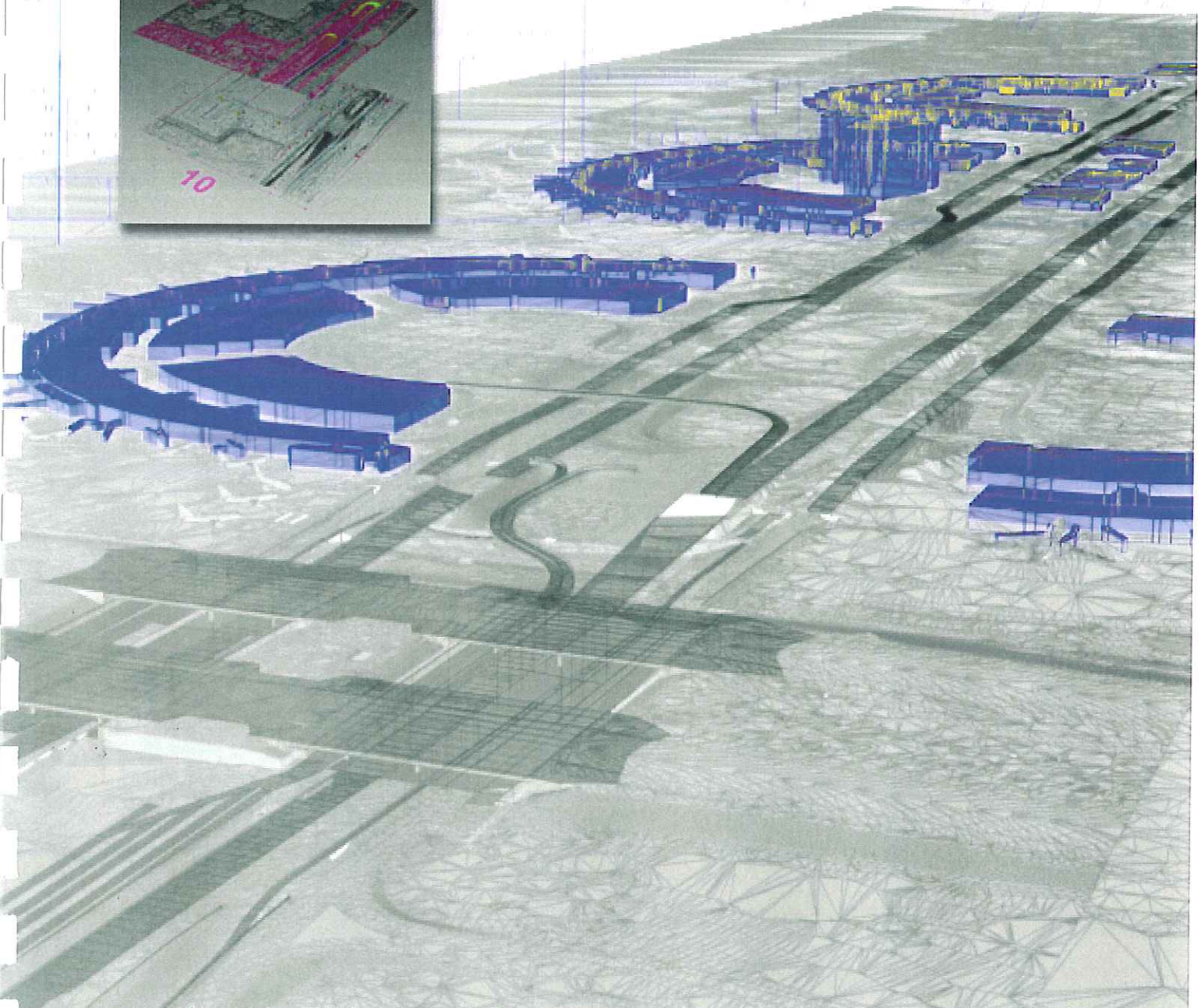
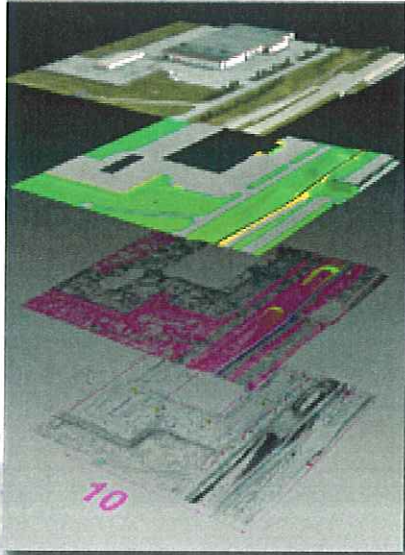
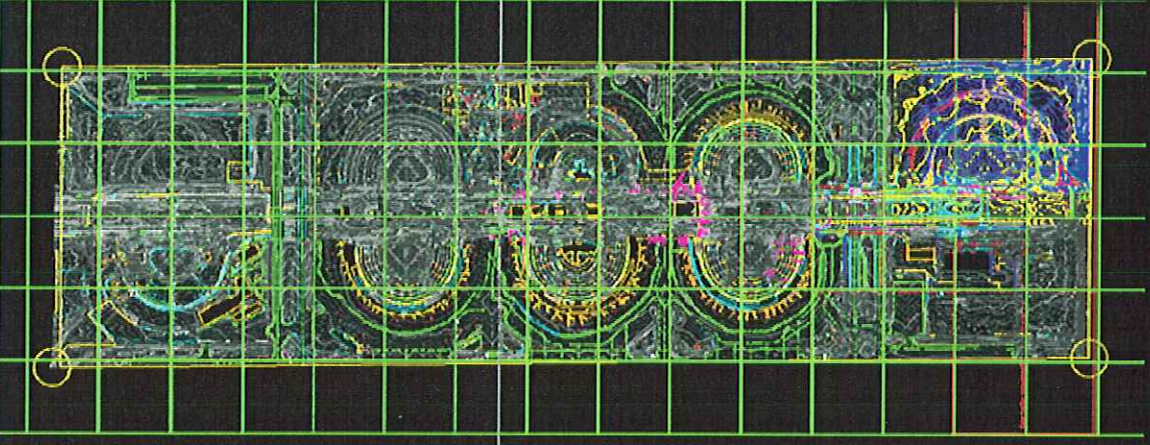
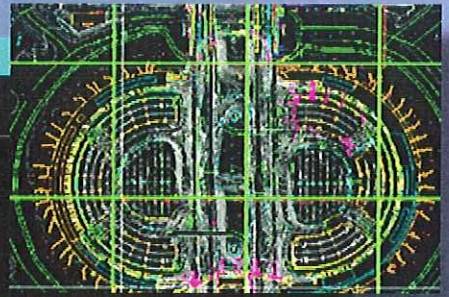


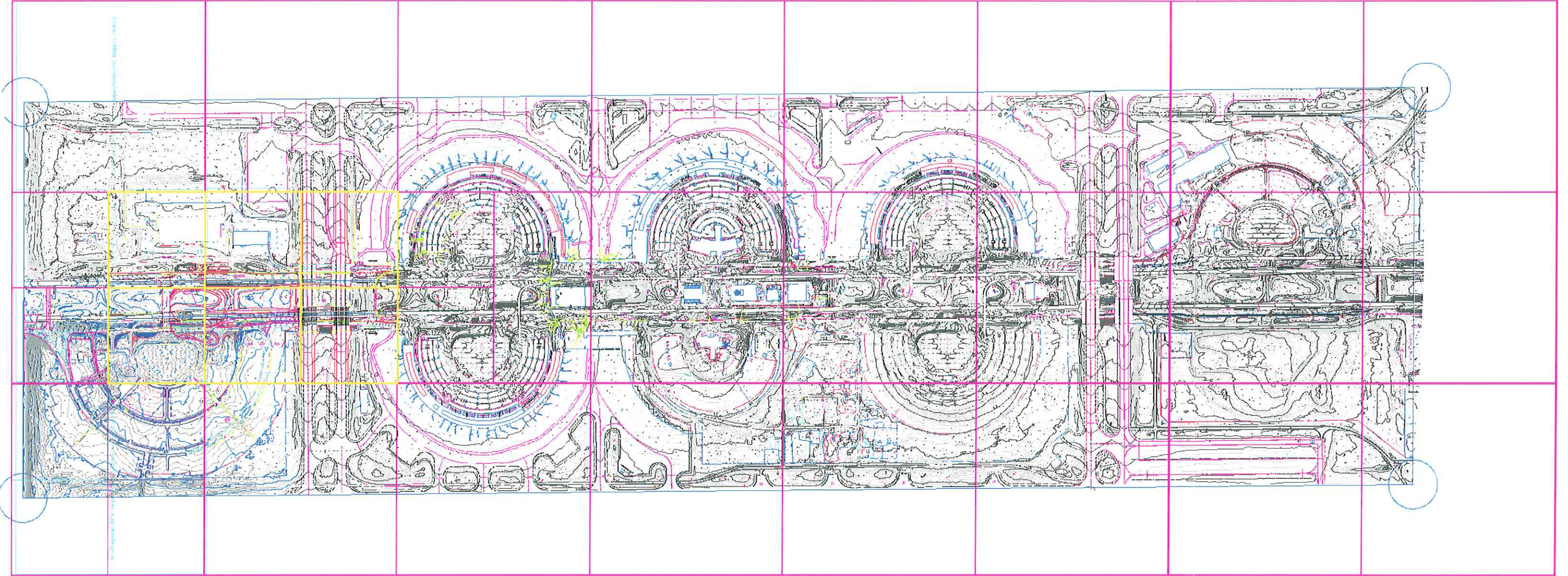
Virtual DFW Airport

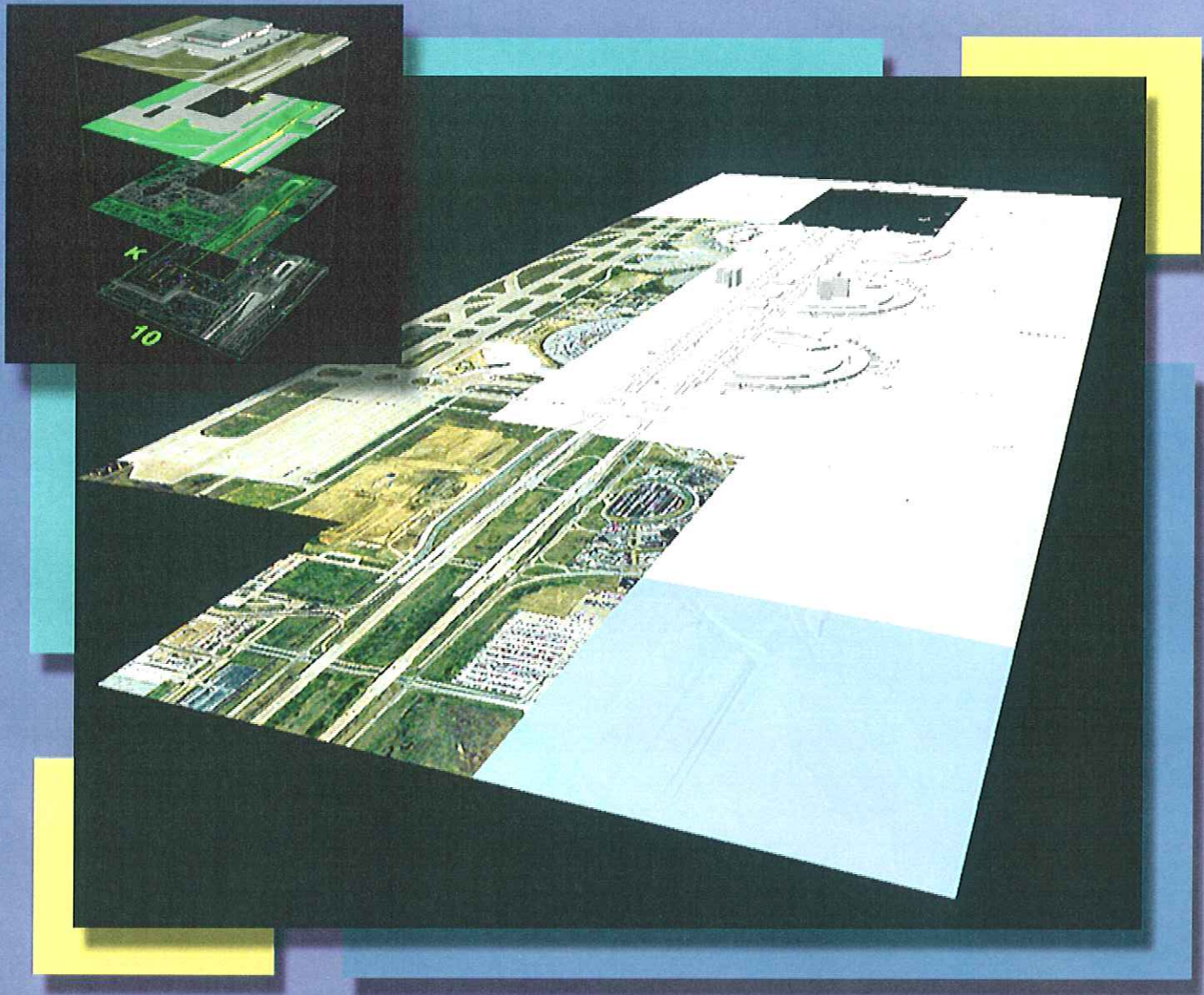




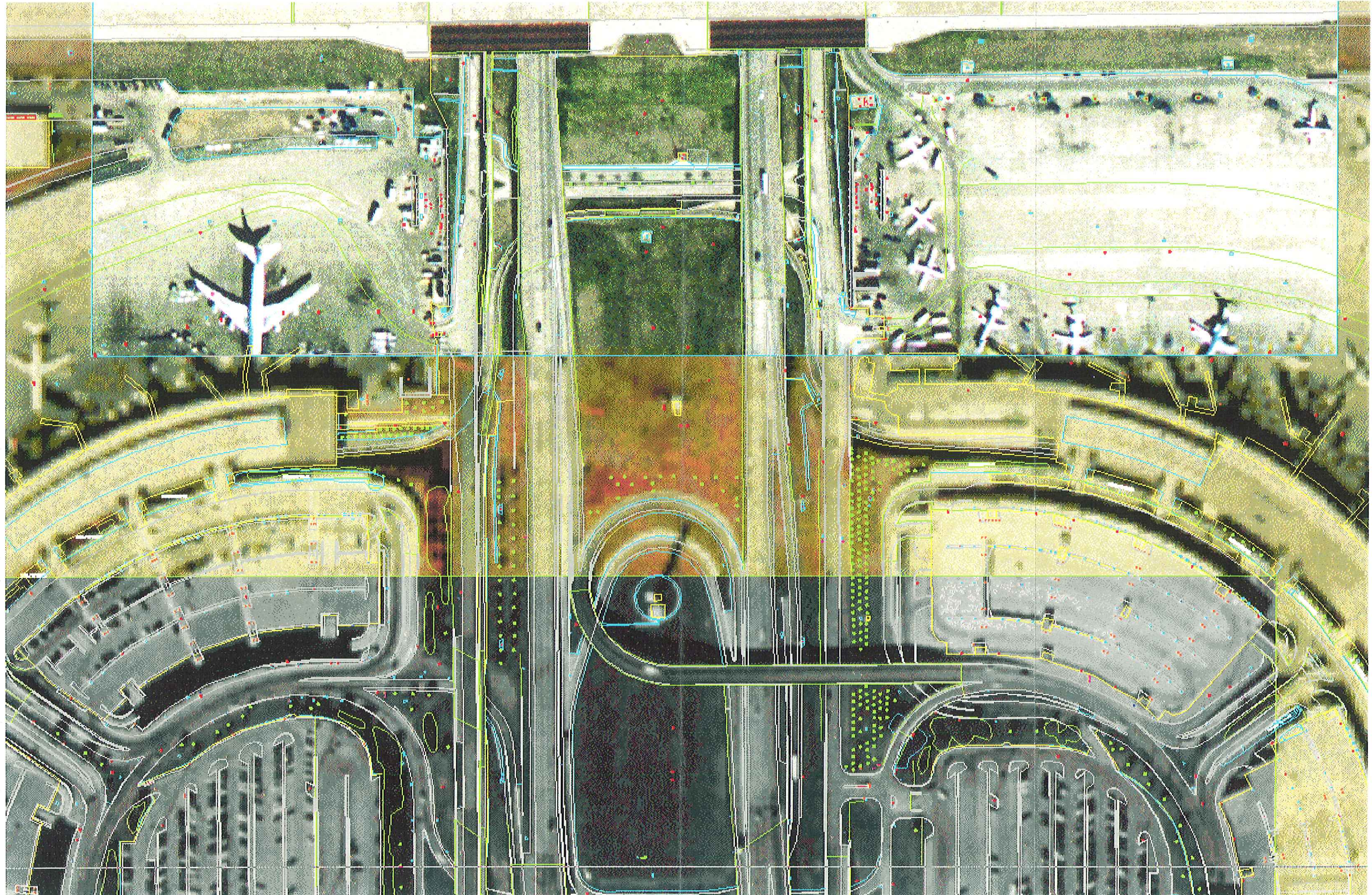
Our first step is to examine all available data and determine the best way to divide it into "Memory - Manageable" pieces for ultimate use in "Real Time" software.

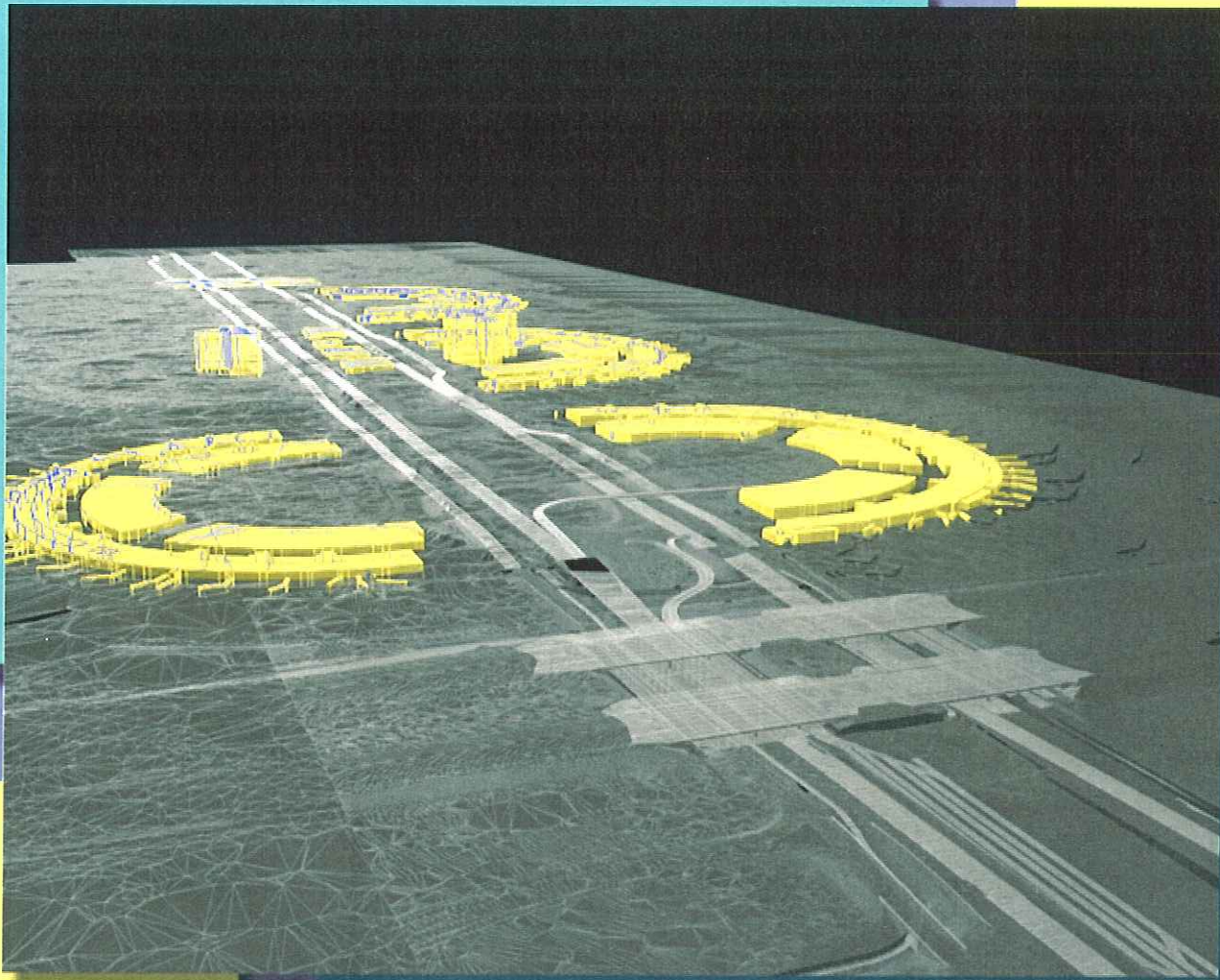




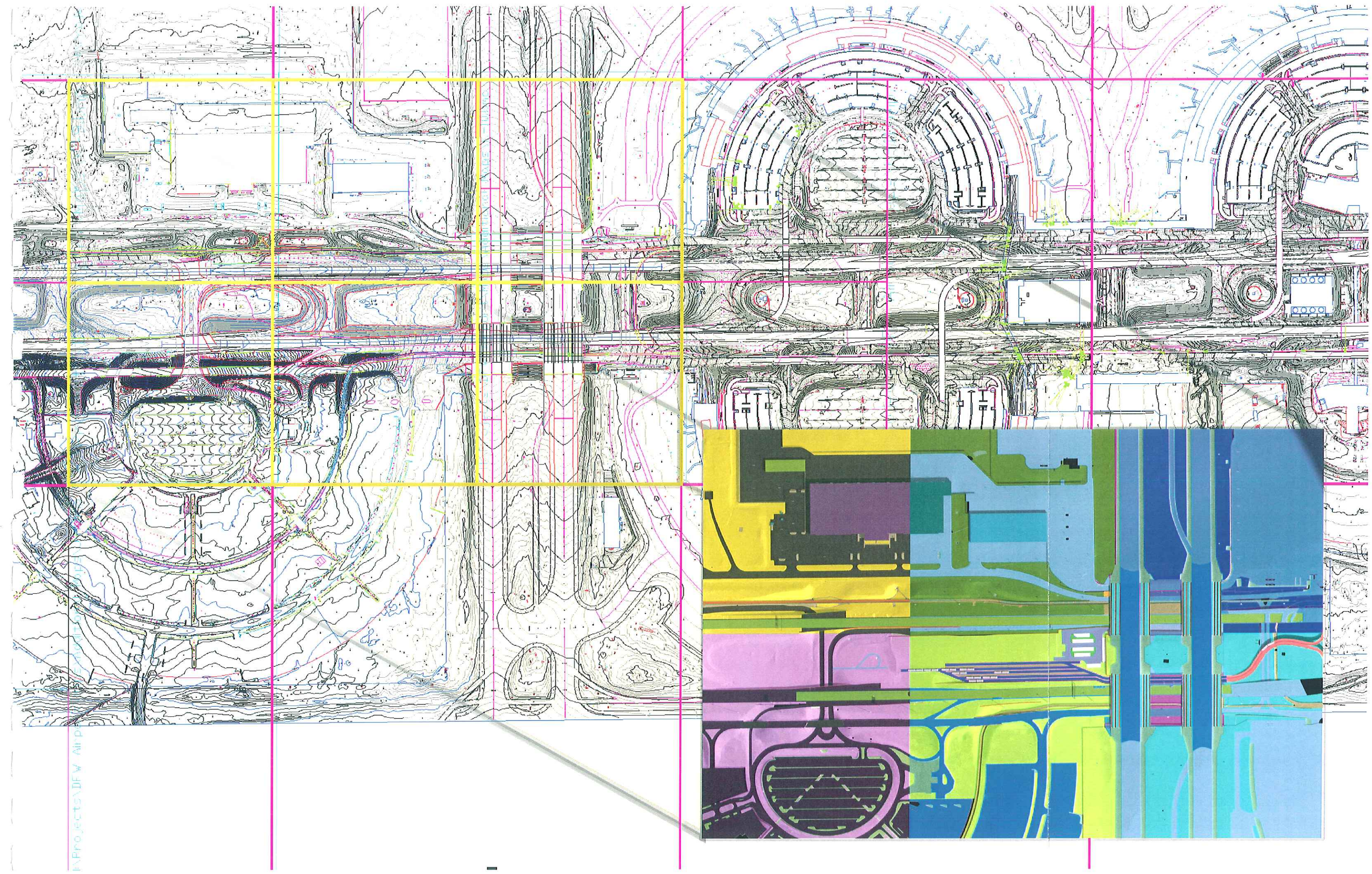


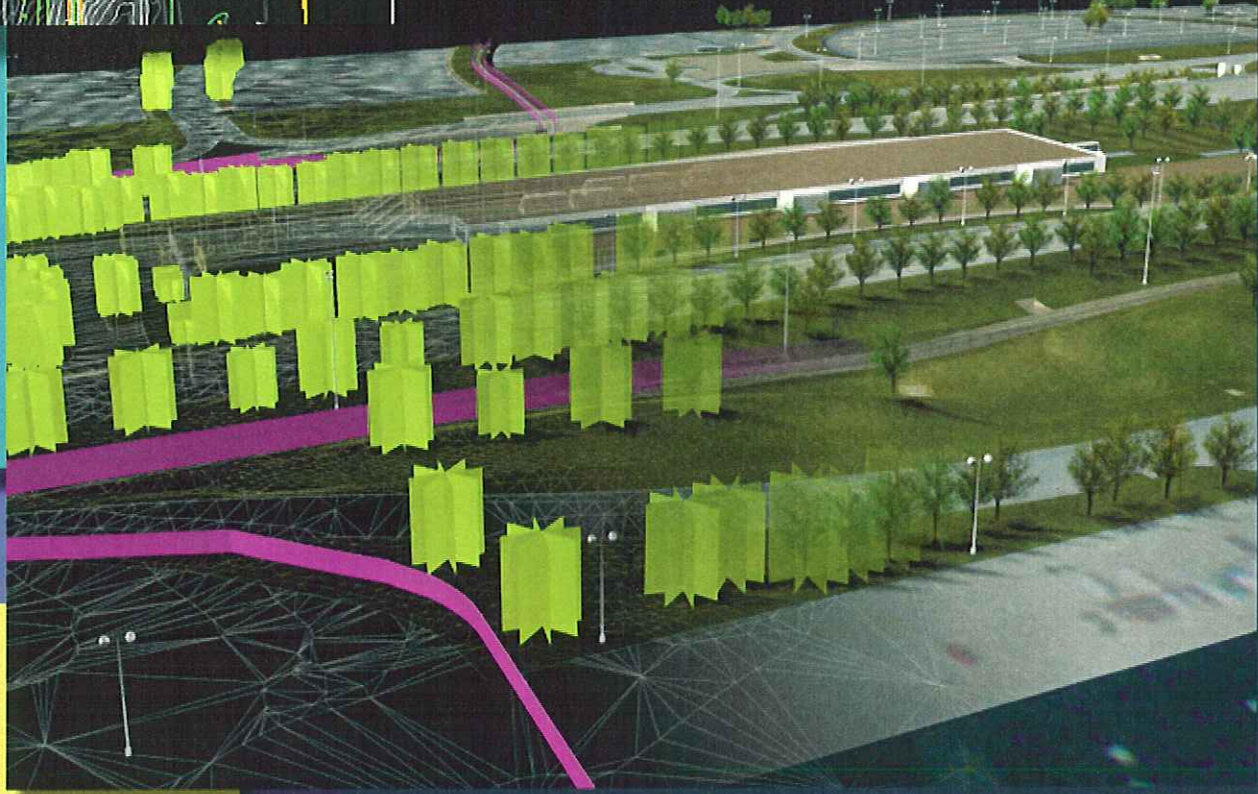
The data from each piece is translated into a tin (Triangulated Irregular Network). The tin is a mesh of lines that can be subdivided and represented three dimensionally. This process prepares a structure which meets the strict necessities of "Real Time" virtual reality modeling for large areas. This term is referred to as L.A.D.B.M. - Large Area Database Management.





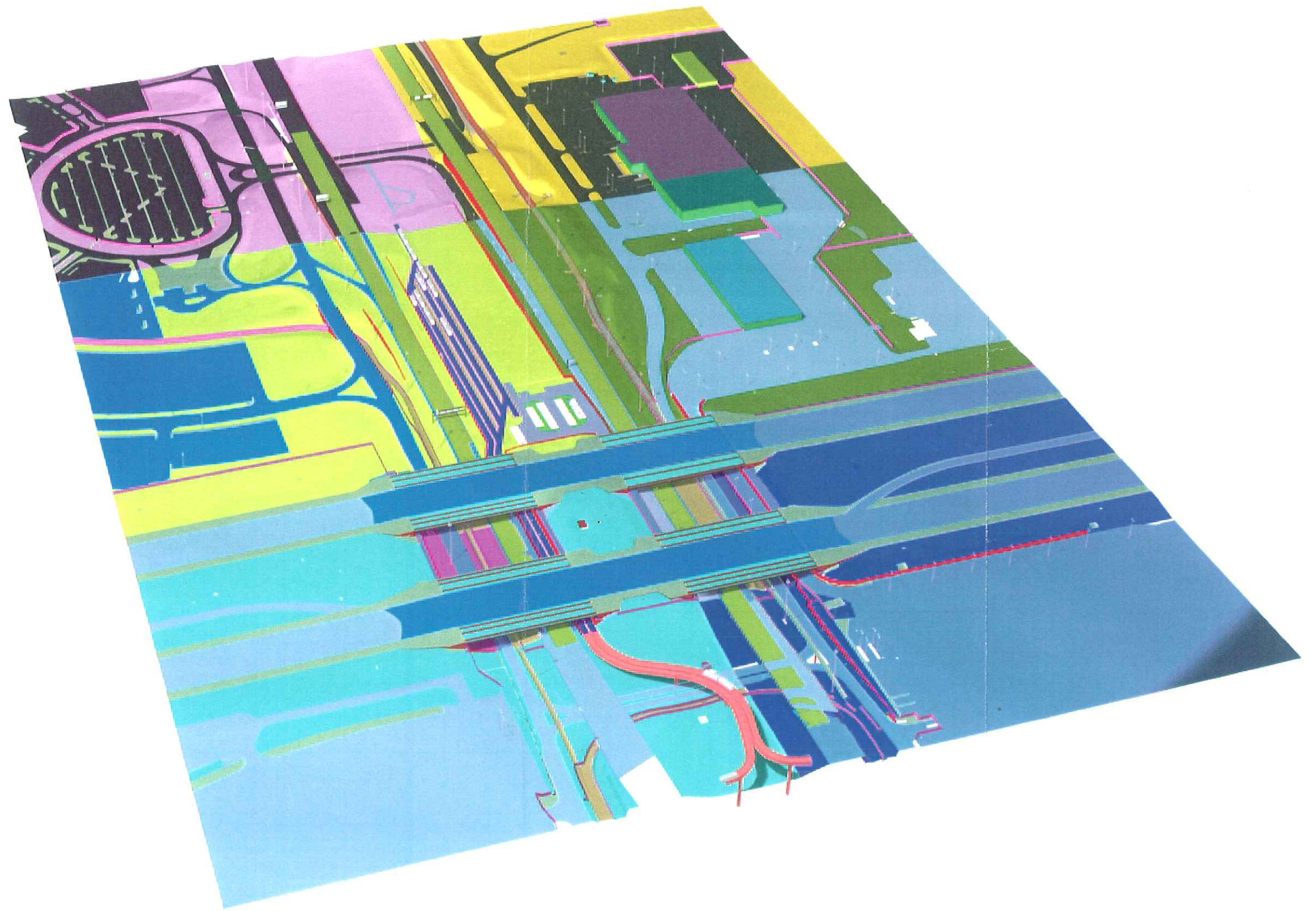
Above ground architectural features such as terminals, hotels, tollbooths, maintenance facilities, and offices are extruded from call outs within a CAD file produced from flown & surveyed data (via airborne and ground crews).

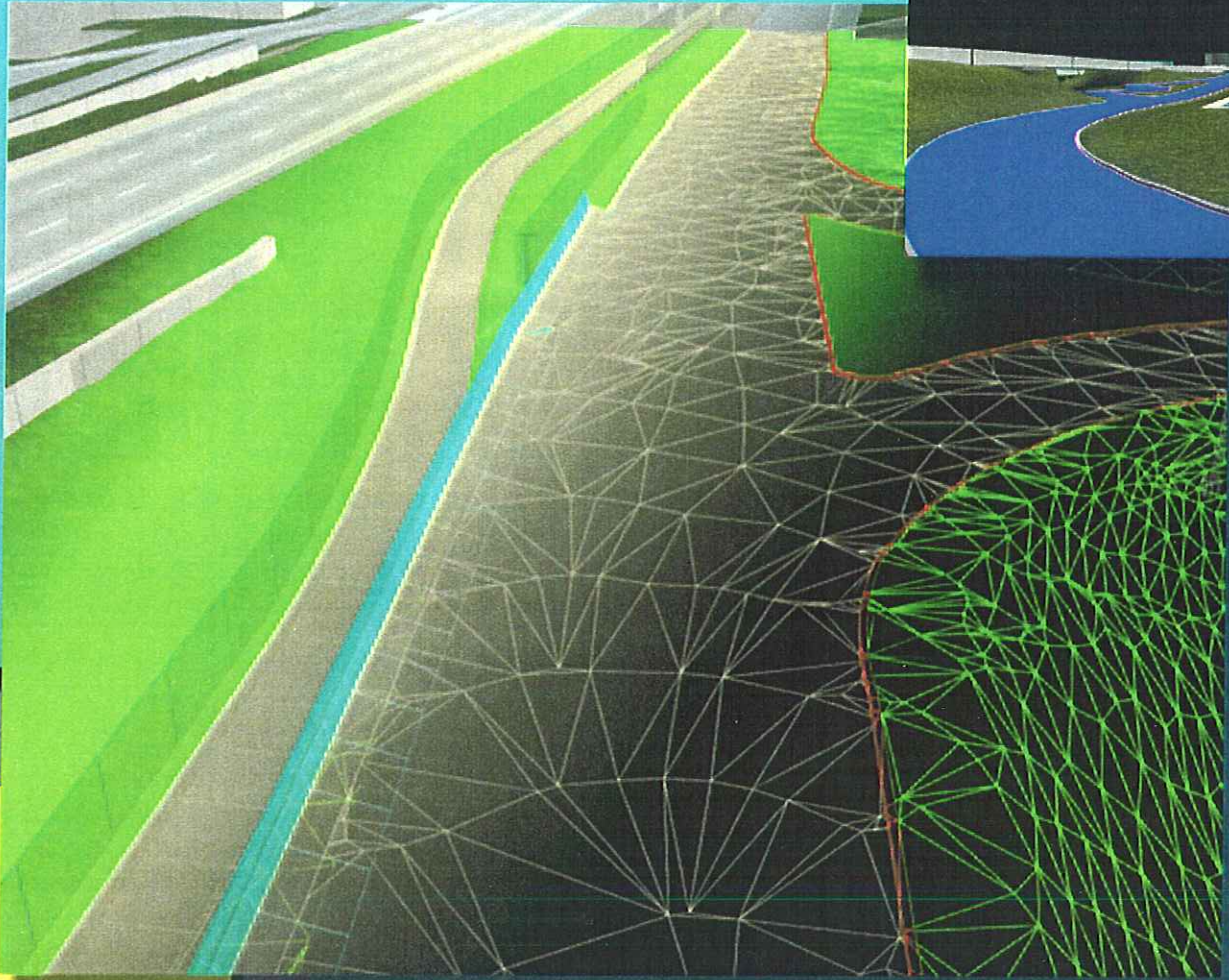




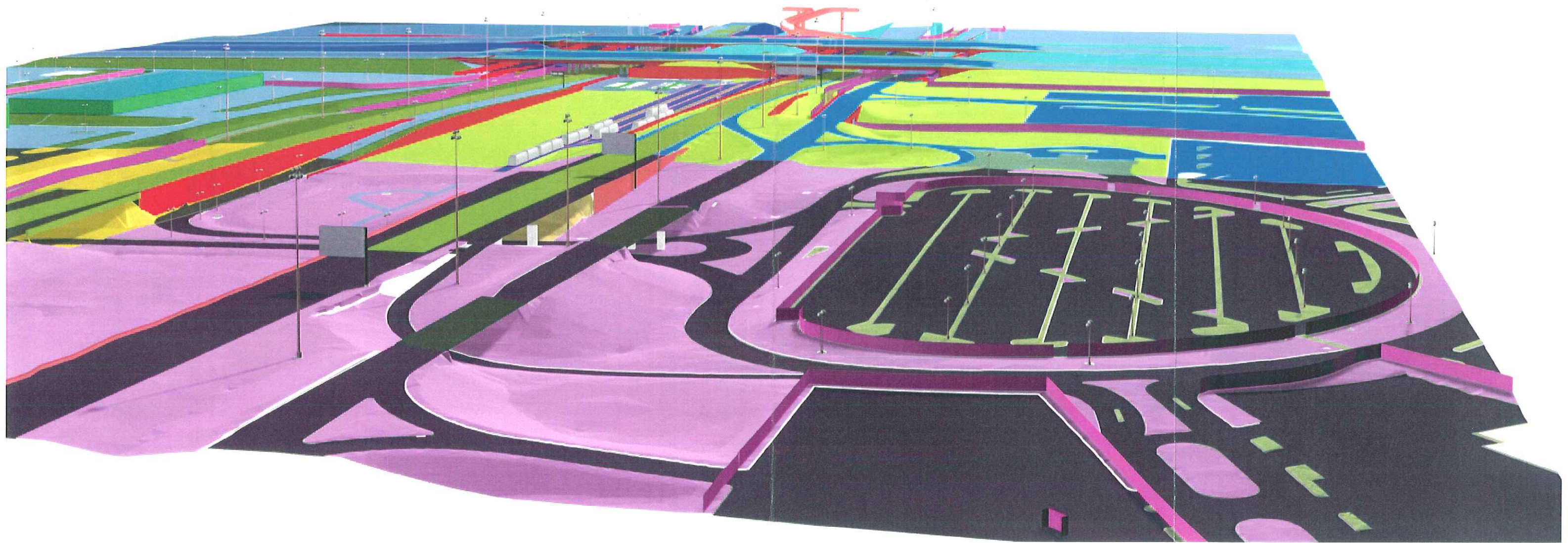
The surveyed and flow data also provides the necessary information to place other real world objects such as trees, lightpoles, fencing, etc..

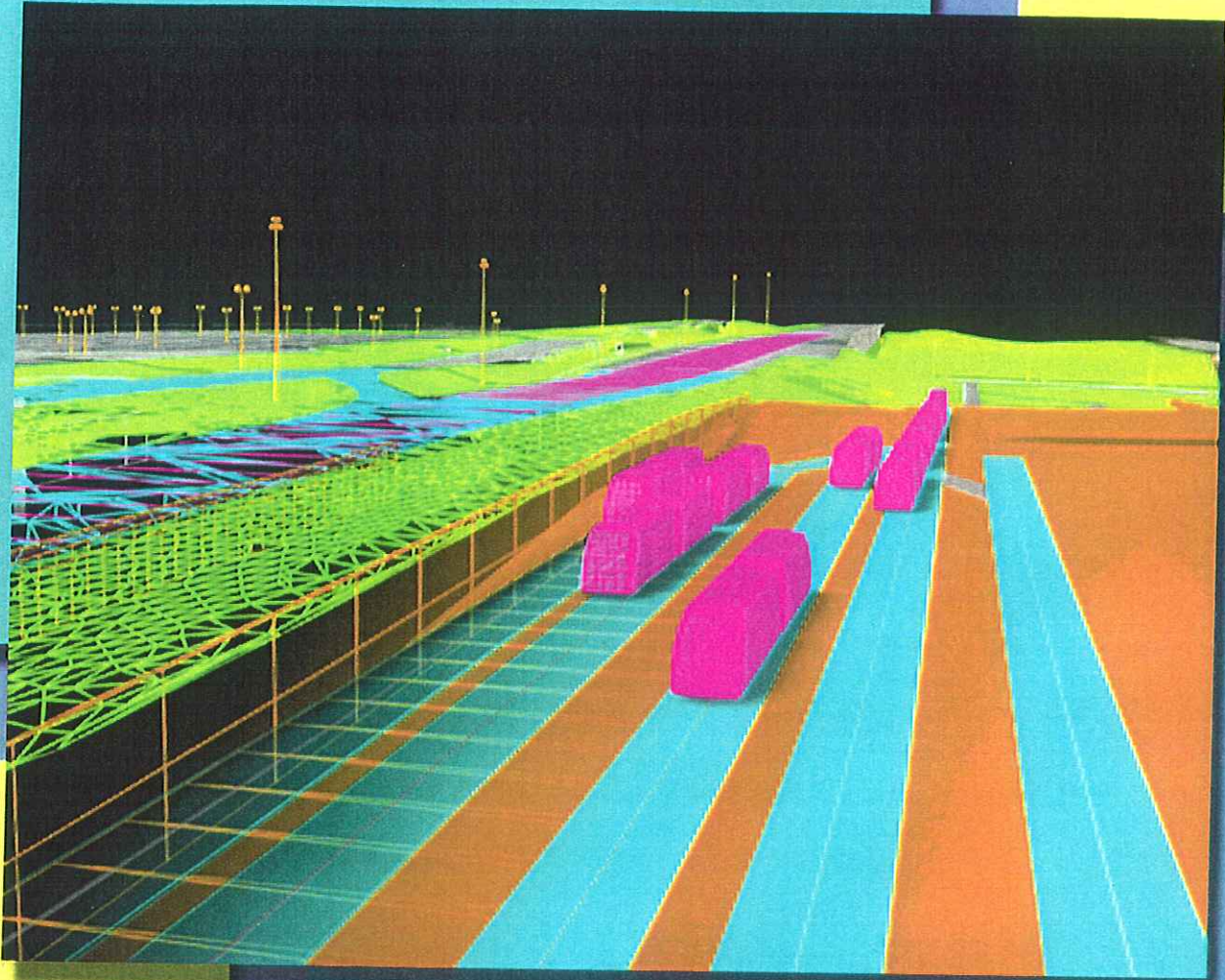
All of the data is based on 6" accurate contour lines and the aerial photography is orthographically rectified at a 2ft per pixel resolution.





The roadways and bridges are digitally constructed and based on all available proposed and existing construction CAD data. Emphasis on curb extrusions, lane width, count, and signage are applied.





Tram cars and other appropriate methods of air and ground transportation are then modeled and animated to further add to the virtual DFW environment.

