

# **EDMS *Reference Manual* Supplement**

## **-Model Changes Between EDMS 3.2 and EDMS 3.21-**

### **August 21, 2000**

#### **General**

<b>Change</b>	<b>Effect</b>
<p><u>Initial Dialog Box</u>            In the previous version, the default selection was "Create new study." In Version 3.21, the default selection has been changed to "Open the most recent study" if a previously opened study exists.</p>	<p>A more visually correct dialog box with which the user can more rapidly access previous studies..</p>

#### **System Tables**

<b>Change</b>	<b>Effect</b>
<p><u>General</u>            The following database tables have been updated using the latest ICAO and manufacturer information: aircraft.dbf (aircraft types and related information), eng_def.dbf (aircraft engine combinations), eng_ef.dbf (aircraft engine emission factors) and gse_def.dbf (aircraft GSE combinations).</p>	<p>The user has a greater selection of aircraft and engines with more accurate and up-to-date emission rates.</p>
<p><u>View System Tables</u>            Previously, some users experienced difficulty in printing out more than a few pages of the tables. Version 3.21 allows all tables to be printed out in their entirety.</p>	<p>Complete hard copies of system tables are now available to the user through EDMS.</p>
<p>Previously, the aircraft engine emission factor system table (eng_ef.dbf) had to be viewed and printed-out in two halves. Version 3.21 will display and print this out as a single file.</p>	<p>The user can more easily search and printout aircraft engine emission factors.</p>

## Aircraft Activity/LTO Cycles

### Change

#### General

Dialog box has been cosmetically reorganized to improve the layout and enhance user interaction.

#### “Cancel”

Previously, the “Cancel” button would close the window without warning the user that recent changes would be lost. In Version 3.21, the “Cancel” button has the same function as the close “X” in the window’s top right corner. If either are invoked and changes have been made but not applied, the user is prompted to confirm the action.

#### Aircraft/Engine Combinations In Study

Previously, in order to rename an aircraft-engine combination, the user had to select an aircraft-engine combination then select the rename button. In Version 3.21, double-clicking on an aircraft-engine combination selection in the list has the same function as choosing the “Rename Selected Aircraft-Engine Combination...” button.

In previous versions, if the user used the arrow keys to navigate the list of aircraft-engine combinations in the study, data inputs displayed on the screen did not also change to correspond to the current aircraft-engine combination selected. In Version 3.21, the up/down arrow keys now properly navigate the aircraft-engine combination list so that all data inputs listed on the screen change accordingly.

Previously, non-unique ID’s for aircraft/engine combination instances using identical airframes and engines were mistakenly being allowed in some cases. They are no longer allowed in any case.

In Version 3.2, default ID’s for an aircraft/engine combination (i.e. #1, #2, #3,...) began with #1, even if other instances of that specific aircraft engine combination existed in the study. In Version 3.21, the given default ID’s for aircraft/engine combination instances is consistent with the number of other identical aircraft/engine combinations that already exist in the study (i.e., EDMS will assign a default ID of #2 if there is one identical aircraft/engine combination that already exists in the study).

### Effect

The dialog box is less prone to small glitches. Manual input becomes easier for the user.

It becomes increasingly difficult for the user to accidentally disregard his or her changes.

Manual input becomes easier for the user.

All data inputs listed on the screen correspond to the aircraft-engine combination selected so as to avoid user confusion.

Ensures unique ID’s for each aircraft-engine combination entry so that the model can track multiple entries with the same aircraft-engine combination.

Manual input becomes easier for the user since the user may rely on the default names as always being unique and numbered in the order in which the user entered them.

In Version 3.2, if the user renamed the identification (ID) for an aircraft/engine combination instance without invoking the “Apply” button before selecting another aircraft/engine combination, an error within EDMS would occur. The ID would correctly revert to its original name, but only after a brief delay that then caused the aircraft/engine selection to be unrecognizable to EDMS. In Version 3.21, this error has been corrected. An aircraft/engine combination instance that is renamed will immediately revert to its previous ID if the “Apply” button is NOT invoked prior to closing, canceling or changing the selection.

In previous versions, infinite loops would occur when trying to add the SPEY MK511 (New Comb) or TFE 731-2 aircraft/engine combinations to a study due to inconsistent spellings in system data tables. In Version 3.21, these inconsistencies and their resulting infinite loops have been eliminated.

Previously, if the user removed an aircraft/engine combination instance from the list of aircraft/engine combinations in the study (e.g., A300-600 aircraft w/ CF6-80C2A3 engine w/ ID#1), GSE information for all instances of the identical aircraft/engine combination (e.g., A300-600 aircraft w/ CF6-80C2A3 engine w/ ID#2 or ID#3) also was deleted. Therefore, although the other instances of the aircraft/engine combination were still listed as included in the study, GSE were no longer assigned to the aircraft/engine combinations and no GSE were listed for the aircraft under the GSE screen. In Version 3.21, this has been corrected so that removing an aircraft/engine combination instance from the list of aircraft/engine combinations in the study will only remove the GSE information for that instance.

Instances in the study that are renamed but for which changes were not applied will still be recognized as part of the study.

EDMS is able to locate and process all aircraft-engine combinations selected by the user and no longer displays an error message.

GSE information will no longer vanish for all instances of an aircraft/engine combination.

## Reports

<b>Change</b>	<b>Effect</b>
<p data-bbox="232 363 480 394"><u>Print All Model Inputs</u></p> <p data-bbox="232 394 797 636">In Version 3.2, the units used in reporting lengths (e.g., the distance traveled in a parking lot) were always meters, regardless of the units selected by the user in the “Setup” dialog box under the “File” menu. In Version 3.21, the report has been modified so that the units used in reporting lengths correspond to the user’s selection made in “Setup...” dialog box.</p> <p data-bbox="232 667 797 783">Previously, the Print All Model Inputs report did not include the average taxi and queue times for aircraft. In Version 3.21, the average taxi and queue times are printed-out.</p> <p data-bbox="232 814 797 1031">In Version 3.2, the database tables used to generate the Print All Model Inputs report were not properly closed when EDMS finished printing the report. This resulted in an error message when the user attempted to access the data tables after printing. These database tables are now properly closed after the report is printed in Version 3.21.</p>	<p data-bbox="824 394 1393 457">This eliminates user confusion over the units in the printed report.</p> <p data-bbox="824 667 1393 762">Additional input data that is important when reviewing EDMS analyses is included in the Print All Model Inputs report.</p> <p data-bbox="824 814 1393 909">EDMS no longer reports an error when accessing the data tables after printing the Print All Model Inputs report.</p>