

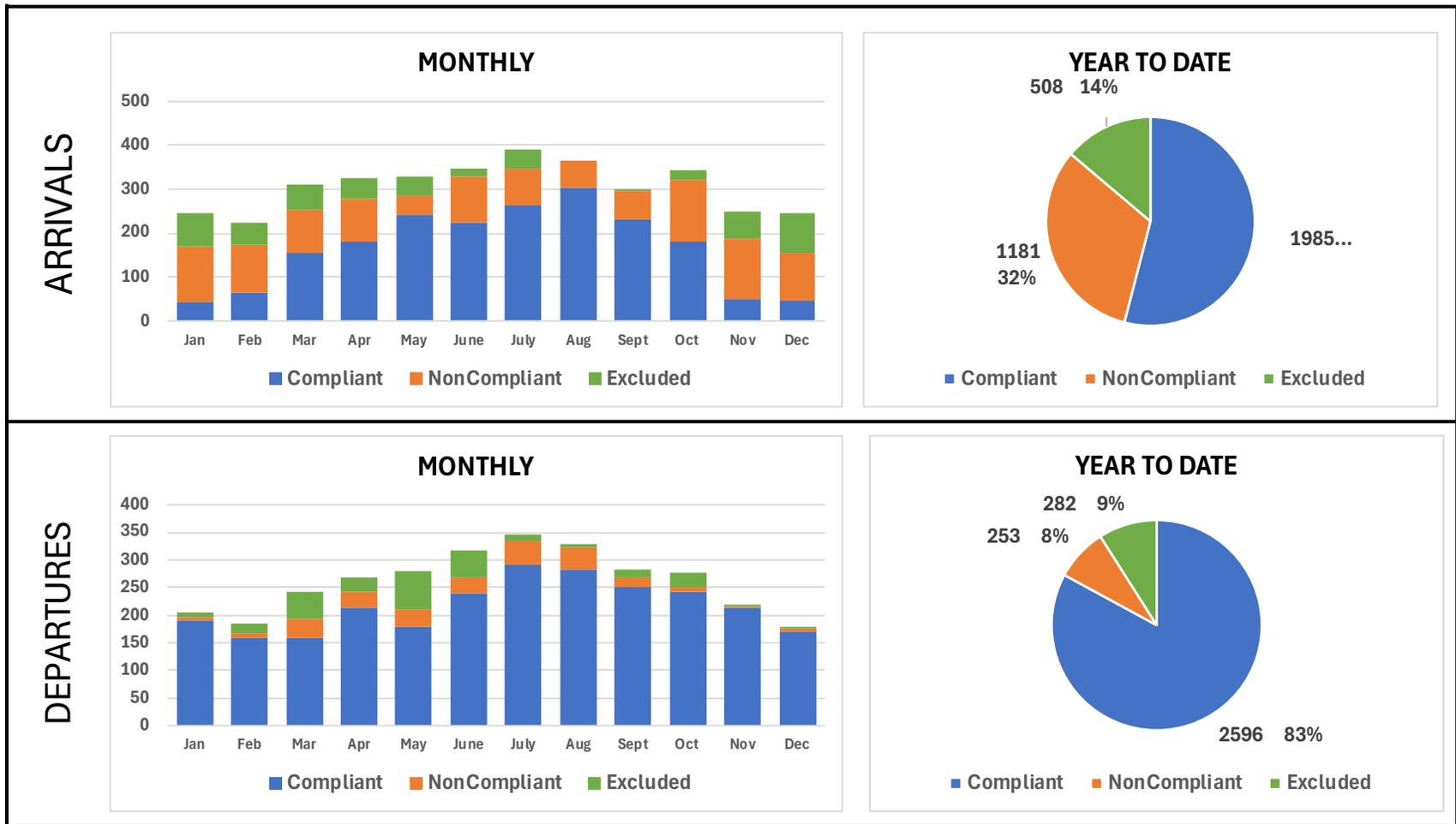
NOISE COMPATIBILITY PROGRAM 2025 COMPLIANCE SUMMARY

		Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Year to Date
NOISE SENSITIVE HOURS 10PM - 7AM	NSH Total Arrivals	244	224	311	325	328	348	390	365	301	345	249	244	3674
	NSH Arrivals in Compliance	43 18%	63 28%	156 50%	180 55%	242 74%	224 64%	264 68%	303 83%	231 77%	180 52%	51 20%	48 814%	1985 54%
	NSH Arrivals in Noncompliance	126 52%	111 50%	96 31%	99 30%	45 14%	106 30%	85 22%	62 17%	66 22%	141 41%	138 55%	106 43%	1181 32%
	NSH Arrivals Excluded from Compliance	75 31%	50 22%	59 19%	46 14%	41 13%	18 5%	41 11%	0 0%	4 1%	24 7%	60 24%	90 37%	508 14%
	NSH Total Departures	206	184	242	267	280	316	347	330	283	278	220	178	3131
	NSH Departures in Compliance	191 93%	159 86%	160 66%	215 81%	180 64%	240 76%	292 84%	283 86%	251 89%	243 87%	213 97%	169 95%	2596 83%
	NSH Departures in Noncompliance	6 3%	8 4%	33 14%	26 10%	31 11%	29 9%	42 12%	41 12%	18 6%	7 3%	4 2%	8 4%	253 8%
	NSH Departures Excluded from Compliance	9 4%	17 9%	49 20%	26 10%	69 25%	47 15%	13 4%	6 2%	14 5%	28 10%	3 1%	1 1%	282 9%
WATER APPROACH to RUNWAY 29 (R29)	R29 Total Approaches	904	768	614	582	460	729	843	588	576	923	1121	1014	9122
	R29 Approaches Successfully Over Water	260 29%	156 20%	137 22%	143 25%	44 10%	0 0%	86 10%	183 31%	168 29%	205 22%	199 18%	175 17%	1756 19%
	R29 Approaches Over Land in Noncompliance with water approach (excludes Peaks)	69 8%	78 10%	45 7%	33 6%	91 20%	264 36%	221 26%	111 19%	52 9%	91 10%	140 12%	65 6%	1260 14%
	R29 Approaches Over Peaks that may be eligible for future RNP	101 11%	127 17%	75 12%	38 7%	14 3%	0 0%	90 11%	145 25%	175 30%	245 27%	154 14%	139 14%	1303 14%
	R29 Approaches Over Land that may be eligible for future RNP	243 27%	185 24%	111 18%	132 23%	81 18%	122 17%	126 15%	81 14%	94 16%	212 23%	314 28%	299 29%	2000 22%
	R29 Approaches Over Land that were not eligible for HVA or future RNP	231 26%	222 29%	246 40%	236 41%	230 50%	343 47%	320 38%	68 12%	87 15%	170 18%	314 28%	336 33%	2803 31%
EARLY TURNS by Departures on R11	Early North	0	2	4	1	6		5	9	16	10	0	1	54
	Early North Other	0	4	15	13	13		11	18	16	27	4	8	129
	Early South	1	3	6	10	14		22	38	21	23	4	2	144
	Early South Other	1	6	29	49	50		65	168	131	63	6	1	569

NOISE SENSITIVE HOURS COMPLIANCE Date Range 1/1/25 to 12/31/25

Monthly Review of Noise Mitigation Measures

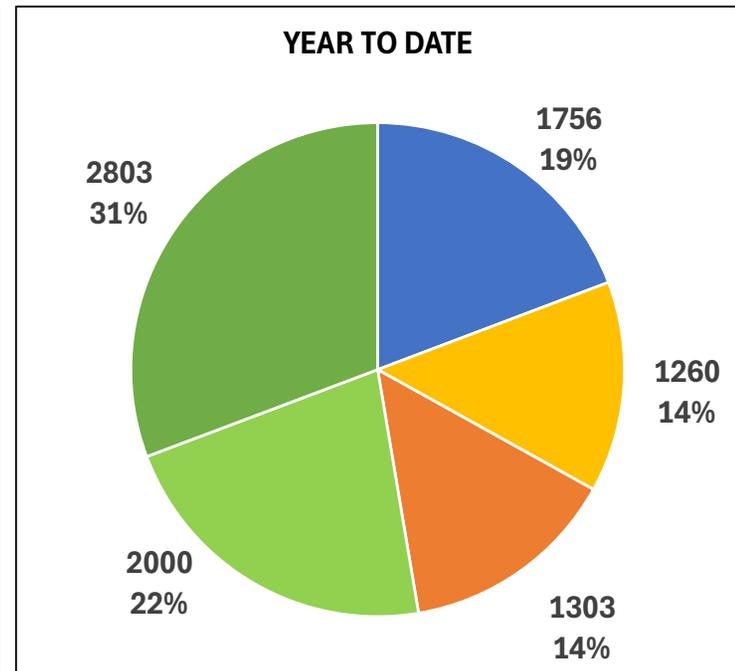
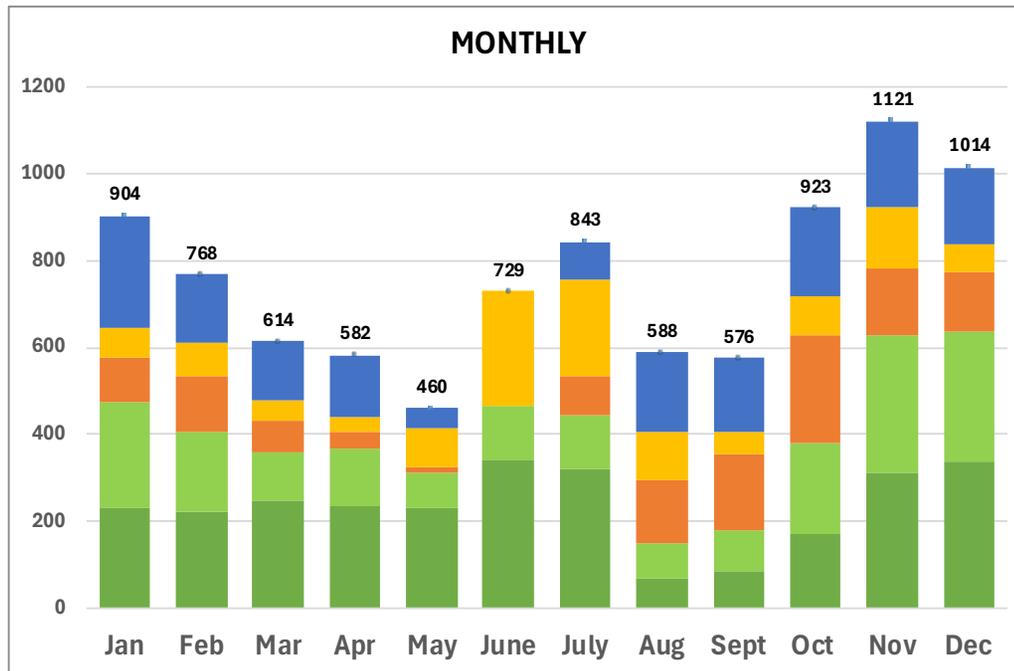
**Preferred Runway 10pm-7am
NCP Compliance**



WATER APPROACH COMPLIANCE Date Range 1/1/25 to 12/31/25

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 1/1/25 to 12/31/25

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

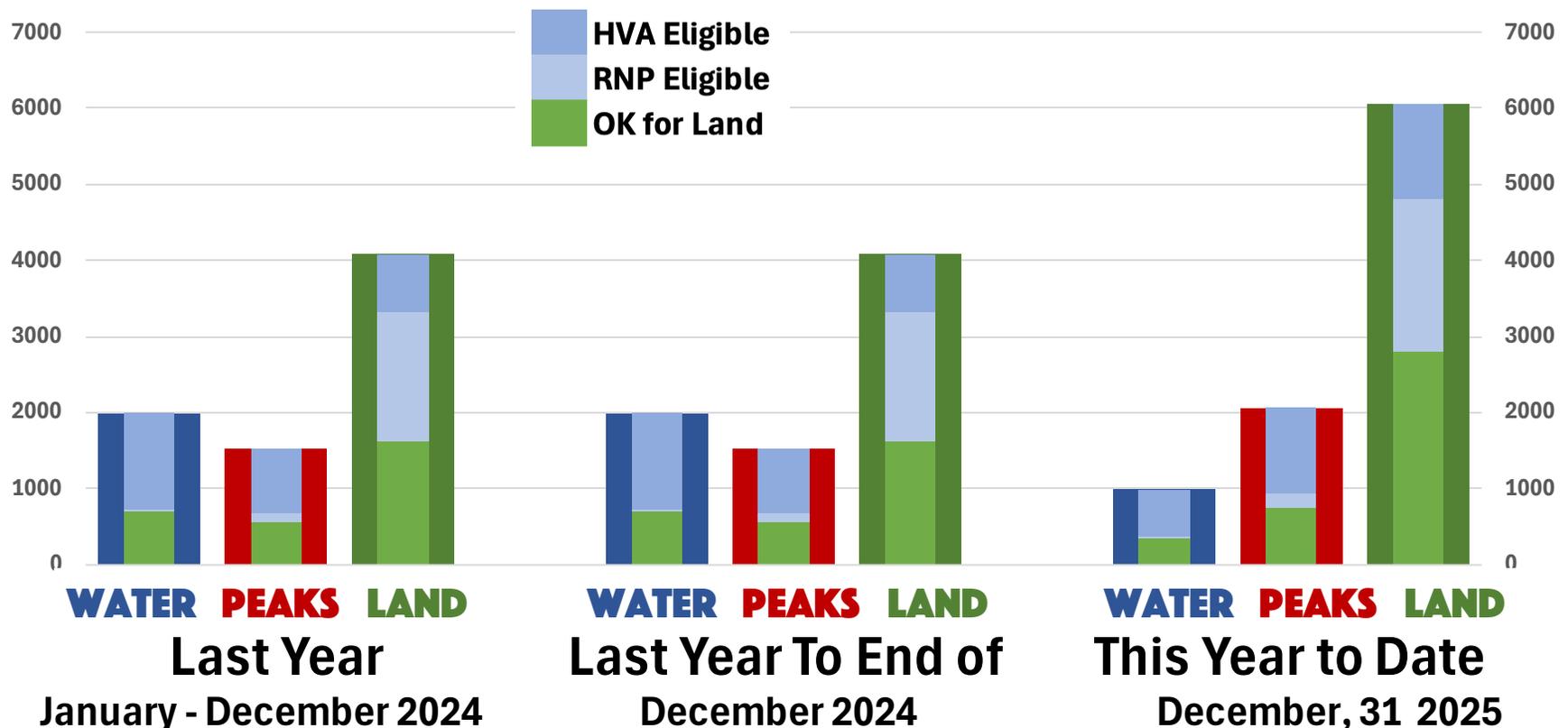
A column's vertical border color indicates the actual location of approaches to R29 and flight count over that location:

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 1/1/25 to 12/31/25

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

Peaks Island

Date	Departure	Arrival	Total
January	19	173	192
Noise Sensitive	11	9	20
Standard Hours	8	164	172
February	78	189	267
Noise Sensitive	17	9	26
Standard Hours	61	180	241
March	242	157	399
Noise Sensitive	54	4	58
Standard Hours	188	153	341
April	246	124	370
Noise Sensitive	32	5	37
Standard Hours	214	119	333
May	212	46	258
Noise Sensitive	40	3	43
Standard Hours	172	43	215
June			
Noise Sensitive			
Standard Hours			
July	149	126	275
Noise Sensitive	6	4	10
Standard Hours	143	122	265
August	333	241	574
Noise Sensitive	19	7	26
Standard Hours	314	234	548
September	300	260	560
Noise Sensitive	16	5	21
Standard Hours	284	255	539
October	195	356	551
Noise Sensitive	17	17	34
Standard Hours	178	339	517
November	56	233	289
Noise Sensitive	4	9	13
Standard Hours	52	224	276
December	31	205	236
Noise Sensitive	7	9	16
Standard Hours	24	196	220
Total	1861	2110	3971

South Portland

Date	Departure	Arrival	Total
January	4	535	539
Noise Sensitive	2	202	204
Standard Hours	2	333	335
February	10	462	472
Noise Sensitive		159	159
Standard Hours	10	303	313
March	36	398	434
Noise Sensitive	4	155	159
Standard Hours	32	243	275
April	62	404	466
Noise Sensitive	6	145	151
Standard Hours	56	259	315
May	65	83	148
Noise Sensitive	4	20	24
Standard Hours	61	63	124
June			
Noise Sensitive			
Standard Hours			
July	92	283	375
Noise Sensitive	2	59	61
Standard Hours	90	224	314
August	218	253	471
Noise Sensitive	8	66	74
Standard Hours	210	187	397
September	154	238	392
Noise Sensitive	3	75	78
Standard Hours	151	163	314
October	90	478	568
Noise Sensitive	2	157	159
Standard Hours	88	321	409
November	29	753	782
Noise Sensitive		200	200
Standard Hours	29	553	582
December	8	680	688
Noise Sensitive	1	194	195
Standard Hours	7	486	493
Total	768	4567	5335

Portland

Date	Departure	Arrival	Total
January			
Noise Sensitive			
Standard Hours			
February	7		7
Noise Sensitive			
Standard Hours	7		7
March	19		19
Noise Sensitive	2		2
Standard Hours	17		17
April	15		15
Noise Sensitive	1		1
Standard Hours	14		14
May	19		19
Noise Sensitive	2		2
Standard Hours	17		17
June			
Noise Sensitive			
Standard Hours			
July	19	7	26
Noise Sensitive			
Standard Hours	19	7	26
August	27	2	29
Noise Sensitive	1	1	2
Standard Hours	26	1	27
September	33	2	35
Noise Sensitive			
Standard Hours	33	2	35
October	39	4	43
Noise Sensitive	2		2
Standard Hours	37	4	41
November	5	2	7
Noise Sensitive			
Standard Hours	5	2	7
December	9		9
Noise Sensitive	2		2
Standard Hours	7		7
Total	192	17	209

AH PRIMARY RUNWAY SETTING Date Range 1/1/25 to 12/31/25

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	2 AM	3 AM	4 AM	5 AM	Grand Total		
Arrival	Deviation - Unknown Reason	RWY 29	RWY 11	NSA 11	Wednesday	16	6					22		
					Monday	44	10	2	2		58			
					Tuesday	16	5	1			22			
					Thursday	26	9	3			38			
					Friday	39	11	2	2		54			
					Saturday	24	7	4			35			
					Sunday	10	1		1		12			
					Friday			1			1			
	Deviation - Unknown Reason Total						175	50	12	5		242		
	Deviation- AH Primary	RWY 29	RWY 29	NSA 11	Wednesday	2	2	1	1				6	
					Monday		2					2		
					Saturday	1	2	2	2		7			
	Deviation- AH Primary Total						3	6	3	3		15		
	Arrival Total						178	56	15	8		257		
	Departure	Deviation - Unknown Reason	RWY 18	RWY 11	NSD 29	Wednesday					1		1	
Monday										1	1	2		
Monday												2	2	
Friday													1	1
Deviation - Unknown Reason Total									2	4	6			
Deviation- AH Primary		RWY 11	RWY 11	NSD 29	Wednesday					1	19		20	
					Monday							26	26	
					Tuesday							15	15	
					Thursday					1	21	22		
					Friday					1	9	10		
					Saturday						23	23		
					Sunday						18	18		
Deviation- AH Primary Total									3	131	134			
Departure Total									5	135	140			
Grand Total						178	56	15	8	5	135	397		

DAILY COMPLIANCE SUMMARY															December 2025		
Formulas for Calculated Lines	PREFERRED RUNWAY 10pm-7am DAILY NCP COMPLIANCE	1-Dec	2-Dec	3-Dec	4-Dec	5-Dec	6-Dec	7-Dec	8-Dec	9-Dec	10-Dec	11-Dec	12-Dec	13-Dec	14-Dec	15-Dec	Sub Total
A=B+E+H	TOTAL NSH ARRIVALS 10pm-7am	12	9	10	8	9	7	5	8	9	8	10	8	6	8	9	126
B	Total Exempt from Compliance	-	-	1	6	3	-	-	6	4	-	8	6	-	1	6	41
C	Arrivals in Compliance 10pm-4am	7	2	-	1	1	2	-	-	1	-	-	-	-	-	-	14
D	Arrivals in Compliance 4am-7am (with flow)	1	-	-	1	1	-	-	-	-	1	1	1	1	-	-	7
E=C+D	TOTAL Arrivals in Compliance	8	2	-	2	2	2	-	-	1	1	1	1	1	-	-	21
F	NSH Noncompliance due to AH Primary Setting	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
G	NSH Noncompliance due to Unknown Reason	4	7	9	-	4	5	5	2	4	7	1	1	5	7	3	64
H=F+G	TOTAL Noncompliant NSH Arrivals	4	7	9	-	4	5	5	2	4	7	1	1	5	7	3	64
I=G/A	Noncompliance % of Total Arrivals due to Unknown Reason	33%	78%	90%	0%	44%	71%	100%	25%	44%	88%	10%	13%	83%	88%	33%	51%
J=K+N+Q	TOTAL NSH DEPARTURES 10pm-7am	6	7	6	7	6	6	7	8	6	6	8	6	4	5	7	95
K	Total Exempt from Compliance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
L	Departures in Compliance 10pm-4am (with flow)	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1
M	Departures in Compliance 4am-7am	6	7	6	6	6	6	7	8	6	6	8	6	4	4	7	93
N=L+M	TOTAL Departures in Compliance	6	7	6	7	6	6	7	8	6	6	8	6	4	4	7	94
O	NSH Noncompliance due to AH Primary Setting	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
P	NSH Noncompliance due to Unknown Reason	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1
Q=O+P	TOTAL Noncompliant NSH Departures	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1
R=P/J	Noncompliance % of Total Departures due to Unknown Reasons	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	1%
S=A+J	TOTAL RUNWAY 11/29 NSH OPERATIONS	18	16	16	15	15	13	12	16	15	14	18	14	10	13	16	221

Formulas for Calculated Lines	WATER APPROACH DAILY NCP COMPLIANCE	1-Dec	2-Dec	3-Dec	4-Dec	5-Dec	6-Dec	7-Dec	8-Dec	9-Dec	10-Dec	11-Dec	12-Dec	13-Dec	14-Dec	15-Dec	Sub Total
A	Correctly took Land Approach	6	29	3	19	2	18	4	6	7	13	30	27	1	19	3	187
B	Took Land but RNP Eligible	13	1	13	1	16	11	11	19	14	20	3	8	13	14	13	170
C	Took Land but HVA/RNP Eligible	-	-	2	9	4	-	4	1	2	1	-	-	5	-	3	31
D=A+B+C	TOTAL LAND APPROACH	19	30	18	29	22	29	19	26	23	34	33	35	19	33	19	388
E	Went over Peaks but HVA or RNP Eligible	5	1	13	7	7	1	8	2	5	9	-	1	7	1	12	79
F	Other Water Approach	18	-	9	4	10	-	5	13	4	3	3	6	8	-	8	91
G=E+F	TOTAL WATER APPROACH	23	1	22	11	17	1	13	15	9	12	3	7	15	1	20	170
H=D+G	TOTAL ARRIVALS ON RWY 29	42	31	40	40	39	30	32	41	32	46	36	42	34	34	39	558
I=C/H	% Noncompliant - Could have taken HVA	0%	0%	5%	23%	10%	0%	13%	2%	6%	2%	0%	0%	15%	0%	8%	6%
J=(B+E)/H	% Potential Additional Improvement with RNP	43%	6%	65%	20%	59%	40%	59%	51%	59%	63%	8%	21%	59%	44%	64%	45%

DAILY COMPLIANCE SUMMARY																	December 2025	
PREFERRED RUNWAY 10pm-7am DAILY NCP COMPLIANCE	16-Dec	17-Dec	18-Dec	19-Dec	20-Dec	21-Dec	22-Dec	23-Dec	24-Dec	25-Dec	26-Dec	27-Dec	28-Dec	29-Dec	30-Dec	31-Dec	Sub Total	Month Total
TOTAL NSH ARRIVALS 10pm-7am	7	7	9	7	10	9	10	8	3	6	4	6	9	6	9	8	118	244
Total Exempt from Compliance	1	6	1	4	6	9	1	-	-	3	-	-	-	5	9	3	48	89
Arrivals in Compliance 10pm-4am	-	1	1	1	-	-	-	7	2	-	3	6	4	-	-	-	25	39
Arrivals in Compliance 4am-7am (with flow)	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	2	9
TOTAL Arrivals in Compliance	-	1	1	1	1	-	-	7	2	-	4	6	4	-	-	-	27	48
NSH Noncompliance due to AH Primary Setting	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1
NSH Noncompliance due to Unknown Reason	6	-	7	2	3	-	9	1	1	3	-	-	5	1	-	4	42	106
TOTAL Noncompliant NSH Arrivals	6	-	7	2	3	-	9	1	1	3	-	-	5	1	-	5	43	107
Noncompliance % of Total Arrivals due to Unknown Reason	86%	0%	78%	29%	30%	0%	90%	13%	33%	50%	0%	0%	56%	17%	0%	50%	36%	43%
TOTAL NSH DEPARTURES 10pm-7am	9	5	6	8	5	6	6	7	2	3	3	5	6	5	5	2	83	178
Total Exempt from Compliance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Departures in Compliance 10pm-4am (with flow)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
Departures in Compliance 4am-7am	9	5	6	5	5	6	6	7	2	3	3	3	6	2	5	2	75	168
TOTAL Departures in Compliance	9	5	6	5	5	6	6	7	2	3	3	3	6	2	5	2	75	169
NSH Noncompliance due to AH Primary Setting	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	1	1
NSH Noncompliance due to Unknown Reason	-	-	-	3	-	-	-	-	-	-	-	1	-	3	-	-	7	8
TOTAL Noncompliant NSH Departures	-	-	-	3	-	-	-	-	-	-	-	2	-	3	-	-	8	9
Noncompliance % of Total Departures due to Unknown Reasons	0%	0%	0%	38%	0%	0%	0%	0%	0%	0%	0%	40%	0%	60%	0%	0%	10%	5%
TOTAL RUNWAY 11/29 NSH OPERATIONS	16	12	15	15	15	15	16	15	5	9	7	11	15	11	14	10	201	422

WATER APPROACH DAILY NCP COMPLIANCE	16-Dec	17-Dec	18-Dec	19-Dec	20-Dec	21-Dec	22-Dec	23-Dec	24-Dec	25-Dec	26-Dec	27-Dec	28-Dec	29-Dec	30-Dec	31-Dec	Sub Total	Month Total
Correctly took Land Approach	-	4	1	13	7	24	1	2	13	13	3	-	1	22	33	12	149	336
Took Land but RNP Eligible	12	14	7	2	12	4	16	1	11	5	10	7	10	3	1	14	129	299
Took Land but HVA/RNP Eligible	3	2	2	-	3	2	5	2	1	4	3	4	3	-	-	-	34	65
TOTAL LAND APPROACH	15	20	10	15	22	30	22	5	25	22	16	11	14	25	34	26	312	700
Went over Peaks but HVA or RNP Eligible	10	7	1	-	7	-	5	2	-	3	7	9	8	-	-	1	60	139
Other Water Approach	7	11	4	-	9	9	6	9	-	4	8	7	7	-	2	1	84	175
TOTAL WATER APPROACH	17	18	5	-	16	9	11	11	-	7	15	16	15	-	2	2	144	314
TOTAL ARRIVALS ON RWY 29	32	38	15	15	38	39	33	16	25	29	31	27	29	25	36	28	456	1,014
% Noncompliant - Could have taken HVA	9%	5%	13%	0%	8%	5%	15%	13%	4%	14%	10%	15%	10%	0%	0%	0%	7%	6%
% Potential Additional Improvement with RNP	69%	55%	53%	13%	50%	10%	64%	19%	44%	28%	55%	59%	62%	12%	3%	54%	41%	43%