

NOISE COMPATIBILITY PROGRAM 2026 COMPLIANCE SUMMARY

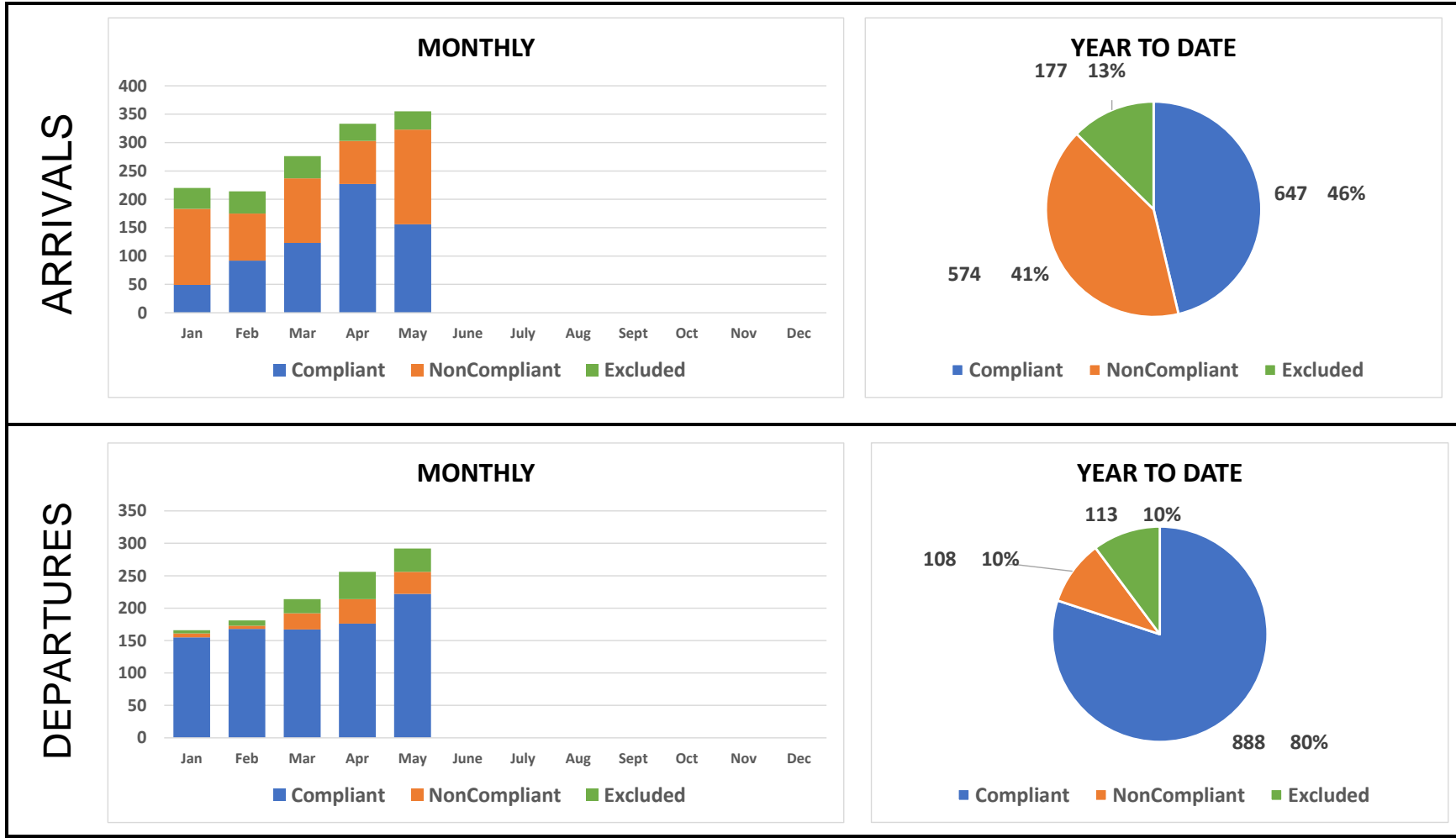
		Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Year to Date	
NOISE SENSITIVE HOURS 10PM - 7AM	NSH Total Arrivals	220	214	276	333	355								1398	
	NSH Arrivals in Compliance	49 22%	92 43%	123 45%	227 68%	156 44%									647 46%
	NSH Arrivals in Noncompliance	134 61%	83 39%	114 41%	76 23%	167 47%									574 41%
	NSH Arrivals Excluded from Compliance	37 17%	39 18%	39 14%	30 9%	32 9%									177 13%
	NSH Total Departures	166	181	214	256	292									1109
	NSH Departures in Compliance	155 93%	168 93%	167 78%	176 69%	222 76%									888 80%
	NSH Departures in Noncompliance	6 4%	5 3%	25 12%	38 15%	34 12%									108 10%
	NSH Departures Excluded from Compliance	5 3%	8 4%	22 10%	42 16%	36 12%									113 10%
WATER APPROACH to RUNWAY 29 (R29)	R29 Total Approaches	843	657	624	408	864								3396	
	R29 Approaches Successfully Over Water	145 17%	126 19%	148 24%	118 29%	279 32%									816 24%
	R29 Approaches Over Land in Noncompliance with water approach (excludes Peaks)	104 12%	83 13%	70 11%	41 10%	80 9%									378 11%
	R29 Approaches Over Peaks that may be eligible for future RNP	137 16%	123 19%	76 12%	49 12%	146 17%									531 16%
	R29 Approaches Over Land that may be eligible for future RNP	280 33%	208 32%	125 20%	97 24%	196 23%									906 27%
	R29 Approaches Over Land that were not eligible for HVA or future RNP	177 21%	117 18%	205 33%	103 25%	163 19%									765 23%
EARLY TURNS by Departures on R11	Early North	0	1	4	10	2								17	
	Early North Other	2	8	18	27	14								69	
	Early South	0	3	0	12	13								28	
	Early South Other	5	27	29	58	40								159	

NOISE SENSITIVE HOURS COMPLIANCE

Date Range 1/1/26 to 5/31/26

Monthly Review of Noise Mitigation Measures

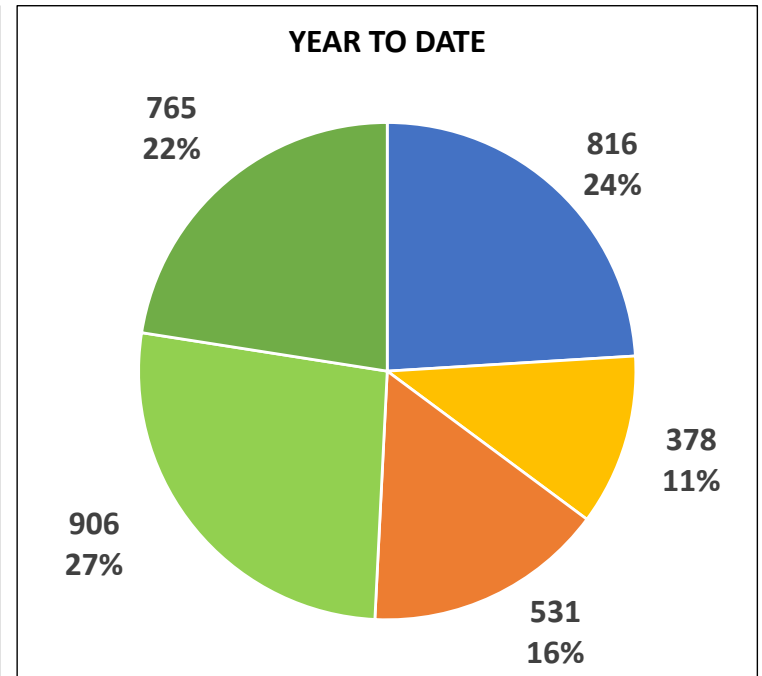
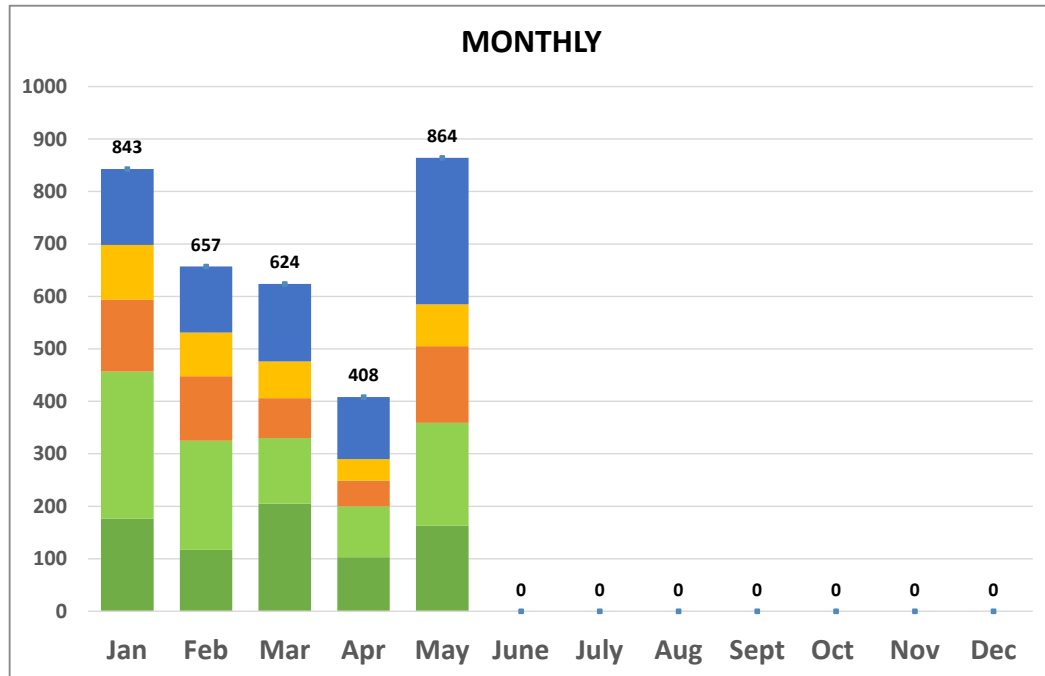
Preferred Runway 10pm-7am -- NCP Compliance



WATER APPROACH COMPLIANCE Date Range 1/1/26 to 5/31/26

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 5/31/26

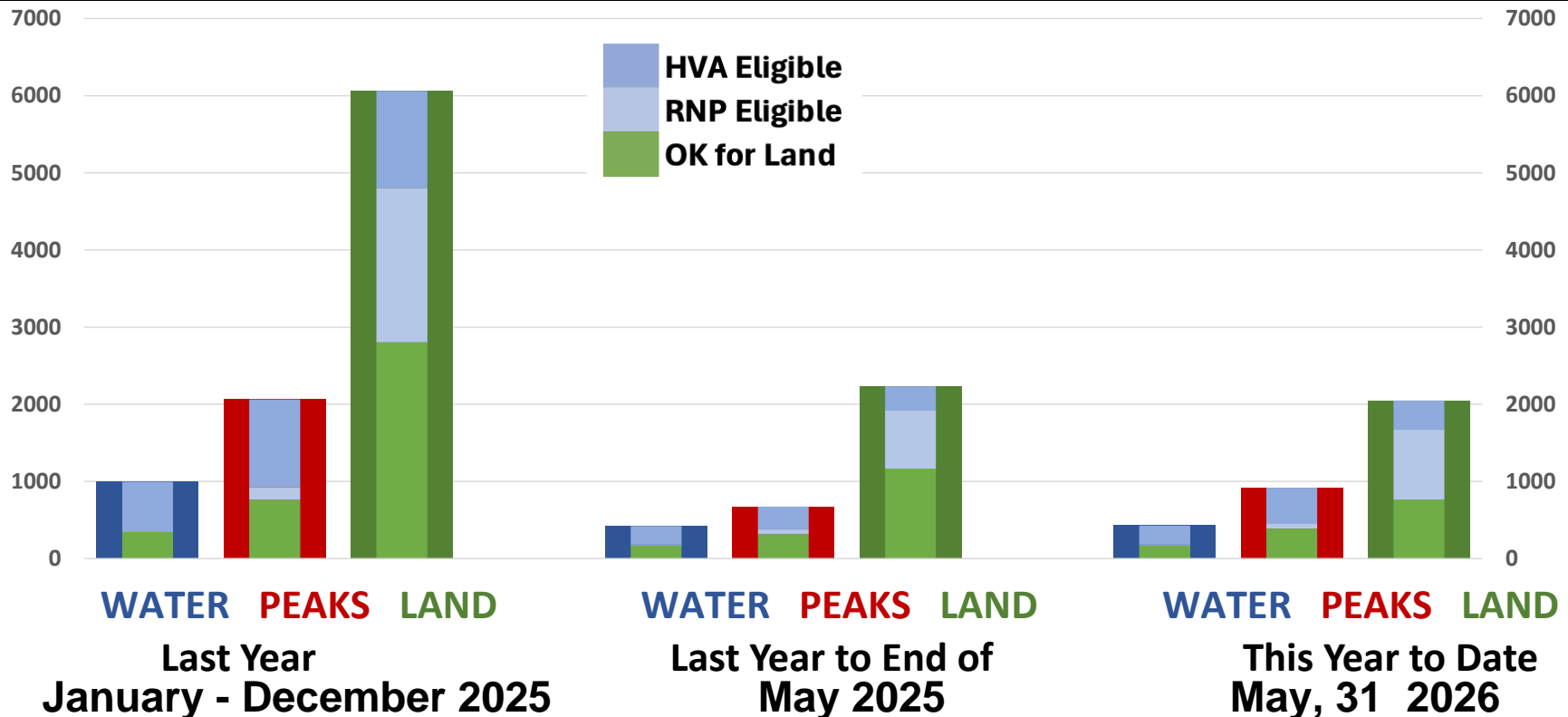
Trending of Runway 29 Arrivals OVER WATER from Previous Year to Current Year

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 5/31/26

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
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
Total	749	956	1705

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
Total	203	1962	2165

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
Total	91	28	119

AH PRIMARY RUNWAY SETTING

Date Range 1/1/26 to 5/31/26

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	10	5		2	17
					Monday	15	3	1	19	
					Tuesday	12	2		14	
					Thursday	10	4	1	15	
					Friday	20	5		25	
					Saturday	10	2		12	
					Sunday	9			9	
					Deviation -Unknown Reason Total					
	Deviation- AH Primary	RWY 29	RWY 29	NSA 11	Wednesday	1				1
					Thursday			2	2	
					Friday	1			1	
	Deviation- AH Primary Total						2		2	4
	Arrival Total						88	21	6	115
Departure	Deviation - Unknown Reason	RWY 11	RWY 29	NSD 29	Saturday			1		1
					Wednesday			1	1	
	Deviation -Unknown Reason Total								2	2
	Deviation- AH Primary	RWY 11	RWY 11	NSD 29	Wednesday			3		3
					Monday			6	6	
					Tuesday			1	1	
					Thursday			12	12	
					Friday			7	7	
					Saturday			8	8	
					Sunday			12	12	
Deviation- AH Primary Total								49	49	
Departure Total								51	51	
Grand Total						88	21	51	6	166

DAILY COMPLIANCE SUMMARY																	May 2026
Formulas for Calculated Lines	PREFERRED RUNWAY 10pm-7am DAILY NCP COMPLIANCE	1-May	2-May	3-May	4-May	5-May	6-May	7-May	8-May	9-May	10-May	11-May	12-May	13-May	14-May	15-May	Sub Total
A=B+E+H	TOTAL NSH ARRIVALS 10pm-7am	14	8	9	14	11	12	14	11	13	5	14	11	11	13	13	173
B	Total Exempt from Compliance	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	2
C	Arrivals in Compliance 10pm-4am	4	8	2	-	9	12	2	1	11	4	4	1	8	13	4	83
D	Arrivals in Compliance 4am-7am (with flow)	-	-	-	-	-	-	1	1	-	1	-	-	1	-	-	4
E=C+D	TOTAL Arrivals in Compliance	4	8	2	-	9	12	3	2	11	5	4	1	9	13	4	87
F	NSH Noncompliance due to AH Primary Setting	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
G	NSH Noncompliance due to Unknown Reason	10	-	7	14	-	-	11	9	2	-	10	10	2	-	9	84
H=F+G	TOTAL Noncompliant NSH Arrivals	10	-	7	14	-	-	11	9	2	-	10	10	2	-	9	84
I=G/A	Noncompliance % of Total Arrivals	71%	0%	78%	100%	0%	0%	79%	82%	15%	0%	71%	91%	18%	0%	69%	49%
J=K+N+Q	TOTAL NSH DEPARTURES 10pm-7am	8	9	8	9	10	10	11	10	7	10	8	9	8	8	9	134
K	Total Exempt from Compliance	-	4	-	-	-	-	-	-	-	-	-	-	-	-	9	13
L	Departures in Compliance 10pm-4am (with flow)	-	-	-	-	-	1	-	-	1	-	-	-	-	-	-	2
M	Departures in Compliance 4am-7am	8	-	7	9	10	2	11	10	6	10	7	9	8	1	-	98
N=L+M	TOTAL Departures in Compliance	8	-	7	9	10	3	11	10	7	10	7	9	8	1	-	100
O	NSH Noncompliance due to AH Primary Setting	-	4	1	-	-	1	-	-	-	-	-	-	-	1	-	7
P	NSH Noncompliance due to Unknown Reason	-	1	-	-	-	6	-	-	-	-	1	-	-	6	-	14
Q=O+P	TOTAL Noncompliant NSH Departures	-	5	1	-	-	7	-	-	-	-	1	-	-	7	-	21
R=P/J	Noncompliance % of Total Departures	0%	56%	13%	0%	0%	70%	0%	0%	0%	0%	13%	0%	0%	88%	0%	16%
S=A+J	TOTAL RUNWAY 11/29 NSH OPERATIONS	22	17	17	23	21	22	25	21	20	15	22	20	19	21	22	307
	Took R18/36 when expected runway was 11/29																

Formulas for Calculated Lines	WATER APPROACH DAILY NCP COMPLIANCE	1-May	2-May	3-May	4-May	5-May	6-May	7-May	8-May	9-May	10-May	11-May	12-May	13-May	14-May	15-May	Sub Total
A	Correctly took Land Approach	1	-	19	17	2	-	8	1	-	9	-	5	1	-	-	63
B	Took Land but RNP Eligible	9	-	9	15	1	-	12	10	2	-	11	11	2	-	9	91
C	Took Land but HVA/RNP Eligible	6	-	-	5	-	-	6	7	1	-	5	2	-	-	-	32
D=A+B+C	TOTAL LAND APPROACH	16	-	28	37	3	-	26	18	3	9	16	18	3	-	9	186
E	Went over Peaks	10	-	-	4	-	-	5	17	-	-	11	6	1	-	1	55
F	Other Water Approach	17	-	11	10	7	-	23	12	-	-	10	28	5	-	-	123
G=E+F	TOTAL WATER APPROACH	27	-	11	14	7	-	28	29	-	-	21	34	6	-	1	178
H=D+G	TOTAL ARRIVALS ON RWY 29	43	-	39	51	10	-	54	47	3	9	37	52	9	-	10	364
I=C/H	% Noncompliant - Could have taken HVA	14%	-	0%	10%	0%	-	11%	15%	33%	0%	14%	4%	0%	-	0%	9%
J=(B+E)/H	% Potential Additional Improvement with RNP	44%	-	23%	37%	10%	-	31%	57%	67%	0%	59%	33%	33%	-	100%	40%

DAILY COMPLIANCE SUMMARY																	May 2026	
PREFERRED RUNWAY 10pm-7am DAILY NCP COMPLIANCE	16-May	17-May	18-May	19-May	20-May	21-May	22-May	23-May	24-May	25-May	26-May	27-May	28-May	29-May	30-May	31-May	Sub Total	Month Total
TOTAL NSH ARRIVALS 10pm-7am	10	11	14	9	11	10	16	13	10	13	13	8	10	12	14	8	182	355
Total Exempt from Compliance	-	7	-	-	5	3	-	-	-	8	-	1	4	-	-	-	28	30
Arrivals in Compliance 10pm-4am	-	-	10	2	-	1	-	10	10	5	2	-	-	7	14	7	68	151
Arrivals in Compliance 4am-7am (with flow)	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	1	5
TOTAL Arrivals in Compliance	-	-	10	2	-	1	1	10	10	5	2	-	-	7	14	7	69	156
NSH Noncompliance due to AH Primary Setting	-	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	2	2
NSH Noncompliance due to Unknown Reason	10	4	4	7	6	4	15	3	-	-	11	7	6	5	-	1	83	167
TOTAL Noncompliant NSH Arrivals	10	4	4	7	6	6	15	3	-	-	11	7	6	5	-	1	85	169
Noncompliance % of Total Arrivals	100%	36%	29%	78%	55%	40%	94%	23%	0%	0%	85%	88%	60%	42%	0%	13%	46%	47%
TOTAL NSH DEPARTURES 10pm-7am	6	9	9	7	10	9	11	11	8	11	11	11	11	11	12	11	158	292
Total Exempt from Compliance	-	-	-	-	-	-	-	-	1	3	-	-	-	-	11	-	15	28
Departures in Compliance 10pm-4am (with flow)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1	3
Departures in Compliance 4am-7am	6	9	9	7	6	9	11	11	1	-	10	10	10	11	-	11	121	219
TOTAL Departures in Compliance	6	9	9	7	6	9	11	11	1	-	10	10	10	11	1	11	122	222
NSH Noncompliance due to AH Primary Setting	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	1	8
NSH Noncompliance due to Unknown Reason	-	-	-	-	4	-	-	-	6	7	1	1	1	-	-	-	20	34
TOTAL Noncompliant NSH Departures	-	-	-	-	4	-	-	-	6	8	1	1	1	-	-	-	21	42
Noncompliance % of Total Departures	0%	0%	0%	0%	40%	0%	0%	0%	75%	73%	9%	9%	9%	0%	0%	0%	13%	14%
TOTAL RUNWAY 11/29 NSH OPERATIONS	16	20	23	16	21	19	27	24	18	24	24	19	21	23	26	19	340	647
Took R18/36 when expected runway was 11/29																		

WATER APPROACH DAILY NCP COMPLIANCE	16-May	17-May	18-May	19-May	20-May	21-May	22-May	23-May	24-May	25-May	26-May	27-May	28-May	29-May	30-May	31-May	Sub Total	Month Total
Correctly took Land Approach	8	10	-	13	17	13	1	-	-	22	2	7	4	2	-	1	100	163
Took Land but RNP Eligible	10	11	4	7	10	5	14	3	-	8	10	5	13	4	-	1	105	196
Took Land but HVA/RNP Eligible	6	1	-	8	-	5	3	-	-	5	1	7	2	2	-	8	48	80
TOTAL LAND APPROACH	24	22	4	28	27	23	18	3	-	35	13	19	19	8	-	10	253	439
Went over Peaks	9	6	-	7	1	16	7	-	-	5	5	13	7	4	-	11	91	146
Other Water Approach	14	17	-	14	26	15	4	-	-	3	11	20	19	4	-	9	156	279
TOTAL WATER APPROACH	23	23	-	21	27	31	11	-	-	8	16	33	26	8	-	20	247	425
TOTAL ARRIVALS ON RWY 29	47	45	4	49	54	54	29	3	-	43	29	52	45	16	-	30	500	864
% Noncompliant - Could have taken HVA	13%	2%	0%	16%	0%	9%	10%	0%	-	12%	3%	13%	4%	13%	-	27%	10%	9%
% Potential Additional Improvement with RNP	40%	38%	100%	29%	20%	39%	72%	100%	-	30%	52%	35%	44%	50%	-	40%	39%	40%