

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										710
	NSH Arrivals in Compliance	49 22%	92 43%	123 45%										264 37%
	NSH Arrivals in Noncompliance	134 61%	83 39%	114 41%										331 47%
	NSH Arrivals Excluded from Compliance	37 17%	39 18%	39 14%										115 16%
	NSH Total Departures	166	181	214										561
	NSH Departures in Compliance	155 93%	168 93%	167 78%										490 87%
	NSH Departures in Noncompliance	6 4%	5 3%	25 12%										36 6%
	NSH Departures Excluded from Compliance	5 3%	8 4%	22 10%										35 6%
WATER APPROACH to RUNWAY 29 (R29)	R29 Total Approaches	843	657	624										2124
	R29 Approaches Successfully Over Water	145 17%	126 19%	148 24%										419 20%
	R29 Approaches Over Land in Noncompliance with water approach (excludes Peaks)	104 12%	83 13%	70 11%										257 12%
	R29 Approaches Over Peaks that may be eligible for future RNP	137 16%	123 19%	76 12%										336 16%
	R29 Approaches Over Land that may be eligible for future RNP	280 33%	208 32%	125 20%										613 29%
	Land that were not eligible for HVA or future RNP	177 21%	117 18%	205 33%										499 23%
EARLY TURNS by Departures on R11	Early North	0	1	4										5
	Early North Other	2	8	18										28
	Early South	0	3	0										3
	Early South Other	5	27	29										61

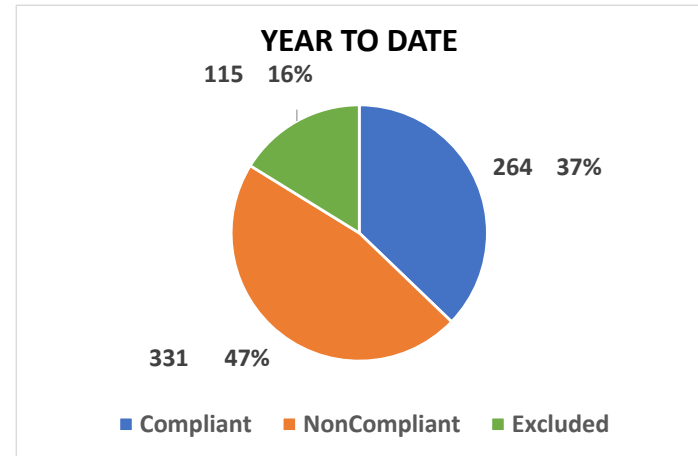
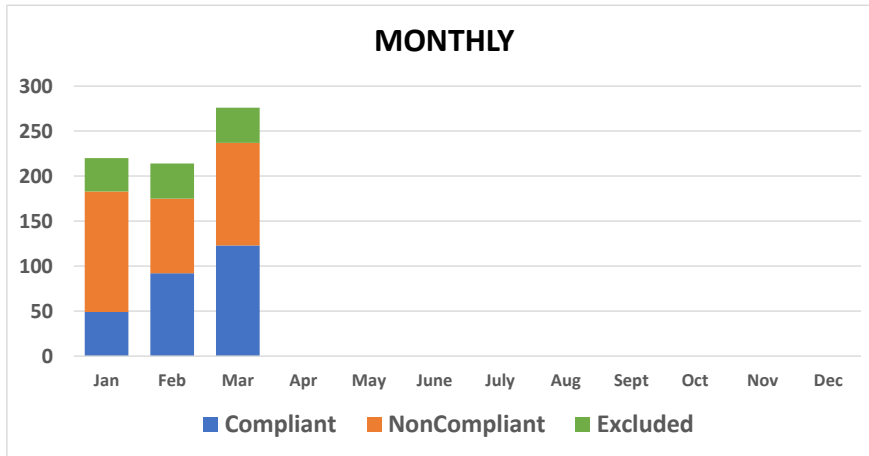
NOISE SENSITIVE HOURS COMPLIANCE

Date Range 1/1/26 to 3/31/26

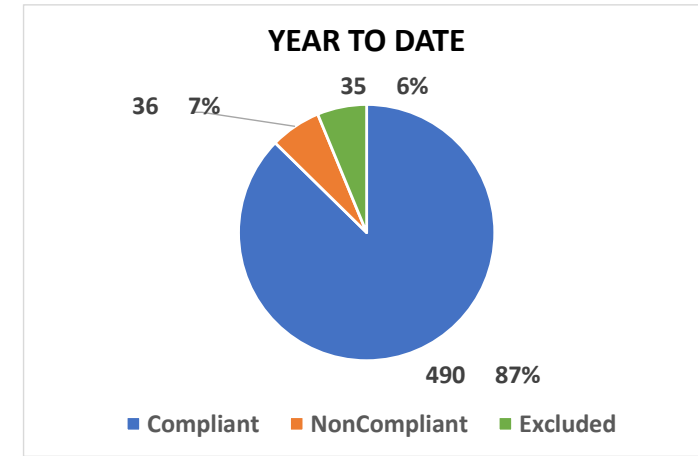
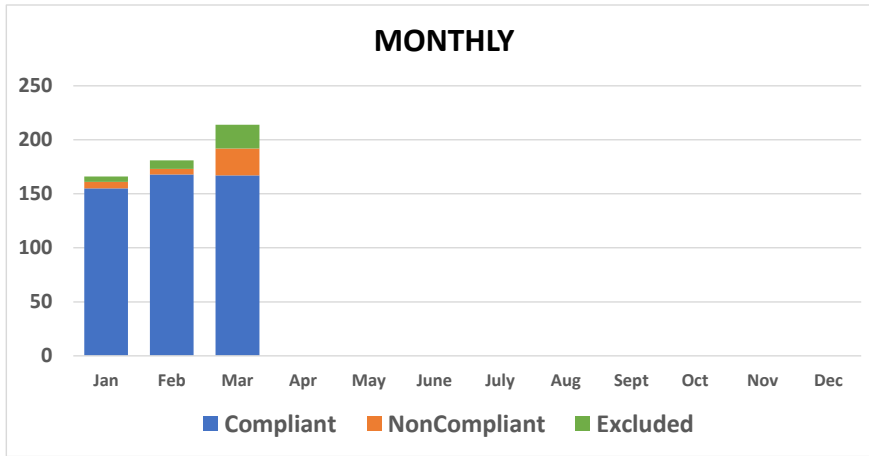
Monthly Review of Noise Mitigation Measures

Preferred Runway 10pm-7am -- NCP Compliance

ARRIVALS



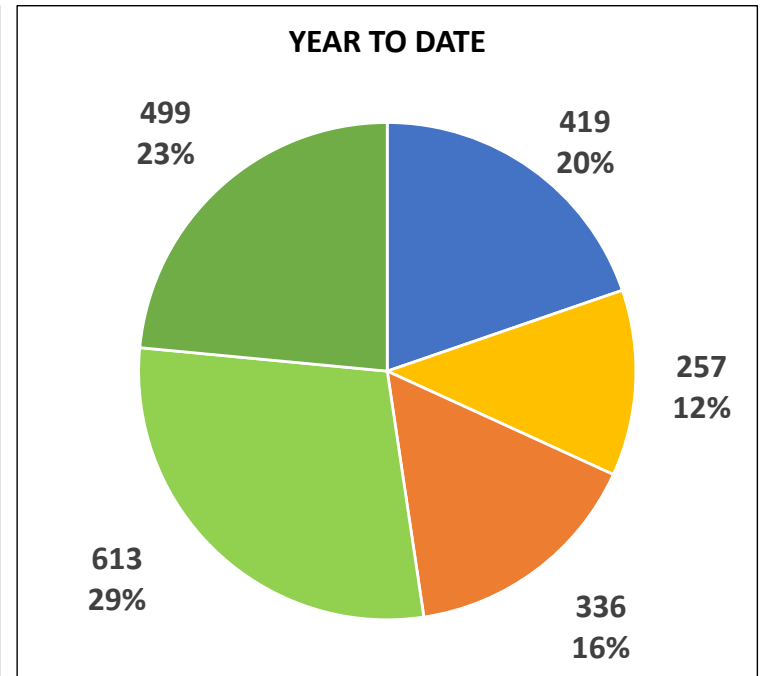
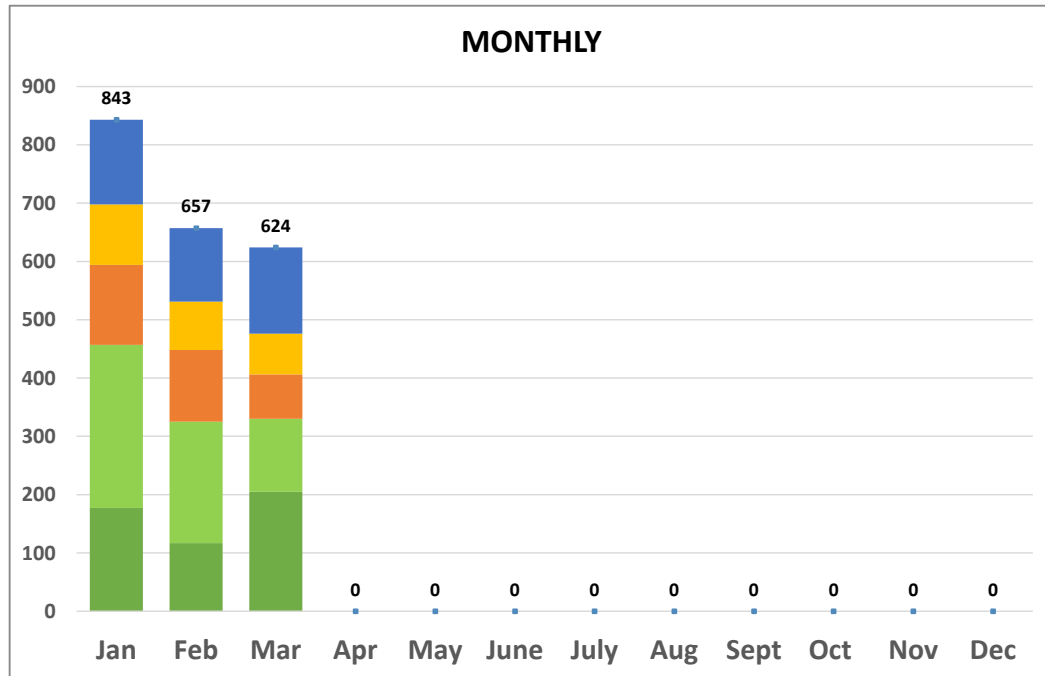
DEPARTURES



WATER APPROACH COMPLIANCE Date Range 1/1/26 to 3/31/26

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 3/31/26

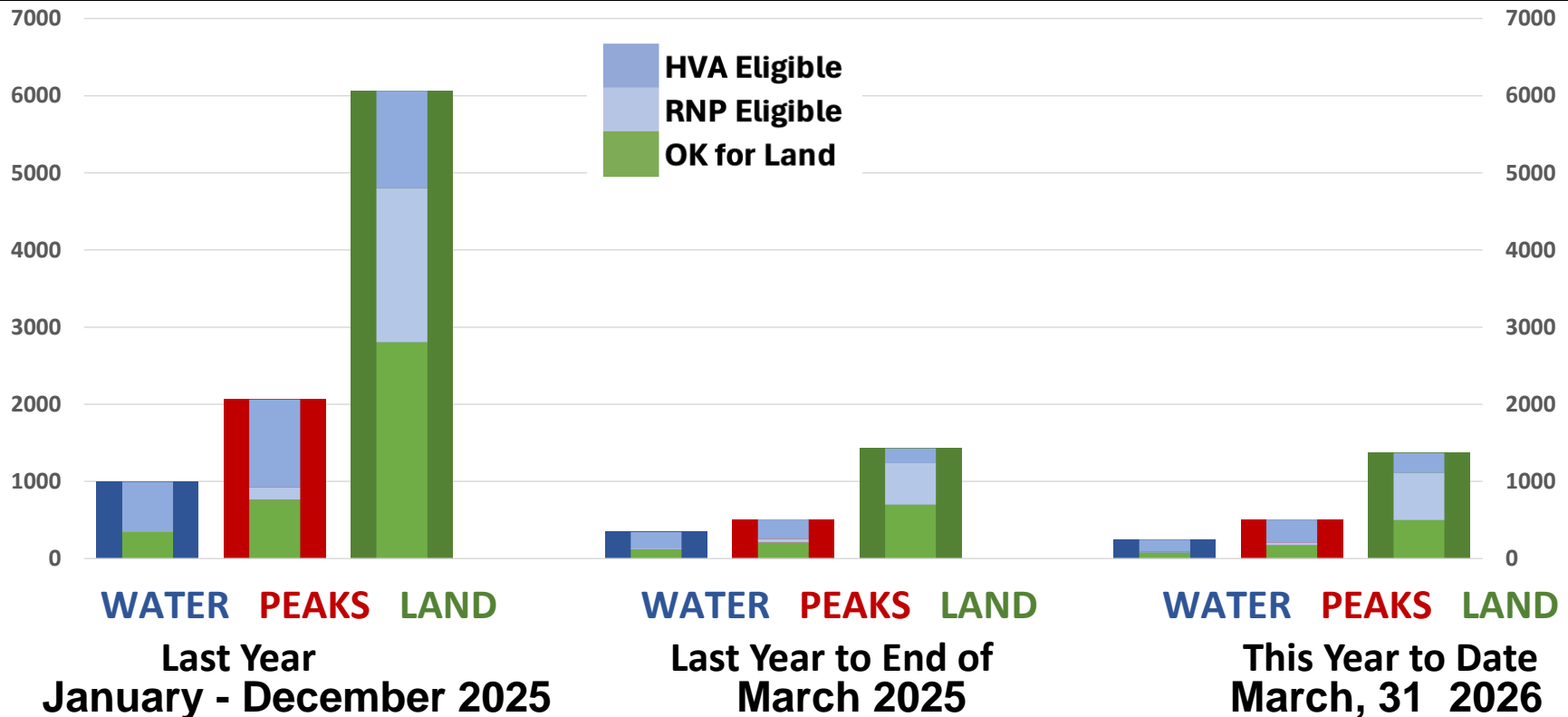
Trending of Runway 29 Arrivals OVER WATER from Previous Year to Current Year

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 3/31/26

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
Total	260	526	786

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
Total	76	1299	1375

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
Total	33	15	48

AH PRIMARY RUNWAY SETTING

Date Range 1/1/26 to 3/31/26

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	5	2		1	8				
					Monday	7	1		1	9				
					Tuesday	5				5				
					Thursday	7	2		1	10				
					Friday	8	3			11				
					Saturday	2	2			4				
					Sunday	4				4				
					Deviation -Unknown Reason Total						38	10	3	51
					Deviation- AH Primary	RWY 29	RWY 29	NSA 11	Wednesday	1				1
					Deviation- AH Primary Total						1			1
Arrival Total						39	10	3	52					
Departure	Deviation - Unknown Reason	RWY 11	RWY 29	NSD 29	Saturday			1		1				
					Deviation -Unknown Reason Total							1	1	
					Deviation- AH Primary	RWY 11	RWY 11	NSD 29	Monday			1		1
					Tuesday						1		1	
					Thursday						5		5	
					Friday						5		5	
					Saturday						4		4	
					Sunday						4		4	
					Deviation- AH Primary Total								20	20
					Departure Total								21	21
Grand Total						39	10	21	3	73				

DAILY COMPLIANCE SUMMARY																	March 2026
Formulas for Calculated Lines	PREFERRED RUNWAY 10pm-7am DAILY NCP COMPLIANCE	1-Mar	2-Mar	3-Mar	4-Mar	5-Mar	6-Mar	7-Mar	8-Mar	9-Mar	10-Mar	11-Mar	12-Mar	13-Mar	14-Mar	15-Mar	Sub Total
A=B+E+H	TOTAL NSH ARRIVALS 10pm-7am	8	6	11	8	6	8	7	11	7	13	4	11	11	8	7	126
B	Total Exempt from Compliance	-	-	-	-	-	-	-	8	-	-	-	6	7	3	2	26
C	Arrivals in Compliance 10pm-4am	-	6	2	-	5	8	4	-	1	4	4	5	-	-	5	44
D	Arrivals in Compliance 4am-7am (with flow)	-	-	-	-	-	-	-	-	-	-	-	-	1	1	-	2
E=C+D	TOTAL Arrivals in Compliance	-	6	2	-	5	8	4	-	1	4	4	5	1	1	5	46
F	NSH Noncompliance due to AH Primary Setting	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
G	NSH Noncompliance due to Unknown Reason	8	-	9	8	1	-	3	3	6	9	-	-	3	4	-	54
H=F+G	TOTAL Noncompliant NSH Arrivals	8	-	9	8	1	-	3	3	6	9	-	-	3	4	-	54
I=G/A	Noncompliance % of Total Arrivals	100%	0%	82%	100%	17%	0%	43%	27%	86%	69%	0%	0%	27%	50%	0%	43%
J=K+N+Q	TOTAL NSH DEPARTURES 10pm-7am	6	7	8	5	7	4	6	6	5	8	5	7	5	6	8	93
K	Total Exempt from Compliance	-	-	-	-	-	-	-	-	-	-	4	-	-	-	-	4
L	Departures in Compliance 10pm-4am (with flow)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M	Departures in Compliance 4am-7am	6	7	8	5	7	-	1	6	5	8	-	1	5	6	8	73
N=L+M	TOTAL Departures in Compliance	6	7	8	5	7	-	1	6	5	8	-	1	5	6	8	73
O	NSH Noncompliance due to AH Primary Setting	-	-	-	-	-	-	1	-	-	-	-	3	-	-	-	4
P	NSH Noncompliance due to Unknown Reason	-	-	-	-	-	4	4	-	-	-	1	3	-	-	-	12
Q=O+P	TOTAL Noncompliant NSH Departures	-	-	-	-	-	4	5	-	-	-	1	6	-	-	-	16
R=P/J	Noncompliance % of Total Departures	0%	0%	0%	0%	0%	100%	83%	0%	0%	0%	20%	86%	0%	0%	0%	17%
S=A+J	TOTAL RUNWAY 11/29 NSH OPERATIONS	14	13	19	13	13	12	13	17	12	21	9	18	16	14	15	219
	Took R18/36 when expected runway was 11/29																

Formulas for Calculated Lines	WATER APPROACH DAILY NCP COMPLIANCE	1-Mar	2-Mar	3-Mar	4-Mar	5-Mar	6-Mar	7-Mar	8-Mar	9-Mar	10-Mar	11-Mar	12-Mar	13-Mar	14-Mar	15-Mar	Sub Total
A	Correctly took Land Approach	7	1	21	1	1	-	5	9	1	-	-	4	8	8	1	67
B	Took Land but RNP Eligible	7	-	-	9	1	-	-	6	9	9	-	7	5	9	1	63
C	Took Land but HVA/RNP Eligible	7	1	-	1	-	-	-	1	3	4	-	12	3	-	-	32
D=A+B+C	TOTAL LAND APPROACH	21	2	21	11	2	-	5	16	13	13	-	23	16	17	2	162
E	Went over Peaks	4	4	3	4	-	-	-	3	12	3	-	-	4	2	-	39
F	Other Water Approach	5	10	1	6	2	-	14	11	2	-	-	-	15	12	-	78
G=E+F	TOTAL WATER APPROACH	9	14	4	10	2	-	17	23	5	-	-	-	19	14	-	117
H=D+G	TOTAL ARRIVALS ON RWY 29	30	16	25	21	4	-	5	33	36	18	-	23	35	31	2	279
I=C/H	% Noncompliant - Could have taken HVA	23%	6%	0%	5%	0%	-	0%	3%	8%	22%	-	52%	9%	0%	0%	11%
J=(B+E)/H	% Potential Additional Improvement with RNP	37%	25%	12%	62%	25%	-	0%	27%	58%	67%	-	30%	26%	35%	50%	37%

DAILY COMPLIANCE SUMMARY

March 2026

PREFERRED RUNWAY 10pm-7am DAILY NCP COMPLIANCE	16-Mar	17-Mar	18-Mar	19-Mar	20-Mar	21-Mar	22-Mar	23-Mar	24-Mar	25-Mar	26-Mar	27-Mar	28-Mar	29-Mar	30-Mar	31-Mar	Sub Total	Month Total
TOTAL NSH ARRIVALS 10pm-7am	8	11	13	10	9	8	9	8	8	10	6	11	9	8	12	10	150	276
Total Exempt from Compliance	-	8	2	-	-	-	-	-	-	-	-	1	2	-	-	-	13	39
Arrivals in Compliance 10pm-4am	8	3	11	-	7	1	8	8	1	1	-	-	-	7	8	10	73	117
Arrivals in Compliance 4am-7am (with flow)	-	-	-	-	-	1	-	-	-	-	1	1	1	-	-	-	4	6
TOTAL Arrivals in Compliance	8	3	11	-	7	2	8	8	1	1	1	1	1	7	8	10	77	123
NSH Noncompliance due to AH Primary Setting	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NSH Noncompliance due to Unknown Reason	-	-	-	10	2	6	1	-	7	9	5	9	6	1	4	-	60	114
TOTAL Noncompliant NSH Arrivals	-	-	-	10	2	6	1	-	7	9	5	9	6	1	4	-	60	114
Noncompliance % of Total Arrivals	0%	0%	0%	100%	22%	75%	11%	0%	88%	90%	83%	82%	67%	13%	33%	0%	40%	41%
TOTAL NSH DEPARTURES 10pm-7am	9	6	5	8	7	7	8	7	6	9	8	8	10	8	7	8	121	214
Total Exempt from Compliance	8	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	14
Departures in Compliance 10pm-4am (with flow)	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1
Departures in Compliance 4am-7am	-	4	5	7	7	7	7	-	6	9	8	8	9	8	7	1	93	166
TOTAL Departures in Compliance	1	4	5	7	7	7	7	-	6	9	8	8	9	8	7	1	94	167
NSH Noncompliance due to AH Primary Setting	-	-	-	1	-	-	1	1	-	-	-	-	-	-	-	-	1	4
NSH Noncompliance due to Unknown Reason	-	-	-	-	-	-	-	6	-	-	-	-	1	-	-	-	6	13
TOTAL Noncompliant NSH Departures	-	-	-	1	-	-	1	7	-	-	-	-	1	-	-	-	7	17
Noncompliance % of Total Departures	0%	0%	0%	13%	0%	0%	13%	100%	0%	0%	0%	0%	10%	0%	0%	0%	88%	14%
TOTAL RUNWAY 11/29 NSH OPERATIONS	17	17	18	18	16	15	17	15	14	19	14	19	19	16	19	18	271	490
Took R18/36 when expected runway was 11/29																		

WATER APPROACH DAILY NCP COMPLIANCE	16-Mar	17-Mar	18-Mar	19-Mar	20-Mar	21-Mar	22-Mar	23-Mar	24-Mar	25-Mar	26-Mar	27-Mar	28-Mar	29-Mar	30-Mar	31-Mar	Sub Total	Month Total
Correctly took Land Approach	41	1	17	1	13	1	1	1	15	10	14	4	1	19			138	205
Took Land but RNP Eligible	3	2	9	1	7	-	-	-	6	1	5	13	10	1	4		62	125
Took Land but HVA/RNP Eligible	-	2	5	-	4	-	-	-	3	2	8	3	3	5	3		38	70
TOTAL LAND APPROACH	-	44	5	31	2	24	1	-	10	18	23	30	17	7	26	-	238	400
Went over Peaks	-	4	2	4	1	-	-	-	6	-	4	-	8	4	4		37	76
Other Water Approach	4	5	2	1	4	-	-	-	8	20	3	7	7	-	9		70	148
TOTAL WATER APPROACH	4	9	4	5	5	-	-	-	14	20	7	7	15	4	13		107	224
TOTAL ARRIVALS ON RWY 29	48	14	35	7	29	1	1	1	24	38	30	37	32	11	39		345	624
% Noncompliant - Could have taken HVA	0%	14%	14%	0%	14%	0%	0%	0%	13%	5%	27%	8%	9%	45%	8%		11%	11%
% Potential Additional Improvement with RNP	6%	43%	31%	71%	28%	0%	0%	0%	50%	3%	30%	35%	56%	45%	21%		29%	32%