

NOISE COMPATIBILITY PROGRAM 2025 COMPLIANCE SUMMARY

Bimonthly gate data received:		Yes / Yes	Yes / Yes	Yes / Yes	Yes / Yes	Yes / NO	NO / NO	NO / Yes	Yes / Yes	Yes /				
		Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Year to Date
NOISE SENSITIVE HOURS 10PM - 7AM	NSH Total Arrivals	244	224	311	325	328	348	390	365	143				2678
	NSH Arrivals in Compliance	43 18%	63 28%	156 50%	180 55%	242 74%	224 64%	264 68%	303 83%	123 86%				1598 60%
	NSH Arrivals in Noncompliance	126 52%	111 50%	96 31%	99 30%	45 14%	106 30%	85 22%	62 17%	20 14%				750 28%
	NSH Arrivals Excluded from Compliance	75 31%	50 22%	59 19%	46 14%	41 13%	18 5%	41 11%	0 0%	0 0%				330 12%
	NSH Total Departures	206	184	242	267	280	316	347	330	142				2314
	NSH Departures in Compliance	191 93%	159 86%	160 66%	215 81%	180 64%	240 76%	292 84%	283 86%	124 87%				1844 80%
	NSH Departures in Noncompliance	6 3%	8 4%	33 14%	26 10%	31 11%	29 9%	42 12%	41 12%	16 11%				232 10%
	NSH Departures Excluded from Compliance	9 4%	17 9%	49 20%	26 10%	69 25%	47 15%	13 4%	6 2%	2 1%				238 10%
WATER APPROACH to RUNWAY 29 (R29)	R29 Total Approaches	904	768	614	582	460	729	843	588	213				5701
	R29 Approaches Successfully Over Water	260 29%	156 20%	137 22%	143 25%	4 1%	5 0%	5 1%	183 31%	48 23%				10 7 1%
	R29 Approaches Over Land in Noncompliance with water approach (excludes Peaks)	69 8%	78 10%	45 7%	33 6%	91 20%	26 6%	22 6%	111 19%	16 8%				92 6%
	R29 Approaches Over Peaks that may be eligible for future RNP	101 11%	127 17%	75 12%	38 7%	14 3%	0 0%	0 0%	145 25%	56 26%				646 11%
	R29 Approaches Over Land that may be eligible for future RNP	243 27%	185 24%	111 18%	132 23%	81 18%	122 17%	126 15%	81 14%	26 12%				1107 19%
	R29 Approaches Over Land that were not eligible for HVA or future RNP	231 26%	222 29%	246 40%	236 41%	230 50%	343 47%	320 38%	68 12%	67 31%				663 34%
EARLY TURNS by Departures on R11	Early North	0	2	4	1	6		5	9	12				39
	Early North Other	0	4	15	13	13		11	18	5				79
	Early South	1	3	6	10	14		22	38	12				106
	Early South Other	1	6	29	49	50		65	168	71				439

X - INACCURATE DATA due to missing gate data

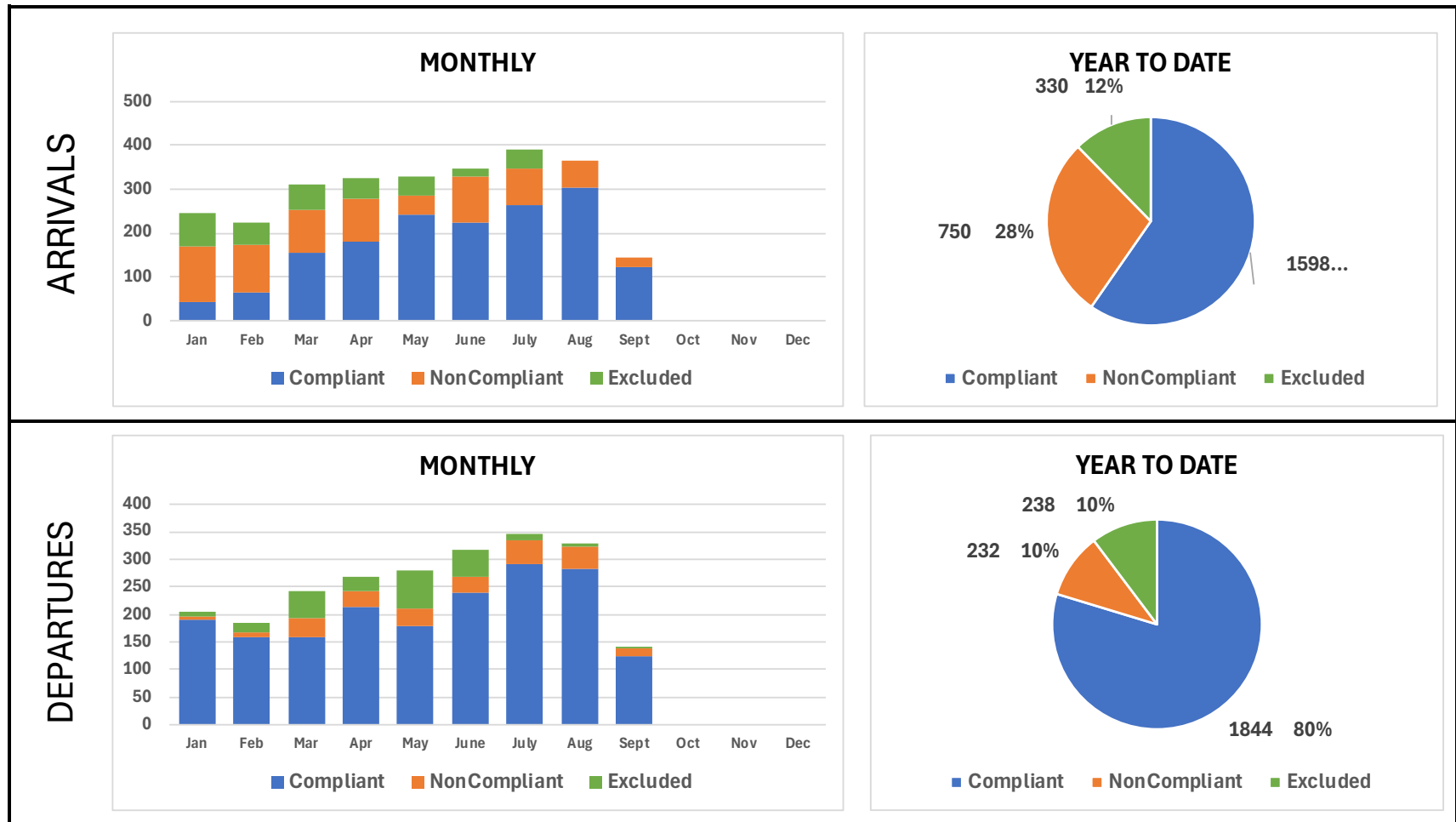
O - INCOMPLETE DATA due to missing gate data

NOISE SENSITIVE HOURS COMPLIANCE

Date Range 1/1/25 to 9/15/25

Monthly Review of Noise Mitigation Measures

Preferred Runway 10pm-7am
NCP Compliance

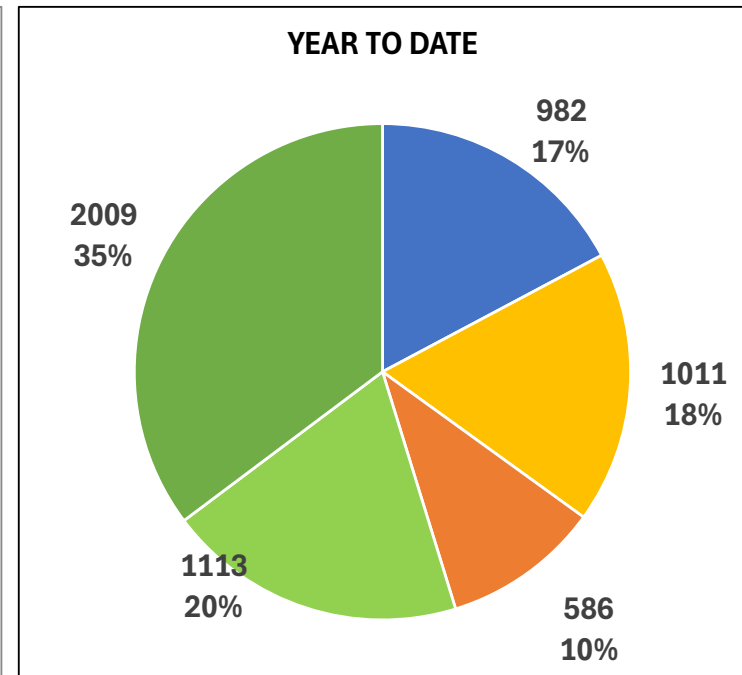
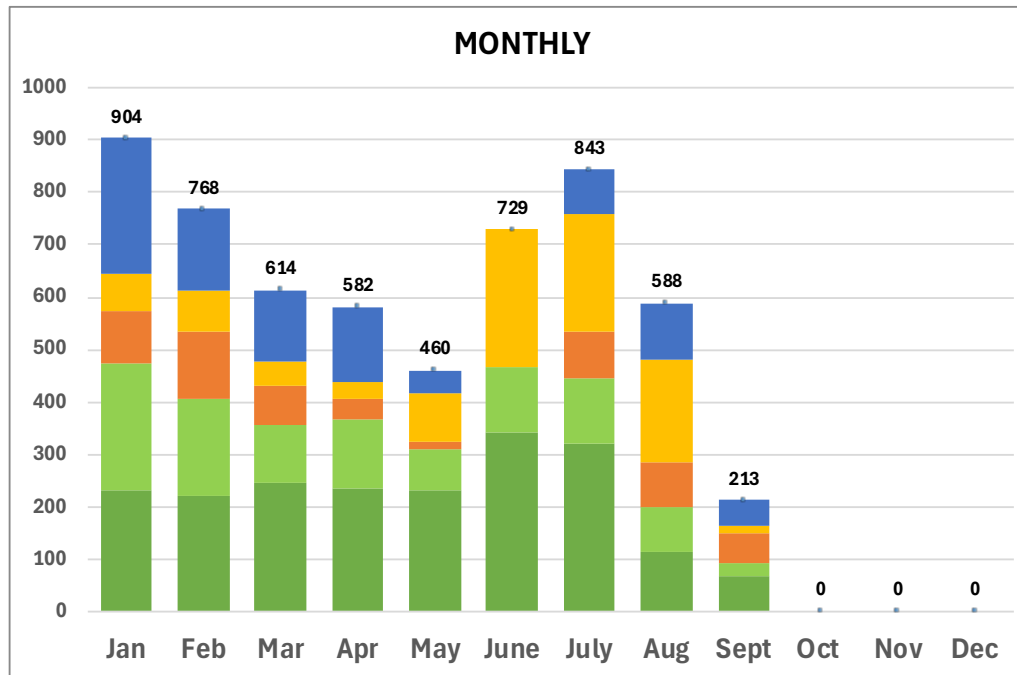


WATER APPROACH COMPLIANCE

Date Range 1/1/25 to 9/15/25

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 1/1/25 to 9/15/25

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

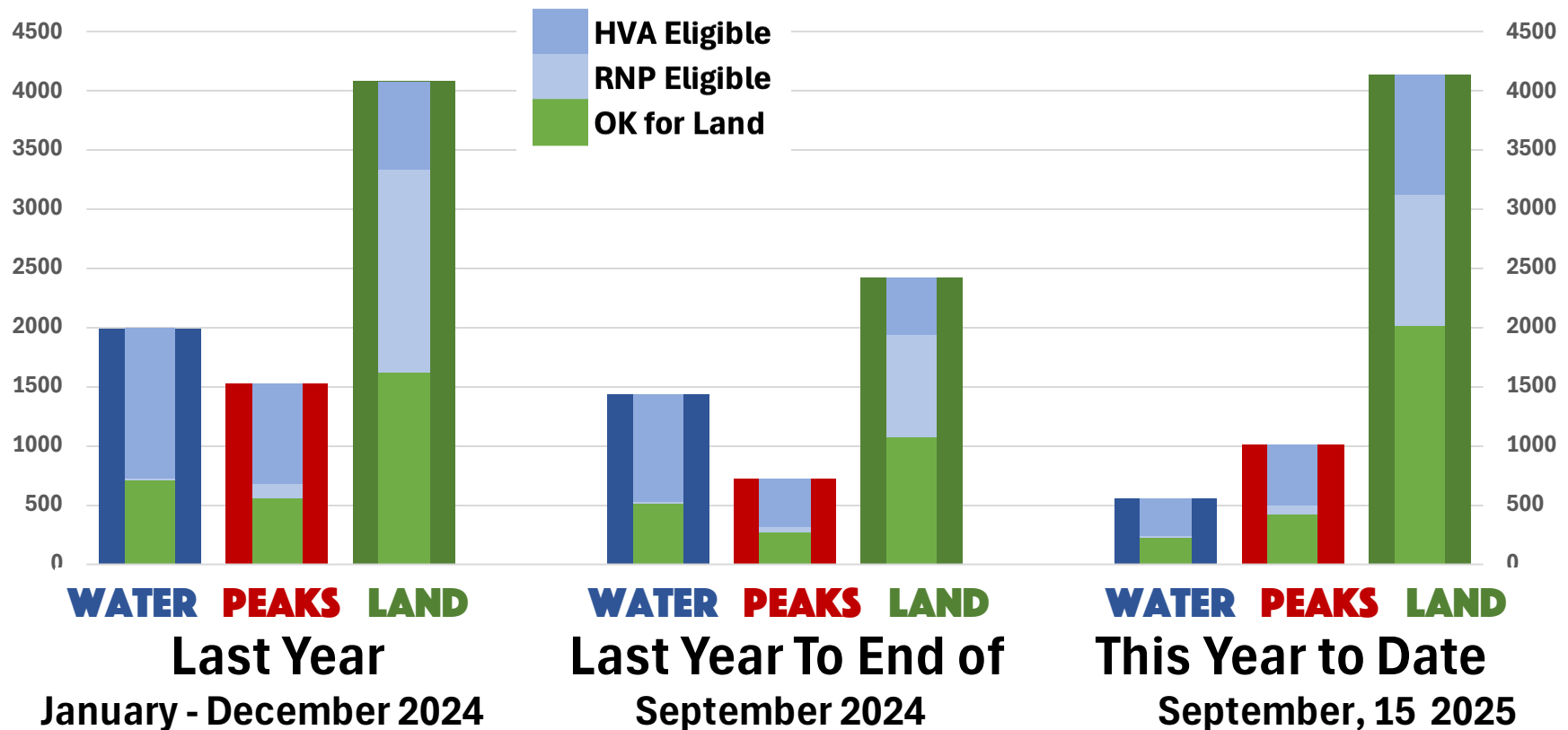
A column's vertical border color indicates the actual location of approaches to R29 and flight count over that location:

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 1/1/25 to 9/15/25

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

Peaks Island

Date	Arrival	Departure	Grand Total
Jan	173	19	192
Noise Sensitive	9	11	20
Standard Hours	164	8	172
Feb	189	78	267
Noise Sensitive	9	17	26
Standard Hours	180	61	241
Mar	157	242	399
Noise Sensitive	4	54	58
Standard Hours	153	188	341
Apr	124	246	370
Noise Sensitive	5	32	37
Standard Hours	119	214	333
May	46	212	258
Noise Sensitive	3	40	43
Standard Hours	43	172	215
Jul	126	149	275
Noise Sensitive	4	6	10
Standard Hours	122	143	265
Aug	142	158	300
Noise Sensitive	3	9	12
Standard Hours	139	149	288
Sep	77	174	251
Noise Sensitive	1	9	10
Standard Hours	76	165	241
Grand Total	1034	1278	2312

South Portland

Date	Arrival	Departure	Grand Total
Jan	535	4	539
Noise Sensitive	202	2	204
Standard Hours	333	2	335
Feb	462	10	472
Noise Sensitive	159		159
Standard Hours	303	10	313
Mar	398	36	434
Noise Sensitive	155	4	159
Standard Hours	243	32	275
Apr	404	62	466
Noise Sensitive	145	6	151
Standard Hours	259	56	315
May	83	65	148
Noise Sensitive	20	4	24
Standard Hours	63	61	124
Jul	283	92	375
Noise Sensitive	59	2	61
Standard Hours	224	90	314
Aug	144	90	234
Noise Sensitive	33	4	37
Standard Hours	111	86	197
Sep	111	84	195
Noise Sensitive	25	3	28
Standard Hours	86	81	167
Grand Total	2420	443	2863

Portland

Date	Arrival	Departure	Grand Total
Feb		7	7
Standard Hours		7	7
Mar		19	19
Noise Sensitive		2	2
Standard Hours		17	17
Apr		15	15
Noise Sensitive		1	1
Standard Hours		14	14
May		19	19
Noise Sensitive		2	2
Standard Hours		17	17
Jul	7	19	26
Standard Hours	7	19	26
Aug	1	15	16
Noise Sensitive	1		1
Standard Hours		15	15
Sep	1	18	19
Standard Hours	1	18	19
Grand Total	9	112	121

AH PRIMARY RUNWAY SETTING

Date Range 1/1/25 to 9/15/25

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	2 AM	3 AM	4 AM	5 AM	Grand Total	
Arrival	Deviation - AH Primary	RWY 29	RWY 29	NSA 11	Wednesday	1	2	1	1			5	
					Saturday	1	2	2	2			7	
					Monday		2					2	
	Deviation - AH Primary Total					2	6	3	3			14	
	Deviation-Unknown Reason	RWY 29	RWY 11	NSA 11	Wednesday	10	4					14	
					Thursday	20	6	3				29	
					Friday	28	10	2	2			42	
					Saturday	16	6	4				26	
					Sunday	4	1		1			6	
					Monday	35	9	1	2			47	
					Tuesday	9	4	1				14	
					Deviation-Unknown Reason Total					122	40	11	5
	Arrival Total					124	46	14	8			192	
	Departure	Deviation - AH Primary	RWY 11	RWY 11	NSD 29	Wednesday					1	17	18
Thursday											1	18	19
Friday											1	9	10
Saturday												22	22
Sunday												17	17
Monday												24	24
Tuesday												15	15
Deviation - AH Primary Total									3	122	125		
Deviation-Unknown Reason		RWY 18	RWY 11	NSD 29	Wednesday					1		1	
					Monday						1	1	2
		RWY 36	RWY 11	NSD 29	Friday						1	1	
					Monday							1	1
Deviation-Unknown Reason Total									2	3	5		
Departure Total										5	125	130	
Grand Total						124	46	14	8	5	125	322	

DAILY COMPLIANCE SUMMARY																	September 2025
Formulas for Calculated Lines	PREFERRED RUNWAY 10pm-7am DAILY NCP COMPLIANCE	1-Sep	2-Sep	3-Sep	4-Sep	5-Sep	6-Sep	7-Sep	8-Sep	9-Sep	10-Sep	11-Sep	12-Sep	13-Sep	14-Sep	15-Sep	Sub Total
A=B+E+H	TOTAL NSH ARRIVALS 10pm-7am	9	10	11	5	11	9	11	10	8	9	12	10	6	10	12	143
B	Total Exempt from Compliance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
C	Arrivals in Compliance 10pm-4am	9	9	11	5	10	8	11	10	8	7	2	2	4	9	12	117
D	Arrivals in Compliance 4am-7am (with flow)	-	1	-	-	1	1	-	-	-	2	-	-	-	1	-	6
E=C+D	TOTAL Arrivals in Compliance	9	10	11	5	11	9	11	10	8	9	2	2	4	10	12	123
F	NSH Noncompliance due to AH Primary Setting	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
G	NSH Noncompliance due to Unknown Reason	-	-	-	-	-	-	-	-	-	-	10	8	2	-	-	20
H=F+G	TOTAL Noncompliant NSH Arrivals	-	-	-	-	-	-	-	-	-	-	10	8	2	-	-	20
I=G/A	Noncompliance % of Total Arrivals due to Unknown Reason	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	83%	80%	33%	0%	0%	14%
J=K+N+Q	TOTAL NSH DEPARTURES 10pm-7am	11	11	11	10	8	7	7	10	11	10	9	10	10	9	8	142
K	Total Exempt from Compliance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
L	Departures in Compliance 10pm-4am (with flow)	-	-	1	-	1	-	1	1	-	-	-	-	3	1	-	8
M	Departures in Compliance 4am-7am	10	11	10	9	7	7	1	9	10	8	9	10	7	8	-	116
N=L+M	TOTAL Departures in Compliance	10	11	11	9	8	7	2	10	10	8	9	10	10	9	-	124
O	NSH Noncompliance due to AH Primary Setting	-	-	-	-	-	-	1	-	-	-	-	-	-	-	1	2
P	NSH Noncompliance due to Unknown Reason	1	-	-	1	-	-	4	-	1	2	-	-	-	-	7	16
Q=O+P	TOTAL Noncompliant NSH Departures	1	-	-	1	-	-	5	-	1	2	-	-	-	-	8	18
R=P/J	Noncompliance % of Total Departures due to Unknown Reasons	9%	0%	0%	10%	0%	0%	71%	0%	9%	20%	0%	0%	0%	0%	100%	13%
S=A+J	TOTAL RUNWAY 11/29 NSH OPERATIONS	20	21	22	15	19	16	18	20	19	19	21	20	16	19	20	285
Formulas for Calculated Lines	WATER APPROACH DAILY NCP COMPLIANCE	1-Sep	2-Sep	3-Sep	4-Sep	5-Sep	6-Sep	7-Sep	8-Sep	9-Sep	10-Sep	11-Sep	12-Sep	13-Sep	14-Sep	15-Sep	Sub Total
A	Correctly took Land Approach	-	-	-	-	42	19	-	1	-	1	-	-	-	4	-	67
B	Took Land but RNP Eligible	-	1	-	-	-	-	-	-	-	1	13	9	2	-	-	26
C	Took Land but HVA/RNP Eligible	-	-	-	2	-	-	-	4	2	-	6	-	1	-	1	16
D=A+B+C	TOTAL LAND APPROACH	-	1	-	2	42	19	-	5	2	2	19	9	3	4	1	109
E	Went over Peaks but HVA or RNP Eligible	2	6	-	3	-	-	-	7	3	-	25	-	7	3	-	56
F	Other Water Approach	-	1	4	-	-	-	-	17	2	-	12	2	3	6	1	48
G=E+F	TOTAL WATER APPROACH	2	7	4	3	-	-	-	24	5	-	37	2	10	9	1	104
H=D+G	TOTAL ARRIVALS ON RWY 29	2	8	4	5	42	19	-	29	7	2	56	11	13	13	2	213
I=C/H	% Noncompliant - Could have taken HVA	0%	0%	0%	40%	0%	0%	-	14%	29%	0%	11%	0%	8%	0%	50%	8%
J=(B+E)/H	% Potential Additional Improvement with RNP	100%	88%	0%	60%	0%	0%	-	24%	43%	50%	68%	82%	69%	23%	0%	38%

DAILY COMPLIANCE SUMMARY																
PREFERRED RUNWAY 10pm-7am DAILY NCP COMPLIANCE															Sub Total	Month Total
TOTAL NSH ARRIVALS 10pm-7am															-	143
Total Exempt from Compliance															-	-
Arrivals in Compliance 10pm-4am															-	117
Arrivals in Compliance 4am-7am (with flow)															-	6
TOTAL Arrivals in Compliance															-	123
NSH Noncompliance due to AH Primary Setting															-	-
NSH Noncompliance due to Unknown Reason															-	20
TOTAL Noncompliant NSH Arrivals															-	20
Noncompliance % of Total Arrivals due to Unknown Reason																14%
TOTAL NSH DEPARTURES 10pm-7am															-	142
Total Exempt from Compliance															-	-
Departures in Compliance 10pm-4am (with flow)															-	8
Departures in Compliance 4am-7am															-	116
TOTAL Departures in Compliance															-	124
NSH Noncompliance due to AH Primary Setting															-	2
NSH Noncompliance due to Unknown Reason															-	16
TOTAL Noncompliant NSH Departures															-	18
Noncompliance % of Total Departures due to Unknown Reasons																13%
TOTAL RUNWAY 11/29 NSH OPERATIONS															-	285
WATER APPROACH DAILY NCP COMPLIANCE															Sub Total	Month Total
Correctly took Land Approach															-	67
Took Land but RNP Eligible															-	26
Took Land but HVA/RNP Eligible															-	16
TOTAL LAND APPROACH															-	109
Went over Peaks but HVA or RNP Eligible															-	56
Other Water Approach															-	48
TOTAL WATER APPROACH															-	104
TOTAL ARRIVALS ON RWY 29															-	213
% Noncompliant - Could have taken HVA																8%
% Potential Additional Improvement with RNP																38%