradient on maximum altitude, in feet per kilogram.	
Temperature gradient on max altitude (ft/Kelvin)	Temperature Gradient on Maximum altitude in feet per Kelvin.	Min=-1000 Max=10
Max operating speed (knots)	Maximum Operating speed, in knots.	Min=0 Max=600
Max operating Mach number	Maximum Operating Mach Number.	Min=0 Max=10
Max operating altitude (ft)	Maximum Operating Altitude, in feet.	Min=-9999 Max=60000
Max altitude at max takeoff weight (ft)	Maximum Altitude at Maximum Takeoff Weight and ISA, in feet.	Min=-9999 Max=60000
Buffeting gradient (dimensionless)	Buffeting Gradient (Jet only).	Min=0.0 Max=10.0
Wing surface area (m ²)	Wing Surface Area in square meters.	Min=0 Max=1000
Wake category	Descriptive name of the category.	
Number of engines	Number of engines.	
Mass reference (metric tons)	Reference Aircraft Mass, in metric ton.	Min=0.0 Max=455.0
Mass payload (metric tons)	Maximum Payload Mass, in metric ton.	Min=0.0 Max=455.0
Mass min (metric tons)	Minimum Aircraft Mass, in metric ton.	Min=0.0 Max=455.0
Mass max (metric tons)	Maximum Aircraft Mass, in metric ton.	Min=0.0 Max=455.0
Mach drag coefficient (dimensionless)	Mach Drag Coefficient.	Min=0.0 Max=10.0
BADA engine type	Descriptive name of the category. Jet, Turboprop, Piston, Unknown	

Aviation Environmental Design Tool

User Manual: 3c

Description	EUROCONTROL description.	
Fuel		
Cruise fuel flow coefficient	Cruise fuel flow correction coefficient.	Min=0.0 Max=10.0
Descent fuel flow 1 (kg/min)	1st descent fuel flow coefficient, in kilograms per minute.	Min=0.0 Max=100.0
Descent fuel flow 2(ft)	2nd descent fuel flow coefficient, in feet.	Min=0.0 Max=1
Thrust specific fuel consumption 1 (kg/min-kN-knot)	1st thrust specific fuel consumption coefficient, in kilograms per min-kN-knot.	Min=0.0 Max=10.0
Thrust specific fuel consumption 2	2nd thrust specific fuel consumption coefficient.	Min=0.0 Max=1
Thrust		
Thrust temperature coefficient 1 (Kelvin)	1st thrust temperature coefficient, in Kelvin.	Min=-45.0 Max=50.0
Thrust temperature coefficient 2 (Kelvin-1)	2nd thrust temperature coefficient, in K ⁻¹ .	Min=0.0 Max=10.0
Reference descent speed (knots)	Reference descent speed, in knots.	Min=0.0 Max=600.0
Reference descent mach number	Reference descent Mach number.	Min=0.0 Max=10.0
Maximumclimb thrust coefficient 1 [unit]	1st max climb thrust coefficient, in N for jets and piston engine, and in kt-N for turboprops.	Min=0.0 Max=1
Maximumclimb thrust coefficient 2 (ft)	2nd max climb thrust coefficient, in ft for all aircraft types.	Min=0.0 Max=1 E9
Maximumclimb thrust coefficient 3 [unit]	3rd max climb thrust coefficient in N for turboprops, in 1/ft ² for jets, and in kt-N for piston engines.	Min=0.0 Max=1 E9
Low altitude descent thrust coefficient	Low altitude descent thrust coefficient.	Min=0.0 Max=10.0
Landing thrust coefficient	Landing thrust coefficient.	Min=0.0 Max=10.0
High altitude descent thrust coefficient	High altitude descent thrust coefficient.	Min=0.0 Max=10.0

Aviation Environmental Design Tool

User Manual: 3c

Descent thrust calculation transition altitude (ft)	Transition altitude for calculation of descent thrust, in feet.	Min=-9999.0 Max=60000.0
Approach thrust coefficient	Approach thrust coefficient.	Min=0.0 Max=10.0
Notes	EUROCONTROL notes.	
Profile		
Mass Range Value	Mass range.	LO = low AV = average HI = high
Aircraft Version	Aircraft corresponding to the procedure.	
Climb Mach number	Standard climb Mach number above Mach transition altitude.	Min=0.0 Max=10.0
Climb Speed above Transition Altitude	Standard climb speed between 10,000 ft and Mach transition altitude, in knots calibrated airspeed.	Min=0.0 Max=600.0
Company Code 1	3 letter company code.	
Company Code 2	2 letter company code.	
Company Name	Name of company (airline) that uses this procedure.	
Cruise Mach Number	Standard cruise Mach number above transition altitude.	Min=0.0 Max=10.0
Cruise Speed above Transition Altitude	Standard cruise speed above 10,000 feet until Mach transition altitude, in knots calibrated airspeed.	Min=0.0 Max=600.0
Cruise Speed below Transition Altitude	Standard cruise speed between 3,000 and 10,000 feet, in knots calibrated airspeed.	Min=0.0 Max=600.0
Descent Mach Number	Standard descent Mach number above transition altitude.	Min=0.0 Max=10.0
Descent Speed above Transition Altitude	Standard descent speed above 10,000 feet until Mach transition, in knots calibrated airspeed.	Min=0.0 Max=600.0
Descent Speed below Transition Altitude	Standard descent speed between 3,000 / 6,000 and 10,000 feet, in knots calibrated airspeed.	Min=0.0 Max=600.0
Engine	Engine Identifier.	
Configuration		
BADA Flap Configuration	Flap configuration for the phase of flight.	IC = initial climb TO = take-off AP = approach LD = landing
Name	Configuration identifier.	
Induced Drag Configuration	Induced drag coefficient.	Min=0.0 Max=10.0
Parasitic Drag Configuration	Parasitic drag coefficient.	Min=0.0 Max=10.0

Aviation Environmental Design Tool

User Manual: 3c

Stall Speed	Stall Speed, in knots calibrated airspeed.	Min=0.0 Max=600.0
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Appendix B.6.12: Airplane – BADA Family 4

Parameter	Description	Range
Basic		
Description	Description.	
Profiles		
Name	Profile name	
Profile Type	Type of flight profile. Always set to “Procedural” for BADA 4 user-defined profiles.	
Weight (lb)	Aircraft weight during this operation, in pounds.	Min = 0 Max = 999999
Stage Length	Stage length number.	
Operation Type	Type of operation.	A = Approach D = Departure T = Touch & Go F = Circuit
Procedure Steps		
Step Number	Procedural flight profile step number.	
Step Type	Step type for the procedure step. The fourteen types of procedures steps are: Takeoff, Climb, Accelerate, Percent Accelerate, Cruise-Climb, Level, Idle Thrust Level, Decelerating Thrust Level, Descend, Idle Thrust Descend, Decelerating Thrust, Land, Landing Decelerate, and Fit to Track Distance.	
Flap ID	Flaps identifier	
BADA4 Configuration	Configuration of airplane high-lift devices position and landing gear position. The configuration is associated with coefficients used in aerodynamic modeling.	
Thrust Level	Thrust type.	
Altitude AFE (ft)	Altitude above field elevation.	
Calibrated Airspeed (kt)	Calibrated airspeed in knots.	
Climb Rate (ft/m)	Climb rate	
Distance (ft)	Distance is in feet measured on the horizontal plane.	
Static Thrust (%)	Percent of static thrust. Applicable for the Landing Decelerate step.	
Accel Energy Share (%)	Acceleration energy share as a percentage. Applicable for the Percent Accelerate step type.	
Angle (deg)	Descent/climb angles in degrees; both are positive.	

Appendix B.6.13: Airplane – Engine

Parameter	Description	Range
Basic		
Bypass ratio	Bypass Ratio.	
Combustor	Combustor name or version.	
Data source	Data source.	

Aviation Environmental Design Tool

User Manual: 3c

Engine out of service	Check box indicating if the engine is no longer in service.	
Engine UID	Engine identifier specified by International Civil Aviation Organization (ICAO) European Aviation Safety Agency (EASA) Engine Data Bank.	
Engine type	Descriptive name of the category.	
Manufacturer	Manufacturer name.	
Pressure ratio	Pressure ratio.	
Emission Coefficients		
Indices Group	Type of Emissions.	
Takeoff	Raw Emissions Index (Takeoff) in grams per kilogram.	
Climbout	Raw Emissions Index (Climb Out) in grams per kilogram.	
Approach	Raw Emissions Index (Approach) in grams per kilogram.	
Idle	Raw Emissions Index (Idle) in grams per kilogram.	

Appendix B.6.14: Aircraft Engine Testing

Parameter	Description
Name	Name of the non-aircraft equipment.
Category	Non-aircraft category description.
Subcategory	Non-aircraft subcategory description.
(Operation) units	Units of the non-aircraft equipment source when in operation.
Source type	Type of source: Polygon area, point, or volume.
Release height (m)	The distance above the ground elevation at the point the emissions are released.
Exhaust velocity (m/sec)	The velocity in meters per second at which exhaust emissions enter the atmosphere.
Exhaust Temperature (°F)	The temperature in degrees Fahrenheit of the exhaust emissions when they enter the atmosphere.
Temperature above ambient	Given in degrees Fahrenheit, this represents the difference of the temperature of the exhaust emissions when they enter the atmosphere and the ambient air temperature of the atmosphere. The temperature above ambient feature is not supported in AEDT.
Diameter (m)	The diameter of the emissions source at the point the emissions enter the atmosphere. For a smokestack, this is the physical diameter of the opening at its top. In this application, the physical diameter of the training fire is appropriate.
Time at 7% power (min/cycle)	Number of minutes at 7% engine power
Time at 30% power (min/cycle)	Number of minutes at 30% engine power
Time at 85% power (min/cycle)	Number of minutes at 85% engine power
Time at 100% power (min/cycle)	Number of minutes at 100% engine power
Engine model	Model of the engine used for the particular aircraft engine test

Appendix B.6.15: Auxiliary Power Unit

Parameter	Description
Name	Name of the non-aircraft equipment.
Category	Non-aircraft category description.
Subcategory	Non-aircraft subcategory description.
(Operation) units	Units of the non-aircraft equipment source when in operation.
CO emissions factor (kg/hour)	Carbon monoxide emissions factor in terms of kilograms of CO emitted per hour of APU use. An emission factor is a representative value that relates the quantity of a pollutant released to the atmosphere with an activity associated with the release of that pollutant. The emission factor is used to calculate the total emissions from a source as an input for the emission inventory.
HC emissions factor (kg/hour)	Hydrocarbon emissions factor in terms of kilograms of HC emitted per hour of APU use. An emission factor is a representative value that relates the quantity of a pollutant released to the atmosphere with an activity associated with the release of that pollutant. The emission factor is used to calculate the total emissions from a source as an input for the emission inventory.
NOx emissions factor (kg/hour)	Nitrogen oxides emissions factor in terms of kilograms of NOx emitted per hour of APU use. An emission factor is a representative value that relates the quantity of a pollutant released to the atmosphere with an activity associated with the release of that pollutant. The emission factor is used to calculate the total emissions from a source as an input for the emission inventory.
SOx emissions factor (kg/hour)	Sulfur oxides emissions factor in terms of kilograms of SOx emitted per hour of APU use. An emission factor is a representative value that relates the quantity of a pollutant released to the atmosphere with an activity associated with the release of that pollutant. The emission factor is used to calculate the total emissions from a source as an input for the emission inventory.
PM-10 emissions factor (kg/hour)	Particulate matter (less than 10 micrometers in diameter) emissions factor in terms of kilograms of PM-10 emitted per hour of APU use. An emission factor is a representative value that relates the quantity of a pollutant released to the atmosphere with an activity associated with the release of that pollutant. The emission factor is used to calculate the total emissions from a source as an input for the emission inventory.

Appendix B.6.16: Boiler/Space Heater

Parameter	Description
Name	Name of the non-aircraft equipment.
Category	Non-aircraft category description.
Subcategory	Non-aircraft subcategory description.
(Operation) units	Units of the non-aircraft equipment source when in operation.
Source type	Type of source: Polygon area, point, or volume.
Release height (m)	The distance above the ground elevation at the point the emissions are released.
Exhaust velocity (m/sec)	The velocity in meters per second at which exhaust emissions enter the atmosphere.
Exhaust Temperature (°F)	The temperature in degrees Fahrenheit of the exhaust emissions when they enter the atmosphere.
Temperature above ambient	Given in degrees Fahrenheit, this represents the difference of the temperature of the exhaust emissions when they enter the atmosphere and the ambient air temperature of the atmosphere. The temperature above ambient feature is not supported in AEDT.

Aviation Environmental Design Tool

User Manual: 3c

Diameter (m)	The diameter of the emissions source at the point the emissions enter the atmosphere. For a smokestack, this is the physical diameter of the opening at its top. In this application, the physical diameter of the training fire is appropriate.
CO emissions index (kg/[unit])	Amount of carbon monoxide in kilograms emitted per specified unit of fuel consumed. The unit on the type of fuel used, as follows: Coal: metric ton, Fuel oil: kiloliters, LPG: kiloliters, Natural gas: km ³
TNMOC emissions index (kg/[unit])	Amount of total non-methane organic compounds in kilograms emitted per specified unit of fuel consumed. The unit of fuel consumed is dependent on the type of fuel used, as follows: Coal: metric ton, Fuel oil: kiloliters, LPG: kiloliters, Natural gas: km ³
NOx emissions index (kg/[unit])	Amount of nitrogen oxides in kilograms emitted per specified unit of fuel consumed. The unit of fuel consumed is dependent on the type of fuel used, as follows: Coal: metric ton, Fuel oil: kiloliters, LPG: kiloliters, Natural gas: km ³
SOx emissions index const term (kg/[unit])	Amount of sulfur oxides in kilograms emitted per specified unit of fuel consumed – constant term. The unit of fuel consumed is dependent on the type of fuel used, as follows: Coal: metric ton, Fuel oil: kiloliters, LPG: kiloliters, Natural gas: km ³
SOx emissions index sulfur term (kg/[unit]-%Sulfur)	Amount of sulfur oxides in kilograms emitted per specified unit of fuel consumed, accounting for % sulfur in fuel. The unit of weight is dependent on the type of fuel used, as follows: Coal: metric ton, Fuel oil: kiloliters, LPG: kiloliters, Natural gas: km ³
PM-10 emissions index const term (kg/[unit])	Amount of particulate matter (less than 10 micrometers in diameter) in kilograms emitted per specified unit of fuel consumed – constant term. The unit of fuel consumed is dependent on the type of fuel used, as follows: Coal: metric ton, Fuel oil: kiloliters, LPG: kiloliters, Natural gas: km ³
PM-10 emissions index ash term (kg/[unit]-%Ash)	The fuel ash content (% by weight) for source, the unit of weight is dependent on the type of fuel used, as follows: Coal: metric ton, Fuel oil: kiloliters, LPG: kiloliters, Natural gas: km ³
PM-10 emissions index sulfur term (kg/[unit] - %Sulfur)	Amount of particulate matter (less than 10 micrometers in diameter) in kilograms emitted per specified unit of fuel consumed accounting for % sulfur in fuel source. The unit of weight is dependent on the type of fuel used, as follows: Coal: metric ton, Fuel oil: kiloliters, LPG: kiloliters, Natural gas: km ³
Fuel sulfur content (%)	The percentage by weight of sulfur in the fuel.
Fuel ash content (%)	The percentage by weight of ash in the fuel.
Fuel calcium to sulfur ratio	The fuel molar calcium-to-sulfur ratio (dimensionless) for source.
CO pollution control factor	Percentage to reduce the emissions of the specified pollutant. Air pollutant control factors are typically part of specific abatement measures, management practices, or control technologies intended to reduce emissions.
TNMOC pollution control factor	Percentage to reduce the emissions of the specified pollutant. Air pollutant control factors are typically part of specific abatement measures, management practices, or control technologies intended to reduce emissions.
NOx pollution control factor	Percentage to reduce the emissions of the specified pollutant. Air pollutant control factors are typically part of specific abatement measures, management practices, or control technologies intended to reduce emissions.
SOx pollution control factor	Percentage to reduce the emissions of the specified pollutant. Air pollutant control factors are typically part of specific abatement measures, management practices, or control technologies intended to reduce emissions.

Aviation Environmental Design Tool

User Manual: 3c

PM-10 pollution control factor	Percentage to reduce the emissions of the specified pollutant. Air pollutant control factors are typically part of specific abatement measures, management practices, or control technologies intended to reduce emissions.
HC pollution control factor	Percentage to reduce the emissions of the specified pollutant. Air pollutant control factors are typically part of specific abatement measures, management practices, or control technologies intended to reduce emissions.
TOC pollution control factor	Percentage to reduce the emissions of the specified pollutant. Air pollutant control factors are typically part of specific abatement measures, management practices, or control technologies intended to reduce emissions.
VOC pollution control factor	Percentage to reduce the emissions of the specified pollutant. Air pollutant control factors are typically part of specific abatement measures, management practices, or control technologies intended to reduce emissions.
PM-2.5 to PM-10 ratio	Ratio (expressed as a fraction) of fine particulate matter (less than 2.5 micrometers in diameter) to coarse particulate matter (less than 10 micrometers in diameter).

Appendix B.6.17: Deicing Area

Parameter	Description
Name	Name of the non-aircraft equipment.
Category	Non-aircraft category description.
Subcategory	Non-aircraft subcategory description.
(Operation) units	Units of the non-aircraft equipment source when in operation.
Source type	Type of source: Polygon area, point, or volume.
Release height (m)	The distance above the ground elevation at the point the emissions are released.
Sigma Z0 (m)	The vertical concentration distribution at the source.
Sigma Y0 (m)	The horizontal concentration distribution at the source.
VOC emission index (kg/kL)	Amount of volatile organic compounds in kilograms emitted per kiloliter of deicing fluid.
Ethylene glycol density (g/L)	Amount of ethylene glycol in grams per liter of deicing fluid.
Concentration by mass (%)	The concentration (% by mass) of the deicing chemical dissolved in solution for source.

Appendix B.6.18: Emergency Generator

Parameter	Description
Name	Name of the non-aircraft equipment.
Category	Non-aircraft category description.
Subcategory	Non-aircraft subcategory description.
(Operation) units	Units of the non-aircraft equipment source when in operation.
Source type	Type of source: Polygon area, point, or volume.
Release height (m)	The distance above the ground elevation at the point the emissions are released.
Exhaust velocity (m/sec)	The velocity in meters per second at which exhaust emissions enter the atmosphere.
Exhaust Temperature (°F)	The temperature in degrees Fahrenheit of the exhaust emissions when they enter the atmosphere.
Temperature above ambient	Given in degrees Fahrenheit, this represents the difference of the temperature of the exhaust emissions when they enter the atmosphere and the ambient air temperature of the atmosphere. The temperature above ambient feature is not supported in AEDT.

Aviation Environmental Design Tool

User Manual: 3c

Diameter (m)	The diameter of the emissions source at the point the emissions enter the atmosphere. For a smokestack, this is the physical diameter of the opening at its top. In this application, the physical diameter of the training fire is appropriate.
Power rating (hp)	The maximum power input allowed to flow through the equipment, in horsepower.
CO emissions factor (g/hp-hr)	Carbon monoxide emissions factor in terms of grams of CO emitted per horsepower-hour of generator use. An emission factor is a representative value that relates the quantity of a pollutant released to the atmosphere with an activity associated with the release of that pollutant. The emission factor is used to calculate the total emissions from a source as an input for the emission inventory.
TOC emissions factor (g/hp-hr)	Total organic carbon emissions factor in terms of grams of TOC emitted per horsepower-hour of generator use. An emission factor is a representative value that relates the quantity of a pollutant released to the atmosphere with an activity associated with the release of that pollutant. The emission factor is used to calculate the total emissions from a source as an input for the emission inventory.
NOx emissions factor (g/hp-hr)	Nitrogen oxides emissions factor in terms of grams of NOx emitted per horsepower-hour of generator use. An emission factor is a representative value that relates the quantity of a pollutant released to the atmosphere with an activity associated with the release of that pollutant. The emission factor is used to calculate the total emissions from a source as an input for the emission inventory.
SOx emissions factor (g/hp-hr)	Sulfur oxides emissions factor in terms of grams of SOx emitted per horsepower-hour of generator use. An emission factor is a representative value that relates the quantity of a pollutant released to the atmosphere with an activity associated with the release of that pollutant. The emission factor is used to calculate the total emissions from a source as an input for the emission inventory.
PM-10 emissions factor (g/hp-hr)	Particulate matter (less than 10 micrometers in diameter) emissions factor in terms of grams of PM-10 emitted per horsepower-hour of generator use. An emission factor is a representative value that relates the quantity of a pollutant released to the atmosphere with an activity associated with the release of that pollutant. The emission factor is used to calculate the total emissions from a source as an input for the emission inventory.
CO pollution control factor (%)	Percentage to reduce the emissions of the specified pollutant. Air pollutant control factors are typically part of specific abatement measures, management practices, or control technologies intended to reduce emissions.
TOC pollution control factor (%)	Percentage to reduce the emissions of the specified pollutant. Air pollutant control factors are typically part of specific abatement measures, management practices, or control technologies intended to reduce emissions.
NOx pollution control factor (%)	Percentage to reduce the emissions of the specified pollutant. Air pollutant control factors are typically part of specific abatement measures, management practices, or control technologies intended to reduce emissions.
SOx pollution control factor (%)	Percentage to reduce the emissions of the specified pollutant. Air pollutant control factors are typically part of specific abatement measures, management practices, or control technologies intended to reduce emissions.
PM-10 pollution control factor (%)	Percentage to reduce the emissions of the specified pollutant. Air pollutant control factors are typically part of specific abatement measures, management practices, or control technologies intended to reduce emissions.
VOC pollution control factor (%)	Percentage to reduce the emissions of the specified pollutant. Air pollutant control factors are typically part of specific abatement measures, management practices, or control technologies intended to reduce emissions.
CO emissions index (kg/h)	Amount of carbon monoxide in kilograms emitted per hour that the emergency generator runs.

Aviation Environmental Design Tool

User Manual: 3c

VOC emissions index (kg/h)	Amount of volatile organic compounds in kilograms emitted per hour that the emergency generator runs.
NOx emissions index (kg/h)	Amount of nitrogen oxides in kilograms emitted per hour that the emergency generator runs.
SOx emissions index (kg/h - %Sulfur)	Amount of nitrogen oxides in kilograms emitted per hour that the emergency generator runs based upon the % of sulfur in the fuel. E.g., If sulfur is 6% and 1,000 kg of fuel is burned per hour, then 60 kg/hr of sulfur is burned.
PM-10 emissions index (kg/h)	Amount of particulate matter (less than 10 micrometers in diameter) in kilograms emitted per hour that the emergency generator runs.
Fuel sulfur content (%)	The percentage by weight of sulfur in the fuel.
PM-2.5 to PM-10 ratio	Ratio (expressed as a fraction) of fine particulate matter (less than 2.5 micrometers in diameter) to course particulate matter (less than 10 micrometers in diameter).

Appendix B.6.19: Fuel Tank

Parameter	Description
Name	Name of the non-aircraft equipment.
Category	Non-aircraft category description.
Subcategory	Non-aircraft subcategory description.
(Operation) units	Units of the non-aircraft equipment's source when in operation.
Source type	Type of source: Polygon area, point, or volume.
Release height (m)	The distance above the ground elevation at the point the emissions are released.
Sigma Z0 (m)	The vertical concentration distribution at the source.
Sigma Y0 (m)	The horizontal concentration distribution at the source.
Tank diameter (m)	The diameter in meters of the fuel tank.
Tank length (m)	The length in meters of the fuel tank.
Maximum liquid height (m)	The maximum height in meters of liquid fuel that can be contained in the fuel tank.

Appendix B.6.20: Ground Support Equipment

Parameter	Description
Name	Name of the non-aircraft equipment.
Category	Non-aircraft category description.
Subcategory	Non-aircraft subcategory description.
Fuel type	The type of fuel utilized by the ground support equipment, includes compressed natural gas (CNG), diesel, electricity, gasoline and liquefied petroleum gas (LPG).
Default horsepower (hp)	The default rated brake horsepower for the engine of a given type of ground support equipment. The default value is equipment-type dependent.
Default load factor	The default average operational horsepower output of the engine divided by its rated brake horsepower. The default value is equipment-type dependent. Value is between 0 and 1.
Useful life (years)	The median life (in years) of the vehicle.
Default usage (hours/year)	The number of hours in a year that one unit of the specified ground support equipment operates. The default value is equipment-type dependent.

Aviation Environmental Design Tool

User Manual: 3c

Appendix B.6.21: Incinerator

Parameter	Description
Name	Name of the non-aircraft equipment.
Category	Non-aircraft category description.
Subcategory	Non-aircraft subcategory description.
(Operation) units	Units of the non-aircraft equipment source when in operation.
Source type	Type of source: Polygon area, point, or volume.
Release height (m)	The distance above the ground elevation at the point the emissions are released.
Exhaust velocity (m/sec)	The velocity in meters per second at which exhaust emissions enter the atmosphere.
Exhaust Temperature (°F)	The temperature in degrees Fahrenheit of the exhaust emissions when they enter the atmosphere.
Temperature above ambient	Given in degrees Fahrenheit, this represents the difference of the temperature of the exhaust emissions when they enter the atmosphere and the ambient air temperature of the atmosphere. The temperature above ambient feature is not supported in AEDT.
Diameter (m)	The diameter of the emissions source at the point the emissions enter the atmosphere. For a smokes tack, this is the physical diameter of the opening at its top. In this application, the physical diameter of the training fire is appropriate.
CO emissions index (kg/ton)	Amount of carbon monoxide in kilograms emitted per ton of fuel consumed.
VOC emissions index (kg/ton)	Amount of volatile organic compounds in kilograms emitted per ton of fuel consumed.
NOx emissions index (kg/ton)	Amount of nitrogen oxides in kilograms emitted per ton of fuel consumed.
SOx emissions index (kg/ton)	Amount of sulfur oxides in kilograms emitted per ton of fuel consumed.
PM-10 emissions index (kg/ton)	Amount of particulate matter (less than 10 micrometers in diameter) in kilograms emitted per ton of fuel consumed.
PM-2.5 to PM-10 ratio	Ratio (expressed as a fraction) of fine particulate matter (less than 2.5 micrometers in diameter) to coarse particulate matter (less than 10 micrometers in diameter).
CO pollution control factor (%)	Percentage to reduce the emissions of the specified pollutant. Air pollutant control factors are typically part of specific abatement measures, management practices, or control technologies intended to reduce emissions.
VOC pollution control factor (%)	Percentage to reduce the emissions of the specified pollutant. Air pollutant control factors are typically part of specific abatement measures, management practices, or control technologies intended to reduce emissions.
NOx pollution control factor (%)	Percentage to reduce the emissions of the specified pollutant. Air pollutant control factors are typically part of specific abatement measures, management practices, or control technologies intended to reduce emissions.
SOx pollution control factor (%)	Percentage to reduce the emissions of the specified pollutant. Air pollutant control factors are typically part of specific abatement measures, management practices, or control technologies intended to reduce emissions.
PM-10 pollution control factor (%)	Percentage to reduce the emissions of the specified pollutant. Air pollutant control factors are typically part of specific abatement measures, management practices, or control technologies intended to reduce emissions.

Aviation Environmental Design Tool

User Manual: 3c

Appendix B.6.22: Other

Parameter	Description
Name	Name of the non-aircraft equipment.
Category	Non-aircraft category description.
Subcategory	Non-aircraft subcategory description.
(Operation) units	Units of the non-aircraft equipment source when in operation.
Source type	Type of source: Polygon area, point, or volume.
Release height (m)	The distance above the ground elevation at the point the emissions are released.
Exhaust velocity (m/sec)	The velocity in meters per second at which exhaust emissions enter the atmosphere.
Exhaust Temperature (°F)	The temperature in degrees Fahrenheit of the exhaust emissions when they enter the atmosphere.
Temperature above ambient	Given in degrees Fahrenheit, this represents the difference of the temperature of the exhaust emissions when they enter the atmosphere and the ambient air temperature of the atmosphere. The temperature above ambient feature is not supported in AEDT.
Diameter (m)	The diameter of the emissions source at the point the emissions enter the atmosphere. For a smokestack, this is the physical diameter of the opening at its top. In this application, the physical diameter of the training fire is appropriate.
CO emissions index (kg/[unit])	Amount of carbon monoxide in kilograms emitted per unit of fuel consumed.
THC emissions index (kg/[unit])	Amount of total hydrocarbons in kilograms emitted per unit (e.g., ton, kiloliter) of fuel consumed.
PM-2.5 to PM-10 ratio	Ratio (expressed as a fraction) of fine particulate matter (less than 2.5 micrometers in diameter) to coarse particulate matter (less than 10 micrometers in diameter).
CO pollution control factor (%)	Percentage to reduce the emissions of the specified pollutant. Air pollutant control factors are typically part of specific abatement measures, management practices, or control technologies intended to reduce emissions.
HC pollution control factor (%)	Percentage to reduce the emissions of the specified pollutant. Air pollutant control factors are typically part of specific abatement measures, management practices, or control technologies intended to reduce emissions.
NOx pollution control factor (%)	Percentage to reduce the emissions of the specified pollutant. Air pollutant control factors are typically part of specific abatement measures, management practices, or control technologies intended to reduce emissions.
SOx pollution control factor (%)	Percentage to reduce the emissions of the specified pollutant. Air pollutant control factors are typically part of specific abatement measures, management practices, or control technologies intended to reduce emissions.
Source type	Type of source: Polygon area, point, or volume.
Release height (m)	The distance above the ground elevation at the point the emissions are released.
Exhaust velocity (m/sec)	The velocity in meters per second at which exhaust emissions enter the atmosphere.
Exhaust Temperature (°F)	The temperature in degrees Fahrenheit of the exhaust emissions when they enter the atmosphere.

Appendix B.6.23: Sand/Salt Pile

Parameter	Description
Name	Name of the non-aircraft equipment.
Category	Non-aircraft category description.

Aviation Environmental Design Tool

User Manual: 3c

Subcategory	Non-aircraft subcategory description.
(Operation) units	Units of the non-aircraft equipment source when in operation.
Source type	Type of source: Polygon area, point, or volume.
Release height (m)	The distance above the ground elevation at the point the emissions are released.
Sigma Z0 (m)	The vertical concentration distribution at the source.
Sigma Y0 (m)	The horizontal concentration distribution at the source.
Eroded surface area (m ²)	The surface area of the exposed material subject to erosion, in square meters.
Mass disturbed per disturbance (metric tons)	For each occurrence of disturbance of the source, this is the measure of the mass that is affected (eroded) in metric tons.
Moisture content (%)	The percent of moisture in the source by mass.
Mean wind speed (m/sec)	The mean wind speed at the location of the source, in meters per second
Fastest mile of wind (m/sec)	The highest measured wind speed at which air is measured by an anemometer to travel one mile, in meters per second
Friction velocity (m/sec)	The friction velocity is the wind velocity at which wind shear stress is great enough to cause particles to be released from the material surface, in meters per second.
Surface roughness (cm)	A measure of the resistance to wind flow near the surface of the material caused by unevenness or roughness of the material, in centimeters.
Surface wind speed fraction	The fraction of surface wind speed to the approach wind speed of the source, or a normalized surface speed.

Appendix B.6.24: Solvent Degreaser

Parameter	Description
Name	Name of the non-aircraft equipment.
Category	Non-aircraft category description.
Subcategory	Non-aircraft subcategory description.
(Operation) units	Units of the non-aircraft equipment source when in operation.
Source type	Type of source: Polygon area, point, or volume.
Release height (m)	The distance above the ground elevation at the point the emissions are released.
Sigma Z0 (m)	The vertical concentration distribution at the source.
Sigma Y0 (m)	The horizontal concentration distribution at the source.
Solution density (g/L)	Amount of evaporative chemical in grams per liter of solvent degreaser.
Percent of solvent disposed (%)	The percentage of liquid recovered and properly disposed for solvent degreasers.

Appendix B.6.25: Surface Coating/Painting

Parameter	Description
Name	Name of the non-aircraft equipment.
Category	Non-aircraft category description.
Subcategory	Non-aircraft subcategory description.
(Operation) units	Units of the non-aircraft equipment source when in operation.
Source type	Type of source: Polygon area, point, or volume.
Release height (m)	The distance above the ground elevation at the point the emissions are released.
Sigma Z0 (m)	The vertical concentration distribution at the source.
Sigma Y0 (m)	The horizontal concentration distribution at the source.
VOC emissions index (kg/kL)	Amount of volatile organic compounds in kilograms emitted per kiloliter of coating/painting substance used.

Aviation Environmental Design Tool

User Manual: 3c

Pollution control factor (%)	Percentage to reduce pollutant emissions. Air pollutant control factors are typically part of specific abatement measures, management practices, or control technologies intended to reduce emissions.
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Appendix B.6.26: Training Fire

Parameter	Description
Name	Name of the non-aircraft equipment.
Category	Non-aircraft category description.
Subcategory	Non-aircraft subcategory description.
(Operation) units	Units of the non-aircraft equipment source when in operation.
Source type	Type of source: Polygon area, point, or volume.
Release height (m)	The distance above the ground elevation at the point the emissions are released.
Exhaust velocity (m/sec)	The velocity in meters per second at which exhaust emissions enter the atmosphere.
Exhaust Temperature (°F)	The temperature in degrees Fahrenheit of the exhaust emissions when they enter the atmosphere.
Temperature above ambient	Given in degrees Fahrenheit, this represents the difference of the temperature of the exhaust emissions when they enter the atmosphere and the ambient air temperature of the atmosphere. The temperature above ambient feature is not supported in AEDT.
Diameter (m)	The diameter of the emissions source at the point the emissions enter the atmosphere. For a smokestack, this is the physical diameter of the opening at its top. In this application, the physical diameter of the training fire is appropriate.
CO emissions index (kg/gallon)	Amount of carbon monoxide in kilograms emitted per gallon of fuel consumed.
VOC emissions index (kg/gallon)	Amount of volatile organic compounds in kilograms emitted per gallon of fuel consumed.
NOx emissions index (kg/gallon)	Amount of nitrogen oxides in kilograms emitted per gallon of fuel consumed.
SOx emissions index (kg/gallon)	Amount of sulfur oxides in kilograms emitted per gallon of fuel consumed.
PM-10 emissions index (kg/gallon)	Amount of particulate matter (less than 10 micrometers in diameter) in kilograms emitted per gallon of fuel consumed.

Appendix B.6.27: Aircraft Equipment Groups

Parameter	Description
Aircraft	
Equipment group name	Name of the equipment group.
ANP—ID	Aircraft noise and performance (ANP) ID.
ANP—Description	Description of the aircraft.
Airframe—ID	AEDT generated airframe ID.
Airframe—Type	Type of aircraft.
Airframe—Model	Model description.
Engine—ID	AEDT generated engine ID.
Engine—Count	Number of engines.
Engine—Code	Engine code.

Aviation Environmental Design Tool

User Manual: 3c

Engine—Model	Engine model.
Manufacturer	Engine manufacturer.
Engine—Modification Code	Engine modification code.
Engine—Mod ID	Engine modification ID.
ID—BADA	Base of aircraft data (BADA) ID.
ID—ICAO	International Civil Aviation Organization (ICAO) ID.
ID—Equipment	AEDT generated equipment ID.
User Defined	User defined aircraft indicator.
Custom Tag	User defined name.
Assigned—Operations	Indicator if the aircraft is assigned to an operation in the study.
Assigned—Equipment Group	Indicator if the aircraft is assigned to an equipment group in the study.
Assigned—GroupName	Group name if assigned to an equipment group.
Tracks	
Day (%)	Distribution percentage of daytime operations for the group to be assigned to the track.
Evening (%)	Distribution percentage of evening operations for the group to be assigned to the track.
Night (%)	Distribution percentage of nighttime operations for the group to be assigned to the track.
Airport	Name of the airport associated with the track.
Airport Layout	Name of the airport layout associated with the track.
ID	AEDT generated track ID.
Track	Name of the track.
Type	Type of track. V = Vector, P = Point.
Operation Type	Type of operation associated with the track. A = Approach, D = Depart, T = Touch & Go, V = Overflight, X = Inbound Helitaxi, O = Outbound Helitaxi
Runway End	Runway end associated with the track.

Appendix B.6.28: Non-Aircraft Equipment Groups

Parameter	Description
ID	AEDT generated non-aircraft ID.
Category	Non-aircraft category description.
Subcategory	Non-aircraft subcategory description.
Name	Name of the non-aircraft equipment.
Type	Type of source.
(Operation) units	Units of the non-aircraft equipment source when in operation.
User Defined	Indicator if the non-aircraft equipment is user defined.

Appendix B.7: Airports/Designer Tabs

Appendix B.7.1: Airports Pane

Parameter	Description
Name	Name of airport.
Preferred Code	Airport code.
Code Type	Type of code.

Aviation Environmental Design Tool

User Manual: 3c

City	City where the airport is located.
State	State where the airport is located.
Country	Country where the airport is located.
FacilityType	Facility description (airport, balloonport, gliderport, heliport, seaplane base, stolport, or ultralight).
Latitude	Latitude where the airport is located, in degrees.
Longitude	Longitude where the airport is located, in degrees.
Elevation MSL (ft)	Elevation of airport in feet above mean sea level.

Appendix B.7.2: Create New Airport and Edit Airport

Parameter	Description
Airport Name	Name of the new airport.
Code (Other)	Airport code.
City	Name of city as defined by FAA NAS-R.
State	State name where the airport is located.
Country	Country name where the airport is located.
Latitude	Latitude where the airport is located, in degrees.
Longitude	Longitude where the airport is located, in degrees.
Elevation	Highest point of an airport's usable runways in feet above mean sea level.
Time Zone Info	Airport time zone.

Appendix B.7.3: Add Existing Airport

Parameter	Description
Name	Name of airport.
Preferred Code	Airport code.
Code Type	Type of code.
City	City where the airport is located.
State	State where the airport is located.
Country	Country where the airport is located.
FacilityType	Facility description (airport, balloonport, gliderport, heliport, seaplane base, stolport, or ultralight).
Latitude	Latitude where the airport is located, in degrees.
Longitude	Longitude where the airport is located, in degrees.
Elevation MSL (ft)	Elevation of airport in feet above mean sea level.

Appendix B.7.4: Create Airport Layout and Edit Airport Layout

Parameter	Description
Airport	Name of the airport.
Layout name	Name of the new layout.
Effective date	Start date for the layout.
Expiration date	End date for the layout.
Taxi-in time	Taxi-in time in minutes and seconds.
Taxi-out time	Taxi-out time in minutes and seconds.

Appendix B.7.5: Airport Details Pane

Parameter	Description
Location	
City	City where the airport is located.

Aviation Environmental Design Tool

User Manual: 3c

State	State where the airport is located.
Country	Country where the airport is located.
Facility Type	Facility description (airport, balloonport, gliderport, heliport, seaplane base, stolport, or ultralight).
Latitude	Latitude where the airport is located, in degrees.
Longitude	Longitude where the airport is located, in degrees.
Elevation MSL (ft)	Elevation of airport in feet above mean sea level.
Codes	
ICAO	International Civil Aviation Organization (ICAO) code.
IATA	International Air Transport Association (IATA) code.
FAA	Federal Aviation Administration Code.
Other	User defined code.

Appendix B.7.6: Airport Layout Details Pane

Parameter	Description
Ground Elements	
Type	Type of layout component.
ID	AEDT generated ID.
Name	Name of layout component.
Tracks	
Type	Track type (vector, point, or helitaxi)
ID	AEDT generated ID.
Track	Track name.
Runway End	Name of the runway end associated with the track.
Operation Type	Type of operation associated with the track (approach, departure, touch and go, taxi outbound, taxi inbound)
Aircraft Type	Fixed wing or helicopter.
Dispersed	Indicator if the track is dispersed or not.

Aviation Environmental Design Tool

User Manual: 3c

Appendix B.7.7: Operating Configuration Details Pane

Parameter	Description
Runway Assignments	
Aircraft Size	Category of aircraft.
Runway End	Name of the runway end associated with the operating configuration.
Arrivals (%)	Percentage of arrival operations for the aircraft size on the corresponding runway end for the operating configuration.
Departures (%)	Percentage of departure operations for the aircraft size on the corresponding runway end for the operating configuration.
Touch & Gos (%)	Percentage of touch and go operations for the aircraft size on the corresponding runway end for the operating configuration.
Activation Parameters	
Wind Direction Min (deg)	Minimum of the wind direction range for the operating configuration, in degrees.
Wind Direction Max (deg)	Maximum of the wind direction range for the operating configuration, in degrees.
Wind Speed Min (knots)	Minimum of the wind speed range for the operating configuration, in knots.
Wind Speed Max (knots)	Maximum of the wind speed range for the operating configuration, in knots.
Start Hour (hh:00)	Start time in hours for the operating configuration.
End Hour (hh:00)	End time in hours for the operating configuration.
Ceiling Min (ft)	Minimum of the altitude range for visibility to the ground for the operating configuration.
Ceiling Max (ft)	Maximum of the altitude range for visibility to the ground for the operating configuration.
Visibility Min (statute miles)	Minimum of the visibility range for the operating configuration, in statute miles.
Visibility Max (statute miles)	Maximum of the visibility range for the operating configuration, in statute miles.
Temperature Min (F)	Minimum of the temperature range for the operating configuration, in degrees Fahrenheit.
Temperature Max (F)	Maximum of the temperature range for the operating configuration, in degrees Fahrenheit.
Capacity	
Point	Capacity Pareto frontier point number.
Arrivals per Hour	Number of arrival operations per hour for the operating configuration.
Departures per Hour	Number of departure operations per hour for the operating configuration.

Appendix B.7.8: Edit Building

Parameter	Description
Layout	Airport layout name.
Name	Name of the building.
Elevation MSL (m)	Elevation above mean sea level (in meters) from which the building height is measured.
Height (m)	The height of the highest significant part of the building above ground level (in meters).
Latitude (deg)	Latitude of building points, in degrees.

Aviation Environmental Design Tool

User Manual: 3c

Longitude (deg)	Longitude of building points, in degrees.
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Appendix B.7.9: Edit Gate

Parameter	Description
Layout	Airport layout name.
Units	Unit of measurement – English or Metric.
Name	Name of the gate.
Elevation	Elevation of the gate, above mean sea level.
Latitude (deg)	Latitude of gate, in degrees.
Longitude (deg)	Longitude of gate, in degrees.
Release height	Emissions release height of the runway and airborne area sources.
Initialsigma-Y	The initial lateral dispersion parameter, Sigma-Y describes the horizontal concentration distribution at the source. The initial distribution is a Gaussian "bell-curve" whose mean is the center of the volume and whose standard deviation is equal to the <i>Initial Sigma-Y</i> . In dispersion, this provides the model with an initial finite concentration of pollutant. <i>Initial Sigma-Y</i> defaults to 16 meters (52.49 feet).
Initialsigma-Z	The initial vertical dispersion parameter, Sigma-Z describes the vertical concentration distribution at the source. The initial distribution is a Gaussian "bell-curve" whose mean is the release height and whose standard deviation is equal to the <i>Initial Sigma-Z</i> . In dispersion, this provides the model with an initial finite concentration of pollutant. <i>Initial Sigma-Z</i> defaults to 3 meters (9.84 feet).
Aircraft size	Size of the aircraft appropriate for the gate.

Appendix B.7.10: Edit Heligate

Parameter	Description
Layout	Airport layout name.
Units	Unit of measurement – English or Metric.
Name	Name of the Heligate.
Elevation	Elevation of the Heligate, above mean sea level.
Latitude (deg)	Latitude of Heligate, in degrees.
Longitude (deg)	Longitude of Heligate, in degrees.
Release height (ft)	Emissions release height of the runway and airborne area sources.
Initialsigma-Y	The initial lateral dispersion parameter, Sigma-Y describes the horizontal concentration distribution at the source. The initial distribution is a Gaussian "bell-curve" whose mean is the center of the volume and whose standard deviation is equal to the <i>Initial Sigma-Y</i> . In dispersion, this provides the model with an initial finite concentration of pollutant. <i>Initial Sigma-Y</i> defaults to 16 meters (52.49 feet).
Initialsigma-Z	The initial vertical dispersion parameter, Sigma-Z describes the vertical concentration distribution at the source. The initial distribution is a Gaussian "bell-curve" whose mean is the release height and whose standard deviation is equal to the <i>Initial Sigma-Z</i> . In dispersion, this provides the model with an initial finite concentration of pollutant. <i>Initial Sigma-Z</i> defaults to 3 meters (9.84 feet).

Appendix B.7.11: Edit Helitaxi

Parameter	Description
Layout	Airport layout name.

Aviation Environmental Design Tool

User Manual: 3c

Heligate	Name of the heligate associated with the helitaxi operation.
Direction	Direction of travel between the heligate and helipad.
Helipad	Name of the helipad associated with the helitaxi.
Name	Name of the helitaxi operation.
Vector course at helipad	Initial direction of flight for a helicopter departure.
Segment Number	Helitaxi segment number.
Segment Name	Helitaxi segment name.
Latitude (deg)	Latitude of helitaxi points, in degrees.
Longitude (deg)	Longitude of helitaxi points, in degrees.

Appendix B.7.12: Edit MOVES Construction Link

Parameter	Description
Layout	Airport layout name.
Name	Name of the construction zone.
Road Type	Road type of the construction link (Rural Restricted, Rural Unrestricted, Urban Restricted, or Urban Unrestricted).
Construction Link Length (mi)	Total length of the construction zone in miles.
Construction Link Avg. Grade (%)	Average grade of the construction link in percent. Valid range is between -45 and 45.
Latitude (deg)	Latitude of the construction zone points, in degrees.
Longitude (deg)	Longitude of construction zone points, in degrees.

Appendix B.7.13: Edit MOVES Parking Link

Parameter	Description
Layout	Airport layout name.
Name	Name of the parking facility.
Movement Link Length (mi)	Total length of the movement link in miles.
Movement Link Avg. Grade (%)	Average grade of the movement link in percent. Valid range is between -45 and 45.
Latitude (deg)	Latitude of the parking facility points, in degrees.
Longitude (deg)	Longitude of parking facility points, in degrees.

Appendix B.7.14: Edit MOVES Roadway Link

Parameter	Description
Layout	Airport layout name.
Name	Name of the roadway.
Road Type	Road type of the roadway link (Rural Restricted, Rural Unrestricted, Urban Restricted, or Urban Unrestricted).
Roadway Link Length (mi)	Total length of the roadway in miles.
Roadway Link Avg. Grade (%)	Average grade of the roadway link in percent. Valid range is between -45 and 45.
Latitude (deg)	Latitude of the roadway points, in degrees.
Longitude (deg)	Longitude of roadway points, in degrees.

Aviation Environmental Design Tool

User Manual: 3c

Appendix B.7.15: Edit Runways

Parameter	Description
Layout	Airport layout name.
Name	Name of runway, usually includes two runway end names.
Length (ft)	Length of the runway, automatically calculated based on the runway ends, in feet.
Width (ft)	Width of the runway, in feet.

Appendix B.7.16: Edit Runway Ends / Helipad

Parameter	Description
Layout	Airport layout name.
Name	Name of the runway end.
Latitude (deg)	Latitude for this runway end, in degrees.
Longitude (deg)	Longitude for this runway end, in degrees.
Elevation (ft)	Elevation of the runway end, in feet above mean sea level.
Change in headwind (%)	Percent change in airport average headwind. This is used to modify the airport average headwind value to allow for a variation in average headwind for each runway end. AEDT calculates the runway headwind by: $(\text{Runway headwind}) = (\text{Airport headwind}) * (1 + \text{Percent}/100)$ <ul style="list-style-type: none">• If no value is provided (NULL), then it will default to 0%.• The default value of 0% means the runway uses the airport average headwind. A value of -100% means that there is no headwind.• The percentage change value is limited to -500% to 500%; in general, values between -50% and 50% are used.
Glide Slope (deg)	Glide slope for an approach to this runway end, in degrees. Glide slope only changes where the aircraft lands on the runway, and it does not change the angle at which the aircraft approaches the runway. The aircraft descent angle can be changed in the flight profile.
Threshold crossing height (ft)	Height above ground level where the normal glide path crosses the landing threshold for the runway end.
Approach Displaced Threshold (ft)	Distance from the runway end to the landing location
Departure Displaced Threshold (ft)	Distance from the runway end to the takeoff location

Appendix B.7.17: Edit Taxi path

Parameter	Description
Layout	Airport layout name.
Gate	Name of the gate associated with the taxi path.
Direction	Direction of travel between the gate and the runway end.
Runway end	Name of the runway end associated with the taxi path.
Available taxiways	Defined taxiways that are available for inclusion in the taxi path.
Selected	Taxiways that are included in the taxi path.

Appendix B.7.18: Edit Taxiway

Parameter	Description
Layout	Airport layout name.
Name	Name of the taxiway.
Width (m)	Width of the taxiway, in meters.

Aviation Environmental Design Tool

User Manual: 3c

Latitude (deg)	Latitude, in degrees.
Longitude (deg)	Longitude, in degrees.
Elevation (ft)	Elevation of the taxiway, in feet above mean sea level.
Speed (mph)	Speed of travel on the taxiway, in mph.

Appendix B.7.19: Edit Terminal

Parameter	Description
Layout	Airport layout name.
Units	Unit of measurement – English or Metric.
Name	Name of the terminal.
Elevation	Elevation of the terminal, above mean sea level.
Aircraft size	Size of the aircraft appropriate for the terminal.
Release height	Emissions release height of the runway and airborne area sources.
Initial sigma-Z	The initial vertical dispersion parameter, Sigma-Z describes the vertical concentration distribution at the source. The initial distribution is a Gaussian "bell-curve" whose mean is the release height and whose standard deviation is equal to the Initial <i>Sigma-Z</i> . In dispersion, this provides the model with an initial finite concentration of pollutant. <i>Initial Sigma-Z</i> defaults to 3 meters (9.84 feet).
Latitude (deg)	Latitude, in degrees.
Longitude (deg)	Longitude, in degrees.

Appendix B.7.20: Edit Tracks

Parameter	Description
Layout	Airport layout name.
Name	Custom track name.
Runway End/Helipad	Runway end or helipad ID
Operation type	Type of operation associated with the track.
Track type	Type of track.
Aircraft type	Type of aircraft.
Point Type Tracks	
Segment Number	Track segment number.
Segment Name	Track segment name.
Latitude (deg)	Latitude of track point, in degrees.
Longitude (deg)	Longitude of track point, in degrees.
Altitude MSL (ft)	Altitude control target altitude for the track point.
Message Time	<i>Message Time</i> is not used.
Altitude Control	Altitude control code for the track point.
Speed (knots)	Speed control target calibrated airspeed in knots for the track point. Used only with the BADA 4 Model.
Speed Control	Speed control code for the track point. Used only with the BADA 4 Model and if there are altitude controls on the track.
Vector Type Tracks	
Segment Number	Track segment number.
Segment Type	Description of segment type, straight (S), left (L), or right (R).

Aviation Environmental Design Tool

User Manual: 3c

Distance/Radius (ft)	The distance of the segment or the radius for the segment, in feet.
Turn Angle (deg)	The angle of the turn in degrees.

Appendix B.7.21: Disperse Track

Parameter	Description
Track	Name of the selected track.
Subtracks	Number of dispersed tracks – the backbone track plus subtracks (3, 5, 7, or 9).
Distance (nmi)	Distance from the backbone track to the outside subtrack in nmi.
Subtrack Percents	Used to distribute flight operations across the backbone track and subtracks
Total	Total of subtrack percentages – must add up to 100%.

Appendix B.7.22: Edit Dispersed Track

Parameter	Description
Layout	Airport layout name.
Name	Name of the track.
Runway End/Helipad	Name of the selected runway end or helipad.
Operation Type	Type of operation.
Track Type	Type of track (point or vector).
Aircraft Type	Type of aircraft.
Subtracks	Number of dispersed tracks – the backbone track plus subtracks (3, 5, 7, or 9).
Distance (nmi)	Distance from the backbone track to the outside subtrack in nmi.
Subtrack Percents	Used to distribute flight operations across the backbone track and subtracks
Total	Total of subtrack percentages – must add up to 100%.
Subtrack Spacing	Spacing between subtracks, in nmi.
Reset Spacings to Value	All subtrack spacings are set to the value in this field when the button is clicked.
Segment Number	Track segment number.
Latitude (deg)	Latitude of track point, in degrees.
Longitude (deg)	Longitude of track point, in degrees.
Altitude MSL (ft)	Altitude of track point.
Altitude Control	Altitude control code for the track point.

Appendix B.8: Definitions Tab

Appendix B.8.1: Metrics

Parameter	Description	Range
Metrics		
Metric Name	Name of the metric.	
Metric Type	Type of the metric.	
User Defined	Indicator for a user-defined metric.	
Noise Metrics – Details		
Metric name	Name of metric.	
Metric kind	Type of metric.	Noise Emissions

Aviation Environmental Design Tool

User Manual: 3c

		Fuel Consumption Emissions Dispersion
User defined	Indicator for a user-defined metric.	Yes or No
Metric type	Type of noise metric.	Exposure Maximum Level Time Above Time Audible
Frequency type	Type of frequency weighting.	A-Weight P-Weight C-Weight
Time and weight for Day, Evening, and Night	The start and end time for the time period and the weight to be associated with the time period.	
Time-averaging constant	When selected, AEDT will use time averaging correction factor input in the decibels field.	
Decibels	<p>10 times the base-10 logarithm of the ratio of the averaging time over a reference time, in decibels.</p> <p>The default value of 49.39 dB is for a 24-hour averaging time in seconds and a reference time of one second.</p> $10\log\left(\frac{24 * 60 * 60s}{1s}\right) = 49.37 \text{ dB}$ <p>For average-noise metrics derived from SEL, use a reference time of 1 sec. For average-noise metrics derived from EPNL, use a reference time of 10 sec. For true exposure metrics, enter 0 dB in this field. (dB)</p>	

Appendix B.8.2: Receptors

Receptors		
ID	AEDT generated receptor ID.	
Name	Name of receptor.	
Receptor Type	Type of receptor—point or grid.	
Receptor Details		
Name	Name of receptor.	
Type	Type of receptor—point or grid.	Point Grid
Units	Unit of measurement	English Metric
X count	Total count of the receptors in the x direction.	
Y count	Total count of the receptors in the y direction.	
X spacing	Spacing of receptor points in a grid in the x direction.	
Y spacing	Spacing of receptor points in a grid in the y direction.	
X offset	Location of the bottom-left corner of the grid with respect to the X origin	
Y offset	Location of the bottom-left corner of the grid with respect to the Y origin	
Latitude (deg)	Location of receptor, in degrees.	

Aviation Environmental Design Tool

User Manual: 3c

Longitude (deg)	Location of receptor, in degrees.	
Elevation MSL	Elevation of receptor, above mean sea level.	
Height above terrain – offset from elevation	Receptor height above ground.	

Appendix B.8.3: Receptor Sets

Receptor Sets		
Receptor Set Name	Name of receptor set.	
Receptor Set Details		
Receptor Set Name	Name of receptor set.	
Receptor Set Description	Description of receptor set.	
Receptor set type	Type of the receptor.	Receptor Dynamic Grid
Type	Type of the receptor.	Grid Point
Receptor total	Total number of receptors in the receptor set.	
Point total	Total number of receptor points in the receptor set.	
Bounding box	Latitude and longitude of the left-bottom corner and the top-right corner of the receptor set.	
Dynamic grid	Check box indicating if the dynamic grid functionality is assigned to the receptor set.	
ID	ID of the receptor assigned to the receptor set.	
Name	Name of the receptor assigned to the receptor set.	
Receptor Type	Type of the receptor assigned to the receptor set.	Grid Point
Latitude (deg)	Location of receptor, in degrees.	
Longitude (deg)	Location of receptor, in degrees.	

Appendix B.8.4: Operational Profiles

Operational Profiles	
Name	Name of operational profile.
Profile Type	Type of operational profile.
Operational Profile Details	
Quarter Hour	Applicable quarter hour for the associated weighting.
Day of the week	Applicable day of the week for the associated weighting.
Monthly	Applicable Month for the associated weighting.
Weight	Weighting between 0 and 1 to indicate no activity (0) and peak activity (1) during the associated time period.

Appendix B.8.5: Weather

Weather Details – Airport Weather	
Airport	Name of airport.
Temperature (°F)	Temperature in degrees Fahrenheit.
Pressure (millibars)	Station pressure, in millibars.
Sea level pressure (millibars)	Sea level pressure, in millibars.

Aviation Environmental Design Tool

User Manual: 3c

Relative humidity (%)	Relative humidity percentage.
Dew point (°F)	Dew point in degrees Fahrenheit.
Wind speed (knots)	Wind speed, in knots.
Weather Details – Weather data directory	
High fidelity weather data directory	Directory where high fidelity weather files are stored.
Emissions dispersion weather data directory	Directory where emissions dispersion weather files are stored.
Weather Details – Generate emissions dispersion weather files	
Upper air file	Directory where the upper air weather file is stored.
Surface file	Directory where the surface weather file is stored.
ASOS 1-minute files	Directory where the ASOS 1-minute files are stored.
ASOS 5-minute files	Directory where the ASOS 5-minute files are stored.
Randomize NWS wind direction (+/- 5°)	AERMET option. Randomizes the National Weather Service (NWS) wind directions between +/- 5° of the reported wind value.
Substitute missing data	AERMET option. Substitutes missing on-site data with the NWS surface weather data. Checking this option is required if only surface and profile data are used (without on-site observations). On-site data can be merged in manually by running AERMET independently of AEDT. For more information, please see the AERMET User's Guide.
Adjust U* (adjust low friction velocity for stable low wind speed)	AERMET option. ADJ_U* is a meteorological refinement option that can be applied in conjunction with the use of 1-minute and 5-minute ASOS data using EPA's AERMINUTE utility.
Wind height	AERMET option. Height above ground at which surface wind observations are made, in meters.
Roughness	AERMET option. Surface roughness, in meters. This is related to the height of obstacles to the wind flow.
Bowen ratio	AERMET option. Bowen ratio
Albedo	AERMET option. Reflection coefficient
Date Range – Start and End	AERMET option. Date range for the weather data to be merged and generated for AERMOD (i.e., the date range for AERMOD run).
File name prefix	Prefix for the AERMOD weather file names to be generated.
Weather Details – AERMOD wind categories for emissions dispersion	
Use Default Values	Use the AERMOD default set of wind categories.
Use User-Defined Values	Use a custom set of wind categories.
Category A	Upper bound of the wind speed for category A.
Category B	Upper bound of the wind speed for category B.
Category C	Upper bound of the wind speed for category C.
Category D	Upper bound of the wind speed for category D.
Category E	Upper bound of the wind speed for category E.

Aviation Environmental Design Tool

User Manual: 3c

Reset	Reset the wind speed category bounds to the previously-saved values.
Use Default Values	Use the AERMOD default set of wind categories.

Appendix B.8.6: Terrain and Ambient

Terrain and Ambient – General	
Terrain	Directory where terrain files are stored.
Ambient	Directory where ambient files are stored.

Appendix B.8.7: MOVES AERMOD Files

MOVES AERMOD Files	
MOVES AERMOD scenario	Name of the MOVES AERMOD scenario
MOVES AERMOD .INP file	File path where MOVES .INP file is stored.
MOVES AERMOD .HRE file	File path where MOVES .HRE file is stored.
Pollutant	Pollutant that is specified in the selected MOVES AERMOD input files. Automatically populated.
Comment	(Optional) Description of the MOVES AERMOD scenario.

Appendix B.8.8: MOVES Inventory Files

MOVES Inventory Files – General	
MOVES inventory scenario	Name of the MOVES inventory scenario
MOVES inventory file	File path of the MOVES emissions inventory file (.csv).
Scenario year	Year specified in the MOVES emissions inventory file. Automatically populated.
Pollutant	Pollutant(s) that are specified in the selected MOVES inventory file. Automatically populated.
Comment	(Optional) Description of the MOVES inventory scenario.

Appendix C: External Converter Tools

This appendix describes the external INM and EDMS converter tools which are included with the AEDT installation package. These tools support import of INM and EDMS studies by converting the legacy studies into ASIF format.

Appendix C.1: INM to ASIF Converter

The log file for the INM to ASIF Converter is located in the AEDT Logs folder (e.g., `C:\AEDT\Logs\INMASIFConverterLog.txt`).

Conversion notes:

- The conversion of user defined aircraft and profiles in INM studies are not supported. The INM to ASIF Converter will populate the <aircraft> element with stub data that will cause ASIF import to fail. It will also populate the <anpAirplane> element data to include flaps, thrust, and profiles. Once an INM study has been converted to ASIF, the user must edit the converted study to either replace the INM user defined aircraft with a system AEDT aircraft, or create new user defined AEDT aircraft. See the AEDT Supplemental Manual: ASIF Reference for more information on ASIF schema and syntax.
- Airport codes in the converted ASIF file may need to be manually updated to the standard AEDT airport codes in order to be successfully imported into AEDT.
- INM studies can contain incomplete study data. The following INM elements will be skipped if they are missing data:
 - Tracks without track segments
 - Noise identifiers without NPD curves
 - Aircraft profiles without steps or procedures
- The INM to ASIF Converter will assign the following default values:
 - Fuel sulfur content = 0.0006
 - Sulfur to sulfate conversion rate = 0.024

To convert an INM study to ASIF format:

1. Navigate to the AEDT installation directory (e.g., `C:\Program Files\FAA\AEDT`).
2. Double-click the `INM2ASIF.exe` to open the *INM to ASIF Converter*.
3. In the *INM Study Path* field, click *Browse* and navigate to the directory containing the INM study.
4. In the *ASIF File Path* field, click *Browse*, and navigate to the directory to store the new ASIF file, and type a file name. The file name must end in “.xml”.
5. Click *Generate ASIF file* to convert the INM study to an ASIF.
6. The conversion is complete when the following message is displayed: *Your study was successfully converted.*

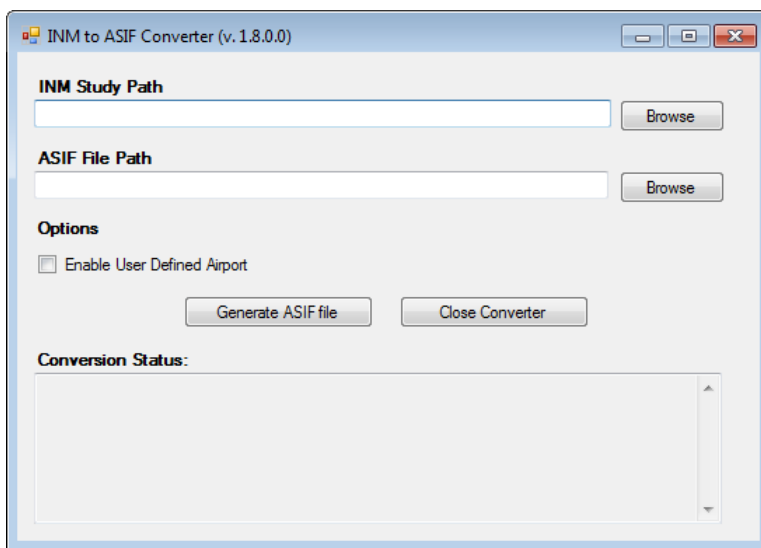


Figure C- 1 INM to ASIF Converter Tool

Appendix C.2: EDMS to ASIF Converter

The log file for the EDMS to ASIF Converter is located in the AEDT Logs folder (e.g., `C:\AEDT\Logs\EDMS2ASIFConverterLog.txt`).

Conversion notes:

- If the EDMS export file contains internally inconsistent or invalid data elements such as invalid GSE assignments with invalid fuel types or duplicate instances of the DEFAULT operational profile, the converter will generate an ASIF, but the ASIF file may not import into AEDT. The EDMS export file or the ASIF may need to be manually corrected to address the errors.

To convert an EDMS study to ASIF format:

1. Navigate to the AEDT installation directory (e.g., `C:\Program Files\FAA\AEDT`).
2. Double-click the `EDMS2ASIFv2.exe` to open the *EDMS to ASIF Converter*.
3. In the *EDMS Export File Path*, click *Browse* and navigate to the directory containing the EDMS export file.
4. In the *ASIF File Path* field, click *Browse*, and navigate to the directory to store the new ASIF file, and type a file name. The file name must end in “.xml”.
5. [Optional] If the EDMS study is schedule-based, the operations schedule file is required. To include the operations schedule, check the *Ops Schedule Folder* checkbox. If the schedule file is in the same directory as the EDMS export file, the directory does not need to be specified. If the schedule file is in a different directory, click *Browse*, and navigate to the directory containing the aircraft schedule file.
6. [Optional] To include the alternate equipment map, check the *Alt. Equipment Map* checkbox and click *Browse*, and navigate to the directory containing the file.
7. Select the appropriate origin from the following options:

- Use EDMS Airport Lat/Lon Coordinates as the origin (0,0): When selected, the EDMS airport coordinates given in the EDMS export file will be used as the origin to project/transform all the EDMS x/y coordinates to coordinates in latitude/longitude.
 - Automatically Deduce Lat/Lon Coordinates for EDMS (0,0) Point: When selected, the converter will automatically deduce the latitude/longitude coordinates that were used as the basis for the origin (0,0) of the EDMS coordinate system. The converter uses the known latitude/longitude coordinates of runway ends that can be matched to existing AEDT runway ends to determine the EDMS origin.
 - User-Specified Coordinates for (0,0): When selected, AEDT will use the entered latitude/longitude coordinates of the point that represents the origin (0,0) of the EDMS coordinate system for this study.
8. Click *Generate ASIF file* to convert the EDMS study to an ASIF.
 9. The conversion is complete when the following message is displayed: *Your study was successfully converted.*

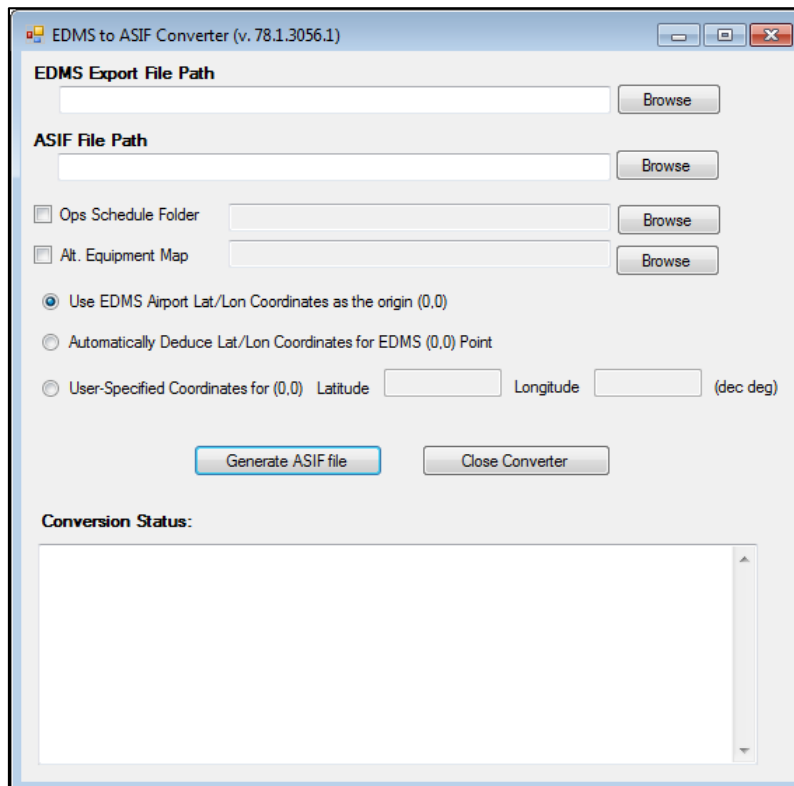


Figure C-2 EDMS to ASIF Converter

Appendix D: ASIF Importer Command-Line Tool

This appendix describes how to use the ASIF Importer command-line tool.

(FAA.AEE.AEDT.ASIFImporterApp.exe). The ASIF Importer tool supports the following functions:

- Create a new study by importing a full-study ASIF file; and
- Update an existing study by importing a partial ASIF file.

ASIF Importer Command Line Options

```
FAA.AEE.AEDT.ASIFImporterApp ASIF_file_path [-xsd ASIF.xsd_file_path] [-connectionstring connection_string] [-study study_name] [-parentscenario parent_scenario] [-parentcase parent_case]
```

Command	Description
ASIF File path	(Required) Path to the ASIF file to import.
-connectionstring	(Optional) Database connection string for the study database. This value overwrites the connection string in the configuration file.
-study	Name of new study to create or name of existing study to update. To create a new study, import a full study ASIF file and specify the new study name. To import data into an existing study, import a partial ASIF file and specify the existing study name.
-parentscenario	(Optional) Used for partial import. Name of parent scenario in an existing study into which the ASIFImporter imports data.
-parentcase	(Optional) Used for partial import. Name of parent case in an existing study into which the ASIFImporter imports data.
-xsd	(Optional) ASIF.xsd file path

ASIF Importer Command Line Patterns

Import Type	Command Line
Full study import	FAA.AEE.AEDT.ASIFImporterApp [ASIF file path] --study [study name]
Partial import – airportLayoutSet, boundary, receptorSets, scenario, stationarySourceSet, userGroundSupportEquipmentSet	FAA.AEE.AEDT.ASIFImporterApp [ASIF file path] --study [study name]
Partial import – case, annualization	FAA.AEE.AEDT.ASIFImporterApp [ASIF file path] --study [study name] --parentscenario [parent scenario name]
Partial import – runup, trackOpSet	FAA.AEE.AEDT.ASIFImporterApp [ASIF file path] --study [study name] --parentscenario [parent scenario name] --parentcase [parent case name]

Aviation Environmental Design Tool

User Manual: 3c

To run the ASIF Importer tool:

1. Open the Command Prompt.
2. Change the directory to the AEDT installation directory (e.g., *C:\Program Files\FAA\AEDT*). For example:

```
cd C:\Program Files\FAA\AEDT
```

3. Type in the command. For example, the following line will import *PartialASIF_boundary.xml* file into *STUDY_INM* database on the "(local)" SQL Server instance.

```
FAA.AEE.AEDT.ASIFImporterApp "C:\Program  
Files\FAA\AEDT\Examples\PartialASIF_boundary.xml" -connectionstring "Data  
Source=(local);Initial Catalog=STUDY_INM;Integrated Security=True"
```

4. Press the enter key to run the tool.
5. The ASIF Importer loads and validates the ASIF file, connects to the study database, and imports the file.
6. After the import completes, open the new or updated study in the AEDT application.
7. Any errors are displayed in the command window and also saved to a log file under the AEDT Logs folder (e.g., *C:\AEDT\Logs\ASIFImporterApp_Log.txt*).

Appendix E: Time Above and Time Audible Noise Metrics

This appendix provides detailed information on the time above and audibility noise metrics.



The time audible metrics are not available for selection in the *Define Metric Results* wizard until an identifier and hash key are obtained from FAA and added to the study in the *Study* tab, *Preferences*, *Time Audible Metric* section along with the relevant ambient data files. More information on data requirements and how to request access are described in this Appendix.

Appendix E.1: Time Above Metrics

Time above metrics measure the total time or percentage of time a weighted aircraft noise level exceeds the specified sound level threshold over the desired time period. The time above metrics available in AEDT include:

- TALATime-above an A-weighted sound level threshold
- TALCTime-above a C-weighted sound level threshold
- TAPNLTime-above a PNL threshold

Time above metrics can be processed with a uniform ambient by defining a fixed threshold (no ambient file) or by defining noise thresholds by location with an ambient file.

- To process with a uniform ambient, specify the threshold through the *Define Metric Result Wizard*, see Section 5.2.4.
- To process using an ambient file, specify the ambient file in the *Definitions* tab, see Section 9.6.4. The accepted format for the ambient file is a three-digit ambient map described further in Appendix E.3.



When an ambient file is specified in the *Definitions* tab, it will be used in all subsequent processing of time above metric results. If different ambient files are desired for different time above metrics, confirm the appropriate ambient file is specified in the *Definitions* tab before processing each time above metric.

Appendix E.2: Time Audible Metrics

Time audible noise metrics compare aircraft noise against background noise to determine if noise may be detected by a human observer with normal hearing who is actively listening for aircraft noise. The process is based on detectability theory along with research that has assessed human detectability under different environments that have different background noise levels. Accounting for background noise requires an ambient file.

The time audible metrics available in AEDT include the following and are described in more detail in Appendix E.2.1:

- TAUD Time Audible
- TAUDP Time Audible Percent
- TAUDSC Time Audible Statistical Compression
- TAUDPSC Time Audible Percent Statistical Compression

Aviation Environmental Design Tool

User Manual: 3c

Audibility requires highly detailed inputs and results may be very sensitive to the quality of input data. Time audible metrics can be used to run ambient screening (no ambient levels higher than the Equivalent Auditory System Noise (EASN) threshold) or processed with ambient and spectral data. The option to run a time audible metric result using ambient screening is located in the *Define Metric Result* wizard, see Section 5.2.4.

In order to access the ambient screening functionality, an identifier, hash key, ambient map, and spectral data files are required. The necessary information to access the time audible metrics in order to run ambient screening is available on the AEDT Support website, Downloads page. No coordination with the Federal Aviation Administration (FAA) is required for running ambient screening.

In order to acquire the identifier and hash key that unlocks the time audible metrics for processing with ambient and spectral data, coordinate with the FAA Office of Environment and Energy (AEE) AEDT program managers:

Joseph DiPardo (202) 267-4746
Mohammed Majeed (202) 267-3703

When requesting access to time audible metrics for processing with ambient and spectral data, provide the following files to the FAA:

- Three-digit Ambient Map: A text grid file that assigns a number, often representing the A-weighted ambient sound level, to study area grid points.
- Ambient Spectral Data File: A text file which correlates unique spectra to the ambient sound levels specified in the ambient map.

The formats for these two ambient files are described in more detail in Appendix E.3. After reviewing the two ambient files, the FAA will generate the corresponding hash key and send it to the user. Only by using this FAA generated hash key and associated identifier along with the ambient map and spectral data files may time audible metrics be utilized in AEDT. Once the ambient map and spectral data file have been specified in the *Study* tab, *Preferences* section (Section 4.11.3.1), and the time audible metrics become available for use in AEDT, the user may calculate audibility based on spectral ambient data.



When the time audible ambient file and spectral data file are specified in the *Study* tab, *Preferences* section, they will be used in all subsequent processing of time audible metric results. If different ambient or spectral data files are desired for different time audible metrics, confirm the appropriate files are specified before processing each time audible metric.



Time-based metrics are potentially sensitive to the length of aircraft track segments because AEDT uses conditions at the closest point in a track segment and applies them to the entire segment. Users should consider creating track segments fine enough (i.e. short enough) so that the time an aircraft flies on a segment approximates the desired accuracy of the time-based metric.

For example, an aircraft flying 100 knots along a track with segments on the order of 2,000 feet, results in 12-second segment lengths. The maximum error for any one segment would similarly be 12 seconds. Users should consider that run time will increase approximately linearly with the number of segments, so segment size should not be made smaller than that length required to give the desired accuracy.

Appendix E.2.1: Time Audible Metric Definitions

This section describes the time audible metrics in detail.

TAUD

Time audible (TAUD) is the amount of time in minutes that aircraft noise is audible at a receptor above the defined threshold. The default duration of the measurement is for 24 hours (1440 minutes), and it is capped at 24 hours in computed audibility. A duration less than 24 hours can be specified by the user in the Define Metric Result workflow and will be capped (for contour and noise output) at 100% in accordance with that time period.

When calculating TAUD, the audibility calculations do not directly account for overlapping aircraft operations. If all or a portion of the audibility of two unique aircraft overlap in time the model will over-predict audibility. Over-prediction is likely in busy operational environments where multiple aircraft are audible simultaneously. For this reason TAUD is capped for both contour and grid output at 100% using a default of 24 hours (or 1440 minutes).

TAUDP

Percent time audible (TAUDP) is the percentage of time that aircraft noise is audible at a receptor above the defined threshold. By default, it is based on the TAUD base metric and a time period of 24 hours. User-specified time periods may also be specified, in which case the percent time audible will be based on the user-specified time period.

TAUDSC

Time audible with statistical compression (TAUDSC) is based on the TAUD metric and adjusted by the overlapping events method as described in the AEDT Technical Manual to account for the effects of simultaneously occurring aircraft events on audibility. Like TAUD, the default duration of the measurement is for 24 hours (1440 minutes), and it is capped at 24 hours in computed audibility. For user-specified time periods other than 24 hours, TAUD will be capped (for contour and noise output) at 100% in accordance with that time period.

TAUDPSC

Percent time audible with statistical compression (TAUDPSC) is the percentage of time that aircraft noise is audible above the defined threshold, adjusted by the overlapping events method. It is based on the TAUDSC metric, and a time period of 24 hours. User-specified time periods may also be specified, in which case the percent time audible will be based on the user-specified time period.

Appendix E.3: Ambient Files

This Appendix describes the required ambient files for the associated metrics.

The time above and time audible metrics require input data files that contain estimates of ambient sound levels. There are three types of files:

1. Ambient map for Time Above: contains representative A-weighted sound levels assigned to a regularly spaced grid, referred to as the ambient map.
2. Ambient map for Time Audible: The ambient map used for calculating the time audible metric has the same format as the ambient map used to calculate the time above metrics, however the levels in the file used for time audible metrics act as a reference to the corresponding spectra in the ambient spectral file.
3. Ambient spectral data file: The ambient spectral file contains representative one-third octave band data that are assigned to a regularly spaced grid through an indexing convention described below. It is required for the time audible metrics.

Each file format is described in more detail in the following sections.

Metric	Ambient Files		
	3-digit ambient map for Time Above (.txt)	3-digit ambient map for Time Audible (.txt)	Ambient spectral data file (.txt)
Time Above	Yes	No	No
Time Audible	No	Yes	Yes

Appendix E.3.1: Ambient Map

The purpose of the ambient map is to assign a number, representing the A-weighted ambient sound level, to study area grid points. This file is a space delimited, ASCII text file with format and use illustrated with an example file at the end of this section. The first five rows contain header information that specifies the dimensions of the grid, which is referenced to a geodetic coordinate system.

- Row 1: "ncols" followed by a real number specifies the number of columns (Y) in the regular grid
- Row 2: "nrows" followed by a real number specifies the number of rows (X) in the regular grid
- Row 3: "xllcorner" followed by a real number specifies the longitude (x-coordinate) of the lower left (southwest) corner of the grid in decimal degrees
- Row 4: "yllcorner" followed by a real number specifies the latitude (y-coordinate) of the lower left (southwest) corner of the grid in decimal degrees
- Row 5: "cellsize" followed by a real number specifies the spacing between both latitude and longitude points in decimal degrees
- Row 6: "NODATA_value" followed by an integer specifies the value that indicates that no ambient map data are available for one or more locations within the grid
- Row 7 and beyond: contain three-digit integers that represent A-weighted sound levels and are stored as ten times the value they represent (i.e., '347' represents 34.7 dB).

The same file format is used for both time above and time audible metrics, however the meaning of rows 7 and beyond change between the two applications.

- For time above metrics, the values in rows 7 and beyond represent the a-weighted sound levels in the locations as defined in the ambient map file.
- For time audible metrics, the values in rows 7 and beyond are placeholders in the locations defined in the ambient map file. The placeholder values correspond to values in the spectral data file



When computing TAUD for locations specified as having no data, by default AEDT assigns the ISO threshold of human hearing spectral data to those locations. For time above metrics, NODATA values are used explicitly as ambient levels, which are subject to 0.0 to 150.0 dB threshold limitations.

In the example below, the final grid will contain a 15 column by 12 row array of points, evenly spaced 0.1 decimal degrees apart referenced to a lower-left (southwest) corner of -114.03464052 longitude and 35.61089089 latitude.

Sample Ambient Map Text File

```
ncols 15
nrows 12
xllcorner -114.03464052
yllcorner 35.61089089
cellsize 0.1
NODATA_value -99
347 347 347 347 347 347 347 347 347 347 347 347 347 347 347
347 347 347 347 347 347 347 347 215 347 347 347 347 347 347
347 347 347 347 347 347 347 347 215 215 215 347 347 347 347
347 347 347 347 347 345 345 345 215 347 347 347 347 215 215
347 345 345 345 345 345 345 345 347 347 347 347 347 215 215
347 345 345 345 345 345 345 347 347 347 347 347 347 215 215
347 347 347 345 347 347 347 347 347 347 347 347 347 347 347
347 347 347 347 347 347 347 347 347 347 347 347 347 347 347
347 347 347 347 347 347 347 347 347 347 228 347 347 347 347
347 347 214 347 347 205 205 205 347 347 347 228 228 228 228
347 347 214 214 347 205 205 205 347 347 347 228 228 228 228
347 347 347 347 205 205 205 347 347 347 347 228 228 228 228
```

Appendix E.3.2: Ambient Spectral Data File

The calculation of the time audible metrics require both the ambient map with A-weighted noise levels (Appendix E.3.1) and the ambient spectral data file information described in this section. The time audible metrics are based on spectral information; however the A-weighted levels are used as an index to assign 24 one-third octave band levels to grid locations. Both files must be consistent for use in AEDT.

The ambient spectral data map is a comma-delimited, ASCII text file, which assigns spectral data to the grid points contained in the ambient map outlined above.

- Row 1: contains an integer specifying the number of data rows which follow.
- Rows 2 and beyond:
 - Field 1: User-ID, for informational purposes only.
 - Field 2: User description such as spectrum or site name, for informational purposes only.
 - Field 3: Index to the ambient map.
 - Fields 4-27: Sound pressure levels for one-third octave bands 17 (50 Hz) through 40 (10,000 Hz).

Field 3 is the value which is indexed with the ambient map for specifying grid-based ambient spectra. For example, a column 3 value of 34.7 in the spectra data file will map the one-third octave band spectrum associated with this record to all values of 347 in the ambient map.

It is useful for documentation purposes for the index value to be equivalent to the A-weighted sum of the spectrum, however this is not required and the convention may not hold for the unique case where different spectra have identical A-weighted values. Regardless of convention, the values of column 3 must be unique across all rows. Prior to use of the TAUD metric, the FAA will perform a verification check on the data to insure uniqueness of mappings and consistency of spectra to reported A-weighted values.

Sample Ambient Spectral Data Text File

```
6
1, 3A-1, 34.7, 45, 39.7, 35.7, 32.7, 30.9, 30.8, 30.8, 29.9, 29.6, 29.6, 29.2, 28.6, 27.8, 27.2, 26.4, 24.6, 21.9, 19, 14.5, 9.9, 8.7, 7.2, 14.8, 23.6
2, 3A-2, 34.5, 45, 39.5, 35.2, 32.1, 30.3, 30.3, 30.4, 29.5, 29.5, 29.5, 29.2, 28.7, 28, 27.2, 26.1, 24, 21, 17.5, 12.8, 8.7, 8, 9.4, 14.8, 23.6
3, 3B-2, 22.8, 44.9, 39.2, 34.3, 30.5, 27.7, 25.5, 23.6, 22.2, 21, 20, 18.5, 17.5, 16, 15.2, 14.7, 13.6, 12.3, 10.6, 8.5, 6.7, 7, 7.2, 14.8, 23.6
4, 3B-2, 21.4, 44.9, 39.1, 34.1, 29.9, 27, 24.8, 22.7, 21.4, 20.1, 19, 17.6, 16.5, 15.2, 14.4, 13.9, 12.9, 11.6, 10, 8.1, 4.6, 4.4, 7.2, 14.8, 23.6
5, 3D-1, 21.5, 44.9, 39.1, 33.9, 29.2, 25.8, 22.6, 19.6, 17.7, 16, 14.8, 14.3, 14.2, 14.6, 15, 15.4, 14.9, 14.1, 12.6, 10.1, 7.4, 4.4, 7.2, 14.8, 23.6
6, 3D-2, 20.5, 44.9, 39.1, 33.9, 29.3, 25.9, 22.6, 19.6, 17.6, 16, 14.7, 14.2, 14, 14.3, 14.6, 14.9, 14.4, 13.3, 11.6, 9.1, 4.6, 4.4, 7.2, 14.8, 23.6
```

Appendix F: Distributed Processing

In AEDT, running metric results on a single computer is the default processing mode. It is optional to run metric results with distributed processing on multiple computers. The AEDT client and remote machines must be configured to run with distributed processing, see the AEDT Installation Manual for configuration instructions. After configuration is complete, follow the steps below to setup and run with distributed processing.



Distributed processing is not supported for:

- Running noise metric result with a dynamic grid;
- Running emissions dispersion metric result; and
- Running metric results with the “*Apply the Delay & Sequencing Model*” option enabled.



How does distributed processing work?

Each remote task master will get an opportunity to process an operation if the number of operations in an operations group is greater than or equal the number of remote task masters.

Each remote task master machine has a fixed size of operations which can be placed in its event queue by the host machine. The size of the remote task master’s event queue is equal to the number of processors in its CPU multiplied by the number 5 (e.g., a four core CPU which has 8 processors can hold 40 events at a time). Events are divided up (dispatched) by the host machine to the remote task master machines in a non-deterministic fashion.

The event dispatching algorithm in the host machine queries a remote task master in order to determine whether that remote task master has space in its event queue to receive an operation:

- If it does, the host machine sends the event to that same remote task master machine.
- If it does not, the algorithm moves on and queries the next machine in the list of remote task master machines regarding whether this next machine has space in its event queue.

The cycle repeats until all events in an operation group have been sent to the remote task masters.

Terrain and Weather Files

If a study references terrain and/or weather files, the necessary files must be placed on all remote servers in the same location specified in the *Definitions* tab on AEDT client. The specified file location must be exactly the same for all remote servers. See sections 9.6.2 and 9.7 for instructions on defining file path locations.

Appendix F.1: Identify Remote Taskmaster Machines for Distributed Processing

1. Go to the *Study* tab, *Preferences*, *Study* screen.
2. Under the *Distributed Processing* section, click *Configure* button to open the *TmService* Manager dialog opens
3. To add a remote machine to distributed processing, enter the desired machine name or IP address in the *Machine Name* field and check the *Use* checkbox. Click *Apply*. The *OnLine* and *Processing* checkboxes will update automatically.
4. To remove a machine from distributed processing, delete the machine name from the *Machine Name* field, then click *Apply*.
5. Select a machine name from the list and click *Get Details* to test the connection to the machine.
6. Click *Advanced* to open the *TmService Manager (Advanced)* dialog box (Figure F-2). The *Visible Machines* list displays computers and their IP addresses that are accessible to the local machine over the network.
 - a. To determine whether *TmService* is available on any of the machines in the list, select one or more entries and click *Detect TmService*.
 - b. The machine name will be displayed in either green or red font, and the status will be displayed next to it.
 - Green (*ONLINE BUSY*) indicates that *TmService* is currently processing on the machine and is not available to be used.
 - Green (*ONLINE NOT BUSY*) indicates that *TmService* is available on the machine.
 - Red (*NOT ONLINE*) indicates that *TmService* is not available as a *Windows Service* on the machine. It could mean that *TmService* is not installed on the machine, or that it was stopped or paused.
 - c. Click *OK* to close the dialog box.
7. Click *OK* to apply changes and close the dialog box. Click *Apply* to apply changes and keep the dialog box open. Click *Cancel* to discard changes and close the dialog box.

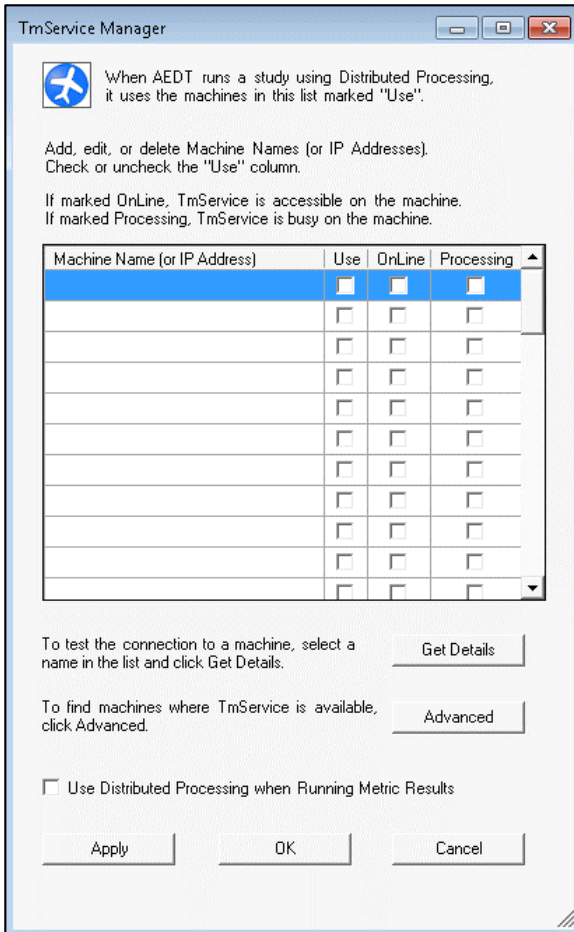


Figure F-1 TmService Manager Dialog Box

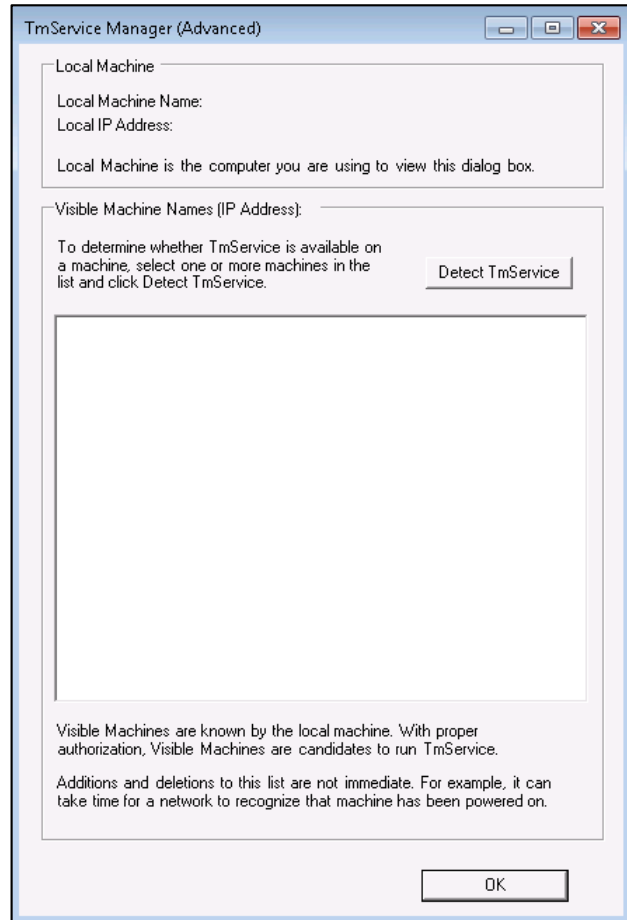


Figure F-2 TmService Manager (Advanced) Dialog Box



Errors detected by TmService are reported back to the AEDT client and are logged to files on the AEDT client so all information pertaining to a study is in a central location; see Section 4.10 for Error Log information. However, if there is a communication error such that TmService cannot deliver information back to the AEDT client, TmService logs information to its local AEDT_TmService_Log.txt files on the server.

N-1

Appendix F.2: Enable/Disable Distributed Processing

In the *TmService Manager* dialog box (Figure F-1), check the *Use Distributed Processing when Running Metric Results* checkbox. AEDT will run jobs in distributed processing mode when the *Run* button is clicked in the *Metric Results* tab. If not checked, processing on a single computer will be the default processing method for all metric result runs.

Appendix F.3 : Running Large Studies with Distributed Processing

This section provides additional information on running large studies using distributed processing in AEDT.



Is there a recommended approach to designing AEDT study for distributed processing?

As a risk mitigation strategy, it is recommended to break down large metric results into “medium” sized operation groups (cases). For example, with four remote computers, a medium sized case would contain roughly 1,000 to 10,000 events (not aircraft operations). By designing studies this way, you avoid the risk that comes with encountering errors during a large operation group while also avoiding the computational resource inefficiencies that result from making operation groups that are too small.

What happens if one of the remote computers is accidentally shut down while running a large metric result across several remote computers using distributed processing?

Whenever a remote machine fails to be able to communicate with a host machine (e.g., the remote machine got shut down or its connection timed out), the host machine has methods of excluding the failing machine from further computations and will keep processing the current metric result with whatever remote machines are available to do so. When this condition occurs, the host machine scraps whatever results had been computed for the current operation group (case) in the current metric result and restarts processing the current operation group (all previously completed operation groups have already had their results saved into the database and there is no need to re-compute).

Whenever processing seems to slow down or halt entirely, check up on the status of the remote machines (i.e., use Windows Task Manager to query whether a remote machine’s distributed processing functionality is still consuming CPU or whether it still has a TCP connection to the host machine).

Appendix F.3.1: Install AEDT and Change Configuration Settings on the Host Machine

1. Install AEDT on the host machine.
2. In the AEDT GUI, go to *Study* tab > *Preferences* > *Database*. Change the **Results Iterator Page Size** value from 1000 to 5.



Results Iterator Page Size controls the input/output data transfer sizes. Large studies perform better with a smaller page size.

3. Go to the AEDT installation directory (e.g., *C:\Program Files\FAA\AEDT*) and open **log4net.config**. Navigate to line with the **maximumFileSize** entry. Change the value to **250MB** (or any desired larger log size).

Appendix F.3.2: Create an AEDT Study on the Host Machine

1. Start AEDT on the host machine.
2. Create a new AEDT study either by clicking the *Study* tab, *New Study* or by clicking the *Study* tab, *Import* to import an ASIF file.
3. After a study is created, configure the study as desired – e.g., setup terrain folder, create receptor set, create annualizations, and define metric results.

Refer to the following sections before running the study.

Appendix F.3.3: Install Distributed Processing Service on Remote Taskmaster Machine(s)

Install AEDT Distributed Processing Service on the remote taskmaster machines.

Appendix F.3.4: Change the Timeout Settings

If there are cases in a study that run for a longer time than the default timeout values, remote taskmasters can time out and cause the AEDT GUI to hang. Follow the instructions below to increase the default timeout values to **12 hours** in `machine.config` and in `FAA.AEE.AEDT.TaskMaster.Service.exe.config` on each of the remote taskmaster machines and also increase the timeout values to **12 hours** in `machine.config` and `AEDT.exe.config` of the host machine.

Increase the default timeout values in machine.config

1. Navigate to `C:\Windows\Microsoft.NET\Framework64\v4.0.30319\Config` and open **machine.config** in both the host machine and on each of the remote taskmaster machines.
2. Search for the term “`</system.servicemodel>`” and add the following section right after it (and prior to the beginning of the `<system.web>` section):

```
<system.transactions>
<machineSettings maxTimeout="12:00:00"/>
<defaultSettings timeout="12:00:00"/>
</system.transactions>
```

3. Search for the term “`System.Transactions.Configuration.MachineSettingsSection`” to locate the following line. Change the **allowExeDefinition** property from “`MachineOnly`” to “**MachineToApplication**”.

```
<section name="machineSettings"
type="System.Transactions.Configuration.MachineSettingsSection, System.Transactions,
Version=4.0.0.0, Culture=neutral, PublicKeyToken=b77a5c561934e089, Custom=null"
allowDefinition="MachineOnly" allowExeDefinition="MachineToApplication" />
```

4. Save the file.

Aviation Environmental Design Tool

User Manual: 3c

Increase the default timeout values in FAA.AEE.AEDT.TaskMaster.Service.exe.config

1. In each of the remote taskmaster machines, go to the AEDT installation directory (e.g., *C:\Program Files\FAA\AEDT 3c Distributed Processing*) and open **FAA.AEE.AEDT.TaskMaster.Service.exe.config**.
2. Add the same <system.transactions> section added to the machine.config file. Add the new section after the </system.servicemodel>.

```
<system.transactions>  
<machineSettings maxTimeout="12:00:00"/>  
<defaultSettings timeout="12:00:00"/>  
</system.transactions>
```

3. Modify the following line in *FAA.AEE.AEDT.TaskMaster.Service.exe.config*:

```
<binding name="NetTcpBinding_IWcfTMRI" closeTimeout="12:00:00" openTimeout="12:00:00"  
receiveTimeout="12:00:00" sendTimeout="12:00:00" ....
```

4. Save the file.

Increase the default timeout values in AEDT.exe.config

1. In the host machine, go to the AEDT installation directory (e.g., *C:\Program Files\FAA\AEDT*) and open **AEDT.exe.config**.
2. Add the same <system.transactions> section added to the machine.config file. Add the new section after the </system.servicemodel>.

```
<system.transactions>  
<machineSettings maxTimeout="12:00:00"/>  
<defaultSettings timeout="12:00:00"/>  
</system.transactions>
```

3. Modify the following line in *AEDT.exe.config*:

```
<binding name="NetTcpBinding_IWcfTMRI" closeTimeout="12:00:00" openTimeout="12:00:00"  
receiveTimeout="12:00:00" sendTimeout="12:00:00" ....
```

4. Save the file.

Prevent security-related timeout issues

Typically, the security element of the taskmaster connection binding is enabled in the application's configuration file (**FAA.AEE.AEDT.TaskMaster.Service.exe.config**).

When using resource-constrained remote taskmaster machines (e.g., CPUs < Intel Core i5 2.5 GHz and RAM < 8GB), users may encounter security-related timeouts. These types of security-related timeouts usually take the form:

"System.TimeoutException: Sending to via <http://www.w3.org/2005/08/addressing/anonymous> timeout after 00:01:00. The time allotted to this operation may have been a portion of a longer timeout."

The above error message indicates that message-security was enabled on the TCP connection between the remote taskmaster machine and the host machine; and that an action required by that type of connection could not complete within the default allotted time of one minute.

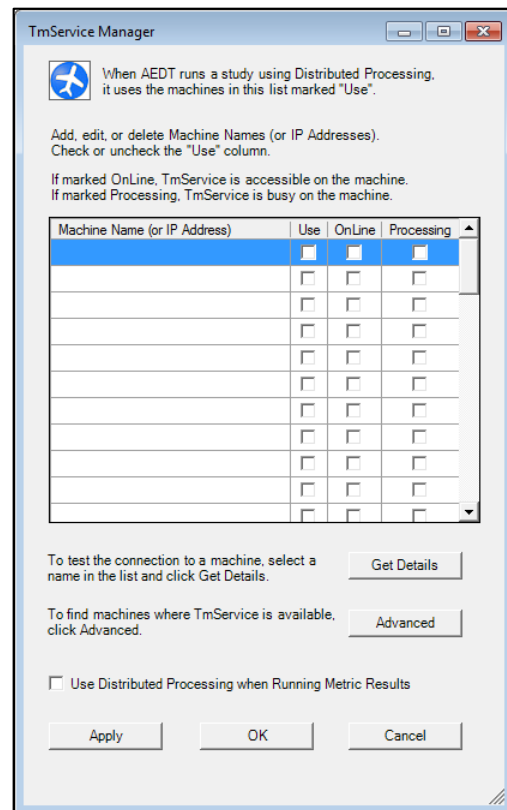
Since distributed processing is designed to function within a closed computer network, it is acceptable for users encountering this type of error message to disable connection security. This can be done by changing the security element of the taskmaster connection binding to read:

```
<security mode="None">
  <transport clientCredentialType="None" protectionLevel="None" />
  <message clientCredentialType="None" />
</security>
```

This change must be performed on both the host machine's **AEDT.exe.config** file and on each of the remote taskmaster machines' **FAA.AEE.AEDT.TaskMaster.Service.exe.config** files. Mismatched configuration files result in the connection using default settings.

Appendix F.3.5: Configure Distributed Processing on the Host Machine

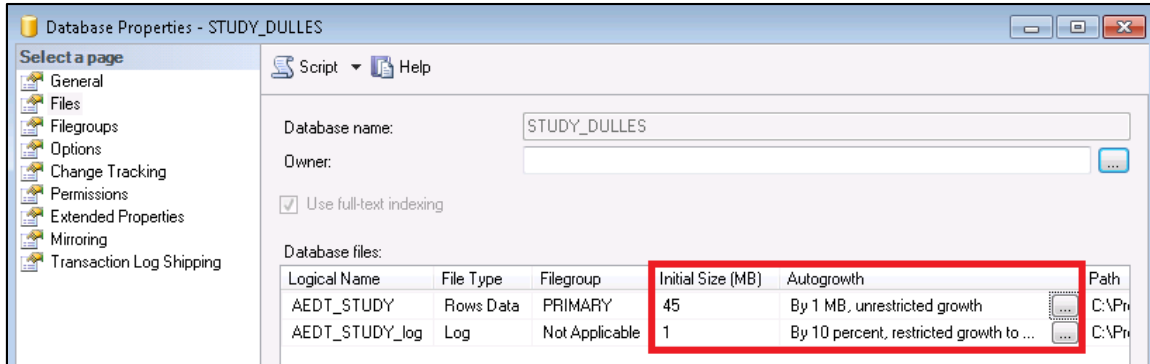
1. Open the AEDT GUI on the host machine, and navigate to *Study* tab, *Preferences* > *Study*.
2. Click the *Configure* button under the Distributed Processing menu to open the *TmService Manager* dialog.
3. Under "Machine Name", enter the name of the taskmaster service machine(s) (not the service itself).
4. Check the box next to "Use Distributed Processing when Running Metric Results".
5. Click OK.
6. Re-open the *TmService Manager* dialog. The "OnLine" box should be checked for all remote taskmaster machines.
7. For each remote machine, check the "Use" box as well.
8. Click OK.



Appendix F.3.6: Change the Autogrowth Setting in SQL Server Database

Timeouts can occur when SQL Server database autogrowth settings are not correctly set. To view autogrowth settings:

- 1) In SQL Server Management Studio, right-click on the desired database and click Properties to open the *Database Properties* window
- 2) Click *Files* from the left-hand pane.
- 3) To change the autogrowth settings, click the ... button in the *Autogrowth* column.
- 4) To change the initial size, enter a new value in the *Initial Size* column.



Default autogrowth settings are:

- Primary data file – autogrowth by 1 MB
- Transaction log file – autogrowth by 10 percent

Recommended autogrowth settings for large study databases are:

- Primary data file – initial size of 100000 MB (100 GB), autogrowth by 1000 MB, unrestricted growth
- Transaction log file – initial size of 1000 MB (1 GB), autogrowth by 256 MB, unrestricted growth



It may not always be possible to manually set the maximum file size for the log. It's OK if it reverts to the default file size.

In the event that the SQL data files or associated log files begin growing too large:

- Backup the existing database. Once the backup is complete, delete the primary data file and associated transaction log file.
- Check the database recovery model – if the recovery model is set to “Full”, set it to “Simple”.

Appendix F.3.7: Configure Terrain

Use the following steps to run a study with terrain. Ensure that all terrain files are correctly localized for the study in question.

1. Gather all required terrain files into one location on the hard drive of the host machine.
2. **Place the same set of terrain files in the same directory on each remote taskmaster machine.** For example, if the files are placed in C:\Terrain on the host machine, they should also be placed in C:\Terrain on the remote machines.
3. Open the AEDT GUI on the host machine, and navigate to *Definitions* tab > *Terrain and Ambient*.
4. Click *Edit* to define the directory where terrain files are located and click *Save*.
5. The study is now ready to be run.

Appendix F.3.8: Checklist Before Running a Large Study

- Before starting any large study run using distributed processing, complete the following steps:
 - Restart the host machine and end all non-essential background processes via the Windows Task Manager.
 - On the remote machines, reset (stop then start) the remote taskmaster service(s) if they have been previously used.
 - On the remote machines, ensure that no non-essential background processes are taking place.
- If a distributed processing run is disturbed for any reason, restart the host machine and reset the remote taskmaster services.
- Run each metric result individually. Do not select multiple metric results and run them in succession.

Appendix F.3.9: Review Run Output

After running the study, examine the run output which primarily consists of the following:

- Emissions, Flight Performance, and Noise Exposure reports generated from the AEDT GUI; and
- AEDT log file provides a high-level accounting of run settings and activity. The level of logging can be set in the AEDT GUI under *Study* tab > *Preferences* > *Logging*.

AEDT Log File

- Check the log file (e.g., *C:\AEDT\Logs\aedt.log*) for flight performance errors – a high number of flight performance errors indicates an issue in the input data that should be addressed prior to the validation of a large study.
- Search for the term “ERROR” within the log file to determine where errors are logged and details about each specific error.
- Logs should ideally be constructed on a per-study basis. A good practice is to completely isolate logging prior to running a new AEDT study to prevent aggregation or analysis errors.
- Taskmaster session statistics, consisting of event-level and case-level statistics, are logged as each case completes.
 - Key event-level statistics:
 - IEventsSubmitted = the number of events submitted to the taskmaster
 - IEventResultsDispatched = the number of total performance/acoustic/emissions events dispatched, consisting of the following elements:
 - IPerformanceEventResultsDispatched
 - IAcousticsEventResultsDispatched
 - IEmissionsEventResultsDispatched
 - Key case-level statistics:
 - OperationsInThisCase (Flights) = the number of operations (flights) the case contains
 - EventsGeneratedByTheseOperations = total number of events generated by operations in the case
 - Total Events submitted to TM for this case consists of:
 - TotalPerformanceEventResults received from VDispatcher
 - TotalEmissionsEventResults received from VDispatcher
 - TotalAcousticsEventResults received from VDispatcher

Appendix G: NAAQS Selection

The table below lists the primary standards for the NAAQS pollutants and the appropriate user selections that should be made in the AEDT Metric Result wizard when conducting a NAAQS assessment. AEDT uses EPA’s AERMOD model (version 19191) to calculate emissions dispersion for all Metric Types listed as *Emissions Dispersion* in the Metric Result wizard. (Note the *Emissions* Metric Type does not calculate emissions dispersion and should not be used for NAAQS assessments.) Section 8.4.2(e) of 40 CFR Part 51, Appendix W requires either the use of at least one year of site-specific meteorological data or five years of adequately representative National Weather Service (NWS) or comparable meteorological data for estimating pollutant concentrations with an air quality model. If the analyst is modeling with either more than one year of site-specific meteorological data or five years of representative meteorological data, it is recommended that each year be modeled separately with AEDT. Currently, AEDT does not utilize the MULTIYEAR functionality within AERMOD to obtain modeled Design Values (DVs) based upon multiple years of modeling. Modeled DV concentrations based upon multiple years of modeling need to be post-processed outside of AEDT. Refer to the instructions below for obtaining modeled DVs for each of the NAAQS using AEDT. When modeling PM_{2.5}, NO₂, or SO₂, the analyst must provide a full year of meteorological data for AERMOD to execute.

NAAQS Primary Standards				AEDT User Selections for NAAQS Assessment from Emissions Dispersion Output
Pollutant	Averaging Time	Level	Form of the Standard	
Carbon Monoxide (CO)	1-hour	9 ppm	Not to be exceeded >1 per year	Select the 2 nd ranking of 1-hour averaging time
	8-hour	35 ppm		Select the 2 nd ranking of 8-hour averaging time
Nitrogen Dioxide (NO ₂)	1-hour	100 ppb	98 th percentile of the annual 1-hour daily maximums	Check the box for <i>Compute 1-hour Max Daily values at each receptor for use in assessing NAAQS</i>
	1-year	53 ppb	Annual mean	Check the box for <i>Annual</i>
Particulate Matter ≤2.5 μm diameter (PM _{2.5})	1-year	12.0 μg/m ³	Annual mean	Check the box for <i>Annual</i>
	24-hour	35 μg/m ³	98 th percentile	Select the 8 th ranking of 24-hour averaging time
Particulate Matter ≤10 μm diameter (PM ₁₀) ¹	24-hour	150 μg/m ³	Not to be exceeded >1 per year on average	With 1 year MET data: select the 2 nd ranking of 24-hour averaging time; With 5 years MET data: select the 6 th ranking of 24-hour averaging time; With <i>n</i> years MET data: select the (<i>n</i> +1) th ranking of 24-hour averaging time
Sulfur Dioxide (SO ₂)	1-hour	75 ppb	99 th percentile of the annual 1-hour daily maximums	Check the box for <i>Compute 1-hour Max Daily values at each receptor for use in assessing NAAQS</i>

¹ When conducting a NAAQS assessment for the PM₁₀ 24-hour standard using more than one year of meteorological data, please refer to the PM₁₀ 24-Hour Standard Instruction (below) for more information.

The AEDT rankings corresponding to NAAQS that have standards in the form of percentiles are considered unbiased surrogates according to EPA.⁹ For example, the 4th-highest of the annual

⁹ https://www.epa.gov/sites/production/files/2015-07/documents/appwno2_2.pdf

distribution of 1-hour maximum daily concentration for SO₂ is a surrogate for the 99th percentile. Similarly, the 8th-highest of the annual distribution of 1-hour maximum daily concentration is a surrogate for the 98th percentile. These rankings are used to represent the percentiles. It is recommended that users include all relevant emissions sources in their AEDT study before conducting a dispersion analysis rather than running separate dispersion analyses on different sources. On-road vehicle emissions can be imported into AEDT via the MOVES-AERMOD import function. For information on determining DVs when using background concentrations with modeled concentrations for NAAQs determinations, see AEDT Supplemental Manual: Background Concentrations in AEDT on the AEDT Support website.

CO 1-Hour Standard Instruction: Obtain the 2nd highest ranked 1-hour CO concentration for each year modeled. For example, the 2nd highest ranked 1-hour CO concentration for Year 1, Year 2, Year 3, Year 4, and Year 5 if using five years of representative meteorological data. The modeled DV concentration will be the concentration associated with the year that has highest 2nd ranked 1-hour CO concentration.

CO 8-Hour Standard Instruction: Obtain the 2nd highest ranked 8-hour concentration for each year modeled. For example, the 2nd highest ranked 8-hour CO concentration for Year 1, Year 2, Year 3, Year 4, and Year 5 if using five years of representative meteorological data. The modeled DV concentration will be the concentration associated with the year that has highest 2nd ranked 8-hour CO concentration.

Modeling NO₂: As described in Section 4.2.3.4(b) of 40 CFR Part 51, Appendix W, “due to the complexity of NO₂ modeling, a multi-tiered screening approach is required to obtain hourly and annual average estimates of NO₂. Since these methods are considered screening techniques, their usage shall occur in agreement with the appropriate reviewing authority.” AEDT provides an interface to all three NO₂ modeling tiers available through AERMOD.



Beginning with AEDT 3b, the user should select the NO₂ metric result and select the appropriate modeling tier, as opposed to modeling NO_x.

NO₂ 1-Hour Standard Instruction: Obtain the 98th percentile (i.e., 8th-highest) of the 1-hour daily maximum NO₂ concentrations from the Daily Max output file for each year that was modeled. The Daily Max output files are located in the AEDT study directory. Calculate the average of the 8th-highest 1-hour daily maximum NO₂ concentrations of all the years modeled using the modeling tier appropriate for the analysis:

$$\text{Hourly NO}_2 \text{ DV} = \frac{1}{n} \sum_{i=1}^n \text{8}^{\text{th}} \text{ highest 1hr daily maximum NO}_2 \text{ for Year } i$$

where n is the number of years being averaged. For example, if using five years of meteorological data, the modeled hourly NO₂ DV is the sum of the 8th-highest (i.e., 98th percentile) 1-hour daily maximums (by year) of NO₂ for each of Years 1-5, divided by five.

NO₂ Annual Standard Instruction: Obtain the annual average NO₂ concentration for each year that was modeled. For example, the annual average NO₂ concentration for Year 1, Year 2, Year 3, Year 4, and Year

5 if using five years of meteorological data. The modeled DV concentration will be the concentration associated with the year that has highest annual average NO₂ concentration.

PM_{2.5} Annual Standard Instruction: Obtain the annual average PM_{2.5} concentration for each year that was modeled. Calculate the average of the annual average PM_{2.5} concentrations for all the years modeled to obtain the modeled annual average PM_{2.5} concentration:

$$\text{Annual PM}_{2.5} \text{ DV} = \frac{1}{n} \sum_{i=1}^n \text{Annual Avg. PM}_{2.5} \text{ for Year } i$$

where n is the number of years being averaged. For example, if using five years of meteorological data, the modeled annual PM_{2.5} DV is the sum of the annual average PM_{2.5} for each of Years 1-5, divided by five.

PM_{2.5} 24-Hour Standard Instruction: Obtain the 98th percentile (i.e., 8th-highest) of the 24-hour PM_{2.5} concentrations at each receptor for each year that was modeled. First, calculate the average of the 8th-highest 24-hour PM_{2.5} concentrations at each receptor for all the years modeled:

$$\text{Average } 8^{\text{th}} \text{ highest daily PM}_{2.5} \text{ (by receptor)} = \frac{1}{n} \sum_{i=1}^n 8^{\text{th}} \text{ highest 24hr PM}_{2.5} \text{ for Year } i$$

where n is the number of years being averaged. Then, select the highest of these averages. For example, if using five years of meteorological data, the average 8th highest daily PM_{2.5} is the sum of the 8th-highest (i.e., 98th percentile) 24-hour PM_{2.5} concentration (by year) for each of Years 1-5 for each receptor, divided by five. The modeled daily PM_{2.5} DV is then the highest, across all receptors, of the 8th-highest values.

To be clear, AEDT will generate an annual report with the 8th-highest 24-hour PM_{2.5} concentration by receptor (identified by the unique latitude, longitude, and elevation of the receptor). For analyses requiring >1 year of data, the analyst will need to merge the multiple years of 8th-highest 24-hour PM_{2.5} data by receptor and calculate the average of these concentrations *for each receptor*. The analyst will then need to identify the highest of these multi-year averages. This highest value is considered the modeled daily PM_{2.5} DV for the NAAQS assessment.

PM₁₀ 24-Hour Standard Instruction: The PM₁₀ NAAQS is defined as an exceedance threshold that shall not be surpassed more than once per year on average over one year with site-specific meteorology data or over five years with adequately representative NWS data. When modeling only a single year for a PM₁₀ NAAQS determination, the analyst should select the 2nd-highest 24-hour PM₁₀ concentration. For determinations based on more than one modeling year, the relevant 24-hour rank is based on the number of modeling years considered. The relevant 24-hour rank for any number of modeling years is equal to the number of modeling years, plus one; specifically, the highest $(n+1)$ -highest 24-hour PM₁₀ concentration across all n years.

To illustrate why, consider the case of two modeling years (note: EPA requires one year of site-specific meteorology data or five years of NWS data). Since the NAAQS are based on exceeding a threshold *on average*, the analyst should select the 3rd-highest 24-hour PM₁₀ concentration for the two-modeling-years case. This is because it is possible Year 1 may have two non-compliant days (i.e., exceeds the threshold) and Year 2 may have zero non-compliant days, but the threshold was not exceeded more than once per year on average (across the two years). Thus for this example, the 3rd-highest 24-hour PM₁₀ concentration across both years is the concentration from which the PM₁₀ NAAQS determination should be made. In the last example, because two modeling years were used the $(n+1)$ value was $(2+1)$, or 3 (or H3H). In the case of five years of NWS meteorological data, the relevant 24-hour rank would be the highest 6th-highest (H6H) 24-hour PM₁₀ concentration across all five years.

Modeling SO₂: Beginning with AEDT 3b, the user can select the SO₂ metric result instead of SO_x for modeling SO₂ concentrations. AEDT 3b (and newer) has implemented a Tier 1 (full conversion) methodology for SO₂, meaning that the SO_x and SO₂ concentrations modeled are equivalent.

SO₂ 1-Hour Standard Instruction: Obtain the 99th percentile (i.e., 4th-highest) of the 1-hour daily maximum SO₂ concentrations from the Daily Max output file for each year that was modeled. The Daily Max output files are located in the AEDT study directory. Calculate the average of the 4th-highest 1-hour daily maximum SO₂ concentrations of all the years modeled:

$$\text{Hourly } SO_2 \text{ DV} = \frac{1}{n} \sum_{i=1}^n 4^{\text{th}} \text{ highest } 1\text{hr daily maximum } SO_2 \text{ for Year } i$$

where n is the number of years being averaged. For example, if using five years of meteorological data, the modeled hourly SO₂ DV is the sum of the 4th-highest (i.e., 99th percentile) 1-hour daily maximums (by year) of SO₂ for each of Years 1-5 divided by five.

Appendix H: RunStudy Command-Line Tool

This appendix describes the Run Study tool, which is an optional command-line tool for running metric results.

RunStudy is a command-line tool that allows a user to run metric results in an AEDT study as an alternative to running metric results in the AEDT user interface. See Section 5.3 for instructions on running metric result definitions in the AEDT user interface. RunStudy assumes AEDT is fully installed and operational. The RunStudy tool is located in the AEDT installation directory (e.g., *C:\Program Files\FAA\AEDT\FAA.AEE.AEDT.RunStudy.exe*).

Before using RunStudy, use the AEDT user interface to build an AEDT study and to set up metric results.

RunStudy Command Line Options

Command	Description
--help	Displays this help screen.
-s [study_name]	Required. STUDY database name to be run.
-d [data_source]	(Default: localhost) Data source for STUDY database connection string.
-u [user_id]	User ID for STUDY database connection string. By default, Integrated Security is used.
-p [password]	Password for STUDY database connection string.
-l [log_file_path]	Run Study log file directory (default is AEDT Logs folder)
-y	Run with support for distributed processing.
-x	Quit without user confirmation.

To run metric results using the RunStudy tool:

1. Open the Command Prompt.
2. Change the directory to the AEDT installation directory (e.g., *C:\Program Files\FAA\AEDT*). For example:

```
cd C:\Program Files\FAA\AEDT
```

3. Type in the following command:

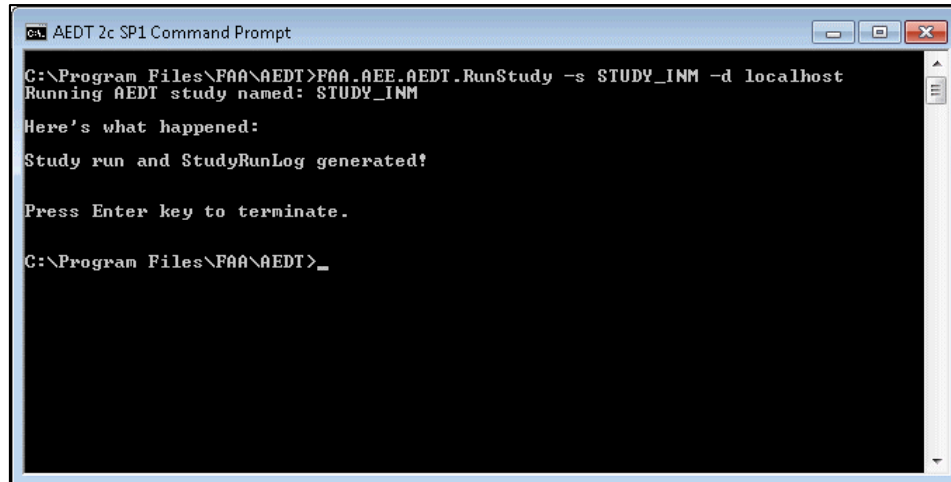
```
FAA.AEE.AEDT.RunStudy -s <StudyDbName> -d <DataSource>
```

Where <StudyDbName> is the name of the AEDT study database containing the desired metric results to be run; and <DataSource> is the SQL Server instance name where the study database is located.

For example, the following line will run all metric result definitions marked <Run Job = Yes> in the study database named STUDY_INM located on the localhost SQL Server instance.

```
FAA.AEE.AEDT.RunStudy -s STUDY_INM -d localhost
```

4. Press the enter key to run the tool.



```
AEDT 2c SP1 Command Prompt
C:\Program Files\FAA\AEDT>FAA.AEE.AEDT.RunStudy -s STUDY_INM -d localhost
Running AEDI study named: STUDY_INM
Here's what happened:
Study run and StudyRunLog generated?
Press Enter key to terminate.
C:\Program Files\FAA\AEDT>_
```

Figure I-1 RunStudy Command Prompt

5. Check the status of the run in the *StudyRunLog.txt* located in the AEDT Logs folder (e.g., *C:\AEDT\Logs*).



The RunStudy command-line tool does not support processing the metric results which use dynamic grid receptor sets.



Metric results are processed sequentially. If a run fails, it will be logged in the error log and will proceed with processing the next metric result.

Appendix I: Acoustics Diagnostics Report

The acoustics diagnostics report includes the following data:

- SrcX, SrcY, SrcZ: Start of the flight segment X,Y,Z coordinates in feet, referenced to study origin.
- Unit-dx, Unit-dy, Unit-dz: Unit vector from APM. This is unit less.
- RecX, RecY, RecZ: Receptor coordinates in feet referenced to study origin.
- acnum: A string that contains identifying information including Aircraft ID, Air Operation ID, Event ID, and Aircraft name.
- segmentnum: An ordinal that indicates segment number.
- acousticimpedance: See the AEDT Technical Manual, Section 4.3.2 Acoustic Impedance Adjustment. In dB.
- q: See the AEDT Technical Manual, Section 4.1 Flight Path Segment Parameters, in ft.
- directivity: See the AEDT Technical Manual, Section 4.4.2 Ground-Based Directivity Adjustment. In dB.
- ctheta: See the AEDT Technical Manual, Section 4.4.2 Ground-Based Directivity Adjustment Eq. 4-53. This is the theta value in degrees.
- Singleeventnoiselevel: The sound exposure level corrected for atmospheric absorption, in dB.
- Max: The maximum noise level corrected for atmospheric absorption, in dB.
- slant_distance: This is the log of the slant distance in feet. Slant distance is defined as the distance from the receptor to the closest point of approach on the flight segment, or extended flight segment; depends on geometry. See the AEDT Technical Manual, Section 4.1 Flight Path Segment Parameters.
- Thrust: Thrust units being used for the aircraft, units are variable.
- Interpthrust: Interpolated Thrust. Thrust that is interpolated over distance to be used in noise curve look up.
- Beta: Degrees. See the AEDT Technical Manual, Section 4.3.5.1 Lateral Attenuation Adjustment for Civil Aircraft.
- aircraft_velocity: Aircraft velocity at the point of closest approach on the segment, in knots.
- aircraft_altitude: Aircraft altitude at the point of closest approach on the segment, in knots.
- velocity_correction: See the AEDT Technical Manual, Section 4.3.3.2 Noise Fraction Adjustment for Behind Start of Takeoff Role. Eq. 4-26, in dB.
- overground_attenuation: See the AEDT Technical Manual, Section 4.3.5.1 Lateral Attenuation Adjustment for Civil Aircraft Eq. 4-34, in dB.
- long_range_air_to_ground_attenuation: See the AEDT Technical Manual, Section 4.3.5.1 Lateral Attenuation Adjustment for Civil Aircraft Eq. 4-35, in dB.
- engine_installation: See the AEDT Technical Manual, Section 4.3.5.1 Lateral Attenuation for Civil Aircraft Eq. 4-30 - 4-33, in dB
- overall_lateral_attenuation: The combination of overground_attenuation, long_range_air_to_ground_attenuation, and engine_installation. See the AEDT Technical Manual, Section 4.3.5.1 Lateral Attenuation Adjustment for Civil Aircraft Eq. 4-36, in dB.
- Attenuation: The combination of overall_lateral_attenuation, acoustic impedance, directivity, and velocity correction, in dB.
- Duration: In seconds.

Aviation Environmental Design Tool

User Manual: 3c

- `noise_fraction`: The fraction of noise exposure associated with a finite-length flight path segment. See the AEDT Technical Manual, Section 4.3.3.1 Noise Fraction Adjustment for Flight Path Segments, this is unit less
- `fraction_noise_exposure`: Sound exposure level in energy multiplied by the noise fraction, in energy.
- `weightedfractionalnoise`: Sound exposure level in energy multiplied by the noise fraction, in energy (same as `fraction_noise_exposure`).
- `weightedfractionalnoise(dB)`: `fraction_noise_exposure` converted to decibels, in dB.
- `totalE`: Running total in energy up to this segment number. In energy.
- `Decibels`: `totalE` expressed as decibels.

Appendix J: Approval for Use of Reduced Thrust and Alternative Weight Profiles

This appendix provides information specific to the use of reduced thrust¹⁰ departures and alternative takeoff weight aircraft flight profiles included for use with the FAA Aviation Environmental Design Tool (AEDT)¹¹ when conducting environmental modeling of aircraft noise, emissions, and fuel burn for federal actions subject to FAA review¹². This appendix complements but does not replace or supersede existing guidance on the use of non-default methods¹³ for AEDT.

The use of reduced thrust and alternative weight profiles is considered “non-default” and requires written approval from the FAA Office of Environment and Energy (FAA-AEE). To avoid any potential project delay, approval should be sought as early as possible in the environmental analysis process and prior to the start of environmental modeling.

Once approval for use has been granted, these options will allow users to:

- Model aircraft departures at less than 100% takeoff thrust; and
- Select alternate takeoff weights for each stage length that is higher than the default value.

These options may be applied independently or used together, however an independent justification for use of each option is needed. Justifications that seek to use purely analytical methods to create a “best-fit” of observed altitude flight profiles are not appropriate, due to the potential for observed similarities between these operational characteristics. If use of both options are desired, appropriate independent justifications should be determined and submitted to FAA-AEE for approval when needed.

Additional background including potential reference data sources and other information needed to submit a request for use of these options is provided in Appendix J.1 and Appendix J.2 for Reduced Thrust and Alternative Takeoff Weight respectively. Appendix J.3 describes procedures for FAA-AEE review of requests to use the options.

A full description of how to access and use these options is provided in the Section 6.2.1.7 of this User Manual.

¹⁰ In this description, the term “thrust” should be considered interchangeable with the term “power” in the context of turboprop operations.

¹¹ These options were first introduced in the release of AEDT3a.

¹² For example the National Environmental Policy Act (NEPA) and Airport Noise Compatibility Planning under 14 CFR Part 150.

¹³ Detailed in Section 5: Non-Default Methods and Data Guidance on Using the Aviation Environmental Design Tool (AEDT) to Conduct Environmental Modeling for FAA Actions Subject to NEPA. This guidance is applicable to all modeling conducted using AEDT subject to FAA review including NEPA and 14 CFR Part 150.

https://www.faa.gov/about/office_org/headquarters_offices/apl/environ_policy_guidance/policy/faq_nepa_order_desk_ref/media/guidance_aedt_nepa.pdf

Appendix J.1: Reduced Thrust Departures

Background

By default, AEDT assumes that all aircraft departure operations are conducted using 100% takeoff thrust. However, as described in FAA Advisory Circular 25-13 (1988)¹⁴, takeoff operations conducted at thrust settings less than the maximum rated takeoff thrust may provide substantial benefits in terms of engine reliability, maintenance, and operating costs. Aircraft operators at the discretion of their pilots may apply reduced thrust under the conditions specified in AC 25-13.

While reduced engine wear is the primary driver for use of reduced thrust, changes in modeled aircraft noise, emissions and fuel burn are expected. For noise, both the levels and distribution of noise on the ground may change. Similarly, differences in pollutant emissions totals, pollutant speciation, and pollutant distribution may result; as well as fuel burn totals may change. As this modeling capability is applied more broadly, FAA is working to gain a better understanding of how it may influence outcomes from an environmental perspective.

Reduced thrust modeling capability in AEDT allows users to select the departure thrust for an operation from among a set of pre-defined values; 0% reduction (100% of full thrust), 5% reduction (95% thrust), 10% reduction (90% thrust) and 15% reduction (85% thrust)¹⁵. When a reduced thrust departure value of 10% or 15% reduction is selected, AEDT also applies a 10% climb thrust reduction. When applied appropriately, this option allows for greater accuracy in representing the actual operational conditions flown. Users should also note however, that temperature, elevation, winds, runway condition, and other operational considerations might influence the amount of thrust reduction that can be applied.

As part of the approval process, users must provide sufficient justification to support the extent to which reduced thrust operations will be included in the modeling. To avoid modeling failures, reduced thrust options must be applied in a manner consistent with the in-service operating conditions for each modeled aircraft type. Inappropriate selection of reduced thrust may result in errors being reported to the AEDT error log, which must be rectified before the modeling is finalized.

Data Sources

No publically available data sources specifying the takeoff thrust used by aircraft operators are currently available. Therefore, opportunities to obtain reasonable documentation to support the use of reduced thrust in a regulatory context may be limited. It is advisable to consult with and obtain documentation from aircraft operators whose operations will be included in the analysis; however, FAA anticipates that this may not always be possible.

¹⁴ https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC25-13.pdf

¹⁵ The reductions in thrust in AEDT are relative to the maximum rated takeoff thrust of the engine. The user is cautioned that the data provided by aircraft operators may relate to other measures of aircraft engine operation, such as low pressure compressor speed (N1), engine pressure ratio (EPR), etc. If the data obtained do not relate directly to a reduction from maximum rated takeoff thrust, then documentation to describe how the data were transformed by the user for use in AEDT should be provided for review by FAA.

Aviation Environmental Design Tool

User Manual: 3c

Users may potentially look to infer the occurrence and magnitude of reduced thrust departure operations by reviewing radar-based flight trajectory data, however these data typically do not reliably record the near-ground portion of the operation and only become viable once the aircraft starts its initial climb. While the user may be tempted to assume that an aircraft climbing at a rate slower than expected for the assumed departure weight is using reduced thrust, it is equally possible that the climb rate is being influenced by the aircraft being heavier than expected. Therefore, the use of radar data alone as a means to determine departure thrust level is not recommended.

Information to Provide when Requesting Use of Reduced Thrust

The following information should be made available to AEE for to consideration of non-default methods or data:

1. *Background.*
Briefly describe the project, including location, for which the use of reduced thrust is needed. State the type of analysis (e.g., Environmental Assessment (EA), Environmental Impact Statement (EIS), or other type of regulatory analysis). Include which version of AEDT the analysis will be conducted with as well as any additional relevant background information.
2. *Statement of Benefit.*
Briefly describe why the use of reduced thrust is recommended for the project, including why modeling departures using reduced thrust would be more appropriate than using the standard default assumption of 100% thrust on takeoff and climb.

In addition, the following specific information is also required when requesting use of reduced thrust:

3. *Statement of when reduced thrust is used and the selected thrust reduction value.*
Describe the criteria used for determining the reduced thrust value to be applied; identify the operations that are modeled using reduced thrust; and list explicitly the thrust reduction values that were selected.
4. *Document the data used to justify the use of reduced thrust.*
Documentation from the operator(s) included in the analysis or other information sources consulted should be presented for review.

Appendix J.2: Alternative Takeoff Weight

Background

In AEDT, stage lengths based on the expected trip distance have been defined and used as surrogates for aircraft takeoff weight. A higher stage length represents a greater distance flown, and assumes a heavier average takeoff weight due to increased fuel requirements. However, built into this association is an assumed aircraft load factor (the ratio of payload weight on board to the maximum available payload weight) of 65%. Recent trends observed by the US Department of Transportation Bureau of Transportation Statistics (BTS) show that load factors have been increasing over time. As such, the default weight assumptions in AEDT may be underestimating the actual departure weight for a given

stage length. Note that the load factor definition used in AEDT is based on the actual payload capabilities of the aircraft, not the percentage of passenger seats filled.

Aircraft weight directly affects the departure flight profile, so it is important to have an appropriate representation of aircraft weight. The alternative takeoff weight option in AEDT provides the opportunity for users to select alternative, higher, takeoff weights for some stage lengths. For each stage length, the higher weight option is the average of the current stage length weight and the immediate higher stage length weight¹⁶. Selecting a higher departure weight will have a direct effect on aircraft climb rate, fuel consumption, and noise.

Data Sources

When considering use of amended weights, it is advisable to validate any assumptions being made with the aircraft operator directly. If this is not possible, then other data sources may be considered where appropriate. However, limitations in accuracy of any data sources should be discussed in the request.

As with the use of reduced thrust departures, the use of radar-based trajectory data alone to estimate an aircraft's takeoff weight is not recommended.

Information to Provide when Requesting Use of Alternative Takeoff Weight

The following information should be made available for consideration of non-default methods or data:

1. *Background.*
Briefly describe the project, including location, for which the use of alternative takeoff weight is needed. State the type of analysis (e.g., Environmental Assessment (EA), Environmental Impact Statement (EIS), or other type of regulatory analysis). Include which version of AEDT the analysis will be conducted with as well as any additional relevant information.
2. *Statement of Benefit.*
Briefly describe why the use of alternative takeoff weights is recommended for the project, including why modeling departures using alternative takeoff weights would be more appropriate than using the standard default weights.

In addition, the following specific information is also required when requesting use of alternative takeoff weights:

3. *Statement of when alternative takeoff weight is used and the selected weight.*
Describe the criteria used for determining the alternative takeoff weight to be applied; identify the operations that are modeled using alternative takeoff weight; and list explicitly the weights that were selected.
4. *Document the data used to justify the use of alternative takeoff weight.*
Documentation from information sources consulted should be presented for review.

¹⁶ An increased alternative weight is not assigned for an aircraft's highest available stage length.

Appendix J.3: Procedures for FAA-AEE Review

The procedures for review requests for use of non-standard inputs and non-default methods in AEDT are maintained by FAA-AEE¹⁷. The supplemental information for use of reduced thrust and alternative takeoff weight provided in this appendix should therefore be used in conjunction with all existing guidance and procedures.

However, due to the added complexity and expected need for consultation when reviewing requests for use of reduced thrust departure and alternative takeoff weights, standard timelines for granting approval may not apply. Additionally, approval for use of these options may not be possible in some situations where adequate justification is not available. Use of these options with FAA approved screening tools or relevant screening methodologies is not appropriate.

¹⁷ The AEDT non-default modeling procedures outlined in this document apply to environmental analyses conducted to evaluate FAA NEPA actions, as well as those required under 14 CFR Part 150, Part 161 or any FAA-reviewed regulatory purpose requiring use of AEDT https://aedt.faa.gov/Documents/guidance_aedt_nepa.pdf or [any superseding documentation](#).

Appendix K: Procedural Profiles

A flight profile defines all aspects of the desired behavior of an aircraft for an air operation, except for the ground track that the aircraft is to follow. A procedural flight profile defines this behavior as a series of steps, each of which imposes a set of constraints on the aircraft state during and at the end of the step, leaving the unconstrained aspects of the aircraft state to be computed by a flight performance model within AEDT. In order to use procedural profiles, aerodynamics and thrust data must be available for the aircraft.



Datasets for military airplanes provided by AEDT don't include aerodynamics and thrust data, so they are not compatible with procedural profiles.

AEDT contains two main flight performance models referred to as ANP and BADA 4 and allows for two types of procedural profiles, ANP and BADA 4, which are intended to be used with the corresponding flight performance model. However, it is possible to process ANP and BADA 4 profiles using the opposite flight performance model. For more information on the flight performance models, see Section 5.2.4.3.

This Appendix provides an overview of the data involved in modeling using procedural profiles, the differences between the ANP and BADA 4 procedural profiles, and how to create the profiles.

Appendix K.1: Data Overview

This section describes the data used in modeling with procedural profiles.

Appendix K.1.1 AEDT Aircraft Data

AEDT aircraft equipment are composed such that they always contain an ANP airplane (an ANP dataset based on a specific equipment combination) and optionally, contain a BADA 4 airplane (a BADA 4 dataset based on a specific equipment combination). The ANP and BADA 4 airplanes are based on respective equipment combinations that are similar to (but not generally the same as) each other, and to the equipment combination the AEDT airplane is meant to model. Even in cases where they are both based on the same exact equipment combination, the two datasets do not necessarily capture aerodynamics-modeling data for the same set of configurations. In general, there is not a one-to-one correspondence between configurations captured by the ANP airplane and the BADA 4 airplane.

Appendix K.1.2: Aerodynamics-modeling Data

An airplane's configuration refers to the collective positions of all movable components that impact aerodynamic forces on the airplane. In AEDT, configurations for ANP profiles are represented as *Flap IDs*. Configurations for BADA 4 configurations are referred to as *BADA 4 Configurations* and represent flap settings as well as landing gear settings.

Configurations covered by an ANP or BADA 4 airplane for an equipment combination are distinguished from each other by identifiers that are unique within that dataset. General naming conventions for ANP and BADA 4 configurations are as follows (note that they are not always observed).

ANP configuration identifiers (Flap IDs):

- A number to indicate the number of degrees that the flaps are extended.
- "ZERO" to indicate that flaps are fully retracted. ZERO is often used in both departure and approach procedures, even though it is categorized as a departure identifier.
- For approach identifiers, the prefix "U" is used to indicate that the gear is up (retracted), and the prefix "D" indicates that the gear is down (extended).

BADA 4 configuration identifiers follow similar conventions:

- A number to indicate the number of degrees that the flaps are extended
- "0" to indicate that flaps are fully retracted
- The suffix "LGUP" to indicate that the gear is up (retracted), and the suffix "LGDN" to indicate that the gear is down (extended)

Appendix K.1.3: Thrust-modeling Data

An airplane's thrust setting refers to the collective settings and throttle positions that impact the amount of thrust produced by the airplane's engines.

Thrust settings covered by an ANP or BADA 4 airplane for an equipment combination are distinguished from each other by identifiers that are common across all datasets and performance models:

- Maximum Takeoff
- Maximum Takeoff 5% Reduced
- Maximum Takeoff 10% Reduced
- Maximum Takeoff 15% Reduced
- Maximum Climb
- Maximum Climb 10% Reduced
- Idle Approach

Appendix K.2: ANP Profiles and BADA 4 Profiles

AEDT allows for two types of procedural profiles, ANP and BADA 4, which are intended to be used with their corresponding flight performance models. However, it is possible to process ANP and BADA 4 profiles using the opposite flight performance model as described in the table below.

Procedural Profile	Flight Performance Model	Description
ANP	ANP	An ANP profile is created and processed with the ANP performance model or An ANP profile attempts to process using the BADA 4 flight performance model, but lacks data so is processed with the ANP performance model
ANP	BADA 4	An ANP profile is created, AEDT determines the BADA 4 configuration (flaps/landing gear setting), and processes with the BADA 4 performance model For AEDT airplanes that have both ANP and BADA 4 airplanes assigned, AEDT is able to determine the corresponding BADA 4 configuration for an ANP flap configuration
BADA 4	ANP	A BADA 4 profile is created and processed using the ANP performance model based on the ANP configuration (flap ID) that was defined during the BADA 4 profile creation Or A BADA 4 profile attempts to process using the BADA 4 flight performance model, but lacks data; so is processed with the ANP performance model based on the ANP configuration (flap ID) that was defined during the BADA 4 profile creation
BADA 4	BADA 4	A BADA 4 profile is created and processed using the BADA 4 performance model

The primary difference between these two types of profiles is the degree of flexibility in specifying airplane configuration for a procedure step. When defining an ANP profile, only an ANP configuration (flap setting) can be specified for a procedure step. When defining a BADA 4 profile, an ANP configuration (flap setting) can be specified as well as a BADA 4 configuration (flaps/landing gear setting). This means that when an ANP profile is run using the BADA 4 performance model, AEDT determines the BADA 4 configuration (flaps/landing gear setting) based on the ANP configuration (flap setting); but when a BADA 4 profile is used with the BADA 4 performance model, the BADA 4 configuration is specified directly. In addition, if a BADA 4 profile is processed using the ANP performance model, the ANP configuration can also be specified directly through the BADA 4 profile.

A secondary distinction between ANP profiles and BADA 4 profiles is that the use of both fixed-point and procedure step components is supported for ANP profiles, whereas only the use of procedure step components is supported for BADA 4 profiles.

ANP airplane flight profiles can be viewed in AEDT by:

1. In the *Equipment* tab, click the *Aircraft* display button.
2. Select an aircraft from the *Equipment: Aircraft* pane
3. In the *Details* pane, under the *ANP Airplane* heading, select *Flight profiles*

AEDT does not provide system-defined BADA 4 profiles. A user-defined BADA 4 profile must be created before it can be assigned to an operation. Once the profiles have been created, the BADA 4 airplane flight profiles can be viewed in AEDT by:

1. In the *Equipment* tab, click the *Aircraft* display button.
2. In the *Equipment: Aircraft* pane, click on the *Choose Columns* button and select *BADA 4 Model*.
3. Select an aircraft that has a BADA 4 profile from the *Equipment: Aircraft* pane
4. In the *Details* pane, under the *BADA Family 4* heading, select *Profiles*

Appendix K.2.1: Defining ANP and BADA 4 Profiles

The creation of ANP profiles is currently supported through the AEDT Standard Input File (ASIF), however BADA 4 profiles can be created within the AEDT interface.

The requirements for defining ANP and BADA 4 profiles are very similar, with the exception of the configuration identifiers. This section describes the requirements for both ANP and BADA 4 profiles, however the information related to the AEDT interface outlined in this section is only for the reference in creation of BADA 4 profiles. For information on how to create ANP profiles using the ASIF, see Appendix K.2.2. For step by step instruction on defining a BADA 4 profile within the AEDT interface, see Section 7.2.1.

Appendix K.2.1.1: Airplane Profile Operation Types

There are five types of flight operations for airplanes:

- Approach
- Departure
- Tough-and-go
- Circuit
- Overflight (Currently supported for ANP profiles only)

Appendix K.2.1.2: Airplane Procedure Step Types

Flight operations are created by using fourteen types of procedure steps. Procedural profiles are composed of procedure steps, of which there are fourteen types. The procedure step types available in AEDT are listed and described in the table below. The Step Type in AEDT column represents the name of the step as shown in the AEDT interface for BADA 4 profile creation along with the full name and description.

Aviation Environmental Design Tool

User Manual: 3c

Step Type in AEDT	Full Name	Description
Takeoff	Takeoff	On the ground, in configuration Z and thrust setting Y, accelerate to initial climb CAS.
Climb	Climb	In the air, in configuration Z and thrust setting Y, maintain CAS and climb to altitude X.
Not used for BADA 4	Cruise-Climb	In the air, in configuration Z, maintain CAS and climb at angle Y to altitude X.
Accelerate	Accelerate	In the air, in configuration Z and thrust setting Y, climb at climb rate X to higher CAS W.
Percent Accelerate	Accel-Percent	In the air, in configuration Z and thrust setting Y, climb at acceleration energy share X to higher CAS W.
Level	Level	In the air, in configuration Z, maintain CAS and altitude over distance Y.
Decelerating Thrust Level	Level-Decel	In the air, in configuration Z, maintain altitude over distance Y to reduced CAS X.
Idle Thrust Level	Level-Idle	In the air, in configuration Z and at (idle) thrust setting Y, maintain altitude over distance Y to CAS X.
Fit to Track Distance	Level-Stretch	In the air, in a circuit operation, maintain altitude, CAS, and thrust over the distance required to make the profile fill the track.
Descend	Descend	In the air, in configuration Z, maintain CAS and descend at angle Y to altitude X.
Decelerating Thrust	Descend-Decel	In the air, in configuration Z, descend at angle Y to altitude X and reduced CAS W.
Idle Thrust Decend	Decend-Idle	In the air, in configuration Z and at (idle) thrust setting Y, descend at angle X to altitude W and CAS V.
Land	Land	On the ground, immediately following touch-down, roll over distance Z to CAS Y and thrust X.
Landing Decelerate	Decelerate	On the ground, roll over distance Z to CAS Y and thrust X.

Appendix K.2.1.3 shows the allowed transitions from one type of procedure step to the next, for each of the five types of flight profiles.

Appendix K.2.1.3: Airplane Procedure Step Transitions

Procedure steps are combined in prescribed sequences. Certain sequences are not allowed. For example, a climb step may not be followed by a descend step. Procedures must comply with the step transition diagrams provided here.



The overflight operation type is only supported for ANP profiles.

The step transition diagrams use a simple convention to represent procedures:

- Ellipses represent procedure steps.
- Arrows represent a valid transition from one step to another.
- Arrows point in the direction of the allowed transition – e.g. Land to Decelerate is accepted, but Decelerate to Land is not.
- A double sided arrow means that the transition is valid in both directions.
- An arrow looping back to a step indicates that the step can be repeated.
- A box surrounding two or more steps is used to simplify the diagram.
- Arrows connected to the box apply to each step within.
- Each step within the box can transition to any other within the box.

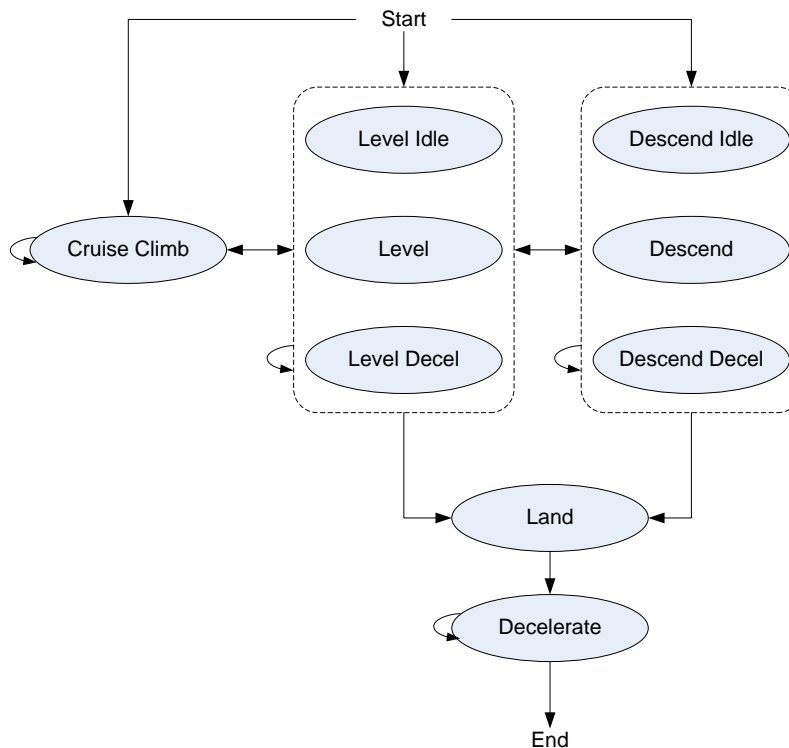


Figure L-1 Airplane Approach Step Transition Diagram

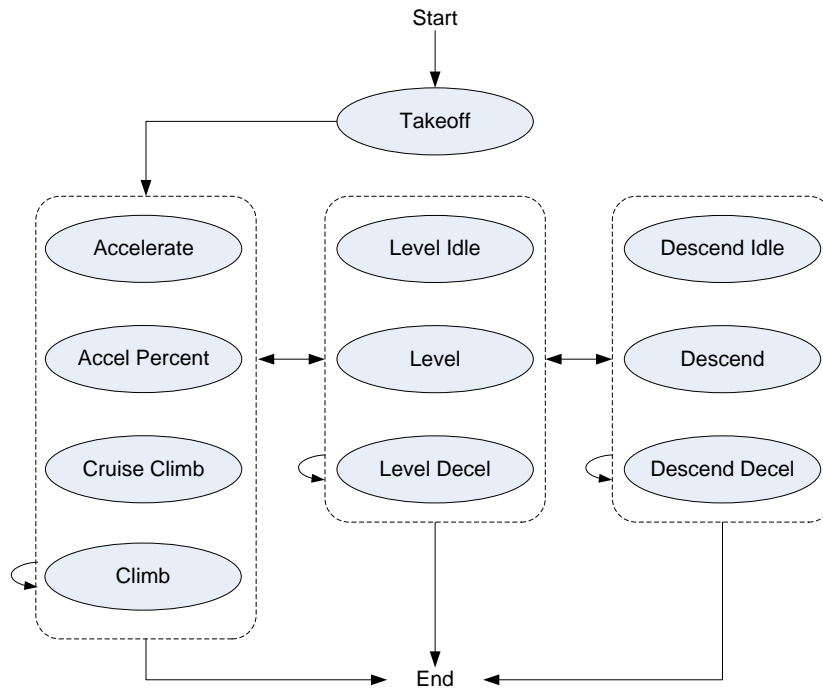


Figure L-2 Airplane Departure Step Transition Diagram

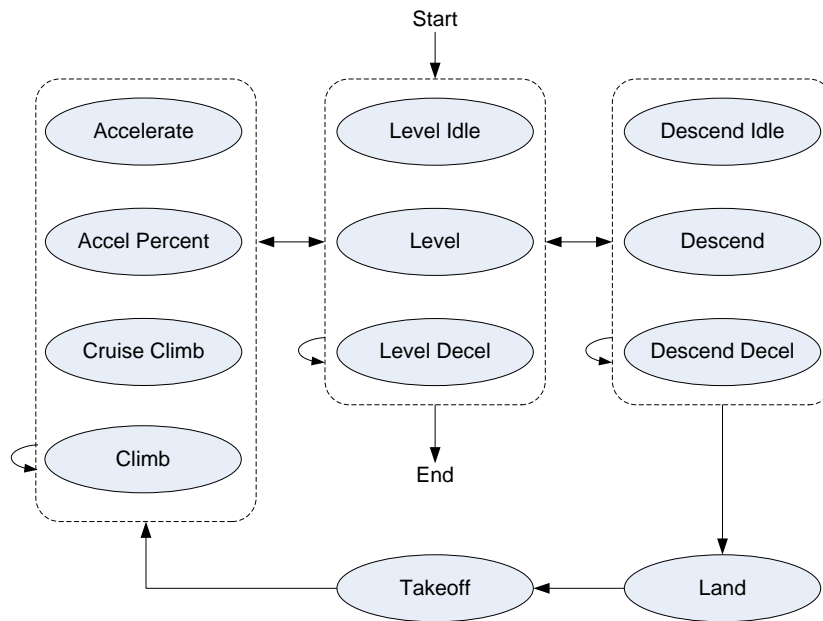


Figure L-3 Airplane Touch and Go Step Transition Diagram

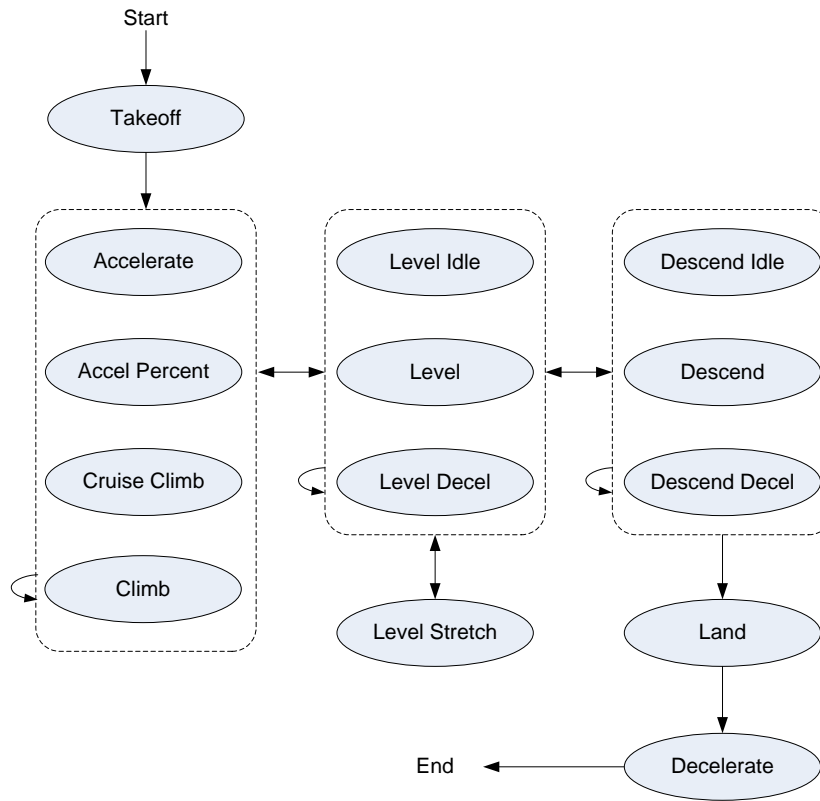


Figure L-4 Airplane Circuit Step Transition Diagram

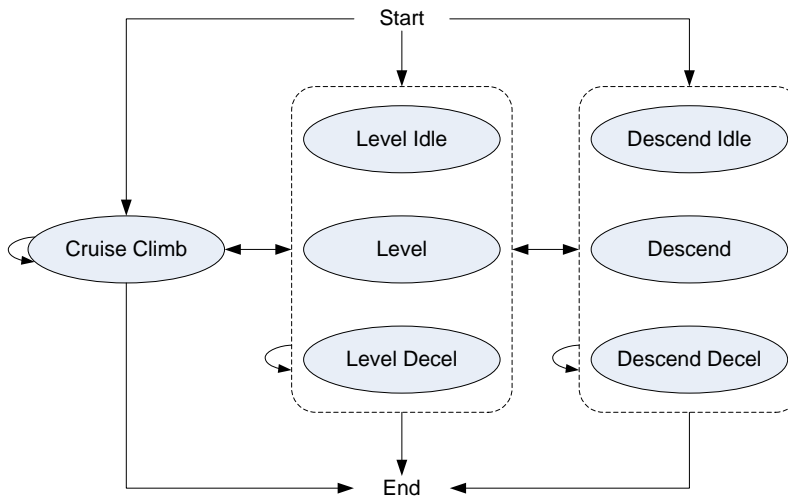


Figure L-5 Airplane Overflight Step Transition Diagram

Appendix K.2.1.4: Airplane Procedure Step Thrust Types

One parameter on a procedure step is its thrust type. The thrust types available in AEDT for a procedure step type that imposes thrust as a constraint are listed in the table below, along with brief descriptions of what thrust values are imposed for the step when the thrust type is selected, for each type of profile analysis. This listing is restricted to the types that are available for BADA 4 profiles, for information on ANP thrust types and parameters, see Appendix K.2.2.

Full Name	SAE-AIR-1845/Doc 29 Imposed Thrust	BADA 4 Imposed Thrust
Max Takeoff	Standard Doc 29	Standard BADA 4
Max Takeoff 5% Reduced	Standard Doc 29	Modified BADA 4
Max Takeoff 10% Reduced	Standard Doc 29	Modified BADA 4
Max Takeoff 15% Reduced	Standard Doc 29	Modified BADA 4
Max Climb	Standard Doc 29	Standard BADA 4
Max Climb 10% Reduced	Standard Doc 29	Modified BADA 4
Idle Approach	Standard Doc 29	Standard BADA 4

The more complete meanings of the imposed thrusts are as follows:

- Standard Doc 29: Thrust per engine is computed, accounting for local conditions, by using the SAE-AIR-1845/Doc 29 rated thrust equations with the ANP airplane's thrust modeling data corresponding to the thrust setting implied by the name.
- Standard BADA 4: Thrust is computed, accounting for local conditions, by using BADA 4 rated thrust modeling equations with the BADA 4 airplane's thrust modeling data, both corresponding to the thrust setting implied by the name.
- Modified BADA 4: Same as the Standard BADA 4, except that corrections are made to reduce thrust to the extent implied by the name.

Other thrust types are used for steps that do not impose thrust as a constraint:

- Reversed Thrust: this is for Deceleration steps (except for the last one)
- Normal Thrust: this is for the last Deceleration step.
- Unknown Thrust: this is for any other step that doesn't impose thrust (cruise-climb, and non-idle descents and levels)

Appendix K.2.1.5 Airplane Procedure Step Parameters

The following table shows which configurations are needed and/or used for each type of profile analysis, as well as which thrust types should be used for each step type:

Step Type	Configs needed/used for SAE-AIR-1845/Doc 29 analysis	Configs needed/used for BADA 4 analysis	Usable Thrust Types
Takeoff	A	A	T, C
Climb	A	N-A-B	T, C
Accelerate	A	N-A-B	T, C
Accel-Percent	A	N-A-B	T, C
Descend	A	N-A-B	Z
Descend-Decel	A	N-A-B	Z
Descend-Idle	N	N	I
LevelStretch	A	N-A-B	Z
Level	A	N-A-B	Z
Level-Decel	A	N-A-B	Z
Level-Idle	N	N	I
Cruise-Climb	A	N-A-B	Z
Land	A	A	Z
Decelerate	N	N	X, Y

For the configurations:

- N: no configuration needs to be specified
- A: an ANP configuration must be specified
- N-A-B: no configuration needs to be specified, but if any are, they will be used, with preference given to the BADA 4 configuration when both are specified.

For the Thrust Types:

- T, C: MaxTakeoff, Max Climb, and all Reduced versions thereof.
- Z: Unknown Thrust
- I: Idle Approach
- X, Y: Reversed Thrust or Normal Thrust (see above)

Not all BADA 4 configurations are necessarily made available for selection. For each high-lift device position represented in the BADA 4 airplane's set of modeled configurations, if there are aerodynamics-modeling datasets for both the gear-up and gear-down positions, AEDT makes available only the configuration that is most likely to be used. This determination is made using the BADA 4 airplane's default configuration schedule (see the BADA 4 documentation for more information).

Aviation Environmental Design Tool

User Manual: 3c

The following table shows which other parameters need to be specified for each step type. The entries provide some additional information to resolve ambiguities in the scope or meaning of each parameter in that case.

Step Type	Altitude	CAS	Distance	Angle	Energy Share	Thrust	ROC
Takeoff		initial					
Climb	final						
Accelerate		final					step
Accel-Percent		final			step		
Descend	initial	initial		descent			
Descend-Decel	initial	initial		descent			
Descend-Idle	initial	initial		descent			
Level	initial	initial	length				
Level-Decel	initial	initial	length				
Level-Idle	initial	initial	length				
Cruise-Climb	final	final		climb			
Land			length				
Decelerate		initial	length			initial	
LevelStretch							

Appendix K.2.2: Typical Profile Patterns

This section provides information on the patterns that typical profiles follow for approach, departure, overflight, touch and go, and circuit operations for reference.

Appendix K.2.2.1: How to Build an Approach Profile

Standard approach procedures generally have four Descend steps, a Land step, and two Decelerate steps, as follows:

- The four Descend steps start at 6000, 3000, 1500, and 1000 feet AFE. They bring an airplane from zero-flaps configuration, terminal-area entrance speed, down to landing-gear/flaps configuration, final-approach speed.
- For most AEDT airplanes, a 3-degree descent angle is used to model IFR approaches. For single-engine piston airplanes and for BEC58P, a 5-degree descent angle is used to model VFR approaches.
- For the Land step, the touchdown-roll distance is 10% of the total rollout distance. For those airplanes using 3-degree approaches, the relationship between the total roll-out distance and the max landing distance is:
$$(\text{Roll-out distance}) = 0.9 (\text{Max landing distance}) - 954$$
- For those airplanes using 5-degree approaches, the 954-foot value is replaced with 572 feet (the angle is steeper, so the in-air portion of the flight path after crossing the end of the runway is shorter).

- The first Decelerate distance is 90% of the total roll-out distance. The starting speed is less than the touchdown speed. The starting percentage thrust is 40% for narrow-body jets, 10% for wide-body jets, and 40% for props. The first deceleration segment represents reverse thrust action.
- The second Decelerate distance is zero, indicating the end of the profile. The starting speed is 30 knots, representing taxi speed. The starting percentage thrust is 10% of static thrust, representing taxi thrust.

Appendix K.2.2.2: How to Build a Departure Profile

AEDT standard departure procedures for civil jet airplanes tend to follow the patterns described in this section (but there are exceptions).

A typical civil jet departure profile consists of the following procedure steps:

1. Takeoff using MaxTakeoff thrust and extended flaps.
2. Climb to 1000 feet AFE using MaxTakeoff thrust and takeoff flaps.
3. Accelerate 10-20 KCAS using MaxTakeoff thrust, takeoff flaps, and 2/3 of the initial climb rate.
4. Accelerate 15-30 KCAS using MaxTakeoff thrust, reduced flaps, and ½ of the initial climb rate.
5. Accelerate to Vz_f (zero-flaps minimum safe maneuvering speed) using MaxClimb thrust, minimal flaps, and 1000-fpm climb rate.
6. Climb to 3000 feet AFE using MaxClimb thrust and zero flaps.
7. Accelerate to 250 KCAS using MaxClimb thrust, zero flaps, and 1000-fpm climb rate.
8. Climb to 5500 feet AFE using MaxClimb thrust and zero flaps.
9. Climb to 7500 feet AFE using MaxClimb thrust and zero flaps.
10. Climb to 10000 feet AFE using MaxClimb thrust and zero flaps.

A standard departure profile for propeller-driven civil airplanes also tends to follow a pattern of procedure steps:

1. Takeoff using MaxTakeoff thrust and takeoff flaps.
2. Accelerate 10-15 KCAS using MaxTakeoff thrust, takeoff flaps, and a standard rate of climb.
3. Climb to 1000 feet AFE using MaxTakeoff thrust and takeoff flaps.
4. Accelerate to Vz_f using MaxTakeoff thrust, takeoff flaps, and a standard climb rate.
5. Climb to 3000 feet AFE using MaxClimb thrust and zero flaps.
6. Climb to 5500 feet AFE using MaxClimb thrust and zero flaps.
7. Climb to 7500 feet AFE using MaxClimb thrust and zero flaps.
8. Climb to 10000 feet AFE using MaxClimb thrust and zero flaps.

The above examples reflect how the profiles would be flown at an airport located at sea level. It is important to note that once the aircraft reaches 10,000 feet MSL an acceleration step is automatically added so that the aircraft will accelerate above 250 KCAS following the speed schedule defined in the BADA 3 data while continuing to climb to the AFE altitudes defined in the profile.

An AEDT standard airplane usually has more than one departure profile. AEDT profiles are distinguished by profile stage numbers from 1 to 9. Departure procedure steps are almost the same for all profile stages. Usually, the change is in the Accelerate step where the final speed value increases for heavier airplanes and the climb rate decreases for heavier airplanes.

Appendix K.2.2.3: *How to Build an Overflight Profile*



The overflight operation type is only supported for ANP profiles.

An overflight profile can be built with one procedure step. For example: Level using ZERO flaps, at 5000-foot altitude, at 250 knots, for a distance of 300,000 feet (about 50 nmi).

Appendix K.2.2.4: *How to Build a Touch and Go Profile*

A user-defined touch-and-go profile consists of the following steps:

1. Start in level flight at airport pattern altitude.
2. Descend.
3. Touch down on the runway.
4. Roll out.
5. Take off.
6. Climb.
7. End after leveling off at pattern altitude.

After associating a touch-and-go profile with a touch-and-go track, but before calculating flight path points, AEDT reorders and modifies the set of profile points so that the profile starts and ends at the touchdown point. While reordering the points, AEDT inserts an extra level segment in the downwind portion of the profile (between the last departure point and first approach point), so that the profile distance is the same as the track distance. Also, a final touchdown point is added at the end. When finished, the new profile starts at touchdown, ends at touchdown, and has horizontal coordinate distance equal to the touch-and-go ground track distance.

Appendix K.2.2.5: *How to Build a Circuit Profile*

A user-defined circuit profile consists of the following steps:

1. Start on the runway as a standard departure.
2. Take off.
3. Climb to pattern altitude.
4. Level out.
5. Descend from pattern altitude.
6. Land.
7. Decelerate to taxi speed.

After associating a circuit profile with a touch-and-go track (there are no circuit tracks in AEDT), AEDT inserts an extra level segment in the downwind portion of the profile, so that the profile distance is the same as the track distance. The place where the extra segment is inserted is determined by the “Level-Stretch” procedure step, which is provided by the user. After modifying a touch-and-go or circuit profile, AEDT merges the new profile points and the ground track points to compute a three-dimensional flight path.

Appendix L: ANP Procedural Profiles - ASIF Definition

This section describes how to create ANP procedural profiles for civil aircraft and helicopters using the AEDT Standard Input File (ASIF). ANP profiles cannot be created within the AEDT interface.

This appendix references ASIF elements and valid identifiers or values for the element. For more information on these elements or on the ASIF in general, see the AEDT Supplemental Manual: ASIF Reference. View the **anpProfile** element in the ASIF schema documentation section for more information on the structure and elements for procedural profiles.

Appendix L.1: Civil Airplane Procedures

The following sections describe civil aircraft procedure steps and how they are combined into procedural profiles. Flap identifiers referred to in this section are created using the **anpFlaps** element. See the AEDT Supplemental Manual: ASIF Reference for more information on the anpFlaps element and ASIF structure.

The recommended naming conventions for flap identifiers is as follows:

- Include a number in the flaps identifier to indicate the number of degrees that the flaps are extended.
- For approach identifiers, use the prefix “U”, to indicate that the gear is up during descent and the prefix “D” to indicate that the gear is down.
- Use “ZERO” to indicate that flaps are retracted. ZERO is often used in both departure and approach procedures, even though it is categorized as a departure identifier.

Appendix L.1.1: Aircraft Profile Operation Types

There are five types of flight operations for aircraft. The valid ASIF identifier is listed in the Operation Type column.

Operation Type	Full Name
A	Approach
D	Departure
T	Touch and go
F	Circuit flight
V	Overflight

Appendix L.1.2: Aircraft Procedure Step Types

The procedure step types available in AEDT are listed in the table below. The valid ASIF identifier is listed in the Step Type column.

Step Type	Full Name	Description
T	Takeoff	Start-roll to takeoff rotation, or touch-and-go power-on point to takeoff rotation

Step Type	Full Name	Description
C	Climb	Departure climb to final altitude at constant calibrated airspeed
M	Cruise-Climb	Climb at constant angle to final altitude and speed
A	Accelerate	Departure climb and accelerate to final speed
P	Accel-Percent	Departure climb and accelerate using a constant energy split between acceleration and climbing
V	Level	Maintain altitude and speed
U	Level-Decel	Maintain altitude and reduce speed
W	Level-Idle	Maintain altitude over a given distance with engines at idle
S	Level-Stretch	Special step used to designate where to stretch a circuit flight profile to fit a touch-and-go track
D	Descend	Descend at constant angle to final altitude
E	Descend- Decel	Descend while reducing airspeed
F	Decend-Idle	Descend at a constant angle with engines at idle
L	Land	Land and roll a given distance
B	Decelerate	Used on approach after touchdown, brake with starting thrust for a given distance

Appendix L.1.2.1: Aircraft Profile Operation Types

The procedure step types available in AEDT are listed in the table below. The valid ASIF identifier is listed in the Step Type column.

Step Type	Full Name	Description
T	Takeoff	Start-roll to takeoff rotation, or touch-and-go power-on point to takeoff rotation
C	Climb	Departure climb to final altitude at constant calibrated airspeed
M	Cruise-Climb	Climb at constant angle to final altitude and speed
A	Accelerate	Departure climb and accelerate to final speed
P	Accel-Percent	Departure climb and accelerate using a constant energy split between acceleration and climbing
V	Level	Maintain altitude and speed
U	Level-Decel	Maintain altitude and reduce speed
W	Level-Idle	Maintain altitude over a given distance with engines at idle
S	Level-Stretch	Special step used to designate where to stretch a circuit flight profile to fit a touch-and-go track
D	Descend	Descend at constant angle to final altitude
E	Descend- Decel	Descend while reducing airspeed
F	Decend-Idle	Descend at a constant angle with engines at idle
L	Land	Land and roll a given distance
B	Decelerate	Used on approach after touchdown, brake with starting thrust for a given distance

Appendix L.1.2.2: *Takeoff Step*

For a takeoff step, input a flaps identifier and a thrust type. The flaps identifier should not have a U or D prefix because these coefficients are appropriate for descending flight paths.

MaxTakeoff thrust is typically used for takeoff, but other thrust types are available:

- MaxClimb thrust means that an airplane takes off using reduced thrust, thus requiring a longer runway.
- UserValue thrust means that the user supplies the takeoff thrust value. The thrust value is the corrected net thrust per engine in pounds or in percent of static thrust. AEDT uses the input value at both the start-roll point and at the rotation point.

For MaxTakeoff and MaxClimb thrust, AEDT uses jet or prop coefficients and SAE-AIR-1845 equations to compute thrust values. For jets, the start-roll thrust is computed at 0 knots, and the rotation thrust is computed using the takeoff speed, which comes from another SAE equation. For jets, the thrust is larger at start-roll than at rotation. For props, the thrust is the same at both points and equal to the thrust computed at the rotation point.

Appendix L.1.2.3: *Climb Step*

For a Climb step, enter a flaps identifier, thrust type, and input the final altitude (the "climb-to" altitude). The final altitude must be higher than the initial altitude. The calibrated air speed on a climb segment is constant, and it is equal to the final speed used on the previous step.

AEDT computes the climb angle and the ground distance based on the airplane weight and average thrust that can be generated for the given conditions. If the computed climb gradient is too small (1%), AEDT processing will stop and log it in the log file.

Typically, MaxTakeoff thrust is used for initial climb segments and MaxClimb thrust for later climb segments, but other thrust types are available:

- UserValue thrust can be assigned to the final climb-to point. AEDT does not adjust this input value for airport elevation, temperature, and pressure.
- UserCutback thrust can be assigned to the whole segment. The difference between UserValue and UserCutback is that AEDT applies the user-value-thrust to a point, whereas user-cutback-thrust is applied to a segment. For the cutback case, AEDT reduces the thrust over a 1000-foot segment, keeps it constant at the user-cutback value over the climb distance (less 1000 feet), and then returns it to normal thrust over a second 1000-foot segment. The input thrust is corrected net thrust per engine. AEDT does not correct for airport conditions.

Appendix L.1.2.4: *Accelerate Step*

For an Accelerate step, input a flaps identifier, thrust type, climb rate, and final speed (the "accelerate-to" speed). The final speed must be larger than the initial speed.

AEDT uses these input parameters and the SAE-AIR-1845 equations to compute the change in altitude and the distance flown.

The climb rate should be consistent with a sea-level standard-day profile. If necessary, AEDT adjusts the climb rate to account for the actual airport elevation, temperature, and pressure.

Zero climb rate is a valid input. AEDT computes a zero change in altitude, and the thrust is used to accelerate the airplane more quickly.

The five climb thrust types discussed above for the Climb step are also available for an acceleration segment.

Appendix L.1.2.5: Accel-Percent Step

For an Accel-Percent step, input a flaps identifier, thrust type, energy-share percentage, and final airspeed.

Energy-share comes from the notion that all available thrust is divided between acceleration and climbing. Unlike steps that maintain a constant airspeed while climbing, this step holds the energy-share constant for a given amount of thrust. For the energy-share percentage, enter the percent thrust dedicated to acceleration. An input of 70, for example, would result in 70% of thrust going to acceleration and the remaining 30% of thrust going to climbing.

Appendix L.1.2.6: Cruise-Climb Step

For a Cruise-Climb step, input a flaps identifier (usually ZERO), final altitude, climb speed, and the climb angle for the segment.

AEDT calculates the distance flown based on the change in altitude and the climb angle. AEDT calculates the corrected net thrust per engine by using the SAE-AIR-1845 descent equation with a positive angle, rather than a negative angle.

The difference between Climb and Cruise-Climb is that thrust for Climb is user-defined, whereas AEDT calculates thrust for Cruise-Climb based on the input climb angle. Climb thrust is larger than Cruise-Climb thrust. Climb steps are used after takeoff when near-maximum thrust is applied. During cruise, less thrust is used in climbing from one altitude to another.

Appendix L.1.2.7: Level-Stretch Step

For a Level-Stretch step, input a flaps identifier. A Level-Stretch step is used to create circuit flight profiles. Its purpose is to define where to put a variable length segment so that a CIR profile fits on top of a TGO track.

- There can be only one Level-Stretch step in a CIR profile.
- A Level-Stretch step must have a Level step before it and after it. This pair of Level steps should have the same altitude and speed values.

Appendix L.1.2.8: Level Step

For a Level step, input a flaps identifier, altitude, speed, and distance flown along the segment. The flaps identifier should be ZERO, or perhaps one with a U prefix (indicating that the landing gear is up).

Input the altitude and speed parameters logically:

- A previous Climb final altitude must equal the Level altitude.
- Also, the Level altitude must equal the next Descend start altitude.
- AEDT computes the amount of thrust needed to maintain level flight at constant speed for the given flaps configuration.

The difference between a Level step and a zero-climb Accelerate step is that the Level step uses a constant speed on the segment, and it uses a smaller value of thrust (and thus, lower noise level) than the Accelerate step. If speed changes during level flight, use a zero-climb Accelerate step.

Appendix L.1.2.9: Level-Decel Step

For a Level-Decel step, input a flaps identifier, altitude, initial airspeed, and distance flown along the segment. Unlike the Level step, airspeed is not held constant but allowed to decrease over the segment. AEDT computes the amount of thrust needed to maintain level flight while decelerating.

The Level-Decel step is subject to the same airspeed and altitude considerations as the Level step, e.g. a preceding climb segment has to end at the same altitude as the Level-Decel step.

Appendix L.1.2.10: Level-Idle Step

For a Level-Idle step, input the altitude, initial airspeed, and distance flown along the segment. Airspeed is allowed to decrease over the segment. Unlike Level and Level-Decel steps, thrust is calculated using idle thrust coefficients rather than a force balance.

The Level-Idle step is subject to the same airspeed and altitude considerations as the Level step, e.g. a preceding climb segment has to end at the same altitude as the Level-Idle step.

Appendix L.1.2.11: Descend Step

For a Descend step, input a flaps identifier, the starting altitude, starting speed, and the descent angle for the segment.

If a Level or Descend step follows the Descend step, it must have a lower altitude. The following step can have the same or a different speed.

Appendix L.1.2.12: Descend-Decel Step

For a Descend-Decel step, input a flaps identifier, the starting altitude, starting speed, and the descent angle for the segment. The Descend-Decel step differs from the Descend step in that it more explicitly accounts for deceleration effects during thrust calculations.

If a Level or Descend step follows the Descend-Decel step, it must have a lower altitude. The following step can have the same or a different speed.

Appendix L.1.2.13: Descend-Idle Step

For a Descend-Idle step, input the initial airspeed, initial altitude, and descent angle. The Descend-Idle step does not require that a flap setting be specified. The other Descend steps that require flap settings

Aviation Environmental Design Tool

User Manual: 3c

utilize a force balance equation to calculate thrust, but this step calculates the aircraft idle thrust directly from engine idle thrust coefficients.

Appendix L.1.2.14: Land Step

For the Land step, select a flaps identifier and input the touchdown rolling distance, which is the distance that the airplane moves before reversing thrust and/or braking.

The last Descend step and the Land step must both use a flaps identifier that has a D prefix (meaning that the landing gear is down).

AEDT computes the touchdown speed by using a SAE-AIR-1845 equation.

Appendix L.1.2.15: Decelerate Step

For a Decelerate step, input the segment distance, the starting speed, and the percent of static thrust at the start of the segment. When applicable, the percent of static thrust at the start of the segment represents the level of reverse thrust.

AEDT uses the percent value and the airplane static thrust to compute a thrust setting value for accessing the NPD curves. For those airplanes that use percent type noise, the percent value is used to access the NPD curves.

Appendix L.1.3: Aircraft Thrust Types and Parameters

The thrust types available in AEDT are listed in the table below. The valid ASIF identifier is listed in the Thrust Type column.

Thrust Type	Full Name
T	MaxTakeoff
C	MaxClimb
N	MaxContinuous
H	ReduceTakeoff
Q	ReduceClimb
S	MaxTakeoffHiTemp
B	MaxClimbHiTemp
M	MaxContinuousHiTemp
G	ReduceTakeoffHiTemp
P	ReduceClimbHiTemp
I	IdleApproach
J	IdleApproachHiTemp
R	MinimumThrust
K	UserCutback
U	UserValue

Aviation Environmental Design Tool

User Manual: 3c

The following table shows the remaining parameters needed to create a procedural profile. These fields are called PARAM1, PARAM2, and PARAM3. They take on a different meaning for each combination of operation type, procedure type, and thrust type, see the two tables below.

PARAM	Full Name
THR	Thrust (lbs)
ALT	Altitude (ft AFE)
SPD	Speed (kts)
DIST	Distance (ft)
ANG	Angle (deg)
PCT	Percent
CLM	Climb Rate (ft/min)

Op Type	Step Type	Flap ID	Thrust Type	PARAM1	PARAM2	PARAM3
A,D,T,F,V	V	ID		ALT	SPD	DIST
A,T,F,V	D	ID		ALT	SPD	ANG
A,T,F,	L	ID	T,C,H,Q	DIST	0	0
A,F	B		U	DIST	SPD	PCT
D,F	T	ID	T,C,H,Q	0	0	0
D,F	T	ID	U	0	0	THR
T	T	ID	T,C,H,Q,R	0	SPD	0
T	T	ID	K,U	0	SPD	THR
D,T,F	C	ID	T,C,H,Q,R	ALT	0	0
D,T,F	C	ID	K,U	ALT	0	THR
D,T,F	A	ID		CLM	SPD	0
D,T,F	A	ID		CLM	SPD	THR
A,D,F,V	M	ID		ALT	SPD	ANG
F	S	ID		0	0	0
A	U	ID		ALT	SPD	DIST
A	W			ALT	SPD	DIST
A	E	ID		ALT	SPD	ANG
A	F			ALT	SPD	ANG
D,T,F	P		T,C,H,Q,R	PCT	SPD	0
D,T,F	P		K,U	PCT	SPD	THR

Appendix L.2 Helicopter Procedures

The following sections describe helicopter procedure steps and how they are combined into procedural profiles.

Aviation Environmental Design Tool

User Manual: 3c

Appendix L.2.1: Helicopter Profile Operation Types

There are four types of flight operations for helicopters:

Abbreviation	Single-Letter Identifier	Description	Begin	End
APP	A	Approach	In Air	Helipad
DEP	D	Departure	Helipad	In Air
TAX	X	Taxi	Helipad	Helipad
OVF	V	Overflight	In Air	In Air

Appendix L.2.2: Helicopter Procedure Step Types

The following table describes the procedure steps that are used to define helicopter profiles. The first seven types are the primary NPD operating modes. The next nine are secondary NPD operating modes which can be derived from the primary modes or defined as separate curves. The last step (start altitude) facilitates profile creating as is not associated with an NPD operating mode.

Step Type	Description	State	Parameters
A	Approach at constant speed	Move	Dist Alt
D	Depart at constant speed	Move	Dist Alt
L	Level flyover at constant speed	Move	Dist
G	Ground idle	Static	Dur
H	Flight idle	Static	Dur
I	Hover in ground effect	Static	Dur
J	Hover out of ground effect	Static	Dur
V	Vertical ascent in ground effect	Static	Dur Alt
W	Vertical ascent out of ground effect	Static	Dur Alt
Y	Vertical descent in ground effect	Static	Dur Alt
Z	Vertical descent out of ground effect	Static	Dur Alt
B	Approach with horizontal deceleration	Move	Dist Spd
C	Approach with descending deceleration	Move	Dist Alt Spd
E	Depart with horizontal acceleration	Move	Dist Spd
F	Depart with climbing acceleration	Move	Dist Alt Spd
X	Taxi at constant speed	Move	Spd
S	Start altitude at constant speed	--	Alt spd

Parameter values are defined as below:

PARAM	Full Name
Dist	Distance (ft)
Dur	Duration (s)
Alt	Altitude (ft AFE)
Spd	Airspeed (kts)

Appendix L.2.2.1: Additional Helicopter Step Type Information

Step Type	Description
Start Altitude	This step is used to start a profile at a given altitude and speed. Input the starting altitude and speed.
Level Fly	This step is used to maintain altitude and speed for a given distance. Input the track distance covered by the step. Altitude and speed are defined by the previous step.
App Const Speed	This step is used to descend at constant speed to a given altitude over a given distance. Input the track distance covered by the step and the final altitude. The initial altitude and speed are defined by the previous step.
App Desc Decel	This step is used to descend and decelerate to a final altitude and speed over a given distance. Input the track distance covered by the step, the final altitude, and the final speed. The initial altitude and speed are defined by the previous step.
App Horiz Decel	This step is used to decelerate to a final speed at constant altitude over a given distance. Input the track distance covered by the step and the final speed. The altitude and initial speed are defined by the previous step.
App Vertical	This step is used to maintain horizontal position while descending to a final altitude over a given duration. Input the duration of the step and the final altitude. The horizontal position of the step is calculated from the previous step and the horizontal speed is zero.
Hover	This step is used to maintain altitude and horizontal position for a given duration. Input the duration of the step. The altitude is defined by the previous step, the horizontal position of the step is calculated from the previous step, and the horizontal speed is zero.
Ground Idle	This step is used to maintain ground idle for a given duration. Input the duration of the step. The altitude is zero, the horizontal position of the step is calculated from the previous step, and the horizontal speed is zero.
Flight Idle	This step is used to maintain flight idle for a given duration. Input the duration of the step. The altitude is zero, the horizontal position of the step is calculated from the previous step, and the horizontal speed is zero.
Dep Vertical	This step is used to maintain horizontal position while ascending to a final altitude over a given duration. Input the duration of the step and the final altitude. The horizontal position of the step is calculated from the previous step and the horizontal speed is zero.
Dep Horiz Accel	This step is used to accelerate to a final speed over a given distance. Input the track distance covered by the step and the final speed. The altitude and initial speed are defined by the previous step.
Dep Climb Accel	This step is used to climb and accelerate to a final altitude and speed over a given distance. Input the track distance covered by the step, the final altitude, and the final speed. The initial altitude and speed are defined by the previous step.
Dep Const Speed	This step is used to climb at constant speed to a given altitude over a given distance. Input the track distance covered by the step and the final altitude. The initial altitude and speed are defined by the previous step.

Step Type	Description
Taxi	This step is used to taxi at a given speed. Input the speed. The track distance is calculated based on the assigned taxi ground track, and the altitude is defined by the previous step. Helicopters defined as not having wheels must taxi at an altitude greater than zero.

Helicopter procedure steps explicitly define a helicopter's flight path. There are no thrust calculations for helicopter flight paths as there are for fixed-wing aircraft. Rather, each procedure step correlates with a helicopter flight operational mode and each mode has its own set of NPD data.

Some helicopter procedure steps correlate with different helicopter flight operational modes (and therefore different NPD and directivity data) depending on their altitude. When constructing flight paths with the Hover, DepVertical, and App Vertical procedure steps, AEDT calculates a ground effect altitude as follows:

Ground Effect Altitude = 1.5 x Main Rotor Diameter

If the procedure step stays below the ground effect altitude, the procedure step correlates with the corresponding In Ground Effect flight operational mode. If the step stays at or above the ground effect altitude the procedure correlates with the corresponding Out of Ground Effect flight operational mode. If a given Dep Vertical or App Vertical procedure step crosses the ground effect altitude, AEDT automatically divides the step into two at the ground effect altitude and assigns flight operational modes to the two steps as appropriate.

Appendix L.2.3: How to Build a Helicopter Approach Profile

Helicopter approach profiles can be much more dynamic than fixed-wing airplane approach profiles. There are many more ways to operate a helicopter than there are to operate an airplane. AEDT provides a standard approach profile for each helicopter in the database, however these standard profiles may not be appropriate for all helicopter modeling. Additionally, general guidelines are not as appropriate for helicopter approach operations as they are for fixed-wing airplanes. It is strongly recommended to evaluate the helicopter flight operations being modeled to determine if using the standard AEDT helicopter procedures is appropriate. In most cases consulting with helicopter operators to design helicopter profiles that are appropriate for your study is needed. All helicopter approach profiles must start with a Start Altitude step.

For reference, AEDT standard helicopter approach procedures consist of the following procedure steps:

1. Start Altitude, with altitude set to 1000 feet AFE and speed set equal to the helicopter's level reference speed.
2. Level Fly, with distance set to 87250.0 ft (approximately 14 nautical miles).
3. App Horiz Decel, maintaining an altitude of 1000 ft while decelerating to the helicopter's approach reference speed over a distance of 5000 ft.
4. App Const Speed, maintaining the helicopter's approach reference speed while descending to an altitude of 500 feet AFE over a track distance of 4800 feet.

5. App Desc Decel, descending to an altitude of 15 feet AFE while decelerating to a speed of 0 knots over a distance of 2850 feet.
6. App Vertical, maintaining horizontal position while descending to 0 feet AFE over a duration of 3 seconds.
7. Flight Idle for a duration of 30 seconds.
8. Ground Idle for a duration of 30 seconds.

Appendix L.2.4: How to Build a Helicopter Departure Profile

Helicopter approach profiles can be much more dynamic than fixed-wing airplane approach profiles. There are many more ways to operate a helicopter than there are to operate an airplane. AEDT provides a standard approach profile for each helicopter in the database, however these standard profiles may not be appropriate for all helicopter modeling. Additionally, general guidelines are not as appropriate for helicopter approach operations as they are for fixed-wing airplanes. It is strongly recommended to evaluate the helicopter flight operations being modeled to determine if using the standard AEDT helicopter procedures is appropriate. In most cases consulting with helicopter operators to design helicopter profiles that are appropriate for your study is needed.

For reference, AEDT standard helicopter departure procedures consist of the following procedure steps:

1. Ground Idle for a duration of 30 seconds.
2. Flight Idle for a duration of 30 seconds.
3. Dep Vertical, maintaining horizontal position while ascending to an altitude of 15 ft AFE over a duration of 3 seconds.
4. Dep Horiz Accel, maintaining altitude while accelerating to a speed of 30 knots over a distance of 100 feet.
5. Dep Climb Accel, climbing to an altitude of 30 feet AFE while accelerating to the helicopter's depart reference speed over a distance of 500 feet.
6. Dep Const Speed, maintaining speed while climbing to an altitude of 1000 feet AFE over a track distance of 3500 feet.
7. Dep Horizontal Accel, maintaining altitude while accelerating to the helicopter's level reference speed over a track distance of 2800 feet.
8. Level Fly, with distance set to 93100 feet (approximately 15 nautical miles).

Appendix L.2.5: How to Build a Helicopter Overflight Profile

A typical helicopter overflight profile begins in the air at the start of an overflight track, follows the track, and ends in the air. Overflight profiles may include any of the steps defined in section Appendix L.2.2 except for the Taxi step, and it must start with a Start Altitude step.

Appendix L.2.6: How to Build a Helicopter Taxi Profile

A typical helicopter taxi profile consists of the following steps:

1. Start with Ground Idle
2. Flight Idle
3. Departure Vertical
4. Taxi

5. Approach Vertical
6. Flight Idle
7. Ground Idle

Appendix L.2.7: Helicopter Procedure Step Transitions

Procedure steps are combined in prescribed sequences. However, certain sequences are not allowed. For example, an approach profile cannot use an ascent step. Procedures must comply with the step transition diagrams provided here.

The step transition diagrams use a simple convention to represent procedures:

- Ellipses represent procedure steps.
- Arrows represent a valid transition from one step to another.
- Arrows point in the direction of the allowed transition – e.g. you can go from Flight, Idle to Ground, Idle on an approach, but not back.
- A double sided arrow means that the transition is valid in both directions.
- An arrow looping back to a step indicates that the step can be repeated.
- A box surrounding two or more steps is used to simplify the diagram.
- Arrows connected to the box apply to each step within.
- Each step within the box can transition to any other within the box. However, speeds and altitudes must be compatible. For example, on an approach a transition from an App.Horiz.Decel step to a Hover step is valid only when the App.Horiz.Decel step has a speed of 0 knots.

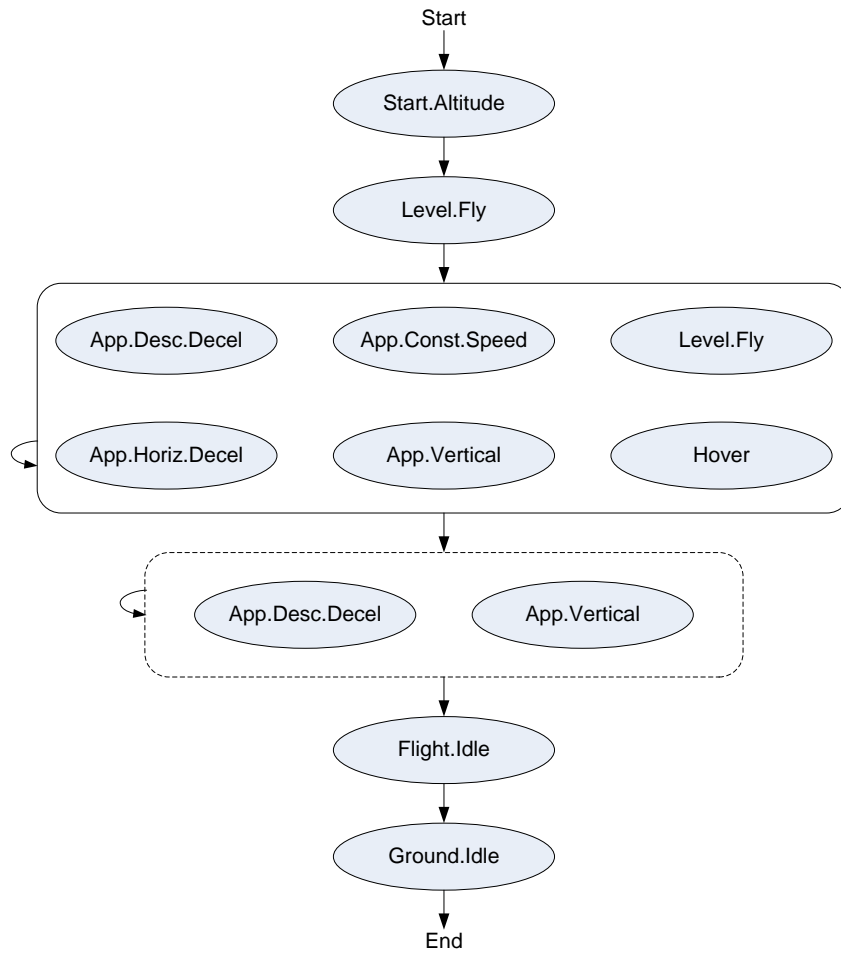


Figure L- 6 Helicopter Approach Step Transition Diagram

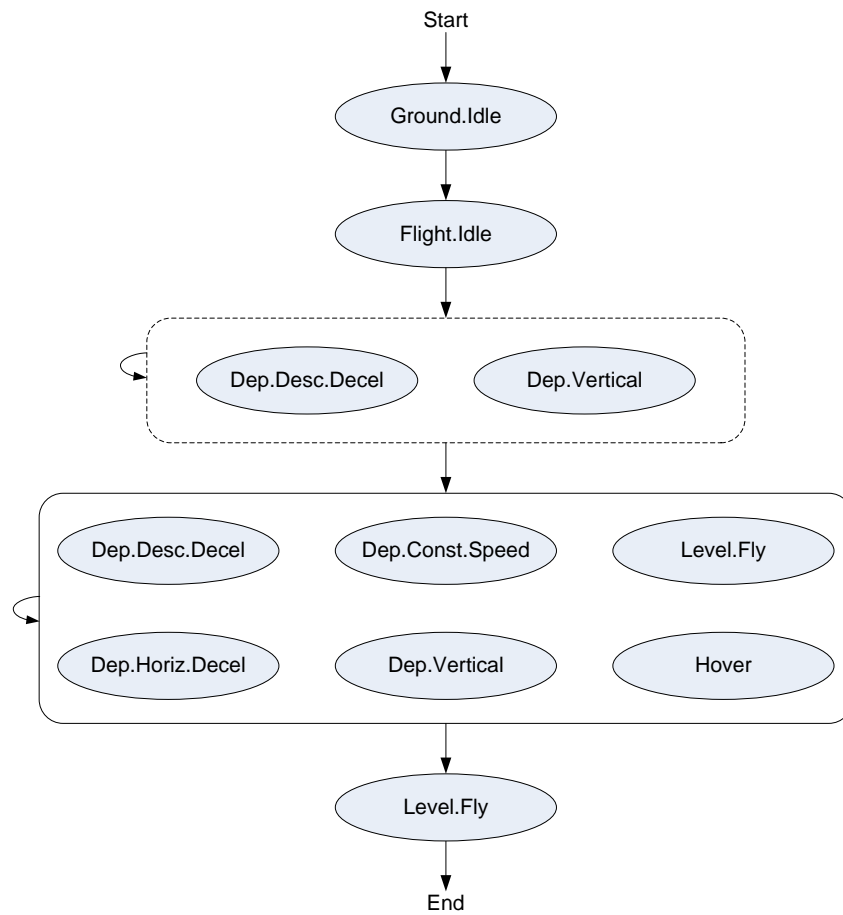


Figure L- 7 Helicopter Departure Step Transition Diagram

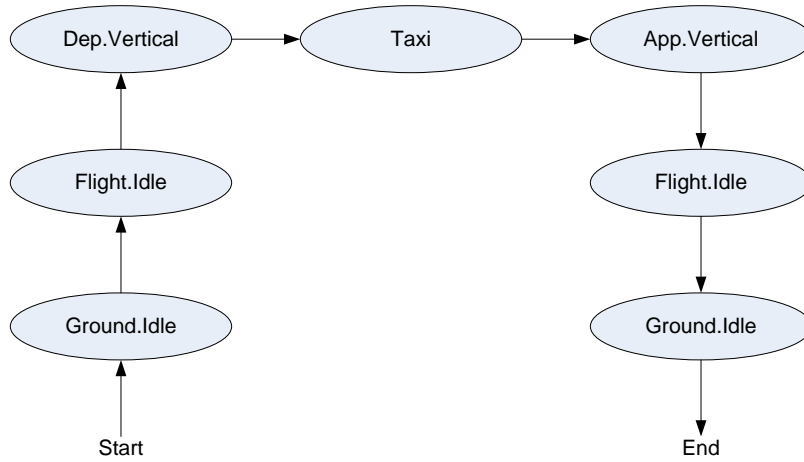


Figure L- 8 Helicopter Taxi Step Transition Diagram

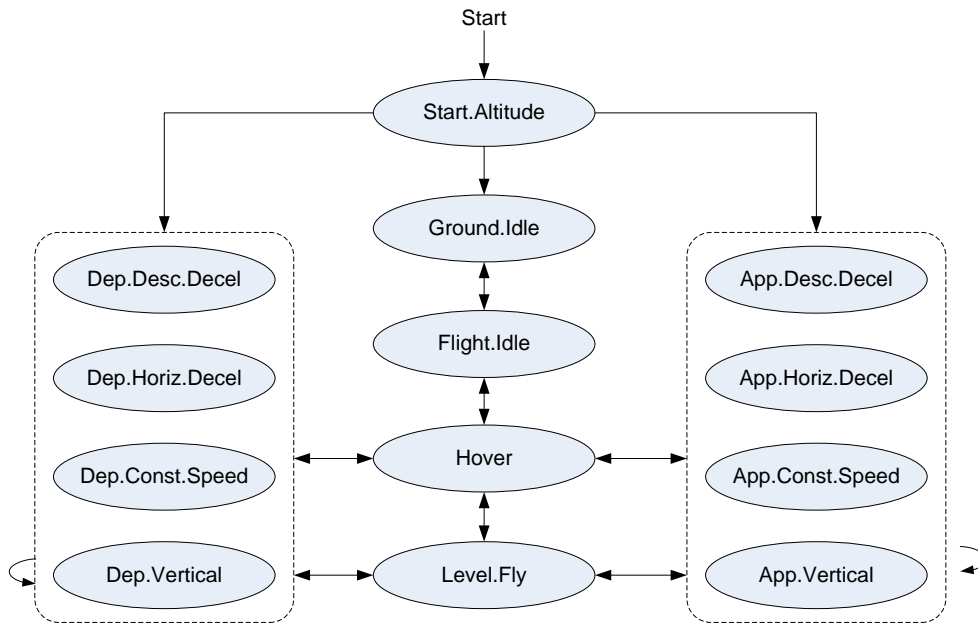


Figure L- 9 Helicopter Overflight Step Transition Diagram