NOISE ADVISARY COMMITTEE
Parameter Table

Flight Procedure

Parameter	HVA/RNP	RNP	Noise Sensitive Hours (NSH) Runway
Time of Day	Sunrise to sunset with 15-minute grace period	24 hours	10pm-4am Preferred runway 11 Arrivals 4am-7am Preferred runway 29 Departures
Max. Tailwind (TW) Component*	0 knots	0 knots	<5 knots (5.75 mph)
Max. Crosswind (XW) Component*	<15 knots (17.25 mph)	<15 knots (17.25 mph)	<15 knots (17.25 mph)
Min. Ceiling	>=3000 ft	>=2300 ft	N/A
Min. Visibility	>=4 miles	>=3 miles	N/A
Max. wind gust speed > wind speed	0 knots	N/A	0 knots if TW >0 and <5 knots

■ PWM Defined   ■ Working assumptions

*These wind limits are conservative estimates for what we believe most aircraft types are capable of flying safely

NAC Parameter Table: The ability to safely fly a noise mitigating flight procedures is dependent on time of day and weather conditions at time of flight, and each flight procedure has its own requirements. The NAC Parameter Table identifies what is required for a flight to be eligible to use the HVA/RNP or RNP procedure to keep it over water and to use the Noise Sensitive Hour Preferred Runway to keep it west of the Jetport from 10pm to 7am. This table allows the NAC to monitor flight compliance of these three approved procedures. The parameter values are used to calculate an expected runway and flight procedure for each flight and compare what was expected to what was actually used. Any flight expected to use a noise mitigating procedure that did not do so is listed on a noncompliance report, and the report is sent to the local Air Traffic Control Tower for review. There may be conditions that the Tower is aware of that prevented a flight from using the expected runway/track, such as high traffic, and those flights need to be removed from the noncompliant list. The reviewed noncompliant flight list can then be analyzed to identify trends and develop a plan of action to increase compliance.

NOTE: The Harbor Visual Approach (HVA) has been renamed to HVA/RNP in the new NAC reports since any flight using the existing HVA procedure is effectively taking the RNP track. Both the HVA and RNP procedures are effective over water, noise mitigating procedures. RNP parameter values are currently set to those of the RNAV Visual and will be updated once the new RNP procedure is designed.