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**	**276**	**333**	**355**	**338**	**362**	**335**	**337**	**395**			**3165**
	NSH Arrivals in **Compliance**	49 22%	92 43%	123 45%	227 68%	156 44%	210 62%	206 57%	208 62%	213 63%	134 34%			1618 51%
	NSH Arrivals in **Noncompliance**	134 61%	83 39%	114 41%	76 23%	167 47%	114 34%	122 34%	108 32%	115 34%	211 53%			1244 39%
	NSH Arrivals Excluded from Compliance	37 17%	39 18%	39 14%	30 9%	32 9%	14 4%	34 9%	19 6%	9 3%	50 13%			303 10%
	NSH Total Departures	**166**	**181**	**214**	**256**	**292**	**300**	**329**	**318**	**314**	**332**			**2702**
	NSH Departures in **Compliance**	155 93%	168 93%	167 78%	176 69%	222 76%	219 73%	286 87%	282 89%	226 72%	297 89%			2198 81%
	NSH Departures in **Noncompliance**	6 4%	5 3%	25 12%	38 15%	34 12%	55 18%	30 9%	23 7%	49 16%	19 6%			284 11%
	NSH Departures Excluded from Compliance	5 3%	8 4%	22 10%	42 16%	36 12%	26 9%	13 4%	13 4%	39 12%	16 5%			220 8%
WATER APPROACH to RUNWAY 29 (R29)	**R29 Total Approaches**	**843**	**657**	**624**	**408**	**864**	**857**	**988**	**947**	**754**	**1423**			**8365**
	R29 Approaches **Successfully** Over Water	145 17%	126 19%	148 24%	118 29%	279 32%	270 32%	351 36%	244 26%	211 28%	427 30%			2319 28%
	R29 Approaches Over Land in **Noncompliance** with water approach (excludes Peaks)	104 12%	83 13%	70 11%	41 10%	80 9%	101 12%	114 12%	153 16%	60 8%	139 10%			945 11%
	R29 Approaches Over Peaks that may be eligible for future RNP	137 16%	123 19%	76 12%	49 12%	146 17%	202 24%	182 18%	200 21%	89 12%	256 18%			1460 17%
	R29 Approaches Over Land that may be eligible for future RNP	280 33%	208 32%	125 20%	97 24%	196 23%	123 14%	166 17%	159 17%	124 16%	304 21%			1782 21%
	Land that were not eligible for HVA or future RNP	177 21%	117 18%	205 33%	103 25%	163 19%	161 19%	175 18%	191 20%	270 36%	297 21%			1859 22%
EARLY TURNS by Departures on R11	Early North	0	1	4	10	2	14	5	18	15	5			74
	Early North Other	2	8	18	27	14	24	10	15	10	8			136
	Early South	0	3	0	12	13	20	30	39	18	13			148
	Early South Other	5	27	29	58	40	101	140	79	99	41			619

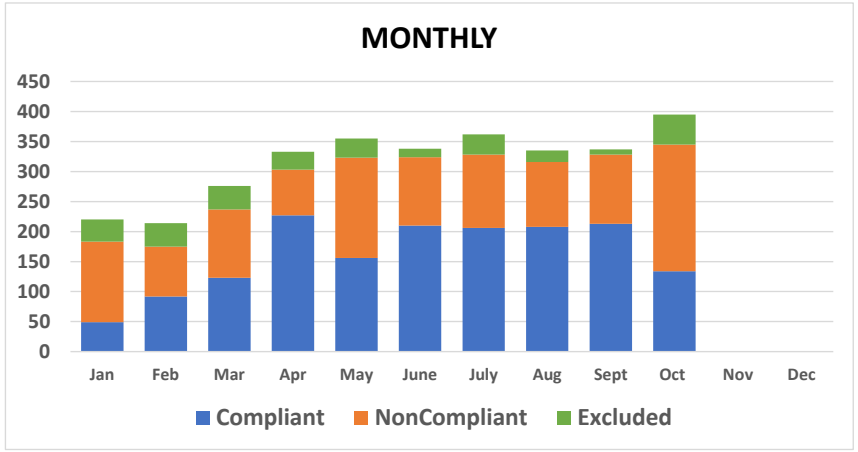
NOISE SENSITIVE HOURS COMPLIANCE

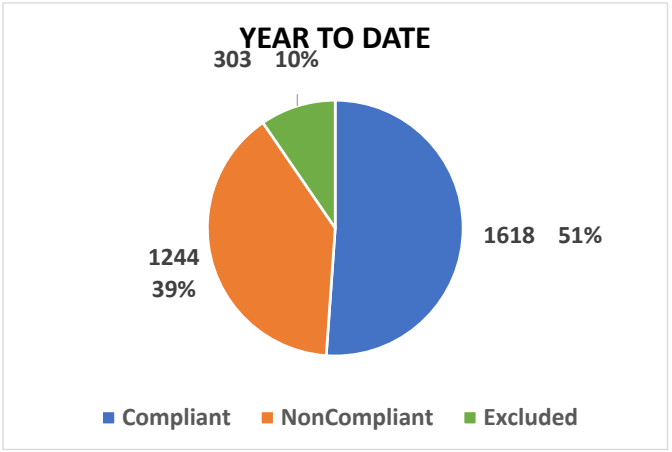
Date Range 1/1/26 to 10/31/26

Monthly Review of Noise Mitigation Measures

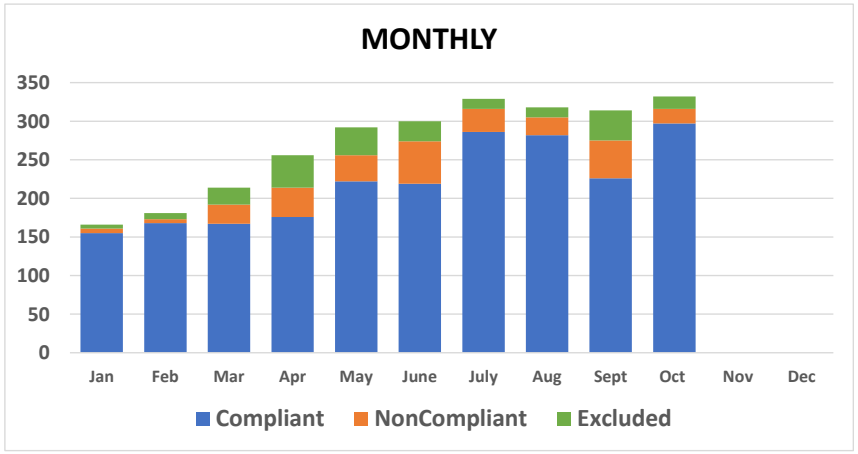
Preferred Runway 10pm-7am -- NCP Compliance

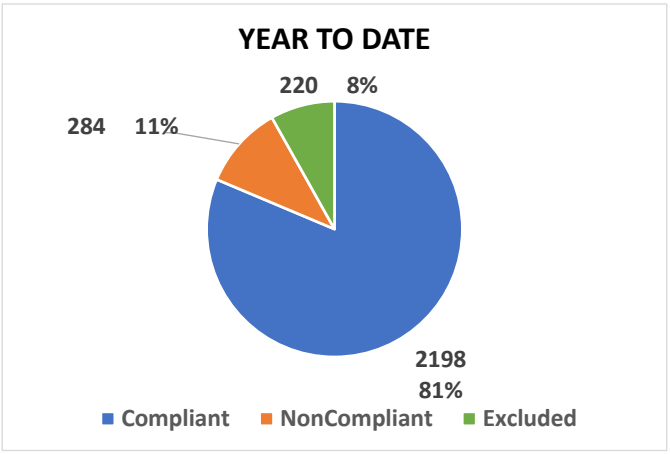
ARRIVALS





DEPARTURES



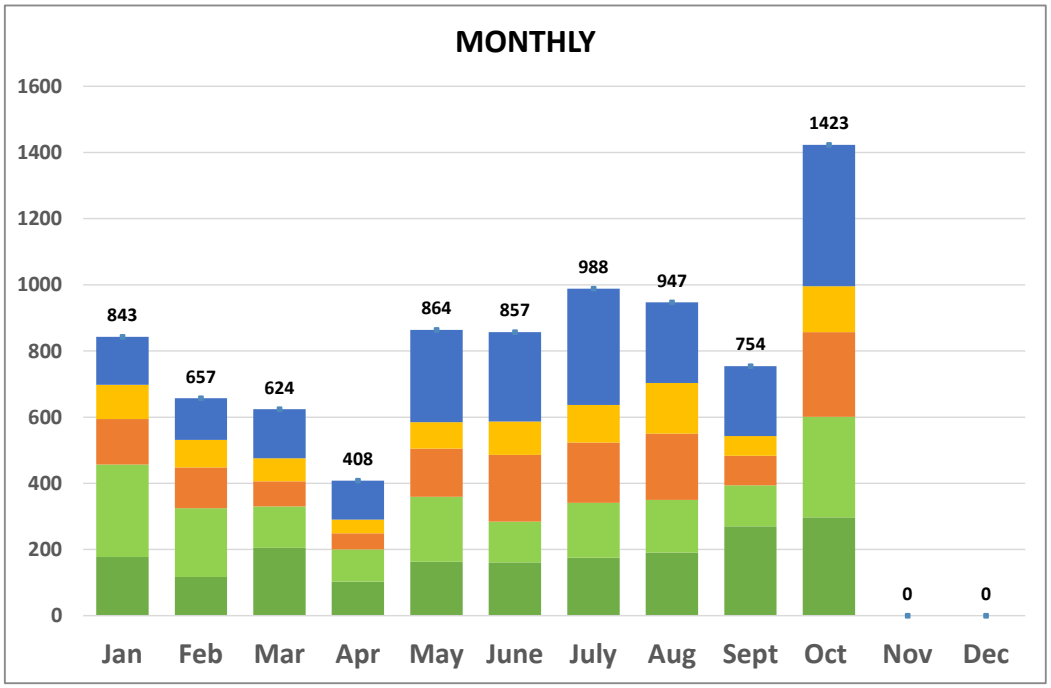


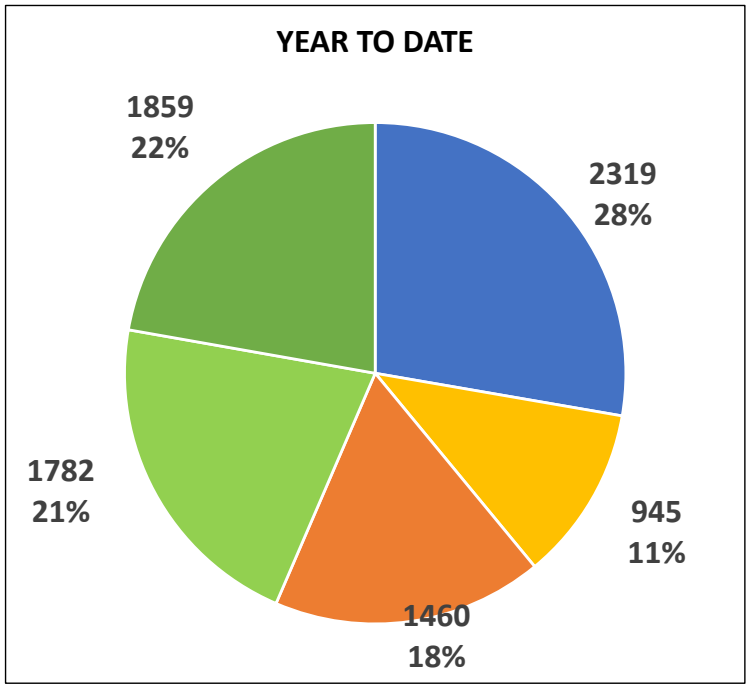
WATER APPROACH COMPLIANCE

Date Range 1/1/26 to 10/31/26

Monthly Review of Noise Mitigation Measures

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





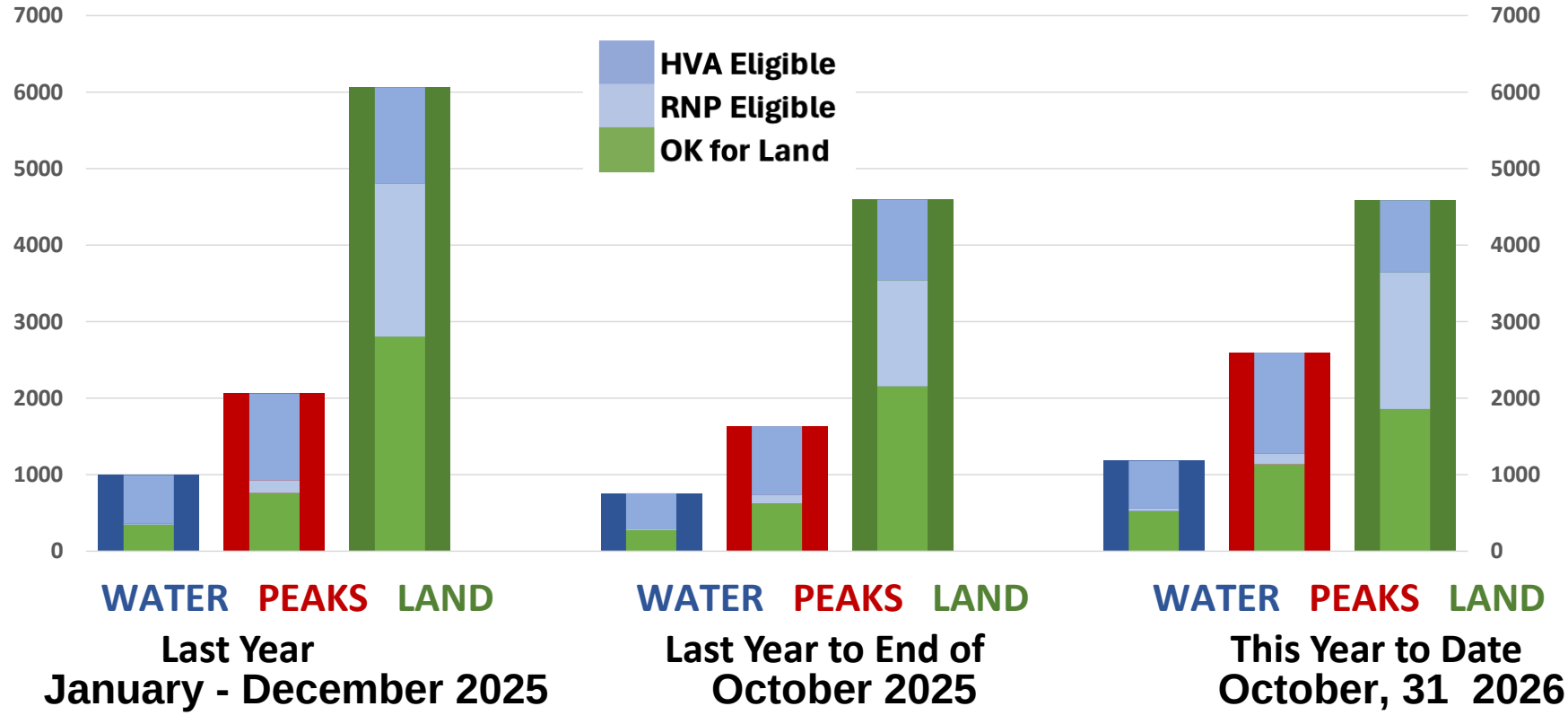
R29 Approaches **Successfully** Over Water
R29 Approaches Over Land in **Noncompliance** with water approach (excludes Peaks)
R29 Approaches Over Peaks that may be eligible for future RNP
R29 Approaches Over Land that may be eligible for future RNP
R29 Approaches Over Land that were not eligible for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

RUNWAY 29 ARRIVALS - TRENDING

Date Range 1/1/26 to 10/31/26

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 10/31/26

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	**165**	**162**	**327**
Noise Sensitive	20	8	28
Standard Hours	145	154	299
April	**301**	**110**	**411**
Noise Sensitive	46	7	53
Standard Hours	255	103	358
May	**188**	**320**	**508**
Noise Sensitive	29	14	43
Standard Hours	159	306	465
June	**264**	**349**	**613**
Noise Sensitive	29	10	39
Standard Hours	235	339	574
July	**106**	**366**	**472**
Noise Sensitive	8	5	13
Standard Hours	98	361	459
August	**54**	**311**	**365**
Noise Sensitive	1	8	9
Standard Hours	53	303	356
September	**38**	**211**	**249**
Noise Sensitive		9	9
Standard Hours	38	202	240
October	**20**	**483**	**503**
Noise Sensitive		20	20
Standard Hours	20	463	483
Total	**1231**	**2676**	**3907**

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	**36**	**402**	**438**
Noise Sensitive	3	146	149
Standard Hours	33	256	289
April	**73**	**245**	**318**
Noise Sensitive	6	103	109
Standard Hours	67	142	209
May	**54**	**418**	**472**
Noise Sensitive	5	177	182
Standard Hours	49	241	290
June	**124**	**368**	**492**
Noise Sensitive	8	120	128
Standard Hours	116	248	364
July	**173**	**457**	**630**
Noise Sensitive	7	157	164
Standard Hours	166	300	466
August	**128**	**469**	**597**
Noise Sensitive	2	121	123
Standard Hours	126	348	474
September	**124**	**438**	**562**
Noise Sensitive	8	112	120
Standard Hours	116	326	442
October	**59**	**740**	**799**
Noise Sensitive	7	246	253
Standard Hours	52	494	546
Total	**811**	**4434**	**5245**

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	**22**	**13**	**35**
Noise Sensitive	3		3
Standard Hours	19	13	32
April	**38**	**6**	**44**
Noise Sensitive	5	2	7
Standard Hours	33	4	37
May	**20**	**7**	**27**
Noise Sensitive		1	1
Standard Hours	20	6	26
June	**38**	**12**	**50**
Noise Sensitive	1		1
Standard Hours	37	12	49
July	**18**	**12**	**30**
Noise Sensitive			
Standard Hours	18	12	30
August	**34**	**14**	**48**
Noise Sensitive		3	3
Standard Hours	34	11	45
September	**26**	**5**	**31**
Noise Sensitive	2		2
Standard Hours	24	5	29
October	**13**	**2**	**15**
Noise Sensitive			
Standard Hours	13	2	15
Total	**220**	**73**	**293**

AH PRIMARY RUNWAY SETTING

Date Range 1/1/26 to 10/31/26

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	3 AM	2 AM	4 AM	Grand Total
Arrival	Deviation - Unknown Reason	RWY 29	RWY 11	NSA 11	Wednesday	18	6			3		27
					Monday	37	10		1	3		51
					Tuesday	24	4			1		29
					Thursday	25	6			2		33
					Friday	48	12					60
					Saturday	25	3			1		29
					Sunday	17	3		2	3		25
		RWY 36	RWY 11	NSA 11	Sunday		1					1
	Deviation -Unknown Reason Total					194	45		3	13		255
	Deviation- AH Primary	RWY 29	RWY 29	NSA 11	Wednesday	1	1		1			3
					Tuesday	2	1			2		5
					Thursday	1	3			3		7
					Friday	1			1			2
					Saturday		3					3
	Deviation- AH Primary Total					5	8		2	5		20
Arrival Total						199	53		5	18		275
Departure	Deviation - Unknown Reason	RWY 11	RWY 29	NSD 29	Monday			4				4
					Saturday			1				1
		RWY 18	RWY 11	WFD 11	Saturday		1					1
			RWY 29	NSD 29	Monday						1	1
		RWY 36	RWY 11	NSD 29	Wednesday			1				1
			RWY 29	NSD 29	Saturday			1				1
	Deviation -Unknown Reason Total						1	7			1	9
	Deviation- AH Primary	RWY 11	RWY 11	NSD 29	Wednesday			17				17
					Monday			23				23
					Tuesday			9				9
					Thursday			26				26
					Friday			7				7
					Saturday			18				18
					Sunday			20				20
	Deviation- AH Primary Total							120				120
Departure Total							1	127			1	129
Grand Total						199	54	127	5	18	1	404

DAILY COMPLIANCE SUMMARY — October 2026

Formulas for Calculated Lines	PREFERRED RUNWAY 10pm-7am DAILY NCP COMPLIANCE	1-Oct	2-Oct	3-Oct	4-Oct	5-Oct	6-Oct	7-Oct	8-Oct	9-Oct	10-Oct	11-Oct	12-Oct	13-Oct	14-Oct	15-Oct	Sub Total
A=B+E+H	TOTAL NSH ARRIVALS 10pm-7am	13	17	7	13	14	11	14	12	16	15	10	16	14	14	16	202
B	Total Exempt from Compliance	-	-	-	-	3	1	3	-	-	-	-	-	9	-	-	16
C	Arrivals in Compliance 10pm-4am	3	-	6	13	1	-	-	1	1	3	-	-	10	2	-	5	45
D	Arrivals in Compliance 4am-7am (with flow)	-	1	-	-	-	-	1	1	1	1	-	-	-	1	1	7
E=C+D	TOTAL Arrivals in Compliance	3	1	6	13	1	-	1	2	2	4	-	-	10	2	1	6	52
F	NSH Noncompliance due to AH Primary Setting	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
G	NSH Noncompliance due to Unknown Reason	10	16	1	-	10	10	10	10	14	11	10	6	3	13	10	134
H=F+G	TOTAL Noncompliant NSH Arrivals	10	16	1	-	10	10	10	10	14	11	10	6	3	13	10	134
I=G/A	Noncompliance % of Total Arrivals	77%	94%	14%	0%	71%	91%	71%	83%	88%	73%	100%	38%	21%	93%	63%	66%
J=K+N+Q	TOTAL NSH DEPARTURES 10pm-7am	12	11	11	11	11	11	9	10	11	9	13	12	11	11	14	167
K	Total Exempt from Compliance	-	-	-	-	-	-	-	-	-	-	-	-	8	-	-	8
L	Departures in Compliance 10pm-4am (with flow)	1	-	-	-	-	-	-	-	-	-	1	-	-	-	-	2
M	Departures in Compliance 4am-7am	11	11	11	11	11	11	9	10	11	9	12	12	-	11	14	154
N=L+M	TOTAL Departures in Compliance	12	11	11	11	11	11	9	10	11	9	13	12	-	11	14	156
O	NSH Noncompliance due to AH Primary Setting	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
P	NSH Noncompliance due to Unknown Reason	-	-	-	-	-	-	-	-	-	-	-	-	3	-	-	3
Q=O+P	TOTAL Noncompliant NSH Departures	-	-	-	-	-	-	-	-	-	-	-	-	3	-	-	3
R=P/J	Noncompliance % of Total Departures	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	27%	0%	0%	2%
S=A+J	TOTAL RUNWAY 11/29 NSH OPERATIONS	25	28	18	24	25	22	23	22	27	24	23	28	25	25	30	369
	Took R18/36 when expected runway was 11/29																

Formulas for Calculated Lines	WATER APPROACH DAILY NCP COMPLIANCE	1-Oct	2-Oct	3-Oct	4-Oct	5-Oct	6-Oct	7-Oct	8-Oct	9-Oct	10-Oct	11-Oct	12-Oct	13-Oct	14-Oct	15-Oct	Sub Total
A	Correctly took Land Approach	11	12	5	2	12	24	1	9	8	6	9	11	17	22	15	164
B	Took Land but RNP Eligible	12	20	1	-	13	18	11	18	19	18	14	8	-	16	13	181
C	Took Land but HVA/RNP Eligible	5	5	3	-	11	1	3	13	3	8	7	15	-	11	1	86
D=A+B+C	TOTAL LAND APPROACH	28	37	9	2	36	43	15	40	30	32	30	34	17	49	29	431
E	Went over Peaks	-	15	9	-	9	1	6	12	11	16	14	15	-	11	8	127
F	Other Water Approach	7	16	23	3	22	15	6	15	31	14	17	12	-	8	23	212
G=E+F	TOTAL WATER APPROACH	7	31	32	3	31	16	12	27	42	30	31	27	-	19	31	339
H=D+G	TOTAL ARRIVALS ON RWY 29	35	68	41	5	67	59	27	67	72	62	61	61	17	68	60	770
I=C/H	% Noncompliant - Could have taken HVA	14%	7%	7%	0%	16%	2%	11%	19%	4%	13%	11%	25%	0%	16%	2%	11%
J=(B+E)/H	% Potential Additional Improvement with RNP	34%	51%	24%	0%	33%	32%	63%	45%	42%	55%	46%	38%	0%	40%	35%	40%

DAILY COMPLIANCE SUMMARY — October 2026

PREFERRED RUNWAY 10pm-7am DAILY NCP COMPLIANCE	16-Oct	17-Oct	18-Oct	19-Oct	20-Oct	21-Oct	22-Oct	23-Oct	24-Oct	25-Oct	26-Oct	27-Oct	28-Oct	29-Oct	30-Oct	31-Oct	Sub Total	Month Total
TOTAL NSH ARRIVALS 10pm-7am	9	15	13	14	13	15	9	20	7	12	14	9	10	12	14	7	193	395
Total Exempt from Compliance	3	8	-	-	-	-	5	5	-	-	-	-	-	-	11	2	34	50
Arrivals in Compliance 10pm-4am	2	-	-	11	12	15	2	1	7	12	2	1	9	1	-	4	79	124
Arrivals in Compliance 4am-7am (with flow)	-	-	-	-	1	-	-	-	-	-	-	-	1	-	1	-	3	10
TOTAL Arrivals in Compliance	2	-	-	11	13	15	2	1	7	12	2	1	10	1	1	4	82	134
NSH Noncompliance due to AH Primary Setting	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NSH Noncompliance due to Unknown Reason	4	7	13	3	-	-	2	14	-	-	12	8	-	11	2	1	77	211
TOTAL Noncompliant NSH Arrivals	4	7	13	3	-	-	2	14	-	-	12	8	-	11	2	1	77	211
Noncompliance % of Total Arrivals	44%	47%	100%	21%	0%	0%	22%	70%	0%	0%	86%	89%	0%	92%	14%	14%	40%	53%
TOTAL NSH DEPARTURES 10pm-7am	11	11	9	11	11	10	13	11	10	11	8	9	9	12	10	9	165	332
Total Exempt from Compliance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8
Departures in Compliance 10pm-4am (with flow)	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	3
Departures in Compliance 4am-7am	11	11	9	11	10	-	1	11	10	11	6	9	9	12	10	9	140	294
TOTAL Departures in Compliance	11	11	9	11	11	-	1	11	10	11	6	9	9	12	10	9	141	297
NSH Noncompliance due to AH Primary Setting	-	-	-	-	-	3	3	-	-	-	2	-	-	-	-	-	8	8
NSH Noncompliance due to Unknown Reason	-	-	-	-	-	7	9	-	-	-	-	-	-	-	-	-	16	19
TOTAL Noncompliant NSH Departures	-	-	-	-	-	10	12	-	-	-	2	-	-	-	-	-	24	27
Noncompliance % of Total Departures	0%	0%	0%	0%	0%	100%	92%	0%	0%	0%	25%	0%	0%	0%	0%	0%	15%	8%
TOTAL RUNWAY 11/29 NSH OPERATIONS	20	26	22	25	24	25	22	31	17	23	22	18	19	24	24	16	358	727
Took R18/36 when expected runway was 11/29																		

WATER APPROACH DAILY NCP COMPLIANCE	16-Oct	17-Oct	18-Oct	19-Oct	20-Oct	21-Oct	22-Oct	23-Oct	24-Oct	25-Oct	26-Oct	27-Oct	28-Oct	29-Oct	30-Oct	31-Oct	Sub Total	Month Total
Correctly took Land Approach	19	35	5	3	1		10	13	4	2	5	11	4	7	9	5	133	297
Took Land but RNP Eligible	9	13	16	3	1		1	14	7	-	17	9	3	14	12	4	123	304
Took Land but HVA/RNP Eligible	1	1	8	1	4		2	3	4	5	4	5	2	8	3	2	53	139
TOTAL LAND APPROACH	29	49	29	7	6	-	13	30	15	7	26	25	9	29	24	11	309	740
Went over Peaks	1	1	12	11	4		4	9	15	8	21	11	12	12	6	2	129	256
Other Water Approach	1	13	26	5	1		12	18	20	8	12	13	23	17	24	22	215	427
TOTAL WATER APPROACH	2	14	38	16	5		16	27	35	16	33	24	35	29	30	24	344	683
TOTAL ARRIVALS ON RWY 29	31	63	67	23	11		29	57	50	23	59	49	44	58	54	35	653	1,423
% Noncompliant - Could have taken HVA	3%	2%	12%	4%	36%		7%	5%	8%	22%	7%	10%	5%	14%	6%	6%	8%	10%
% Potential Additional Improvement with RNP	32%	22%	42%	61%	45%		17%	40%	44%	35%	64%	41%	34%	45%	33%	17%	39%	39%