

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	169							1567	
	NSH Arrivals in Compliance	49 22%	92 43%	123 45%	227 68%	156 44%	113 67%								760 49%
	NSH Arrivals in Noncompliance	134 61%	83 39%	114 41%	76 23%	167 47%	48 28%								622 40%
	NSH Arrivals Excluded from Compliance	37 17%	39 18%	39 14%	30 9%	32 9%	8 5%								185 12%
	NSH Total Departures	166	181	214	256	292	154								1263
	NSH Departures in Compliance	155 93%	168 93%	167 78%	176 69%	222 76%	114 74%								1002 79%
	NSH Departures in Noncompliance	6 4%	5 3%	25 12%	38 15%	34 12%	28 18%								136 11%
	NSH Departures Excluded from Compliance	5 3%	8 4%	22 10%	42 16%	36 12%	12 8%								125 10%
WATER APPROACH to RUNWAY 29 (R29)	R29 Total Approaches	843	657	624	408	864	415							3811	
	R29 Approaches Successfully Over Water	145 17%	126 19%	148 24%	118 29%	279 32%	133 32%								949 25%
	R29 Approaches Over Land in Noncompliance with water approach (excludes Peaks)	104 12%	83 13%	70 11%	41 10%	80 9%	45 11%								423 11%
	R29 Approaches Over Peaks that may be eligible for future RNP	137 16%	123 19%	76 12%	49 12%	146 17%	114 27%								645 17%
	R29 Approaches Over Land that may be eligible for future RNP	280 33%	208 32%	125 20%	97 24%	196 23%	48 12%								954 25%
	Land that were not eligible for HVA or future RNP	177 21%	117 18%	205 33%	103 25%	163 19%	75 18%								840 22%
EARLY TURNS by Departures on R11	Early North	0	1	4	10	2	7							24	
	Early North Other	2	8	18	27	14	0							69	
	Early South	0	3	0	12	13	9							37	
	Early South Other	5	27	29	58	40	44							203	

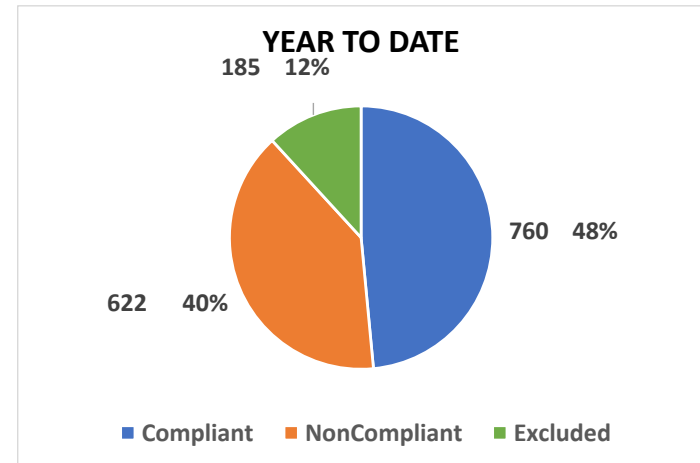
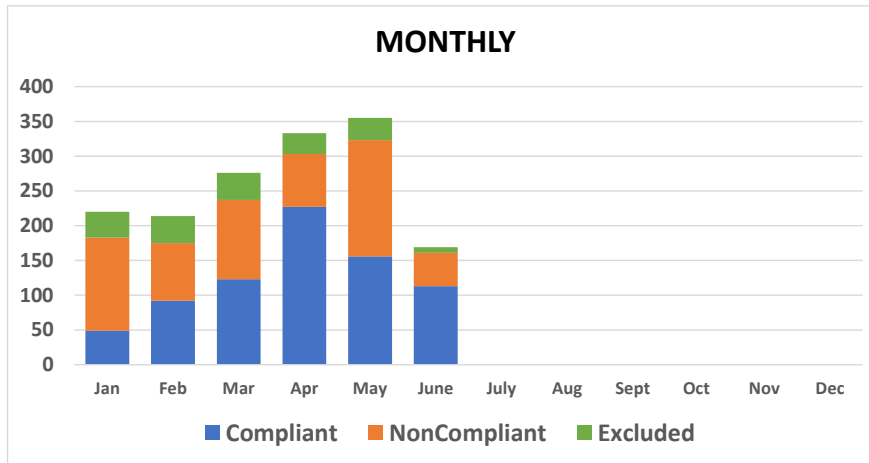
NOISE SENSITIVE HOURS COMPLIANCE

Date Range 1/1/26 to 6/15/26

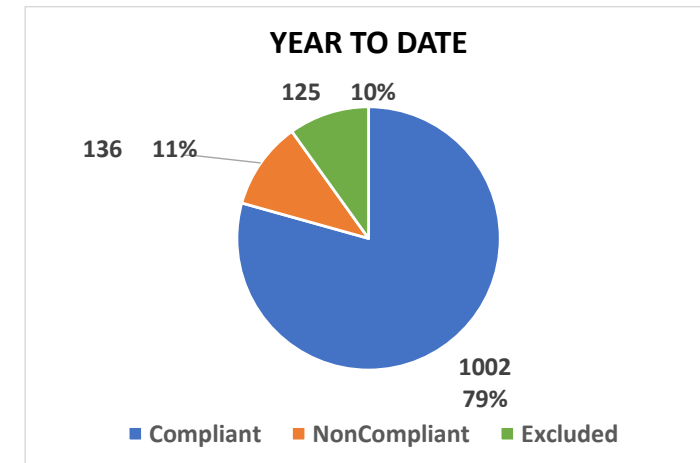
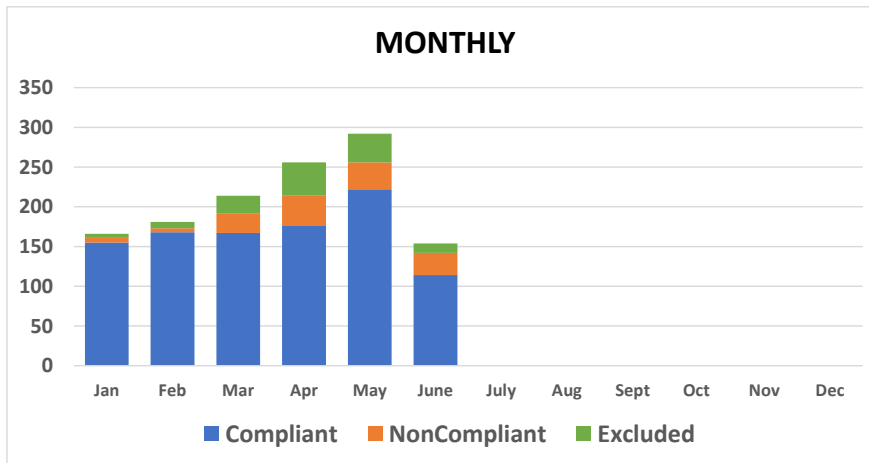
Monthly Review of Noise Mitigation Measures

Preferred Runway 10pm-7am -- NCP Compliance

ARRIVALS



DEPARTURES

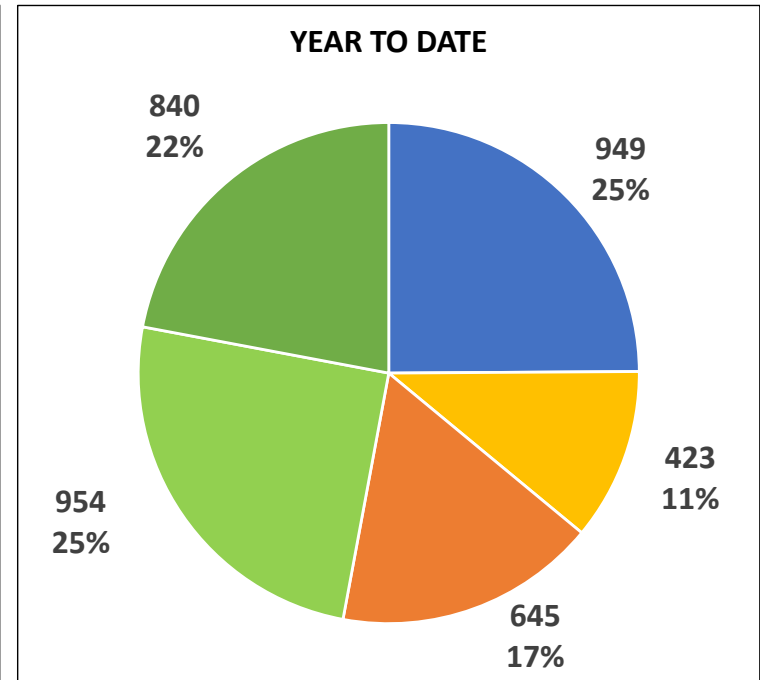
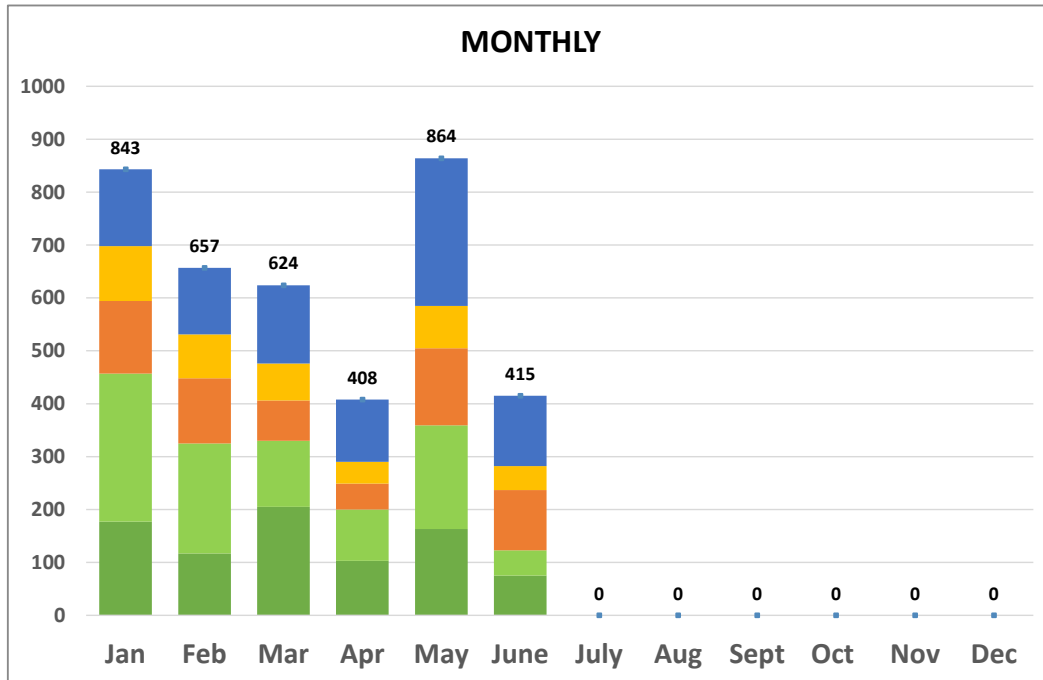


WATER APPROACH COMPLIANCE

Date Range 1/1/26 to 6/15/26

Monthly Review of Noise Mitigation Measures

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



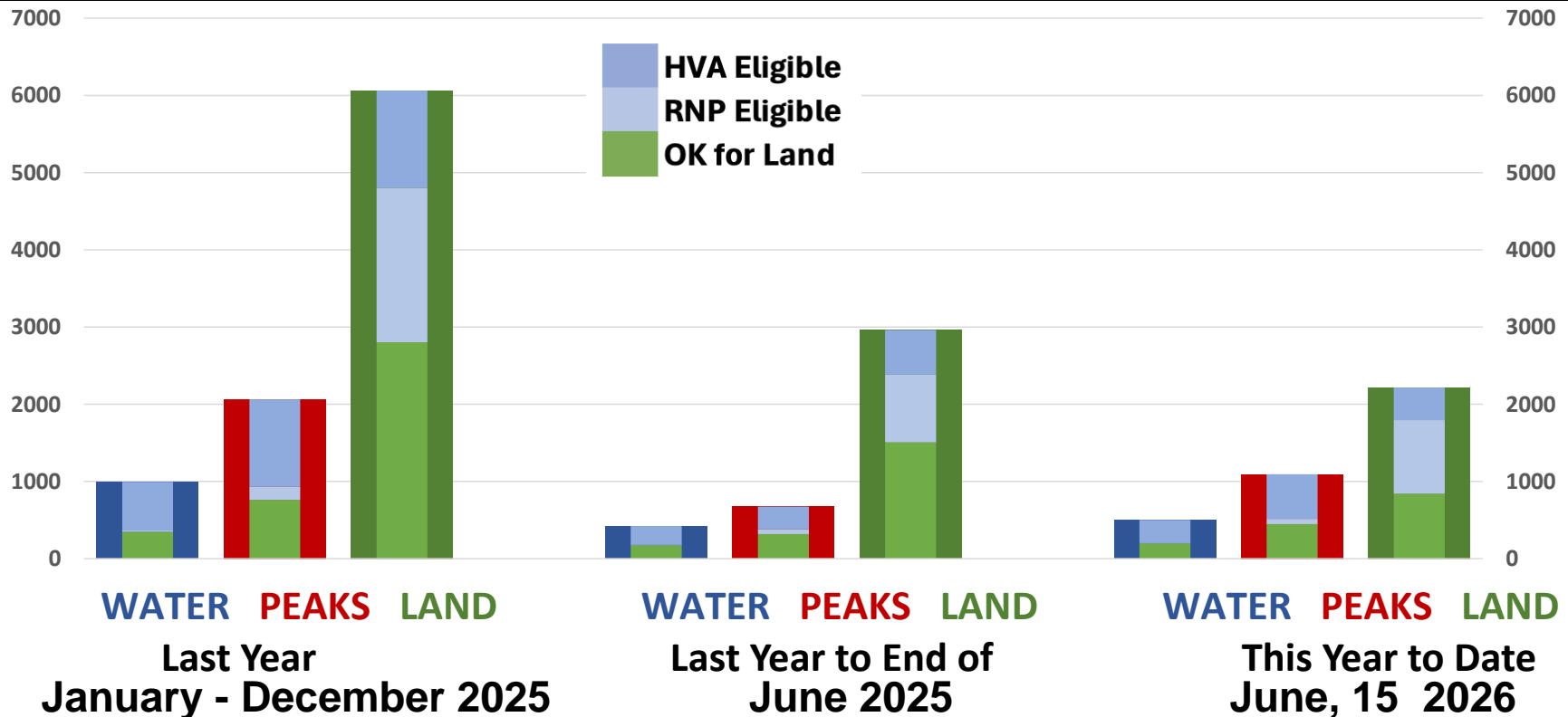
- Blue: R29 Approaches **Successfully** Over Water
- Yellow: R29 Approaches Over Land in **Noncompliance** with water approach (excludes Peaks)
- Orange: R29 Approaches Over Peaks that may be eligible for future RNP
- Light Green: R29 Approaches Over Land that may be eligible for future RNP
- Dark Green: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

RUNWAY 29 ARRIVALS - TRENDING

Date Range 1/1/26 to 6/15/26

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 6/15/26

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	188	320	508
Noise Sensitive	29	14	43
Standard Hours	159	306	465
June	114	178	292
Noise Sensitive	11	6	17
Standard Hours	103	172	275
Total	863	1134	1997

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	54	169	223
Noise Sensitive	5	52	57
Standard Hours	49	117	166
Total	257	2131	2388

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	7	2	9
Noise Sensitive	1		1
Standard Hours	6	2	8
Total	98	30	128

AH PRIMARY RUNWAY SETTING

Date Range 1/1/26 to 6/15/26

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	3 AM	2 AM	4 AM	Grand Total	
Arrival	Deviation - Unknown Reason	RWY 29	RWY 11	NSA 11	Wednesday	10	5			2		17	
					Monday	18	5		1		24		
					Tuesday	17	2				19		
					Thursday	12	4		1		17		
					Friday	20	5				25		
					Saturday	10	2				12		
					Sunday	9	1		1		11		
					Deviation -Unknown Reason Total						96	24	1
	Deviation- AH Primary	RWY 29	RWY 29	NSA 11	Wednesday	1							1
					Thursday					2		2	
					Friday	1						1	
	Deviation- AH Primary Total						2			2		4	
Arrival Total						98	24		1	6		129	
Departure	Deviation - Unknown Reason	RWY 11	RWY 29	NSD 29	Monday			4				4	
					Saturday				1			1	
					Saturday		1					1	
					Monday						1	1	
	Deviation -Unknown Reason Total	RWY 18	RWY 11	WFD 11	NSD 29	Wednesday				1			1
						Wednesday					1		
	Deviation -Unknown Reason Total						1	6		1		8	
	Deviation- AH Primary	RWY 11	RWY 11	NSD 29	Wednesday				3				3
					Monday					11			11
					Tuesday					1			1
Thursday									13			13	
Friday									7			7	
Saturday									10			10	
Sunday									12			12	
Deviation- AH Primary Total						57			57		57		
Departure Total							1	63		1		65	
Grand Total						98	25	63	1	6	1	194	

DAILY COMPLIANCE SUMMARY																June 2026	
Formulas for Calculated Lines	PREFERRED RUNWAY 10pm-7am DAILY NCP COMPLIANCE	1-Jun	2-Jun	3-Jun	4-Jun	5-Jun	6-Jun	7-Jun	8-Jun	9-Jun	10-Jun	11-Jun	12-Jun	13-Jun	14-Jun	15-Jun	Sub Total
A=B+E+H	TOTAL NSH ARRIVALS 10pm-7am	14	11	12	12	12	10	13	13	13	9	10	11	9	8	12	169
B	Total Exempt from Compliance	-	-	-	-	-	1	-	-	-	-	-	-	-	-	7	8
C	Arrivals in Compliance 10pm-4am	9	11	3	11	11	8	2	-	8	6	9	11	8	8	5	110
D	Arrivals in Compliance 4am-7am (with flow)	-	-	-	-	1	-	-	-	-	1	-	-	1	-	-	3
E=C+D	TOTAL Arrivals in Compliance	9	11	3	11	12	8	2	-	8	7	9	11	9	8	5	113
F	NSH Noncompliance due to AH Primary Setting	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
G	NSH Noncompliance due to Unknown Reason	5	-	9	1	-	1	11	13	5	2	1	-	-	-	-	48
H=F+G	TOTAL Noncompliant NSH Arrivals	5	-	9	1	-	1	11	13	5	2	1	-	-	-	-	48
I=G/A	Noncompliance % of Total Arrivals	36%	0%	75%	8%	0%	10%	85%	100%	38%	22%	10%	0%	0%	0%	0%	28%
J=K+N+Q	TOTAL NSH DEPARTURES 10pm-7am	12	10	11	10	10	11	12	9	10	11	11	10	7	10	10	154
K	Total Exempt from Compliance	-	-	-	-	-	4	-	-	-	-	-	-	-	-	-	4
L	Departures in Compliance 10pm-4am (with flow)	-	-	-	-	-	-	-	-	-	1	2	1	-	-	-	4
M	Departures in Compliance 4am-7am	-	10	11	10	10	-	12	9	10	10	2	9	7	10	-	110
N=L+M	TOTAL Departures in Compliance	-	10	11	10	10	-	12	9	10	11	4	10	7	10	-	114
O	NSH Noncompliance due to AH Primary Setting	5	-	-	-	-	2	-	-	-	-	1	-	-	-	-	8
P	NSH Noncompliance due to Unknown Reason	7	-	-	-	-	5	-	-	-	-	6	-	-	-	10	28
Q=O+P	TOTAL Noncompliant NSH Departures	12	-	-	-	-	7	-	-	-	-	7	-	-	-	10	36
R=P/J	Noncompliance % of Total Departures	100%	0%	0%	0%	0%	64%	0%	0%	0%	0%	64%	0%	0%	0%	100%	23%
S=A+J	TOTAL RUNWAY 11/29 NSH OPERATIONS	26	21	23	22	22	21	25	22	23	20	21	21	16	18	22	323
	Took R18/36 when expected runway was 11/29																

Formulas for Calculated Lines	WATER APPROACH DAILY NCP COMPLIANCE	1-Jun	2-Jun	3-Jun	4-Jun	5-Jun	6-Jun	7-Jun	8-Jun	9-Jun	10-Jun	11-Jun	12-Jun	13-Jun	14-Jun	15-Jun	Sub Total
A	Correctly took Land Approach	-	10	-	3	-	1	24	5	3	3	2	2	5	-	17	75
B	Took Land but RNP Eligible	4	-	10	1	-	1	10	12	4	2	-	-	2	-	2	48
C	Took Land but HVA/RNP Eligible	-	9	4	4	-	-	-	4	7	-	-	-	8	3	6	45
D=A+B+C	TOTAL LAND APPROACH	4	19	14	8	-	2	34	21	14	5	2	2	15	3	25	168
E	Went over Peaks	2	12	7	17	2	-	3	10	19	7	-	1	21	4	9	114
F	Other Water Approach	-	11	5	17	5	-	6	29	18	7	-	2	13	7	13	133
G=E+F	TOTAL WATER APPROACH	2	23	12	34	7	-	9	39	37	14	-	3	34	11	22	247
H=D+G	TOTAL ARRIVALS ON RWY 29	6	42	26	42	7	2	43	60	51	19	2	5	49	14	47	415
I=C/H	% Noncompliant - Could have taken HVA	0%	21%	15%	10%	0%	0%	0%	7%	14%	0%	0%	0%	16%	21%	13%	11%
J=(B+E)/H	% Potential Additional Improvement with RNP	100%	29%	65%	43%	29%	50%	30%	37%	45%	47%	0%	20%	47%	29%	23%	39%

DAILY COMPLIANCE SUMMARY			
PREFERRED RUNWAY 10pm-7am DAILY NCP COMPLIANCE		Sub Total	Month Total
TOTAL NSH ARRIVALS 10pm-7am		-	169
Total Exempt from Compliance		-	8
Arrivals in Compliance 10pm-4am		-	110
Arrivals in Compliance 4am-7am (with flow)		-	3
TOTAL Arrivals in Compliance		-	113
NSH Noncompliance due to AH Primary Setting		-	-
NSH Noncompliance due to Unknown Reason		-	48
TOTAL Noncompliant NSH Arrivals		-	48
Noncompliance % of Total Arrivals			28%
TOTAL NSH DEPARTURES 10pm-7am		-	154
Total Exempt from Compliance		-	4
Departures in Compliance 10pm-4am (with flow)		-	4
Departures in Compliance 4am-7am		-	110
TOTAL Departures in Compliance		-	114
NSH Noncompliance due to AH Primary Setting		-	8
NSH Noncompliance due to Unknown Reason		-	28
TOTAL Noncompliant NSH Departures		-	36
Noncompliance % of Total Departures			23%
TOTAL RUNWAY 11/29 NSH OPERATIONS		-	323
Took R18/36 when expected runway was 11/29			

WATER APPROACH DAILY NCP COMPLIANCE		Sub Total	Month Total
Correctly took Land Approach		-	75
Took Land but RNP Eligible		-	48
Took Land but HVA/RNP Eligible		-	45
TOTAL LAND APPROACH		-	168
Went over Peaks		-	114
Other Water Approach		-	133
TOTAL WATER APPROACH		-	247
TOTAL ARRIVALS ON RWY 29		-	415
% Noncompliant - Could have taken HVA			11%
% Potential Additional Improvement with RNP			39%