

## 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>162</b>									<b>872</b>	
	NSH Arrivals in Compliance	49 22%	92 43%	123 45%	100 62%										364 42%
	NSH Arrivals in Noncompliance	134 61%	83 39%	114 41%	34 21%										365 42%
	NSH Arrivals Excluded from Compliance	37 17%	39 18%	39 14%	28 17%										143 16%
	<b>NSH Total Departures</b>	<b>166</b>	<b>181</b>	<b>214</b>	<b>127</b>										<b>688</b>
	NSH Departures in Compliance	155 93%	168 93%	167 78%	86 68%										576 84%
	NSH Departures in Noncompliance	6 4%	5 3%	25 12%	26 20%										62 9%
NSH Departures Excluded from Compliance	5 3%	8 4%	22 10%	15 12%										50 7%	
<b>WATER APPROACH to RUNWAY 29 (R29)</b>	<b>R29 Total Approaches</b>	<b>843</b>	<b>657</b>	<b>624</b>	<b>232</b>									<b>2356</b>	
	R29 Approaches Successfully Over Water	145 17%	126 19%	148 24%	60 26%										479 20%
	R29 Approaches Over Land in Noncompliance with water approach (excludes Peaks)	104 12%	83 13%	70 11%	22 9%										279 12%
	R29 Approaches Over Peaks that may be eligible for future RNP	137 16%	123 19%	76 12%	25 11%										361 15%
	R29 Approaches Over Land that may be eligible for future RNP	280 33%	208 32%	125 20%	62 27%										675 29%
	R29 Approaches Over Land that were not eligible for HVA or future RNP	177 21%	117 18%	205 33%	63 27%										562 24%
<b>EARLY TURNS by Departure</b>	Early North	0	1	4	5									10	
	Early North Other	2	8	18	18									46	
	Early South	0	3	0	5									8	
	Early South Other	5	27	29	33									94	

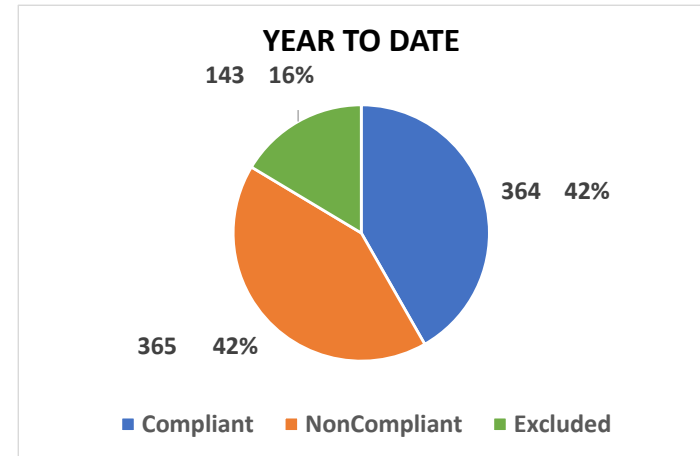
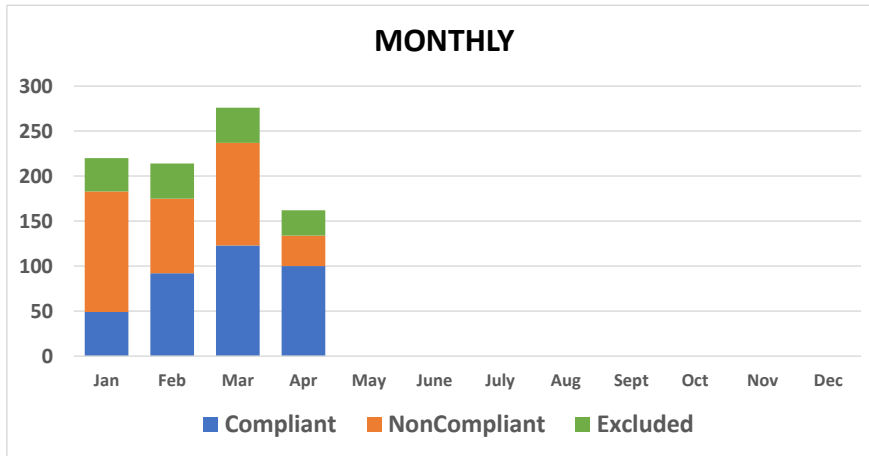
# NOISE SENSITIVE HOURS COMPLIANCE

Date Range 1/1/26 to 4/15/26

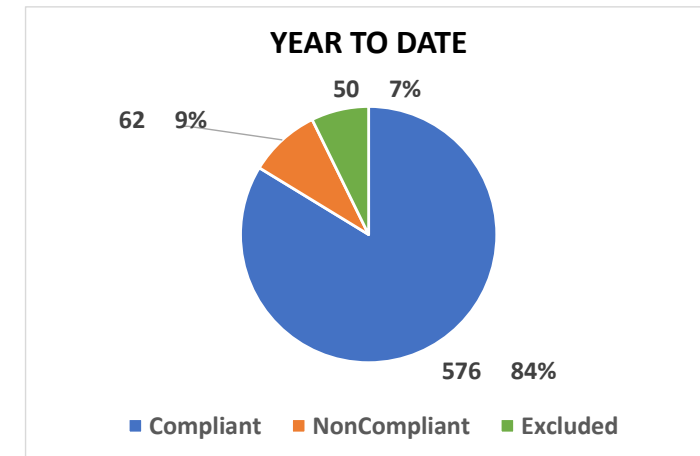
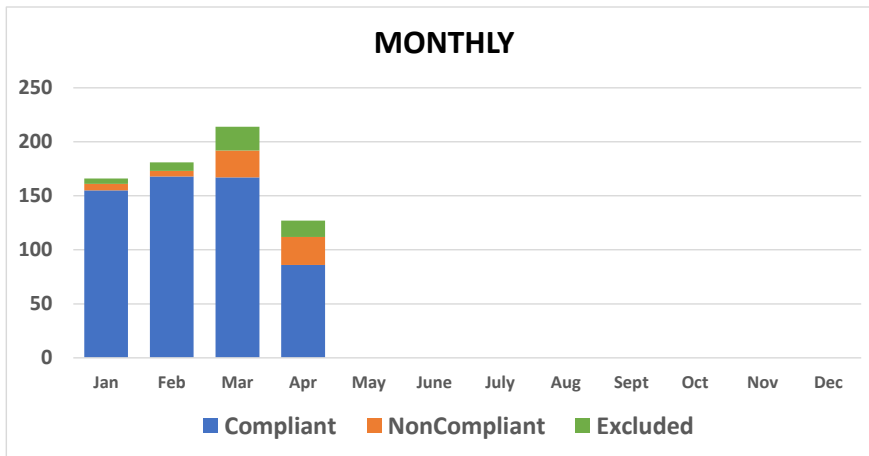
## Monthly Review of Noise Mitigation Measures

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

ARRIVALS



DEPARTURES

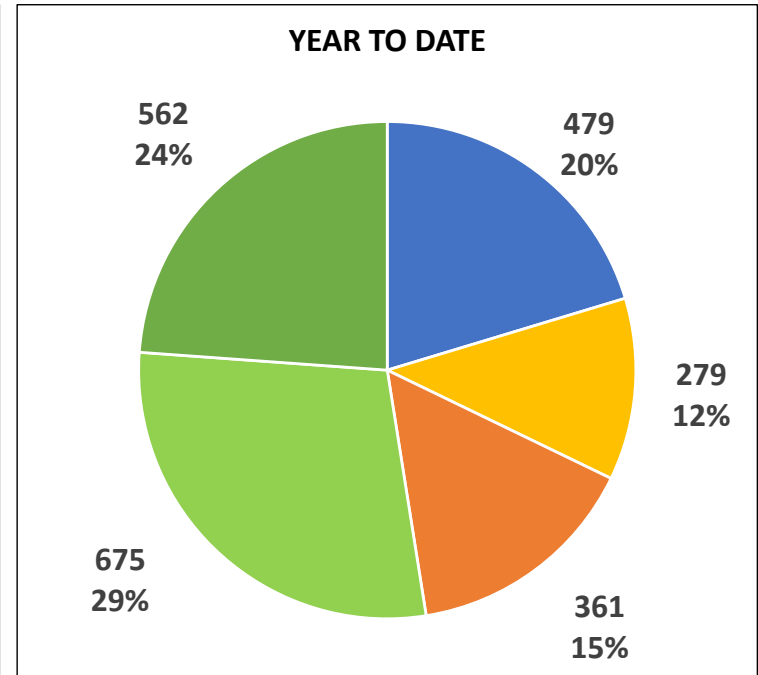
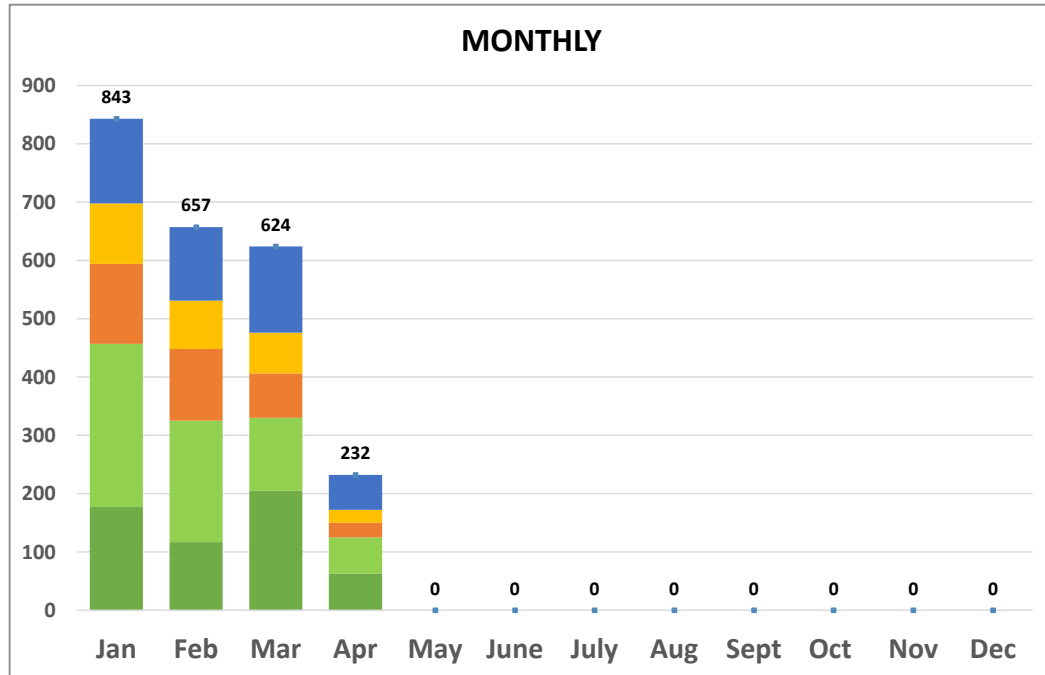


**WATER APPROACH COMPLIANCE** Date Range 1/1/26 to 4/15/26

**Monthly Review of Noise Mitigation Measures**

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**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 4/15/26

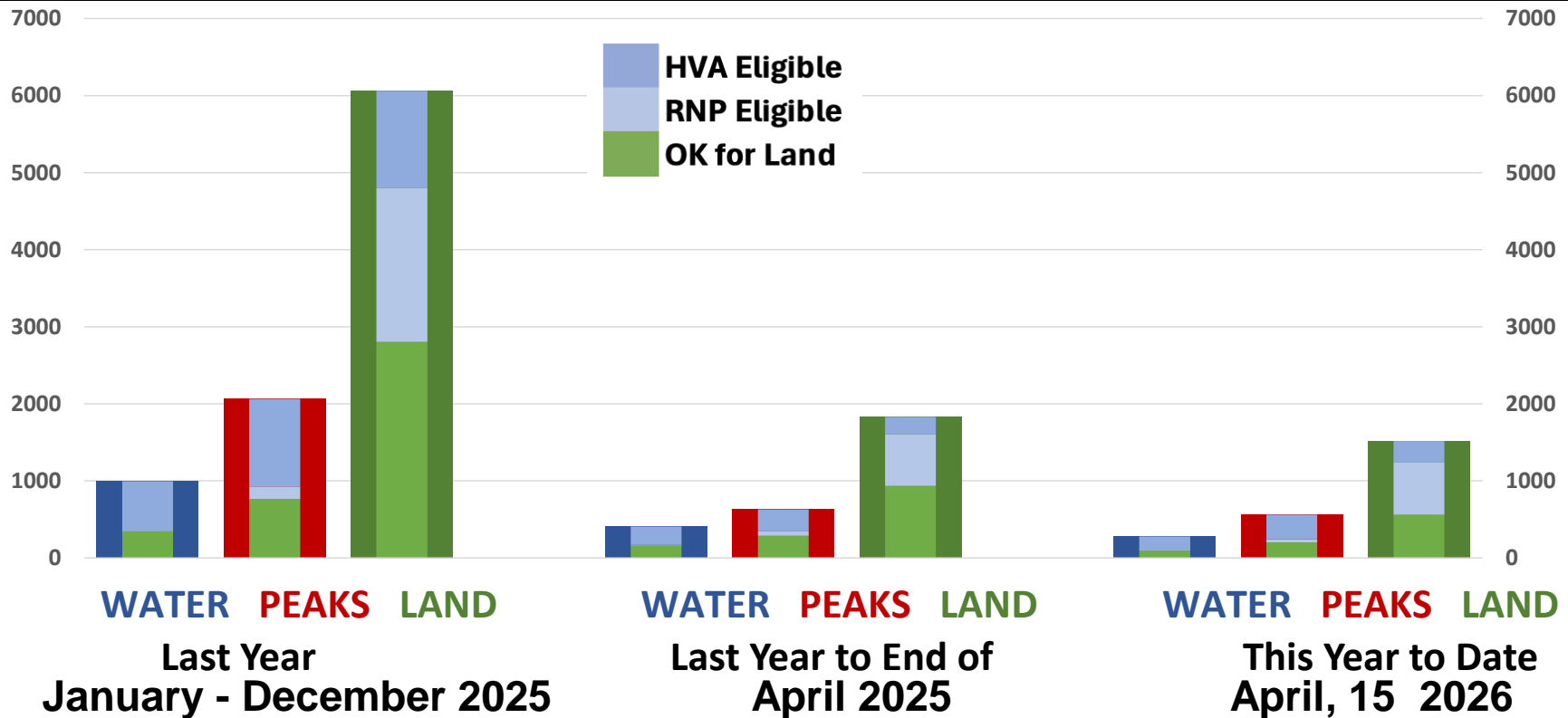
## Trending of Runway 29 Arrivals OVER WATER from Previous Year to Current Year

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 4/15/26

## 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>145</b>	<b>55</b>	<b>200</b>
Noise Sensitive	21	6	27
Standard Hours	124	49	173
<b>Total</b>	<b>405</b>	<b>581</b>	<b>986</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>39</b>	<b>150</b>	<b>189</b>
Noise Sensitive	3	58	61
Standard Hours	36	92	128
<b>Total</b>	<b>115</b>	<b>1449</b>	<b>1564</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>24</b>	<b>3</b>	<b>27</b>
Noise Sensitive	3	1	4
Standard Hours	21	2	23
<b>Total</b>	<b>57</b>	<b>18</b>	<b>75</b>

# AH PRIMARY RUNWAY SETTING

Date Range 1/1/26 to 4/15/26

## 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	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	7	1		8					
					Thursday	7	3	1	11					
					Friday	8	3		11					
					Saturday	3	2		5					
					Sunday	5			5					
					<b>Deviation -Unknown Reason Total</b>						<b>42</b>	<b>12</b>	<b>3</b>	<b>57</b>
					Deviation- AH Primary	RWY 29	RWY 29	NSA 11	Wednesday	1				1
					<b>Deviation- AH Primary Total</b>						<b>1</b>			<b>1</b>
<b>Arrival Total</b>						<b>43</b>	<b>12</b>	<b>3</b>	<b>58</b>					
Departure	Deviation - Unknown Reason	RWY 11	RWY 29	NSD 29	Saturday			1		1				
					<b>Deviation -Unknown Reason Total</b>							<b>1</b>	<b>1</b>	
					Deviation- AH Primary	RWY 11	RWY 11	NSD 29	Wednesday			1		1
					Monday						4		4	
					Tuesday						1		1	
					Thursday						9		9	
					Friday						7		7	
					Saturday						4		4	
					Sunday						9		9	
					<b>Deviation- AH Primary Total</b>								<b>35</b>	<b>35</b>
<b>Departure Total</b>								<b>36</b>	<b>36</b>					
<b>Grand Total</b>						<b>43</b>	<b>12</b>	<b>36</b>	<b>3</b>	<b>94</b>				

DAILY COMPLIANCE SUMMARY																April 2026	
Formulas for Calculated Lines	PREFERRED RUNWAY 10pm-7am DAILY NCP COMPLIANCE	1-Apr	2-Apr	3-Apr	4-Apr	5-Apr	6-Apr	7-Apr	8-Apr	9-Apr	10-Apr	11-Apr	12-Apr	13-Apr	14-Apr	15-Apr	Sub Total
<b>A=B+E+H</b>	<b>TOTAL NSH ARRIVALS 10pm-7am</b>	12	10	13	7	8	13	10	10	16	9	10	10	12	12	10	162
<b>B</b>	<b>Total Exempt from Compliance</b>	-	-	-	-	6	3	8	2	3	-	6	-	-	-	-	28
<b>C</b>	Arrivals in Compliance 10pm-4am	11	10	5	6	2	-	1	8	10	7	2	9	3	9	10	93
<b>D</b>	Arrivals in Compliance 4am-7am (with flow)	1	-	-	-	-	-	-	-	2	2	1	-	-	1	-	7
<b>E=C+D</b>	<b>TOTAL Arrivals in Compliance</b>	12	10	5	6	2	-	1	8	12	9	3	9	3	10	10	100
<b>F</b>	NSH Noncompliance due to AH Primary Setting	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>G</b>	NSH Noncompliance due to Unknown Reason	-	-	8	1	-	10	1	-	1	-	1	1	9	2	-	34
<b>H=F+G</b>	<b>TOTAL Noncompliant NSH Arrivals</b>	-	-	8	1	-	10	1	-	1	-	1	1	9	2	-	34
<b>I=G/A</b>	<b>Noncompliance % of Total Arrivals</b>	0%	0%	62%	14%	0%	77%	10%	0%	6%	0%	10%	10%	75%	17%	0%	21%
<b>J=K+N+Q</b>	<b>TOTAL NSH DEPARTURES 10pm-7am</b>	9	9	6	8	10	9	8	10	8	10	9	7	8	8	8	127
<b>K</b>	<b>Total Exempt from Compliance</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>L</b>	Departures in Compliance 10pm-4am (with flow)	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	2
<b>M</b>	Departures in Compliance 4am-7am	9	-	-	8	1	9	8	10	7	9	8	7	-	8	-	84
<b>N=L+M</b>	<b>TOTAL Departures in Compliance</b>	9	-	-	8	2	9	8	10	7	9	9	7	-	8	-	86
<b>O</b>	NSH Noncompliance due to AH Primary Setting	-	3	2	-	5	-	-	-	1	-	-	-	3	-	1	15
<b>P</b>	NSH Noncompliance due to Unknown Reason	-	6	4	-	3	-	-	-	-	1	-	-	5	-	7	26
<b>Q=O+P</b>	<b>TOTAL Noncompliant NSH Departures</b>	-	9	6	-	8	-	-	-	1	1	-	-	8	-	8	41
<b>R=P/J</b>	<b>Noncompliance % of Total Departures</b>	0%	100%	100%	0%	80%	0%	0%	0%	13%	10%	0%	0%	100%	0%	100%	32%
<b>S=A+J</b>	<b>TOTAL RUNWAY 11/29 NSH OPERATIONS</b>	21	19	19	15	18	22	18	20	24	19	19	17	20	20	18	289
	Took R18/36 when expected runway was 11/29																

Formulas for Calculated Lines	WATER APPROACH DAILY NCP COMPLIANCE	1-Apr	2-Apr	3-Apr	4-Apr	5-Apr	6-Apr	7-Apr	8-Apr	9-Apr	10-Apr	11-Apr	12-Apr	13-Apr	14-Apr	15-Apr	Sub Total
<b>A</b>	Correctly took Land Approach	1	-	-	1	16	18	3	-	-	1	16	3	4	-	-	63
<b>B</b>	Took Land but RNP Eligible	-	-	7	1	10	14	9	2	1	-	8	2	6	2	-	62
<b>C</b>	Took Land but HVA/RNP Eligible	1	-	-	-	-	4	1	2	1	1	3	-	8	1	-	22
<b>D=A+B+C</b>	<b>TOTAL LAND APPROACH</b>	2	-	7	2	26	36	13	4	2	2	27	5	18	3	-	147
<b>E</b>	Went over Peaks	-	-	1	-	-	2	1	4	3	2	-	1	9	2	-	25
<b>F</b>	Other Water Approach	-	-	-	-	-	9	2	7	8	7	4	4	15	4	-	60
<b>G=E+F</b>	<b>TOTAL WATER APPROACH</b>	-	-	1	-	-	11	3	11	11	9	4	5	24	6	-	85
<b>H=D+G</b>	<b>TOTAL ARRIVALS ON RWY 29</b>	2	-	8	2	26	47	16	15	13	11	31	10	42	9	-	232
<b>I=C/H</b>	<b>% Noncompliant - Could have taken HVA</b>	50%	-	0%	0%	0%	9%	6%	13%	8%	9%	10%	0%	19%	11%	-	9%
<b>J=(B+E)/H</b>	<b>% Potential Additional Improvement with RNP</b>	0%	-	100%	50%	38%	34%	63%	40%	31%	18%	26%	30%	36%	44%	-	38%

**DAILY COMPLIANCE SUMMARY**

<b>PREFERRED RUNWAY 10pm-7am DAILY NCP COMPLIANCE</b>		<b>Sub Total</b>	<b>Month Total</b>
<b>TOTAL NSH ARRIVALS 10pm-7am</b>		-	162
<b>Total Exempt from Compliance</b>		-	28
Arrivals in Compliance 10pm-4am		-	93
Arrivals in Compliance 4am-7am (with flow)		-	7
<b>TOTAL Arrivals in Compliance</b>		-	100
NSH Noncompliance due to AH Primary Setting		-	-
NSH Noncompliance due to Unknown Reason		-	34
<b>TOTAL Noncompliant NSH Arrivals</b>		-	34
<b>Noncompliance % of Total Arrivals</b>			21%
<b>TOTAL NSH DEPARTURES 10pm-7am</b>		-	127
<b>Total Exempt from Compliance</b>		-	-
Departures in Compliance 10pm-4am (with flow)		-	2
Departures in Compliance 4am-7am		-	84
<b>TOTAL Departures in Compliance</b>		-	86
NSH Noncompliance due to AH Primary Setting		-	15
NSH Noncompliance due to Unknown Reason		-	26
<b>TOTAL Noncompliant NSH Departures</b>		-	41
<b>Noncompliance % of Total Departures</b>			32%
<b>TOTAL RUNWAY 11/29 NSH OPERATIONS</b>		-	289
Took R18/36 when expected runway was 11/29			

<b>WATER APPROACH DAILY NCP COMPLIANCE</b>		<b>Sub Total</b>	<b>Month Total</b>
Correctly took Land Approach		-	63
Took Land but RNP Eligible		-	62
Took Land but HVA/RNP Eligible		-	22
<b>TOTAL LAND APPROACH</b>		-	147
Went over Peaks		-	25
Other Water Approach		-	60
<b>TOTAL WATER APPROACH</b>		-	85
<b>TOTAL ARRIVALS ON RWY 29</b>		-	232
<b>% Noncompliant - Could have taken HVA</b>			9%
<b>% Potential Additional Improvement with RNP</b>			38%