

APPENDIX B: AIRCRAFT MODELING SUBSTITUTION

Ron Seymour

From: Hua.He@faa.gov
Sent: Friday, September 05, 2008 10:31 AM
To: Ron Seymour
Cc: Lindsay Baumaister; jake.plante@faa.gov; Michelle.Simmons@faa.gov
Subject: RE: INM Substitutions Request

Ron,

AEE received your request for aircraft substitution in noise modeling for the Chandler Part 150 Study. We approve the aircraft as suggested in your email, except for Socate TBM-700, for which we recommend the use of PA31, given the operation situation as provided.

A table is attached below to summarize the review/approval. Please note that approval is limited for the cited study only.

Let me know if you have further questions.

Best regards,

Bill

Aircraft	Consultant Suggestions	AEE Review
Bombardier Challenger 300	CL600	Approve
Hawker 850XP	LEAR35	Approve
Beechcraft Premier 1	CNA55B	Approve
<i>Multi-Engine/Turboprop</i>		
Kodiak 100	SD330	Approve
Piper Mirage	GASEPV	Approve
Socata TBM-700	GASEPV	Recommend the use of PA31
<i>Single Engine</i>		
Cirrus SR-20	GASEPV	Approve
Experimental	GASEPV	Approve
<i>Helicopter</i>		
AH-64 Apache	S70	Approve
Bell OH-58A Kiowa	B206L	Approve
R44	H500D	Approve

Hua (Bill) He, Ph.D.
Office of Environment and Energy (AEE)
Federal Aviation Administration
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"Ron Seymour" <RSeymour@esassoc.com>

09/03/2008 12:23 PM

To Hua He/AWA/FAA@FAA

cc "Lindsay Baumaister" <LBaumaister@esassoc.com>

Subject RE: INM Substitutions Request

Dr. He,

The number of operations by the TBM700 aircraft for the Chandler Part 150 Study is approximately 1.04 operations per average annual day in 2008 and projected to have approximately 1.10 operations per average annual day in 2013. This works out to be .004% of annual itinerant operations and .001% of total operations. On another note, we will also need to model the R44 helicopter in the Study, which was not identified on our original list we provided to you. For past noise studies, you have indicated the H500D should be used as the INM substitute for the R44. Please let me know if that substitute is still valid and if we are approved to use it for this Study.

Ron Seymour

ESA | Airports

4060 Peachtree Road, Suite D-222

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813.892-2602 | 866.701-4338 fax

rseymour@esassoc.com

From: Hua.He@faa.gov [mailto:Hua.He@faa.gov]

Sent: Wednesday, September 03, 2008 11:05 AM

To: Ron Seymour

Cc: Lindsay Baumaister

Subject: RE: INM Substitutions Request

Ron, coming back from a week long training and I am now in an one week long offsite review. I have reviewed your request and am fine with your suggestion except for

4/10/2009

one aircraft - the Socata TBM-700. I asked for operation to determine if a PA31 would be a good choice. I remembered that you sent me an email, but my email folder malfunction seemed to have deleted that one. So I would like that you send me another email, and this time also let me know the percentage of TBM in the whole fleet. Thank you and I will respond once I receive your email. Thanks for your patience.

Bill

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-----"Ron Seymour" <RSeymour@esassoc.com> wrote: -----
To: Hua He/AWA/FAA@FAA
From: "Ron Seymour" <RSeymour@esassoc.com>
Date: 09/02/2008 03:26PM
cc: "Lindsay Baumaister" <LBaumaister@esassoc.com>
Subject: RE: INM Substitutions Request

Dr. He,

I wanted to follow-up with you regarding the substitution list discussed below for the Chandler Municipal Airport FAR Part 150 Study to see if you needed any additional information. I will be going on vacation at the end of this week so I have added my co-worker to this email. Please respond to both of us when you have made your determination.

Thank you,

Ron Seymour
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rseymour@esassoc.com

From: Ron Seymour :PersonName
Sent: Friday, August 15, 2008 4:12 PM
To: 'Hua.He@faa.gov'
Subject: RE: INM Substitutions Request

Dr. He,

4/10/2009

In our phone conversation yesterday you had requested some information on the number of operations by the TBM700 aircraft for the Chandler Part 150 Study. The TBM700 has approximately 1.04 operations per average annual day in 2008 and projected to have approximately 1.10 operations per average annual day in 2013. Please let me know if you need additional information regarding this aircraft to help determine a suitable INM substitute.

On another note, we will also need to model the R44 helicopter in the Study, which was not identified on our original list we provided to you. For past noise studies, you have indicated the H500D should be used as the INM substitute for the R44. Please let me know if that substitute is still valid and if we are approved to use it for this Study.

Ron Seymour
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From: Hua.He@faa.gov [mailto:Hua.He@faa.gov]
Sent: Friday, August 08, 2008 8:20 AM
To: Ron Seymour
Subject: Re: INM Substitutions Request

Ron, I received your email, but was not able to respond yet due to business trips and vacation. I will get back to you next week.

Bill

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-----" Ron Seymour :PersonName" <RSeymour@esassoc.com> wrote: -----

To: Hua He/AWA/FAA@FAA
 From: " Ron Seymour " <RSeymour@esassoc.com>
 Date: 07/30/2008 03:47PM
 cc: " Ron Seymour " <RSeymour@esassoc.com>
 Subject: INM Substitutions Request

Dr. He,

I am requesting your recommendation/approval for several substitute aircraft to be used in the INM modeling effort for the FAR Part 150 Study being conducted for our client, the City of Chandler, at the :city Chandler :placename

4/10/2009

Atlanta :city , GA :state 30319 :postalcode

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rseymour@esassoc.com