

## NOISE COMPATIBILITY PROGRAM 2026 COMPLIANCE SUMMARY

		Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Year to Date
<b>NOISE SENSITIVE HOURS 10PM - 7AM</b>	<b>NSH Total Arrivals</b>	<b>220</b>	<b>214</b>											<b>434</b>
	NSH Arrivals in Compliance	49 22%	92 43%											141 32%
	NSH Arrivals in Noncompliance	134 61%	83 39%											217 50%
	NSH Arrivals Excluded from Compliance	37 17%	39 18%											76 18%
	<b>NSH Total Departures</b>	<b>166</b>	<b>181</b>											<b>347</b>
	NSH Departures in Compliance	155 93%	168 93%											323 93%
	NSH Departures in Noncompliance	6 4%	5 3%											11 3%
	NSH Departures Excluded from Compliance	5 3%	8 4%											13 4%
<b>WATER APPROACH to RUNWAY 29 (R29)</b>	<b>R29 Total Approaches</b>	<b>843</b>	<b>657</b>											<b>1500</b>
	R29 Approaches Successfully Over Water	145 17%	126 19%											271 18%
	R29 Approaches Over Land in Noncompliance with water approach (excludes Peaks)	104 12%	83 13%											187 12%
	R29 Approaches Over Peaks that may be eligible for future RNP	137 16%	123 19%											260 17%
	R29 Approaches Over Land that may be eligible for future RNP	280 33%	208 32%											488 33%
	Land that were not eligible for HVA or future RNP	177 21%	117 18%											294 20%
<b>EARLY TURNS by Departures on R11</b>	Early North	0	1											1
	Early North Other	2	8											10
	Early South	0	3											3
	Early South Other	5	27											32

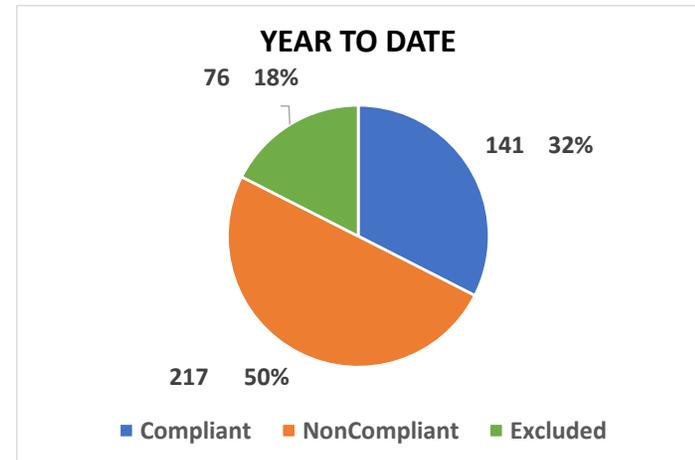
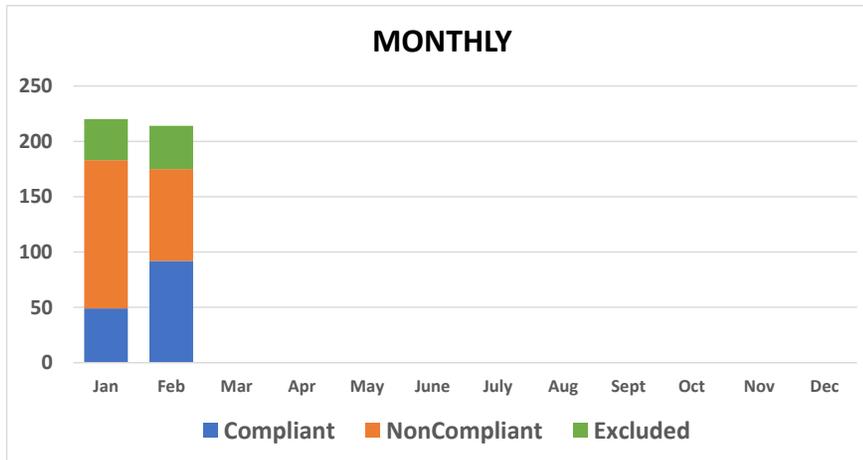
# NOISE SENSITIVE HOURS COMPLIANCE

Date Range 1/1/26 to 2/28/26

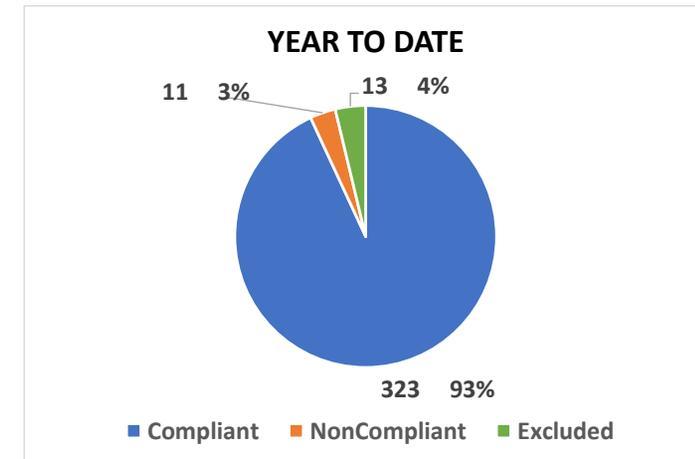
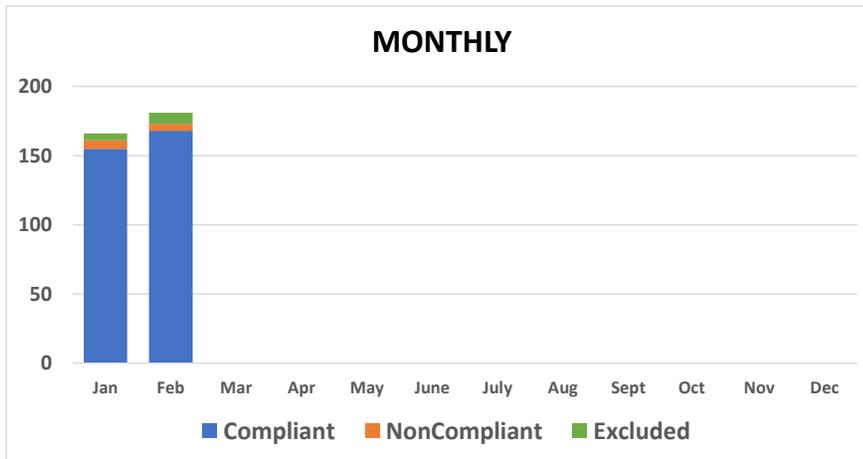
## Monthly Review of Noise Mitigation Measures

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

ARRIVALS



DEPARTURES

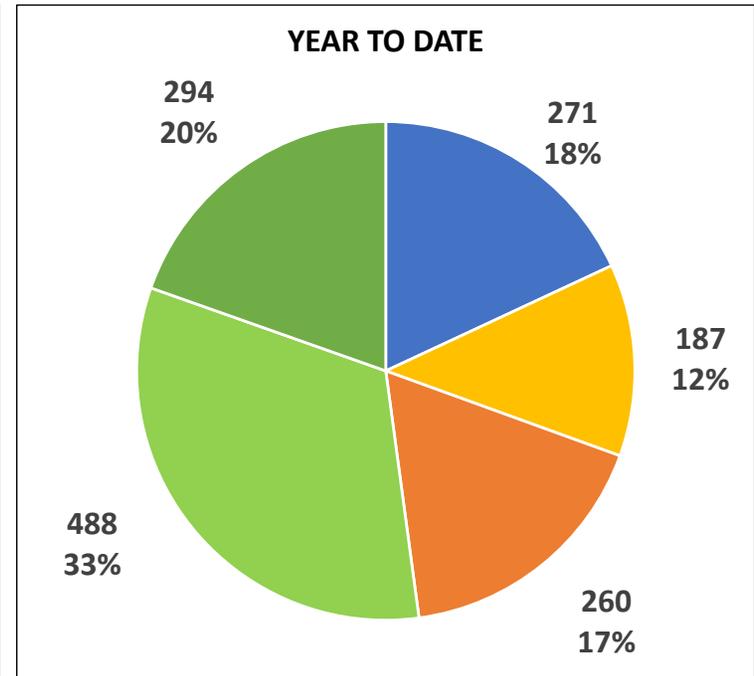
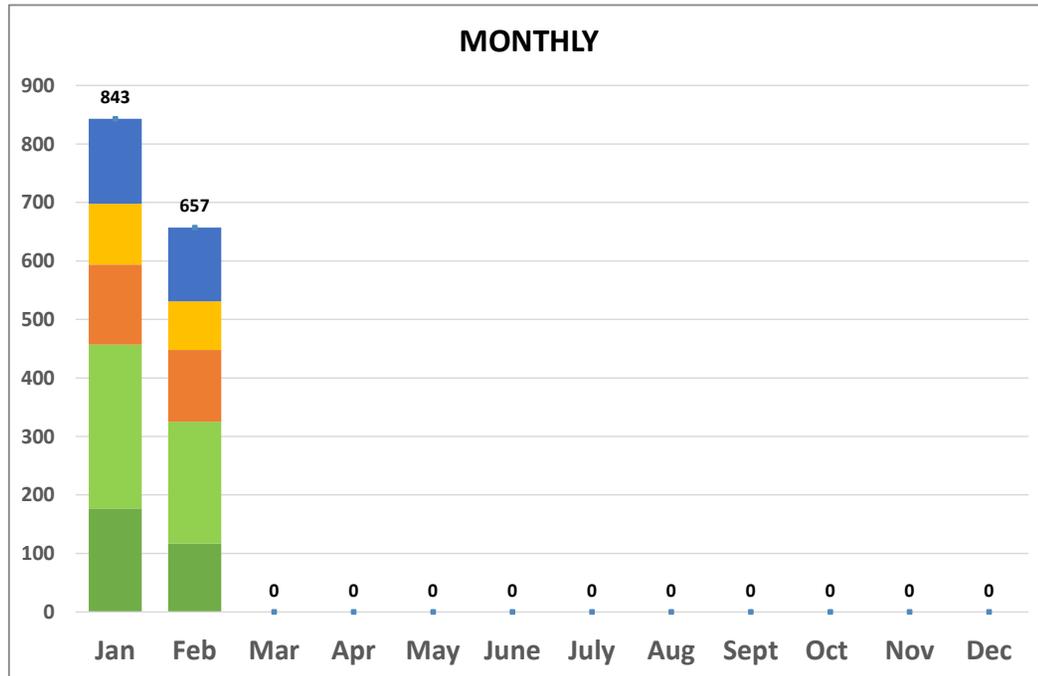


**WATER APPROACH COMPLIANCE** Date Range 1/1/26 to 2/28/26

**Monthly Review of Noise Mitigation Measures**

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



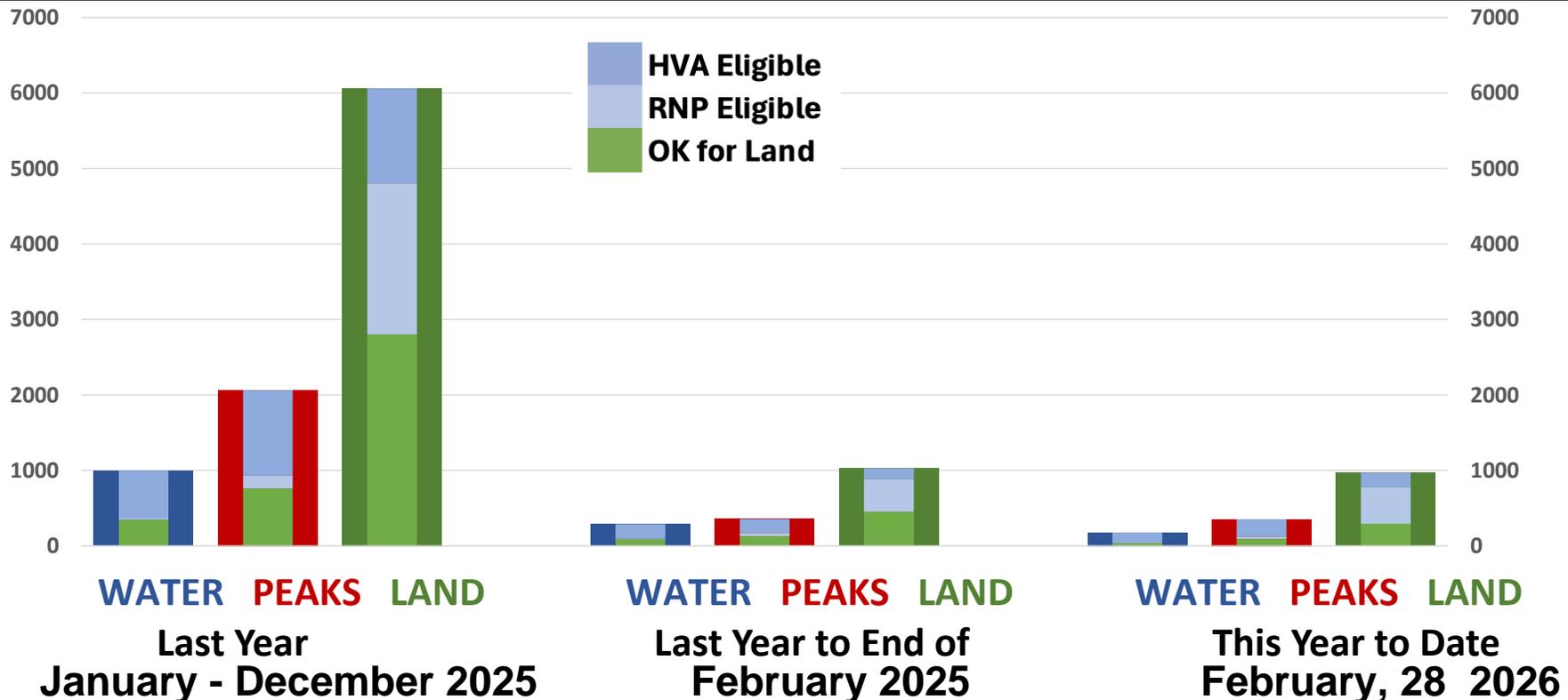
- R29 Approaches **Successfully** Over Water
- R29 Approaches Over Land in **Noncompliance** with water approach (excludes Peaks)
- R29 Approaches Over Peaks that may be eligible for future RNP
- R29 Approaches Over Land that may be eligible for future RNP
- R29 Approaches Over Land that were not eligible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

# RUNWAY 29 ARRIVALS - TRENDING

Date Range 1/1/26 to 2/28/26

## 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 2/28/26

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

### Peaks Island

Date	Departure	Arrival	Total
<b>January</b>	<b>32</b>	<b>182</b>	<b>214</b>
Noise Sensitive	4	4	8
Standard Hours	28	178	206
<b>February</b>	<b>63</b>	<b>182</b>	<b>245</b>
Noise Sensitive	9	4	13
Standard Hours	54	178	232
<b>Total</b>	<b>95</b>	<b>364</b>	<b>459</b>

### South Portland

Date	Departure	Arrival	Total
<b>January</b>	<b>8</b>	<b>503</b>	<b>511</b>
Noise Sensitive		162	162
Standard Hours	8	341	349
<b>February</b>	<b>32</b>	<b>394</b>	<b>426</b>
Noise Sensitive	2	121	123
Standard Hours	30	273	303
<b>Total</b>	<b>40</b>	<b>897</b>	<b>937</b>

### Portland

Date	Departure	Arrival	Total
<b>January</b>	<b>2</b>		<b>2</b>
Noise Sensitive			
Standard Hours	2		2
<b>February</b>	<b>9</b>	<b>2</b>	<b>11</b>
Noise Sensitive			
Standard Hours	9	2	11
<b>Total</b>	<b>11</b>	<b>2</b>	<b>13</b>

# AH PRIMARY RUNWAY SETTING

Date Range 1/1/26 to 2/28/26

## 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	3	2		1	6
					Monday	5	1		1	7
					Tuesday	2				2
					Thursday	6	1		1	8
					Friday	5	1			6
					Saturday	1	1			2
					<b>Deviation -Unknown Reason Total</b>					<b>22</b>
	Deviation- AH Primary	RWY 29	RWY 29	NSA 11	Wednesday	1				1
	<b>Deviation- AH Primary Total</b>					<b>1</b>				<b>1</b>
	<b>Arrival Total</b>						<b>23</b>	<b>6</b>		<b>3</b>
Departure	Deviation- AH Primary	RWY 11	RWY 11	NSD 29	Thursday			1		1
					Friday				5	5
					Saturday				3	3
					Sunday				3	3
					<b>Deviation- AH Primary Total</b>					
<b>Departure Total</b>									<b>12</b>	<b>12</b>
<b>Grand Total</b>						<b>23</b>	<b>6</b>	<b>12</b>	<b>3</b>	<b>44</b>

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

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

DAILY COMPLIANCE SUMMARY														February 2026	
PREFERRED RUNWAY 10pm-7am DAILY NCP COMPLIANCE	16-Feb	17-Feb	18-Feb	19-Feb	20-Feb	21-Feb	22-Feb	23-Feb	24-Feb	25-Feb	26-Feb	27-Feb	28-Feb	Sub Total	Month Total
<b>TOTAL NSH ARRIVALS 10pm-7am</b>	9	10	11	10	6	8	2	1	7	9	8	8	8	97	214
<b>Total Exempt from Compliance</b>	-	-	-	-	-	-	-	1	-	-	-	-	-	1	38
Arrivals in Compliance 10pm-4am	7	5	1	9	5	3	2	-	-	2	-	6	4	44	84
Arrivals in Compliance 4am-7am (with flow)	-	-	1	-	1	-	-	-	1	1	-	-	-	4	8
<b>TOTAL Arrivals in Compliance</b>	7	5	2	9	6	3	2	-	1	3	-	6	4	48	92
NSH Noncompliance due to AH Primary Setting	-	-	1	-	-	-	-	-	-	-	-	-	-	1	1
NSH Noncompliance due to Unknown Reason	2	5	8	1	-	5	-	-	6	6	8	2	4	47	83
<b>TOTAL Noncompliant NSH Arrivals</b>	2	5	9	1	-	5	-	-	6	6	8	2	4	48	84
<b>Noncompliance % of Total Arrivals</b>	22%	50%	73%	10%	0%	63%	0%	0%	86%	67%	100%	25%	50%	48%	39%
<b>TOTAL NSH DEPARTURES 10pm-7am</b>	7	8	8	7	10	7	5	3	1	7	8	7	5	83	181
<b>Total Exempt from Compliance</b>	-	-	-	-	-	-	-	1	-	-	-	-	-	1	1
Departures in Compliance 10pm-4am (with flow)	-	-	-	-	3	1	-	-	-	1	-	-	-	5	5
Departures in Compliance 4am-7am	7	8	8	7	5	-	5	2	1	6	8	5	5	67	163
<b>TOTAL Departures in Compliance</b>	7	8	8	7	8	1	5	2	1	7	8	5	5	72	168
NSH Noncompliance due to AH Primary Setting	-	-	-	-	2	2	-	-	-	-	-	2	-	6	7
NSH Noncompliance due to Unknown Reason	-	-	-	-	-	4	-	-	-	-	-	-	-	4	5
<b>TOTAL Noncompliant NSH Departures</b>	-	-	-	-	2	6	-	-	-	-	-	2	-	10	12
<b>Noncompliance % of Total Departures</b>	0%	0%	0%	0%	20%	86%	0%	0%	0%	0%	0%	29%	0%	12%	7%
<b>TOTAL RUNWAY 11/29 NSH OPERATIONS</b>	16	18	19	17	16	15	7	4	8	16	16	15	13	180	395
Took R18/36 when expected runway was 11/29															

WATER APPROACH DAILY NCP COMPLIANCE	16-Feb	17-Feb	18-Feb	19-Feb	20-Feb	21-Feb	22-Feb	23-Feb	24-Feb	25-Feb	26-Feb	27-Feb	28-Feb	Sub Total	Month Total
Correctly took Land Approach	-	10	2	-	3	-	1	1	4	8	2	-	4	35	117
Took Land but RNP Eligible	2	12	13	1	1	15	-	-	14	18	14	2	10	102	208
Took Land but HVA/RNP Eligible	2	2	5	-	2	1	1	-	8	6	2	1	1	31	83
<b>TOTAL LAND APPROACH</b>	4	24	20	1	6	16	2	1	26	32	18	3	15	168	408
Went over Peaks	1	3	7	8	3	10	-	-	4	-	5	1	1	43	123
Other Water Approach	6	2	4	2	2	1	1	-	9	-	12	2	9	50	126
<b>TOTAL WATER APPROACH</b>	7	5	11	10	5	11	1	-	13	-	17	3	10	93	249
<b>TOTAL ARRIVALS ON RWY 29</b>	11	29	31	11	11	27	3	1	39	32	35	6	25	261	657
<b>% Noncompliant - Could have taken HVA</b>	18%	7%	16%	0%	18%	4%	33%	0%	21%	19%	6%	17%	4%	12%	13%
<b>% Potential Additional Improvement with RNP</b>	27%	52%	65%	82%	36%	93%	0%	0%	46%	56%	54%	50%	44%	56%	50%