

NOISE COMPATIBILITY PROGRAM 2026 COMPLIANCE SUMMARY

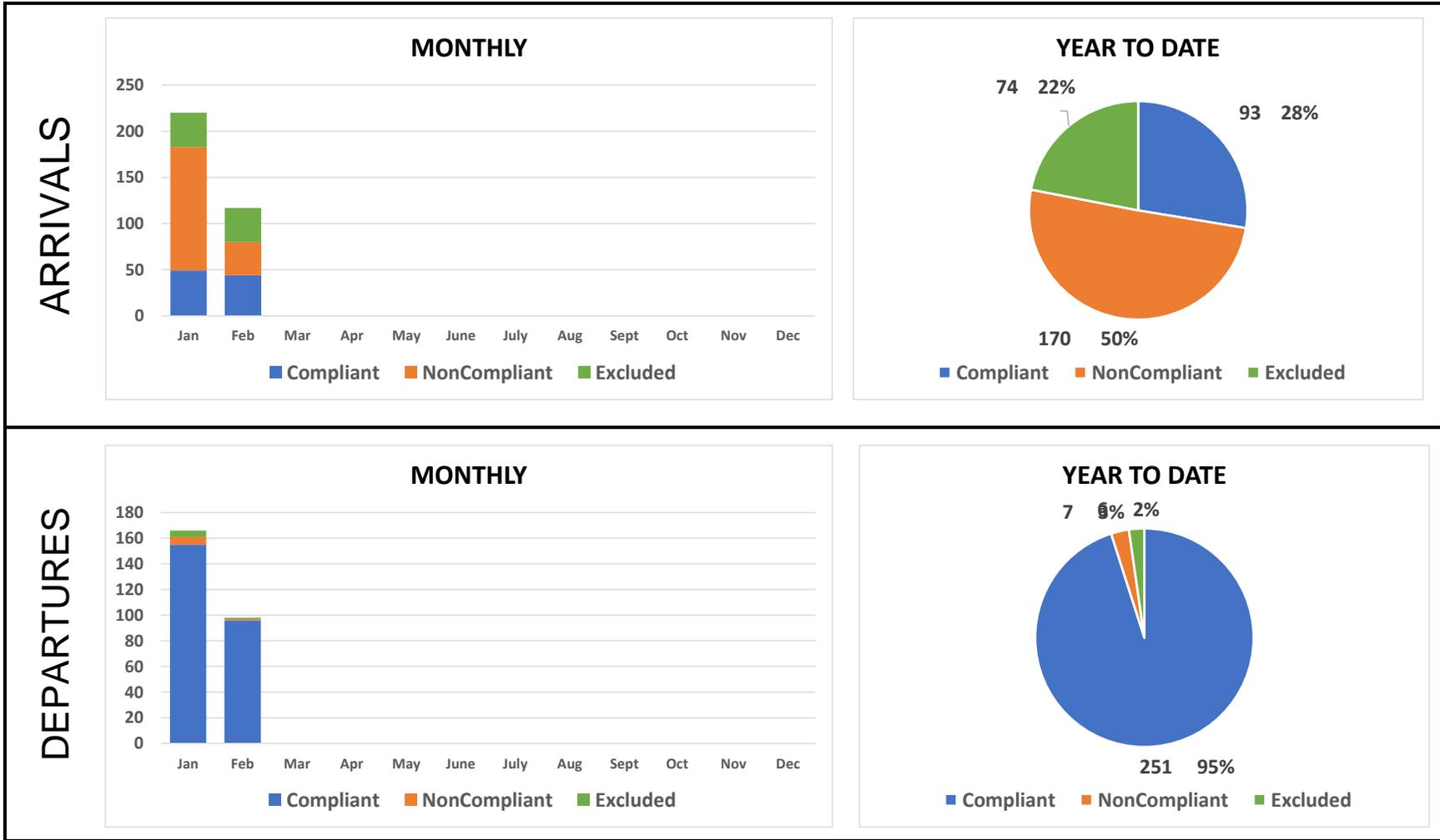
		Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Year to Date
NOISE SENSITIVE HOURS 10PM - 7AM	NSH Total Arrivals	220	117											337
	NSH Arrivals in Compliance	49 22%	44 38%											93 28%
	NSH Arrivals in Noncompliance	134 61%	36 31%											170 50%
	NSH Arrivals Excluded from Compliance	37 17%	37 32%											74 22%
	NSH Total Departures	166	98											264
	NSH Departures in Compliance	155 93%	96 98%											251 95%
	NSH Departures in Noncompliance	6 4%	1 1%											7 3%
	NSH Departures Excluded from Compliance	5 3%	1 1%											6 2%
WATER APPROACH to RUNWAY 29 (R29)	R29 Total Approaches	843	396											1239
	R29 Approaches Successfully Over Water	145 17%	76 19%											221 18%
	R29 Approaches Over Land in Noncompliance with water approach (excludes Peaks)	104 12%	52 13%											156 13%
	R29 Approaches Over Peaks that may be eligible for future RNP	137 16%	80 20%											217 18%
	R29 Approaches Over Land that may be eligible for future RNP	280 33%	106 27%											386 31%
	R29 Approaches Over Land that were not eligible for HVA or future RNP	177 21%	82 21%											259 21%
EARLY TURNS by Direction	Early North	0	1											1
	Early North Other	2	2											4
	Early South													0
	Early South Other	5	10											15

NOISE SENSITIVE HOURS COMPLIANCE

Date Range 1/1/26 to 2/15/26

Monthly Review of Noise Mitigation Measures

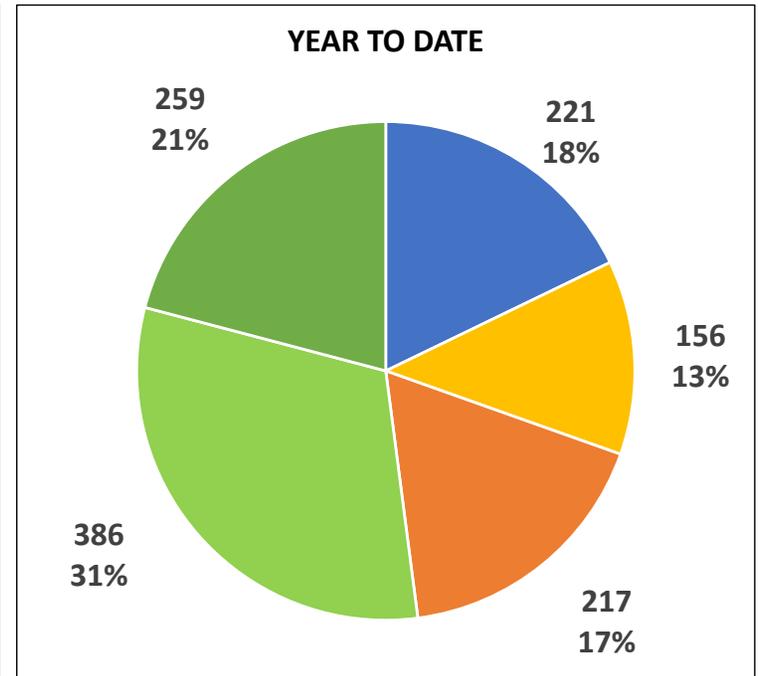
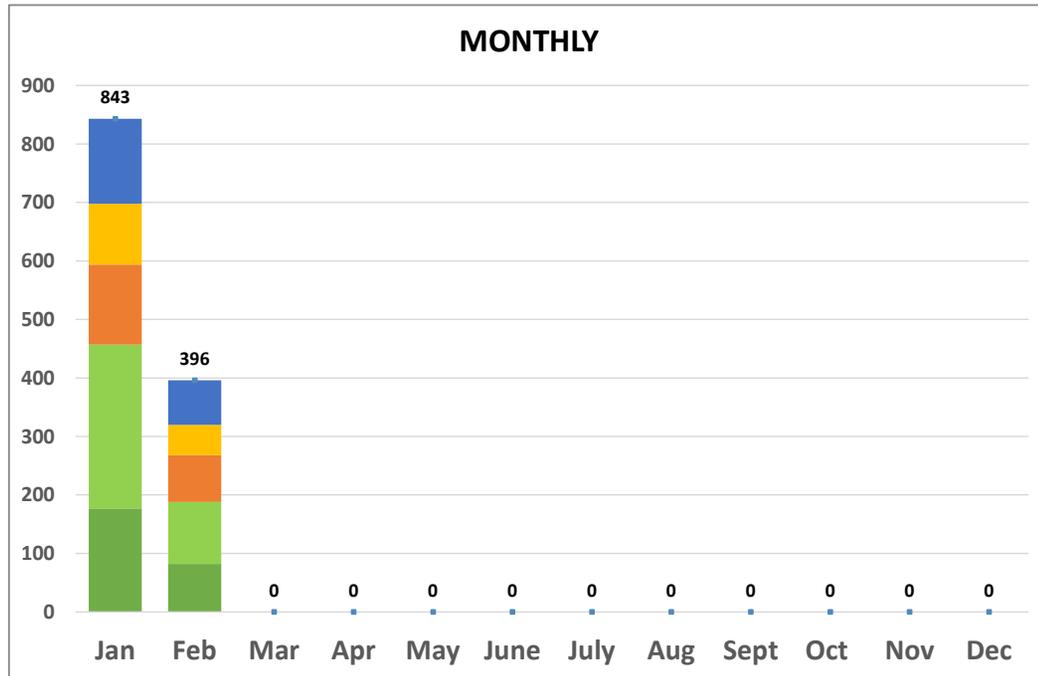
Preferred Runway 10pm-7am -- NCP Compliance



WATER APPROACH COMPLIANCE Date Range 1/1/26 to 2/15/26

Monthly Review of Noise Mitigation Measures

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



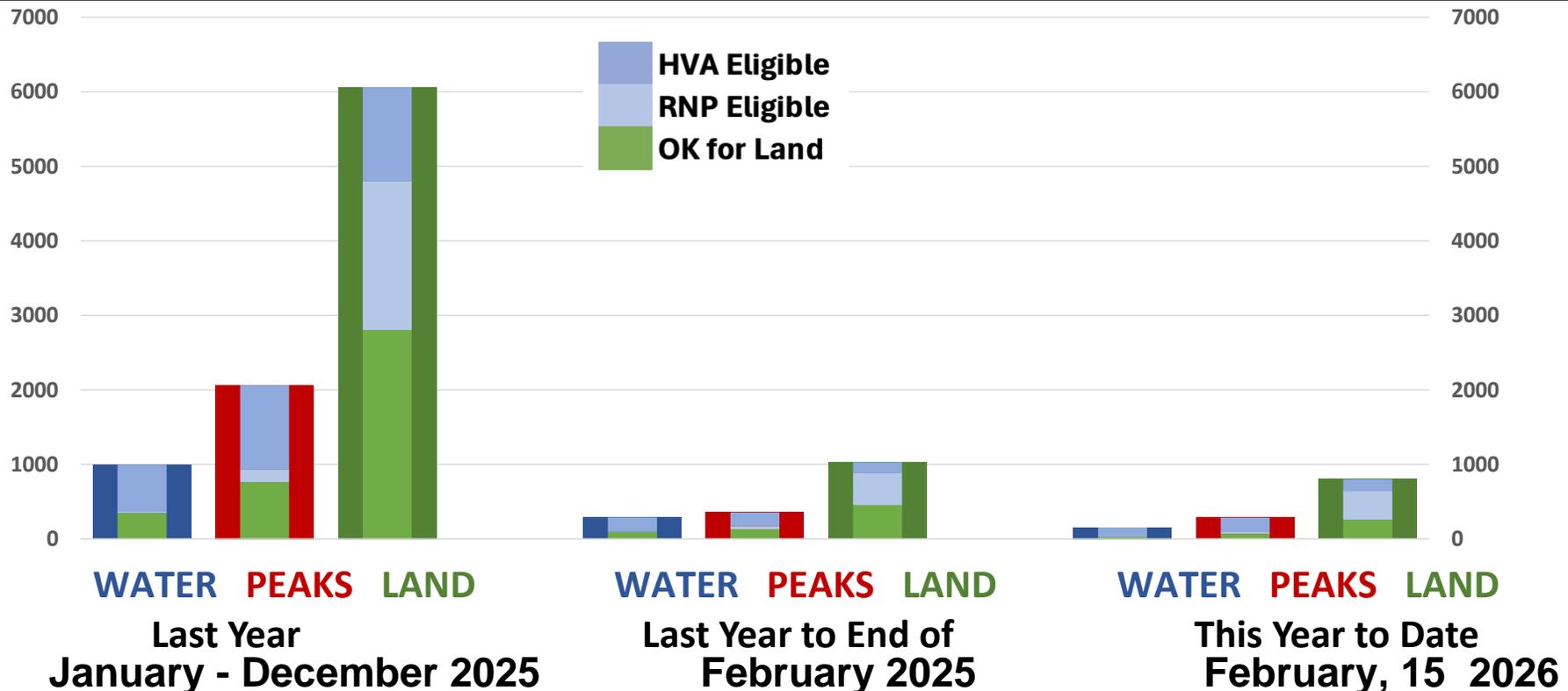
- R29 Approaches **Successfully** Over Water
- R29 Approaches Over Land in **Noncompliance** with water approach (excludes Peaks)
- R29 Approaches Over Peaks that may be eligible for future RNP
- R29 Approaches Over Land that may be eligible for future RNP
- R29 Approaches Over Land that were not eligible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

RUNWAY 29 ARRIVALS - TRENDING

Date Range 1/1/26 to 2/15/26

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 2/15/26

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	12	111	123
Noise Sensitive	1	3	4
Standard Hours	11	108	119
Total	44	293	337

South Portland

Date	Departure	Arrival	Total
January	8	503	511
Noise Sensitive		162	162
Standard Hours	8	341	349
February	12	228	240
Noise Sensitive		70	70
Standard Hours	12	158	170
Total	20	731	751

Portland

Date	Departure	Arrival	Total
January	2		2
Noise Sensitive			
Standard Hours	2		2
February	3	2	5
Noise Sensitive			
Standard Hours	3	2	5
Total	5	2	7

AH PRIMARY RUNWAY SETTING

Date Range 1/1/26 to 2/15/26

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	1	1		1	3
					Monday	3	1		1	5
					Tuesday	2				2
					Thursday	4	1			5
					Friday	3	1			4
					Saturday	1	1			2
					Deviation -Unknown Reason Total					14
Arrival Total						14	5	2	21	
Departure	Deviation- AH Primary	RWY 11	RWY 11	NSD 29	Thursday			1		1
					Friday			1		1
					Saturday			1		1
					Sunday			3		3
					Deviation- AH Primary Total					
Departure Total								6		6
Grand Total						14	5	6	2	27

DAILY COMPLIANCE SUMMARY																February 2026	
Formulas for Calculated Lines	PREFERRED RUNWAY 10pm-7am DAILY NCP COMPLIANCE	1-Feb	2-Feb	3-Feb	4-Feb	5-Feb	6-Feb	7-Feb	8-Feb	9-Feb	10-Feb	11-Feb	12-Feb	13-Feb	14-Feb	15-Feb	Sub Total
A=B+E+H	TOTAL NSH ARRIVALS 10pm-7am	6	8	9	7	7	7	8	7	10	8	7	9	10	7	7	117
B	Total Exempt from Compliance	6	-	-	-	-	-	6	7	3	-	7	7	1	-	-	37
C	Arrivals in Compliance 10pm-4am	-	-	8	-	7	7	2	-	-	6	-	-	4	6	-	40
D	Arrivals in Compliance 4am-7am (with flow)	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	4
E=C+D	TOTAL Arrivals in Compliance	-	-	8	-	7	7	2	-	-	6	-	1	5	7	1	44
F	NSH Noncompliance due to AH Primary Setting	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
G	NSH Noncompliance due to Unknown Reason	-	8	1	7	-	-	-	-	7	2	-	1	4	-	6	36
H=F+G	TOTAL Noncompliant NSH Arrivals	-	8	1	7	-	-	-	-	7	2	-	1	4	-	6	36
I=G/A	Noncompliance % of Total Arrivals	0%	100%	11%	100%	0%	0%	0%	0%	70%	25%	0%	11%	40%	0%	86%	31%
J=K+N+Q	TOTAL NSH DEPARTURES 10pm-7am	6	7	7	6	8	7	7	5	8	7	7	6	7	4	6	98
K	Total Exempt from Compliance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
L	Departures in Compliance 10pm-4am (with flow)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M	Departures in Compliance 4am-7am	5	7	7	6	8	6	7	5	8	7	7	6	7	4	6	96
N=L+M	TOTAL Departures in Compliance	5	7	7	6	8	6	7	5	8	7	7	6	7	4	6	96
O	NSH Noncompliance due to AH Primary Setting	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	1
P	NSH Noncompliance due to Unknown Reason	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
Q=O+P	TOTAL Noncompliant NSH Departures	1	-	-	-	-	1	-	-	-	-	-	-	-	-	-	2
R=P/J	Noncompliance % of Total Departures	17%	0%	0%	0%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%
S=A+J	TOTAL RUNWAY 11/29 NSH OPERATIONS	12	15	16	13	15	14	15	12	18	15	14	15	17	11	13	215
	Took R18/36 when expected runway was 11/29																

Formulas for Calculated Lines	WATER APPROACH DAILY NCP COMPLIANCE	1-Feb	2-Feb	3-Feb	4-Feb	5-Feb	6-Feb	7-Feb	8-Feb	9-Feb	10-Feb	11-Feb	12-Feb	13-Feb	14-Feb	15-Feb	Sub Total
A	Correctly took Land Approach	7	3	2	3	1	2	15	15	15	3	5	7	1	2	1	82
B	Took Land but RNP Eligible	9	15	1	11	5	-	2	3	9	-	5	13	13	7	13	106
C	Took Land but HVA/RNP Eligible	1	5	7	9	1	-	11	-	1	2	4	-	5	2	4	52
D=A+B+C	TOTAL LAND APPROACH	17	23	10	23	7	2	28	18	25	5	14	20	19	11	18	240
E	Went over Peaks	4	7	5	7	7	-	-	1	1	6	11	3	8	10	10	80
F	Other Water Approach	7	9	3	5	10	6	-	2	7	3	5	5	7	5	2	76
G=E+F	TOTAL WATER APPROACH	11	16	8	12	17	6	-	3	8	9	16	8	15	15	12	156
H=D+G	TOTAL ARRIVALS ON RWY 29	28	39	18	35	24	8	28	21	33	14	30	28	34	26	30	396
I=C/H	% Noncompliant - Could have taken HVA	4%	13%	39%	26%	4%	0%	39%	0%	3%	14%	13%	0%	15%	8%	13%	13%
J=(B+E)/H	% Potential Additional Improvement with RNP	46%	56%	33%	51%	50%	0%	7%	19%	30%	43%	53%	57%	62%	65%	77%	47%

DAILY COMPLIANCE SUMMARY			
PREFERRED RUNWAY 10pm-7am DAILY NCP COMPLIANCE		Sub Total	Month Total
TOTAL NSH ARRIVALS 10pm-7am		-	117
Total Exempt from Compliance		-	37
Arrivals in Compliance 10pm-4am		-	40
Arrivals in Compliance 4am-7am (with flow)		-	4
TOTAL Arrivals in Compliance		-	44
NSH Noncompliance due to AH Primary Setting		-	-
NSH Noncompliance due to Unknown Reason		-	36
TOTAL Noncompliant NSH Arrivals		-	36
Noncompliance % of Total Arrivals			31%
TOTAL NSH DEPARTURES 10pm-7am		-	98
Total Exempt from Compliance		-	-
Departures in Compliance 10pm-4am (with flow)		-	-
Departures in Compliance 4am-7am		-	96
TOTAL Departures in Compliance		-	96
NSH Noncompliance due to AH Primary Setting		-	1
NSH Noncompliance due to Unknown Reason		-	1
TOTAL Noncompliant NSH Departures		-	2
Noncompliance % of Total Departures			2%
TOTAL RUNWAY 11/29 NSH OPERATIONS		-	215
Took R18/36 when expected runway was 11/29			

WATER APPROACH DAILY NCP COMPLIANCE		Sub Total	Month Total
Correctly took Land Approach		-	82
Took Land but RNP Eligible		-	106
Took Land but HVA/RNP Eligible		-	52
TOTAL LAND APPROACH		-	240
Went over Peaks		-	80
Other Water Approach		-	76
TOTAL WATER APPROACH		-	156
TOTAL ARRIVALS ON RWY 29		-	396
% Noncompliant - Could have taken HVA			13%
% Potential Additional Improvement with RNP			47%