

AEDT 2a Technical FAQs

Installation

1. INM does not require administrative rights in order to be installed. Will this be the same?

AEDT 2a requires administrative rights in order to be installed.

2. Does AEDT support Linux?

Linux is not supported by AEDT. There are currently no plans to make AEDT available to run on a Linux based operating system.

3. What are the latest AEDT database versions for AEDT 2a SP2?

- AIRPORT v 2.3.1
- FLEET v 3.2.0.f
- STUDY v 1.7.15
 - STUDY_NIRS v 1.7.15.4
 - STUDY_INM v 1.7.15.3

4. How can I check the AEDT database versions?

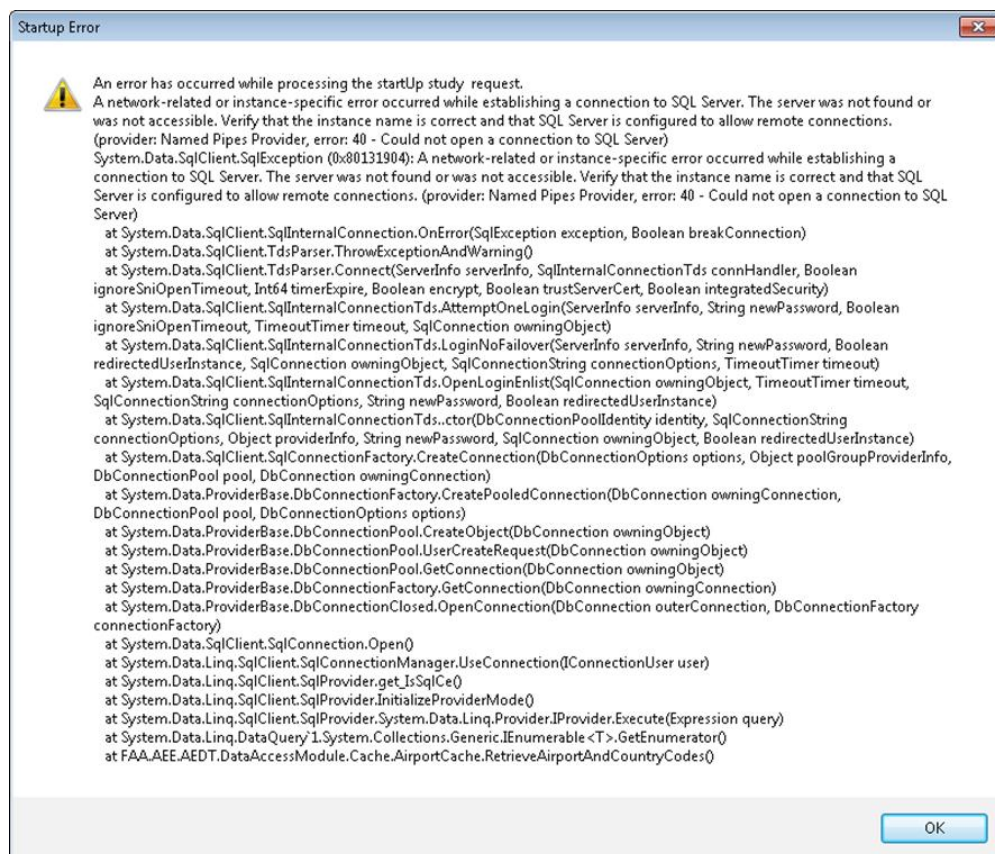
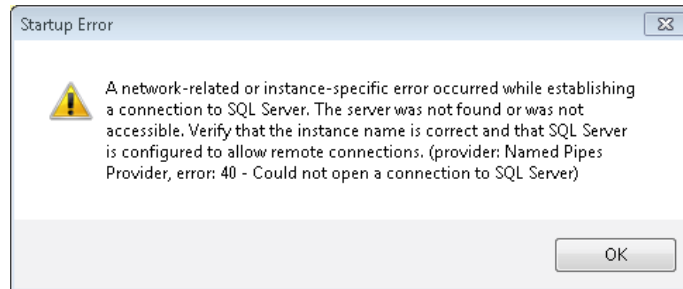
- 1) Open SQL Server Management Studio from the Start menu, All Programs, Microsoft SQL Server 2008 R2, SQL Server Management Studio.
- 2) In the Connect to Server dialog box, enter or select the appropriate SQL Server instance name, then click the Connect button.
- 3) From the File menu, select Open, File...
- 4) Navigate to C:\AEDT\AEDT_DB\CheckMy_DB_version.sql, and select Open.
- 5) Click the Execute button located on the toolbar.
- 6) Verify the database versions displayed in the Results tab with the versions listed above.

If the database versions do not match:

- 1) Replace old AEDT database backup files from prior AEDT releases by copying all SQL Server backup files: *.bak from location C:\AEDT\AEDT_DB to folder C:\Program Files\Microsoft SQL Server\MSSQL10_50.SQLEXPRESS\MSSQL\Backup or to C:\Program Files\Microsoft SQL Server\MSSQL10_50.MSSQLSERVER\MSSQL\Backup.
- 2) Open SQL Server Management Studio from the Start menu, All Programs, Microsoft SQL Server 2008 R2, SQL Server Management Studio.
- 3) In the Connect to Server dialog box, enter or select the appropriate SQL server instance name then click the Connect button.
- 4) From the File menu, select Open, File...
- 5) Navigate to C:\AEDT\AEDT_DB\Create_DBs_LoadData.sql, and select Open.
- 6) Click on the Execute button located on the toolbar.
- 7) The Results tab in the SQL Server Management Studio shows that the databases are being created. This will take several minutes. The status bar at the bottom of the window will indicate when the Query Executed Successfully.
- 8) Check the AEDT database versions by following the instructions above.

5. How do I fix the SQL Server “Startup Error” message?

Some AEDT 2a users have received the following SQL Server Startup Error messages when they start AEDT:

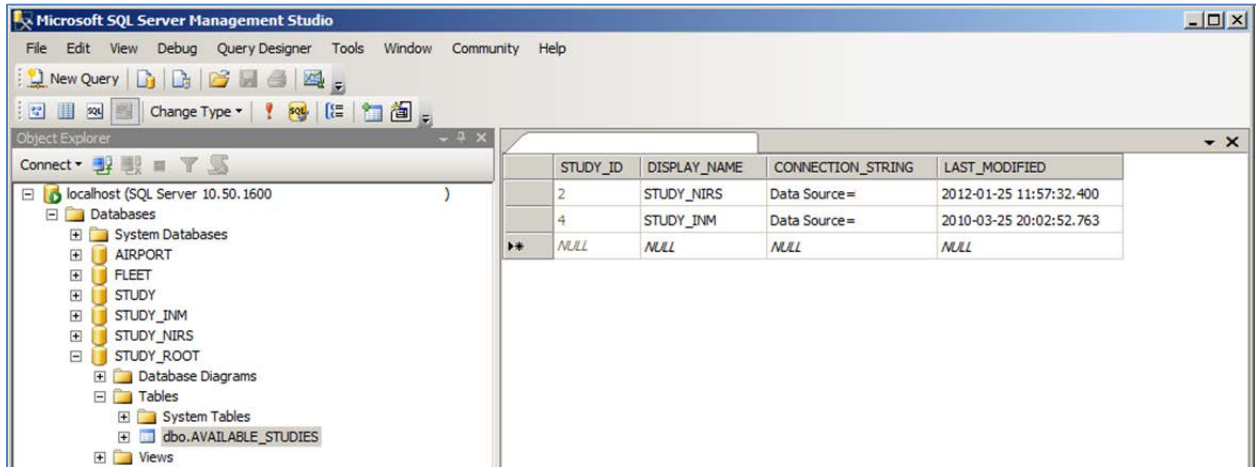


Check the server instance name in the AEDT configuration file

This is usually caused by using incorrect server instance name in the AEDT configuration file. To verify that the correct SQL Server name is specified in the AEDT configuration file:

1. Open SQL Server Management Studio.
2. In the *Connect to Server* dialog box, enter or select the appropriate SQL Server name where the AEDT databases are installed. Click *Connect*.
3. Open the *Databases* hierarchy in the *Object Explorer*.

- Expand the database named *STUDY_ROOT* and expand the folder named *Tables*.
- Right-click on *dbo.AVAILABLE_STUDIES* and click *Select Top 1000 Rows*.
- In the *CONNECTION_STRING* column, look at the **Data Source** value. This **Data Source** value should match the SQL Server name in the AEDT configuration file.



- Open the AEDT configuration file, *C:\AEDT\FAA.AEE.AEDT.AEDTApp.exe.config*.
- Review the SQL Server Name in the highlighted locations in the following figure. If they do not match the **Data Source** name identified in step 6, replace the SQL Server Name in the configuration file with correct name.

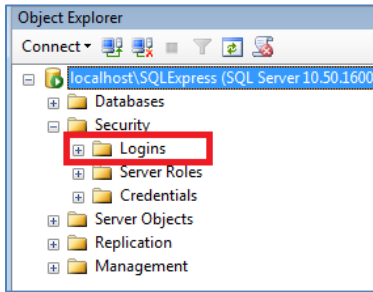
```
<connectionStrings>
  <add name="FLEETConnectionString"
    connectionString="Data Source=[SQL Server Name];Initial Catalog=FLEET; Integrated Security=True"
    providerName="System.Data.SqlClient"/>
  <add name="AIRPORTConnectionString"
    connectionString="Data Source=[SQL Server Name];Initial Catalog=AIRPORT;Integrated Security=True"
    providerName="System.Data.SqlClient"/>
  <add name="FAA.AEE.AEDT.DataAccessModule.Properties.Settings.AEDT_LOCAL_STUDYConnectionString"
    connectionString="Data Source=[SQL Server Name];Initial Catalog=STUDY_ROOT;Integrated Security=True"
    providerName="System.Data.SqlClient"/>
  <add name="FAA.AEE.AEDT.DataAccessModule.Properties.Settings.STUDYConnectionString"
    connectionString="Data Source=[SQL Server Name];Initial Catalog=STUDY_NIRS;Integrated Security=True"
    providerName="System.Data.SqlClient"/>
  <add name="FAA.AEE.AEDT.DataAccessModule.Properties.Settings.AEDT_STUDY_ROOTConnectionString"
    connectionString="Data Source=[SQL Server Name];Initial Catalog=STUDY_ROOT;Integrated Security=True"
    providerName="System.Data.SqlClient"/>
  <add name="STUDY_ROOTConnectionString"
    connectionString="Data Source=[SQL Server Name];Initial Catalog=STUDY_ROOT;Integrated Security=True"
    providerName="System.Data.SqlClient"/>
  <add name="RESULTSConnectionString"
    connectionString="Data Source=[SQL Server Name];Initial Catalog=STUDY_NIRS;Integrated Security=True"
    providerName="System.Data.SqlClient"/>
  <add name="ASIFConnectionString"
    connectionString="Data Source=[SQL Server Name];Initial Catalog=STUDY;Integrated Security=True"
    providerName="System.Data.SqlClient"/>
</connectionStrings>
```

Check your SQL Server login

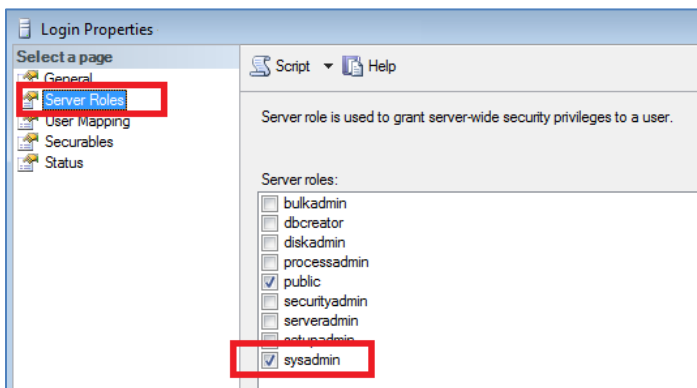
Make sure that your SQL Server login belongs to the *sysadmin* server role in the SQL Server Management Studio.

- Open SQL Server Management Studio.
- Open the *Security* hierarchy in the *Object Explorer*.

- Expand the *Logins* folder, then double-click on your login name.

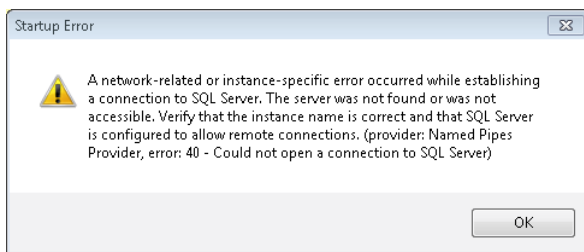


- In the *Login Properties* dialog box, select the *Server Roles* page. The *sysadmin* server role should be checked. If not, check the *sysadmin* server role, and click *OK*.



Check Windows Region and Language Setting

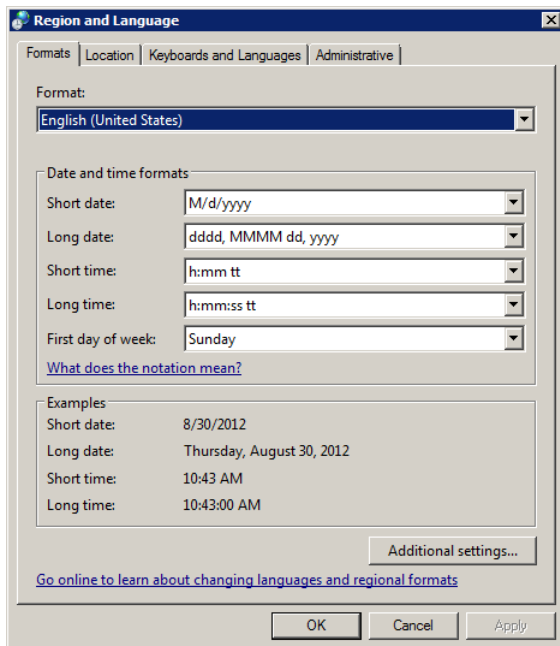
If you are an international user, please check the Windows Region and Language setting. If “**English (United States)**” is not selected as the Windows Region and Language, AEDT 2a will generate the SQL Server startup error during an ASIF import.



And the following error message will be logged to the AEDT_Log.txt.

```
Insert query for study_root table STUDY_ROOT new database name =[NEW_STUDY_NAME]
Microsoft.SqlServer.Management.Smo.FailedOperationException: ExecuteNonQuery
failed for Database 'STUDY_ROOT'. --->
Microsoft.SqlServer.Management.Common.ExecutionFailureException: An exception
occurred while executing a Transact-SQL statement or batch. --->
System.Data.SqlClient.SqlException: The conversion of a varchar data type to a
datetime data type resulted in an out-of-range value.
```

In AEDT 2a, only “*English (United States)*” is supported for date and time format, localization (system locale), and operating systems – as shown in the following screenshot.



Modeling Capabilities

1. What differences are expected between AEDT 2a and 2b?

As of the current development of AEDT 2b, the differences between 2a and 2b are summarized in the chart below.

Key Functionality	AEDT 2a	AEDT 2b
Compliance		
Regional environmental modeling (sunset NIRS)	✓	✓
Airport noise and local air quality (sunset INM, EDMS)		✓
Data Input		
Full, partial AEDT Standard Input File (ASIF) import	✓	✓
ASIF splitter utility for large studies	✓	✓
Integration with TARGETS*	✓	✓
Integration to PDARS, SWAC, TAAM*		✓
Annual schedule to determine AAD, PMAD		✓
Sources		
Jets, props, helis	✓	✓
User defined aircraft	✓	✓
Non-aircraft emission sources		✓
Modeling		
User defined profiles	✓	✓
Compare environmental consequences (“change analysis”)	✓	✓
What-if analysis (“impact evaluation”)	✓	✓
High fidelity weather	✓	✓
Runway to runway operations	✓	✓

Dynamic noise receptor grids		✓
Gate to gate operations including surface movement		✓
National/global noise exposure		✓
National/global emissions inventory		✓
Pollutant dispersion for air quality modeling		✓
Processing		
Distributed Processing	✓	✓
Results		
Noise contours	✓	✓
Emissions and fuel consumption inventory	✓	✓
Pollutant dispersion		✓
AEDT 2a functionality expanded in AEDT 2b		
ASIF capabilities		
Aircraft fleet database		
User defined noise capabilities		
User defined weather		
Operations types		
Creation & editing of airport, equipment, and movement inputs		
Extended GIS capability		
Integrated processing of demographic/population data		
* Will be completed after the initial release of AEDT 2b.		

2. **Will air pollutant concentration capabilities be available in AEDT 2a?**
Emissions dispersion, which models pollutant concentrations, will be available in AEDT 2b. That capability is not in 2a.
3. **Will it be possible to disperse vector tracks like point tracks in AEDT 2a? INM only allowed point track dispersion but this was timelier to set up than vector tracks.**
Dispersed vector tracks will not be available until 2b.
4. **Will AEDT model military aircraft?**
Yes, any military aircraft for which we have data (INM has historically included NOISEMAP aircraft) can be modeled.

Database

5. **Will AEDT 2a have flight profiles already pre-loaded?**
Standard 1845 flight profiles are already pre-loaded.
6. **Will I be able to update the Airport database with the 56 day [FADDS](#) data?**
Each release of AEDT 2a reflects the latest FADDS data as of the AEDT 2a release date; the Airport database is not updated and released separately from AEDT 2a.
7. **Are SIDs and STARs already loaded?**
SIDs and STARs are not loaded into the AEDT database.

Data Import

8. **Can I import 2010 census shapefiles into AEDT?**

There is a Population Import Tool (PIT) that facilitates the import of 2000 and 2010 census data. For more information regarding the PIT please see Appendix E of the AEDT 2a [User Guide](#).

9. What is the best way to import flight tracks if I do not have experience with NIRS or custom tools written for producing ASIF files?

[TARGETS](#) to AEDT is the recommended method of creating the data needed for the ASIF import.

10. Do GIS layers need to be defined in decimal degrees or UTM before importing into AEDT or does AEDT project an imported layer in other coordinates?

Either projection (UTM or lat/lon) can be used, but NAD83 or WGS84 datum is required.

11. Are there any capabilities to import from or export to CAD files?

No. However external converters may be available to do the conversions as needed. Note that currently, ESRI does have an "ArcGIS for AutoCAD" product that may do what you need. Other third party conversion tools may also be available as well.

Noise

12. Why are receptor elevations the same as the airport elevation? An example is Reno airport which is in a mountainous terrain environment. Would it be correct to put in the actual receptor elevation?

Studies for geographies with significant topography should use terrain data. The receptor elevation is then set to the terrain elevation at the receptor's lat/lon (or x/y). In regions where topography is relatively flat, use of terrain data is not required for analysis of air traffic airspace and procedure actions. If there is uncertainty in the use of terrain and its potential influence on noise exposure in a specific study, for example, where there is substantial variation (hundreds of feet) in natural terrain in the study area, the analyst should coordinate with the appropriate FAA regional or service center office. For more information concerning NEPA studies, please refer to the section on "Use of terrain for analyses" in the [Guidance on Using AEDT 2a to Conduct Environmental Modeling for FAA Air Traffic Airspace and Procedure Actions](#) document.

Emissions

13. What is the mixing height used in AEDT 2a?

In AEDT 2a, 3,000 ft AFE is used for the mixing height at all times. The numbers in the Airport database came from the EPA (see link below), however this source is considered outdated and therefore the numbers for the mixing height included in the Airport database are not used in calculations.

<http://www.epa.gov/ttn/scram/mixingheightdata.htm>

14. AEDT 2a is typically utilized for actions above 3,000 feet AGL. Can emissions be reported below 3,000 feet AGL by AEDT 2a?

Yes, below 3,000 feet is one of AEDT's standard reporting regimes. AEDT supports flight performance modeling and analysis for runway-to-runway flight tracks and operations.

15. Is AEDT 2a capable of calculating aircraft emissions above 3000 feet AGL? When evaluating an airspace procedure at 4,000 AGL and mixing height at 5,000 AGL can I calculate emissions with AEDT 2a or do I need to wait until AEDT 2b?

Yes, fuel burn and emissions are computed for all phases of flight that are modeled in AEDT 2a.

16. Can I run a noise study without running emissions, or vice versa?

Yes, noise and emissions outputs can be run together in one job or run independently from each other in separate jobs.

17. For new OAPM studies, is AEDT 2a required for non-NEPA analysis such as operator fuel burn benefits modeling?

Yes, any compliance work previously done with NIRS must now be done with AEDT. However any work studies started with NIRS prior to March 21, 2012 may continue to use NIRS. The Federal Register notice 77 FR 18297 explains this policy and can be found [here](#).

GUI

18. Are changes made in the GUI, such as creating a new receptor set, also saved in the study database?

The AEDT 2a GUI does not support editing most input data in the GUI. You can make minor changes to things like receptor sets via the GUI and they will be saved in the database. However, most changes need to be established via editing the ASIF file and re-importing it into AEDT 2a.

ASIF

19. How can I validate ASIF XML file?

The following website can be used to validate an XML file against the corresponding schema: <http://www.corefiling.com/opensource/schemaValidate.html>. It will list any validation errors in the XML. The ASIF schema file, ASIF.xsd, is located under
C:\AEDT\AEDT_Workspaces\ASIF_Import\Import_Files

20. Is there a sample ASIF XML file?

A sample ASIF, asif_small.xml, is located under
C:\AEDT\AEDT_Workspaces\ASIF_Import\Import_Files.

21. Does AEDT use the <speed> value under the <trackNode> element in ASIF?

AEDT 2a will ignore speed input except when associated with sensor path points outside the terminal area (i.e. above 10,000 feet for the departure portion of the sensor path; above 6,000 feet AFE for the arrival portion) or fixed point profiles.

Weather

22. For average annual weather, does AEDT take the weather data of the closest airport and interpolate it to the altitude of the airplane?

Yes, AEDT uses the weather data of the closest airport. Or, you can check the “Use single airport weather” option in Run Options dialog if that’s desired. For more information concerning NEPA studies, please refer to the section on “Use of weather information for analyses” in the [Guidance on Using AEDT 2a to Conduct Environmental Modeling for FAA Air Traffic Airspace and Procedure Actions](#) document.

23. Is a study boundary required when using high fidelity weather data?

Yes, a study boundary is required in order to use high fidelity weather.

24. Why does my flight fail using high fidelity weather when it was flown successfully using average annual weather?

When high fidelity weather is used, some operations may fail because they are not able to fly the specified path under certain atmosphere conditions.

25. Is it possible to create user-defined climate in AEDT 2a?

No, currently the climate data in the airport database and ASIF are not used in AEDT 2a.

26. Can AEDT 2a accept GRIB1/2 weather data?

While AEDT supports certain specific data products that are in the generic GRIB format, those data products (RUC13 and RUC20) that are available are in the U.S./North American geographical space only.

27. Does AEDT 2a support RAP data?

AEDT 2a does not support RAP data. RAP data is the next-generation version of the RUC and officially replaced RUC in May 2012. RAP data will have to be converted to RUC format for import into AEDT 2a.

Sensor Path

28. Does AEDT do any internal smoothing of radar track inputs to eliminate altitude aberrations?

AEDT does smooth and filter altitude and speed values given in input trajectory data specifically for SensorPath operations. Geographic location information from the input trajectory data is not changed. The smoothing and filtering process is as follows:

- 1) Discard points that exceed the BADA global longitudinal acceleration limit.
- 2) Discard points that exceed the BADA global normal acceleration limit.
- 3) Perform exponential smoothing of the remaining altitude and speed values in the forward and reverse directions.
- 4) Points are reduced to locations where acceleration or climb angle is equal to 130% or 70% of the average.

Please see the AEDT 2a technical manual for further information.

29. Are there any requirements for sensor path points?

- Sensor path operations in AEDT 2a require at least two points in the terminal area (below 10,000 ft AFE) at both ends of the flight.
- Consecutive sensor path points at the same geographic location can lead to the NaN (not a number) exception.

30. Which fields are required or optional for the <sensorPath> element in ASIF?

- The <speed> field is specified as an optional element in the ASIF schema, but it is necessary in order to import the ASIF file.

- The <speed> field in each <sensorNode> is used in calculation, but only above 10,000 ft AFE on the departure end and 6,000 ft AFE on the arrival end – i.e. only in the BADA regime.
- Below that altitude, the calculations are handled via the same 1845 mechanism used for altitude controls. So input altitudes are followed, but speeds are defined by the corresponding ANP procedure chosen for the particular flight operation, not the speeds given for each sensorNode.
- The <messageTime> field is not used in the calculation, and it does not need to be adjusted.
- The <thrust> values are ignored. AEDT 2a calculates its own thrust values which represent the thrust required to fly the smoothed and filtered input data as determined by the SAE AIR 1845 model at altitudes within the terminal area and BADA at altitudes outside the terminal area.

Fixed Point Profiles (User-defined Profiles)

31. Are there any requirements for using fixed point profiles?

In order to get correct noise output from AEDT the units for your input fixed point profile thrust values must match those for the corresponding NPD data for the aircraft type being modeled. For large commercial aircraft this is generally net corrected thrust per engine in pounds.

32. Can I model runway-to-runway operations using fixed point profiles?

No, this is not supported in AEDT 2a. Only single-airport operations (i.e. just an arrival or just a departure) are supported using fixed point profiles.

33. Are flight operations using fixed point profiles affected by weather?

No, the fixed point profiles are always completely insensitive to atmospheric conditions/weather. The flight operations using fixed point profiles will follow your input location, speed, altitude, and thrust data exactly to calculate flight performance.

Aircraft Substitution

34. What is the helicopter substitution list for AEDT 2a?

The following table contains the helicopter substitution list for AEDT 2a. This list is based on the latest substitution list in INM Version 7.0d. This information is provided to assist users in selecting appropriate helicopter substitutions for those helicopters that are not in the AEDT 2a database.

Helicopter Name	Description	Substitution Helicopter
SA316	Aerospatiale Alouette III	SA350D
SA313B	Aerospatiale SA 313B Alouette II	B206L
SA315B	Aerospatiale SA-315B	SA350D
AS-350	Aerospatiale SA-350 Astar (AS-350)	SA350D
SA360C	Aerospatiale SA-360C	SA365N
SA365C3	Aerospatiale SA-365C3	SA365N
A109E	Agusta A-109 E	A109
A109C	Agusta A-109C	A109
A109K2	Agusta A109K2	A109
A109LUH	Agusta A-109LUH	A109
A119 MKII	Agusta A109-MKII	A109
A109S	Agusta A109S	A109
A109SP	Agusta A109SP	A109

A119	Agusta A119	A109
AB139	Augsta/Bell 139	SA330J
B206L-1	Bell 206L-1 Long Ranger	B206L
B206L-3	Bell 206L-3 Long Ranger	B206L
B206L-4	Bell 206L-4 Long Ranger	B206L
B206L-4 STC	BELL 206L-4 STC00036SE	B206L
B206L-4T	Bell 206L-4T Long Ranger	B206L
Bell 214B-1	Bell 214B-1	B212
B222B	Bell 222B	B222
B222U	Bell 222U Fxd Skd Gear	B222
B230	Bell 230 Fxd Skd Gear	B222
B230	Bell 230 RTR WHL GR	B222
Helicopter Name	Description	Substitution Helicopter
B407	Bell 407 / Rolls-Royce 250-C47B	B407
B412EP	Bell 412 EP	S76
B412	Bell 412 HP	S76
B412SP	Bell 412 SP	S76
B47G2	Bell 47 G2	R44
B47G4	Bell 47 G4	R44
AH-64 Apache	Boeing AH-64 Apache	S70
MD600N	Boeing MD 600N	MD600N
MD900	Boeing MD 900	MD600N
MD520N	Boeing MD520N	MD600N
BO105LSA-1	Boelkow BO-105 LS A-1	BO105
EH101/300/500	EH Industries EH101/300/500	S65
EH110/510	EH Industries EH110/510	S65
Enstrom 280 FX	Enstrom 280 FX	R44
E 280C	Enstrom 280C	R44
E 280FX/F-28F	Enstrom 280FX/F-28F	R44
E 480	Enstrom 480	H500D
E 480B	Enstrom 480B	H500D
F28C	Enstrom F28C	SC300C
F28F	Enstrom F28F	SC300C
E TH28/480	Enstrom TH28/480	H500D
AS 332L2	Eurocopter AS 332L2	S70
AS 350 B1	Eurocopter AS 350 B1	SA355F
AS 350 B2	Eurocopter AS 350 B2	SA355F
AS 350 B3	Eurocopter AS 350 B3	SA355F
AS 350 BA	Eurocopter AS 350 BA	SA355F
AS 350 BB	Eurocopter AS 350 BB	SA355F
AS 355F1R	Eurocopter AS 355 F1R	SA355F
AS 355F	Eurocopter AS 355F	SA355F
AS 355F1	Eurocopter AS 355F1	SA355F
AS 355F2	Eurocopter AS 355F2	SA355F
AS 355FR2	Eurocopter AS 355FR2	SA355F
AS 355N	Eurocopter AS 355N	SA355F
AS 355NP	Eurocopter AS 355NP	SA355F
AS 365 N2	Eurocopter AS 365N2	SA365N
AS 365N3	Eurocopter AS 365N3	SA365N
EC 120	Eurocopter EC 120	SA341G
EC130B4	Eurocopter EC-130B4	EC130
EC130T2	Eurocopter EC-130T2	EC130

EC135	Eurocopter EC-135	EC130
EC135 (CDS)	Eurocopter EC-135 (CDS)	EC130
EC135T1 (CDS)	Eurocopter EC-135 (CDS)	EC130
EC135 (CDS/CPDS)	Eurocopter EC-135 (CDS/CPDS)	EC130
EC135T1 (CDS/CPDS)	Eurocopter EC-135 (CDS/CPDS)	EC130
EC135P1	Eurocopter EC-135P1	EC130
EC135P2	Eurocopter EC-135P2	EC130
EC135P2 (CPDS)	Eurocopter EC-135P2 (CPDS)	EC130
EC135P2+	Eurocopter EC-135P2+	EC130
EC135T1	Eurocopter EC-135T1	EC130
EC135T2	Eurocopter EC-135T2	EC130
EC135T2+	Eurocopter EC-135T2+	EC130
Helicopter Name	Description	Substitution Helicopter
EC155B	Eurocopter EC-155B	SA365N
EC155B1	Eurocopter EC-155B1	SA365N
EC225LP	Eurocopter EC-225LP	S70
EC635T1	Eurocopter EC-635T1 (CPDS)	EC130
EC635T2+	Eurocopter EC635T2+	EC130
EC135T2(CPDS)	Eurocopter EC-T2 (CPDS)	EC130
MD500C	Hughes MD500 C	H500D
KA32A11BC	Kamov KA-32A11BC	S70
MD500N	McDonnell Douglas MD-500N	H500D
SW4	PZL Swidnik SW-4	SA350D
W3A	PZL Swidnik W-3A	SA330J
W3AS	PZL Swidnik W-3AS	SA330J
R22BETA	Robinson R22 Beta	R22
R22MARINER	Robinson R22 Mariner	R22
S269C-1	Schweizer 260C-1 (Upturned Exhaust and Diff.)	SC300C
S269C	Schweizer 269C (Includes Muffler & Resonator)	SC300C
S269C	Schweizer 269C (Includes Muffler)	SC300C
S269C	Schweizer 269C (Upturned Exhaust)	SC300C
S269D(Conf. A)	Schweizer 269D (Config. A)	H500D
S269D(330SP)	Schweizer 269D(330SP)	H500D
S300C	Schweizer 300C (1)/ Upturned Exhaust	SC300C
S300C	Schweizer 300C (2)/ Includes Muffler	SC300C
S300C	Schweizer 300C (3)/ Muffler & Resonator	SC300C
S330	Schweizer 330 / Allison 250-C20 Turboshaft	H500D
S269D/330	Schweizer S269D/330	H500D
S76A+	Sikorski S-76A+	S76
S76B	Sikorski S-76B	S76
S-76C+	Sikorski S-76C+	S76
S64-F	Sikorsky S-64-F	S65
S-76A STC 568NE	Sikorsky S-76A STC 568NE	S76
S-76C	Sikorsky S-76C	S76
S92	Sikorsky S-92	S70

AEDT 2a Known Issues

1. AEDT 2a has a limited date range that can be used in analyses (internal bug 9571).

AEDT study database uses the SMALLDATETIME data type for the date/time fields. This data type ranges from January 1, 1900 through June 6, 2079.

In addition, AEDT does not support opening studies with airports that have expiration dates set to a past date. For example, if a study contains an airport with expiration date set to 1/1/2013, AEDT will not be able to open that study after 1/1/2013. This issue may prevent the user from opening studies with old airport configurations.

2. Atmospheric absorption is not applied for perceived/tone-corrected metrics (internal bug 9426).

In INM, the atmospheric absorption adjustment computed with A-weighting applied to both A-weighted metrics and perceived/tone-corrected metrics. In AEDT 2a, atmospheric absorption adjustment is not applied during the computation of the perceived/tone-corrected metrics. Due to this bug, AEDT 2a does not match INM. The AEDT 2a Technical Manual states that AEDT is applying the atmospheric absorption adjustment computed with A-weighting to perceived/tone-corrected metrics; but this is not a correct statement due to this bug.

3. Importing a partial ASIF with <trackOpSet> content resets a wrong job (internal bug 10938).

A workaround is to manually reset the job associated with the partial ASIF then rerun the job. You also need to rerun the job that was automatically reset if you want the results. To avoid re-running the job, either save the previous results or create a database backup file (.bak).

4. Emissions Report exports 0 for emissions values if there are more than 1,000 rows/results (internal bug 9570).

A workaround is to select units other than Kilograms or Metric Tons when there are more than 1,000 rows. Select Grams, Pounds, or Short Tons as the unit, then export the emissions report. Any necessary conversions can be done in Excel.

5. Lateral Attenuation is not correctly applied for NOISEMAP/Military aircraft during acoustic calculations (internal bug 11602).

Military aircraft are not being designated as such within AEDT, which prevents lateral attenuation from being correctly applied to NOISEMAP military aircraft.