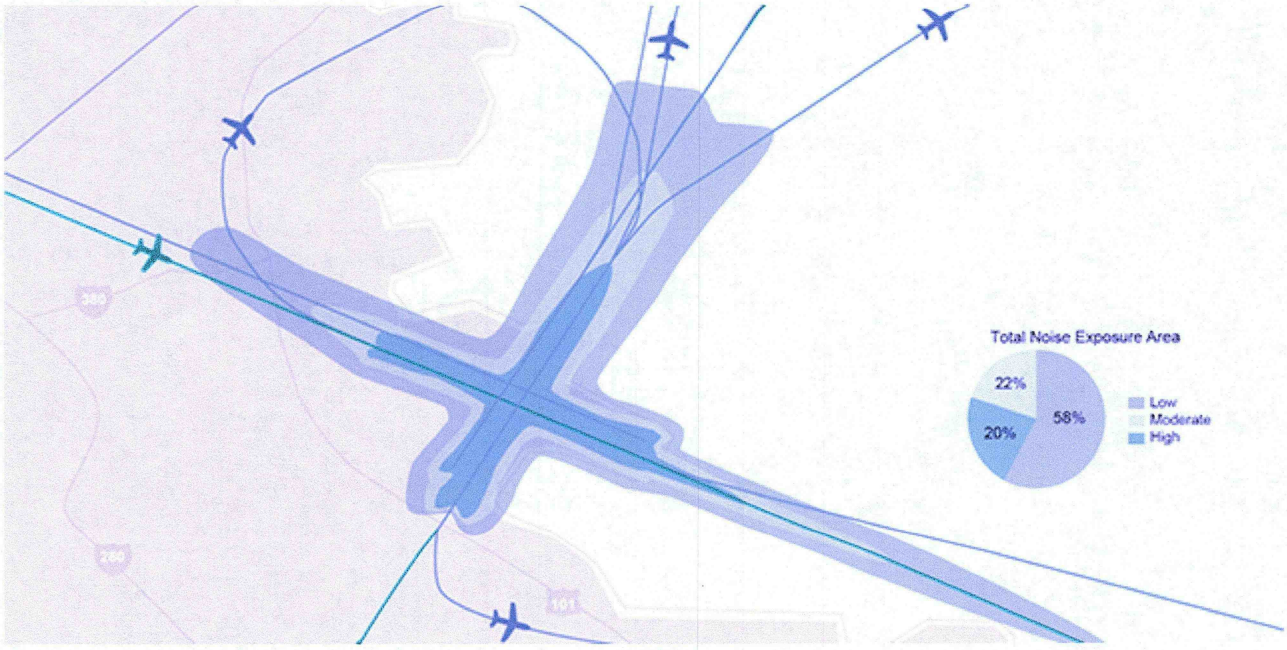
ATAC

Aviation Analysis Experts

Aviation Environmental Design Tool (AEDT)



Environmental Modeling Methods

ATAC is a major player in the development of the FAA's environmental modeling software, Aviation Environmental Design Tool (AEDT), spanning local and global noise and emissions analyses. ATAC's FAA-funded research is improving the capabilities of AEDT, keeping it at the forefront of aviation environmental modeling methods and practices. ATAC develops and applies software tools and analysis methods to address environmental impact questions.

Such tools and methods include:

Modeling the noise and fuel-burn benefits of Continuous Descent Arrivals (CDAs) / Optimized Profile Descents (OPDs)

Animating aircraft flight trajectories and corresponding sound exposure or maximum sound level contours

Directly linking airport capacity modeling results with airport noise modeling inputs

Generation of number above contours

ATAC has applied its expertise to a variety of aviation environmental modeling tasks. These efforts include:

Environmental assessment for a simultaneous offset instrument approach and precision runway monitor project at San Francisco International Airport (SFO)

San Francisco International airfield development planning

Los Angeles International Airport south side airfield and New Large Aircraft (NLA) studies

Los Angeles International Airport analyses quantifying the environmental benefits of CDA implementation

Port of Oakland airfield and airspace modeling in support of SEIR

Alamogordo-White Sands regional airport environmental assessment

The studies performed by ATAC have addressed such issues as:

Airspace modifications

Number Above noise calculations to support sleep disturbance analyses

Runway and taxi-way reconfigurations, including single-event taxi operation noise analyses

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constitute an FAA implementing action. A request for Federal action or approval to implement specific noise compatibility measures may be required, and an FAA decision on the request may require an environmental assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program, not a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA. Where federal funding is sought, requests for project grants must be submitted to the FAA Airports District Office in Seattle, Washington.

Completion and approval of your Noise Compatibility Program is a major accomplishment, one of which the Airport should be proud. The program is a blueprint presenting the means for the Airport to achieve its goal of reducing or eliminating noncompatible land uses around the airport. As with all plans, we encourage the Airport to periodically review and update the program as may be necessary to reflect changes in the airport or its environment.

Again, congratulations on your approval Part 150 Noise Compatibility Program! We look forward to working with you on implementation of the program.

Sincerely,

Carol A. Suomi

Carol A. Suomi,
Manager
Seattle Airports District Office

Cc: Stan Shepherd, Noise Management Office

(1) Enclosure