

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	173								1216	
	NSH Arrivals in Compliance	49 22%	92 43%	123 45%	227 68%	87 50%									578 48%
	NSH Arrivals in Noncompliance	134 61%	83 39%	114 41%	76 23%	84 49%									491 40%
	NSH Arrivals Excluded from Compliance	37 17%	39 18%	39 14%	30 9%	2 1%									147 12%
	NSH Total Departures	166	181	214	256	134									951
	NSH Departures in Compliance	155 93%	168 93%	167 78%	176 69%	100 75%									766 81%
	NSH Departures in Noncompliance	6 4%	5 3%	25 12%	38 15%	14 10%									88 9%
	NSH Departures Excluded from Compliance	5 3%	8 4%	22 10%	42 16%	20 15%									97 10%
WATER APPROACH to RUNWAY 29 (R29)	R29 Total Approaches	843	657	624	408	364								2896	
	R29 Approaches Successfully Over Water	145 17%	126 19%	148 24%	118 29%	123 34%									660 23%
	R29 Approaches Over Land in Noncompliance with water approach (excludes Peaks)	104 12%	83 13%	70 11%	41 10%	32 9%									330 11%
	R29 Approaches Over Peaks that may be eligible for future RNP	137 16%	123 19%	76 12%	49 12%	55 15%									440 15%
	R29 Approaches Over Land that may be eligible for future RNP	280 33%	208 32%	125 20%	97 24%	91 25%									801 28%
	R29 Approaches Over Land that were not eligible for HVA or future RNP	177 21%	117 18%	205 33%	103 25%	63 17%									665 23%
EARLY TURNS by Departures on R11	Early North	0	1	4	10	1								16	
	Early North Other	2	8	18	27	13								68	
	Early South	0	3	0	12	10								25	
	Early South Other	5	27	29	58	18								137	

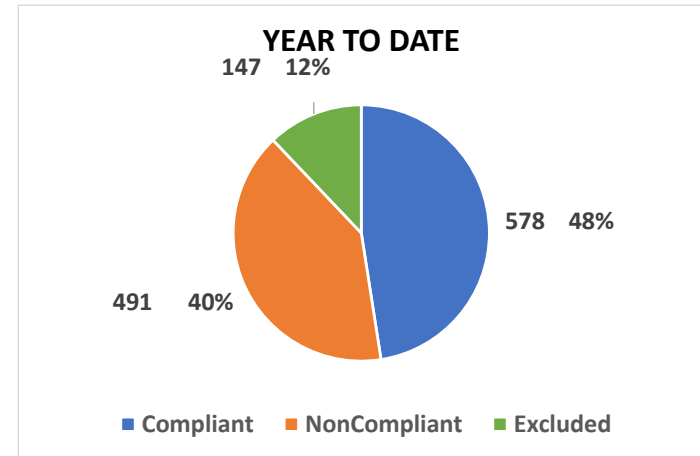
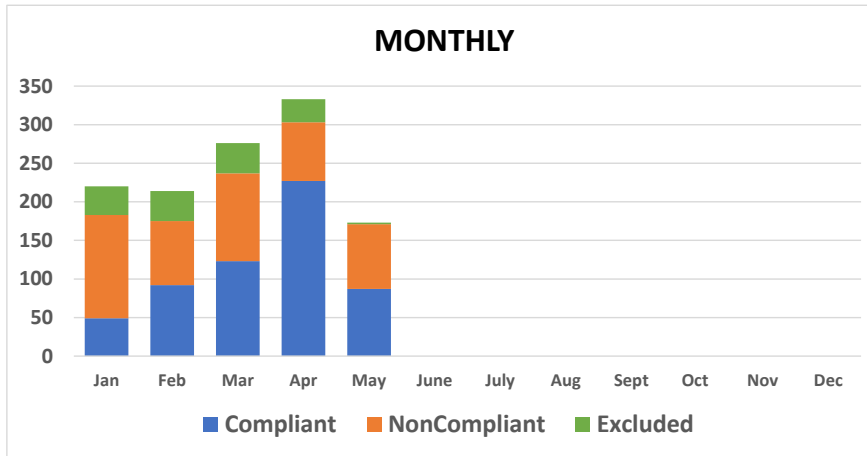
NOISE SENSITIVE HOURS COMPLIANCE

Date Range 1/1/26 to 5/15/26

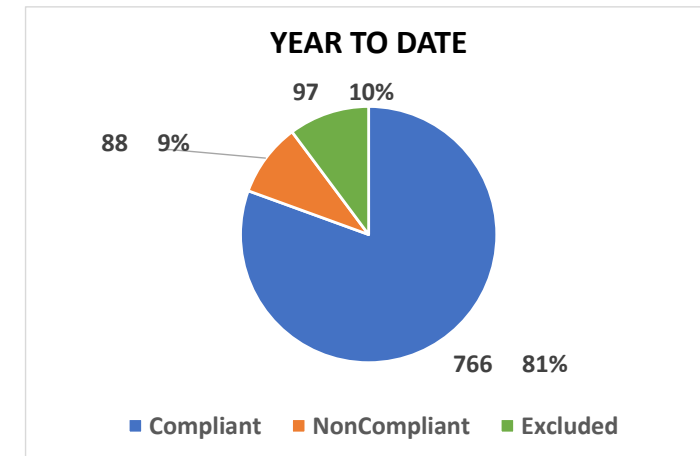
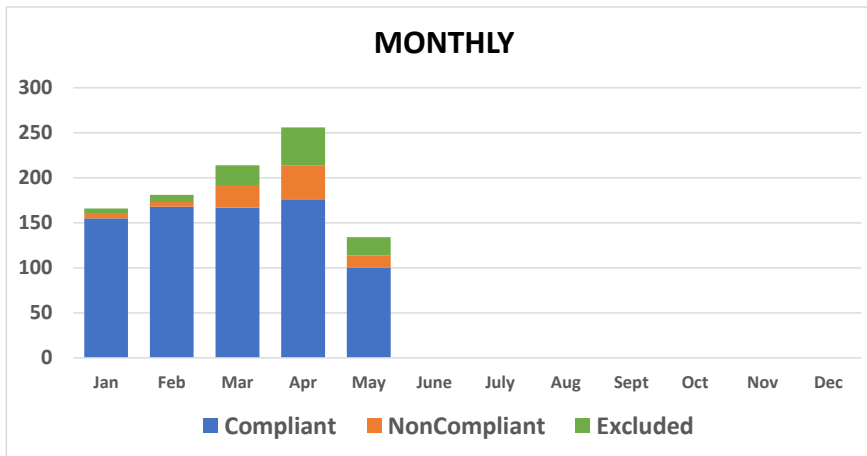
Monthly Review of Noise Mitigation Measures

Preferred Runway 10pm-7am -- NCP Compliance

ARRIVALS



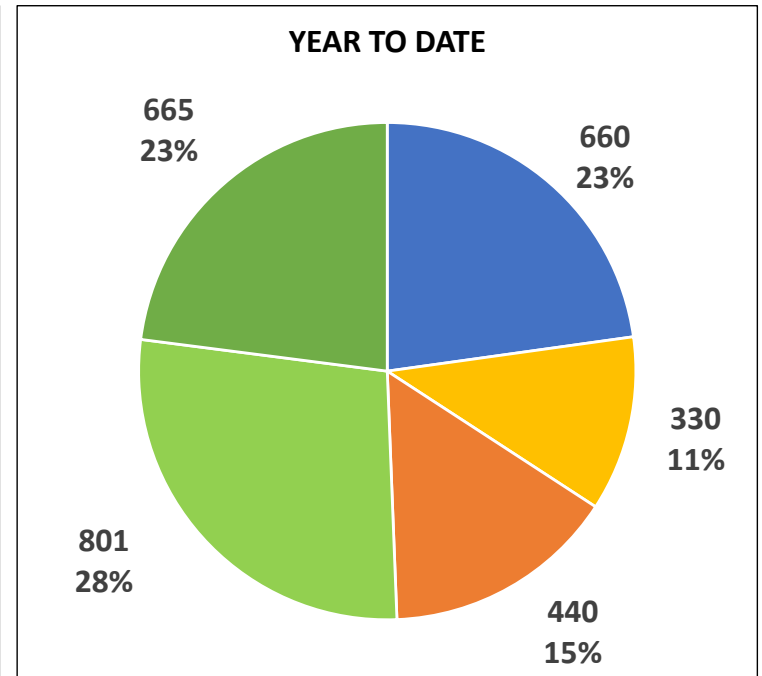
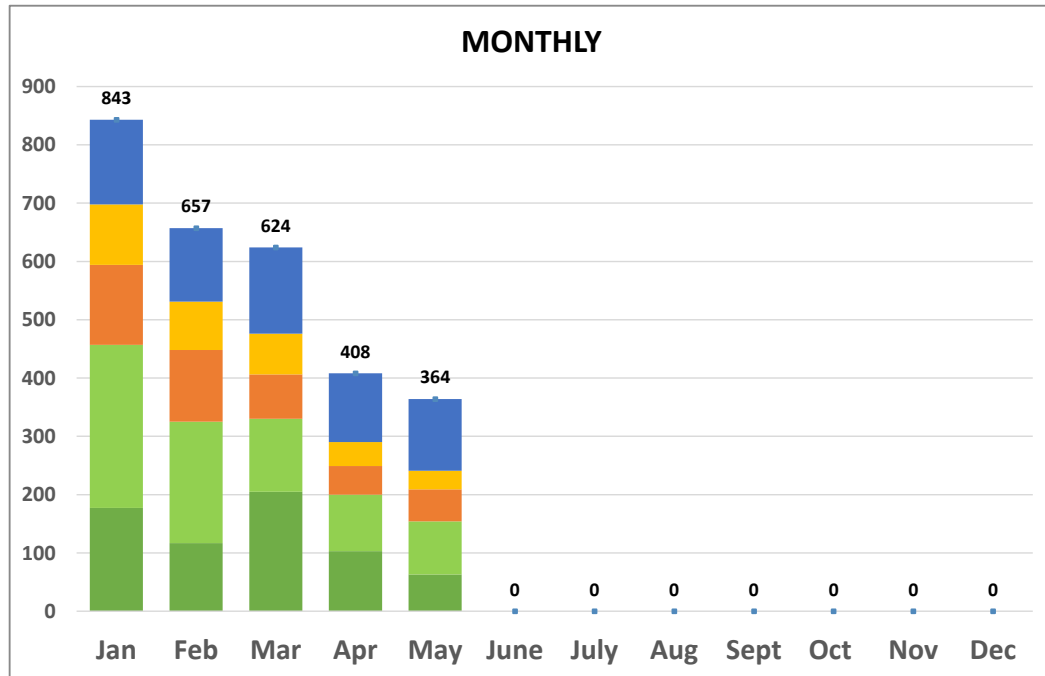
DEPARTURES



WATER APPROACH COMPLIANCE Date Range 1/1/26 to 5/15/26

Monthly Review of Noise Mitigation Measures

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



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

RUNWAY 29 ARRIVALS - TRENDING

Date Range 1/1/26 to 5/15/26

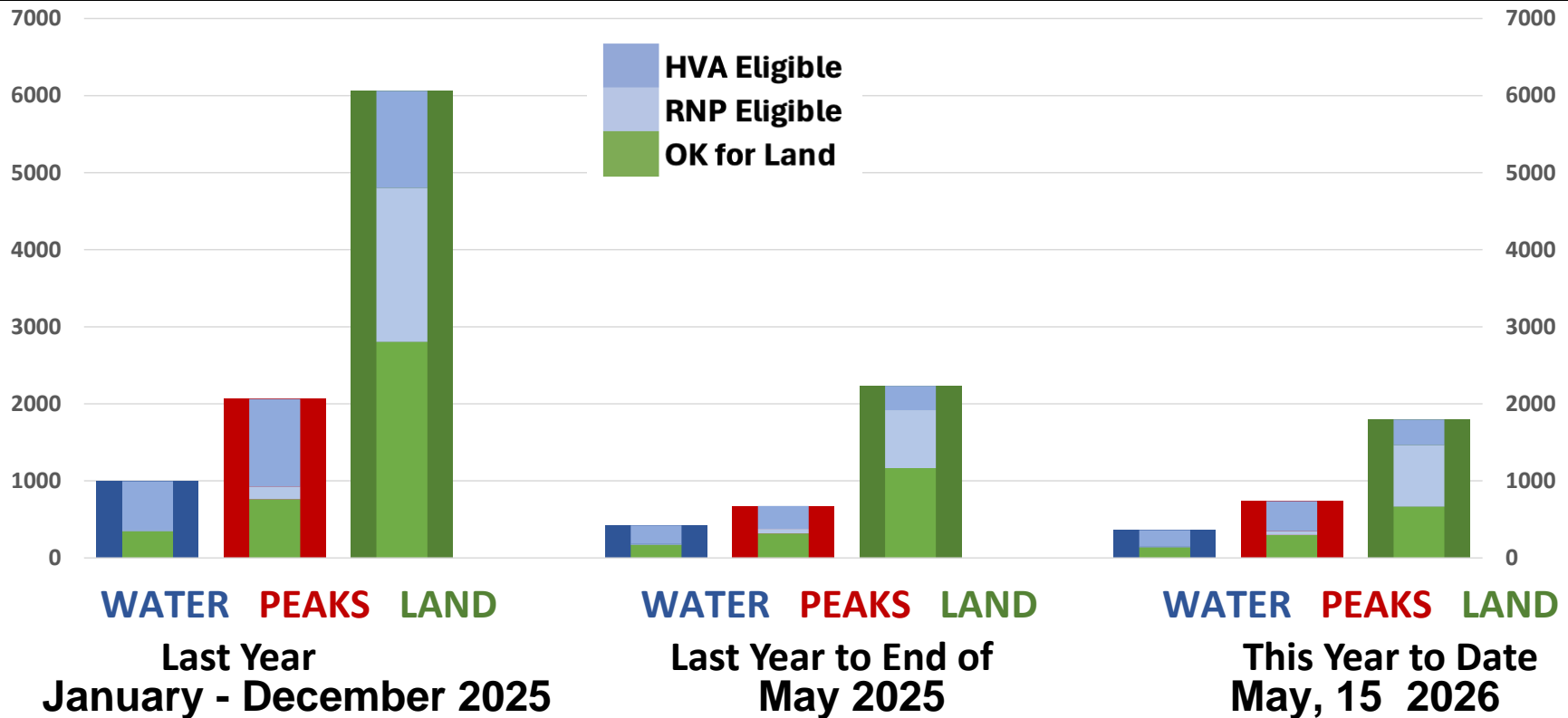
Trending of Runway 29 Arrivals OVER WATER from Previous Year to Current Year

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 5/15/26

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	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	112	132	244
Noise Sensitive	21	5	26
Standard Hours	91	127	218
Total	673	768	1441

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	29	190	219
Noise Sensitive	3	82	85
Standard Hours	26	108	134
Total	178	1734	1912

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	15	3	18
Noise Sensitive			
Standard Hours	15	3	18
Total	86	24	110

AH PRIMARY RUNWAY SETTING

Date Range 1/1/26 to 5/15/26

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	7	2		1	10	
					Monday	11	3		1	15	
					Tuesday	12	1			13	
					Thursday	7	3		1	11	
					Friday	10	3			13	
					Saturday	5	2			7	
					Sunday	6				6	
	Deviation -Unknown Reason Total						58	14	3	75	
	Deviation- AH Primary	RWY 29	RWY 29	NSA 11	Wednesday	1				1	
					Friday	1				1	
Deviation- AH Primary Total						2			2		
Arrival Total						60	14	3	77		
Departure	Deviation - Unknown Reason	RWY 11	RWY 29	NSD 29	Saturday			1		1	
					Deviation -Unknown Reason Total						
	Deviation- AH Primary	RWY 11	RWY 11	NSD 29	Wednesday				3		3
					Monday				5		5
					Tuesday				1		1
					Thursday				12		12
					Friday				7		7
					Saturday				8		8
					Sunday				12		12
					Deviation- AH Primary Total						
Departure Total								49	49		
Grand Total						60	14	49	3	126	

DAILY COMPLIANCE SUMMARY																May 2026	
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	14	8	9	14	11	12	14	11	13	5	14	11	11	13	13	173
B	Total Exempt from Compliance	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	2
C	Arrivals in Compliance 10pm-4am	4	8	2	-	9	12	2	1	11	4	4	1	8	13	4	83
D	Arrivals in Compliance 4am-7am (with flow)	-	-	-	-	-	-	1	1	-	1	-	-	1	-	-	4
E=C+D	TOTAL Arrivals in Compliance	4	8	2	-	9	12	3	2	11	5	4	1	9	13	4	87
F	NSH Noncompliance due to AH Primary Setting	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
G	NSH Noncompliance due to Unknown Reason	10	-	7	14	-	-	11	9	2	-	10	10	2	-	9	84
H=F+G	TOTAL Noncompliant NSH Arrivals	10	-	7	14	-	-	11	9	2	-	10	10	2	-	9	84
I=G/A	Noncompliance % of Total Arrivals	71%	0%	78%	100%	0%	0%	79%	82%	15%	0%	71%	91%	18%	0%	69%	49%
J=K+N+Q	TOTAL NSH DEPARTURES 10pm-7am	8	9	8	9	10	10	11	10	7	10	8	9	8	8	9	134
K	Total Exempt from Compliance	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-	9
L	Departures in Compliance 10pm-4am (with flow)	-	-	-	-	-	1	-	-	1	-	-	-	-	-	-	2
M	Departures in Compliance 4am-7am	8	-	7	9	10	2	11	10	6	10	7	9	8	1	-	98
N=L+M	TOTAL Departures in Compliance	8	-	7	9	10	3	11	10	7	10	7	9	8	1	-	100
O	NSH Noncompliance due to AH Primary Setting	-	4	1	-	-	1	-	-	-	-	-	-	-	1	-	7
P	NSH Noncompliance due to Unknown Reason	-	1	-	-	-	6	-	-	-	-	1	-	-	6	-	14
Q=O+P	TOTAL Noncompliant NSH Departures	-	5	1	-	-	7	-	-	-	-	1	-	-	7	-	21
R=P/J	Noncompliance % of Total Departures	0%	56%	13%	0%	0%	70%	0%	0%	0%	0%	13%	0%	0%	88%	0%	16%
S=A+J	TOTAL RUNWAY 11/29 NSH OPERATIONS	22	17	17	23	21	22	25	21	20	15	22	20	19	21	22	307
	Took R18/36 when expected runway was 11/29																

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	-	19	17	2	-	8	1	-	9	-	5	1	-	-	63
B	Took Land but RNP Eligible	9	-	9	15	1	-	12	10	2	-	11	11	2	-	9	91
C	Took Land but HVA/RNP Eligible	6	-	-	5	-	-	6	7	1	-	5	2	-	-	-	32
D=A+B+C	TOTAL LAND APPROACH	16	-	28	37	3	-	26	18	3	9	16	18	3	-	9	186
E	Went over Peaks	10	-	-	4	-	-	5	17	-	-	11	6	1	-	1	55
F	Other Water Approach	17	-	11	10	7	-	23	12	-	-	10	28	5	-	-	123
G=E+F	TOTAL WATER APPROACH	27	-	11	14	7	-	28	29	-	-	21	34	6	-	1	178
H=D+G	TOTAL ARRIVALS ON RWY 29	43	-	39	51	10	-	54	47	3	9	37	52	9	-	10	364
I=C/H	% Noncompliant - Could have taken HVA	14%	-	0%	10%	0%	-	11%	15%	33%	0%	14%	4%	0%	-	0%	9%
J=(B+E)/H	% Potential Additional Improvement with RNP	44%	-	23%	37%	10%	-	31%	57%	67%	0%	59%	33%	33%	-	100%	40%

DAILY COMPLIANCE SUMMARY			
PREFERRED RUNWAY 10pm-7am DAILY NCP COMPLIANCE		Sub Total	Month Total
TOTAL NSH ARRIVALS 10pm-7am		-	173
Total Exempt from Compliance		-	2
Arrivals in Compliance 10pm-4am		-	83
Arrivals in Compliance 4am-7am (with flow)		-	4
TOTAL Arrivals in Compliance		-	87
NSH Noncompliance due to AH Primary Setting		-	-
NSH Noncompliance due to Unknown Reason		-	84
TOTAL Noncompliant NSH Arrivals		-	84
Noncompliance % of Total Arrivals			49%
TOTAL NSH DEPARTURES 10pm-7am		-	134
Total Exempt from Compliance		-	13
Departures in Compliance 10pm-4am (with flow)		-	2
Departures in Compliance 4am-7am		-	98
TOTAL Departures in Compliance		-	100
NSH Noncompliance due to AH Primary Setting		-	7
NSH Noncompliance due to Unknown Reason		-	14
TOTAL Noncompliant NSH Departures		-	21
Noncompliance % of Total Departures			16%
TOTAL RUNWAY 11/29 NSH OPERATIONS		-	307
Took R18/36 when expected runway was 11/29			

WATER APPROACH DAILY NCP COMPLIANCE		Sub Total	Month Total
Correctly took Land Approach		-	63
Took Land but RNP Eligible		-	91
Took Land but HVA/RNP Eligible		-	32
TOTAL LAND APPROACH		-	186
Went over Peaks		-	55
Other Water Approach		-	123
TOTAL WATER APPROACH		-	178
TOTAL ARRIVALS ON RWY 29		-	364
% Noncompliant - Could have taken HVA			9%
% Potential Additional Improvement with RNP			40%