



Airspace Design and Environmental Program

Cleveland/Detroit Airspace Redesign

Overview

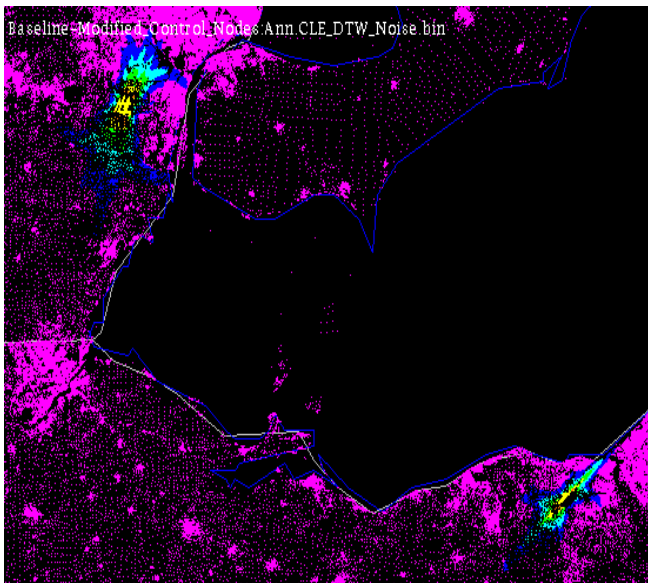
CLE/DTW Airspace Redesign Project is a major FAA project to focused at taking advantage of new runways constructed at each facility. The project is also considering high altitude or en route changes that will support the Midwest Airspace Capacity Enhancement (MACE) to alleviate the strain and complexity of the current airspace.

Project

Metron is currently leading the initial phase of noise investigation of the Cleveland/Detroit Environmental Assessment, and has been doing so since September of 2003. The initial stage of the project is to assist in the classification of the project as either an Environmental Assessment or an Environmental Impact Statement. The project currently contains two primary airports (CLE and DTW) and could expand to contain an additional 10 satellite airports. Each of the major airports operates in multiple configurations depending on time of day or weather. The specifications of the study area will be determined based on the information found by the initial noise investigation.

Technical Information

The primary tools used to discover these changes are the Airspace Design Tool or ADT and the Noise Impact Routing System or NIRS. ADT has two primary purposes. First it will be used to identify current air traffic patterns using historical radar data. From these traffic patterns noise backbones will be created and imported into NIRS to compute noise. This analysis will be considered “baseline” in that it defines current noise levels. Then ADT will be used to manipulate the baseline backbones to model alternative designs created by the airspace design team. The alternative backbones will likewise be run through NIRS to give the airspace design team and the public some idea as to the noise impact of the changes in airspace use.



NIRS exposure map displaying population exposure from CLE and DTW operations.