

## 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>276</b>	<b>333</b>	<b>355</b>	<b>338</b>							<b>1736</b>	
	NSH Arrivals in Compliance	49 22%	92 43%	123 45%	227 68%	156 44%	210 62%								857 49%
	NSH Arrivals in Noncompliance	134 61%	83 39%	114 41%	76 23%	167 47%	114 34%								688 40%
	NSH Arrivals Excluded from Compliance	37 17%	39 18%	39 14%	30 9%	32 9%	14 4%								191 11%
	<b>NSH Total Departures</b>	<b>166</b>	<b>181</b>	<b>214</b>	<b>256</b>	<b>292</b>	<b>300</b>								<b>1409</b>
	NSH Departures in Compliance	155 93%	168 93%	167 78%	176 69%	222 76%	219 73%								1107 79%
	NSH Departures in Noncompliance	6 4%	5 3%	25 12%	38 15%	34 12%	55 18%								163 12%
	NSH Departures Excluded from Compliance	5 3%	8 4%	22 10%	42 16%	36 12%	26 9%								139 10%
<b>WATER APPROACH to RUNWAY 29 (R29)</b>	<b>R29 Total Approaches</b>	<b>843</b>	<b>657</b>	<b>624</b>	<b>408</b>	<b>864</b>	<b>857</b>							<b>4253</b>	
	R29 Approaches Successfully Over Water	145 17%	126 19%	148 24%	118 29%	279 32%	270 32%								1086 26%
	R29 Approaches Over Land in Noncompliance with water approach (excludes Peaks)	104 12%	83 13%	70 11%	41 10%	80 9%	101 12%								479 11%
	R29 Approaches Over Peaks that may be eligible for future RNP	137 16%	123 19%	76 12%	49 12%	146 17%	202 24%								733 17%
	R29 Approaches Over Land that may be eligible for future RNP	280 33%	208 32%	125 20%	97 24%	196 23%	123 14%								1029 24%
	Land that were not eligible for HVA or future RNP	177 21%	117 18%	205 33%	103 25%	163 19%	161 19%								926 22%
<b>EARLY TURNS by Departures on R11</b>	Early North	0	1	4	10	2	14							31	
	Early North Other	2	8	18	27	14	24							93	
	Early South	0	3	0	12	13	20							48	
	Early South Other	5	27	29	58	40	101							260	

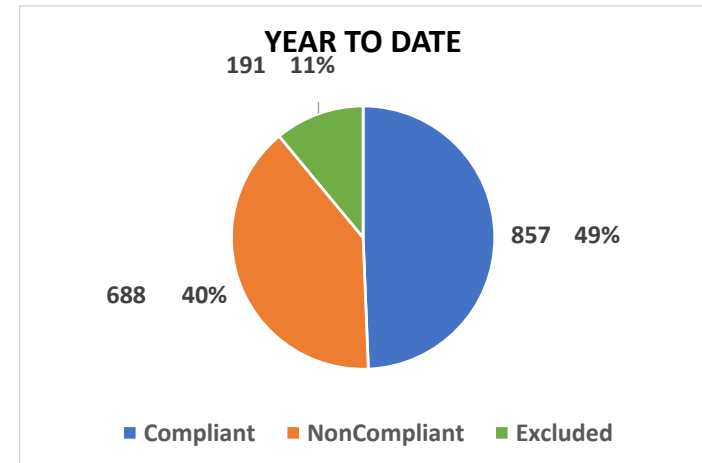
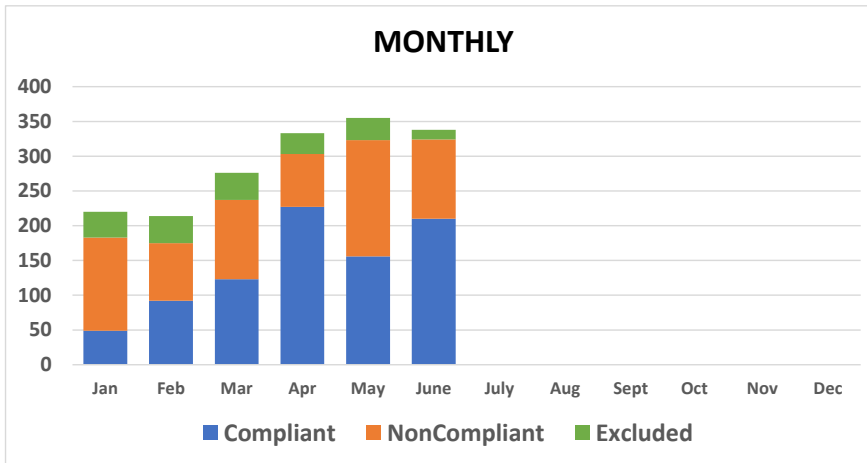
# NOISE SENSITIVE HOURS COMPLIANCE

Date Range 1/1/26 to 6/30/26

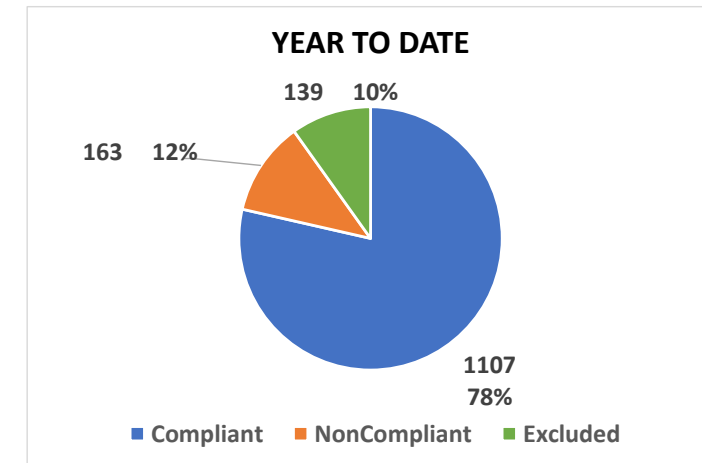
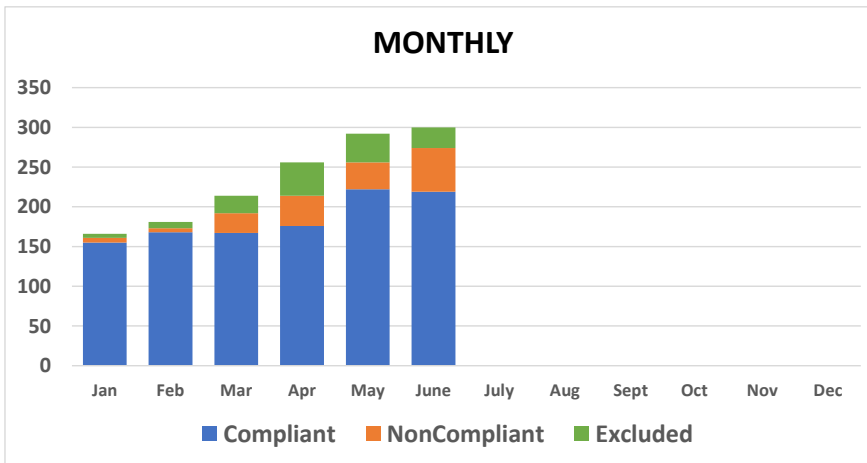
## Monthly Review of Noise Mitigation Measures

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

ARRIVALS



DEPARTURES

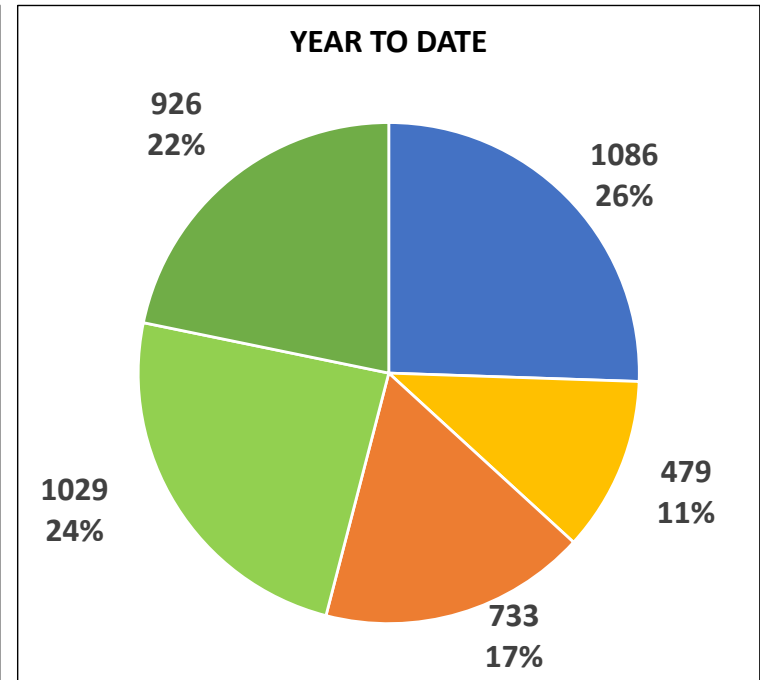
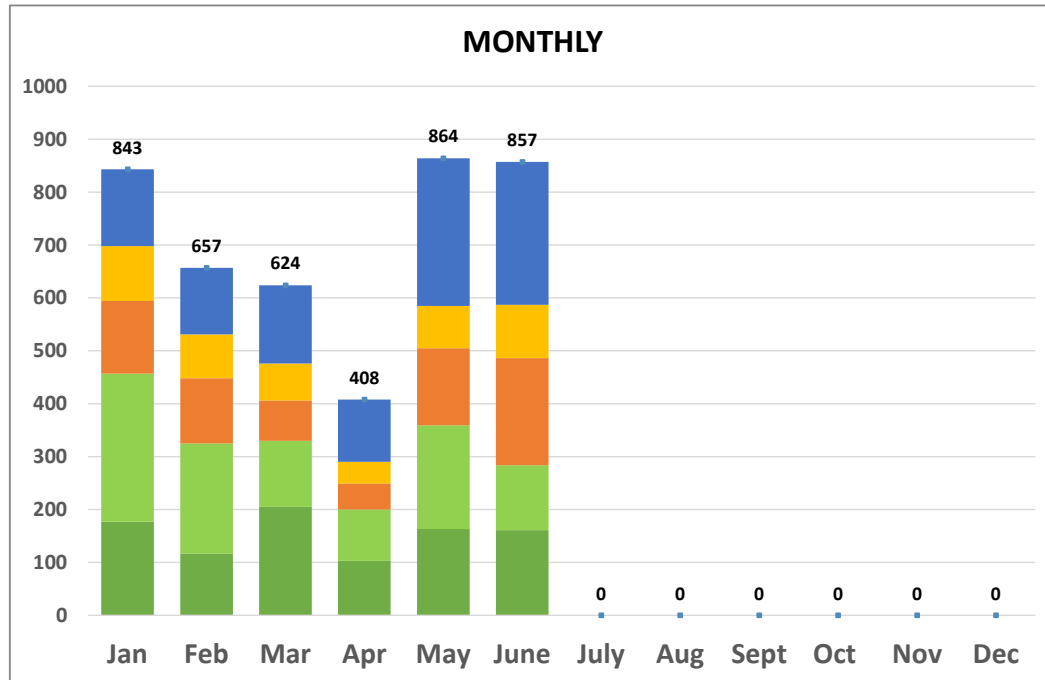


**WATER APPROACH COMPLIANCE** Date Range 1/1/26 to 6/30/26

**Monthly Review of Noise Mitigation Measures**

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



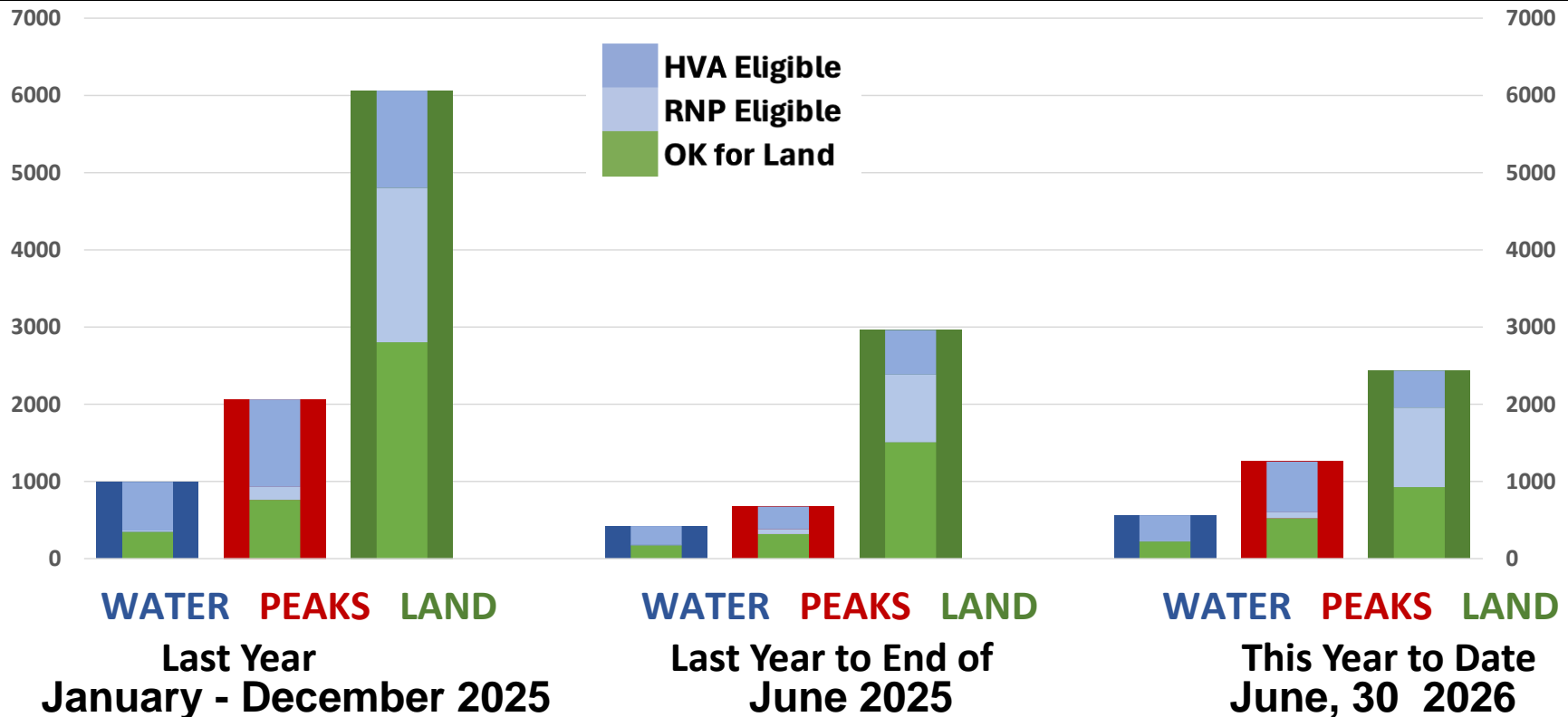
- Blue: R29 Approaches **Successfully** Over Water
- Yellow: R29 Approaches Over Land in **Noncompliance** with water approach (excludes Peaks)
- Orange: R29 Approaches Over Peaks that may be eligible for future RNP
- Light Green: R29 Approaches Over Land that may be eligible for future RNP
- Dark Green: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

# RUNWAY 29 ARRIVALS - TRENDING

Date Range 1/1/26 to 6/30/26

## 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 6/30/26

## 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>March</b>	<b>165</b>	<b>162</b>	<b>327</b>
Noise Sensitive	20	8	28
Standard Hours	145	154	299
<b>April</b>	<b>301</b>	<b>110</b>	<b>411</b>
Noise Sensitive	46	7	53
Standard Hours	255	103	358
<b>May</b>	<b>188</b>	<b>320</b>	<b>508</b>
Noise Sensitive	29	14	43
Standard Hours	159	306	465
<b>June</b>	<b>264</b>	<b>349</b>	<b>613</b>
Noise Sensitive	29	10	39
Standard Hours	235	339	574
<b>Total</b>	<b>1013</b>	<b>1305</b>	<b>2318</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>March</b>	<b>36</b>	<b>402</b>	<b>438</b>
Noise Sensitive	3	146	149
Standard Hours	33	256	289
<b>April</b>	<b>73</b>	<b>245</b>	<b>318</b>
Noise Sensitive	6	103	109
Standard Hours	67	142	209
<b>May</b>	<b>54</b>	<b>418</b>	<b>472</b>
Noise Sensitive	5	177	182
Standard Hours	49	241	290
<b>June</b>	<b>124</b>	<b>368</b>	<b>492</b>
Noise Sensitive	8	120	128
Standard Hours	116	248	364
<b>Total</b>	<b>327</b>	<b>2330</b>	<b>2657</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>March</b>	<b>22</b>	<b>13</b>	<b>35</b>
Noise Sensitive	3		3
Standard Hours	19	13	32
<b>April</b>	<b>38</b>	<b>6</b>	<b>44</b>
Noise Sensitive	5	2	7
Standard Hours	33	4	37
<b>May</b>	<b>20</b>	<b>7</b>	<b>27</b>
Noise Sensitive		1	1
Standard Hours	20	6	26
<b>June</b>	<b>38</b>	<b>12</b>	<b>50</b>
Noise Sensitive	1		1
Standard Hours	37	12	49
<b>Total</b>	<b>129</b>	<b>40</b>	<b>169</b>

# AH PRIMARY RUNWAY SETTING

Date Range 1/1/26 to 6/30/26

## 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	12	5			2		19					
					Monday	21	5			1	27						
					Tuesday	19	2				21						
					Thursday	14	4			1	19						
					Friday	26	5				31						
					Saturday	10	2				12						
					Sunday	11	1		1		13						
					Sunday			1			1						
					<b>Deviation -Unknown Reason Total</b>						<b>113</b>	<b>25</b>		<b>1</b>	<b>4</b>	<b>143</b>	
					Deviation- AH Primary	RWY 29	RWY 29	NSA 11	Wednesday	1							1
									Tuesday	1							1
									Thursday					2		2	
									Friday	1						1	
									Saturday		2					2	
<b>Deviation- AH Primary Total</b>									<b>3</b>	<b>2</b>		<b>2</b>	<b>7</b>				
<b>Arrival Total</b>						<b>116</b>	<b>27</b>		<b>1</b>	<b>6</b>	<b>150</b>						
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				
					<b>Deviation -Unknown Reason Total</b>							<b>1</b>	<b>7</b>		<b>1</b>	<b>9</b>	
					Deviation- AH Primary	RWY 11	RWY 11	NSD 29	Wednesday			3					3
									Monday			12				12	
									Tuesday			3				3	
Thursday			16								16						
Friday			7								7						
Saturday			14								14						
Sunday			16								16						
<b>Deviation- AH Primary Total</b>								<b>71</b>			<b>71</b>						
<b>Departure Total</b>							<b>1</b>	<b>78</b>		<b>1</b>	<b>80</b>						
<b>Grand Total</b>						<b>116</b>	<b>28</b>	<b>78</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>230</b>					

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

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

DAILY COMPLIANCE SUMMARY																June 2026	
PREFERRED RUNWAY 10pm-7am DAILY NCP COMPLIANCE	16-Jun	17-Jun	18-Jun	19-Jun	20-Jun	21-Jun	22-Jun	23-Jun	24-Jun	25-Jun	26-Jun	27-Jun	28-Jun	29-Jun	30-Jun	Sub Total	Month Total
<b>TOTAL NSH ARRIVALS 10pm-7am</b>	11	12	11	14	12	9	8	13	14	10	12	9	11	14	9	169	338
<b>Total Exempt from Compliance</b>	1	-	-	1	1	-	-	-	-	-	-	-	-	-	-	3	11
Arrivals in Compliance 10pm-4am	2	9	5	-	1	-	4	13	6	7	10	9	10	9	7	92	202
Arrivals in Compliance 4am-7am (with flow)	-	1	-	1	-	-	-	-	-	1	2	-	-	-	-	5	8
<b>TOTAL Arrivals in Compliance</b>	2	10	5	1	1	-	4	13	6	8	12	9	10	9	7	97	210
NSH Noncompliance due to AH Primary Setting	1	-	-	-	2	-	-	-	-	-	-	-	-	-	-	3	3
NSH Noncompliance due to Unknown Reason	7	2	6	12	8	9	4	-	8	2	-	-	1	5	2	66	114
<b>TOTAL Noncompliant NSH Arrivals</b>	8	2	6	12	10	9	4	-	8	2	-	-	1	5	2	69	117
<b>Noncompliance % of Total Arrivals</b>	64%	17%	55%	86%	67%	100%	50%	0%	57%	20%	0%	0%	9%	36%	22%	39%	34%
<b>TOTAL NSH DEPARTURES 10pm-7am</b>	8	10	10	9	12	12	11	9	11	6	5	11	11	11	10	146	300
<b>Total Exempt from Compliance</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4
Departures in Compliance 10pm-4am (with flow)	-	1	-	-	-	-	1	1	1	4	3	-	-	-	1	12	16
Departures in Compliance 4am-7am	8	9	1	9	11	12	10	-	10	2	2	-	-	10	9	93	203
<b>TOTAL Departures in Compliance</b>	8	10	1	9	11	12	11	1	11	6	5	-	-	10	10	105	219
NSH Noncompliance due to AH Primary Setting	-	-	3	-	-	-	-	2	-	-	-	4	4	1	-	14	22
NSH Noncompliance due to Unknown Reason	-	-	6	-	1	-	-	6	-	-	-	7	7	-	-	27	55
<b>TOTAL Noncompliant NSH Departures</b>	-	-	9	-	1	-	-	8	-	-	-	11	11	1	-	41	77
<b>Noncompliance % of Total Departures</b>	0%	0%	90%	0%	8%	0%	0%	89%	0%	0%	0%	100%	100%	9%	0%	28%	26%
<b>TOTAL RUNWAY 11/29 NSH OPERATIONS</b>	19	22	21	23	24	21	19	22	25	16	17	20	22	25	19	315	638
Took R18/36 when expected runway was 11/29																	

WATER APPROACH DAILY NCP COMPLIANCE	16-Jun	17-Jun	18-Jun	19-Jun	20-Jun	21-Jun	22-Jun	23-Jun	24-Jun	25-Jun	26-Jun	27-Jun	28-Jun	29-Jun	30-Jun	Sub Total	Month Total
Correctly took Land Approach	3	-	1	15	14	13	3	25	9	1	1		1	-	-	86	161
Took Land but RNP Eligible	9	2	6	10	13	8	3	7	8	2	-			5	2	75	123
Took Land but HVA/RNP Eligible	4	5	9	5	2	5	5	8	9	4	-			-	-	56	101
<b>TOTAL LAND APPROACH</b>	16	7	16	30	29	26	11	40	26	7	1	-	1	5	2	217	385
Went over Peaks	14	3	1	4	2	21	3	5	21	10	-				4	88	202
Other Water Approach	30	2	-	35	23	7	4	4	18	6	-			4	4	137	270
<b>TOTAL WATER APPROACH</b>	44	5	1	39	25	28	7	9	39	16	-			4	8	225	472
<b>TOTAL ARRIVALS ON RWY 29</b>	60	12	17	69	54	54	18	49	65	23	1		1	9	10	442	857
<b>% Noncompliant - Could have taken HVA</b>	7%	42%	53%	7%	4%	9%	28%	16%	14%	17%	0%		0%	0%	0%	13%	12%
<b>% Potential Additional Improvement with RNP</b>	38%	42%	41%	20%	28%	54%	33%	24%	45%	52%	0%		0%	56%	60%	37%	38%