

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	160								1264
	NSH Arrivals in Compliance	4318%	6328%	15650%	18055%	13786%								57946%
	NSH Arrivals in Noncompliance	12652%	11150%	9631%	9930%	159%								44735%
	NSH Arrivals Excluded from Compliance	7531%	5022%	5919%	4614%	85%								23819%
	NSH Total Departures	206	184	242	267	144								1043
	NSH Departures in Compliance	19193%	15986%	16066%	21581%	6948%								79476%
	NSH Departures in Noncompliance	63%	84%	3314%	2610%	2618%								999%
	NSH Departures Excluded from Compliance	94%	179%	4920%	2610%	4934%								15014%
WATER APPROACH to RUNWAY 29 (R29)	R29 Total Approaches	904	768	614	582	137								3005
	R29 Approaches Successfully Over Water	25628%	16021%	12921%	13623%	4533%								72624%
	R29 Approaches Over Land in Noncompliance with water approach (excludes Peaks)	698%	699%	478%	397%	118%								2358%
	R29 Approaches Over Peaks that may be eligible for future RNP	10512%	13417%	8314%	458%	1410%								38113%
	R29 Approaches Over Land that may be eligible for future RNP	24327%	18524%	11118%	13423%	2418%								69723%
	R29 Approaches Over Land that were not eligible for HVA or future RNP	23126%	22029%	24440%	22839%	4331%								96632%

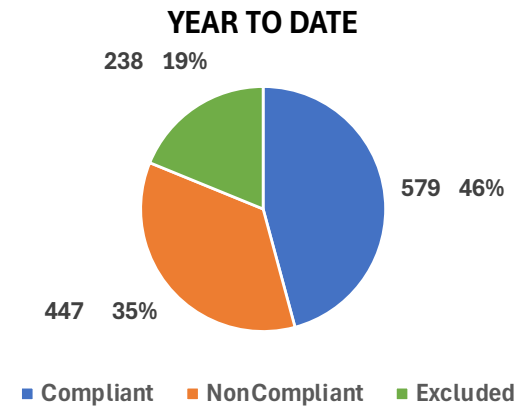
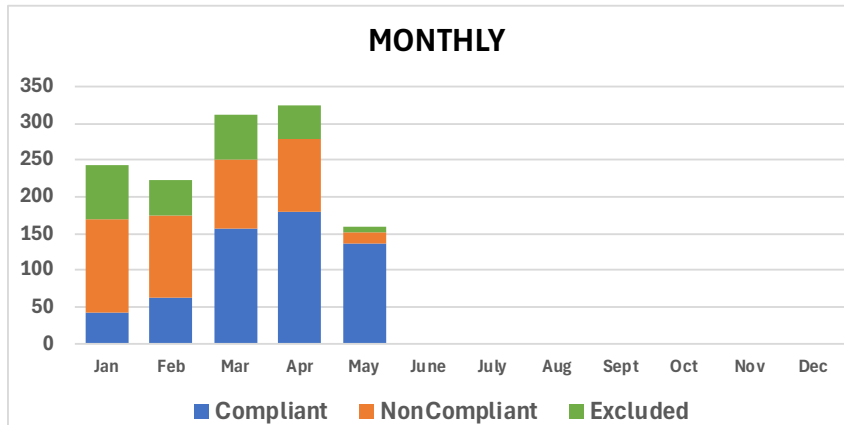
NOISE SENSITIVE HOURS COMPLIANCE

Date Range 1/1/25 to 5/15/25

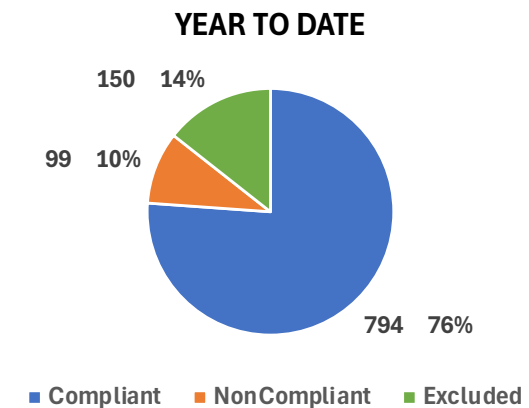
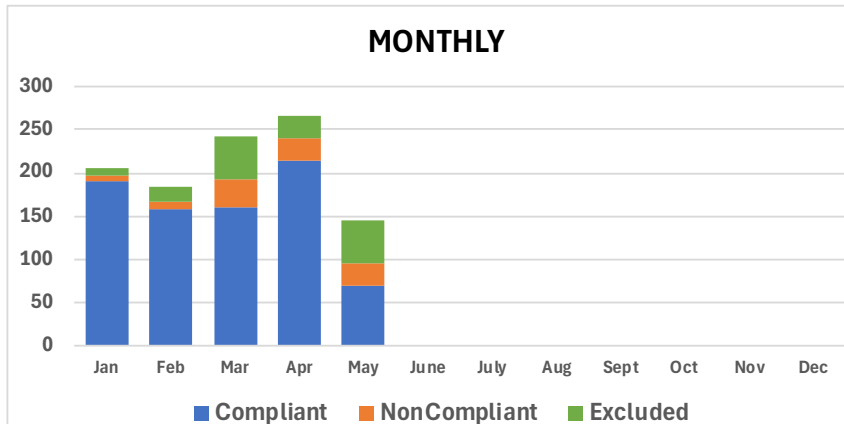
Monthly Review of Noise Mitigation Measures

Preferred Runway 10pm-7am NCP Compliance

ARRIVALS



DEPARTURES

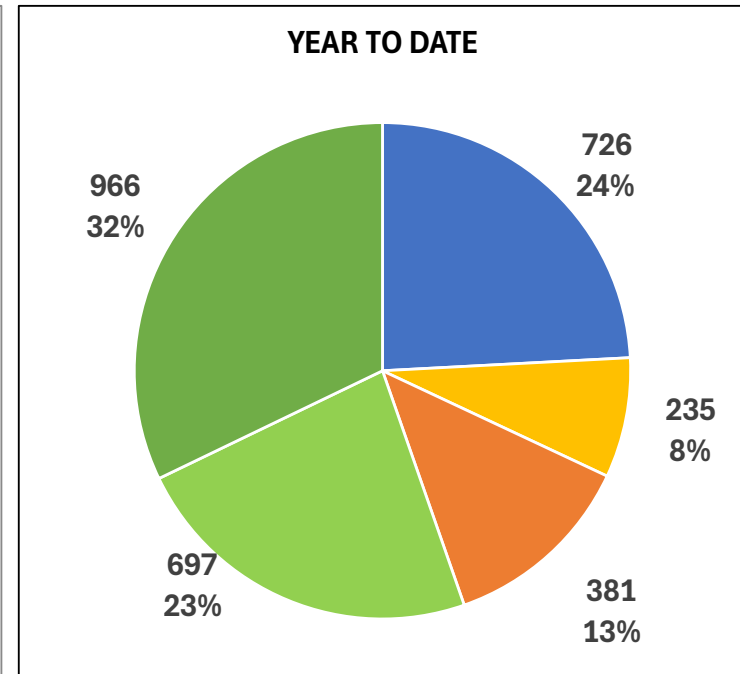
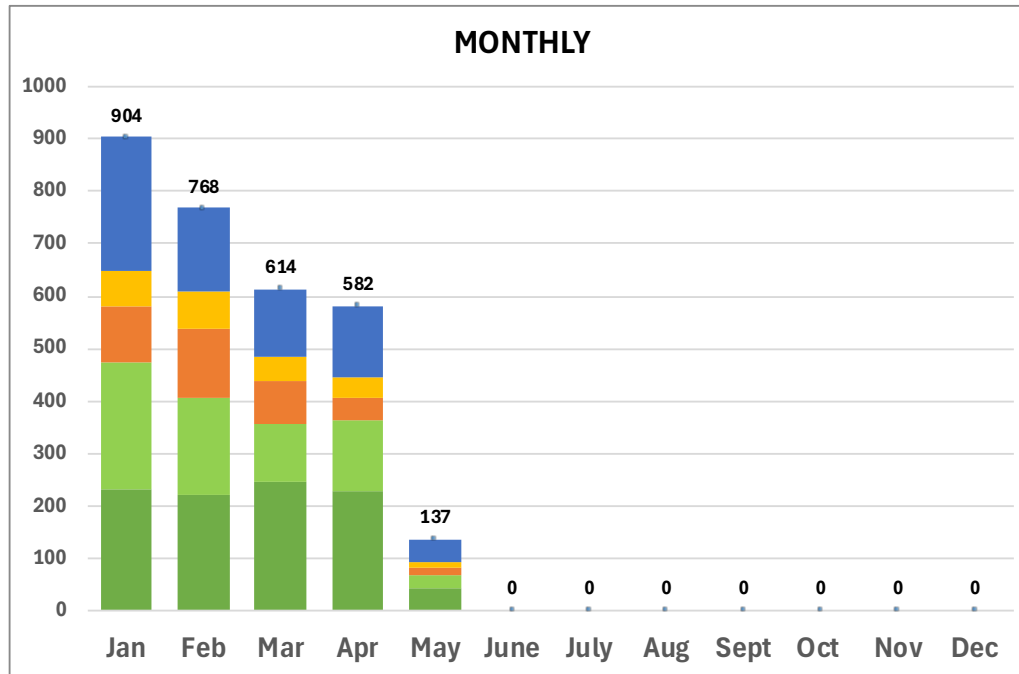


WATER APPROACH COMPLIANCE

Date Range 1/1/25 to 5/15/25

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 5/15/25

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

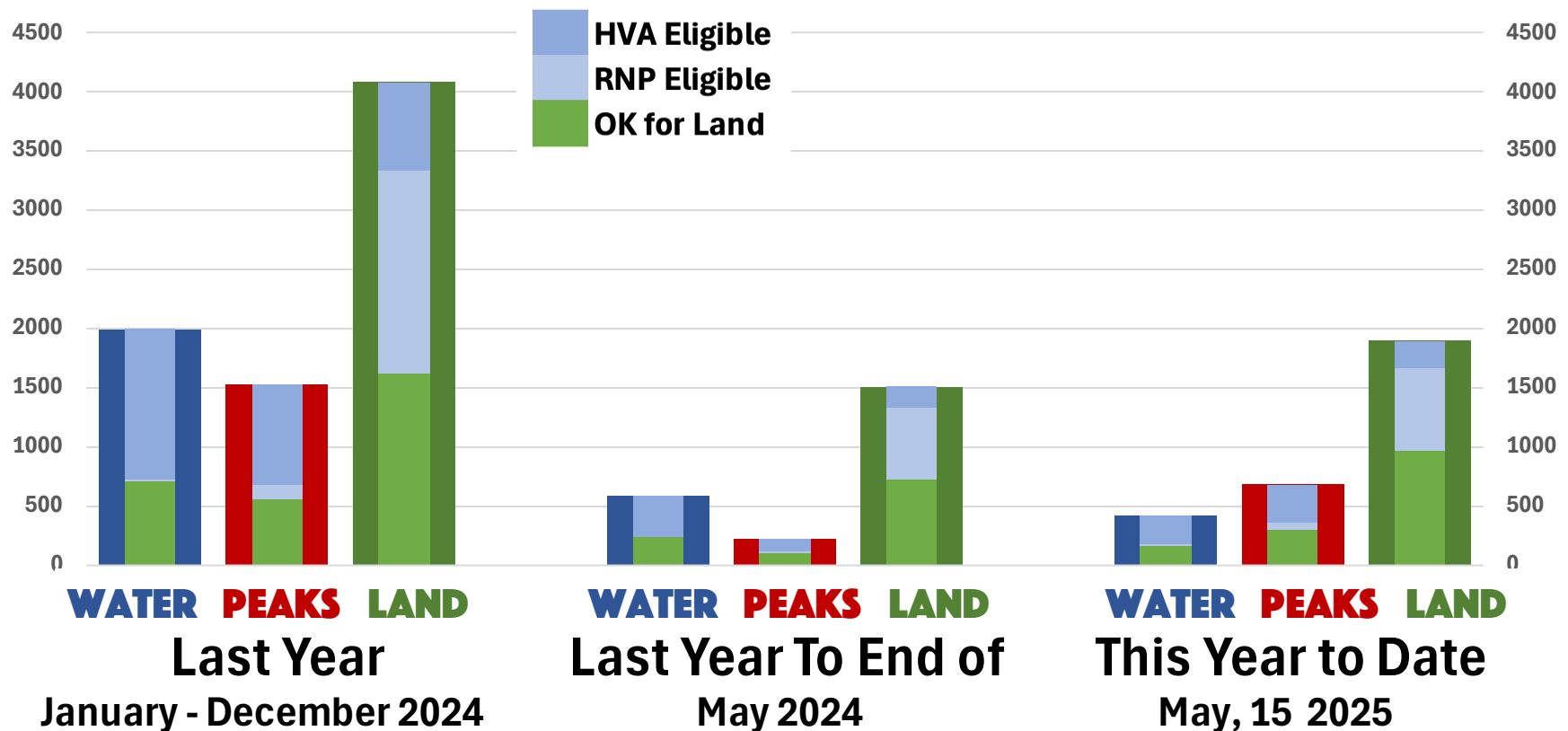
A column's vertical border color indicates the actual location of approaches to R29 and flight count over that location:

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 5/15/25

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

Peaks Island

Date	Arrival	Departure	Grand Total
Jan	173	19	192
Noise Sensitive	9	11	20
Standard Hours	164	8	172
Feb	196	77	273
Noise Sensitive	9	18	27
Standard Hours	187	59	246
Mar	156	241	397
Noise Sensitive	4	54	58
Standard Hours	152	187	339
Apr	120	245	365
Noise Sensitive	5	32	37
Standard Hours	115	213	328
May	46	209	255
Noise Sensitive	3	40	43
Standard Hours	43	169	212
Grand Total	691	791	1482

South Portland

Date	Arrival	Departure	Grand Total
Jan	534	2	536
Noise Sensitive	201	2	203
Standard Hours	333		333
Feb	464	9	473
Noise Sensitive	158		158
Standard Hours	306	9	315
Mar	396	35	431
Noise Sensitive	155	4	159
Standard Hours	241	31	272
Apr	396	56	452
Noise Sensitive	145	6	151
Standard Hours	251	50	301
May	77	62	139
Noise Sensitive	20	4	24
Standard Hours	57	58	115
Grand Total	1867	164	2031

Portland

Date	Departure	Grand Total
Feb	7	7
Standard Hours	7	7
Mar	19	19
Noise Sensitive	2	2
Standard Hours	17	17
Apr	15	15
Noise Sensitive	1	1
Standard Hours	14	14
May	19	19
Noise Sensitive	2	2
Standard Hours	17	17
Grand Total	60	60

AH PRIMARY RUNWAY SETTING**Date Range 1/1/25 to 5/15/25****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 - AH Primary	RWY 29	RWY 29	NSA 11	Monday		2					2
					Saturday	1						1
	Deviation - AH Primary Total					1	2					3
	Deviation-Unknown Reason	RWY 29	RWY 11	NSA 11	Sunday	1	1					2
					Monday	12	6	1	1			20
					Tuesday	5	3	1				9
					Wednesday	7	3					10
					Thursday	8						8
					Friday	12	1	1				14
					Saturday	5	3					8
Deviation-Unknown Reason Total					50	17	3	1			71	
Arrival Total					51	19	3	1			74	
Departure	Deviation - AH Primary	RWY 11	RWY 11	NSD 29	Sunday						15	15
					Monday						15	15
					Tuesday						9	9
					Wednesday					1	12	13
					Thursday						9	9
					Friday						4	4
					Saturday						15	15
	Deviation - AH Primary Total									1	79	80
	Deviation-Unknown Reason	RWY 18	RWY 11	NSD 29	Monday					1	1	2
	Deviation-Unknown Reason Total									1	1	2
Departure Total									2	80	82	
Grand Total					51	19	3	1	2	80	156	

DAILY COMPLIANCE SUMMARY																	May 2025
Formulas for Calculated Lines	PREFERRED RUNWAY 10pm-7am DAILY NCP COMPLIANCE	1-May	2-May	3-May	4-May	5-May	6-May	7-May	8-May	9-May	10-May	11-May	12-May	13-May	14-May	15-May	Sub Total
A=B+E+H	TOTAL NSH ARRIVALS 10pm-7am	9	14	9	11	15	12	11	8	11	10	9	12	9	12	8	160
B	Total Exempt from Compliance	-	-	-	-	-	-	-	-	-	2	6	-	-	-	-	8
C	Arrivals in Compliance 10pm-4am	6	12	9	11	14	12	10	8	11	4	-	9	9	12	8	135
D	Arrivals in Compliance 4am-7am (with flow)	-	-	-	-	1	-	1	-	-	-	-	-	-	-	-	2
E=C+D	TOTAL Arrivals in Compliance	6	12	9	11	15	12	11	8	11	4	-	9	9	12	8	137
F	NSH Noncompliance due to AH Primary Setting	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
G	NSH Noncompliance due to Unknown Reason	3	2	-	-	-	-	-	-	-	4	3	3	-	-	-	15
H=F+G	TOTAL Noncompliant NSH Arrivals	3	2	-	-	-	-	-	-	-	4	3	3	-	-	-	15
I=G/A	Noncompliance % of Total Arrivals due to Unknown Reason	33%	14%	0%	0%	0%	0%	0%	0%	0%	40%	33%	25%	0%	0%	0%	9%
J=K+N+Q	TOTAL NSH DEPARTURES 10pm-7am	12	8	8	10	13	10	9	8	11	9	9	10	9	10	8	144
K	Total Exempt from Compliance	-	-	-	-	-	9	-	-	10	9	-	-	-	-	-	28
L	Departures in Compliance 10pm-4am (with flow)	1	-	-	1	2	1	1	-	1	-	-	-	-	-	-	7
M	Departures in Compliance 4am-7am	10	4	7	-	-	-	-	1	-	-	9	10	3	10	8	62
N=L+M	TOTAL Departures in Compliance	11	4	7	1	2	1	1	1	1	-	9	10	3	10	8	69
O	NSH Noncompliance due to AH Primary Setting	1	4	1	6	3	-	4	1	-	-	-	-	1	-	-	21
P	NSH Noncompliance due to Unknown Reason	-	-	-	3	8	-	4	6	-	-	-	-	5	-	-	26
Q=O+P	TOTAL Noncompliant NSH Departures	1	4	1	9	11	-	8	7	-	-	-	-	6	-	-	47
R=P/J	Noncompliance % of Total Departures due to Unknown Reasons	8%	50%	13%	90%	85%	0%	89%	88%	0%	0%	0%	0%	67%	0%	0%	33%
S=A+J	TOTAL RUNWAY 11/29 NSH OPERATIONS	21	22	17	21	28	22	20	16	22	19	18	22	18	22	16	304
Formulas for Calculated Lines	WATER APPROACH DAILY NCP COMPLIANCE	1-May	2-May	3-May	4-May	5-May	6-May	7-May	8-May	9-May	10-May	11-May	12-May	13-May	14-May	15-May	Sub Total
A	Correctly took Land Approach	1	7					1	2		10	6	14		1	1	43
B	Took Land but RNP Eligible	3	-					-	-		9	9	3		-	-	24
C	Took Land but HVA/RNP Eligible	2	1					1	-		7	-	-		-	-	11
D=A+B+C	TOTAL LAND APPROACH	6	8	-	-	-	-	2	2	-	26	15	17	-	1	1	78
E	Went over Peaks but HVA or RNP Eligible	-	-	-	-	-	-	-	1	-	2	2	3	-	6	-	14
F	Other Water Approach	-	-	-	-	-	-	-	4	-	1	24	13	-	2	1	45
G=E+F	TOTAL WATER APPROACH	-	-	-	-	-	-	-	5	-	3	26	16	-	8	1	59
H=D+G	TOTAL ARRIVALS ON RWY 29	6	8	-	-	-	-	2	7	-	29	41	33	-	9	2	137
I=C/H	% Noncompliant - Could have taken HVA	33%	13%					50%	0%		24%	0%	0%		0%	0%	8%
J=(B+E)/H	% Potential Additional Improvement with RNP	50%	0%					0%	14%		38%	27%	18%		67%	0%	28%

DAILY COMPLIANCE SUMMARY																
PREFERRED RUNWAY 10pm-7am DAILY NCP COMPLIANCE															Sub Total	Month Total
TOTAL NSH ARRIVALS 10pm-7am															-	160
Total Exempt from Compliance															-	8
Arrivals in Compliance 10pm-4am															-	135
Arrivals in Compliance 4am-7am (with flow)															-	2
TOTAL Arrivals in Compliance															-	137
NSH Noncompliance due to AH Primary Setting															-	-
NSH Noncompliance due to Unknown Reason															-	15
TOTAL Noncompliant NSH Arrivals															-	15
Noncompliance % of Total Arrivals due to Unknown Reason																9%
TOTAL NSH DEPARTURES 10pm-7am															-	144
Total Exempt from Compliance															-	28
Departures in Compliance 10pm-4am (with flow)															-	7
Departures in Compliance 4am-7am															-	62
TOTAL Departures in Compliance															-	69
NSH Noncompliance due to AH Primary Setting															-	21
NSH Noncompliance due to Unknown Reason															-	26
TOTAL Noncompliant NSH Departures															-	47
Noncompliance % of Total Departures due to Unknown Reasons																33%
TOTAL RUNWAY 11/29 NSH OPERATIONS															-	304
WATER APPROACH DAILY NCP COMPLIANCE															Sub Total	Month Total
Correctly took Land Approach															-	43
Took Land but RNP Eligible															-	24
Took Land but HVA/RNP Eligible															-	11
TOTAL LAND APPROACH															-	78
Went over Peaks but HVA or RNP Eligible															-	14
Other Water Approach															-	45
TOTAL WATER APPROACH															-	59
TOTAL ARRIVALS ON RWY 29															-	137
% Noncompliant - Could have taken HVA																8%
% Potential Additional Improvement with RNP																28%

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