

NOISE COMPATIBILITY PROGRAM 2026 COMPLIANCE SUMMARY

		Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Year to Date
NOISE SENSITIVE HOURS 10PM - 7AM	NSH Total Arrivals	220	214	126										560
	NSH Arrivals in Compliance	49 22%	92 43%	46 37%										187 33%
	NSH Arrivals in Noncompliance	134 61%	83 39%	54 43%										271 48%
	NSH Arrivals Excluded from Compliance	37 17%	39 18%	26 21%										102 18%
	NSH Total Departures	166	181	93										440
	NSH Departures in Compliance	155 93%	168 93%	73 78%										396 90%
	NSH Departures in Noncompliance	6 4%	5 3%	12 13%										23 5%
	NSH Departures Excluded from Compliance	5 3%	8 4%	8 9%										21 5%
WATER APPROACH to RUNWAY 29 (R29)	R29 Total Approaches	843	657	279										1779
	R29 Approaches Successfully Over Water	145 17%	126 19%	78 28%										349 20%
	R29 Approaches Over Land in Noncompliance with water approach (excludes Peaks)	104 12%	83 13%	32 11%										219 12%
	R29 Approaches Over Peaks that may be eligible for future RNP	137 16%	123 19%	39 14%										299 17%
	R29 Approaches Over Land that may be eligible for future RNP	280 33%	208 32%	63 23%										551 31%
	R29 Approaches Over Land that were not eligible for HVA or future RNP	177 21%	117 18%	67 24%										361 20%
EARLY TURNS by Departures on R11	Early North	0	1	3										4
	Early North Other	2	8	4										14
	Early South	0	3	0										3
	Early South Other	5	27	18										50

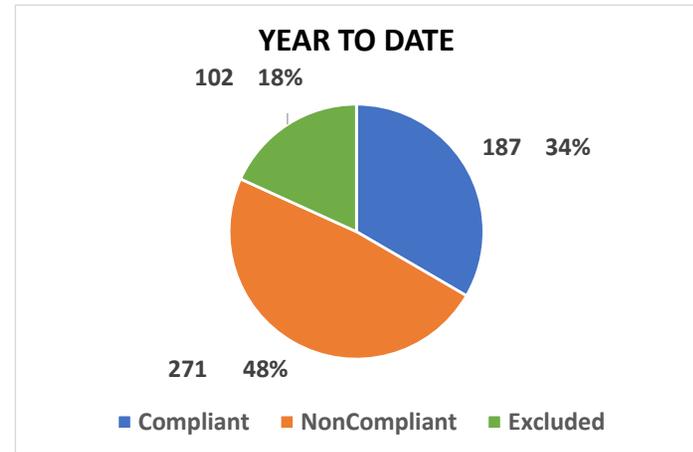
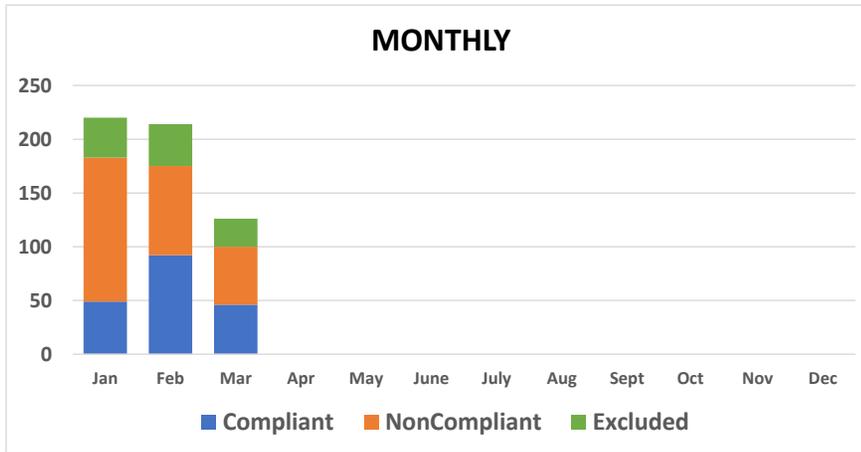
NOISE SENSITIVE HOURS COMPLIANCE

Date Range 1/1/26 to 3/15/26

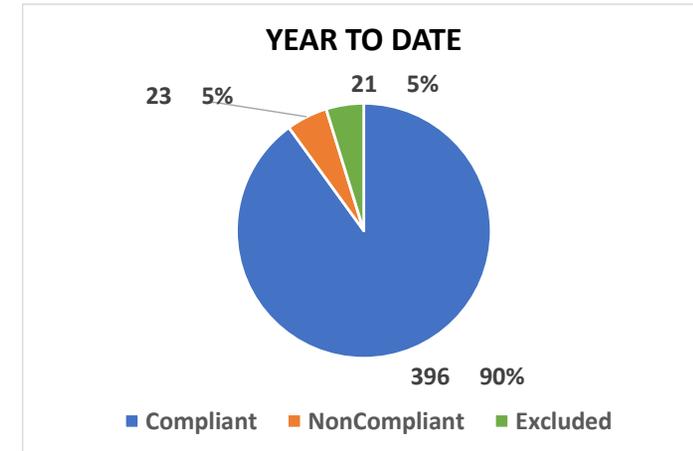
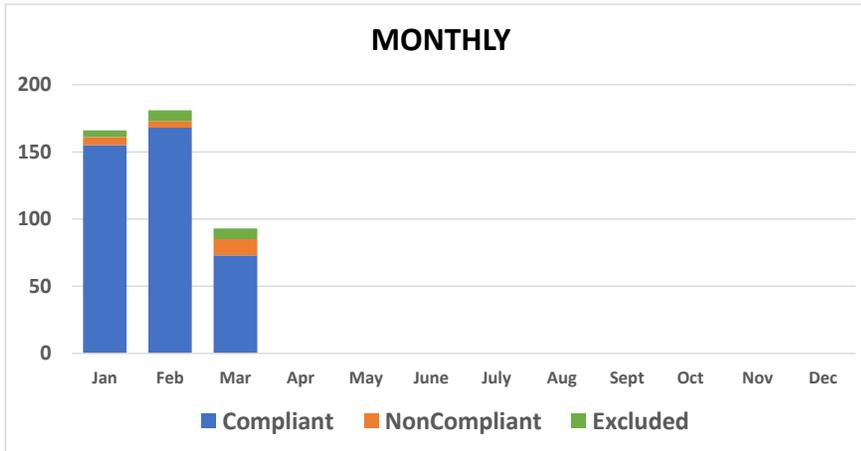
Monthly Review of Noise Mitigation Measures

Preferred Runway 10pm-7am -- NCP Compliance

ARRIVALS



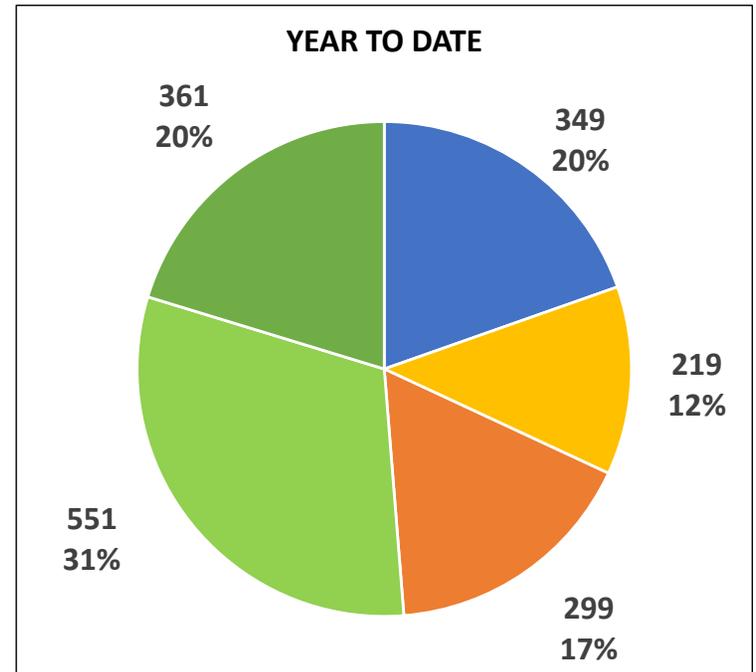
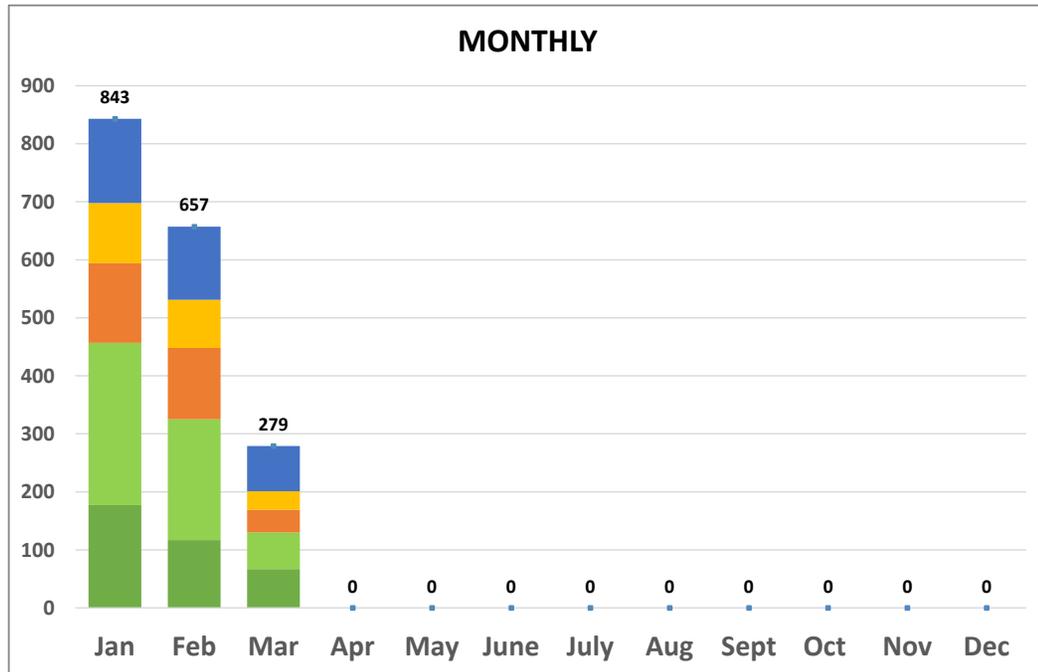
DEPARTURES



WATER APPROACH COMPLIANCE Date Range 1/1/26 to 3/15/26

Monthly Review of Noise Mitigation Measures

Analysis of flight path and weather conditions for Arrivals on RWY 29



- R29 Approaches **Successfully** Over Water
- R29 Approaches Over Land in **Noncompliance** with water approach (excludes Peaks)
- R29 Approaches Over Peaks that may be eligible for future RNP
- R29 Approaches Over Land that may be eligible for future RNP
- R29 Approaches Over Land that were not eligible for HVA or future RNP

RUNWAY 29 ARRIVALS - TRENDING

Date Range 1/1/26 to 3/15/26

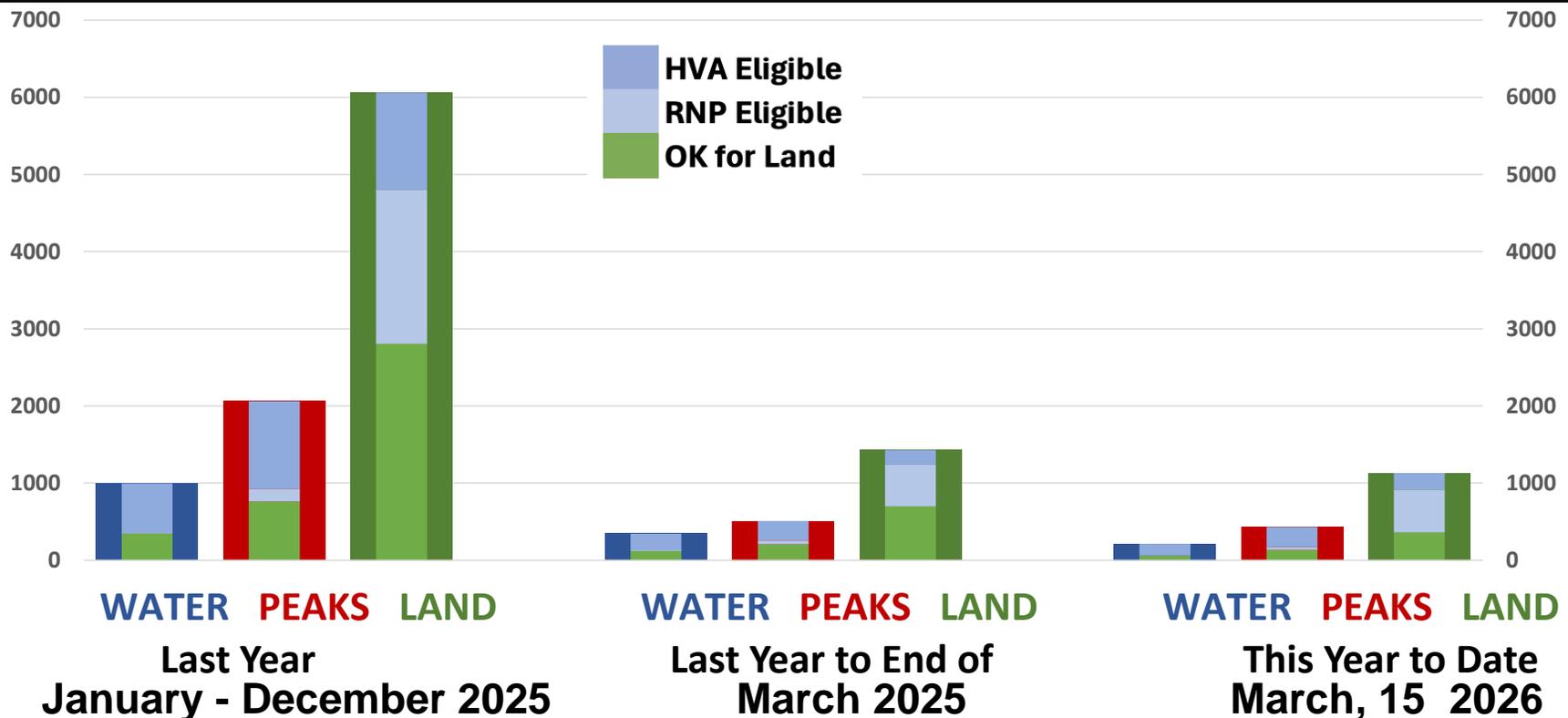
Trending of Runway 29 Arrivals OVER WATER from Previous Year to Current Year

A column's vertical border color indicates the actual location of approaches to R29 and flight count over that location:

WATER (blue vertical borders), **PEAKS** (red vertical borders) or **LAND** (green vertical borders).

Colored area within vertical borders indicates the expected location due to weather and available flight procedure:
WATER - HVA Eligible (medium blue), **WATER - Future RNP Eligible** (light blue) or **LAND - Land Procedure** (medium green).

Over time, light blue and medium blue sections should decrease for LAND and PEAKS and increase for WATER.



COMMUNITIES SUMMARY

Date Range 1/1/26 to 3/15/26

Number of Flights Over Selected Communities When Outside of Flight Tolerance Corridor

Peaks Island

Date	Departure	Arrival	Total
January	32	182	214
Noise Sensitive	4	4	8
Standard Hours	28	178	206
February	63	182	245
Noise Sensitive	9	4	13
Standard Hours	54	178	232
March	91	85	176
Noise Sensitive	9	5	14
Standard Hours	82	80	162
Total	186	449	635

South Portland

Date	Departure	Arrival	Total
January	8	503	511
Noise Sensitive		162	162
Standard Hours	8	341	349
February	32	394	426
Noise Sensitive	2	121	123
Standard Hours	30	273	303
March	19	164	183
Noise Sensitive		75	75
Standard Hours	19	89	108
Total	59	1061	1120

Portland

Date	Departure	Arrival	Total
January	2		2
Noise Sensitive			
Standard Hours	2		2
February	9	2	11
Noise Sensitive			
Standard Hours	9	2	11
March	7	10	17
Noise Sensitive	1		1
Standard Hours	6	10	16
Total	18	12	30

AH PRIMARY RUNWAY SETTING

Date Range 1/1/26 to 3/15/26

Impact of After Hour Primary Runway Setting on Noise Mitigation Procedures

The **After Hours Primary Runway** is designated each evening based on **weather conditions at 11:51** and remains until the control tower reopens at 6 am. The **Expected Runway** is based on the weather conditions at the flight time and if weather conditions change after midnight, the Expected Runway may be different from the AH Primary Runway. **For all flights included below, METAR weather conditions at time of the flight were within the parameters for using the Noise Sensitive Runway.**

Activity	Reason for Choice of Runway	Actual Runway	After Hours Primary RW	Expected Runway	Week Day	12 AM	1 AM	5 AM	2 AM	Grand Total	
Arrival	Deviation - Unknown Reason	RWY 29	RWY 11	NSA 11	Wednesday	4	2		1	7	
					Monday	7	1		1	9	
					Tuesday	5				5	
					Thursday	6	2		1	9	
					Friday	5	1			6	
					Saturday	2	2			4	
					Sunday	2				2	
	Deviation -Unknown Reason Total						31	8	3	42	
	Deviation- AH Primary		RWY 29	RWY 29	NSA 11	Wednesday	1				1
	Deviation- AH Primary Total						1				1
Arrival Total						32	8	3	43		
Departure	Deviation- AH Primary	RWY 11	RWY 11	NSD 29	Thursday			4		4	
					Friday				5		5
					Saturday				4		4
					Sunday				3		3
					Deviation- AH Primary Total						
Departure Total								16		16	
Grand Total						32	8	16	3	59	

DAILY COMPLIANCE SUMMARY																	March 2026
Formulas for Calculated Lines	PREFERRED RUNWAY 10pm-7am DAILY NCP COMPLIANCE	1-Mar	2-Mar	3-Mar	4-Mar	5-Mar	6-Mar	7-Mar	8-Mar	9-Mar	10-Mar	11-Mar	12-Mar	13-Mar	14-Mar	15-Mar	Sub Total
A=B+E+H	TOTAL NSH ARRIVALS 10pm-7am	8	6	11	8	6	8	7	11	7	13	4	11	11	8	7	126
B	Total Exempt from Compliance	-	-	-	-	-	-	-	8	-	-	-	6	7	3	2	26
C	Arrivals in Compliance 10pm-4am	-	6	2	-	5	8	4	-	1	4	4	5	-	-	5	44
D	Arrivals in Compliance 4am-7am (with flow)	-	-	-	-	-	-	-	-	-	-	-	-	1	1	-	4
E=C+D	TOTAL Arrivals in Compliance	-	6	2	-	5	8	4	-	1	4	4	5	1	1	5	46
F	NSH Noncompliance due to AH Primary Setting	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
G	NSH Noncompliance due to Unknown Reason	8	-	9	8	1	-	3	3	6	9	-	-	3	4	-	54
H=F+G	TOTAL Noncompliant NSH Arrivals	8	-	9	8	1	-	3	3	6	9	-	-	3	4	-	54
I=G/A	Noncompliance % of Total Arrivals	100%	0%	82%	100%	17%	0%	43%	27%	86%	69%	0%	0%	27%	50%	0%	43%
J=K+N+Q	TOTAL NSH DEPARTURES 10pm-7am	6	7	8	5	7	4	6	6	5	8	5	7	5	6	8	93
K	Total Exempt from Compliance	-	-	-	-	-	-	-	-	-	-	4	-	-	-	-	4
L	Departures in Compliance 10pm-4am (with flow)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M	Departures in Compliance 4am-7am	6	7	8	5	7	-	1	6	5	8	-	1	5	6	8	73
N=L+M	TOTAL Departures in Compliance	6	7	8	5	7	-	1	6	5	8	-	1	5	6	8	73
O	NSH Noncompliance due to AH Primary Setting	-	-	-	-	-	-	1	-	-	-	-	3	-	-	-	4
P	NSH Noncompliance due to Unknown Reason	-	-	-	-	-	4	4	-	-	-	1	3	-	-	-	12
Q=O+P	TOTAL Noncompliant NSH Departures	-	-	-	-	-	4	5	-	-	-	1	3	-	-	-	16
R=P/J	Noncompliance % of Total Departures	0%	0%	0%	0%	0%	100%	83%	0%	0%	0%	20%	86%	0%	0%	0%	17%
S=A+J	TOTAL RUNWAY 11/29 NSH OPERATIONS	14	13	19	13	13	12	13	17	12	21	9	18	16	14	15	219
	Took R18/36 when expected runway was 11/29																

Formulas for Calculated Lines	WATER APPROACH DAILY NCP COMPLIANCE	1-Mar	2-Mar	3-Mar	4-Mar	5-Mar	6-Mar	7-Mar	8-Mar	9-Mar	10-Mar	11-Mar	12-Mar	13-Mar	14-Mar	15-Mar	Sub Total
A	Correctly took Land Approach	7	1	21	1	1	-	5	9	1	-	4	8	8	1	-	67
B	Took Land but RNP Eligible	7	-	-	9	1	-	-	6	9	9	7	5	9	1	-	63
C	Took Land but HVA/RNP Eligible	7	1	-	1	-	-	-	1	3	4	12	3	-	-	-	32
D=A+B+C	TOTAL LAND APPROACH	21	2	21	11	2	-	5	16	13	13	-	23	16	17	2	162
E	Went over Peaks	4	4	3	4	-	-	-	3	12	3	-	4	2	-	-	39
F	Other Water Approach	5	10	1	6	2	-	14	11	2	2	-	15	12	-	-	78
G=E+F	TOTAL WATER APPROACH	9	14	4	10	2	-	17	23	5	5	-	19	14	-	-	117
H=D+G	TOTAL ARRIVALS ON RWY 29	30	16	25	21	4	-	5	33	36	18	-	23	35	31	2	279
I=C/H	% Noncompliant - Could have taken HVA	23%	6%	0%	5%	0%	-	0%	3%	8%	22%	-	52%	9%	0%	0%	11%
J=(B+E)/H	% Potential Additional Improvement with RNP	37%	25%	12%	62%	25%	-	0%	27%	58%	67%	-	30%	26%	35%	50%	37%

DAILY COMPLIANCE SUMMARY			
PREFERRED RUNWAY 10pm-7am DAILY NCP COMPLIANCE		Sub Total	Month Total
TOTAL NSH ARRIVALS 10pm-7am		-	126
Total Exempt from Compliance		-	26
Arrivals in Compliance 10pm-4am		-	44
Arrivals in Compliance 4am-7am (with flow)		-	2
TOTAL Arrivals in Compliance		-	46
NSH Noncompliance due to AH Primary Setting		-	-
NSH Noncompliance due to Unknown Reason		-	54
TOTAL Noncompliant NSH Arrivals		-	54
Noncompliance % of Total Arrivals		-	43%
TOTAL NSH DEPARTURES 10pm-7am		-	93
Total Exempt from Compliance		-	4
Departures in Compliance 10pm-4am (with flow)		-	-
Departures in Compliance 4am-7am		-	73
TOTAL Departures in Compliance		-	73
NSH Noncompliance due to AH Primary Setting		-	4
NSH Noncompliance due to Unknown Reason		-	12
TOTAL Noncompliant NSH Departures		-	16
Noncompliance % of Total Departures		-	17%
TOTAL RUNWAY 11/29 NSH OPERATIONS		-	219
Took R18/36 when expected runway was 11/29		-	-

WATER APPROACH DAILY NCP COMPLIANCE		Sub Total	Month Total
Correctly took Land Approach		-	67
Took Land but RNP Eligible		-	63
Took Land but HVA/RNP Eligible		-	32
TOTAL LAND APPROACH		-	162
Went over Peaks		-	39
Other Water Approach		-	78
TOTAL WATER APPROACH		-	117
TOTAL ARRIVALS ON RWY 29		-	279
% Noncompliant - Could have taken HVA		-	11%
% Potential Additional Improvement with RNP		-	37%