

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	338	362	335	337	202			2972
	NSH Arrivals in Compliance	49 22%	92 43%	123 45%	227 68%	156 44%	210 62%	206 57%	208 62%	213 63%	52 26%			1536 52%
	NSH Arrivals in Noncompliance	134 61%	83 39%	114 41%	76 23%	167 47%	114 34%	122 34%	108 32%	115 34%	134 66%			1167 39%
	NSH Arrivals Excluded from Compliance	37 17%	39 18%	39 14%	30 9%	32 9%	14 4%	34 9%	19 6%	9 3%	16 8%			269 9%
	NSH Total Departures	166	181	214	256	292	300	329	318	314	167			2537
	NSH Departures in Compliance	155 93%	168 93%	167 78%	176 69%	222 76%	219 73%	286 87%	282 89%	226 72%	156 93%			2057 81%
	NSH Departures in Noncompliance	6 4%	5 3%	25 12%	38 15%	34 12%	55 18%	30 9%	23 7%	49 16%	3 2%			268 11%
	NSH Departures Excluded from Compliance	5 3%	8 4%	22 10%	42 16%	36 12%	26 9%	13 4%	13 4%	39 12%	8 5%			212 8%
WATER APPROACH to RUNWAY 29 (R29)	R29 Total Approaches	843	657	624	408	864	857	988	947	754	770			7712
	R29 Approaches Successfully Over Water	145 17%	126 19%	148 24%	118 29%	279 32%	270 32%	351 36%	244 26%	211 28%	212 28%			2104 27%
	R29 Approaches Over Land in Noncompliance with water approach (excludes Peaks)	104 12%	83 13%	70 11%	41 10%	80 9%	101 12%	114 12%	153 16%	60 8%	86 11%			892 12%
	R29 Approaches Over Peaks that may be eligible for future RNP	137 16%	123 19%	76 12%	49 12%	146 17%	202 24%	182 18%	200 21%	89 12%	127 16%			1331 17%
	R29 Approaches Over Land that may be eligible for future RNP	280 33%	208 32%	125 20%	97 24%	196 23%	123 14%	166 17%	159 17%	124 16%	181 24%			1659 22%
	Land that were not eligible for HVA or future RNP	177 21%	117 18%	205 33%	103 25%	163 19%	161 19%	175 18%	191 20%	270 36%	164 21%			1726 22%
EARLY TURNS by Departures on R11	Early North	0	1	4	10	2	14	5	18	15	4			73
	Early North Other	2	8	18	27	14	24	10	15	10	4			132
	Early South	0	3	0	12	13	20	30	39	18	6			141
	Early South Other	5	27	29	58	40	101	140	79	99	14			592

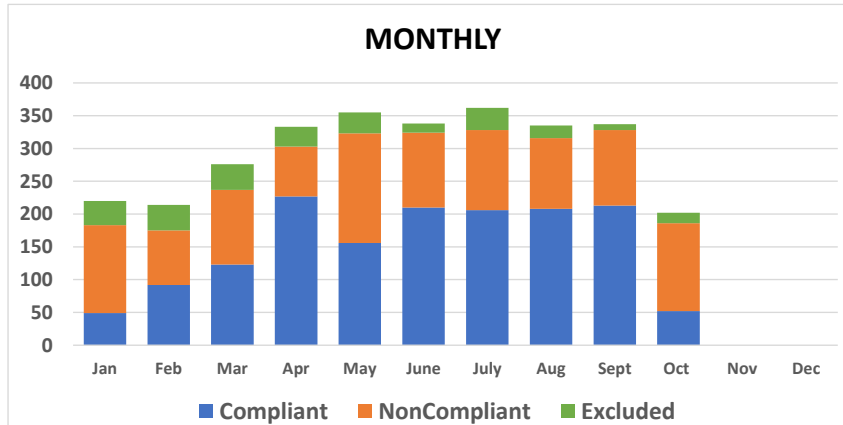
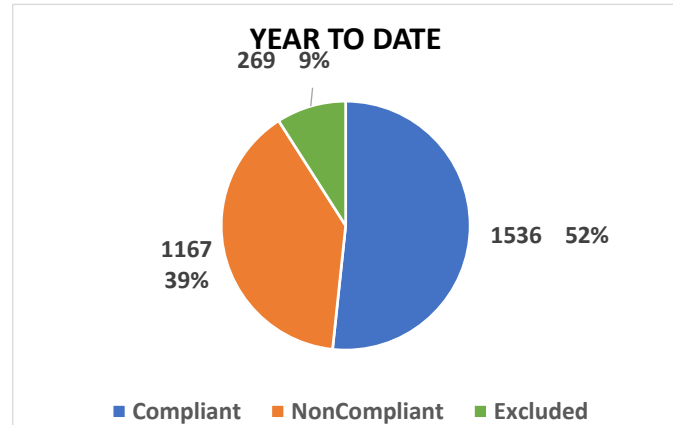
NOISE SENSITIVE HOURS COMPLIANCE

Monthly Review of Noise Mitigation Measures

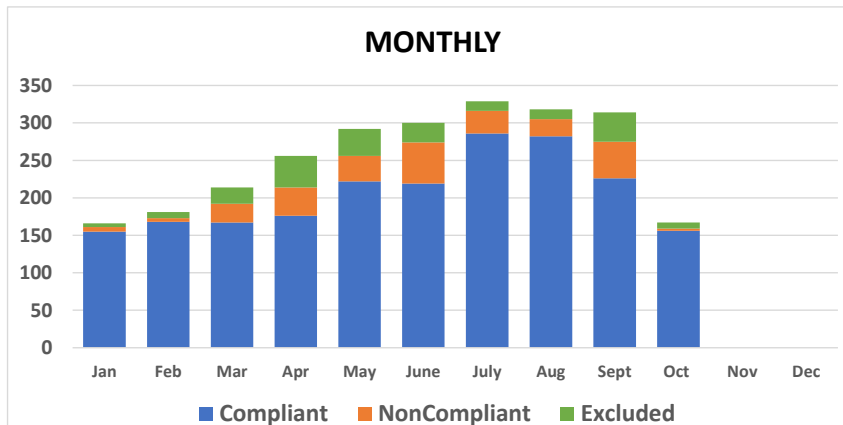
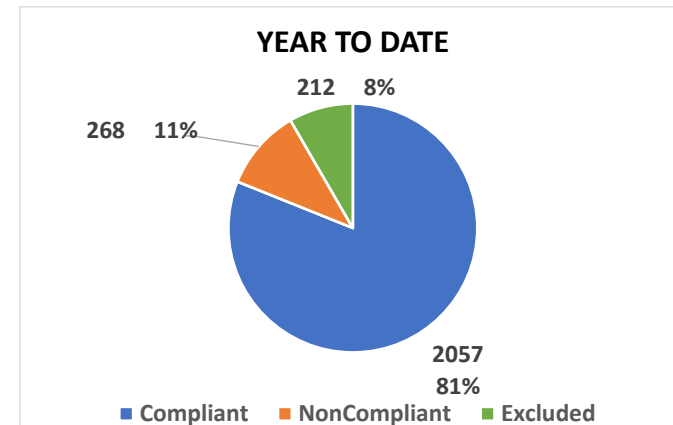
Preferred Runway 10pm-7am -- NCP Compliance

Date Range 1/1/26 to 10/15/26

ARRIVALS



DEPARTURES

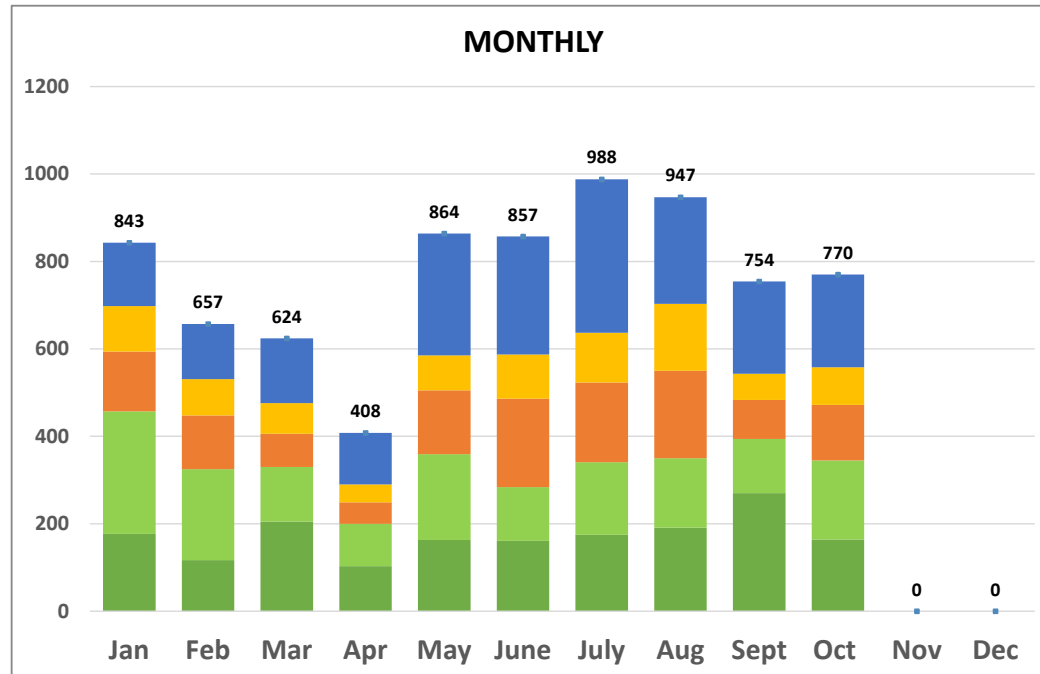
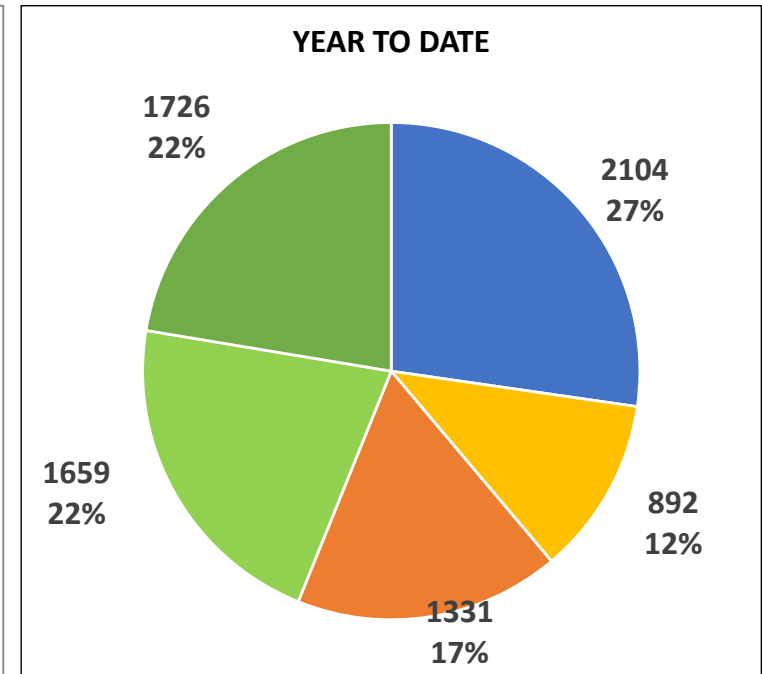


WATER APPROACH COMPLIANCE

Date Range 1/1/26 to 10/15/26

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 1/1/26 to 10/15/26

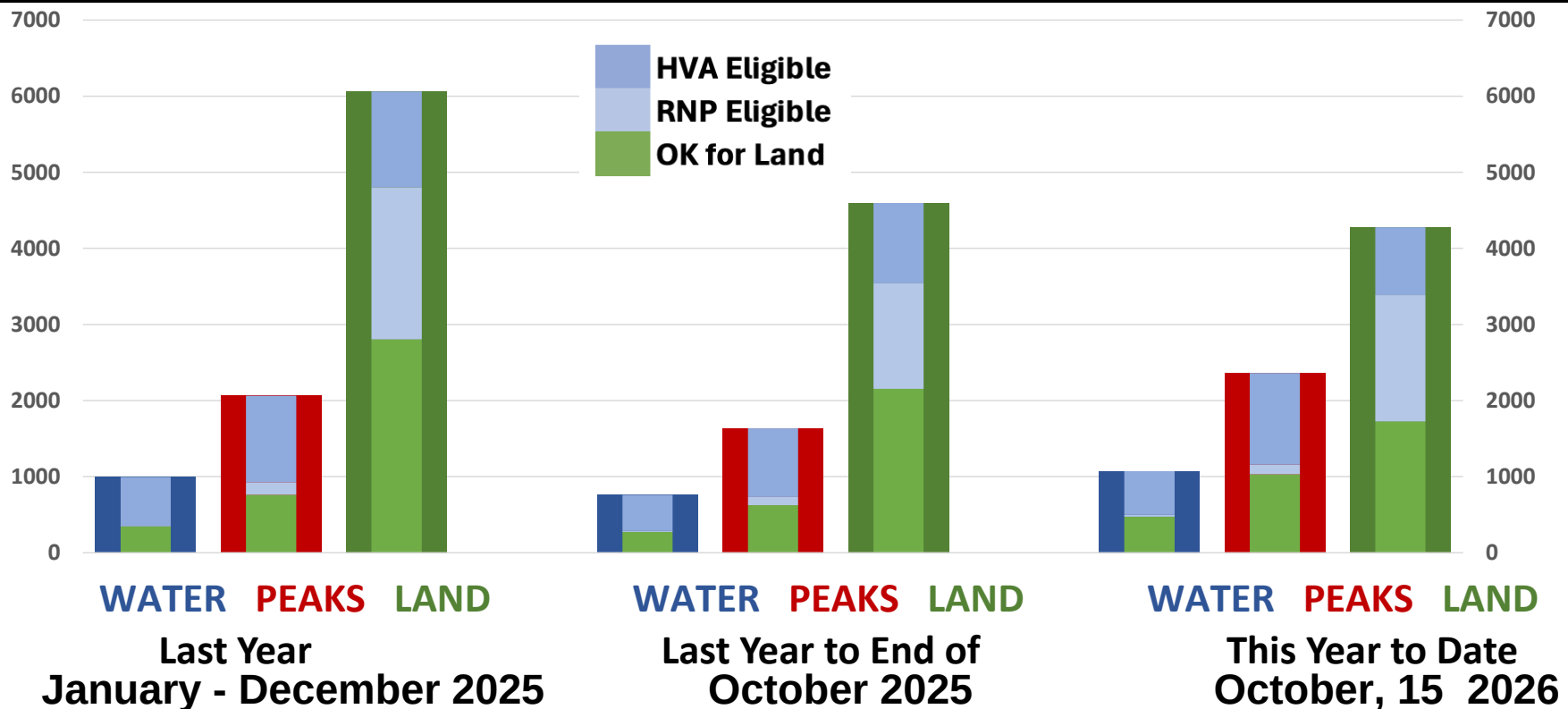
Trending of Runway 29 Arrivals OVER WATER from Previous Year to Current Year

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 10/15/26

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	264	349	613
Noise Sensitive	29	10	39
Standard Hours	235	339	574
July	106	366	472
Noise Sensitive	8	5	13
Standard Hours	98	361	459
August	54	311	365
Noise Sensitive	1	8	9
Standard Hours	53	303	356
September	38	211	249
Noise Sensitive		9	9
Standard Hours	38	202	240
October	13	247	260
Noise Sensitive		14	14
Standard Hours	13	233	246
Total	1224	2440	3664

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	124	368	492
Noise Sensitive	8	120	128
Standard Hours	116	248	364
July	173	457	630
Noise Sensitive	7	157	164
Standard Hours	166	300	466
August	128	469	597
Noise Sensitive	2	121	123
Standard Hours	126	348	474
September	124	438	562
Noise Sensitive	8	112	120
Standard Hours	116	326	442
October	22	429	451
Noise Sensitive	3	143	146
Standard Hours	19	286	305
Total	774	4123	4897

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	38	12	50
Noise Sensitive	1		1
Standard Hours	37	12	49
July	18	12	30
Noise Sensitive			
Standard Hours	18	12	30
August	34	14	48
Noise Sensitive		3	3
Standard Hours	34	11	45
September	26	5	31
Noise Sensitive	2		2
Standard Hours	24	5	29
October	8		8
Noise Sensitive			
Standard Hours	8		8
Total	215	71	286

AH PRIMARY RUNWAY SETTING

Date Range 1/1/26 to 10/15/26

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	18	6			3		27	
					Monday	35	9		1	3		48	
					Tuesday	24	4			1		29	
					Thursday	25	6			2		33	
					Friday	47	11					58	
					Saturday	25	3			1		29	
					Sunday	15	3		2	3		23	
					Sunday		1					1	
					Deviation -Unknown Reason Total					189	43		3
	Deviation- AH Primary	RWY 29	RWY 29	NSA 11	Wednesday	1	1		1			3	
					Tuesday	2	1			2		5	
					Thursday	1	3			3		7	
					Friday	1			1			2	
					Saturday		3					3	
					Deviation- AH Primary Total					5	8		2
Arrival Total					194	51		5	18		268		
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
					Deviation -Unknown Reason Total						1	7	
		Deviation- AH Primary	RWY 11	RWY 11	NSD 29	Wednesday			14				14
						Monday			21				21
	Tuesday							9				9	
	Thursday							23				23	
	Friday							7				7	
	Saturday							18				18	
	Sunday							20				20	
	Deviation- AH Primary Total							112				112	
Departure Total						1	119			1	121		
Grand Total					194	52	119	5	18	1	389		

DAILY COMPLIANCE SUMMARY																	October 2026
Formulas for Calculated Lines	PREFERRED RUNWAY 10pm-7am DAILY NCP COMPLIANCE	1-Oct	2-Oct	3-Oct	4-Oct	5-Oct	6-Oct	7-Oct	8-Oct	9-Oct	10-Oct	11-Oct	12-Oct	13-Oct	14-Oct	15-Oct	Sub Total
A=B+E+H	TOTAL NSH ARRIVALS 10pm-7am	13	17	7	13	14	11	14	12	16	15	10	16	14	14	16	202
B	Total Exempt from Compliance	-	-	-	-	3	1	3	-	-	-	-	-	9	-	-	16
C	Arrivals in Compliance 10pm-4am	3	-	6	13	1	-	-	1	1	3	-	10	2	-	5	45
D	Arrivals in Compliance 4am-7am (with flow)	-	1	-	-	-	-	1	1	1	1	-	-	-	1	1	7
E=C+D	TOTAL Arrivals in Compliance	3	1	6	13	1	-	1	2	2	4	-	10	2	1	6	52
F	NSH Noncompliance due to AH Primary Setting	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
G	NSH Noncompliance due to Unknown Reason	10	16	1	-	10	10	10	10	14	11	10	6	3	13	10	134
H=F+G	TOTAL Noncompliant NSH Arrivals	10	16	1	-	10	10	10	10	14	11	10	6	3	13	10	134
I=G/A	Noncompliance % of Total Arrivals	77%	94%	14%	0%	71%	91%	71%	83%	88%	73%	100%	38%	21%	93%	63%	66%
J=K+N+Q	TOTAL NSH DEPARTURES 10pm-7am	12	11	11	11	11	11	9	10	11	9	13	12	11	11	14	167
K	Total Exempt from Compliance	-	-	-	-	-	-	-	-	-	-	-	-	8	-	-	8
L	Departures in Compliance 10pm-4am (with flow)	1	-	-	-	-	-	-	-	-	-	1	-	-	-	-	2
M	Departures in Compliance 4am-7am	11	11	11	11	11	11	9	10	11	9	12	12	-	11	14	154
N=L+M	TOTAL Departures in Compliance	12	11	11	11	11	11	9	10	11	9	13	12	-	11	14	156
O	NSH Noncompliance due to AH Primary Setting	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
P	NSH Noncompliance due to Unknown Reason	-	-	-	-	-	-	-	-	-	-	-	-	3	-	-	3
Q=O+P	TOTAL Noncompliant NSH Departures	-	-	-	-	-	-	-	-	-	-	-	-	3	-	-	3
R=P/J	Noncompliance % of Total Departures	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	27%	0%	0%	2%
S=A+J	TOTAL RUNWAY 11/29 NSH OPERATIONS	25	28	18	24	25	22	23	22	27	24	23	28	25	25	30	369
	Took R18/36 when expected runway was 11/29																

Formulas for Calculated Lines	WATER APPROACH DAILY NCP COMPLIANCE	1-Oct	2-Oct	3-Oct	4-Oct	5-Oct	6-Oct	7-Oct	8-Oct	9-Oct	10-Oct	11-Oct	12-Oct	13-Oct	14-Oct	15-Oct	Sub Total
A	Correctly took Land Approach	11	12	5	2	12	24	1	9	8	6	9	11	17	22	15	164
B	Took Land but RNP Eligible	12	20	1	-	13	18	11	18	19	18	14	8	-	16	13	181
C	Took Land but HVA/RNP Eligible	5	5	3	-	11	1	3	13	3	8	7	15	-	11	1	86
D=A+B+C	TOTAL LAND APPROACH	28	37	9	2	36	43	15	40	30	32	30	34	17	49	29	431
E	Went over Peaks	-	15	9	-	9	1	6	12	11	16	14	15	-	11	8	127
F	Other Water Approach	7	16	23	3	22	15	6	15	31	14	17	12	-	8	23	212
G=E+F	TOTAL WATER APPROACH	7	31	32	3	31	16	12	27	42	30	31	27	-	19	31	339
H=D+G	TOTAL ARRIVALS ON RWY 29	35	68	41	5	67	59	27	67	72	62	61	61	17	68	60	770
I=C/H	% Noncompliant - Could have taken HVA	14%	7%	7%	0%	16%	2%	11%	19%	4%	13%	11%	25%	0%	16%	2%	11%
J=(B+E)/H	% Potential Additional Improvement with RNP	34%	51%	24%	0%	33%	32%	63%	45%	42%	55%	46%	38%	0%	40%	35%	40%

DAILY COMPLIANCE SUMMARY			
PREFERRED RUNWAY 10pm-7am DAILY NCP COMPLIANCE		Sub Total	Month Total
TOTAL NSH ARRIVALS 10pm-7am		-	202
Total Exempt from Compliance		-	16
Arrivals in Compliance 10pm-4am		-	45
Arrivals in Compliance 4am-7am (with flow)		-	7
TOTAL Arrivals in Compliance		-	52
NSH Noncompliance due to AH Primary Setting		-	-
NSH Noncompliance due to Unknown Reason		-	134
TOTAL Noncompliant NSH Arrivals		-	134
Noncompliance % of Total Arrivals			66%
TOTAL NSH DEPARTURES 10pm-7am		-	167
Total Exempt from Compliance		-	8
Departures in Compliance 10pm-4am (with flow)		-	2
Departures in Compliance 4am-7am		-	154
TOTAL Departures in Compliance		-	156
NSH Noncompliance due to AH Primary Setting		-	-
NSH Noncompliance due to Unknown Reason		-	3
TOTAL Noncompliant NSH Departures		-	3
Noncompliance % of Total Departures			2%
TOTAL RUNWAY 11/29 NSH OPERATIONS		-	369
Took R18/36 when expected runway was 11/29			

WATER APPROACH DAILY NCP COMPLIANCE		Sub Total	Month Total
Correctly took Land Approach		-	164
Took Land but RNP Eligible		-	181
Took Land but HVA/RNP Eligible		-	86
TOTAL LAND APPROACH	- - - - - - - - - - - - - - - -	-	431
Went over Peaks		-	127
Other Water Approach		-	212
TOTAL WATER APPROACH		-	339
TOTAL ARRIVALS ON RWY 29		-	770
% Noncompliant - Could have taken HVA			11%
% Potential Additional Improvement with RNP			40%