

## NOISE COMPATIBILITY PROGRAM (year) COMPLIANCE SUMMARY

		*****WHAT GOES INTO EACH MONTHLY TOTAL COUNT ON THE COMPLIANCE SUMMARY REPORT *****
<b>NOISE SENSITIVE HOURS 10PM-7AM</b>	<b>NSH Total Arrivals</b>	All arrivals between the hours of 10pm-7am, regardless of runway used (R11 from the west, R29 from the east, R36 from the north, R18 from the south).
	<b>NSH Arrivals in Compliance</b>	Arrivals from the west on R11 from 10pm-7am or from the east on R29 from 4am-7am when going with the flow of traffic for departures.
	<b>NSH Arrivals in Noncompliance</b>	Arrivals that (1) DID NOT land from the west on R11 from 10pm-4am when wind conditions allowed or (2) landed on the crosswind runway (R18/36) from 4am-7am when the wind conditions allowed using primary runway R11/R29. (See notes)
	<b>NSH Arrivals Excluded from Compliance Review</b>	Arrivals from 10pm-4am that either (1) landed on R29, R18 or R36 due to wind conditions not allowing use of R11 or (2) landed on R29 when wind conditions allowed use of R11 but the after-hour primary runway (calculated using weather at 11:51pm) was set to R29. (See notes)
	<b>NSH Total Departures</b>	All departures from the hours of 10pm-7am, regardless of runway used (R11 toward the east, R29 toward the west, R36 toward the south, R18 toward the north).
	<b>NSH Departures in Compliance</b>	Departures to the west on R29 from 10pm-7am or to the east on R11 between 10pm-4am when going with the flow traffic for arrivals.
	<b>NSH Departures in Noncompliance</b>	Departures that (1) DID NOT depart to the west on R29 from 4am-7am when wind conditions allowed or (2) departed from the crosswind runway (R18/36) between 4am-7am when wind conditions allowed using primary runway R11/R29. (See notes)
	<b>NSH Departures Excluded from Compliance Review</b>	Departure from 4am-7am that either (1) departed from R11, R18 or R36 due to wind conditions not allowing use of R29 or (2) departed from R11 when R11 was the after-hour primary runway (calculated by model) even though a change in weather made it possible to depart on R29. (See notes)
<b>WATER APPROACH to RUNWAY 29 (R29)</b>	<b>R29 Total Approaches</b>	All arrivals on R29, regardless of flight track used.
	<b>R29 Approaches Successfully over Water</b>	Arrivals that crossed WATER (Gate 5) and either (1) crossed no other gate, or (2) also crossed PEAKS (Gate 6) . *When the new RNP becomes active, PEAKS-Gate 6 flights should move over to WATER (Gate 5) of LAND (Gates 1-4).
	<b>R29 Approaches Over Land in Noncompliance with water approach (excludes Peaks) *NONCOMPLIANT*</b>	Arrivals that crossed either (1) Portland-Gates 1or2 or (2) South Portland-Gates 3or4 when weather conditions at time of flight allowed for a Harbor Visual Approach to be taken. These flights are all included on the Automated Flight Complaints for Noncompliance Tower Review. Because there is an active arrival procedure over Peaks, all flights crossing PEAKS-Gate 6 are captured separately so that they can be monitored for compliance once the RNP procedure over water becomes active. (See notes)
	<b>R29 Approaches Over Peaks that may be eligible for RNP *NONCOMPLIANT W/ RNP*</b>	Arrivals crossing PEAKS-Gate 6 along with WATER-Gate 5 when weather conditions allowed using the HVA procedure or the Special RNAV procedure. Because arrivals over Peaks are flying a Special RNAV procedure or a "sloppy" HVA procedure, the model currently considers all Peaks flights that cross the water gate as successful water approaches. Once the RNP procedure over water is active, these flights will be considered as noncompliant and the <i>Arrivals over Peaks</i> report should go to the Tower for review. (See notes)
	<b>R29 Approaches Over Land that may be eligible for RNP *NONCOMPLIANT W/ RNP*</b>	Arrivals that crossed either (1) PORTLAND-Gate 1or2 or (2) SOUTH PORTLAND-Gate 3or4 with weather conditions that make them eligible to fly the new RNP over water when it is an active procedure. (See notes)
	<b>R29 Approaches Over Land that were not eligible for HVA or future RNP</b>	Arrivals that crossed either (1) PORTLAND-Gate 1or2 or (2) SOUTH PORTLAND-Gate 3or4 with weather conditions that do not meet the requirements to fly the new RNP over water when it is an active procedure. (See notes)
<b>EARLY TURNS by Departures on R11</b>	<b>Early North *NONCOMPLIANT*</b>	Departures that crossed PORTLAND-Gate 1 and/or PORTLAND-Gate 2 without crossing any other gate. These flights turned north earlier than they should have.
	<b>Early North Other</b>	Departures that crossed one of the Portland gates and also crossed WATER-Gate 5 or PEAKS-Gate 6.
	<b>Early South *NONCOMPLIANT*</b>	Departures that crossed only SOUTH PORTLAND-Gate 3. These flights turned south earlier than they should have.
	<b>Early South Other</b>	Departures that crossed SOUTH PORTLAND-Gate 4. Although these flights did not follow a noise mitigating flight track over water, they stayed close enough to the ILS flight track to be considered as having flown a valid, active procedure.

**NOTES:** Specific conditions must be met for a flight to be eligible to fly each of the noise mitigating flight procedures. For example, a 5 knot tailwind component is only acceptable for the noise sensitive hour procedures. A parameter table has been added to the model to incorporate these requirements for determining flight eligibility's parameter values can be changed as procedures change. The model has been set up to use the parameter values of the Special RNAV procedure for the new RNP arrival procedure. Once the RNP is approved, these parameter values should be updated to reflect the new procedure. The new values will result in more flights being eligible to use the RNP, however, certain aircraft types are not capable of flying an RNP and should be removed from noncompliance reports generated by the model. If a list of these aircraft types can be obtained, it may be possible to exclude those flights from RNP compliance review. This will not affect HVA compliance since all jet aircraft types are eligible to continue using the HVA procedure.

The model considers any flight that takes the preferred noise sensitive runway and any arrival crossing the water gate, with or without the Peaks gate, as "in compliance" regardless of whether or not it was the expected runway or track.