

DRAFT

Antonio B. Won Pat International Airport 14 CFR Part 150 Noise Exposure Map Update Appendices

October 2026
Guam International Airport Authority
355 Chalan Pasaheru
Tamuning, Guam 96913

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An aerial photograph of the A.B. Won Pat International Airport. The terminal building is a long, modern structure with a flat roof and large windows. In front of the terminal is a wide, multi-lane road. To the right of the road are several large parking lots filled with cars and vans. The background shows a hazy sky and distant hills.

APPENDIX A: **A.B. Won Pat** **International Airport** **FAA Acceptance of** **Noise Exposure Maps**

LEGAL STATUS

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LEGAL STATUS

Noise Compatibility Program for Antonio B. Won Pat International Airport, Tamuning, Guam

A Notice by the [Federal Aviation Administration](#) on 05/02/2025

PUBLISHED CONTENT - DOCUMENT DETAILS

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Publication Date: 05/02/2025

PUBLISHED DOCUMENT: 2025-07651 (90 FR 18888)

DOCUMENT HEADINGS

Department of Transportation
Federal Aviation Administration

AGENCY:

Federal Aviation Administration, Department of Transportation.

ACTION:

Acceptance of the Antonio B. Won Pat International Airport noise exposure map.

SUMMARY:

The Federal Aviation Administration (FAA) announces its determination that the noise exposure map submitted by the Antonio B. Won Pat International Airport Authority for the Antonio B. Won Pat International Airport is compliant with applicable statutory and regulatory requirements.

DATES:

The effective date of the FAA's determination on the noise exposure map is April 28, 2025.

FOR FURTHER INFORMATION CONTACT:

Kevin Nishimura, 300 Ala Moana Boulevard, Room 7-128, Honolulu, Hawaii 96850, telephone: 808-312-6030.

SUPPLEMENTARY INFORMATION:

The FAA determined the noise exposure map submitted by the Antonio B. Won Pat International Airport Authority for the Antonio B. Won Pat International Airport, is in compliance with applicable statutory and regulatory requirements, effective April 28, 2025. Under title 49, United States Code (U.S.C.) section 47503, an airport operator may submit to the FAA, noise exposure maps depicting non-compatible uses as of the date such map (□ printed page 18889) is submitted, a description of estimated aircraft operations during a forecast period that is at least five years in the future and how those operations will affect the map. A noise exposure map must be prepared in accordance with title 14, Code of Federal Regulations (<https://www.ecfr.gov/current/title-14>) (CFR) part 150, the regulations promulgated pursuant to 49 U.S.C. 47502 (<https://www.govinfo.gov/link/uscode/49/47502>) and developed in consultation with public agencies and planning authorities in the area surrounding the airport, state and Federal agencies, interested and affected parties in the local community, and aeronautical users of the airport. In addition, an airport operator that submitted a noise exposure map, which the FAA determined is compliant with statutory and regulatory requirements, may submit a noise compatibility program for FAA approval that sets forth measures the operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA completed its review of the noise exposure map and supporting documentation submitted by the Antonio B. Won Pat International Airport Authority and determined the noise exposure map and accompanying documentation are compliant with applicable requirements. The documentation that constitutes the Noise Exposure Map includes: "Figure ES-1. Existing Condition (2024) Noise Exposure Map" and "Figure ES-2. Future Conditions (2029) Noise Exposure Map" which addresses the current and forecast NEM graphics, and the "Antonio B. Won Pat International Airport, 14 CFR part 150 (<https://www.ecfr.gov/current/title-14/part-150>), Noise Exposure Map Update", dated December 2024, that compiles all other applicable narrative, graphic, or tabular representations of the data, including, but limited to, airport description, flight track data, aircraft operations data, aviation forecast data, on-airport and off-airport land use information, etc. as required by 14 CFR 150.101 (<https://www.ecfr.gov/current/title-14/section-150.101>) and 49 U.S.C. sections 47503 and 47506. This determination is effective on April 28, 2025. FAA's determination on an airport's noise exposure map is limited to a finding that the noise exposure map was developed in accordance with the 49 U.S.C. 47503 (<https://www.govinfo.gov/link/uscode/49/47503>) and 47506 (<https://www.govinfo.gov/link/uscode/49/47506>) and procedures contained in 14 CFR part 150, appendix A (<https://www.ecfr.gov/current/title-14/part-150/appendix-A>). FAA's acceptance of an NEM does not constitute approval of the applicant's data, information or plans, or a commitment to approve a noise compatibility program or to fund the implementation of that program. If questions arise concerning the precise relationship of specific properties within noise exposure contours depicted on a noise exposure map, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of 49 U.S.C. 47506 (<https://www.govinfo.gov/link/uscode/49/47506>). These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under 14 CFR part 150 (<https://www.ecfr.gov/current/title-14/part-150>) or through FAA review and acceptance of a noise exposure map. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator that submitted a noise exposure map or with those public and planning agencies with which consultation is required under 49 U.S.C. 47503

(<https://www.govinfo.gov/link/uscode/49/47503>). The FAA relied on the certification by the airport operator, under of 14 CFR 150.21 (<https://www.ecfr.gov/current/title-14/section-150.21>) that the required consultations and opportunity for public review has been accomplished during the development of the noise exposure maps. Copies of the noise exposure map and supporting documentation and the FAA's evaluation of the noise exposure maps are available for examination at the following locations:

1. Federal Aviation Administration, Honolulu Airports District Office, 300 Ala Moana Boulevard, Room 7-128, Honolulu, Hawaii 96850.
2. Antonio B. Won Pat International Airport Authority, 355 Chalan Pasaheru, Tamuning, Guam 96913.

Questions may be directed to the individual listed in the **FOR FURTHER INFORMATION CONTACT** section of this notice.

Issued in Honolulu, Hawaii, on April 28, 2025.

Mark A. McClardy,

Director, Airports Division, AWP-600, FAA Western-Pacific Region.

[FR Doc. 2025-07651 (/d/2025-07651) Filed 5-1-25; 8:45 am]

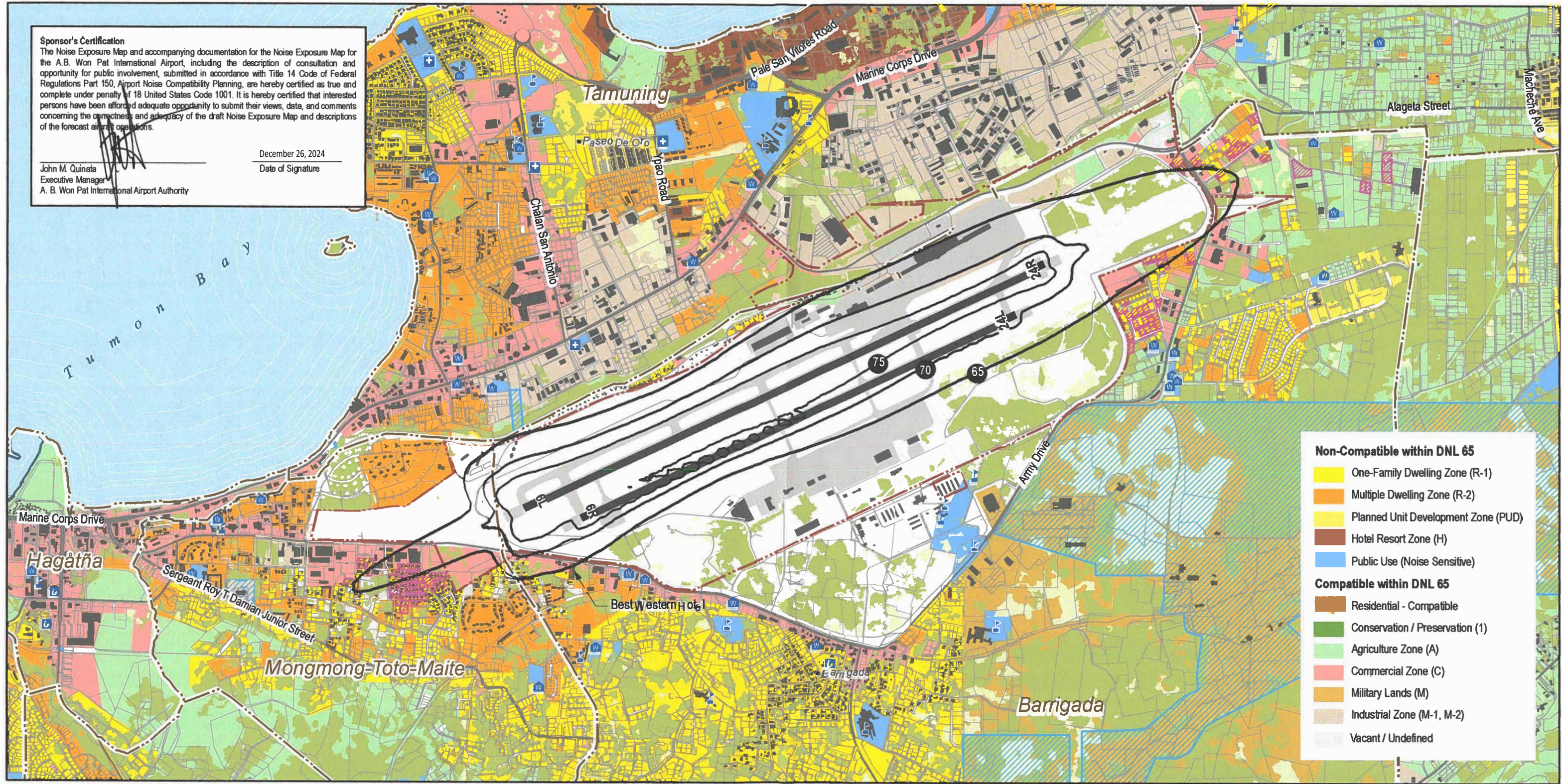
BILLING CODE 4910-13-P

PUBLISHED DOCUMENT: 2025-07651 (90 FR 18888)

Sponsor's Certification
The Noise Exposure Map and accompanying documentation for the Noise Exposure Map for the A.B. Won Pat International Airport, including the description of consultation and opportunity for public involvement, submitted in accordance with Title 14 Code of Federal Regulations Part 150, Airport Noise Compatibility Planning, are hereby certified as true and complete under penalty of 18 United States Code 1001. It is hereby certified that interested persons have been afforded adequate opportunity to submit their views, data, and comments concerning the correctness and adequacy of the draft Noise Exposure Map and descriptions of the forecast airport operations.

John M. Quinata
Executive Manager
A. B. Won Pat International Airport Authority

December 26, 2024
Date of Signature



- Non-Compatible within DNL 65**
- One-Family Dwelling Zone (R-1)
 - Multiple Dwelling Zone (R-2)
 - Planned Unit Development Zone (PUD)
 - Hotel Resort Zone (H)
 - Public Use (Noise Sensitive)
- Compatible within DNL 65**
- Residential - Compatible
 - Conservation / Preservation (1)
 - Agriculture Zone (A)
 - Commercial Zone (C)
 - Military Lands (M)
 - Industrial Zone (M-1, M-2)
 - Vacant / Undefined

Source: Pacific Islands Data Portal - Coastal and Marine Spatial Planning, Secretariat of the Pacific Regional Environment Programme (SPREP), FEMA, NWI, EPA & AECOM. Print Date: 12/18/2024
HMMH has made every effort to acquire the most recent and accurate data available through public data providers. HMMH makes no claims, no representations, and no warranties, express or implied, concerning the validity, reliability or the accuracy of the GIS data products furnished by public sources.

- Existing Condition (2024) NEM Contour
- Compatible through the Residential Sound Solutions Program (RSSP)
- Airport Property Line
- Runway / Taxiway
- Building
- Major / Minor Road
- Village Boundary
- Department of Defense (DOD)
- Open Space / Forested Land
- Water
- School
- Place of Worship
- Library
- Clinic / Hospital

A.B. WON PAT INTERNATIONAL AIRPORT GUAM
Antonio B Won Pat International Airport (GUM)
Barrigada, Guam

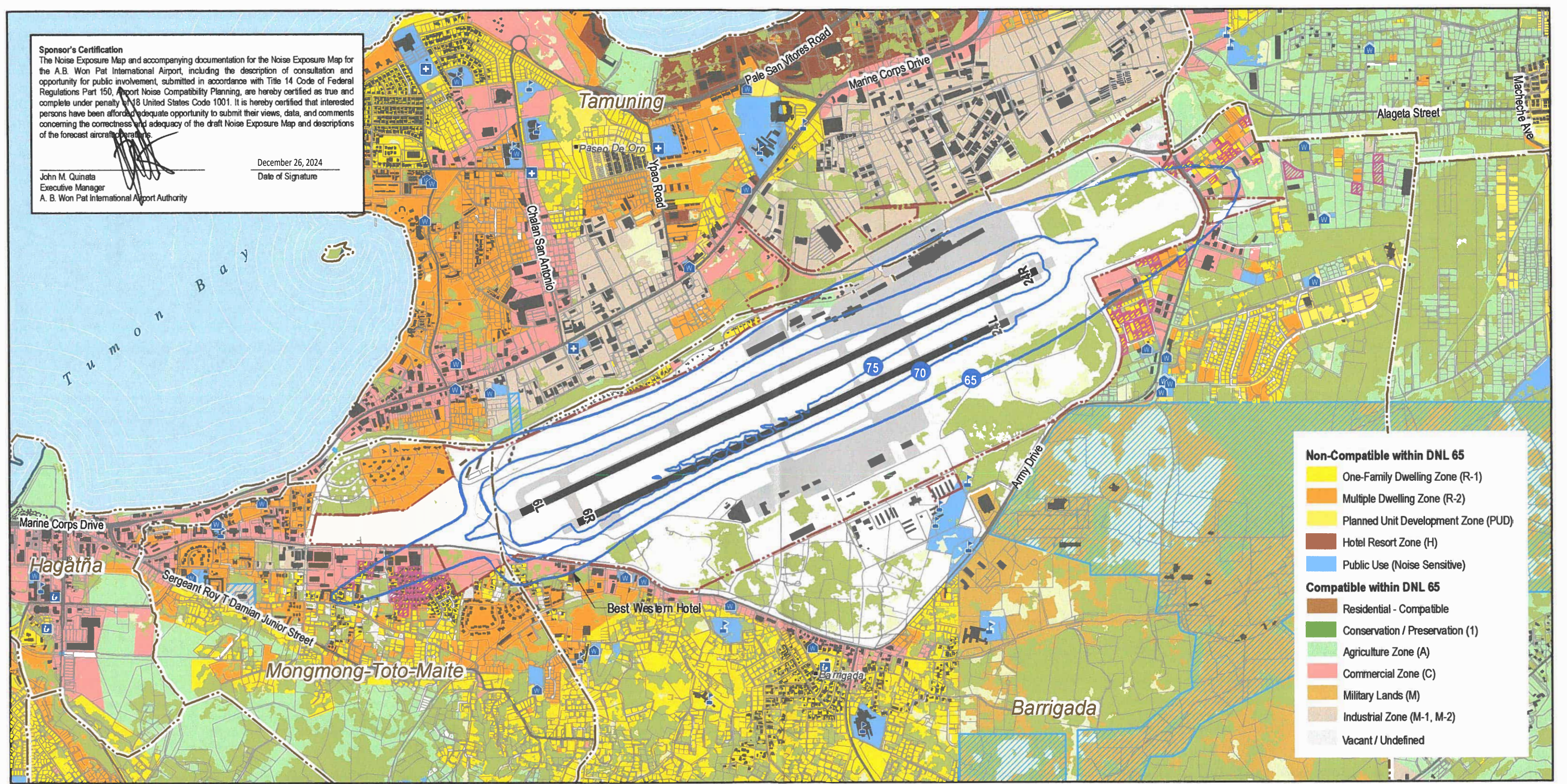
**Existing Condition (2024)
Noise Exposure Map**



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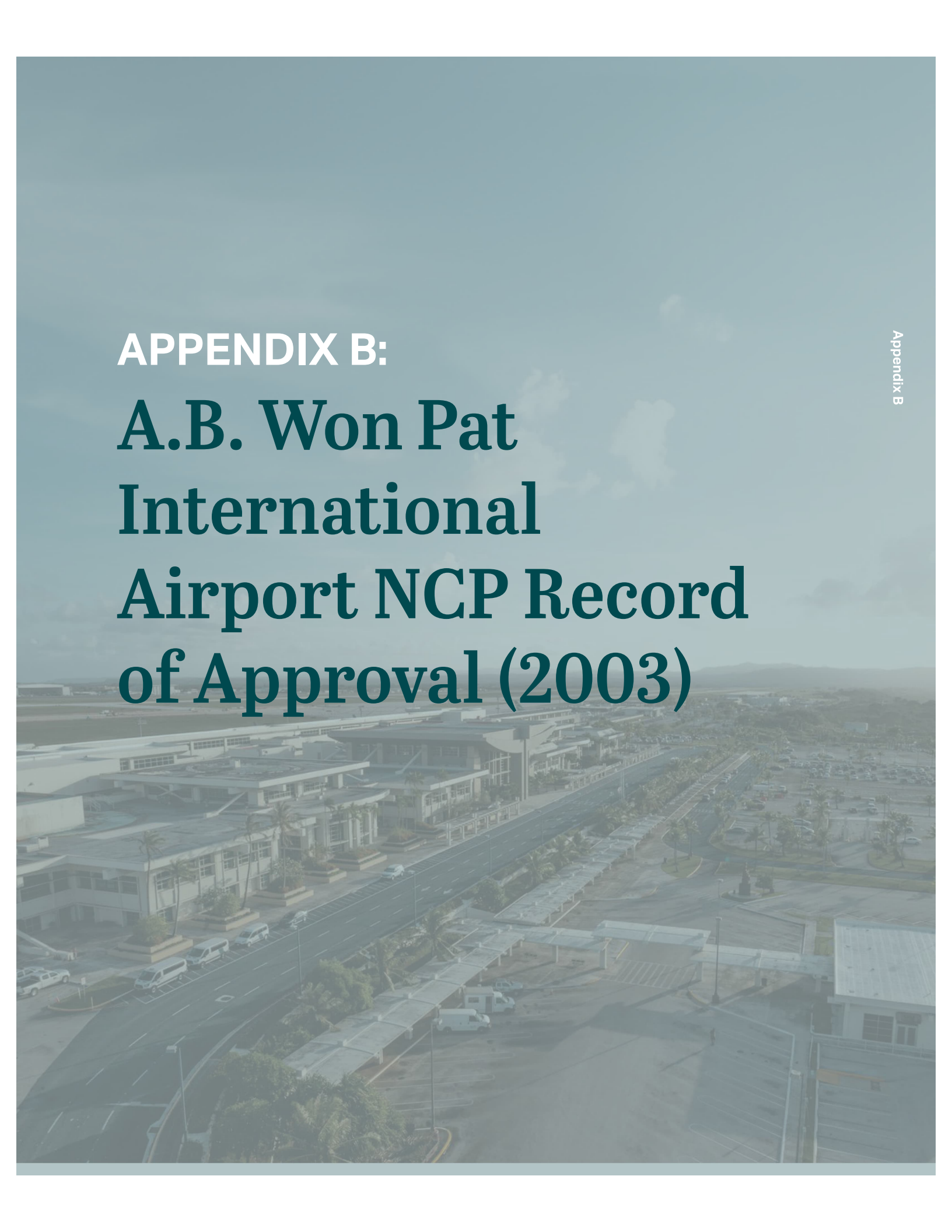
Source: Pacific Islands Data Portal - Coastal and Marine Spatial Planning, Secretariat of the Pacific Regional Environment Programme (SPREP), FEMA, NWI, EPA & AECOM. Print Date: 12/18/2024
HMMH has made every effort to acquire the most recent and accurate data available through public data providers. HMMH makes no claims, no representations, and no warranties, express or implied, concerning the validity, reliability or the accuracy of the GIS data products furnished by public sources.

- Forecast Condition (2029) NEM Contour
- Compatible through the Residential Sound Solutions Program (RSSP)
- Airport Property Line
- Runway / Taxiway
- Building
- Major / Minor Road
- Village Boundary
- Department of Defense (DOD)
- Open Space / Forested Land
- Water
- School
- Place of Worship
- Library
- Clinic / Hospital

A.B. WON PAT INTERNATIONAL
AIRPORT GUAM
Antonio B Won Pat
International Airport (GUM)
Barrigada, Guam

**Forecast Condition (2029)
Noise Exposure Map**



An aerial photograph of the A.B. Won Pat International Airport. The terminal building is a long, modern structure with a flat roof and large windows. In front of the terminal is a wide, multi-lane road. To the right of the road are several large parking lots filled with cars. The background shows a hazy sky and distant hills.

APPENDIX B: **A.B. Won Pat International Airport NCP Record of Approval (2003)**

Part 150: Records of Approval

Guam International Airport, Guam

Approved on 11/14/03

INTRODUCTION

The Guam International Airport, Tamuning, Guam, Noise Compatibility Program (NCP) describes the current and future noncompatible land uses based upon the parameters established in Federal Aviation Regulation (FAR) Part 150, *Airport Noise Compatibility Planning*. This is the first NCP prepared for the airport. The program recommends a total of twenty-eight measures to prevent the introduction of additional noncompatible land uses and to reduce the effect of the noise generated at the airport. The recommendations include seventeen noise abatement measures, and eleven land use measures (eight preventative and three remedial measures). The recommended program measures are listed summarized in Chapter 8 and described in more detail on Pages 6-1 through 7-5 of the NCP.

The measures are identified below by program element and referenced to the NCP by page number. Each element summarizes as closely as possible the airport operator's recommendations as found in the NCP. The statements contained within the summarized recommendations and before the indicated FAA approval, disapproval, or other determinations do not represent the opinions or decisions of the FAA.

The approvals listed herein include approvals of actions that the A.B. Won Pat Guam International Airport Authority (GIAA) recommends be taken by the Federal Aviation Administration (FAA). It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of the Part 150. These approvals do not constitute decisions to implement the actions. These approvals do not constitute a commitment by the FAA to provide federal financial assistance for these projects. Later decisions concerning possible implementation of the actions may be subject to applicable environmental or other procedures or requirements.

1 - NOISE ABATEMENT ELEMENT

1. Noise Abatement Flight Tracks. Establish new flight tracks or modify existing flight tracks to concentrate aircraft overflights over areas with relatively few noise sensitive land uses. (Page 6-2)

Description: This measure recommends the establishment of new flight tracks or modifying existing flight tracks to concentrate aircraft overflights over areas with relatively few noise sensitive land uses.

FAA Action: DISAPPROVED for the purposes of Part 150 pending submission of additional information. While the concept of flight tracks over non-noise sensitive areas intuitively would be noise beneficial, no specific tracks are presented in the NCP. Additional review by FAA also would be necessary to evaluate the operational safety and feasibility of new flight tracks. The measure also should provide data regarding its noise benefits. Benefits that

cannot be quantified by changes in the DNL noise contour should be quantified through the use of supplemental metrics and analysis.

2. Standard Instrument Departure Procedures. Establish procedure that requires aircraft to follow a Standard Instrument Departure (SID) in all weather conditions, including Visual Flight Rules (VFR) conditions. SID's normally include departure headings and altitudes to be followed. (Page 6-3)

Description: This measure recommends establishing procedures that would require aircraft to follow a Standard Instrument Departure (SID) in all weather conditions, including Visual Flight Rules (VFR) conditions. SID's normally include departure headings and altitudes to be followed. This procedure provides a means of implementing noise abatement flight tracks for departures.

FAA Action: DISAPPROVED for the purposes of Part 150 pending submission of additional information. While the concept of noise abatement SIDs intuitively would provide noise benefits, no specific procedures are presented in the NCP. Additional review by FAA also would be necessary to evaluate the measure's operational safety and feasibility. The measure also should provide data regarding its noise benefits. Benefits that cannot be quantified by changes in the DNL noise contour should be quantified through the use of supplemental metrics and analysis.

3. Delayed Flap and Gear Extension Approaches. Continue voluntary procedure that arriving aircraft delay lowering flaps and landing gear until closer to the airport. (Page 6-6)

Description: This measure recommends continuation of the voluntary procedure that arriving aircraft delay lowering flaps and landing gear until closer to the airport. The lower thrust settings used for the portion of the approach beyond three miles from the airport would reduce single-event noise levels by 2 – 4 dBA. Some operators, to reduce fuel consumption and noise, currently use this procedure.

FAA Action: DISAPPROVED for the purposes of Part 150 pending submission of additional information. The techniques used to determine the noise benefits of changes in approach settings are still under study in the U.S. Disapproval of this measure under Part 150, due to lack of information to determine the noise benefits, does not prevent aircraft operators from using alternate approach settings on a voluntary basis as described in the NCP.

4. Restriction on Visual Approaches. Restriction on the use of visual approaches during VFR conditions. (Page 6-8)

Description: This measure recommends Air Traffic restrict the use of visual approaches during VFR conditions. Limitations on visual approaches may reduce noise exposure by concentrating low altitude aircraft overflights in compatible land use corridors along the runway centerlines.

FAA Action: DISAPPROVED for the purposes of Part 150 pending submission of additional information. Additional information is required by the FAA to determine the numbers of people or homes expected to receive the quantified noise reduction benefit from this measure. Limitations of visual approaches may, in some cases, increase noise rather than decrease noise, in noise sensitive areas.

5. Close-in Noise Abatement Departure Procedures. Departing aircraft reduce thrust after reaching a specified altitude. (Pages 6-9, 6-31 and Appendix B)

Description: This measure recommends departing aircraft climb under takeoff power to an altitude of at least 800 feet Above Ground Level (AGL). Thrust is then reduced to no less than that needed to maintain the required one engine climb out gradient to the initiation of flaps and slats retraction. Upon reaching 3,000 feet AGL, the aircraft resumes normal climb through the reapplication of thrust, acceleration, and the completion of flap retraction.

FAA Action: No action required at this time. This measure relates to flight procedures under 49 U.S.C., section 47504(b). Additional review by FAA is necessary to evaluate the operational safety and feasibility of this proposal. Where the close-in departure procedure is selected, it must be consistent with FAA Advisory Circular 91-53A. According to statements on page 6-31, this measure would provide measurable changes in the DNL contour, reducing population within the DNL 65 dB by about 426 people.

6. Distant Noise Abatement Departure Procedure. Departing aircraft decrease pitch of aircraft after reaching a specified altitude. (Page 6-10)

Description: This measure recommends departing aircraft climb to at least 800 feet AGL, the pitch of the aircraft is then decreased and the aircraft accelerates to a speed adequate to maintain flight with zero flaps (nominally 210 knots). Flaps are then retracted and thrust reduced to a level not less than that necessary to maintain required climb. Upon reaching 3,000 feet AGL (or the coastline is cleared), the aircraft resumes normal climb.

FAA Action: No action required at this time. This measure relates to flight procedures under section 104(b). Additional review by FAA is necessary to evaluate the operational safety and feasibility of this proposal. Where the distant departure procedure is selected, it must be consistent with FAA Advisory Circular 91-53A.

7. FMS/GPS Applications. Use of on-board equipment to navigate along predetermined flight track. (Page 6-13)

Description: This measure recommends the use of sophisticated on-board equipment that integrates signals from a variety of ground based and satellite systems to provide a visual course reference (vertical and horizontal information) for pilots to navigate along predetermined flight track.

FAA Action: DISAPPROVED for the purposes of Part 150 pending submission of additional information. No specific proposals are submitted regarding the proposed location of visual course references. Additional analysis is needed to determine the benefits based on the location of the flight tracks and number of aircraft that are likely to have the on-board equipment. Additional equipment would be required both on the ground and in the aircraft. Also, GIAA could not require airport users to install the necessary equipment.

8. Displaced Threshold. Establish displaced threshold to provide aircraft landings further down the runway. (Page 6-16)

Description: This measure recommends displacing Runway 6L. The existing Runway 6L/24R is 10,000 feet long and could be displaced enough to further reduce noise impacted areas. GIAA is currently preparing plans for the extension of Runway 6L that will include a displaced threshold, however, the landing threshold will remain at the same location. Runway 24R is also planned to be extended in the future.

FAA Action: DISAPPROVED for the purposes of Part 150 pending submission of additional information. The analysis in Appendix B concludes that benefits to the DNL contour are difficult to quantify. Submittal of any supplemental analysis of this measure should be

deferred until Runway 24R is extended to provide additional runway length lost from any runway displacement.

9. Noise Barriers. Construct acoustical barriers. (Page 6-16)

Description: This measure recommends the construction of acoustical barriers, such as noise walls, earth berms, or vegetative barriers to help attenuate noise caused by Airport operations.

FAA Action: DISAPPROVED for the purposes of Part 150 pending submission of additional information. Additional information is required by the FAA to make an informed decision regarding location of potential noise barriers, their expected noise benefits and numbers of people or homes expected to receive the quantified noise reduction benefit. Location of barriers on the airport must also comply with FAA's height/hazard requirements.

10. High-Speed Exit Taxiways. (Page 6-17)

Description: This measure recommends the construction of high-speed exit taxiways at strategic locations along the runway to decrease the need for reverse thrust to slow arriving aircraft, and/or eliminate the need to add power to exit a runway via perpendicular taxiways.

FAA Action: DISAPPROVED for the purposes of Part 150 pending submission of additional information. High-speed exit taxiways provide a benefit to the increased efficiency and capacity of the runway, but provides minor reductions in single-event noise levels. The NCP states that limits on reverse thrust, which would be the purpose of a high-speed exit taxiway for noise reduction, would provide minimal benefits (page 6-9), and recommends this measure for further consideration and further review with subsequent NCP update. Additional information is needed to quantify the reduction of noise this measure would provide and whether this type of airport construction has been proposed in other airport planning documents for purposes other than noise mitigation.

11. Operational Fees Based on Noise. (Page 6-20)

Description: This measure recommends implementing differential airport user fees based on aircraft noise levels and/or time of day of operation. Such a measure would mean higher rates for aircraft that make the largest contribution to the overall noise exposure or that operate during noise sensitive areas. The NCP recognizes that implementation would require renegotiation of use agreements with the airlines.

FAA Action: DISAPPROVED for the purposes of Part 150 pending submission of additional information. The NCP does not quantify the benefits of this measure. The minimal language in Appendix B draws an "intuitive" conclusion, but is not backed up by supporting analysis. The NCP recommends this measure for further consideration and review in a subsequent NCP update.

12. Voluntary Fleet Mix Goals. (Page 6-22)

Description: This measure recommends an agreement whereby the airport users voluntarily establish goals and a timetable/schedule for increasing the percentage of quieter aircraft in the airport fleet mix.

FAA Action: DISAPPROVED for the purpose of Part 150 pending submission of additional information. The NCP does not quantify the expected benefits of this measure.

13. Engine Run-Up Restrictions. (Page 6-25)

Description: This measure recommends restricting aircraft engine run-ups to certain hours, location of engine run-up, minimizing or prohibiting nighttime run-ups, restricting engine power settings to specific levels, and/or reducing the length of run-up times at various levels.

FAA Action: DISAPPROVED for the purposes of Part 150 pending submission of additional information. This measure would establish a location, power setting limits, and curfew for engine run-up. Consultation with the airlines must be initiated to set curfew hours, location, engine power settings and duration. Impacts on Stage 3 scheduled operations that would have the effect of reducing or limiting the total number or hours of aircraft operations could require an analysis under Part 161, Notice and Approval of Airport Noise and Access Restrictions.

2 – PREVENTATIVE LAND USE PLANNING ELEMENT

1. Amend Local Land Use Plans to Bring Them into conformance with GIAA's Noise Compatibility Guidelines. (Page 8-4)

Description: This measure recommends amending the land use plans in-line with GIAA's noise compatibility guidelines. This measure will inhibit non-compatible development.

FAA Action: APPROVED. This measure is within the jurisdiction of the Government of Guam. The local government has the authority to implement this measure.

2. Zone for Compatible Land Development. (Page 8-4)

Description: This measure recommends zoning lands near the airport for compatible uses consistent with the Airport Master Plan.

FAA Action: APPROVED. This measure is within the jurisdiction of the Government of Guam. The local government has the authority to implement this measure.

3. Apply Zoning Performance Standards. (Page 8-4)

Description: This measure recommends the local government adopt and enforce ordinances and controls to regulate building construction methods and material for the purpose of attenuating aircraft noise in habitable buildings in and around the Airport Noise Zone.

FAA Action: APPROVED. This measure is within the jurisdiction of the Government of Guam. The local government has the authority to implement this measure.

4. Establish a Public Information Program. (Page 8-4)

Description: This measure recommends establishing a program to develop and distribute informational materials concerning aircraft noise. Portions of this measure are also discussed in items 1 and 2 under Program Management Elements.

FAA Action: APPROVED.

5. Revise Building Codes. (Page 8-4)

Description: This measure recommends modifying the building code to require specified interior noise reduction for new construction in the Airport Noise Zones.

FAA Action: DISAPPROVED FOR PURPOSES OF PART 150. New construction within the DNL 65 dB noise contour is considered incompatible with normal airport operations and is inconsistent with the purposes of Part 150 to reduce or prevent incompatible land uses.

This measure is within the jurisdiction of the Government of Guam. FAA's disapproval for purposes of Part 150 is not intended to interfere with local land use decisions. The FAA recognizes that inclusion of appropriate sound attenuation in newly constructed or altered noise-sensitive structures will make the interior compatible with airport operations. However, the FAA will not participate in any future remedial mitigation measures for new noise-sensitive development that occurs after October 1, 1998.

6. Dedication of Avigation Easements. (Page 8-4)

Description: This measure recommends requiring the dedication of avigation easements as a condition of building permits in affected areas.

FAA Action: DISAPPROVED FOR PURPOSES OF PART 150. New construction within the DNL 65 dB noise contour is considered incompatible with normal airport operations and is inconsistent with the purposes of Part 150 to reduce or prevent incompatible land uses.

This measure is within the jurisdiction of the Government of Guam. The FAA recognizes that acquiring avigation easements will provide the airport operator an interest in the land for which an avigation easement was purchased. However, the FAA will not participate in future remedial mitigation measures for new noise-sensitive development that occurs after October 1, 1998.

7. Fair Property Disclosure Policy. (Page 8-4)

Description: This measure recommends requiring the disclosure of aircraft noise levels by property owners and their agents.

FAA Action: APPROVED. This measure is within the jurisdiction of the Government of Guam. The local government has the authority to implement this measure.

8. Land Banking. (Page 8-4)

Description: This measure recommends acquisition of fee-simple privately owned, private land to prevent non-compatible land use.

FAA Action: DISAPPROVED for the purposes of Part 150 pending submission of additional information. Additional information is required by the FAA to make an informed decision regarding this measure's effectiveness in meeting the goals of FAR Part 150 to reduce incompatible land use and prevent the introduction of new noncompatible land uses. Additional information should include the location of the property, the noise levels associated with the property, and the likelihood that it will be developed incompatibly and must therefore be acquired.

3 – PROGRAM MANAGEMENT ELEMENTS

1. Noise Compatibility Staff. (Page 6-26, 8-7)

Description: This measure recommends establishing a professional staff responsible for noise compatibility and abatement measures. The staff would provide a conduit for better community participation in noise abatement decisions and better dissemination of information.

FAA Action: APPROVED. This would be a single position within the GIAA's new environmental division.

2. Noise Advisory Committee. (Page 6-27)

Description: This measure recommends establishing a community advisory committee that meet regularly to address noise concerns. The committee would enhance the operator's understanding of community noise concerns and increase community understanding of constraints on airport users and operators.

FAA Action: APPROVED. The Noise Advisory Committee would provide information to both aircraft operators and the community.

3. Noise Monitoring Equipment. (Page 6-27)

Description: This measure recommends installation of equipment to monitor and record aircraft noise levels. The equipment could be used to enhance conformance to adopt noise abatement measure.

FAA Action: APPROVED. This measure could provide data to the airport on existing flight procedures and flight track adherence and implementation of new flight procedures that may be approved by the FAA in the future. It also will be useful in providing data for updating the Part 150 study in the future. For the purposes of aviation safety, this approval does not extend to the use of monitoring equipment for enforcement purposes by in-situ measurement of any pre-set noise thresholds.

4. Flight Track Systems. (Page 6-26)

Description: This measure recommends installation of equipment that monitors aircraft operations and correlates data with FAA ARTS radar data. The system will be used to establish a regular program of monitoring and reporting conformance with recommended noise abatement procedures.

FAA Action: APPROVED. This measure could provide data to the airport on existing flight procedures and flight track adherence and implementation of new flight procedures that may be approved by the FAA in the future. It also will be useful in providing data for updating the Part 150 study in the future. For the purposes of aviation safety, this approval does not extend to the use of monitoring equipment for enforcement purposes by in-situ measurement of any pre-set noise thresholds.

4 – REMEDIAL LAND USE ELEMENT (NOISE MITIGATION)

1. Acquire Developed Property in Non-Compatible Uses. (Page 8-4)

Description: This measure recommends the acquisition of developed properties to alleviate aircraft noise effects in areas on non-compatible residential land use within the 65 DNL contour.

FAA Action: APPROVED. The airport authority may acquire non-compatible residential properties within the 65 DNL contour for either NEM for conversion to compatible non-residential

use. The FAA will use the 2003 DNL 65 dB noise contour as accepted by the FAA on May 19, 2003, to make funding priority decisions. Contiguous areas, to ensure neighborhood equity, may also be included.

2. Property Purchase Guarantee. (Page 8-4)

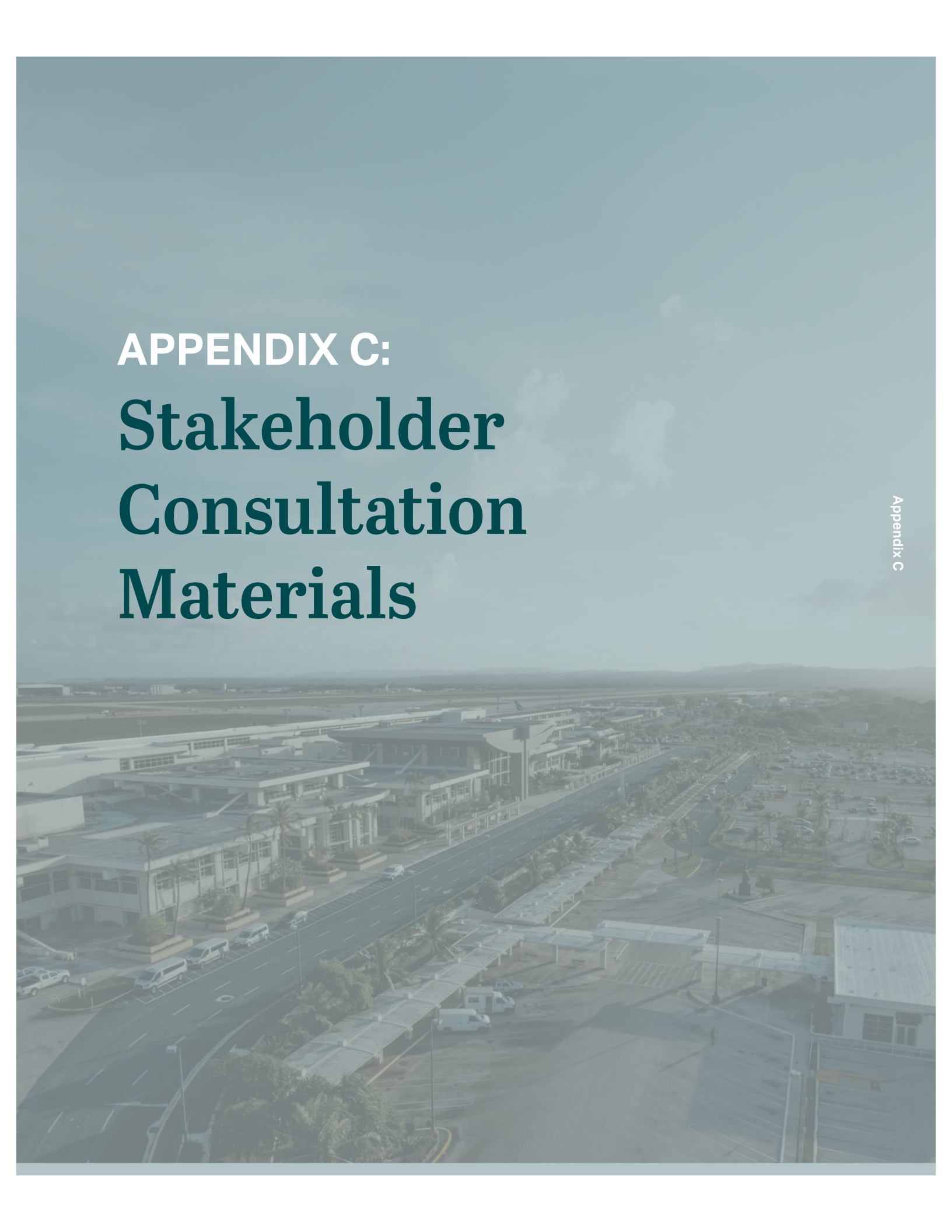
Description: This measure recommends offering homeowners a purchase guarantee to assure that their property would be acquired at fair market value and returned to residential use with appropriate sound insulation measures, releases, and restrictions if the owner had made a “bona fide effort” to sell the property within the 65 DNL contour based on the 2003 NEM. Measure 3, sound mitigation, would also be included with this measure. The property would be sold at fair market value after sound mitigation.

FAA Action: APPROVED.

3. Part 150 Sound Mitigation Program (Residential, School, and Other Public Buildings). (Page 8-5)

Description: This measure recommends the acoustical treatment of residential, schools and other public buildings within the 65 DNL contour. In lieu of acoustical treatment, a residential homeowner would have the options to sell their residential property as described in measures 1 or 2 above.

FAA Action: APPROVED. The FAA will use the 2003 DNL 65 dB noise contour as accepted by the FAA on May 19, 2003, to make funding priority decisions. Contiguous areas, to ensure neighborhood equity, may also be included.



APPENDIX C: Stakeholder Consultation Materials

C.1.1 Planning Advisory Committee No. 3 - November 14, 2024

Agenda

Meeting name
GUM Part 150 Study – Planning Advisory
Committee Meeting #3

Subject
Project Update

Attendees
See Table Below

Meeting date
11/14/2024 (Guam)

Time
10:00am-12:00pm (Guam)

Location
GIAA Conference Rooms 1 & 2

Microsoft Teams Meeting

Project name
GUM, 14 CFR Part 150 Noise
Compatibility Study and Update to
Noise Exposure Maps

Project number
GIAA-S23-002

AECOM project number
60709218

Prepared by
G. Mayer

Meeting Minutes

Meeting Attendees

Name	Organization
Jean Arriola	A.B. Won Pat International Airport Authority, Guam (GIAA)
Audie Artero	A.B. Won Pat International Airport Authority, Guam (GIAA)
Pete Camacho	A.B. Won Pat International Airport Authority, Guam (GIAA)
Trini Cotelesse	A.B. Won Pat International Airport Authority, Guam (GIAA)
Bill Gutierrez	A.B. Won Pat International Airport Authority, Guam (GIAA)
Tony Laniog	A.B. Won Pat International Airport Authority, Guam (GIAA)
Vanessa Pangindian	A.B. Won Pat International Airport Authority, Guam (GIAA)
Ray Quintanilla	A.B. Won Pat International Airport Authority, Guam (GIAA)
Juan Reyes	A.B. Won Pat International Airport Authority, Guam (GIAA)
Dafne Shimizu	A.B. Won Pat International Airport Authority, Guam (GIAA)
Marcia Taitano	A.B. Won Pat International Airport Authority, Guam (GIAA)
Lynn Keeley	AECOM
Elliott Lindgren	AECOM
Greg Mayer	AECOM
Chris Anderson (Virtual)	Andersen Air Force Base (AAFB)
Alan Chen	E.M. Chen & Associates
Ryan Castillo (Virtual)	Federal Aviation Administration (FAA)
Kevin Nishimura	Federal Aviation Administration (FAA)
Bob Mentzer (Virtual)	HMMH
Kevin Parker	HMMH
Gene Reindel	HMMH
Fernando Santos	Transportation Management Group (TMG), Guam
Frank Santos	Transportation Management Group (TMG), Guam
Ike Tambora	Transportation Management Group (TMG), Guam
Fred Tupaz	Transportation Management Group (TMG), Guam
Tammy Castro	United Airlines

Ollan McEllisett	United Airlines
Stacy Quintanilla	United Airlines
Marfie Zapanta	

The project team started the meeting.

Dafne Shimizu, the Airport's comptroller and acting manager, gave a brief introduction about the purpose of this meeting, stressed the importance of this project and the participation from the PAC members, and thanked the project team and PAC members for their contributions thus far.

Next, everyone in the room and on the phone introduced themselves, the organization they're with, and the title they hold.

Lynn Keeley gave an overview of the PAC membership, their roles and responsibilities, and the Part 150 study process, noting that the project team has completed the development of the draft Noise Exposure Map (NEM) and are currently at the stage that includes developing the Noise Compatibility Program (NCP).

Lynn displayed the existing 2024 and forecasted 2029 Noise Exposure Maps and compared them to each other. She mentioned that there was a slight increase in the 65 Day Night Average Sound Level (DNL) contour near the Runway 6L and 24R ends between 2024 and 2029. Gene discussed that the cross hatched properties are parcels that have completed sound insulation and are therefore considered compatible with noise from aircraft operations. Lynn also mentioned the locations of where the draft NEMs can be viewed. These include:

1. GIAA offices
2. The Airport website
3. Hagåtña (Main) Nieves M. Flores Memorial Library
4. Barrigada Branch Public Library

She also mentioned that there will be a public workshop/open house on Thursday night that will provide the public with information on the Airport, aircraft operations, aviation forecasts and land use on and around the Airport, the noise modeling data, and the draft Noise Exposure Maps.

Gene Reindel gave an overview of the NCP process, and the steps needed to complete the NCP update. He also reiterated that the NCP must address three major categories of recommended actions. These include:

1. Noise abatement measures
2. Land use measures, including noise mitigation measures
3. Program management/administrative measures

Gene then reviewed the 13 noise abatement measures that were included in the Airport's 2003 NCP. The project team then reviewed the noise abatement strategies that the PAC members helped develop during PAC Meeting #2.

Proposed Noise Abatement Measures

1. Displaced Threshold Landing – Runway 6L

Two Options:

Option A – 2,458 feet (which aligns with the option shown in the Airport's current approved Master Plan)

- Reduces 113 non-compatible housing units since the aircraft will be a bit higher on approach

Option B – 2,900 feet

- Reduces 117 non-compatible housing units since the aircraft will be a bit higher on approach

Audie Artero asked if this analysis includes all aircraft that operate at the Airport. Gene confirmed that this alternative does include all aircraft that operate at the Airport. Audie also asked if the physical runway length changes based on a displaced threshold. Gene clarified that the runway length will remain the same. The only difference is that the Landing Distance Available will decrease. Ike Tambora asked if this would affect Runway 6R/24L operations. Gene confirmed that it does not. He also clarified that closing this runway to implement a displaced threshold would be

temporary and that the Federal Aviation Administration (FAA) does not allow for modeling temporary closures for noise compatibility purposes. The modeling must be completed for all operational runways.

2. Displaced Threshold Landing – Runway 6R

Option – 2,528 feet (which aligns with the option shown in the Airport's current approved Master Plan)

Gene discussed that this did not really provide any benefit to the 65 DNL contour since there really isn't a contour that goes out for Runway 6R arrivals.

Displaced Threshold Discussions:

Chris Anderson did not recommend implementing (or modifying existing) displaced thresholds on either of the Runway 6 ends due to the potential of new instrument procedure issues and the result of shorter Landing Distances Available (LDA) which may be an issue for wet runways. Gene mentioned that the Airport's Master Plan analyzed the idea of displaced thresholds and that all critical aircraft were still able to operate with the LDAs proposed in the Master Plan. Gene stated that this was one of the primary reasons why these were considered as noise abatement measures. Chris also wanted to make sure that the Airport is still capable of handling military aircraft operations just like Andersen Air Force Base is for civilian aircraft.

Audie asked if displacing the thresholds results in remarking the runways and relocating NAVAIDs. Elliott Lindgren confirmed that it would result in that. Frank Santos mentioned that he was against the displaced threshold measures. Elliott also discussed the analysis completed in the Master Plan that evaluated displacing the thresholds so that the Airport could have full control of the Runway Protection Zones (RPZs) located completely on Airport property. The Master Plan looked into options such as relocating Route 8, tunneling Route 8, and purchasing the properties or avigation easements for properties located within the RPZs, but displacing the thresholds was the preferred alternative from both a cost and feasibility perspective.

Ray Quintanilla asked about a Modification to Standard (MOS) for a non-standard RPZ instead of displacing the thresholds, but Elliott discussed that the FAA does not grant MOS' for RPZs and recommended that at least one of the noise abatement measures for this project includes a displaced threshold to align with what is shown in the Master Plan.

Elliott asked if it made sense to eliminate the "turn after departure" measures based on the information provided by Chris. Gene mentioned that the project team will review that information and determine a reasonable solution. He also stated that to meet Part 150 regulations, the project team will need to document why or why not a recommendation was made for all potential measures.

3. Intersection Departures – Runway 6L

Gene stated that this measure includes takeoffs from the Taxiway A/Runway 6L intersection and not using the full runway length available. He mentioned that at least two aircraft would require use of the full runway length because of their staging and departure weights. This measure reduces the number of non-compatible buildings off of the Runway 6R end but increases the number of non-compatible buildings off of the Runway 24L and 24R ends resulting in a net reduction of 24 noncompatible housing units.

4. Noise Barriers Southwest of the Airport

Two Options:

Option A – Along Route 8

- Results in a two decibel (dB) or less reduction near housing units
- Does not result in a 5-dB reduction as required to receive federal funding

Option B – Along Ramirez Way (Partially on Airport Property)

- Provides a bit more noise reduction than Along Route 8 but not to provide a benefit to non-compatible land uses

He mentioned that both of these options were not very effective and did not really reduce the number of housing units inside of the 65 DNL.

5. Departures of Runway 6L – Turn Left

Gene discussed that this measure includes a standard, 15° turn to the left to avoid residential areas. This measure results in a net reduction of 12 non-compatible housing units.

6. Departures of Runway 6L – Turn Right

Gene mentioned that this measure includes a standard, 15° turn to the right to avoid residential areas. This measure results in a net addition of 15 non-compatible housing units.

7. Departures of Runway 6L – Turn Left or Right

Gene stated that this measure includes a standard, 15° turn to the left or right to avoid residential areas. This measure results in a net addition of one non-compatible housing unit.

Dafne Shimizu asked to clarify why the AEDT model was not used for the noise barriers. Gene discussed the project team used SoundPLAN as AEDT does not have the capability to perform a sound barrier analysis.

Chris Anderson asked if the project team had evaluated the airspace given a left or right turn path after departure because of airspace restrictions. Gene mentioned that the project team did not evaluate airspace yet as they wanted to get a consensus to proceed or not to proceed with these turning measures. Chris gave an overview of the airspace at the Airport (Class D) vs. the airspace for Andersen Air Force Base (Class D). Chris described that Air Force Base gives a section of its airspace to the FAA to support departures from the Airport. He also mentioned that there is an area for temporary flight restrictions that will soon become permanent. Chris mentioned that he will send over more information pertaining to this airspace.

For the noise abatement measure that discusses the right turn for departures on Runway 6L, Bob Mentzer discussed there is an odd shape to the northernmost portion of the contour due to a depression in terrain (potentially a quarry).

8. Aircraft Use Runway 6R/24L at Night

Gene discussed that another potential noise abatement measure would be to use Runway 6R/24L for nighttime operations. This would be for non-long-haul operating aircraft since this runway is shorter in length. This would result in a decrease in the number of non-compatible housing units off of the Runway 6 ends and an increase in the number of non-compatible housing units off of the Runway 24 ends resulting in a net reduction of 161 non-compatible housing units. He did mention that some of the housing units that would fall under the new contour have been previously sound insulated. Audie asked if this measure was for both arrivals and departures. Gene confirmed it is, but aircraft typically arrive from the 6 ends and depart toward the 24 ends.

Gene discussed the continuation/modification of existing NCP Measures NA-5 and NA-6 from the 2003 NCP. This includes Noise Abatement Departure Profiles (NADP) which is recommended as currently in use by airlines. After the meeting, a few PAC members suggested that the Airport consider requesting all operators use NADP-1 (close-in) as some operators currently use this at noise-sensitive airports around the world. Gene also discussed NA-13 which focuses on engine run-up recommendations.

Gene stated that all of these noise abatement measures and the rest of the alternatives for the NCP will be discussed further in Working Paper No. 4 which is currently being finalized by the project team and will be made available to the PAC shortly.

Audie asked if there were any further pros and cons with the night-time runway switch and Gene mentioned nothing more than what was presented in the slides. Ray asked if these measures were in lieu of sound mitigating houses. Gene mentioned that is not the best way to look at it, but ultimately the Airport will need to weigh the pros and cons of each of the noise abatement measures vs. providing sound insulation to those homes effected by the noise abatement measures.

For the use of Runway 6R/24L at night measure, Bob added that the project team could modify this measure to only be for arrivals as the increase in area for that measure would be caused by the departures off of the 24 ends. Gene stated that the next step could be to combine a couple of these measures.

Elliott asked if there was a possibility of a “Do Nothing” alternative and insulate the houses within the contour since the displaced thresholds shown on the ALP are shown as long-term projects. Gene discussed that this may be considered “double-dipping” and to have a discussion with the FAA as they would be the ones to support the funding to sound mitigate these homes and then support the funding to displace the threshold(s), which would result in these homes to then be located outside of the contour, which the FAA may not support.

Ike Tambora asked about houses built after October 1998. Gene replied that those houses are not eligible for sound insulation because they should have been made aware that they were in a high noise exposure area; however, the Airport didn't have published contours in 1998 so the landowner may not have been made aware. He mentioned that it might be a case-by-case issue. Bob added that there is a neighborhood off of one of the runway ends that was constructed in 2006 that has already been marked as compatible land use in the NEMs due to the date of development.

Potential Land Use/Mitigation Measures

Gene discussed the difference between corrective (correct the non-compatible land uses around the Airport) and preventive (prevent new non-compatible land uses around the Airport) land use measures and reviewed the land use measures that were discussed in the 2003 NCP. He reviewed the 11 land use measures in the 2003 NCP of which eight were approved and three were disapproved for purposes of Part 150, and the only measure that was implemented was the Part 150 Residential Sound Solution Program.

Gene went through the three corrective measures from the previous NCP (RLU-1 – Land Acquisition, RLU-2 – Property Purchase Guarantee, and RLU-3 – Sound Insulation) as these could be carried over for this study. He also reviewed some potential preventive measures for consideration such as Real Estate Disclosures, Adjust Building Codes, Comprehensive Land Use Planning, Easement Acquisition, and Sales Assistance and/or Purchase Assurance Program. There were no further discussions on the land use measures.

Closing

Lynn then discussed that we are approximately halfway through the study and emphasized that the anticipated date is to submit the final NEM to the FAA in January of 2025. She added that the next time the PAC will meet will be around April 2025 to discuss the noise modeling results and presentation of the draft NCP update. This may be virtual.

Kevin Nishimura asked when Working Paper No. 4 (Noise Abatement Measures) would be made available for the PAC and pending a meeting with the Guam Department of Land Management to discuss the land use measures, how long it would take to finalize Working Paper No. 5 (Land Use Measures). Bob stated that he anticipates Working Paper No. 4 to be ready for PAC review by early December 2024 and Working Paper No. 5 to be ready for PAC review by mid-December 2024.

Chris asked if the slides for this presentation would be available prior to finalizing the Working Papers. Lynn said she will have them available around the time of the draft Working Papers. The presentation will be sent out at the same time as the meeting minutes.

The project team ended the meeting.



GUAM NOISE STUDY PLANNING ADVISORY COMMITTEE MEETING

THURSDAY, NOVEMBER 14, 2024 • 10AM - 12PM • GIAA CONFERENCE ROOMS 1 & 2

NO	NAME	PHONE	ORGANIZATION/COMPANY	EMAIL ADDRESS
1	Dafu Mansapit Shimizu	(671) 727-8242	GIAA	dmshimizu@guamairport.net
2	FRANK SANTOS	671 688 9622	TMC	
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5	Greg Mayer	631-707-6281	AECOM	gregory.mayer@aecom.com
6	Kevin Parker	425-444-0914	HMMH	kparker@hmmh.com
7	KEVIN NISHIMURA	808-312-6030	FAA	Kevin.h.nishimura@faa.com
8	GENE REINDEL	339-234-2035	HMMH	ereindel@hmmh.com
9	Lynn Keeley	215-696-3529	AECOM	lynn.keeley@aecom.com
10	Fernando Santos	671 688 6403	TMC	fjsantos@tmcguam.net
11	Bill Gutierrez	671-487-0300	GIAA	billy@guamairport.net
12	Stacy Quintanilla	671-645-8887	United-Fit.Ops.	stacy.quintanilla@united.com
13	ANDIE ARTERO	671-642-4433	GIAA	andie.artero@guamairport.net
14	TOM LALLOE JR.	671-487-2126	GIAA	tom@guamairport.net
15	Alan Chen	671-777-0951	E.M. Chen & Ass.	alan.c@emchen.com



GUAM NOISE STUDY PLANNING ADVISORY COMMITTEE MEETING

THURSDAY, NOVEMBER 14, 2024 • 10AM - 12PM • GIAA CONFERENCE ROOMS 1 & 2

NO	NAME	PHONE	ORGANIZATION/COMPANY	EMAIL ADDRESS
16	IKE TAMBORA	671 488-4000	TXS	ike.tambora@gmail.com
17	JENNY AVERIA	6646 1320	GIAA	—
18	PETE CAMACHO	671-642-4491	GIAA	pcamacho@guamairport.net
19	VANESSA PANGINDIAN	642-4642	GIAA	
20	Ollan McEligott	688 1761	UAL	
21	MARCIA D. TAITANO	642.4702	GIAA	
22	Raymond Quintanilla	642-4459	GIAA	
23	Juan Reyes		GIAA	
24	Tammy Castro	686-7622	United	tammy.castro@united.com
25	TRINI GEFESSE	671 642 4701	GIAA	trinig@guamairport.net
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Introductions – Study Team

Antonio B. Won Pat International Airport



**A.B. WON PAT INTERNATIONAL
AIRPORT GUAM**

**A. B. Won Pat International Airport Authority,
Guam (GIAA)**

John M Quinata, Executive Manager

Dr. Ricky Hernandez, Deputy Executive Manager

Audie Artero, GIAA Project Manager



Transportation Management Group

Frank Santos
Fred Tupaz

Project Team



Lynn Keeley
Project Manager

Elliott Lindgren
Project Director

Greg Mayer
Airport Planner



Bob Mentzer
Technical Lead -
Aircraft Noise
Analysis

Gene Reindel
Technical Lead -
FAR Part 150

Kevin Parker
Noise Analyst



**EM Chen &
Associates**

Alan Chen
Local Project
Manager

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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

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Introductions – Planning Advisory Committee (PAC)



**FAA ADO
Management**

Gordon Wong
Carlos Salas



**FAA Air Traffic
Control Tower**

Tim Cornelison



Lloyd Baker



Joseph M. Borja



**FAA ADO
Staff**

Kandyce Watanabe, P.E.
Kevin Nishimura
Ryan Castillo



Justin Marion
Inam Amanullah



Zeus Villaforte



**Andersen
Air Force Base**

Chris Anderson
Gino Pangilinan



Robert Navarro



Yxel Espina

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ROLES AND RESPONSIBILITIES

Part 150 Study

Airport / GIAA	FAA	Consultant Team	PAC
– Project sponsor – Certification that documentation is true and accurate – Recommends measures to address noncompatible land uses	– Certification that the documentation meets federal regulations and guidelines – Approval of Airport-recommended measures	– Overall project management, documentation, and outreach – Aircraft noise analysis and abatement planning – Noise compatibility analysis and planning – Aviation forecast and airfield analysis	– Review study inputs, assumptions, analyses, documentation, etc. – Input, advice, and guidance related to NEM development
			Public
			– Provide input on study during comment period – Review public draft documents

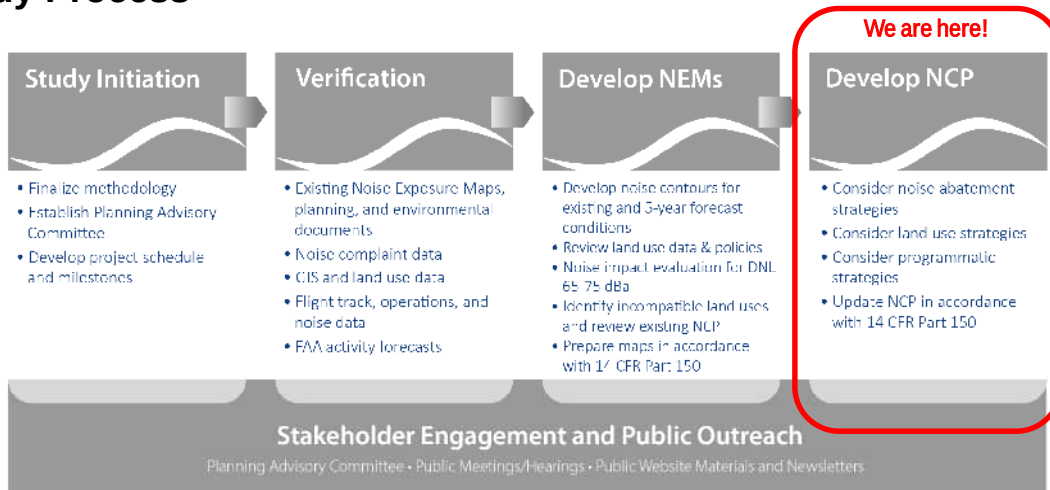
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PART 150 OVERVIEW

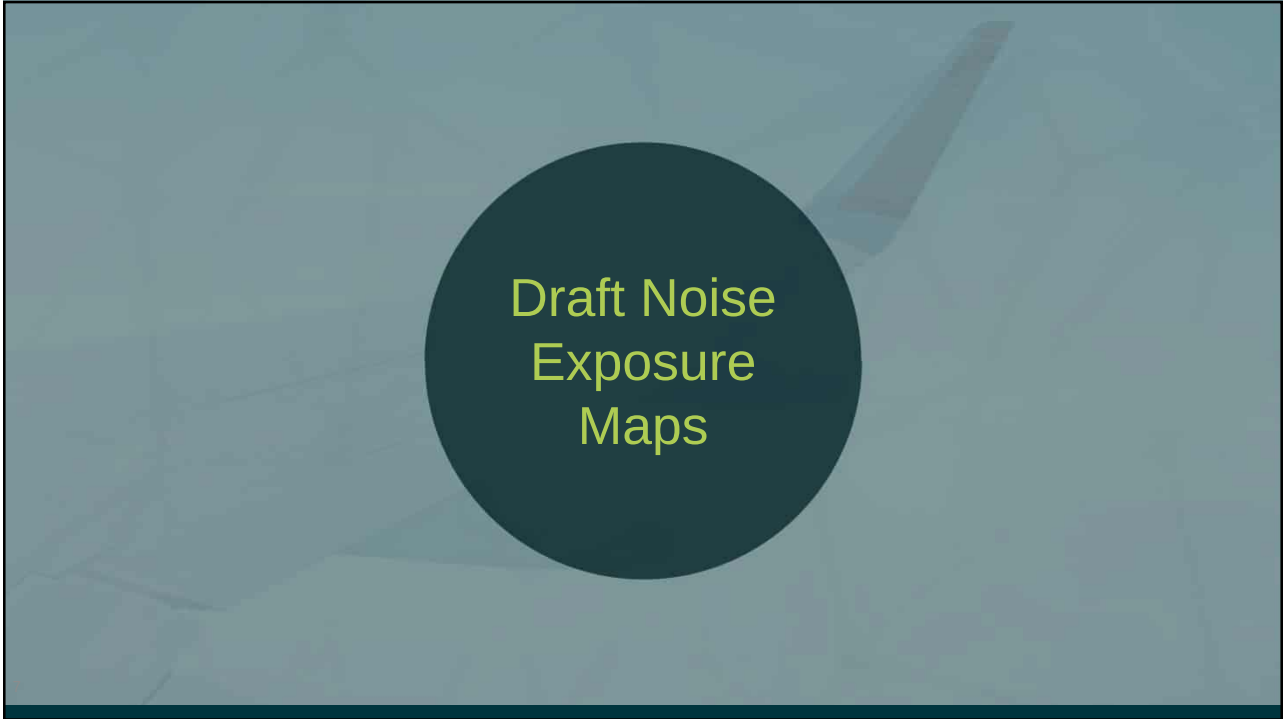
Study Process



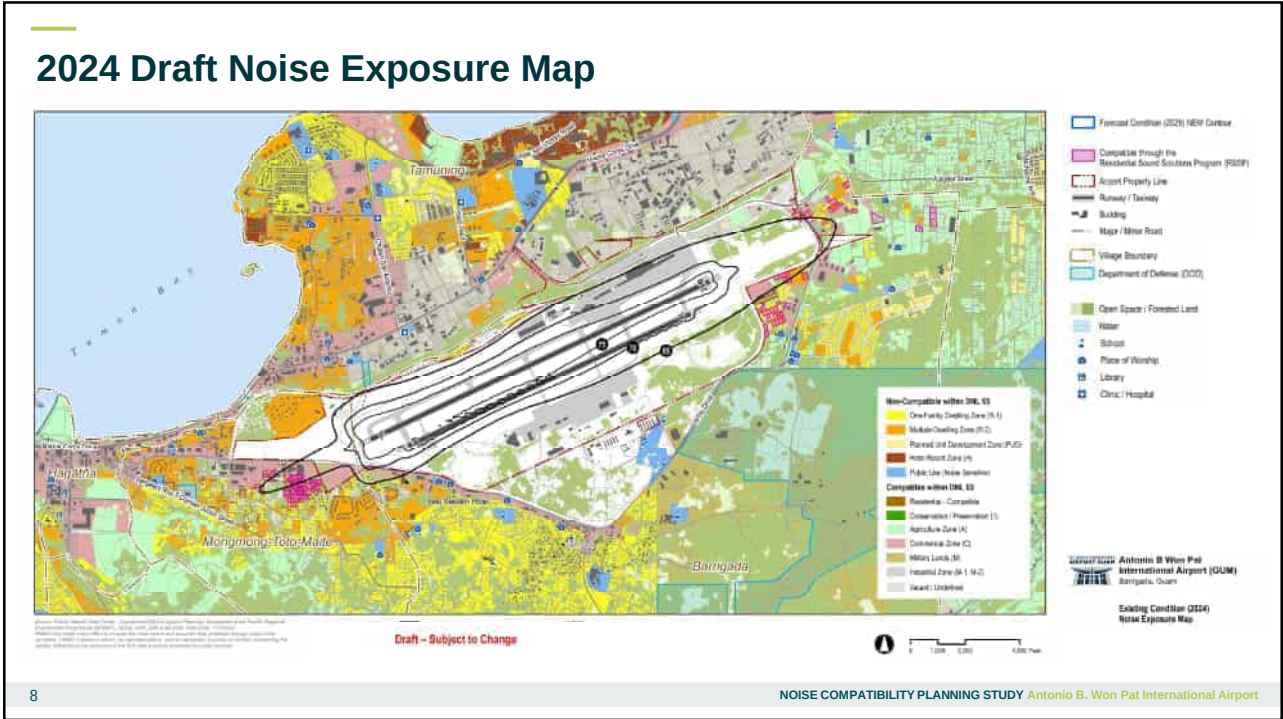
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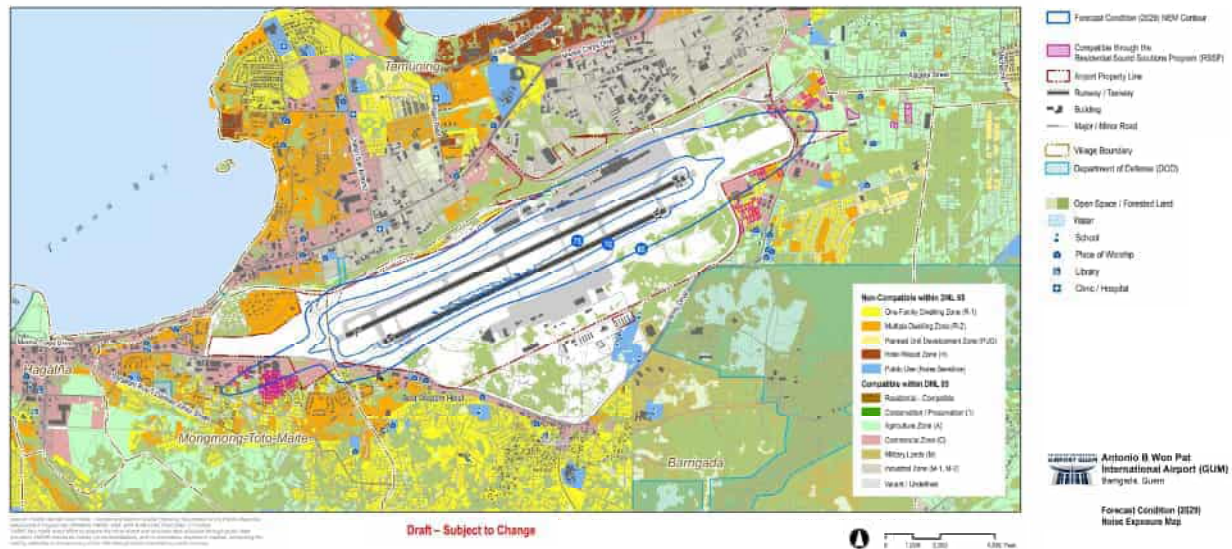


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2029 Draft Noise Exposure Map

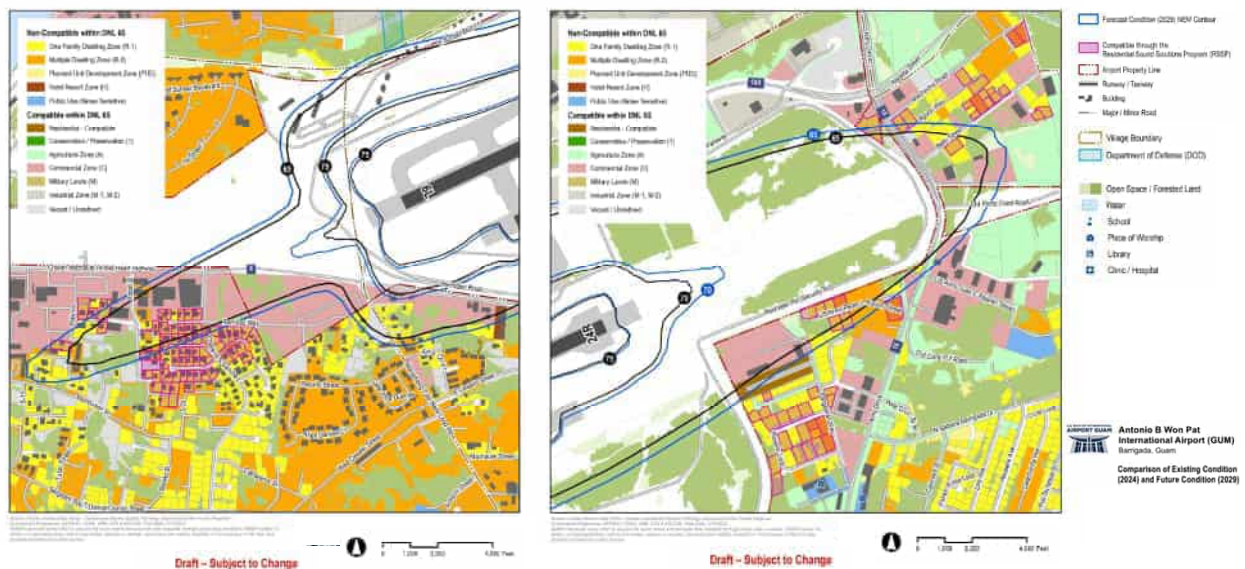


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Draft Noise Exposure Maps



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PART 150 OVERVIEW

Status of the Draft Noise Exposure Map

- GIAA will hold a Public Comment period from November 14 to December 14, 2024
- GIAA will hold a Public Workshop on November 14, 2024
- Report documents the data used to develop the NEMs
- Public Draft Noise Exposure Maps and Report available for review:
 - At GIAA offices
 - From the Airport website
 - At Hagåtña (Main) Nieves M. Flores Memorial Library
 - At Barrigada Branch Public Library
- All public comments received will be provided to FAA along with the Final NEM Report



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A graphic for a public workshop. It features a dark teal circle in the center of a light teal background. Inside the circle, the text "Public Workshop #1" is written in a yellow-green font. The background has a faint, stylized image of an airplane wing and tail.

Public Workshop
#1

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PUBLIC WORKSHOP #1

Presentation of draft NEM Maps and Report

- Workshop will begin with a short presentation
- Open House Format
 - Four stations set up around the room
 1. About the Airport
 2. Forecast & Land Use
 3. Noise Modeling Data
 4. Noise Exposure Maps
- Public can discuss the project with the Study Team and GIAA staff
- Public comments can be submitted at the Workshop or sent via email to giaapart150@aecom.com

PUBLIC INFORMATION WORKSHOP & OPEN HOUSE

14 CFR Part 150 Noise Exposure Map Update

**Thursday • November 14, 2024
5:00 PM - 7:00 PM**

Conference Rooms 1 & 2, Main Airport Terminal Building

Parking is available in the Public Parking Lot. Call (671) 646-0300-02 for special accommodations.

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PART 150 OVERVIEW

Noise Compatibility Program

- NCP must address three major categories of recommended actions
 1. Noise abatement measures
 2. Compatible land use measures
 3. Program management/administrative measures
- FAA *accepts* NCP as compliant with Part 150 standards
- FAA reviews and *approves* or *disapproves* recommendations as compliant with Part 150 standards on a measure-by-measure basis

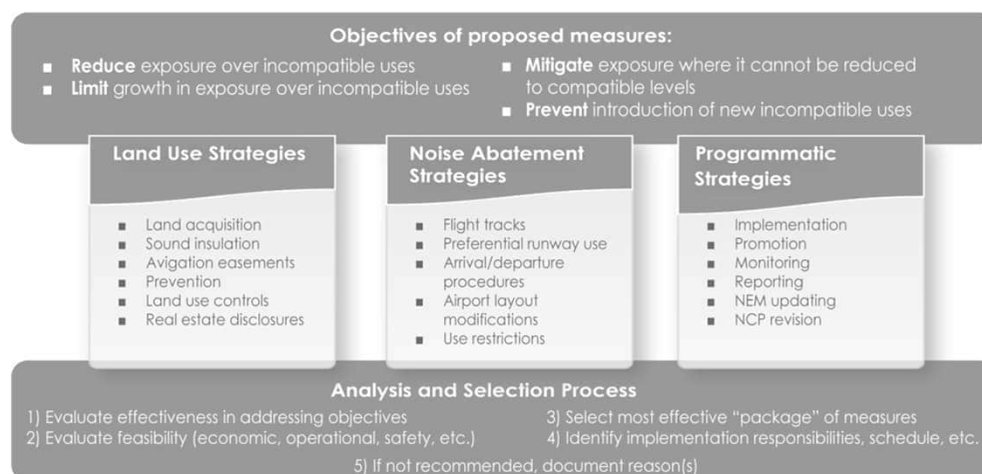
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PART 150 OVERVIEW

NCP Categories



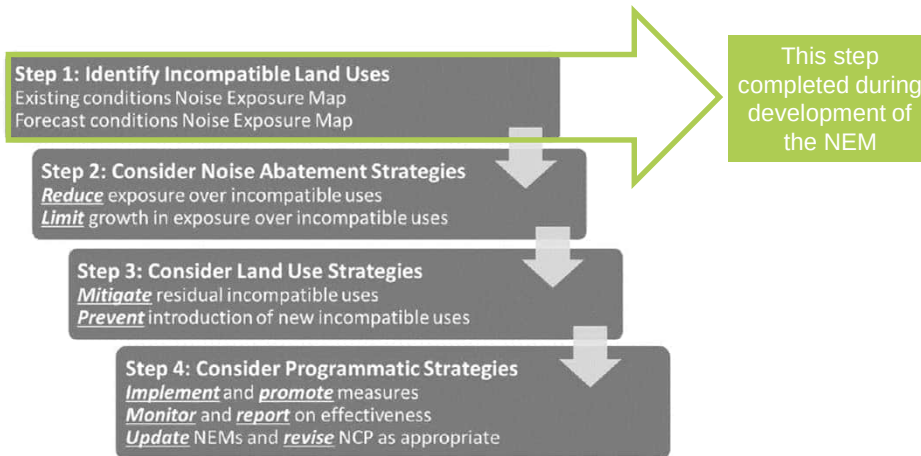
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PART 150 OVERVIEW

Noise Compatibility Program Development



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PART 150

Noise Compatibility Program

- Stakeholder Meetings were held in May 2024
 1. Noise Abatement (NA) measures
 2. Compatible land use measures
- Considered prior NCP measures and all suggestions reviewed
- First round of NA measures suggested at PAC meeting #2 and the Stakeholder meeting were approved by GIAA for evaluation
 - Nine measures to be modeled
 - Compared to draft 2029 NEM
 - Preliminary Results presented on following slides

Noise Abatement Strategies

- Flight tracks
- Preferential runway use
- Arrival/departure procedures
- Airport layout modifications
- Use restrictions

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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

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2003 NCP Noise Abatement Measures

Number	Title	Approval Status	Implementation Status	Considerations for 2025 GIAA NCP
NA-1	Noise Abatement Flight Tracks	Disapproved for Part 150	Not Implemented	Modify
NA-2	Standard Instrument Departure Procedures	Disapproved for Part 150	Not Implemented	Modify
NA-3	Delayed Flap and Gear Extension Approaches	Disapproved for Part 150	Not Implemented	Eliminate
NA-4	Restriction on Visual Approaches	Disapproved for Part 150	Not Implemented	Eliminate
NA-5	Close-in Noise Abatement Departure Procedures	No Action Required	Implemented by Airlines	Continue
NA-6	Distant Noise Abatement Departure Procedure	No Action Required	Implemented by Airlines	Continue
NA-7	FMS/GPS Applications, Use of On-Board Equipment	Disapproved for Part 150	Not Implemented	Eliminate
NA-8	Establish Displaced Threshold	Disapproved for Part 150	Not Implemented	Modify
NA-9	Establish Noise Barriers	Disapproved for Part 150	Not Implemented	Modify
NA-10	High Speed Exit Taxiways	Disapproved for Part 150	Not Implemented	Eliminate
NA-11	Operational Fees Based on Noise	Disapproved for Part 150	Not Implemented	Eliminate
NA-12	Voluntary Fleet Mix Goals	Disapproved for Part 150	Not Implemented	Eliminate
NA-13	Engine Run-Up Restrictions	Disapproved for Part 150	Not Implemented	Modify

Source: GIAA & HMMH, 2024

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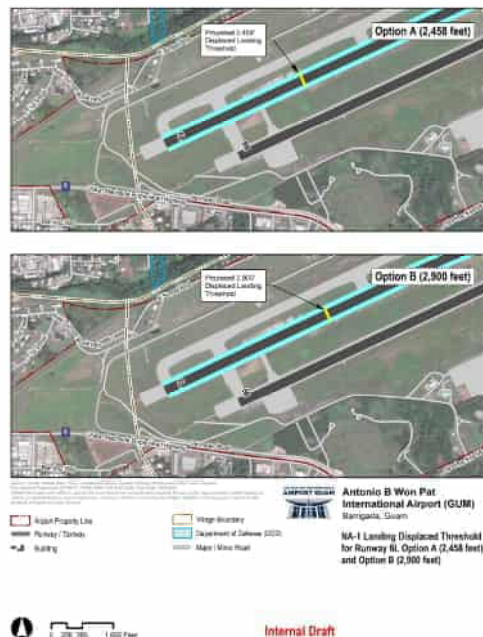
NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

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NOISE ABATEMENT Displaced Landing Threshold

Runway 6L

- Option A – 2,458 feet from Master Plan
 - 1,458 feet longer than existing Displaced threshold
 - Landing Distance Available (9,556 feet)
- Option B – 2,900 feet from Master Plan
 - 1,900 feet longer than existing Displaced threshold
 - Landing Distance Available (9,114 feet)



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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

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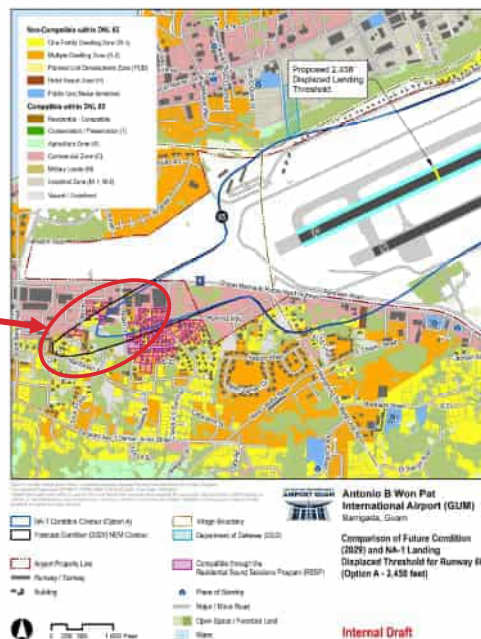
NOISE ABATEMENT Displaced Landing Threshold

Runway 6L – Option A

- Reduction of 113 noncompatible housing units
- Aircraft higher on approach

Results	Option A (Yes/No)
Provides Benefit within the DNL 65 dB contour	Yes
Does not include additional noncompatible land uses	Yes
May reduce noise levels outside the DNL 65 dB contour	Yes
Likely not to result in airspace issues	Yes
Likely not to result in capacity issues	Yes

Area of Noise Reduction



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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

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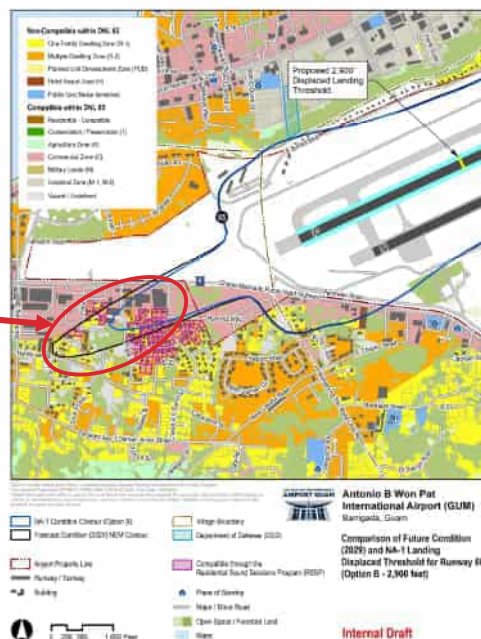
NOISE ABATEMENT Displaced Landing Threshold

Runway 6L – Option B

- Reduction of 117 noncompatible housing units
- Aircraft higher on approach

Results	Option B (Yes/No)
Provides Benefit within the DNL 65 dB contour	Yes
Does not include additional noncompatible land uses	Yes
May reduce noise levels outside the DNL 65 dB contour	Yes
Likely not to result in airspace issues	Yes
Likely not to result in capacity issues	Yes

Area of Noise Reduction



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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

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NOISE ABATEMENT Displaced Landing Threshold

Runway 6R

– 2,528 feet from Master
Plan

– Landing Distance
Available (7,486 feet)



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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

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NOISE ABATEMENT Displaced Landing Threshold

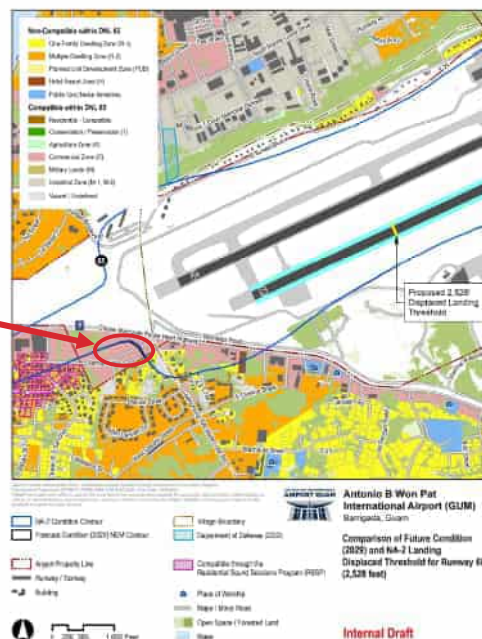
Runway 6R

– No change in noncompatible
housing units

– Aircraft higher on approach

Results	(Yes/No)
Provides Benefit within the DNL 65 dB contour	No
Does not include additional noncompatible land uses	Yes
May reduce noise levels outside the DNL 65 dB contour	Yes
Likely not to result in airspace issues	Yes
Likely not to result in capacity issues	Yes

Area of Noise
Reduction



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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

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NOISE ABATEMENT

Intersection Departures on Runway 6L

Runway 6L

- Aircraft would depart from Taxiway A
 - Takeoff Distance Available (11,014 feet)
 - B747 and B777-300 would still use full length
 - Full length available at pilot request



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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

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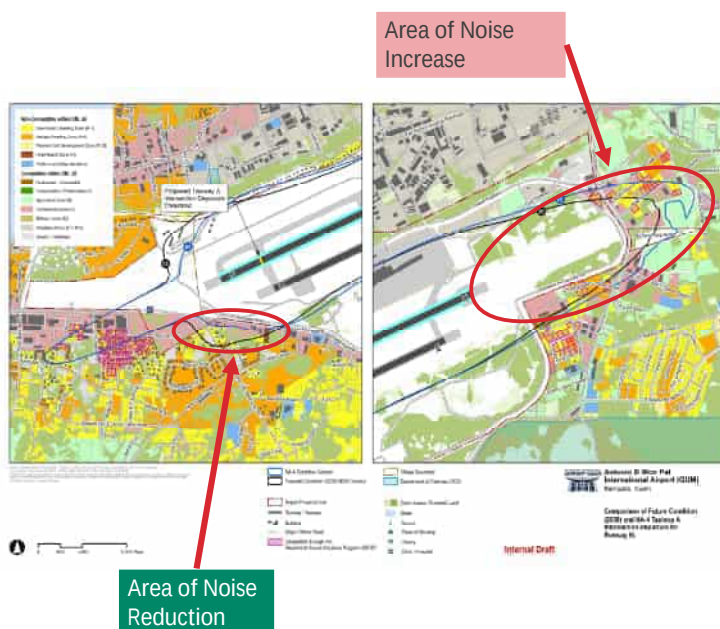
NOISE ABATEMENT

Intersection Departures on Runway 6L

Runway 6R

- Net reduction of 24 noncompatible housing units
- Aircraft lower on departure northeast of airport

Results	(Yes/No)
Provides Benefit within the DNL 65 dB contour	Yes
Does not include additional noncompatible land uses	No
May reduce noise levels outside the DNL 65 dB contour	No
Likely not to result in airspace issues	Yes
Likely not to result in capacity issues	Yes



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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

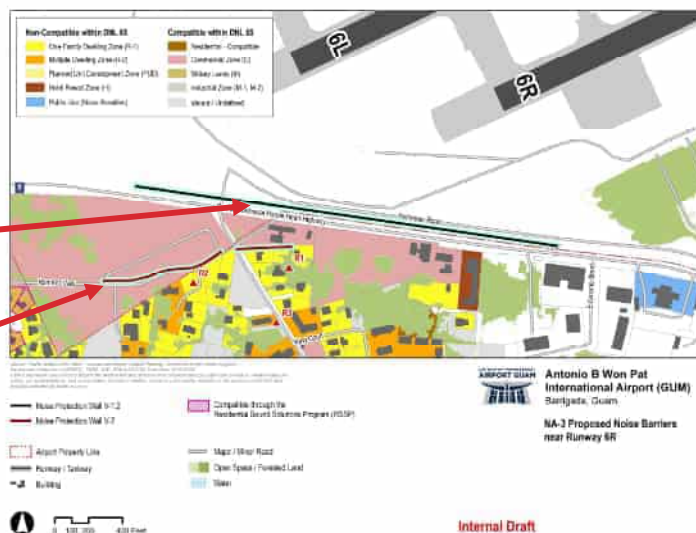
26

NOISE ABATEMENT

Noise Barriers Southwest of Airport

Two Potential Barriers Evaluated

- One Along Route 8 on Airport Property near Runway
- One Along Ramirez Way Partially on Airport Property near residences



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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

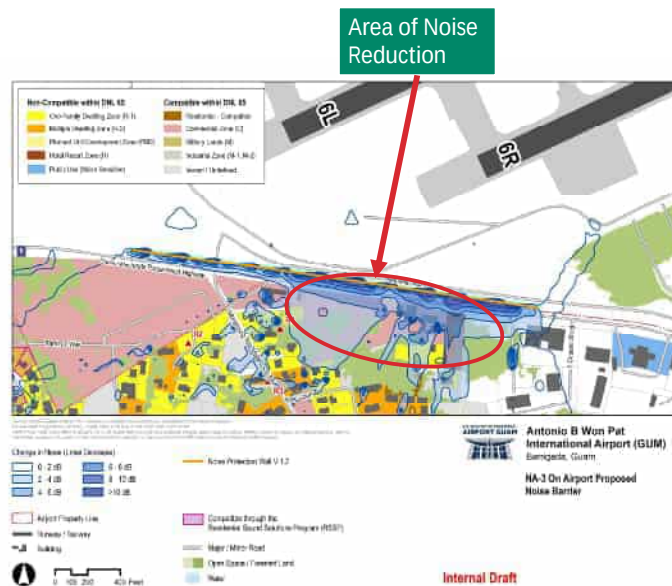
27

NOISE ABATEMENT

Noise Barrier Along Route 8

- Two dB or less reduction near housing units
- Could provide reduction for hotel
- Airspace likely limit length & height of barrier

Results	(Yes/No)
Provides Benefit within the DNL 65 dB contour	No
Does not include additional noncompatible land uses	No
May reduce noise levels outside the DNL 65 dB contour	No
Likely not to result in airspace issues	No
Likely not to result in capacity issues	Yes



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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

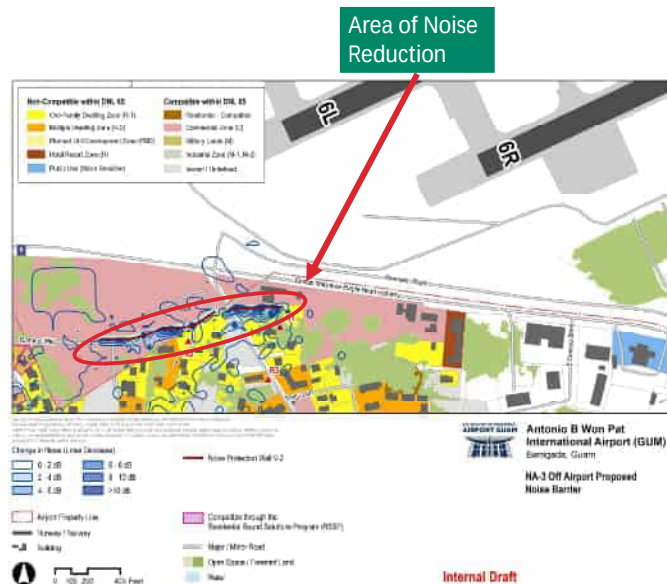
28

Noise Barrier Along Ramirez Way

- Higher reduction only for adjacent housing units
- Airspace likely limit length & height of barrier

Results	(Yes/No)
Provides Benefit within the DNL 65 dB contour	No
Does not include additional noncompatible land uses	No
May reduce noise levels outside the DNL 65 dB contour	No
Likely not to result in airspace issues	No
Likely not to result in capacity issues	Yes

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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

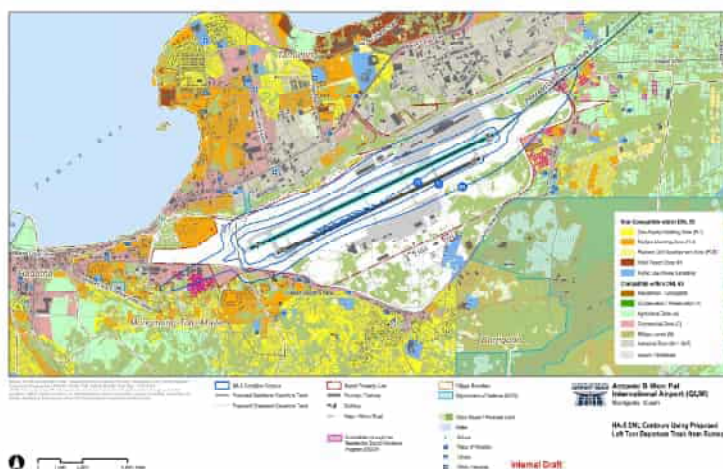
29

NOISE ABATEMENT

Departures on Runway 6L Turn Left

Runway 6L

- Aircraft would turn left after departing from Runway 6L
 - Turn 15 degrees to left to avoid residential areas



NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

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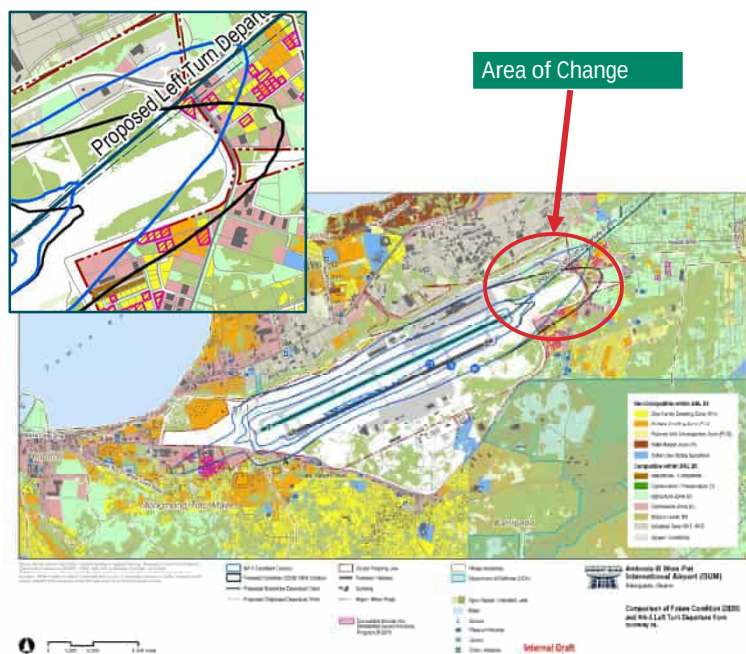
30

NOISE ABATEMENT

Departures on Runway 6L Turn Left

- Net reduction of 12 noncompatible housing units

Results	(Yes/No)
Provides Benefit within the DNL 65 dB contour	Yes
Does not include additional noncompatible land uses	No
May reduce noise levels outside the DNL 65 dB contour	No
Likely not to result in airspace issues	Yes
Likely not to result in capacity issues	Yes



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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

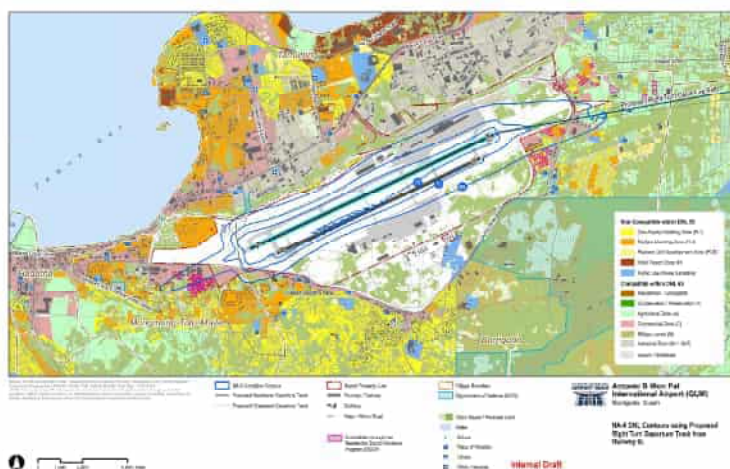
31

NOISE ABATEMENT

Departures on Runway 6L Turn Right

Runway 6L

- Aircraft would turn right after departing from Runway 6L
 - Turn 15 degrees to right to avoid residential areas



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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

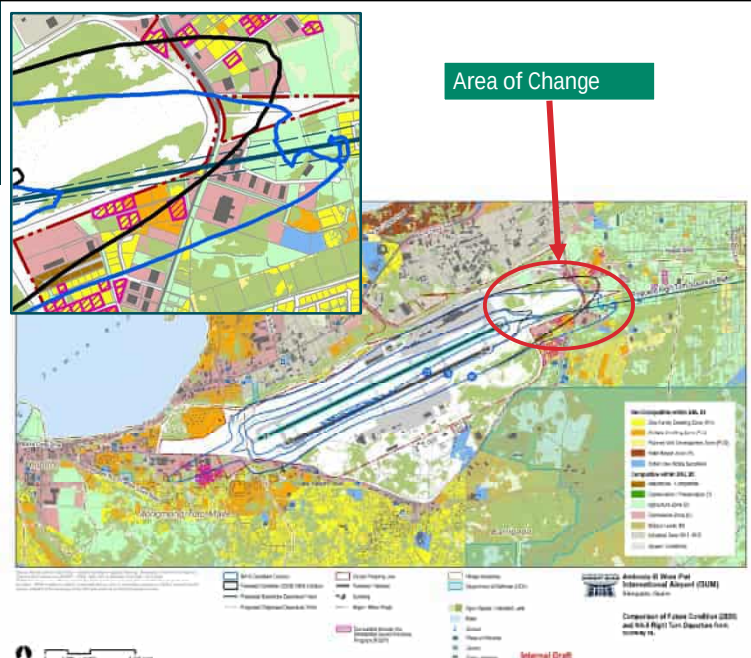
32

NOISE ABATEMENT

Departures on Runway 6L Turn Right

- Net addition of 15 noncompatible housing units

Results	(Yes/No)
Provides Benefit within the DNL 65 dB contour	No
Does not include additional noncompatible land uses	No
May reduce noise levels outside the DNL 65 dB contour	No
Likely not to result in airspace issues	Yes
Likely not to result in capacity issues	Yes



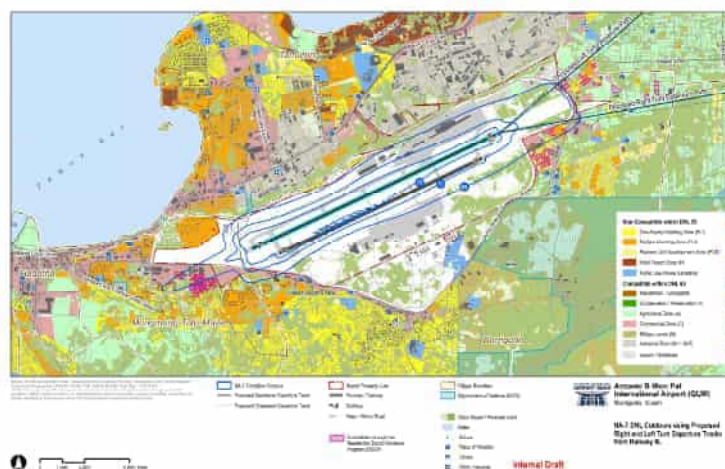
NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

NOISE ABATEMENT

Departures on Runway 6L Turn Left or Right

Runway 6L

- Aircraft would turn left or right after departing from Runway 6L
 - Turn 15 degrees to left or right to avoid residential areas
 - Modeled ½ use on each flight path



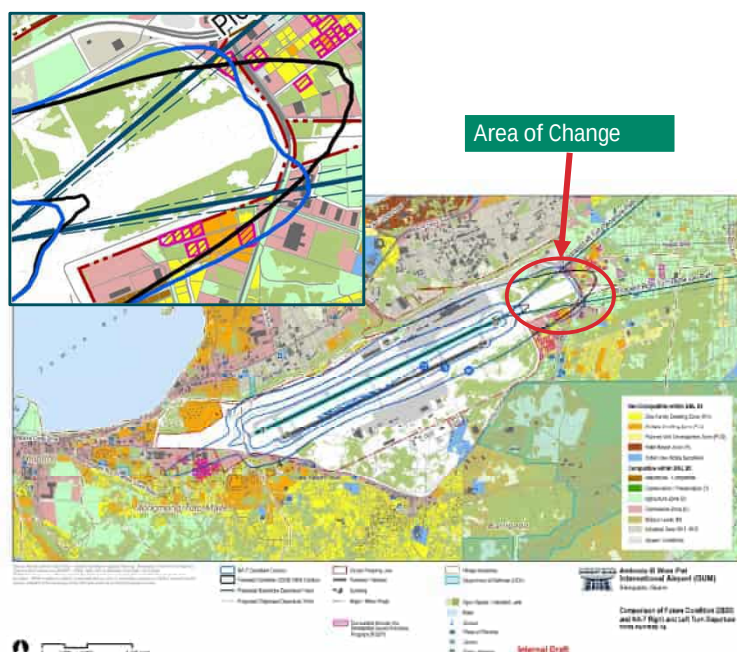
NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

NOISE ABATEMENT Departures on Runway 6L Turn Left or Right

- Net addition of one noncompatible housing units

Results	(Yes/No)
Provides Benefit within the DNL 65 dB contour	No
Does not include additional noncompatible land uses	No
May reduce noise levels outside the DNL 65 dB contour	No
Likely not to result in airspace issues	Yes
Likely not to result in capacity issues	Yes

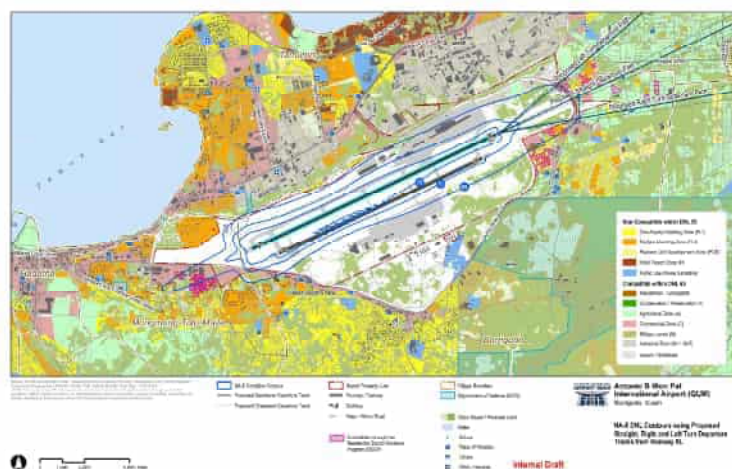
35



NOISE ABATEMENT Departures Use Runway Heading and Right and Left Turns at the End of Runway 6L

- Aircraft would fly runway heading or turn left or right after departing from Runway 6L
 - Turn 15 degrees to the left or right to avoid residential areas
 - Modeled 1/3 use on each path

36



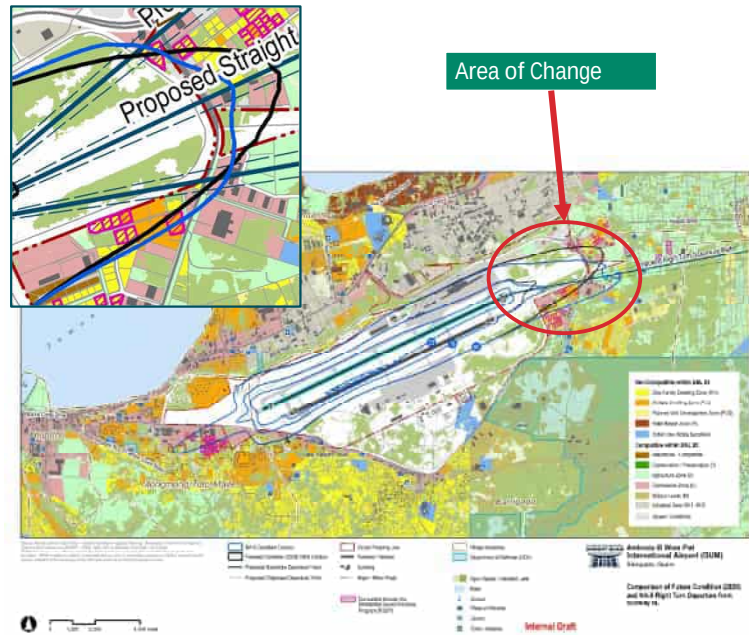
NOISE ABATEMENT

Departures Use Runway Heading and Right and Left Turns at the End of Runway 6L

- Net reduction of one noncompatible housing units

Results	(Yes/No)
Provides Benefit within the DNL 65 dB contour	No
Does not include additional noncompatible land uses	No
May reduce noise levels outside the DNL 65 dB contour	No
Likely not to result in airspace issues	Yes
Likely not to result in capacity issues	Yes

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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

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NOISE ABATEMENT

Aircraft Use Runway 6R/24L at Night

- Night only when operations are reduced
- All arrivals and departures on Runway 6R/24L
 - Except for long-haul operations (Stage lengths greater than 4)



NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

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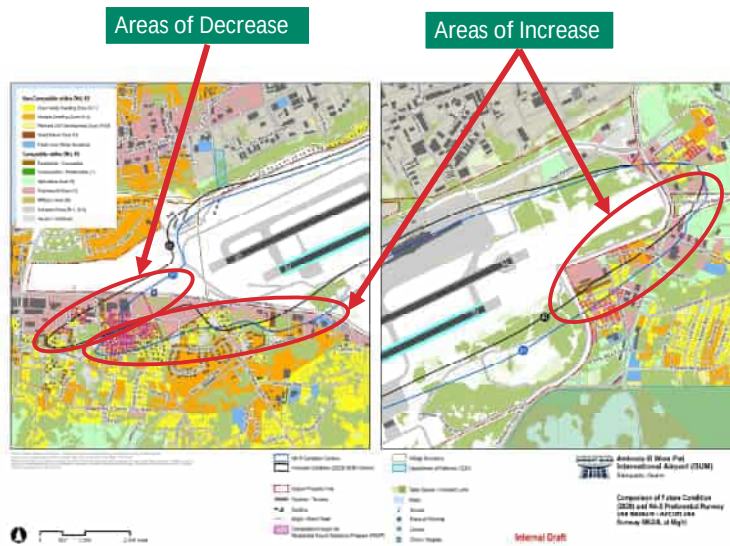
NOISE ABATEMENT

Aircraft Use Runway 6R/24L at Night

- Net reduction of 161 noncompatible housing units

Results	(Yes/No)
Provides Benefit within the DNL 65 dB contour	Yes
Does not include additional noncompatible land uses	No
May reduce noise levels outside the DNL 65 dB contour	No
Likely not to result in airspace issues	Yes
Likely not to result in capacity issues	Yes

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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

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NOISE ABATEMENT

Continue / Modify Existing NCP Measures

- Combine NA-5 and NA-6 from 2003 NCP
 - Noise Abatement Departure Profiles (NADP)
 - Voluntary Measure
 - Recommend as currently in use by Airlines
 - ICAO-A: International Airlines
 - ICAO-B: Domestic Airlines
- Modify NA-13 from 2003 NCP
 - Engine Run-up Recommendations
 - Voluntary Measure
 - Preferred location on airfield for maintenance run ups
 - Recommend heading for idle runups on ramps

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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

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—
Discussion:
Noise Abatement Measures

- PAC recommendations:
 - Measures to proceed with?
 - Measures not to proceed?
 - Additional measures to consider?

- **Purpose of NA measures:** to reduce exposure over noncompatible land uses

Noise Abatement Strategies

- Flight tracks
- Preferential runway use
- Arrival/departure procedures
- Airport layout modifications
- Use restrictions

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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

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Land Use

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Land Use/Mitigation Measures

- There are two types of land use measures
 - Corrective – intended to correct existing noncompatible land uses.
 - Preventive – intended to prevent future noncompatible land uses
- Local jurisdictions typically have implementation and enforcement responsibilities
 - Neither the FAA nor the Airport have control over land uses outside of the Airport boundary
 - Therefore, it is the responsibility of the jurisdiction(s) to obtain and preserve compatible land use around the Airport



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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

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2003 NCP Land Use Measures

Number	Title	Approval Status	Implementation Status	Considerations for 2025 GIAA NCP
LU-1	Amend Local Land Use Plans to Bring Them into conformance with GIAA's Noise Compatibility Guidelines	Approved	Not Implemented	Continue/Modify/Eliminate?
LU-2	Zone for Compatible Land Development	Approved	Not Implemented	
LU-3	Apply Zoning Performance Standards	Approved	Not Implemented	
LU-4	Establish a Public Information Program	Approved	Not Implemented	
LU-5	Revise Building Codes	Disapproved for Part 150	Not Implemented	
LU-6	Dedication of Avigation Easements	Disapproved for Part 150	Not Implemented	
LU-7	Fair Property Disclosure Policy	Approved	Not Implemented	
LU-8	Land Banking	Disapproved for Part 150	Not Implemented	
RLU-1	Acquire Developed Property in Non-Compatible Uses	Approved	Not Implemented	
RLU-2	Property Purchase Guarantee	Approved	Not Implemented	
RLU-3	Part 150 Sound Mitigation Program	Approved	Implemented	Continue

Source: GIAA & HMMH, 2024

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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

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Land Use/Mitigation Measures

– Existing Corrective Measures (For Discussion)

- **RLU-1 Land Acquisition** – Approved under the 2003 Part 150 for noncompatible parcels within the DNL 65 dB. Properties will be converted to compatible use.
 - No properties have been acquired by GIAA
- **RLU-2 Property Purchase Guarantee** - Approved under the 2003 Part 150 for noncompatible parcels within the DNL 65 dB. Properties will be acquired, mitigated and returned to residential use.
 - No properties have been acquired by GIAA
- **RLU-3 Sound Insulation** – Approved under 2003 Part 150 for noncompatible parcels (residential, schools, public buildings) within the DNL 65 dB.
 - 183 single family houses and 24 multifamily buildings with 59 units have been acoustically treated

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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

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Land Use/Mitigation Measures

Potential Preventive Measures Additional Measures for Consideration

- Real Estate Disclosures
 - Mechanism for informing buyers of property in airport vicinity about aircraft noise (providing “disclosure”)
 - Requirement that sellers and/or real estate brokers must inform buyers
 - Part of the sales agreement
 - Disclosure of this type is generally enacted at the county or state level
 - Applicable to properties within a specific noise contour or within a certain distance from an airport

STATE OF FLORIDA
COUNTY OF SANTA ROSA

Airport Zone Disclosure Form

ATTENTION: Pursuant to Santa Rosa County Ordinance 2005-07, any owner of residential property who sells or leases that property is required to disclose to buyers or lessees (for leases that run for more than seven (7) months) if the property is located, in whole or in part, within a Public Airport Notification Zone or a Military Airport Notification Zone, and any other designated areas, as defined by the Santa Rosa County Comprehensive Plan and Land Development Code, and that said property may be subject to varying degrees of accident potential, noise, and other impacts from operations conducted at or about military airfields, airports, or installations, or public airports. This disclosure must be attached to the contract of sale or the lease agreement. The Seller or Lessor must provide a completed copy of this disclosure after closing of the sale or commencement of the lease to the Naval Air Station Whiting Field Aviation Planning Office, Operations Code 31, Room 110, 7550 USS Essex Street, Milton, Florida 32579-6155 (fax: 850-423-7904, e-mail: zndb@nawf.mil).

To be completed by Seller/Lessor:

Street Address of Property: _____
Parcel Identification Number of Property: _____
Public or Military Airfield: _____

This property also lies, in whole or in part, within an area(s) designated as a(n):
Public/Military Airport Zone _____ Accident Potential Zone 1 _____
Clear Zone/Ramway Protection Zone _____ Accident Potential Zone 2 _____
Noise Zone 55 decibels or greater _____ Public/Military Airport Influence Area _____
Eglin Notification Zone _____

CERTIFICATION

As to Seller/Lessor:
Seller/Lessor: _____ Printed Name: _____ Date: _____
Seller/Lessor: _____ Printed Name: _____ Date: _____
Sales Agent: _____ License Number: _____
(Date Agent/Seller must sign if involved in the transaction)

As to Buyer/Lessor:
Buyer/Lessor: _____ Printed Name: _____ Date: _____
Buyer/Lessor: _____ Printed Name: _____ Date: _____
Sales Agent: _____ License Number: _____
(Date Agent/Buyer must sign if involved in the transaction)

This form must be affixed to the contract of sale or lease agreement.
Failure to complete this form and follow the provisions of Ordinance 2005-07 and the Santa Rosa County Land Development Code could subject a property owner and/or sales agent to penalties or fines as set forth in the laws and ordinances of Santa Rosa County. For more information regarding the designated areas listed above, the possible impacts due to the proximity of public or military airports, and the requirements of Ordinance 2005-07, contact the Santa Rosa County Department of Community Planning, Zoning, and Development at 850-961-7071 (web site: <https://www.santarosa.fl.gov/175/Planning-Zoning/>).

Revised 1/24/2019

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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

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Land Use/Mitigation Measures

Potential Preventive Measures Additional Measures for Consideration

- Adjust Building Codes
 - Intended to raise minimum building standards in vicinity of an airport
 - Intended to promote compatible land uses in airport vicinity
- Comprehensive Land Use Planning
 - GIAA and DLM would participate in land use planning efforts
 - Intended to prevent noncompatible land uses from being developed in airport vicinity
 - Airport Noise Overlay District (possible)



North and Central Guam Land Use Plan
Division of Statistics and Plans • Government of Guam • September 2008



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Land Use/Mitigation Measures

Potential Corrective Measures Additional Measures for Consideration

- Easement Acquisition
 - Airport purchases avigation easement from property owner
 - Easement is attached to the property deed in perpetuity
 - No change in land use
- Sales Assistance and/or Purchase Assurance Program
 - Owners wishing to relocate outside the DNL 65 dB area are provided with technical and financial assistance in the sale of their home or able to sell their property directly to the Airport in exchange for an avigation easement
 - Property is made compatible and resold on open market
 - Possible change in land use

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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

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Discussion:
Land Use Measures

- PAC recommendations:
 - Measures to proceed with?
 - Measures not to proceed?
 - Additional measures to consider?

- **Purpose of NA measures:**
 - Corrective – to correct existing noncompatible land uses.
 - Preventive – to prevent future noncompatible land uses



A graphic with a dark teal background featuring a faint image of an airplane. In the center is a dark teal circle containing the text "Schedule and Meeting Topics" in a light green font.

Schedule and Meeting Topics

Proposed Schedule

We are here!

Note: Schedule is subject to change

Meeting / Activity	Purpose	Anticipated Time Frame
Kick-Off Meeting with GIAA and the Part 150 Team	Define organizational and procedural matters and public outreach, review and refine scope and schedule details.	July 25, 2023
1 st Planning Advisory Committee Meeting	Introduction to Part 150, discuss stakeholder roles, identify issues of concern	November 8, 2023
2 nd Planning Advisory Committee Meeting	Discussion on aviation forecasts, noise modeling results and presentation of the draft NEM Update	May 22, 2024
NEM Public Comment Period and 1 st Public Workshop	Overview of Part 150 process, Noise Modeling, Noise Exposure Maps, Introduction to NCP, NEM thirty-day public comment period	November 2024
3 rd Planning Advisory Committee Meeting	2 nd Round results of the proposed Noise Abatement Measures, Land Use and Program Management measures.	November 2024
GIAA to Submit Final NEM to FAA	GIAA submits final updated NEM to FAA for review and acceptance. Respond to FAA questions as needed	January 2025
2 nd Public Workshop (virtual)	Review Proposed Noise Compatibility Program measures	April 2025
4 th Planning Advisory Committee Meeting	Noise modeling results and presentation of the draft NCP Update	April 2025
NCP Public Comment Period, 3 rd Public Workshop, and NCP hearing	NCP thirty-day public comment period and third Public Workshop and NCP Hearing.	September 2025
GIAA to Submit Final NCP to FAA	GIAA submits final updated NCP to FAA for review and approval. Respond to FAA questions as needed.	December 2025

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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

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Project Contacts

Project Contacts:

GIAA

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671-646-0300

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HMMH Robert Mentzer

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339-234-8703

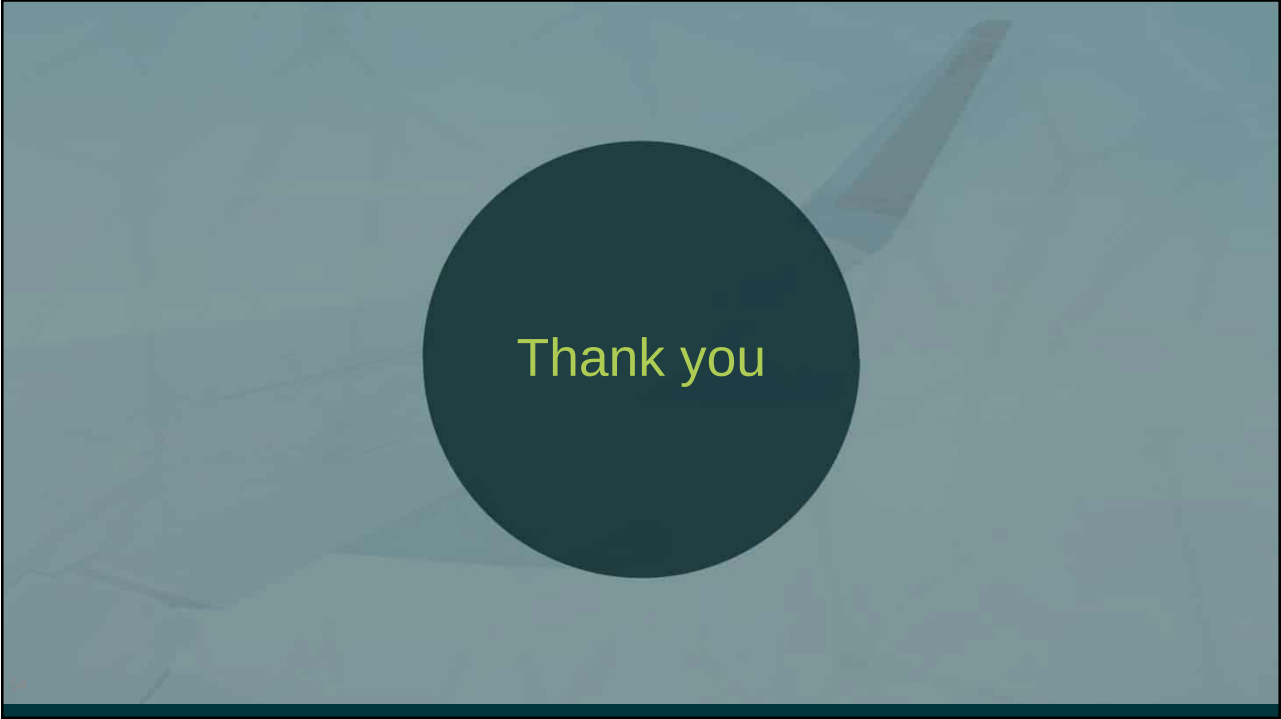
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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

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Wrap Up

- Next PAC meeting:
 - **Target Date: April 2025**
- Location: (Virtual)
- Primary topics:
 - Noise Compatibility Program update process
 - Strategies to address non-compatible land uses identified in the NEM
 - Noise abatement strategies
 - Land use strategies
 - Program management strategies



Thank you

C.1.2 Planning Advisory Committee No. 4 - March 14, 2025

Meeting Minutes

Meeting name

GUM Part 150 Study – Planning Advisory Committee Meeting #4

Subject

Project Update

Attendees

See Table Below

Meeting date

3/14/2025 (Guam)

Time

9:00am-11:00am (Guam)

Location

Microsoft Teams Meeting

Project name

GUM, 14 CFR Part 150 Noise Compatibility Study and Update to Noise Exposure Maps

Project number

GIAA-S23-002

AECOM project number

60709218

Prepared by

G. Mayer

Meeting Attendees

Name	Organization
Audie Artero	A.B. Won Pat International Airport Authority, Guam (GIAA)
Pete Camacho	A.B. Won Pat International Airport Authority, Guam (GIAA)
Trini Cotelesse	A.B. Won Pat International Airport Authority, Guam (GIAA)
Rolenda Faausuamalie	A.B. Won Pat International Airport Authority, Guam (GIAA)
John Quinata	A.B. Won Pat International Airport Authority, Guam (GIAA)
Dafne Shimizu	A.B. Won Pat International Airport Authority, Guam (GIAA)
Matt Atkinson	AECOM
Lynn Keeley	AECOM
Greg Mayer	AECOM
Chris Anderson	Andersen Air Force Base (AAFB)
Celine Cruz	Guam Department of Land Management
Kevin Nishimura	Federal Aviation Administration (FAA)
Lee Webber	Federal Aviation Administration (FAA)
Bob Mentzer	HMMH
Gene Reindel	HMMH
Frank Santos	Transportation Management Group (TMG), Guam
Fred Tupaz	Transportation Management Group (TMG), Guam
Caleb Choge	United Airlines

The project team started the meeting.

GIAA Executive Manager John Quinata gave an opening statement to the group by thanking the Planning Advisory Committee (PAC) members for their contributions thus far, thanking the project team for their efforts, and highlighting the topics of what has been done and what will be discussed in today's PAC meeting.

Lynn Keeley reviewed the members of the Airport, the project team, and the PAC members and the organizations they belong to. She also reviewed that the roles and responsibilities of PAC members is to review study inputs, assumptions, analyses, documentation, etc. and give their input, advice, and guidance related to Noise Exposure Map (NEM) and Noise Compatibility Program (NCP) development.

The members on the call provided introductions, the company they work for, and identified what their role as a PAC member or project team member is in terms of the Part 150 Study.

Bob Mentzer gave a status update on the NEM. He mentioned that the NEM was submitted to the FAA in January 2025 and the FAA is currently reviewing the NEM document to determine whether it meets the requirements of Part 150. The project team anticipates the FAA acceptance of the NEM in the Spring of 2025.

Bob then reviewed the study process and mentioned that we are at the “Develop NCP” step in the process. The project team has developed several noise abatement strategies, land use strategies, and programmatic strategies that will be discussed during this meeting. Gene Reindel added that any measures that GIAA recommends for the NCP will need to be approved or disapproved for purposes of Part 150 by the FAA.

Bob reviewed the purpose of the NCP and gave an overview of the three major categories of NCP actions:

1. Noise abatement measures (to address noise from the source)
 - Examples of strategies that the project team reviewed includes, but are not limited to flight tracking, modifying the Airport layout, and preferential runway use
2. Land use measures (to correct or prevent incompatible land use)
 - Examples of strategies that the project team reviewed includes, but are not limited to land acquisition, sound insulation, and aviation easements
3. Program management/administrative measures (to implement the program and monitor its effectiveness)
 - Examples of strategies that the project team reviewed includes, but are not limited to implementation, reporting, NEM updating, and NCP revising

Bob stated that the first round of noise abatement measures was presented and reviewed during PAC Meeting #3. After the stakeholder and PAC member review and comment period, three measures moved forward to the second round of evaluations. These included:

1. Runway 6L Intersection Departures
2. International Civil Aviation Organization (ICAO) – A departure profiles for all departures
3. Runway 6R arrivals at night (modified based on comments)

Intersection Departures on Runway 6L

This measure would have aircraft depart Runway 6L from the Taxiway A/Runway 6L intersection; however the B747 and B777-300 would still use the full Takeoff Distance Available (TODA) and the full runway would be available based on pilot request

Noise Abatement Departure Profiles

This measure would reduce the amount of noise at the departure ends of the runways by having the domestic airlines adopt the ICAO-A departure procedure as it was determined that a majority of the international airlines already use this departure procedure at the Airport.

Aircraft Use Runway 6R/24L for Arrivals at Night

This measure would have aircraft use Runway 6R/24L for nighttime arrivals ONLY (as use of this runway for nighttime departures was previously not recommended). This would be utilized when operations are reduced.

Bob stated that these noise abatement measures were used to generate a revised 2029 NEM. With the revised NEM, there would be a net reduction of 191 noncompatible housing units, still leaving 60 noncompatible housing units within the 65DNL contour. There would be a decrease of noncompatible housing units off of the Runway 6L end with a slight increase of noncompatible housing units off of the Runway 6R, 24L, and 24R ends. A majority of the new noncompatible housing units off of the Runway 6R end were already mitigated through the Airport’s previous Residential Sound Solutions Program (RSSP).

Chris Anderson asked about a previously introduced measure regarding runway thresholds to which the project team confirmed that it was not recommended to be considered as a part of the NCP, but it is ultimately up to the Airport to determine if they want a runway threshold measure moving forward.

Caleb Choge asked if the measure regarding the ICAO-A departure procedure would be looked at as a standard or recommendation. Gene stated that it would be a recommendation (and a preference), but not a requirement or standard. Gene also emphasized that United Airlines does use this procedure at other airports.

In terms of land use measures, Gene explained that there are two types of land use measures: corrective (intended to correct existing noncompatible land uses) and preventive (intended to prevent future noncompatible land uses). He emphasized the importance of the local jurisdictions as neither the FAA nor the Airport have control over land uses outside of the Airport boundary. The project team plans to meet with local jurisdictions next month to review the land use mitigation measures considered for the NCP.

Gene reviewed the land use mitigation measures from the 2003 NCP. This included eight preventive land use measures and three corrective land use measures. Of the 11 measures, the only measure that was implemented was the RSSP which has sound mitigated 242 housing units.

Next, Gene introduced the land use strategies developed for NCP consideration. He explained that corrective and preventive strategies are being recommended for consideration thus far.

Land Use Rezoning (Corrective)

This measure would work to support homeowners with rezoning their property from residential to a different use (i.e. commercial, industrial) that would be considered compatible with airport operations. Encourages future compatible land use.

Land Acquisition (Corrective)

This measure would seek to acquire land near the Airport boundary and within the 65 Day Night Average Sound Level (DNL) contour. This would result in the purchased land becoming Airport property to either resell or maintain as compatible airport property.

Sound Insulation (Corrective)

This measure would essentially continue the RSSP by mitigating noncompatible homes within the 65 DNL contour.

Airport Noise Overlay (Preventive)

In this measure, the Airport would work in conjunction with local jurisdictions to create an Airport Noise Overlay Zone. Any proposed development within the Airport Noise Overlay Zone would be reviewed by the Airport and commented on regarding the compatibility to aircraft operations and noise.

Sound Insulation Standards for building codes (Preventive)

This would be applicable to areas within the 60DNL contour where additional sound insulation for noise-sensitive structures would be required.

No new noise sensitive development (Preventive)

New noise-sensitive development within the 65 DNL contour would be restricted.

There were no questions related to the proposed land use measures.

Next, Gene reviewed the four Programmatic Measures from the 2003 NCP. He stated that none of these measures were implemented.

Five program management strategies were developed for consideration for the current NCP. These include a/an:

Aircraft Noise Program Staff Member

This measure would employ one staff position to support the implementation and monitoring of the FAA-approved Noise Compatibility Program measures (currently no one at GIAA staffed to do this).

Land Use Advisory Committee

This measure would establish an advisory committee with GIAA and local land use agencies that would meet quarterly to discuss land use issues and solutions related to noise-sensitive development around the Airport.

Noise Abatement Signage on the Airfield

This measure would work on installing signage on the airfield to request aircraft depart using the ICAO-A (NADP-1) noise abatement departure profile or other noise program elements pilots should know about operating quietly.

Noise Measurement Program

This measure considers a one-time noise measurement program to collect noise measurements of Airport operations. The program would be at least seven days and would occur at multiple measurement locations in residential areas as determined by GIAA.

Part 150 Updates

This measure would update the NEM in accordance with FAA guidance and update the NCP when the existing program no longer adequately addresses the noncompatible land uses.

There were no questions related to the proposed program management measures.

Next, Lynn reviewed the proposed schedule. She mentioned that there would be one more PAC meeting to review the draft NCP and the public outreach program. The PAC Meeting, alongside the second public workshop and the NCP hearing would all take place in the Fall of 2025 and would be in-person, in Guam. The public hearing would also open up a 30-day NCP public comment period. Once those meetings have concluded and the NCP public comments have been addressed, GIAA will submit the final NCP to the FAA (anticipated December 2025).

Chris asked if the slides from this meeting will be available. Lynn confirmed that they would be along with the meeting minutes. Chris also wanted to confirm that none of the recommended measures include modifying either of the runway lengths. Gene confirmed that is true and that there is no interest from GIAA to shorten the useable length of the runways. Gene also explained that all of the measures (considered and not considered) would be documented in the final report.

In terms of the land use measures, Celine Cruz mentioned that she did have some ideas on how to incorporate some of the land use measures and is looking forward to meeting with the project team to review some of those measures in more detail.

Bob added that the meeting invitation for this meeting included a draft of Working Paper No. 5 which detailed the land use measures that were discussed tonight. He requested that the PAC members review that document and to provide any comments within the next three weeks.

The project team ended the meeting.



NOISE COMPATIBILITY PLANNING STUDY

Antonio B. Won Pat
International Airport

Planning Advisory Committee Meeting #4
March 14th, 2025



Agenda

- Introductions
- Roles and Responsibilities
- Status of Noise Exposure Map
- Part 150 and NCP Overview
- Noise Abatement Measures (Potential-revisited)
- Land Use Measures (Potential)
- Program Management Measures (Potential)
- PAC Member Discussion
- Wrap-up

NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

Introductions – Study Team

Antonio B. Won Pat International Airport



**A.B. WON PAT INTERNATIONAL
AIRPORT GUAM**

A. B. Won Pat International Airport Authority,
Guam (GIAA)

John M Quinata, Executive Manager

Dr. Ricky Hernandez, Deputy Executive Manager

Audie Artero, GIAA Project Manager



Transportation Management Group

Frank Santos
Fred Tupaz

Project Team



Lynn Keeley
Project Manager

Matt Atkinson
Project Director

Greg Mayer
Airport Planner



Bob Mentzer
Technical Lead -
Aircraft Noise
Analysis

Gene Reindel
Technical Lead -
FAR Part 150



**EM Chen &
Associates**

Alan Chen
Local Project
Manager

NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

Introductions – Planning Advisory Committee (PAC)

 FAA ADO Management Gordon Wong Carlos Salas	 FAA Air Traffic Control Tower Tim Cornelison	 Lloyd Baker	 Joseph M. Borja
 FAA ADO Staff Kandyce Watanabe, P.E. Kevin Nishimura Ryan Castillo	 Errol Lee Inam Amanullah	 Zeus Villaforte	 Andersen Air Force Base Chris Anderson Gino Pangilinan
	 Robert Navarro	 Yxel Espina	

NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

ROLES AND RESPONSIBILITIES

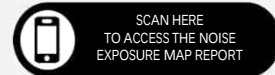
Part 150 Study

Airport / GIAA	FAA	Consultant Team	PAC
– Project sponsor – Certification that documentation is true and accurate – Recommends measures to address noncompatible land uses	– Certification that the documentation meets federal regulations and guidelines – Approval of Airport-recommended guidelines	– Overall project management, documentation, and outreach – Aircraft noise analysis and abatement planning – Noise compatibility analysis and planning – Aviation forecast and airfield analysis	– Review study inputs, assumptions, analyses, documentation, etc. – Input, advice, and guidance related to NEM & NCP development
			Public
			– Provide input on study during comment period – Review public draft documents

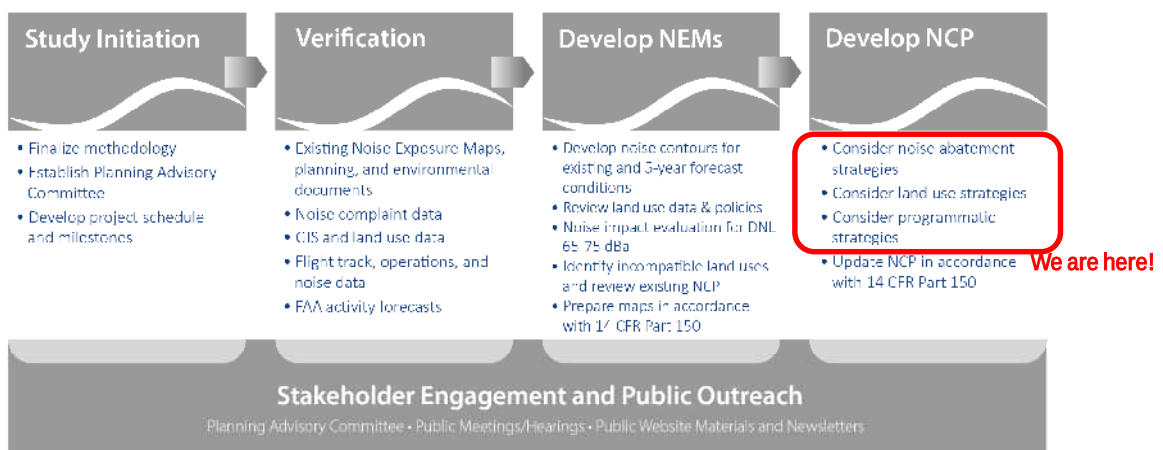
NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

Status Update on the Noise Exposure Map (NEM)

- Noise Exposure Map submitted to FAA in January 2025
- FAA reviewing NEM document to determine whether it meets the requirements of Part 150, specifically 14 CFR Part 150
- Anticipate FAA acceptance of the NEM this spring



PART 150 OVERVIEW Study Process





Noise Compatibility Program

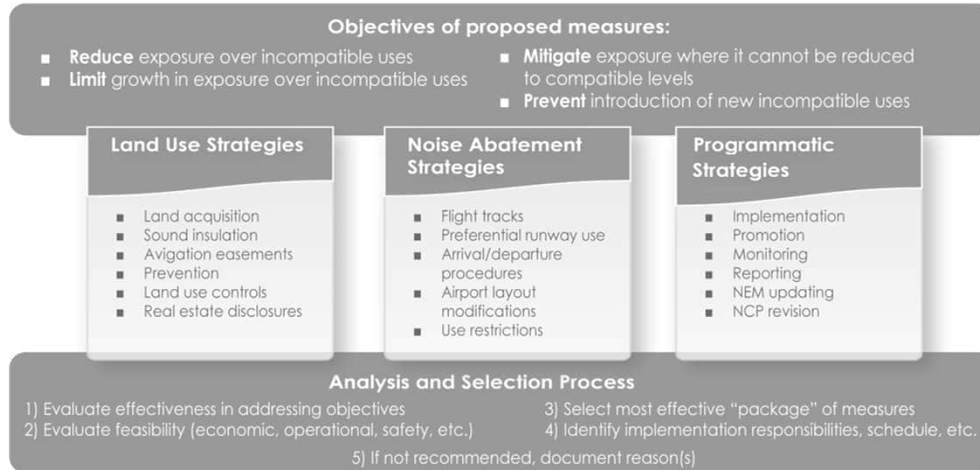
PART 150 OVERVIEW

Noise Compatibility Program

- NCP must address three major categories of recommended actions
 1. Noise abatement measures
 2. Compatible land use measures
 3. Program management/administrative measures
- FAA *accepts* NCP as compliant with Part 150 standards
- FAA reviews and *approves* or *disapproves* recommendations as compliant with Part 150 standards on a measure-by-measure basis

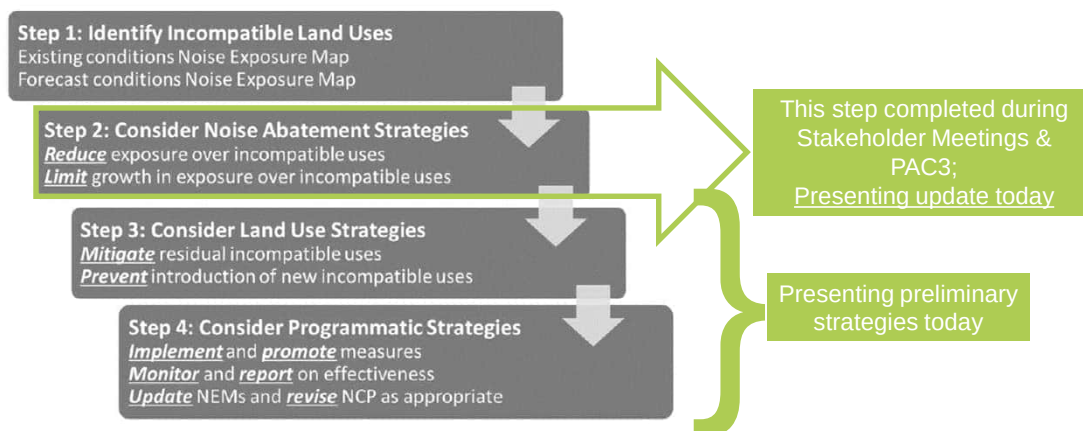
PART 150 OVERVIEW

NCP Categories



PART 150 OVERVIEW

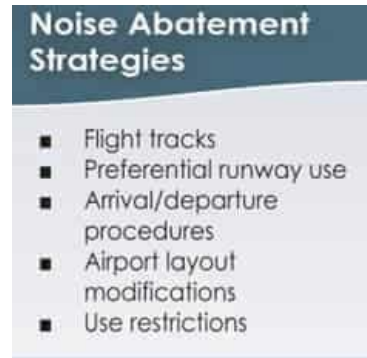
Noise Compatibility Program Development



PART 150

Noise Compatibility Program

- First round Noise Abatement Measures
 - Discussed during May 2024 Stakeholder meeting
 - Presented and reviewed during PAC3
- Stakeholders and the PAC provided comments
 - Three measures moved forward to the second round of evaluations:
 1. Runway 6L – Intersection Departures
 2. ICAO-A – departure profiles for all departures
 3. Runway 6R – for arrivals at night
 - These three measures were combined to prepare a draft NCP DNL contour (possibly as an updated Forecast NEM to submit with the NCP)



NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

NOISE ABATEMENT

1. Intersection Departures on Runway 6L

Runway 6L

- Aircraft would depart from Taxiway A
 - Takeoff Distance Available (11,014 feet)
 - B747 and B777-300 would still use full length
 - Full length available at pilot request

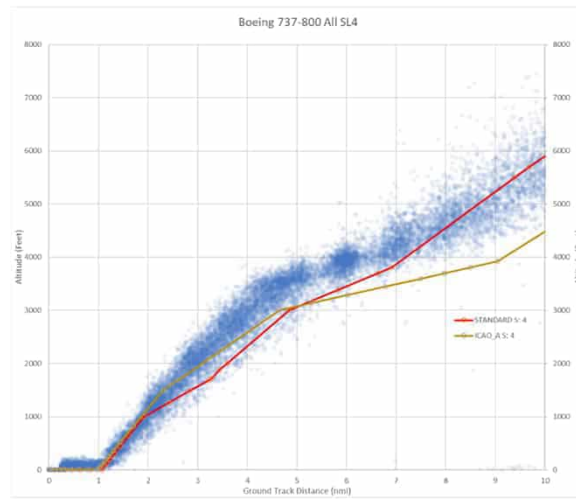


NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

NOISE ABATEMENT

2. Noise Abatement Departure Profiles

- Noise Abatement Departure Profiles (NADP)
- Voluntary Measure
- ICAO-A: International Airlines already use
- Domestic Airlines would need to adopt ICAO-A.



NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

NOISE ABATEMENT

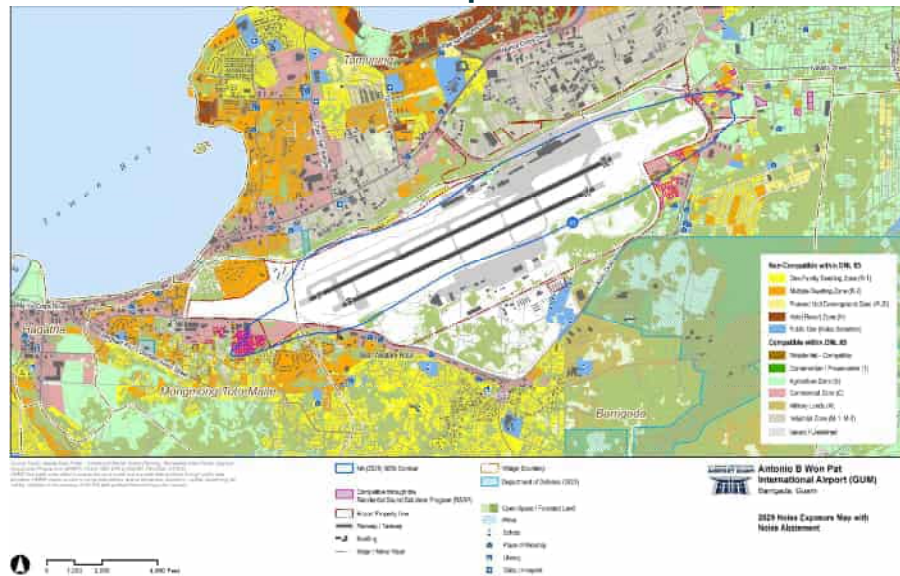
3. Aircraft Use Runway 6R/24L for Arrivals at Night

- Night only when operations are reduced
- All arrivals use Runway 6R/24L



NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

2029 Draft Noise Exposure Map With Noise Abatement Measures Implemented

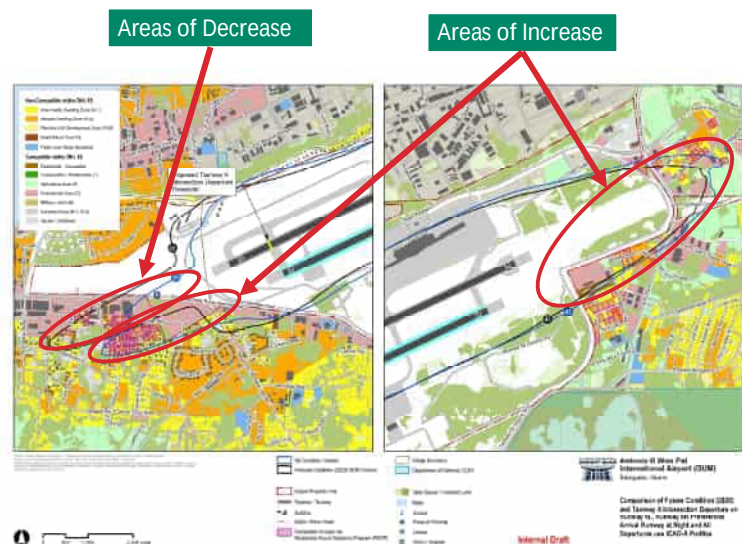


NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

NOISE ABATEMENT Combined NCP Measure

- Net reduction of 191 noncompatible housing units
- 60 noncompatible housing units

Results	(Yes/No)
Provides Benefit within the DNL 65 dB contour	Yes
Does not include additional noncompatible land uses	No
May reduce noise levels outside the DNL 65 dB contour	No
Likely not to result in airspace issues	Yes
Likely not to result in capacity issues	Yes



NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

Land Use Strategies

Land Use/Mitigation Measures

- There are two types of land use measures
 - Corrective – intended to correct existing noncompatible land uses.
 - Preventive – intended to prevent future noncompatible land uses.
- Local jurisdictions have responsibilities
 - Neither the FAA nor the Airport have control over land uses outside of the Airport boundary.
 - Therefore, it is the responsibility of the jurisdiction(s) to implement and enforce land use standards outside the airport boundary.

Land Use Strategies

- Land acquisition
- Sound insulation
- Avigation easements
- Prevention
- Land use controls
- Real estate disclosures

2003 NCP LAND USE MEASURES

- Eight (8) preventive land use (LU) measures
- Three (3) corrective (remedial) land use (RLU) measures
- One (1) measure implemented
 - Residential Sound Solution Program (RSSP)
 - 242 housing units treated

	Name	Approval Status	Implementation Status
LU-1	Amend Local Land Use Plans	Approved	Not implemented
LU-2	Zone for Compatible Land Development	Approved	Not implemented
LU-3	Apply Zoning Performance Standards	Approved	Not implemented
LU-4	Establish a Public Information Program	Approved	Not implemented
LU-5	Revise Building Codes	Disapproved for Purposes of Part 150	Not implemented
LU-6	Dedication of Avigation Easements	Disapproved for Purposes of Part 150	Not implemented
LU-7	Fair Property Disclosure Policy	Approved	Not implemented
LU-8	Land Banking	Disapproved for Purposes of Part 150	Not implemented

	Name	Approval Status	Implementation Status
RLU-1	Acquire Developed Property in Non-Compatible Uses	Approved	Not implemented
RLU-2	Property Purchase Guarantee	Approved	Not implemented
RLU-3	Part 150 Sound Mitigation Program	Approved	Implemented

NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

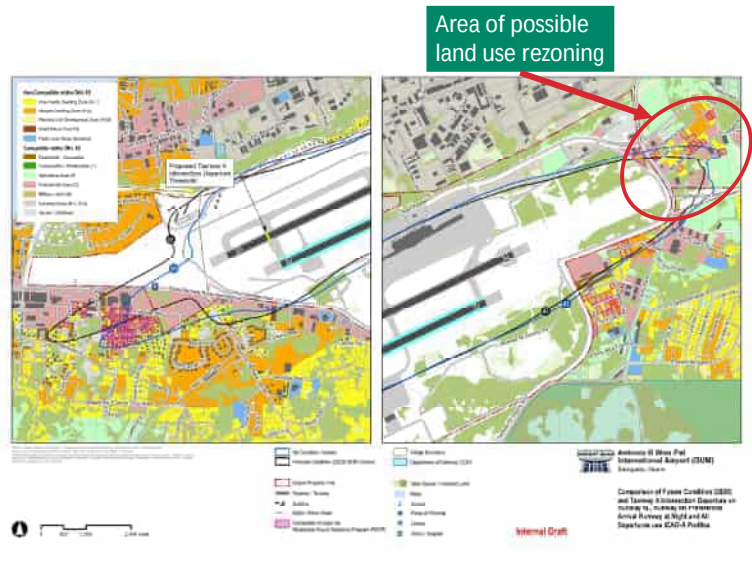
Land Use Strategies for Consideration (as identified in Working Paper 5)

- Corrective Strategies (3)
 - Land Use Rezoning
 - Land Acquisition
 - Sound Insulation
 - Avigation Easements
 - Home Sales Assistance
- Preventive Strategies (3)
 - Airport Noise Overlay Zone
 - Sound Insulation Standards for Building Codes
 - Airport Inclusion in Land Use Planning
 - Real Estate Disclosures
 - Land Banking

NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

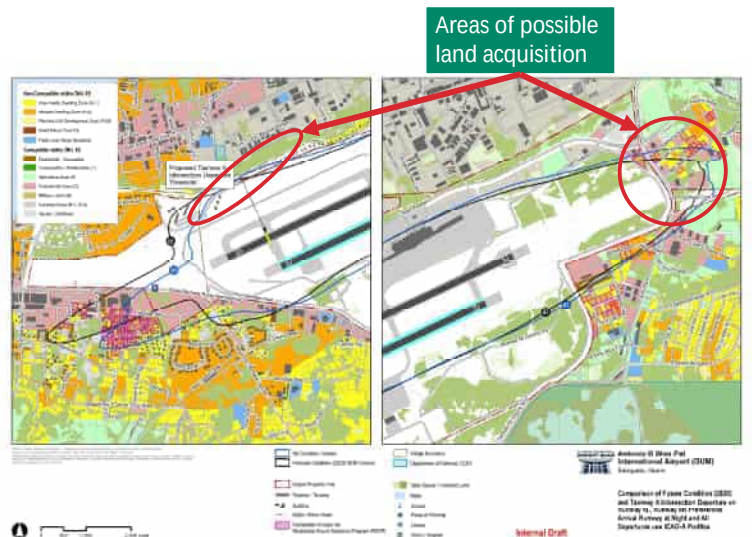
LAND USE REZONING

- Provide funding to support property owners with rezoning noncompatible land use into compatible use
 - May increase property value for sale to non-noise-sensitive developer
- Encourages future compatible land use
- Some locations are better suited than others



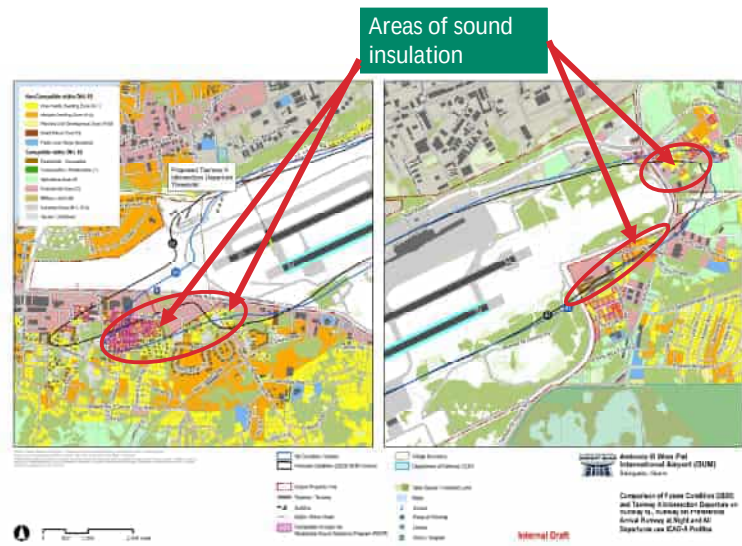
LAND ACQUISITION

- Acquire noise-sensitive land uses near the airport boundary and within the 65 DNL contour
- Transition the property to:
 - Airport property
 - Compatible non-Airport property



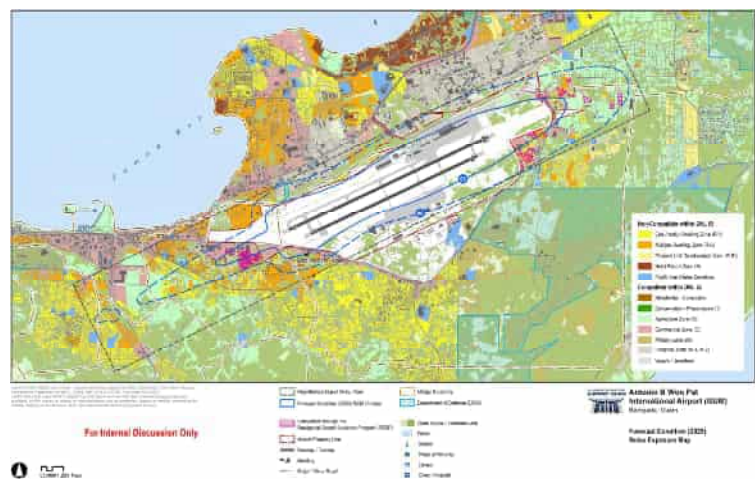
SOUND INSULATION

- Continue the Residential Sound Solutions Program to:
 - Mitigate the interior of the noise-sensitive structures and provide a compatible interior with noise from aircraft arrivals



AIRPORT NOISE OVERLAY AND SOUND INSULATION STANDARDS

- Preventive strategy to restrict noise-sensitive development
- Figure shows three zones
 - 1. Rectangle area could be the area that proposed development is reviewed by the Airport
 - 2. 60 DNL contour could be the area that requires additional sound insulation for noise-sensitive structures
 - 3. 65 DNL contour could be the area that restricts new noise-sensitive development



Potential Programmatic Measures

2003 NCP PROGRAM MEASURES

- Four (4) program management (PM) measures
- No PM measures implemented

	Name	Approval Status
PM-1	Noise Compatibility Staff	Approved
PM-2	Noise Advisory Committee	Approved
PM-3	Noise Monitoring Equipment	Approved
PM-4	Flight Track Systems	Approved

Program Management Strategies for Consideration

- Program Management Strategies (5)
 - **Aircraft Noise Program Staff**
 - Employ one staff position to support the implementation and monitoring of the Airport-recommended Noise Compatibility Program measures
 - **Land Use Advisory Committee**
 - Establish an advisory committee with GIAA and land use agencies that meets quarterly to have an exchange of information and discuss land use issues and solutions related to noise-sensitive development around the Airport
 - **Noise Abatement Signage on Airfield**
 - Install signage on the airfield requesting aircraft depart using the ICAO-A (NADP-1) noise abatement departure profile and state any other noise program elements pilots should know about operating quietly at GIAA
 - **Noise Measurement Program**
 - A one-time noise measurement program to collect noise measurements of airport operations. The program will be at least seven days at multiple measurement locations in residential areas determined by GIAA.
 - **Part 150 Updates**
 - Update the NEM in accordance with FAA guidance to support the continued receipt of federal grants to implement the GIAA noise program
 - Update the NCP when the existing program no longer adequately addresses the noncompatible land uses

NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

Schedule and Meeting Topics

Proposed Schedule

We are here!

Note: Schedule is subject to change

Meeting / Activity	Purpose	Anticipated Time Frame
Kick-Off Meeting with GIAA and the Part 150 Team	Define organizational and procedural matters and public outreach, review and refine scope and schedule details.	July 25, 2023
1 st Planning Advisory Committee Meeting	Introduction to Part 150, discuss stakeholder roles, identify issues of concern	November 8, 2023
2 nd Planning Advisory Committee Meeting	Discussion on aviation forecasts, noise modeling results and presentation of the draft NEM Update	May 22, 2024
NEM Public Comment Period and 1 st Public Workshop	Overview of Part 150 process, Noise Modeling, Noise Exposure Maps, Introduction to NCP, NEM thirty-day public comment period	November 2024
3 rd Planning Advisory Committee Meeting	2 nd Round results of the proposed Noise Abatement Measures, Land Use and Program Management measures.	November 2024
GIAA to Submit Final NEM to FAA	GIAA submits final updated NEM to FAA for review and acceptance. Respond to FAA questions as needed.	January 2025
4 th Planning Advisory Committee Meeting	Revised Noise Abatement measures, potential Land Use and Program Management measures.	March 2025
5 th Planning Advisory Committee Meeting	Review Draft Noise Compatibility Program, Public Outreach program and next steps	September 2025
NCP Public Comment Period, 2 nd Public Workshop, and NCP hearing	NCP thirty-day public comment period and third Public Workshop and NCP Hearing.	September 2025
GIAA to Submit Final NCP to FAA	GIAA submits final updated NCP to FAA for review and approval. Respond to FAA questions as needed.	December 2025

NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

PAC Member
Discussion

Wrap Up

- Next PAC meeting:
 - **Target Date: September 2025**
- Location: In-person
- Primary topics:
 - Draft Noise Compatibility Program
 - Public Outreach process

Project Contacts

Project Contacts:

GIAA

PO Box 8770, Tamuning, Guam

671-646-0300

AECOM Lynn Keeley

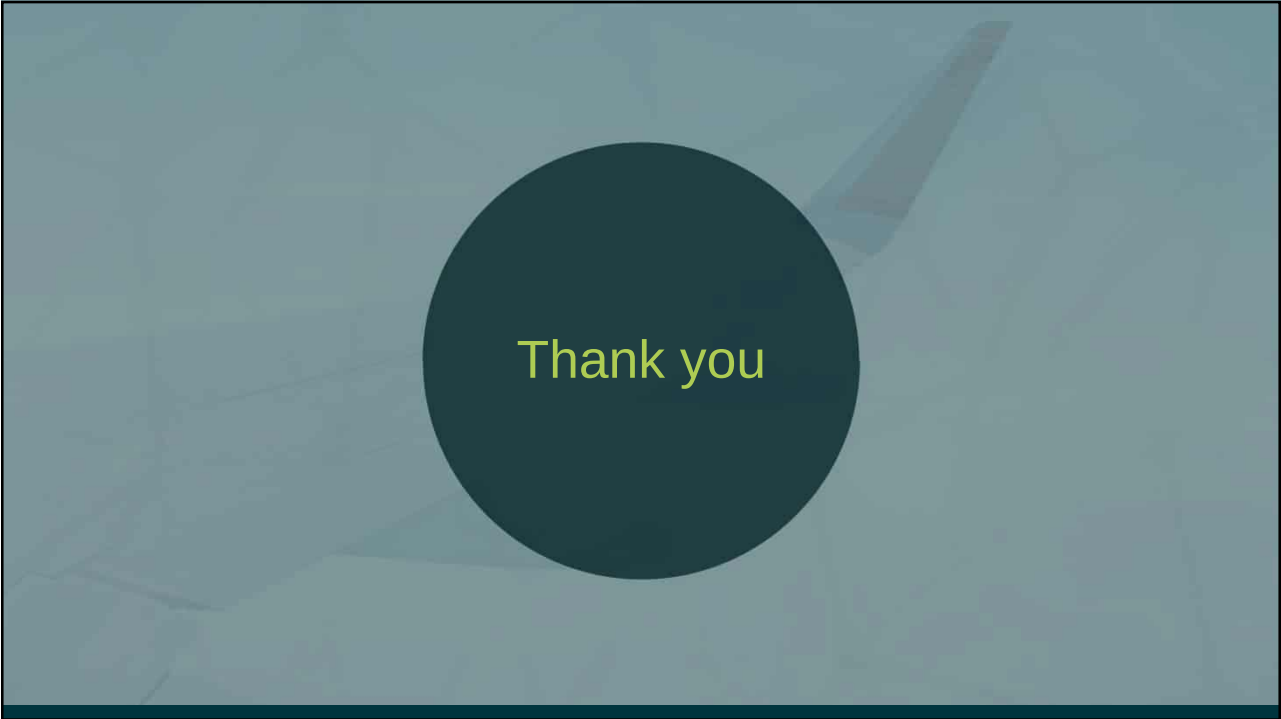
Lynn.Keeley@aecom.com

215-696-3524

HMMH Robert Mentzer

rmentzer@hmmh.com

339-234-8703



Thank you

C.1.3 Planning Advisory Committee No. 5 - October 29, 2025

Agenda

Meeting Name
GUM Part 150 Study
Status Meeting

Subject
Planning Advisory
Committee (PAC)
Meeting No. 5

Attendees
See Table Below

Meeting Date
10/29/2025 (Guam)

Time
10:00am-12:00pm (Guam)

Location
GIAA Conference
Rooms 1 & 2

Project Name
GUM, 14 CFR Part 150
Noise Compatibility Study
and Update to Noise
Exposure Maps

Microsoft Teams
Meeting

Project Number
GIAA-S23-002

AECOM Project Number
60709218

Prepared by
G. Mayer

Meeting Minutes

Meeting Attendees

Name	Organization
Elpidio Antenor	A.B. Won Pat International Airport Authority, Guam (GIAA)
Pete Camacho	A.B. Won Pat International Airport Authority, Guam (GIAA)
Lori Cruz	A.B. Won Pat International Airport Authority, Guam (GIAA)
Rolenda Faausuamalie	A.B. Won Pat International Airport Authority, Guam (GIAA)
Ricky Hernandez	A.B. Won Pat International Airport Authority, Guam (GIAA)
Tony Laniog	A.B. Won Pat International Airport Authority, Guam (GIAA)
Ike Tambora	A.B. Won Pat International Airport Authority, Guam (GIAA)
Ray Quintanilla	A.B. Won Pat International Airport Authority, Guam (GIAA)
Juan Reyes	A.B. Won Pat International Airport Authority, Guam (GIAA)
Chris Anderson*	Andersen Air Force Base (AAFB)
Matt Atkinson	AECOM
Lynn Keeley	AECOM
Greg Mayer	AECOM
Alan Chen	E.M. Chen
Ryan Castillo*	Federal Aviation Administration (FAA)
Kevin Nishimura*	Federal Aviation Administration (FAA)
Carlos Salas*	Federal Aviation Administration (FAA)
Kandyce Wantanabe*	Federal Aviation Administration (FAA)
Zeus Villafuerte*	FedEx
Bob Mentzer	HMMH
Gene Reindel	HMMH
Fernando Santos	Transportation Management Group (TMG), Guam
Frank Santos	Transportation Management Group (TMG), Guam

Fred Tupaz	Transportation Management Group (TMG), Guam
Stacy Quintanilla	United Airlines

*Virtual Attendee

Ricky Hernandez began the meeting by providing a brief introduction. He thanked the project team which includes individuals from AECOM, HMMH, and E.M. Chen, and thanked members of the Federal Aviation Administration (FAA) for their acceptance of the Noise Exposure Maps (NEMs). He also thanked the Planning Advisory Committee (PAC) members for their engagement in the process thus far and is excited to implement some of the measures recommended in the Noise Compatibility Program (NCP) Report.

Lynn Keeley reviewed the members of the Airport, the project team, and the PAC members and the organizations they belong to. She also reviewed that the roles and responsibilities of PAC members is to review study inputs, assumptions, analyses, documentation, etc. and give their input, advice, and guidance related to Noise Exposure Map (NEM) and Noise Compatibility Program (NCP) development.

She provided an update on the NEM which was accepted by the FAA in April 2025. The NEM Report is available online to view. She also mentioned that we are currently at the final step of the Part 150 Study Process: Stakeholder Engagement and Public Outreach.

Next, Gene Reindel reviewed the requirements and categories of recommended actions required of the NCP. He stated that the FAA accepts NCP as compliant with Part 150 standards and approves or disapproves recommendations as compliant with Part 150 standards on a measure-by-measure basis.

Gene also reviewed the differences between noise abatement, land use, and programmatic strategies, and the process that goes into developing the NCP.

Next, Bob Mentzer described the recommended noise abatement measures presented in the NCP. He discussed that three Noise Abatement Measures originally moved forward based on discussions with stakeholders and PAC members; however, one of those measures was removed for consideration and two moved forward in the NCP. These are:

1. Encourage pilots to depart Runway 6L at the Taxiway A Intersection
2. Encourage pilots to use ICAO-A "Close In" noise abatement departure profile when departing the Airport

For Land Use Measures, Bob stated that six Land Use Measures originally moved forward based on discussions with stakeholders and PAC members; however, two of those measures was removed for consideration and four moved forward in the NCP. These are:

1. Land Use Rezoning Support
2. Acquire Noncompatible Land
3. Sound Insulate Noise-Sensitive Structures
4. Airport Noise Overlay Zone

Finally, Bob mentioned that six Programmatic Management Measures originally moved forward based on discussions with stakeholders and PAC members; however, one of those measures was removed for consideration and five moved forward in the NCP. These are:

1. Noise Compatibility Staff
2. Noise/Land Use Advisory Committee
3. Update the Noise Exposure Map
4. Update the Noise Compatibility Program
5. Noise Abatement Signage on the Airfield

Lynn reviewed the project schedule which includes the second public workshop and NCP hearing. After the hearing, there will be a 30-day public comment review period of the NCP report.

In regard to the public meeting/hearing, Chris Andersen asked if the Airport will be able to provide free parking to attendees as he did not see this mentioned in the ad and is skeptical members of the public may not show up if parking is not validated. Rolenda Faausuamalie mentioned that she will update the ad stating that parking will be validated for attendees of the workshop/hearing.

The project team ended the meeting.



PLANNING ADVISORY COMMITTEE
150 Noise Compatibility Study Update
10:00 a.m., Wednesday, October 29, 2025
GIAA Terminal Conference Rooms 1 & 2
(PAC MEETING)

PRINT NAME	SIGN-IN SHEET COMPANY/AGENCY	CONTACT NO./EMAIL
1. Robert Mentzer	HMMH	339-234-8103 / rmentzer@hmmh.com
2. Alan Chen	E.M.C.A	671-777-0951 / alanc@emchen.com
3. GENE REINDEL	HMMH	339-234-2035 / ereindel@hmmh.com
4. Lynn Keelley	AECOM	215-696-3524 / lynn.keelley@aecom.com
5. Greg Mayer	AECOM	631-707-6281 / gregory.mayer@aecom.com
6. Matt Atkinson	AECOM	202-316-1825 / Matt.Atkinson@aecom.com
7. PETE CAMUCHO	GIAA	(71) 642-4491 - pcamucho@guamairport.net
8. JUAN PEREZ	GIAA	671 489 3809 juan.perez@guamairport.net
9. Ricky Hernandez	GIAA	671 646 0300
10. FRANK SANTOS	TMG	671 688 9622
11. Fred Tyner	TMG	671-687-6986
12. Lori Cruz	pmo	671-642-4642
13. Tom/LANGL	GIAA	642-4445
14. Stacy Quintanilla	United	671-645-8887 / stacy.quintanilla@united.com
15. ELPIDIO C. ANTONOR	GIAA ENG'G.	488-7210
16. KE TAUBERX	TMG	671 488 4000
17. Rolando Franks	GIAA	rolenl@guamairport.net
18. Fernando Santos	TMG	671 688 6403



1



2

Introductions – Study Team

Antonio B. Won Pat International Airport



**A.B. WON PAT INTERNATIONAL
AIRPORT GUAM**

**A. B. Won Pat International Airport Authority,
Guam (GIAA)**

John M Quinata, Executive Manager

Dr. Ricky Hernandez, Deputy Executive Manager

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Technical Lead -
Aircraft Noise
Analysis

Gene Reindel
Technical Lead -
FAR Part 150



**EM Chen &
Associates**

Alan Chen
Local Project
Manager

3

NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

3

Introductions – Planning Advisory Committee (PAC)



**FAA ADO
Management**

Gordon Wong
Carlos Salas



**FAA Air Traffic
Control Tower**

Tim Cornelison



Lloyd Baker



Joseph M. Borja



**FAA ADO
Staff**

Kandyce Watanabe, P.E.
Kevin Nishimura
Ryan Castillo
Camille Garibaldi



Justin Marion
Inam Amanullah



Zeus Villaforte



**Andersen
Air Force Base**

Chris Anderson
Gino Pangilinan



Robert Navarro



Yxel Espina

4

NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

4

ROLES AND RESPONSIBILITIES

Part 150 Study

Airport / GIAA	FAA	Consultant Team	PAC
– Project sponsor – Certification that documentation is true and accurate – Recommends measures to address noncompatible land uses	– Certification that the documentation meets federal regulations and guidelines – Approval of Airport-recommended guidelines	– Overall project management, documentation, and outreach – Aircraft noise analysis and abatement planning – Noise compatibility analysis and planning – Aviation forecast and airfield analysis	– Review study inputs, assumptions, analyses, documentation, etc. – Input, advice, and guidance related to NEM & NCP development – Support public workshop
			Public Involvement – Provide input on study during comment period – Review public draft documents – Attend public workshop

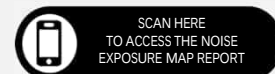
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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

5

Status Update on the Noise Exposure Map (NEM) – Accepted

- Noise Exposure Map submitted to FAA in January 2025
- FAA accepted the NEM as being completed in accordance with 14 CFR Part 150 on April 28, 2025
- Public notice of NEM published in local newspapers



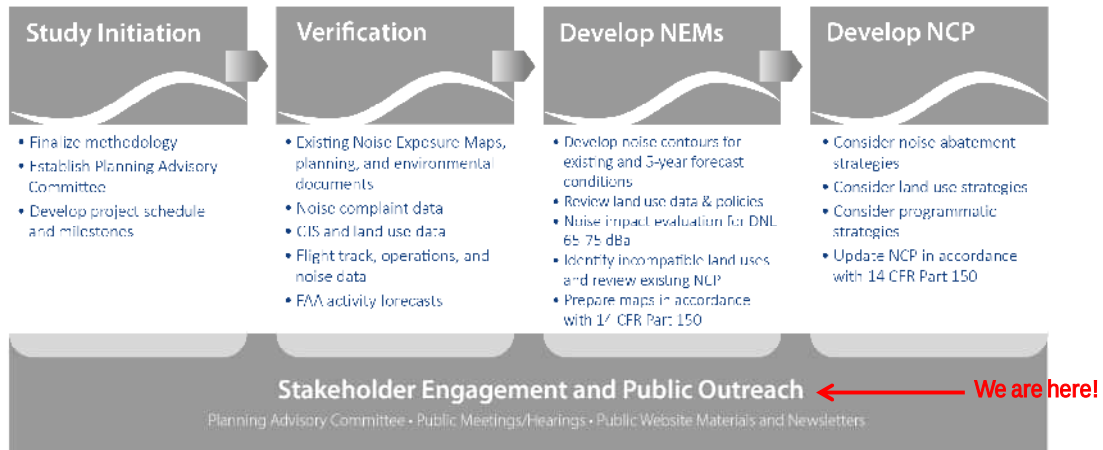
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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

6

PART 150 OVERVIEW

Study Process



7

NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

7



8

PART 150 OVERVIEW

Noise Compatibility Program

- NCP must address three major categories of recommended actions
 1. Noise abatement measures
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- FAA *accepts* NCP as compliant with Part 150 standards
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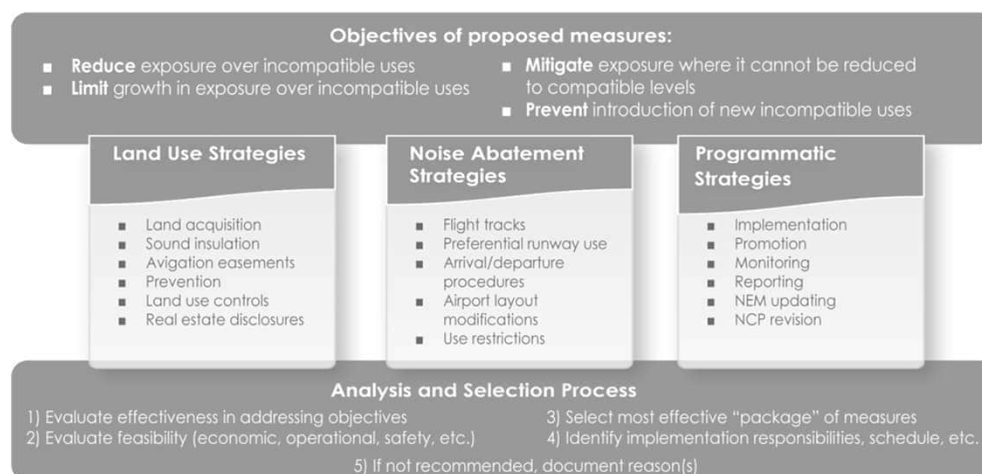
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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

9

PART 150 OVERVIEW

NCP Categories of Potential Measures



10

NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

10

PART 150 OVERVIEW

Noise Compatibility Program Development



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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

11

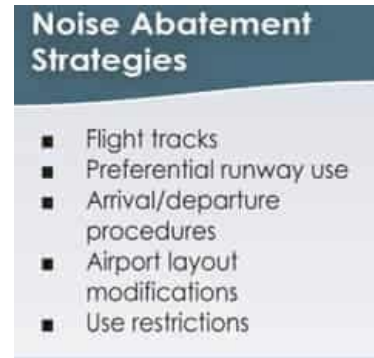
Draft
Recommended
Noise
Abatement
Measures

12

PART 150

Noise Compatibility Program – Recommended Noise Abatement Measures (Draft)

- First round Noise Abatement Measures
 - Discussed during May 2024 Stakeholder meeting
 - Presented and reviewed during PAC3
- Stakeholders and the PAC provided comments
 - Three measures moved forward to the second round of evaluations during PAC4
 - Two measures are potentially recommended by GIAA for public review:
 1. Encourage pilots to depart Runway 6L at the Taxiway A Intersection
 2. Encourage pilots to use ICAO-A “Close In” noise abatement departure profile when departing the Airport



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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

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NOISE ABATEMENT MEASURE

1. Depart Runway 6L at Taxiway A

- Aircraft would depart Runway 6L from Taxiway A
 - Voluntary measure
 - Full runway length (12,014 feet) available at pilot request
 - Moves noise source 1,000 feet away from noise sensitive receptors
 - Some heavy aircraft may need to use full runway length



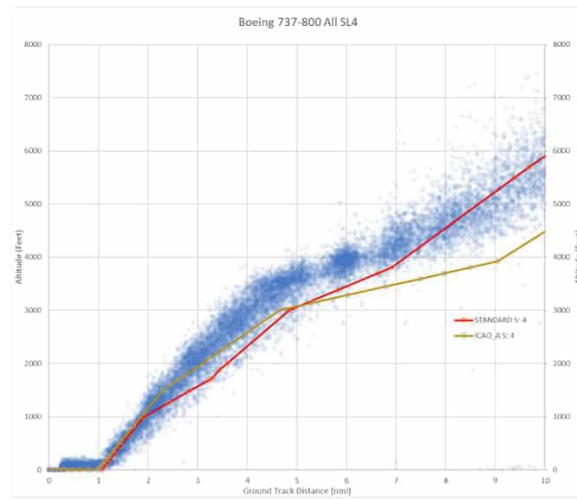
14

NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

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NOISE ABATEMENT MEASURE 2. Depart Airport Using ICAO-A NADP

- Encourage pilots to use the ICAO-A “Close-in” Noise Abatement Departure Profile (NADP)
 - Two NADP procedures
 - Close-in (ICAO-A)
 - Distant (ICAO-B)
 - International airlines already use ICAO-A, domestic airlines currently use ICAO-B
 - Domestic airlines operate ICAO-A when requested

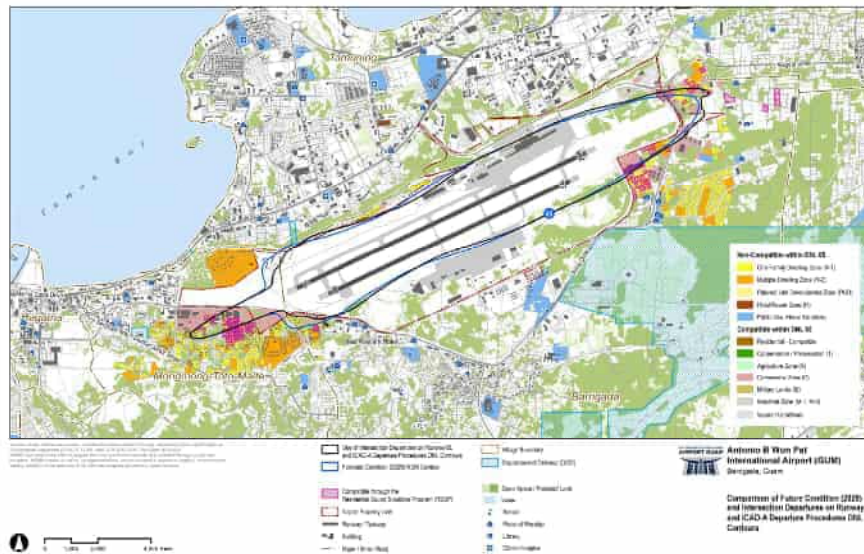


15

NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

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2029 DNL Contours With All Noise Abatement Measures Implemented



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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

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PART 150

Noise Compatibility Program – Recommended Land Use Measures (Draft)

- First round Land Use Measures
 - Discussed during May 2024 Stakeholder meeting
 - Presented and reviewed during PAC3
- Stakeholders and the PAC provided comments
 - Six measures moved forward to the second round of evaluations (PAC4)
 - Four measures are potentially recommended by GIAA for public review:
- Corrective
 1. Land Use Rezoning Support
 2. Acquire Noncompatible Land
 3. Sound Insulate Noise-Sensitive Structures
- Preventive
 4. Airport Noise Overlay Zone



19

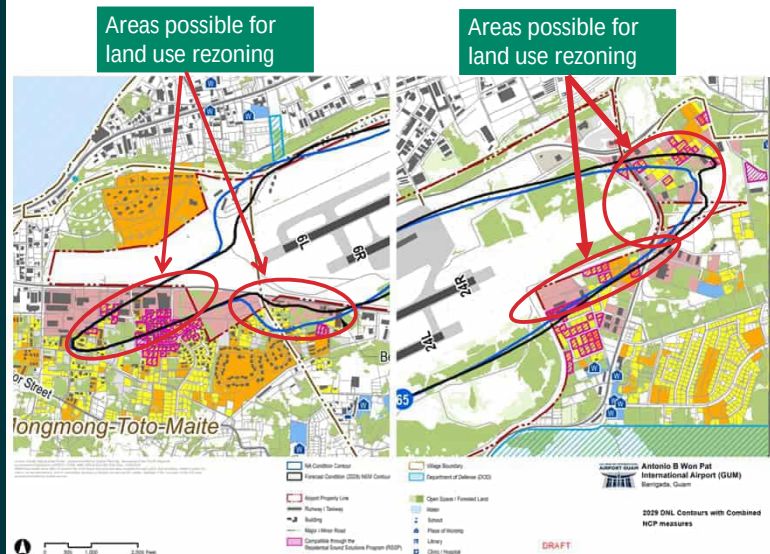
NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

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LAND USE MEASURE

1. Land Use Rezoning Support

- Provide support to property owners with rezoning noncompatible land use into compatible use
 - e.g. Residential to Industrial
 - Letter of support from GIAA may strengthen efforts to rezone
 - Encourages future compatible land use
- GIAA would provide letters not supporting the rezoning of properties to noncompatible use



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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

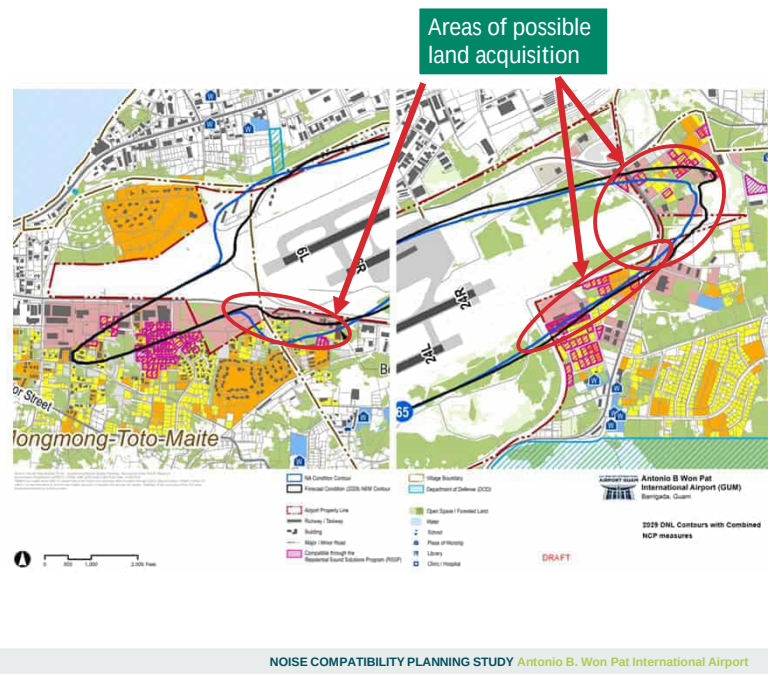
20

LAND USE MEASURE

2. Acquire Noncompatible Land Uses

- Acquire noise-sensitive land uses near the airport boundary and within the 65 DNL contour
- Transition the property to:
 - Airport property
 - Compatible non-Airport property
- Creates “buffer zones” of compatible use near the Airport

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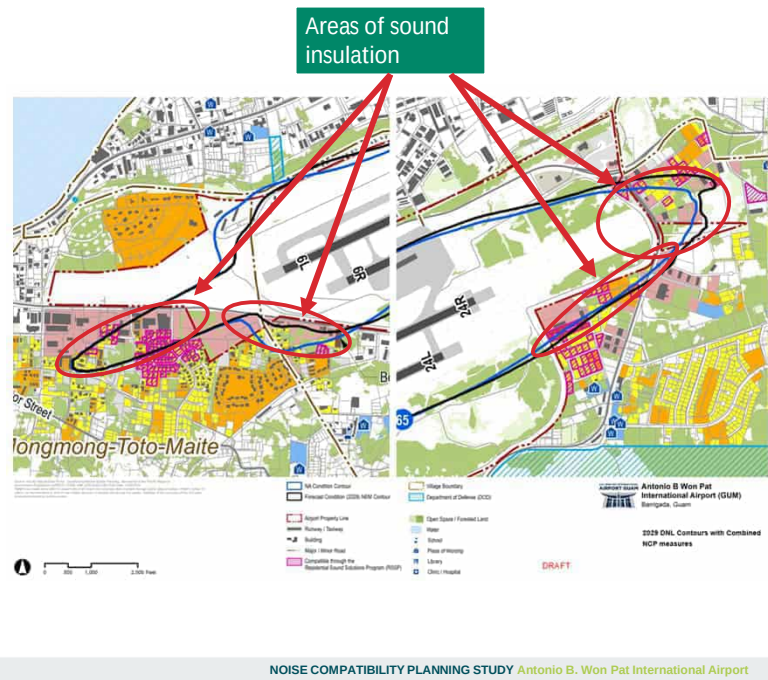
21

LAND USE MEASURE

3. Provide Sound Insulation Treatments

- Continue the Residential Sound Solutions Program to:
 - Mitigate the interior of the noise-sensitive structures and provide a compatible interior with noise from aircraft arrivals and departures
- Treatments may include:
 - Window/door replacement, caulking, weather stripping
 - Positive air ventilation

22

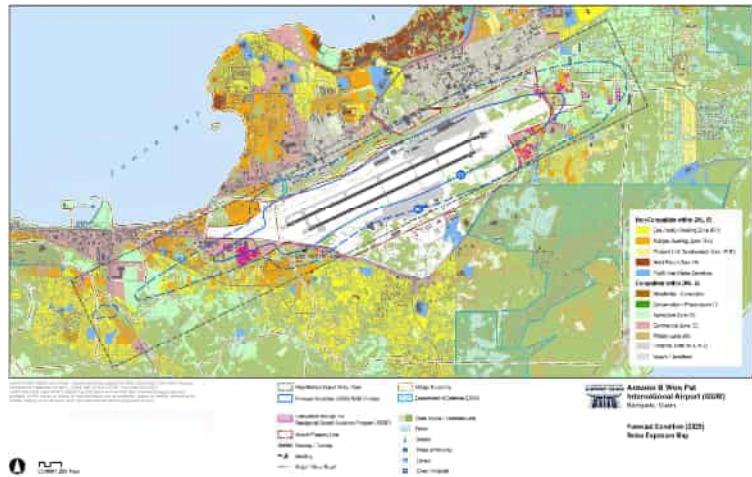


22

LAND USE MEASURE

4. Airport Noise Overlay Zone

- Preventive strategy to limit noise-sensitive development
- Figure shows three zones
 - The rectangle area would be the area where GIAA is notified of proposed development.
 - The DNL 60 dB contour would be the area where additional sound insulation for new noise-sensitive structures is recommended.
 - The DNL 65 dB contour would be the area where new noise-sensitive development is not recommended.



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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

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Draft
Recommended
Programmatic
Measures

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PART 150

Noise Compatibility Program – Recommended Programmatic Measures (Draft)

- First round Program Management Measures
 - Discussed during May 2024 Stakeholder meeting
 - Presented and reviewed during PAC3
- Stakeholders and the PAC provided comments
 - Six measures moved forward to the second round of evaluations (PAC4)
 - Five measures potentially recommended by GIAA for public review:
 1. **Noise Compatibility Staff** - Employ one staff position to support the implementation and monitoring of the Airport-recommended Noise Compatibility Program measures
 2. **Noise/Land Use Advisory Committee** - Establish an advisory committee with GIAA and land use agencies that meets quarterly to have an exchange of information and discuss land use issues and solutions related to noise-sensitive development around the Airport
 3. **Update the Noise Exposure Map** - Update the NEM in accordance with FAA guidance to support the continued receipt of federal grants to implement the GIAA noise program
 4. **Update the Noise Compatibility Program** - Update the NCP when the existing program no longer adequately addresses the noncompatible land uses
 5. **Noise Abatement Signage on Airfield** - Install signage on the airfield requesting aircraft depart using the ICAO-A (NADP-1) noise abatement departure profile and state any other noise program elements pilots should know about operating quietly at GIAA

Programmatic Strategies

- Implementation
- Promotion
- Monitoring
- Reporting
- NEM updating
- NCP revision

Public Workshop & Hearing

PART 150 OVERVIEW

Status of the Noise Compatibility Program

- GIAA will hold a Public Comment period from October 29, 2025, to December 1, 2025
- GIAA will hold a Public Workshop and Hearing Tonight (October 29, 2025)
- Report documents the draft recommended Noise Compatibility Program measures
- Public Draft NCP Report available for review:
 - At GIAA offices
 - From the Airport website
 - At Hagåtña (Main) Nieves M. Flores Memorial Library
 - At Barrigada Branch Public Library
- GIAA plans to submit the NCP Report in January 2026



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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

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PUBLIC WORKSHOP #2 & PUBLIC HEARING

Presentation of draft NCP Report

- Public Hearing will begin with a short presentation
- Public Workshop - Open House Format
 - Six stations set up around the room
 1. About the Airport
 2. Noise Compatibility Overview
 3. Noise Exposure Maps
 4. Noise Abatement Measures
 5. Land Use Measures
 6. Programmatic Measures
- Public can discuss the project with the Study Team and GIAA staff
- Public comments can be submitted at the Hearing, during the Workshop or sent via email to giaapart150@aecom.com

PUBLIC NOTICE

14 CFR PART 150

Draft Noise Compatibility Program (NCP) Update

The A.B. Won Pat International Airport Authority, Guam (GIAA), an autonomous agency of the Government of Guam, will host a Public Open House Information Workshop and Public Hearing to present the 14 CFR Part 150 Noise Study Update with an overview of the Part 150 Noise Study process, the FAA accepted Noise Exposure Maps, the draft Noise Compatibility Program and the next steps in the study process. The Workshop will be an open-house format. There will be a 10-minute presentation at the start followed by a Q&A session where the public can ask questions of the study team and GIAA. All discussion during the Q&A session will be transcribed for the record. The workshop will begin immediately following the Q&A session, with a series of information stations set up around the room to allow further discussion with GIAA and the study team. The opportunity to provide additional formal comments through a court reporter will be provided throughout the Workshop.

Public Open House Information Workshop & Public Hearing

Wednesday • October 29, 2025 • 5:00 PM – 7:00 PM
Conference Rooms 1 & 2 • Airport Terminal Building

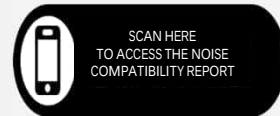
28

NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

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Draft NCP Public Comments

- Draft Noise Compatibility Program
 - **Comment period – October 29, 2025 to December 1, 2025**
- Written comments (**accepted through December 1, 2025**)
 - Tonight at Workshop & Hearing
 - Via email at: GIAAPart150@aecom.com
 - Via comment boxes at each Library
 - Mail to:
 - GIAA
 - Part 150 Study
 - PO Box 8770, Tamuning, Guam
- All public comments and responses will be provided to the FAA as part of the final NCP report



Schedule

Proposed Schedule

We are here!

Note: Schedule is subject to change

Meeting / Activity	Purpose	Anticipated Time Frame
Kick-Off Meeting with GIAA and the Part 150 Team	Define organizational and procedural matters and public outreach, review and refine scope and schedule details.	July 25, 2023
1 st Planning Advisory Committee Meeting	Introduction to Part 150, discuss stakeholder roles, identify issues of concern	November 8, 2023
2 nd Planning Advisory Committee Meeting	Discussion on aviation forecasts, noise modeling results and presentation of the draft NEM Update	May 22, 2024
NEM Public Comment Period and 1 st Public Workshop	Overview of Part 150 process, Noise Modeling, Noise Exposure Maps, Introduction to NCP, NEM thirty-day public comment period	November 2024
3 rd Planning Advisory Committee Meeting	2 nd Round results of the proposed Noise Abatement Measures, Land Use and Program Management measures.	November 2024
GIAA to Submit Final NEM to FAA	GIAA submits final updated NEM to FAA for review and acceptance. Respond to FAA questions as needed	January 2025
4 th Planning Advisory Committee Meeting	Revised Noise Abatement measures, potential Land Use and Program Management measures.	April 2025
5 th Planning Advisory Committee Meeting	Review Recommended Noise Compatibility Program, Noise Abatement Measures, Program Management and Public Outreach Workshop	October 2025
NCP Public Comment Period, 2 nd Public Workshop, and NCP hearing	NCP thirty-day public comment period, 2 nd Public Workshop and NCP Hearing.	October 2025
GIAA to Submit Final NCP to FAA	GIAA submits final updated NCP to FAA for review and approval. Respond to FAA questions as needed.	January 2026

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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

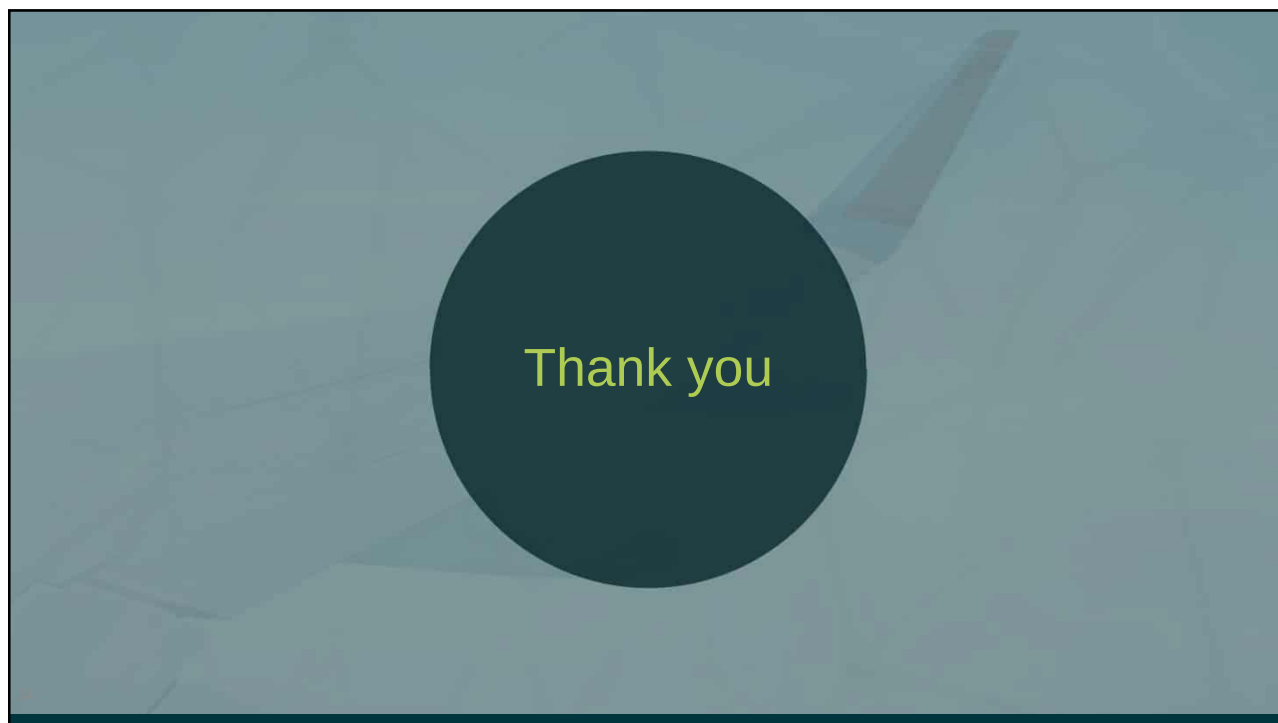
31

PAC Member
Discussion

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C.2 – Land Use Meetings

C.2.1 Land Use Meeting No. 1 - November 14, 2024



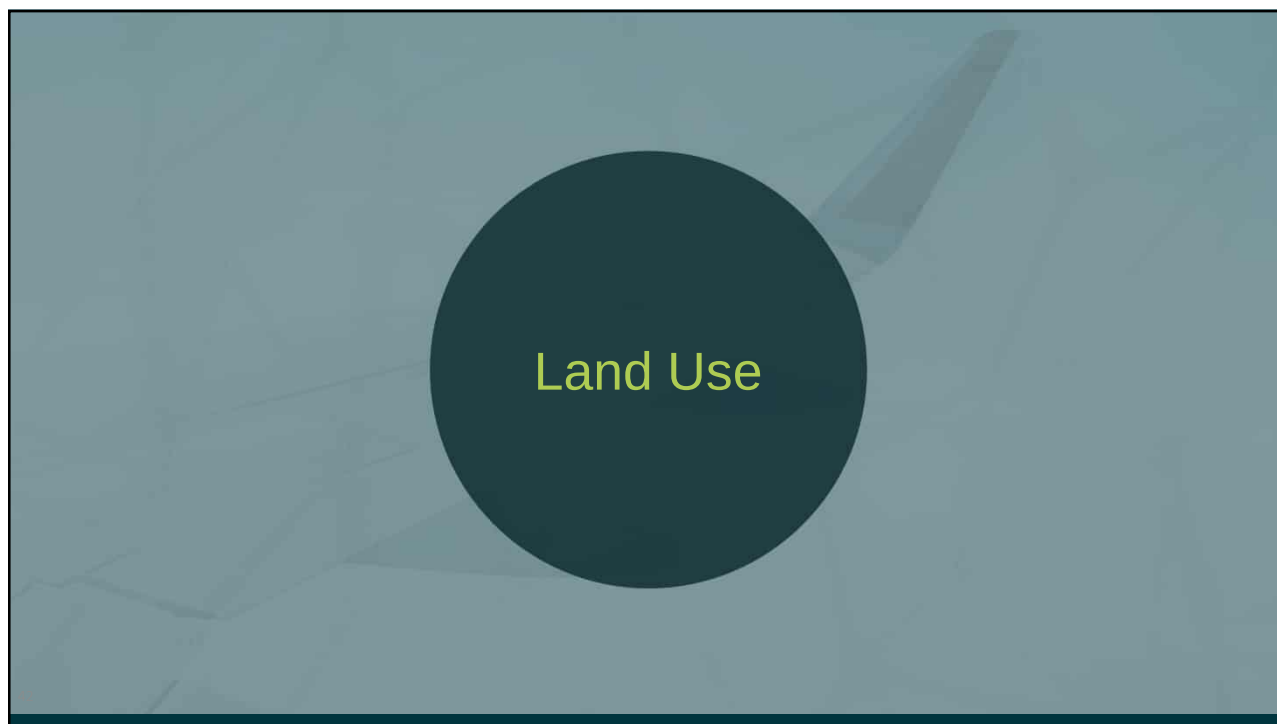
NOISE COMPATIBILITY PLANNING STUDY

Antonio B. Won Pat
International Airport

Land Use Meeting
November 14, 2024



A.B. WON PAT INTERNATIONAL
AIRPORT GUAM



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Land Use/Mitigation Measures

- There are two types of land use measures
 - Corrective – intended to correct existing noncompatible land uses.
 - Preventive – intended to prevent future noncompatible land uses
- Local jurisdictions typically have implementation and enforcement responsibilities
 - Neither the FAA nor the Airport have control over land uses outside of the Airport boundary
 - Therefore, it is the responsibility of the jurisdiction(s) to obtain and preserve compatible land use around the Airport

Land Use Strategies	
■	Land acquisition
■	Sound insulation
■	Avigation easements
■	Prevention
■	Land use controls
■	Real estate disclosures

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2003 NCP Land Use Measures

Number	Title	Approval Status	Implementation Status	Considerations for 2025 GIAA NCP
LU-1	Amend Local Land Use Plans to Bring Them into conformance with GIAA's Noise Compatibility Guidelines	Approved	Not Implemented	Continue/Modify/Eliminate?
LU-2	Zone for Compatible Land Development	Approved	Not Implemented	
LU-3	Apply Zoning Performance Standards	Approved	Not Implemented	
LU-4	Establish a Public Information Program	Approved	Not Implemented	
LU-5	Revise Building Codes	Disapproved for Part 150	Not Implemented	
LU-6	Dedication of Avigation Easements	Disapproved for Part 150	Not Implemented	
LU-7	Fair Property Disclosure Policy	Approved	Not Implemented	
LU-8	Land Banking	Disapproved for Part 150	Not Implemented	
RLU-1	Acquire Developed Property in Non-Compatible Uses	Approved	Not Implemented	
RLU-2	Property Purchase Guarantee	Approved	Not Implemented	
RLU-3	Part 150 Sound Mitigation Program	Approved	Implemented	Continue

Source: GIAA & HMMH, 2024

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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

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Land Use/Mitigation Measures

– Existing Corrective Measures (For Discussion)

- **RLU-1 Land Acquisition** – Approved under the 2003 Part 150 for noncompatible parcels within the DNL 65 dB. Properties will be converted to compatible use.
 - No properties have been acquired by GIAA
- **RLU-2 Property Purchase Guarantee** - Approved under the 2003 Part 150 for noncompatible parcels within the DNL 65 dB. Properties will be acquired, mitigated and returned to residential use.
 - No properties have been acquired by GIAA
- **RLU-3 Sound Insulation** – Approved under 2003 Part 150 for noncompatible parcels (residential, schools, public buildings) within the DNL 65 dB.
 - 183 single family houses and 24 multifamily buildings with 59 units have been acoustically treated

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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

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Land Use/Mitigation Measures

Potential Preventive Measures Additional Measures for Consideration

- Real Estate Disclosures
 - Mechanism for informing buyers of property in airport vicinity about aircraft noise (providing “disclosure”)
 - Requirement that sellers and/or real estate brokers must inform buyers
 - Part of the sales agreement
 - Disclosure of this type is generally enacted at the county or state level
 - Applicable to properties within a specific noise contour or within a certain distance from an airport

STATE OF FLORIDA
COUNTY OF SANTA ROSA

Airport Zone Disclosure Form

ATTENTION: Pursuant to Santa Rosa County Ordinance 2005-07, any owner of residential property who sells or leases that property is required to disclose to buyers or lessors (for leases that run for more than seven (7) months) if the property is located, in whole or in part, within a Public Airport Notification Zone or a Military Airport Notification Zone, and any other designated areas, as defined by the Santa Rosa County Comprehensive Plan and Land Development Code, and that said property may be subject to varying degrees of accident potential, noise, and other impacts from operations conducted at or above military airfields, airports, or installations, or public airports. This disclosure must be attached to the contract of sale or the lease agreement. The Seller or Lessor must provide a completed copy of this disclosure after closing of the sale or commencement of the lease to the Naval Air Station Whiting Field Aviation Planning Office, Operations Code 21, Room 116, 7550 USF Essex Street, Milton, Florida 32578-4155 (fax: 850-423-7884, e-mail: randy.rsn@navy.mil).

To be completed by Seller/Lessor:

Street Address of Property: _____

Parcel Identification Number of Property: _____

Public or Military Airfield: _____

This property also lies, in whole or in part, within an area(s) designated as (s):

Public/Military Airport Zone	Accident Potential Zone 1
Clear Zone/Runway Protection Zone	Accident Potential Zone 2
Noise Zone 55 decibels or greater	Public/Military Airport Influence Area
Flight Notification Zone	

CERTIFICATION

As to Seller/Lessor:

Seller/Lessor: _____ Printed Name: _____ Date: _____

Seller/Lessor: _____ Printed Name: _____ Date: _____

Sales Agent: _____ License Number: _____
(Sales Agent/Realtor must sign if involved in the transaction)

As to Buyer/Lessor:

Buyer/Lessor: _____ Printed Name: _____ Date: _____

Buyer/Lessor: _____ Printed Name: _____ Date: _____

Sales Agent: _____ License Number: _____
(Sales Agent/Realtor must sign if involved in the transaction)

This form must be affixed to the contract of sale or lease agreement.
Failure to complete this form and follow the provisions of Ordinance 2005-07 and the Santa Rosa County Land Development Code could subject a property owner and/or sales agent to penalties or fines as set forth in the laws and ordinances of Santa Rosa County. For more information regarding the designated areas listed above, the possible impacts due to the proximity of public or military airports, and the requirements of Ordinance 2005-07, contact the Santa Rosa County Department of Community Planning, Zoning, and Development at 930-983-7075 (web site: <https://www.santarosa.fl.gov/175/Planning-Zoning/>).

Revised 1/24/2019

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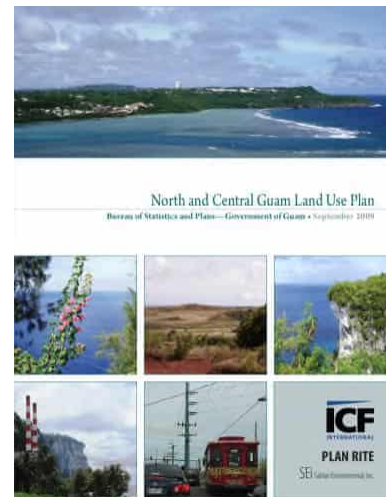
NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

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Land Use/Mitigation Measures

Potential Preventive Measures Additional Measures for Consideration

- Adjust Building Codes
 - Intended to raise minimum building standards in vicinity of an airport
 - Intended to promote compatible land uses in airport vicinity
- Comprehensive Land Use Planning
 - GIAA and DLM would participate in land use planning efforts
 - Intended to prevent noncompatible land uses from being developed in airport vicinity
 - Airport Noise Overlay District (possible)



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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

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Potential Corrective Measures Additional Measures for Consideration

- Easement Acquisition
 - Airport purchases aviation easement from property owner
 - Easement is attached to the property deed in perpetuity
 - No change in land use
- Sales Assistance and/or Purchase Assurance Program
 - Owners wishing to relocate outside the DNL 65 dB area are provided with technical and financial assistance in the sale of their home or able to sell their property directly to the Airport in exchange for an aviation easement
 - Property is made compatible and resold on open market
 - Possible change in land use

Discussion: Land Use Measures

- PAC recommendations:
 - Measures to proceed with?
 - Measures not to proceed?
 - Additional measures to consider?
- **Purpose of NA measures:**
 - Corrective – to correct existing noncompatible land uses.
 - Preventive – to prevent future noncompatible land uses



C.2.2 Land Use Meeting No. 2 - April 16, 2025

NOISE COMPATIBILITY PLANNING STUDY

Antonio B. Won Pat
International Airport

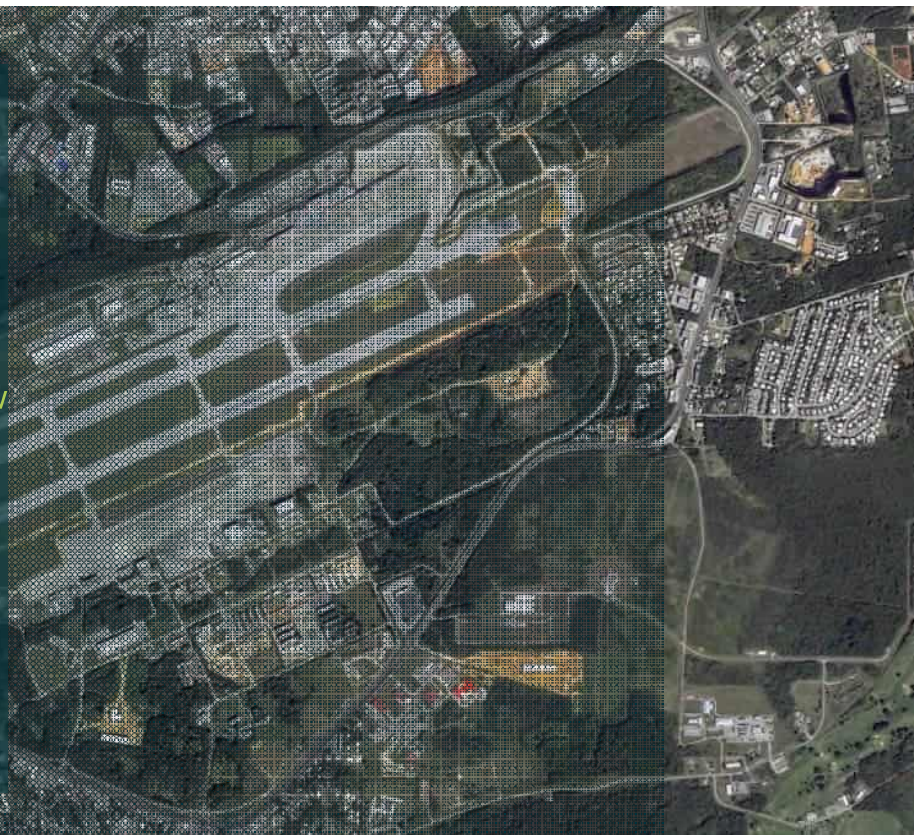
Land Use Measures - Strategy Session

April 16, 2025



Agenda

- Introductions
- Study Process
- Draft Noise Exposure Maps
- Noise Compatibility Program Overview
- Forecast NEM with Noise Abatement
- Land Use Strategies
- Schedule and Meeting Topics
- Project Contacts
- Further Discussion & Wrap-up



Introductions – Study Team

Antonio B. Won Pat International Airport



A.B. WON PAT INTERNATIONAL
AIRPORT GUAM

A. B. Won Pat International Airport Authority,
Guam (GIAA)

John M Quinata, Executive Manager

Dr. Ricky Hernandez, Deputy Executive Manager

Tony Laniog, GIAA Project Manager



Transportation Management Group

Frank Santos

Fred Tupaz

Project Team



Lynn Keeley
Project Manager

Matt Atkinson
Project Director

Greg Mayer
Airport Planner



Bob Mentzer
Technical Lead -
Aircraft Noise
Analysis

Gene Reindel
Technical Lead -
FAR Part 150



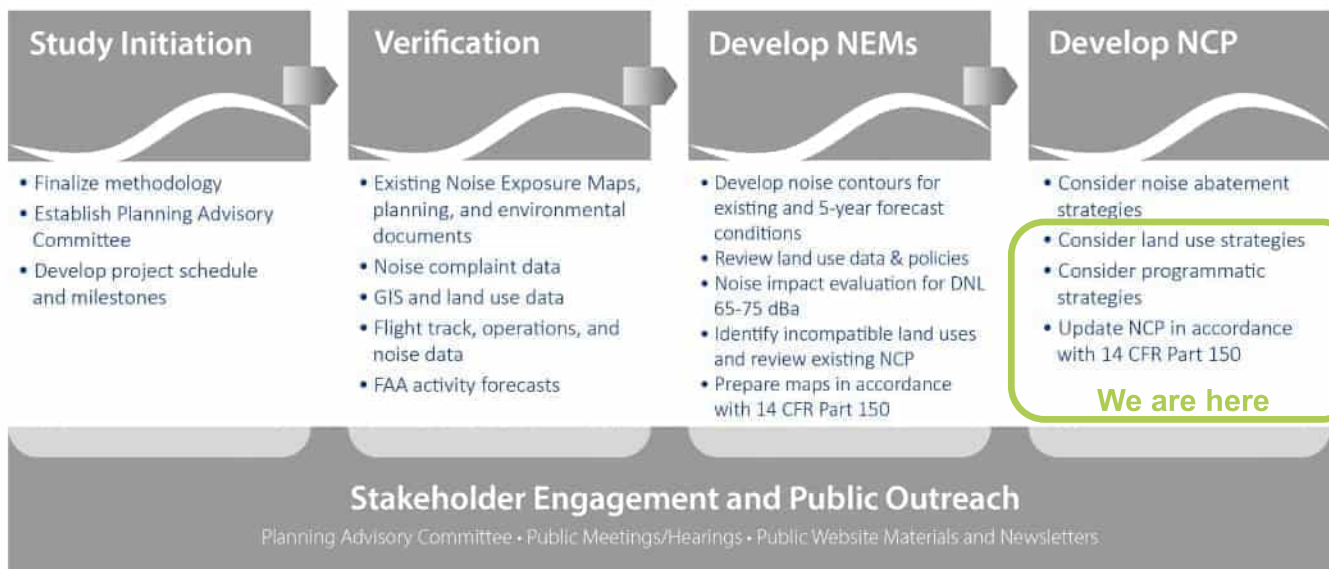
EM Chen &
Associates

Alan Chen
Local Project
Manager

3

PART 150 OVERVIEW

Study Process

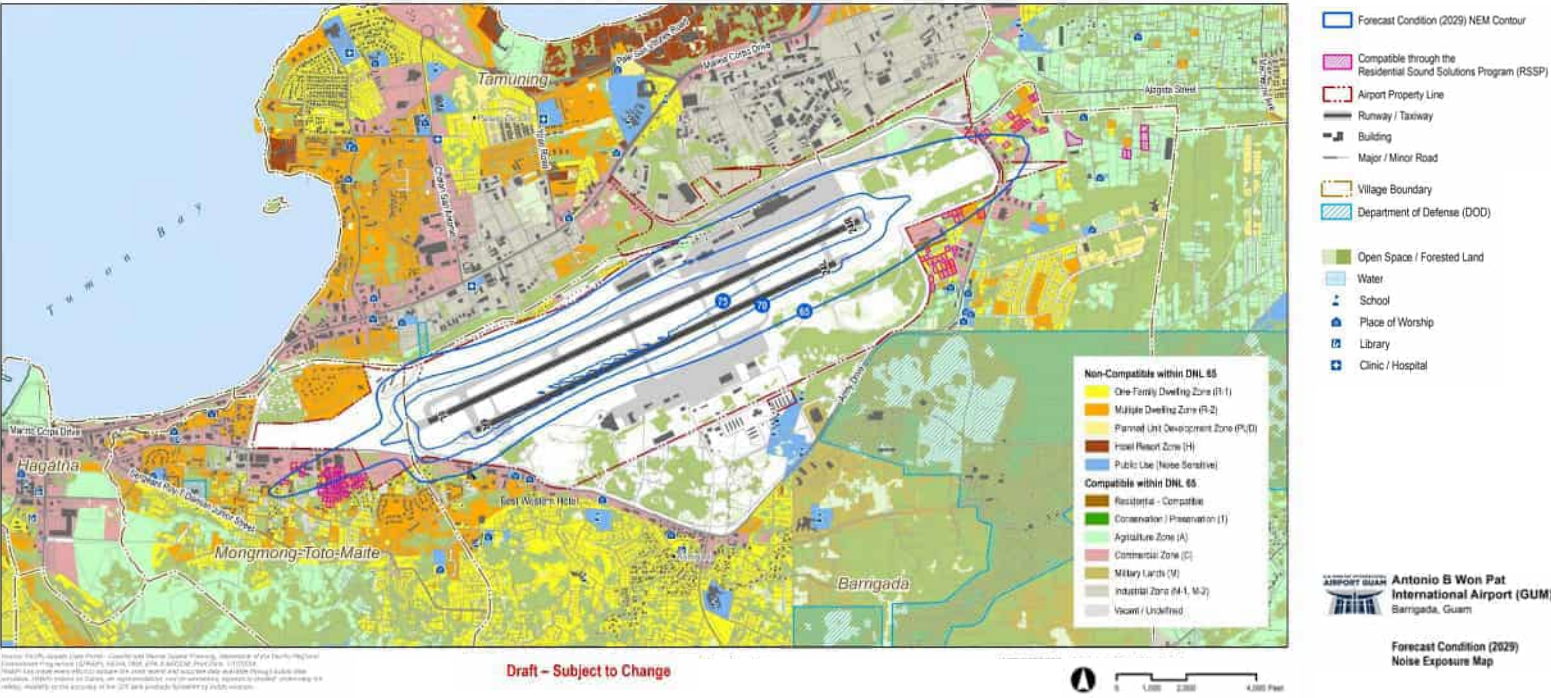


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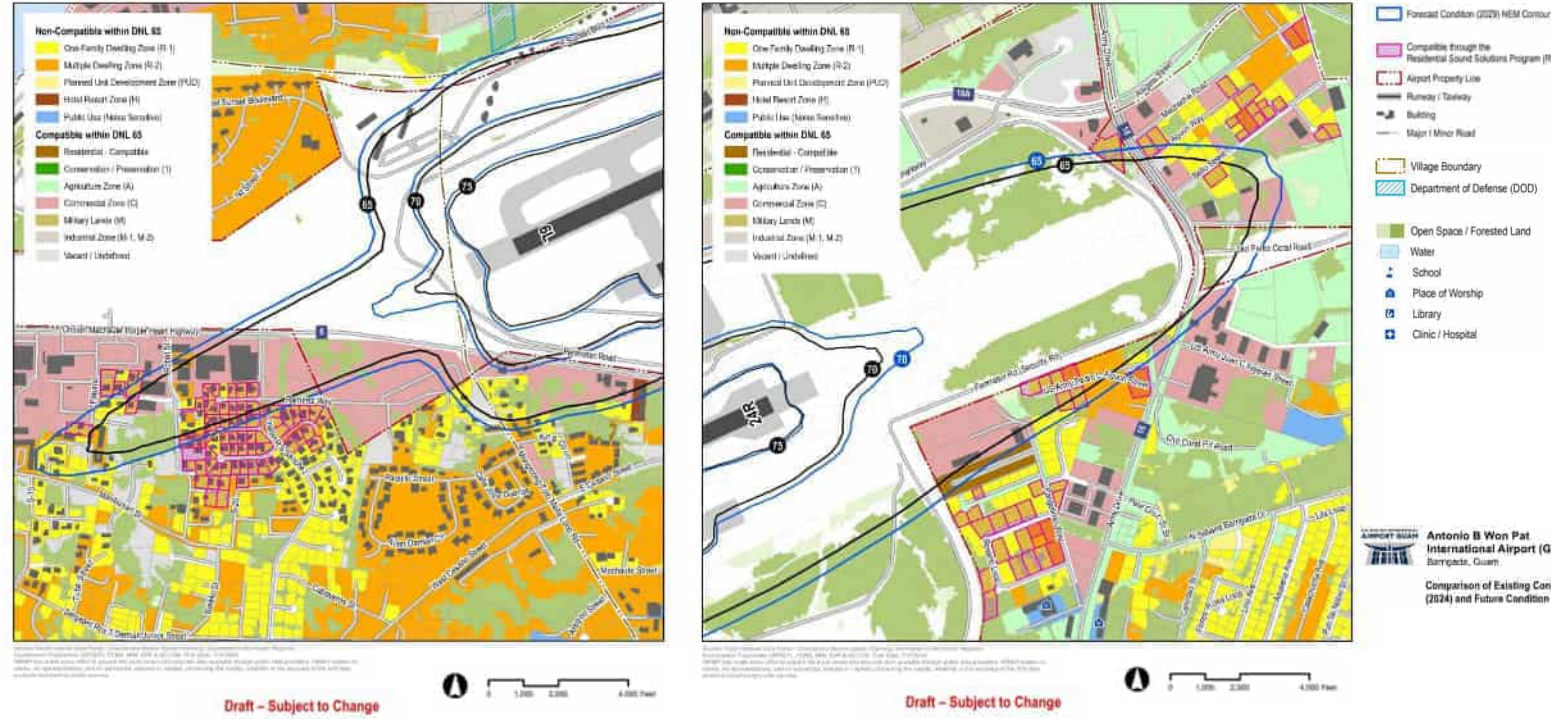
Draft Noise
Exposure
Maps



2029 Draft Noise Exposure Map



Draft Noise Exposure Maps



Draft Noise Exposure Maps

Land Use Assessment for Existing and Forecast Conditions

Contour Interval	Area (Acres)		Population Census 2020				Housing Units			
			Total		Noncompatible ¹		Total		Noncompatible ¹	
	2024	2029	2024	2029	2024	2029	2024	2029	2024	2029
65-70 DNL	521.1	574.5	465	909	354	753	155	303	118	251
70-75 DNL	236.4	248.2	0	0	0	0	0	0	0	0
>75 DNL	262.3	281.9	0	0	0	0	0	0	0	0
Total > 65 DNL	1,019.8	1,104.5	465	909	354	753	155	303	118	251

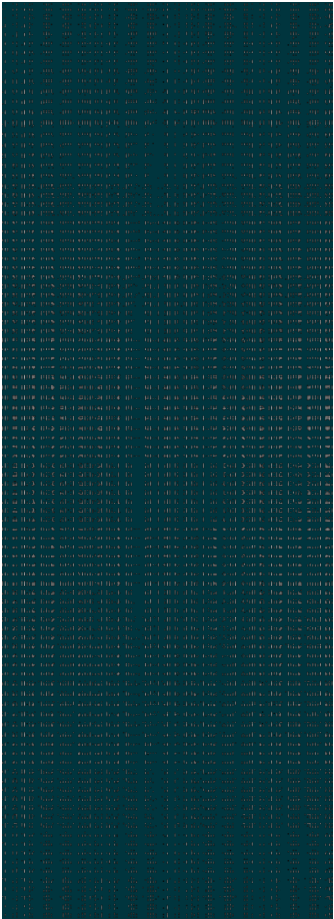
DNL = Day-Night Average Sound Level

Notes:

The number of buildings that participated in the RSSP was delineated based on research of available records maintained by GIAA. Land use and housing units within the DNL 65 dB contours were verified by windshield survey in May 2024.

The number of people is estimated based on a population factor (3.004 people per unit) developed from the 2020 U.S. Census block data within 1,000 feet of the 2029 DNL 65 dB contour.

1 – The noncompatible number subtracts those units that have received sound insulation treatment and an avigation easement or were constructed after October 1, 1998.



NCP Overview

PART 150 OVERVIEW

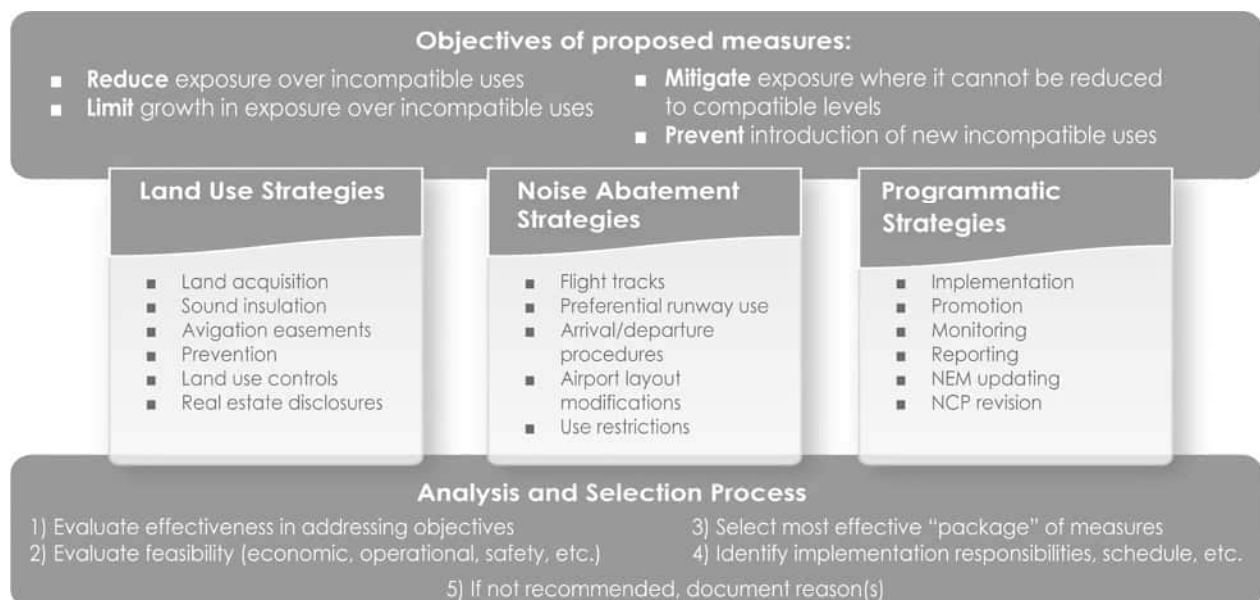
Noise Compatibility Program

- NCP must address three major categories of recommended actions
 1. Noise abatement measures
 2. Compatible land use measures
 3. Program management/administrative measures
- FAA *accepts* NCP as compliant with Part 150 standards
- FAA reviews and *approves or disapproves* recommendations as compliant with Part 150 standards on a measure-by-measure basis

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PART 150 OVERVIEW

NCP Categories



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PART 150 OVERVIEW

Noise Compatibility Program Development

Step 1: Identify Incompatible Land Uses

Existing conditions Noise Exposure Map
Forecast conditions Noise Exposure Map

Step 2: Consider Noise Abatement Strategies

Reduce exposure over incompatible uses
Limit growth in exposure over incompatible uses

Step 3: Consider Land Use Strategies

Mitigate residual incompatible uses
Prevent introduction of new incompatible uses

Today's Discussion

Step 4: Consider Programmatic Strategies

Implement and promote measures
Monitor and report on effectiveness
Update NEMs and revise NCP as appropriate

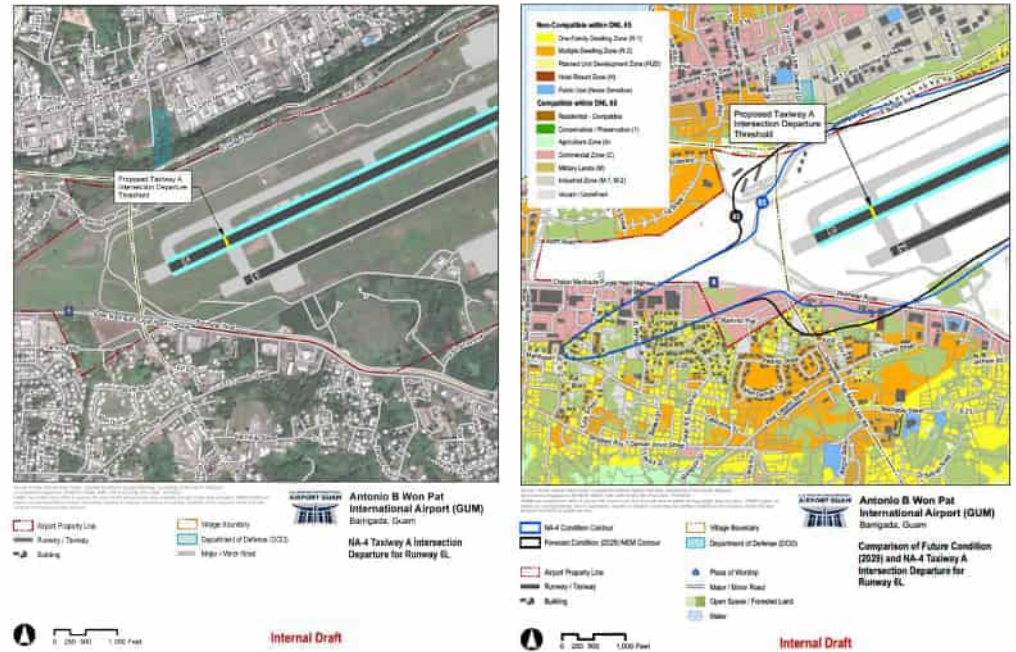
Forecast NEM
with Noise
Abatement

NOISE ABATEMENT

1. Intersection Departures on Runway 6L

Runway 6L

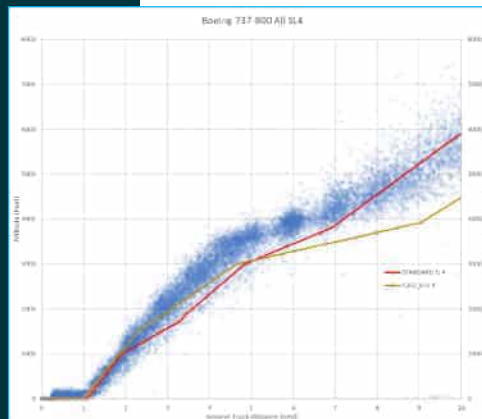
- Aircraft would depart from Taxiway A
 - Takeoff Distance Available (11,014 feet)
 - B747 and B777-300 would still use full length
 - Full length available at pilot request



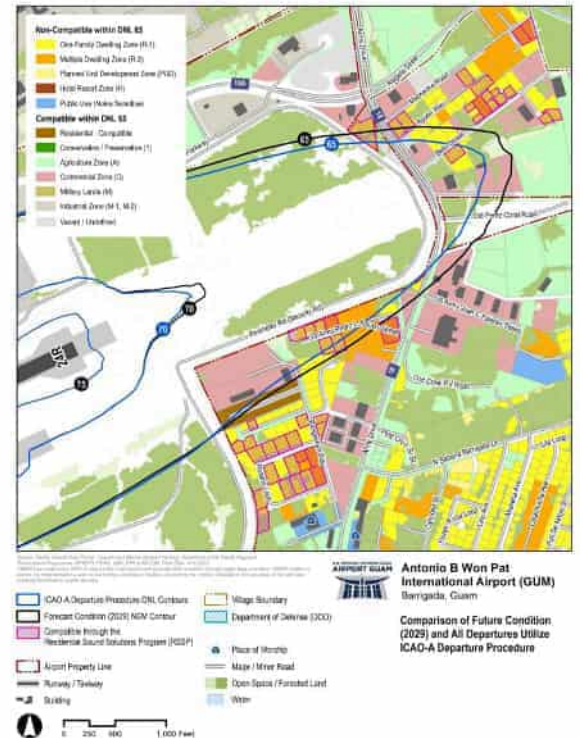
NOISE ABATEMENT

2. Noise Abatement Departure Profiles

- Noise Abatement Departure Profiles (NADP)
- Voluntary Measure
- ICAO-A: International Airlines already use
- Domestic Airlines would need to adopt ICAO-A.



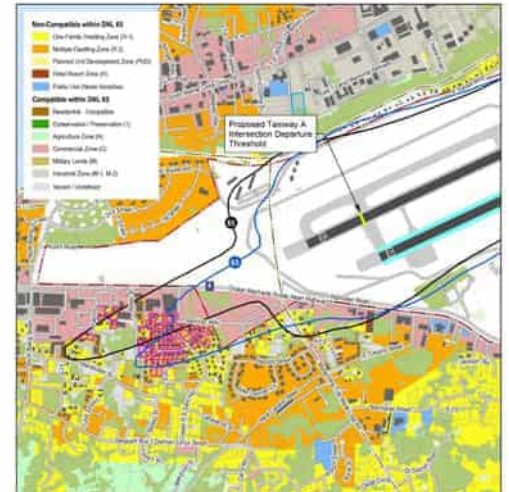
Source: Radar data (July 2022 – June 2023)



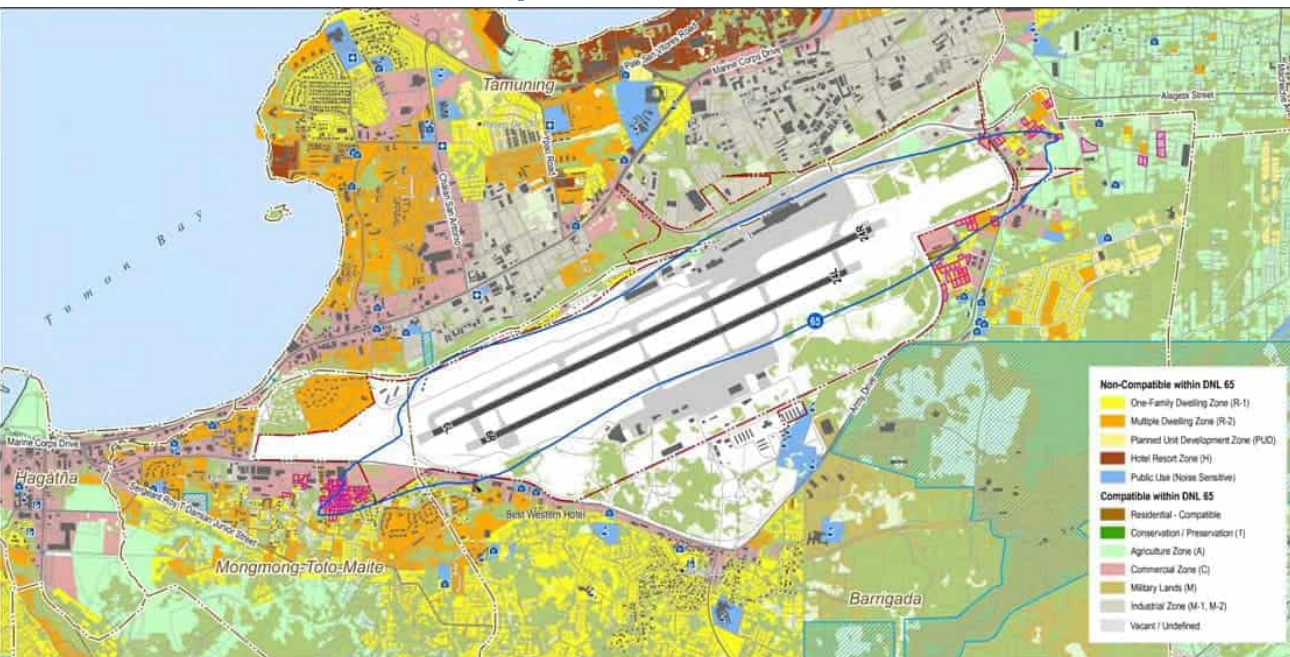
NOISE ABATEMENT

3. Aircraft Use Runway 6R/24L for Arrivals at Night

- Night only when operations are reduced
- All arrivals use Runway 6R/24L



2029 Draft Noise Exposure Map With Noise Abatement Measures Implemented



Draft - Subject to Change

- Forecast Condition (2029) NEM Contour
- Compatible through the Residential Sound Solutions Program (RSSP)
- Airport Property Line
- Runway / Taxiway
- Building
- Major / Minor Road
- Village Boundary
- Department of Defense (DOD)
- Open Space / Forested Land
- Water
- School
- Place of Worship
- Library
- Clinic / Hospital

Antonio B Won Pat International Airport (GUM) Barrigada, Guam

Forecast Condition (2029) Noise Exposure Map

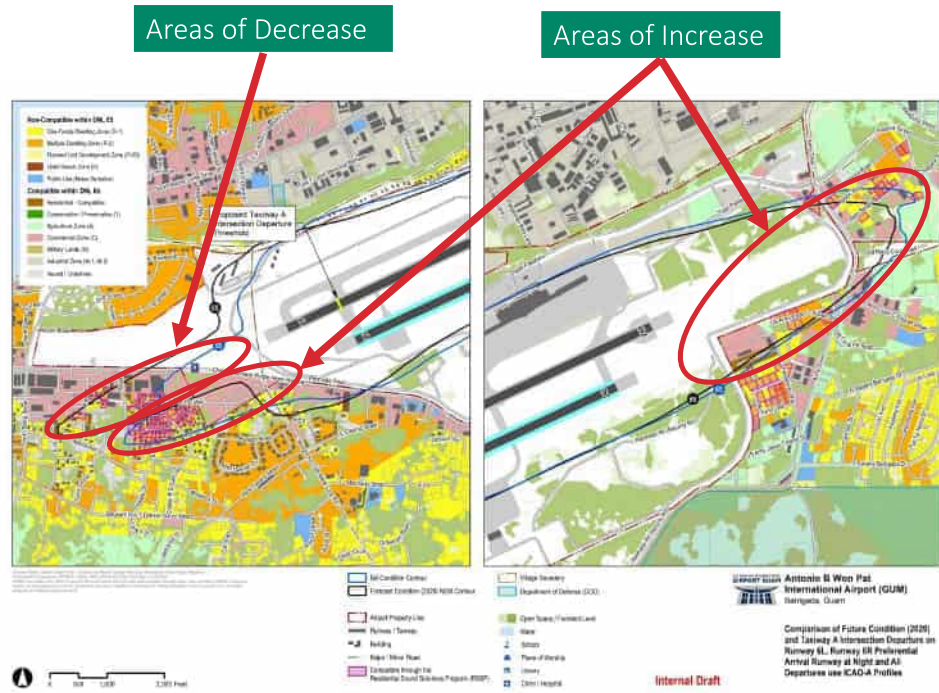
NOISE ABATEMENT Combined NCP Measure

- Net reduction of 191 noncompatible housing units
- 60 noncompatible housing units

Contour Interval		Total > 65 DNL	Change
Total Population	2029	909	
	2029 w/NCP	435	-474
Noncompatible ¹ Population	2029	753	
	2029 w/NCP	180	-573
Total Housing Units	2029	303	
	2029 W/NCP	145	-158
Noncompatible ¹ Housing Units	2029	251	
	2029 W/NCP	60	-191

DNL = Day-Night Average Sound Level

Notes: 1 – The noncompatible number subtracts those units that have received sound insulation treatment and an aviation easement or were constructed after October 1, 1998.



Land Use Strategies

Land Use/Mitigation Measures

- There are two types of land use measures
 - Corrective – intended to correct existing noncompatible land uses.
 - Preventive – intended to prevent future noncompatible land uses.
- Local jurisdictions have responsibilities
 - Neither the FAA nor the Airport have control over land uses outside of the Airport boundary.
 - Therefore, it is the responsibility of the jurisdiction(s) to implement and enforce land use standards outside the airport boundary.

Land Use Strategies	
■	Land acquisition
■	Sound insulation
■	Avigation easements
■	Prevention
■	Land use controls
■	Real estate disclosures

2003 NCP LAND USE MEASURES

- Eight (8) preventive land use (LU) measures
- Three (3) corrective (remedial) land use (RLU) measures
- One (1) measure implemented
 - *Residential Sound Solution Program (RSSP)*
 - *242 housing units treated*

	Name	Approval Status	Implementation Status
LU-1	Amend Local Land Use Plans	Approved	Not implemented
LU-2	Zone for Compatible Land Development	Approved	Not implemented
LU-3	Apply Zoning Performance Standards	Approved	Not implemented
LU-4	Establish a Public Information Program	Approved	Not implemented
LU-5	Revise Building Codes	Disapproved for Purposes of Part 150	Not implemented
LU-6	Dedication of Avigation Easements	Disapproved for Purposes of Part 150	Not implemented
LU-7	Fair Property Disclosure Policy	Approved	Not implemented
LU-8	Land Banking	Disapproved for Purposes of Part 150	Not implemented

	Name	Approval Status	Implementation Status
RLU-1	Acquire Developed Property in Non-Compatible Uses	Approved	Not implemented
RLU-2	Property Purchase Guarantee	Approved	Not implemented
RLU-3	Part 150 Sound Mitigation Program	Approved	Implemented

Land Use Strategies for Consideration (as identified in Working Paper 5)

– Corrective Strategies (3)

- Land Use Rezoning
- Land Acquisition
- Sound Insulation
- Avigation Easements
- Home Sales Assistance

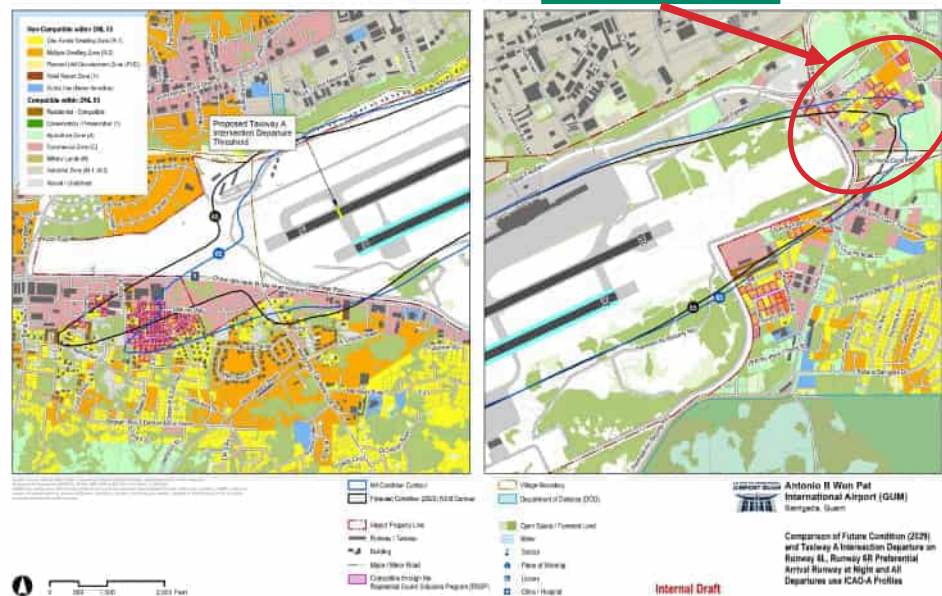
– Preventive Strategies (3)

- Airport Noise Overlay Zone
- Sound Insulation Standards for Building Codes
- Airport Inclusion in Land Use Planning
- Real Estate Disclosures
- Land Banking

LAND USE REZONING SUPPORT

Notify GIAA of rezoning efforts east of the Airport

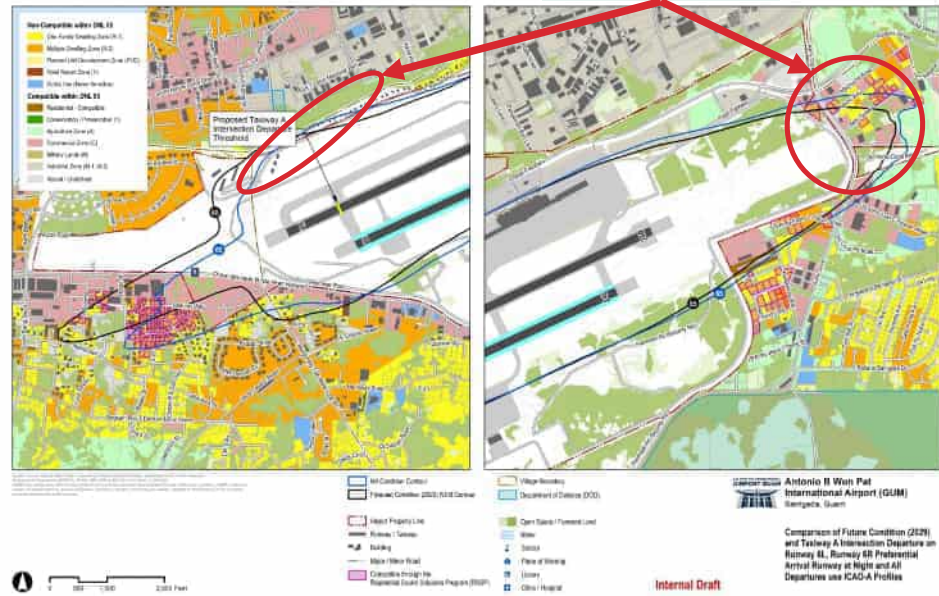
- To encourage future compatible land use, GIAA would provide letters of support to rezone properties to compatible use from non-compatible use, e.g., residential to industrial.
- To discourage future non-compatible land use, GIAA would provide letters not supporting the rezoning of properties to non-compatible use.



LAND ACQUISITION

- Acquire noise-sensitive land uses near the airport boundary and within the 65 DNL contour
- Transition the property to:
 - Airport property
 - Compatible non-Airport property

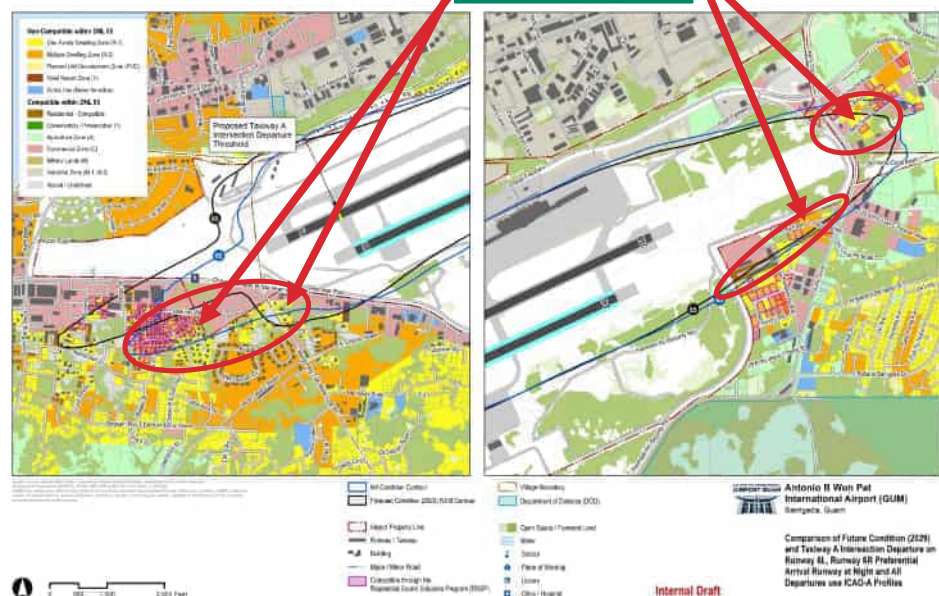
Areas of possible land acquisition



SOUND INSULATION

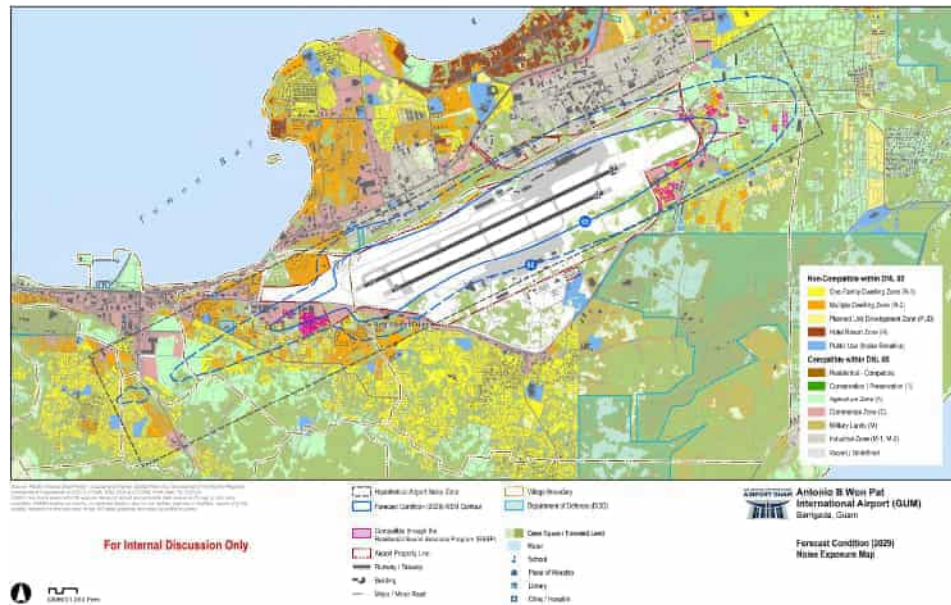
- Continue the Residential Sound Solutions Program to:
 - Mitigate the interior of the noise-sensitive structures and provide a compatible interior with noise from aircraft arrivals

Areas of sound insulation



AIRPORT NOISE OVERLAY AND SOUND INSULATION STANDARDS

- Preventive strategy to discourage noise-sensitive development
- Figure shows three zones
 - 1. Rectangle area could be the area where GIAA is notified of proposed development
 - 2. 60 DNL contour could be the area that recommends additional sound insulation for noise-sensitive structures
 - 3. 65 DNL contour could be the area where new noise-sensitive development is not recommended



Brainstorm: Land Use/Mitigation Measures

- Any changes to proposed measures?
- Thoughts on which local Agency would implement each measure?
- Any other new measures to propose?
- Purposes:
 - (1) to mitigate noncompatible land uses and
 - (2) to prevent the introduction of new noncompatible land uses

Land Use Strategies

- Land acquisition
- Sound insulation
- Avigation easements
- Prevention
- Land use controls
- Real estate disclosures

Schedule and Meeting Topics

Proposed Schedule

We are here!

Note: Schedule is subject to change

Meeting / Activity	Purpose	Anticipated Time Frame
Kick-Off Meeting with GIAA and the Part 150 Team	Define organizational and procedural matters and public outreach, review and refine scope and schedule details.	July 25, 2023
1 st Planning Advisory Committee Meeting	Introduction to Part 150, discuss stakeholder roles, identify issues of concern	November 8, 2023
2 nd Planning Advisory Committee Meeting	Discussion on aviation forecasts, noise modeling results and presentation of the draft NEM Update	May 22, 2024
NEM Public Comment Period and 1 st Public Workshop	Overview of Part 150 process, Noise Modeling, Noise Exposure Maps, Introduction to NCP, NEM thirty-day public comment period	November 2024
3 rd Planning Advisory Committee Meeting	2 nd Round results of the proposed Noise Abatement Measures, Land Use and Program Management measures.	November 2024
GIAA to Submit Final NEM to FAA	GIAA submits final updated NEM to FAA for review and acceptance. Respond to FAA questions as needed	January 2025
4 th Planning Advisory Committee Meeting	Revised Noise Abatement measures, potential Land Use and Program Management measures.	March 2025
5 th Planning Advisory Committee Meeting	Review Draft Noise Compatibility Program, Public Outreach program and next steps	Fall 2025
NCP Public Comment Period, 2 nd Public Workshop, and NCP hearing	NCP thirty-day public comment period and third Public Workshop and NCP Hearing.	Fall 2025
GIAA to Submit Final NCP to FAA	GIAA submits final updated NCP to FAA for review and approval. Respond to FAA questions as needed.	December 2025

Project Contacts

Project Contacts:

GIAA

PO Box 8770, Tamuning, Guam

671-646-0300

AECOM Lynn Keeley

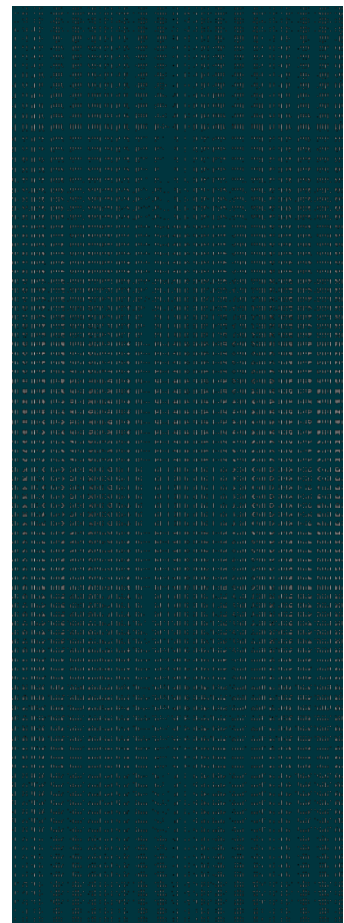
Lynn.Keeley@aecom.com

215-696-3524

HMMH Robert Mentzer

rmentzer@hmmh.com

339-234-8703

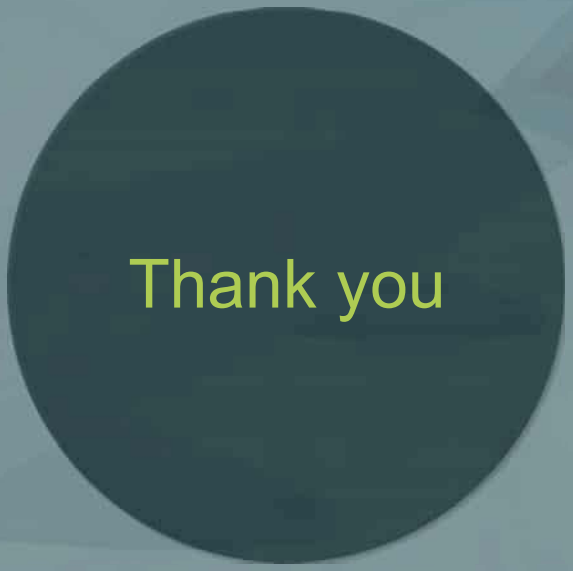


31

Wrap Up

- Next PAC meeting:
 - Target Date: Fall 2025
 - Location: Airport (In-person)
- Working Paper 6:
 - Draft Noise Compatibility measures

32



Thank you



BUREAU OF BUDGET & MANAGEMENT RESEARCH

OFFICE OF THE GOVERNOR
Post Office Box 2950, Hagåtña Guam 96932



LOURDES A. LEON GUERRERO
GOVERNOR

LESTER L. CARLSON, JR.
DIRECTOR

JOSHUA F. TENORIO
LIEUTENANT GOVERNOR

MAY 07 2025

MEMORANDUM

TO: Executive Director, A.B. Won Pat International Airport Authority

FROM: Director, Bureau of Budget and Management Research

SUBJECT: Noise Compatibility Planning Study Implementation

Hafa Adai! This is in response to your April 29, 2025 request for feedback on the Noise Compatibility Planning Study implementation.

My review is complete. I have no additional comments and find the proposed schedule to be achievable.

Senseramente,

LESTER L. CARLSON, JR.

Keeley, Lynn

From: Pete Camacho <pcamacho@guamairport.net>
Sent: Thursday, May 15, 2025 2:01 AM
To: Keeley, Lynn
Cc: franks; Fred Tupaz; tonyl; trinig
Subject: Fwd: Guam International Airport Authority Noise Study Planning Review

This Message Is From an External Sender

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[Report Suspicious](#)

Good Day Lynn,

I Received the following email from Director Vince Arriola of Dept. of Public Works, the Secretary tried sending it earlier but posted a dot on my email address. I hope the following suffice the following of adding it to the NCP Report.

Pete

From: "Vince Arriola (vince.arriola@dpw.guam.gov)" <vince.arriola@dpw.guam.gov>
To: pcamacho@guamairport.net
Date: Thu, 15 May 2025 15:28:41 +1000
Subject: Fwd: Guam International Airport Authority Noise Study Planning Review

Guam International Airport Authority Noise Study Planning Review

Good afternoon Pete,

After reviewing the Noise Study Review I have found that Department of Public Works will not be impacted by this plan and have no objections for your study.

Any questions please feel free to contact me.

Vincent P. Arriola
Director, Department of Public Works
542 North Marine Corp Drive,
Tamuning, Guam 96913
(671) 646-3131



P.O. Box 8770, Tamuning Guam, 96931
355 Chalan Pasaheru, Tamuning, Guam 96913
TEL (671) 646-0300
www.guamairport.com

CONFIDENTIALITY NOTICE:

*This message (including any attachments) contains information that is confidential and proprietary to GIAA and/or A.B. Won Pat International Airport Authority, Guam, and that is for the sole use of the intended recipients. If you are not an intended recipient, you may not read, print, retain, use, copy, distribute, forward or disclose to anyone this message or any information contained in this message (including any attachments). If you have received this message in error, please advise the sender of this error by reply e-mail, and please destroy all copies of this message (including any attachments). ***

GOVERNMENT OF GUAM – Department of Land Management
Office of the Recorder

1010535

File for Record is Instrument Number _____

on the Year 20 25 Month 07 Day 16 Time 1:18pm

Recording Fee **DE-OFFICIO** Receipt No. **DE-OFFICIO**

Deputy Recorder: _____

Yvonne D. Mendiola

Above Space for Recorder's Use only

COPY

GUAM LAND USE COMMISSION MEETING MINUTES



Department of Land Management
ITC Building, Tamuning, Guam
DLM Conference Room, 3rd Floor ITC Bldg.
Tamuning, Guam 96913



Thursday, June 12, 2025
2:05 p.m. to 2:57 p.m.

GUAM LAND USE COMMISSION MEETING
Department of Land Management, 3rd Floor ITC Building, Tamuning
DLM Conference Room
Thursday, June 12, 2025 • 2:05 p.m. to 2:57 p.m.

MEMBERS PRESENT:

Ms. Anita B. Enriquez, Chairperson

Ms. Leilani R. Flores, Commissioner

Mr. Gerald P. Yingling, Commissioner

[Excused: Commissioner Ronald C. Pangilinan]

PLANNING STAFF PRESENT:

Mr. Joseph M. Borja, Executive Secretary

Mr. N. Lee Miller, Jr., Legal Counsel

Ms. Celine L. Cruz, Chief Planner

Mr. Frank Taitano, Planner IV

Ms. Sonny Gogue, Planner III

Ms. Theresa Guevara, Planner II

Mr. Kyle Meno, T. Network Coordinator

GUAM LAND USE COMMISSION

GUAM HYBRID LAND USE COMMISSION

Attendance Sheet

Department of Land Management Conference Room
590 S. Marine Corps Drive, Third Floor, ITC Building, Tamuning

Date of Meeting: Thursday, THURSDAY, June 12, 2025

Time of Meeting: GLUC: 2:05pm GHLUC: 1:37pm

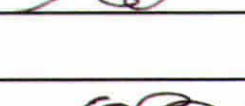
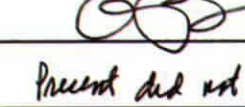
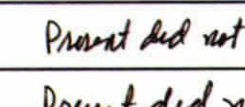
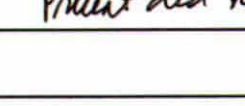
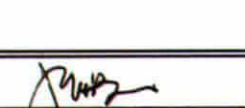
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☒	Regular
☐	Special
☒	Quorum
☐	No-Quorum

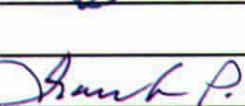
☒	GHLUC
☒	Regular
☐	Special
☒	Quorum
☐	No-Quorum

COMMISSION MEMBERS

Chairwoman Anita B. Enriquez
Comissioner Leilani R. Flores
Commissioner Ronald C. Pangilinan
Commissioner Gerald P. Yingling
Mayor Peter Benavente, Dededo
Mayor Frances Lizama, Yigo
Mayor Louise Rivera, Tamuning
Mayor June Blas, Barrigada

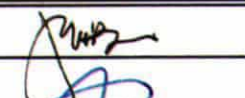
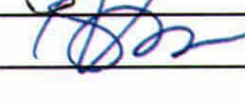
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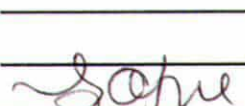
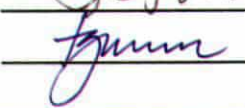
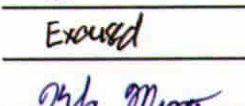
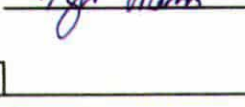
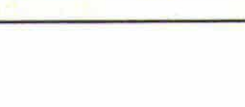









STAFF

Joseph M. Borja, Executive Secretary
Rossana D.S.M. Tiston, Deputy Director
N. Lee Miller, Jr., Legal Counsel (OAG)
Celine L. Cruz, Chief Planner
Frank Taitano, Planner IV
Penmer Gulac, Planner IV
M. Grace Vergara, Planner IV
Sonny Gogue, Planner III
Theresa Guevara, Planner II
Edward Sanchez, Planner I
Cristina Gutierrez, WPSII
Kyle Meno, TN Coordinator


ADJOURNMENT

GLUC: 2:57pm GHLUC: 1:58pm

**Location: Department of Land Management Conference Room
590 S. Marine Corps Drive, Third Floor, ITC Building, Tamuning**

1:58 pm / 2:57 pm

[illegible]

Location: Department of Land Management Conference Room
590 S. Marine Corps Drive, Third Floor, ITC Building, Tamuning

☒ Quorum ☐ No Quorum Adjournment: 1:58 pm / 2:57 pm

[illegible]



GUAM LAND USE COMMISSION

Chairperson Anita B. Enriquez
Commissioner Leilani R. Flores
Commissioner Ronald C. Pangilinan

Commissioner Gerald P. Yingling
Commissioner (Vacant)

Joseph M. Borja, Executive Secretary
N. Lee Miller, Jr., Legal Counsel (OAG)

AGENDA

Thursday, June 12, 2025 at 1:30 p.m.

Department of Land Management Conference Room

3rd Floor ITC Bldg., Tamuning, GU 96913

[As advertised in the Guam Daily Post – June 5th and June 10th, 2025]

Livestreamed on YouTube at Guam Department of Land Management Channel

I. Notation of Attendance/Roll Call [] Quorum [] No Quorum

II. Approval of Minutes

➤ GLUC Regular Meeting Minutes of Thursday, April 10, 2025

III. Old or Unfinished Business [None]

IV. New Business

Zone Change

- A. Application No. 2024-23, the Applicant, Core Tech Development, LLC represented by TG Engineers; PC; requests a Zone Change from "R2" (Multiple Dwelling) zone to "M1" (Light Industrial) zone, for a proposed photovoltaic facility, on Lot 10184-2 and Lot 10184-3, in the Municipality of Dededo.
Case Planner: Frank Taitano

Zone Variance

- B. Application No. 2022-37, the Applicants, Prabhsaran and Cassandra Reyes Sachdev represented by Felix Benavente; requests a Zone Variance for Setback, for an existing residential structure with a front yard setback of 13.5-feet, a left side yard setback of 4-feet, and a rear yard setback of 3.5-feet, on Lot 16, Block 3, Tract 178, in the Municipality of Yigo, in an "R1" (One-Family Dwelling) zone.
Case Planner: Sonny Gogue

V. Administrative & Miscellaneous Matters

- C. A.B. Won Pat International Airport Authority; Noise Compatibility Planning Study
D. Election of Vice Chairperson, Guam Land Use Commission

VI. Adjournment

GUAM LAND USE COMMISSION REGULAR MEETING MINUTES

Thursday, June 12, 2025 • 2:05 p.m. to 2:57 p.m.

Department of Land Management Conference Room

3rd Floor, ITC Bldg., Tamuning, Guam 96913

[As advertised in the Guam Daily Post on June 5th and June 10th, 2025]

Livestreamed on YouTube/Guam Department of Land Management Channel

I. Notation of Attendance

Chairperson Enriquez called to order the regular meeting of the Guam Land Use Commission for Thursday, June 12, 2025, at 2:05 p.m.

Present were: Chairperson Anita Enriquez, Commissioner Leilani Flores, Commissioner Gerald Yingling, Executive Secretary Joseph Borja, Legal Counsel Lee Miller, Chief Planner Celine Cruz, Planning Staff Frank Taitano, Sonny Gogue, Theresa Guevara and Kyle Meno.

[Excused: Commissioner Ronald Pangilinan and Deputy Director Rosanna Tiston]

Madam Chair noted a quorum and announced that today's meeting was being live-streamed on YouTube at the Guam Department of Land Management's channel.

II. Approval of Minutes

Chairperson Enriquez before the members today, is the approval of the Minutes from the GLUC meeting held on Thursday, April 10, 2025. The Commissioners were provided with the draft in advance, and they have been reviewed. Madam Chair asked for a motion for approval.

Commissioner Flores made a motion to approve the Minutes for April 10, 2025.

Commissioner Yingling seconds the motion.

Chairperson Enriquez acknowledged and accepted the motion made by Commissioner Flores and seconded by Commissioner Yingling. There was no discussion, Madam Chair put the motion to a vote, with all in favor of approval. **[Motion carried unanimously, 3 ayes and 0 nays]**

III. Old or Unfinished Business [None]

IV. New Business

Zone Change

- A. Application No. 2024-23 the Applicant, Core Tech Development, LLC represented by TG Engineers, PC; requests a Zone Change from "R2" (Multiple Dwelling) zone to "M1" (Light Industrial) zone, for the proposed photovoltaic facility, on Lot 10184-2 and Lot 10184-3, in the Municipality of Dededo. Case Planner: Frank Taitano

there were irregularities in the alignment of the property lines and the structure. In the application, there is certification from a registered Surveyor that proves this wrong. DPW's concern is about the alignment (certified by a Surveyor) and the fault of the inspection that was conducted.

[Discussion ensues]

Chairperson Enriquez added to the concern about precedence, she also recognizes that the original structure (A) was built with the understanding that all requirements were satisfied. Madam Chair stated that the Commission grandfather this factor in because it would impose an undue financial burden on the buyers. In this particular case, there were no red flags raised, and the original structure (A) had satisfied previous requirements. The property in its entirety with new owners, and the intent is to be recognized as satisfying legal requirements, and understandably needing approval from the Commission to obtain the approval of the zone variance for setbacks.

Madam Chair opened the floor for public comment.

Public Comment [None noted, Madam Chair closed the public comment period.]

Chairperson Enriquez there were no further comments or discussion. Chairperson Enriquez was ready to entertain a motion for action for Application No. 2022-37.

Commissioner Flores made a motion to approve Application No. 2022-37 based on the staff's recommendation as noted in the staff report dated June 4, 2025.

Commissioner Yingling seconds the motion.

Chairperson Enriquez acknowledged and accepted the motion made by Commissioner Flores and seconded by Commissioner Yingling. There was no discussion on the motion, Madam Chair put the motion to a vote, with all in favor of approval. **[Motion carried; 3 ayes, 0 nays]**

V. Administrative and Miscellaneous Matters

C. A.B. Won Pat International Airport Authority: Noise Compatibility Planning Study

Chairperson Enriquez turned the floor over to the Executive Secretary for the presentation.

Joseph Borja, Executive Secretary stated that there have been from time to time that the Department or the Commission is requested to provide input on certain issues, and in this case, it is a noise compatibility planning study conducted by the Airport's consultant.

Mr. Borja remarked that there will be five Commissioners in the coming weeks who will set the tone of the Commission on these requests. Mr. Borja asked the Commission whether they would like to receive land bills as they are introduced at the Legislature, sent to the individual Commissioners for review, and then brought up for discussion at a GLUC meeting. In addition to

the bills that are introduced, some studies are being referred to Land Management for comments. He added that the Chief Planner has attended the noise compatibility study meetings and felt that this would be a good issue to bring before the Commission.

Celine Cruz, Chief Planner read the Commission Brief dated June 11, 2025. Chief Planner Cruz reported that the Guam International Airport Authority is in the middle of its Part 150 Noise Compatibility Study. This is a federally guided process aimed at identifying ways to reduce the impact of aircraft noise and promote compatible land use around the airport. (For full content/text, see attached report]

[Attachment C – Commission Brief dated June 11, 2025]

Chairperson Enriquez thanked the Chief Planner for the brief and stated that she understands that this was provided to the Commission for information purposes only.

Chairperson Enriquez brought up that she receives regularly from the Guam Legislature, from an oversight chair or respective committee, to provide testimony on bills concerning land use. Madam Chair has always taken the position to forward these requests to the department for review and to defer to the department's expertise to determine if a response or testimony will be provided. Additionally, as Chairperson, she understands that she cannot solely provide testimony on her own, particularly if it represents the Commission without some dialogue or deliberation with the members of the Commission. Taking into consideration the Open Government Law that the Commission cannot meet for Commission business unless the Open Government Law is followed about announcing and placing on the agenda of a regular meeting of the Commission. Anytime there is a request and there is a need for an expedient response, Chairperson Enriquez stated that she respectfully does not respond but defers it to the Executive Secretary, who is also the Director for the Department of Land Management. This is the position that Madam Chair has always taken.

Joseph Borja remarked that he also does the same when there are bills that need legal interpretation and defers them to Legal Counsel to provide testimony.

Chairperson Enriquez remarked that she understands that the Commission's role is to review and entertain items that are placed on the agenda that come directly from the Department, but not to make or amend laws, but rather act on applications that come through and to also hear information that is relevant to the purpose of the Commission.

Lee Miller, Legal Counsel advised that any member of the Commission is free to testify at the Legislature in expressing their views, so long as the member prudently begins their testimony by saying that this is their personal view and not the view of the Commission as a whole. To present the view of the Commission, it would require consideration in a vote from the body.

Commission Yingling commented that the study could have a major impact on this area and anticipates that the Executive Secretary will take a serious look at this. He added that the footprint

of the Part 150 has expanded, and this is significant, which will have a possible significant impact on Land Management and the GLUC.

Next item on the agenda –

D. Election of Vice Chairperson, Guam Land Use Commission.

Chairperson Enriquez the next item on the agenda is the election of the Vice Chairperson for the GLUC.

Joseph Borja asked if the election of a Vice Chairperson could be postponed until there are at least four members present to elect a new Vice Chairperson.

Chairperson Enriquez stated that this item will be tabled until there are additional members present. Madam Chair inquired when the next meeting of the Commission will be held.

Celine Cruz, Chief Planner replied that it is tentatively scheduled for Thursday, June 26, 2025. Planning is potentially tracking one application at this time. A call out to the Commission members will be done in the next couple of days.

Chairperson Enriquez there being no further business for the Commission, Madam Chair asked for a motion to adjourn.

VI. Adjournment

Commissioner Yingling made a motion to adjourn today's meeting.

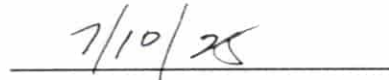
Commissioner Flores seconds the motion.

Chairperson Enriquez acknowledged and accepted the motion made by Commissioner Yingling and Commissioner Flores. The motion was put to a vote, with all in favor of adjournment. **[Motion carried; 3 ayes and 0 nays]**

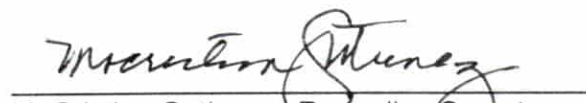
The regular meeting of the Guam Land Use Commission for Thursday, June 12, 2025 was adjourned at 2:57 p.m.

Approved by:

Date approved:


Anita B. Enriquez, Chairperson
Guam Land Use Commission
7/10/25

Transcribed by:


M. Cristina Gutierrez, Recording Secretary
Planning Division, DLM

ATTACHMENT C



DIPĀTTAMENTON MINANEHAN TĀNO'
(Department of Land Management)
GUBETNAMENTON GUĀHAN
(Government of Guam)



Street Address:
590 S. Marine Corps Drive
Suite 733 ITC Building
Tamuning, GU 96913

LOURDES A. LEON GUERRERO
MAGA'HAGA • GOVERNOR

JOSEPH M. BORJA
DIRECTOR

JOSHUA F. TENORIO
SIGUNDO MAGA'LÁHI • LIEUTENANT GOVERNOR

ROSSANA SAN MIGUEL TISTON
DEPUTY DIRECTOR

Mailing Address:
P.O. Box 2950
Hagåtña, GU 96932

June 11, 2025

Memorandum

To: Chairperson, Guam Land Use Commission
From: Guam Chief Planner
Subject: Commission Brief - Role of the Department of Land Management in the GIAA Part 150 Noise Compatibility Planning Study

Background

The Guam International Airport Authority (GIAA) is in the middle of its Part 150 Noise Compatibility Planning Study. This is a federally guided process aimed at identifying ways to reduce the impact of aircraft noise and promote compatible land use around the airport.

The Department of Land Management (DLM) has been participating in this study as a stakeholder, given our role in land use planning and zoning across the island. One of the strategies currently being considered—outlined on page 24 of the study materials—relates specifically to rezoning support in areas affected by aircraft noise.

As the agency with jurisdiction over land use planning and zoning enforcement in Guam, the Department of Land Management has been engaged as a stakeholder in the study's development. Our input is reflected in several areas, with particular relevance to the Land Use Rezoning Support Strategy outlined on page 24 of the study.

This strategy proposes that:

- GIAA may issue letters of support when rezoning efforts aim to convert land from non-compatible uses (e.g., residential) to compatible uses (e.g., industrial) within airport noise exposure areas; and conversely,
- GIAA may also provide letters of opposition for rezoning proposals that introduce or expand incompatible uses in high-noise areas.

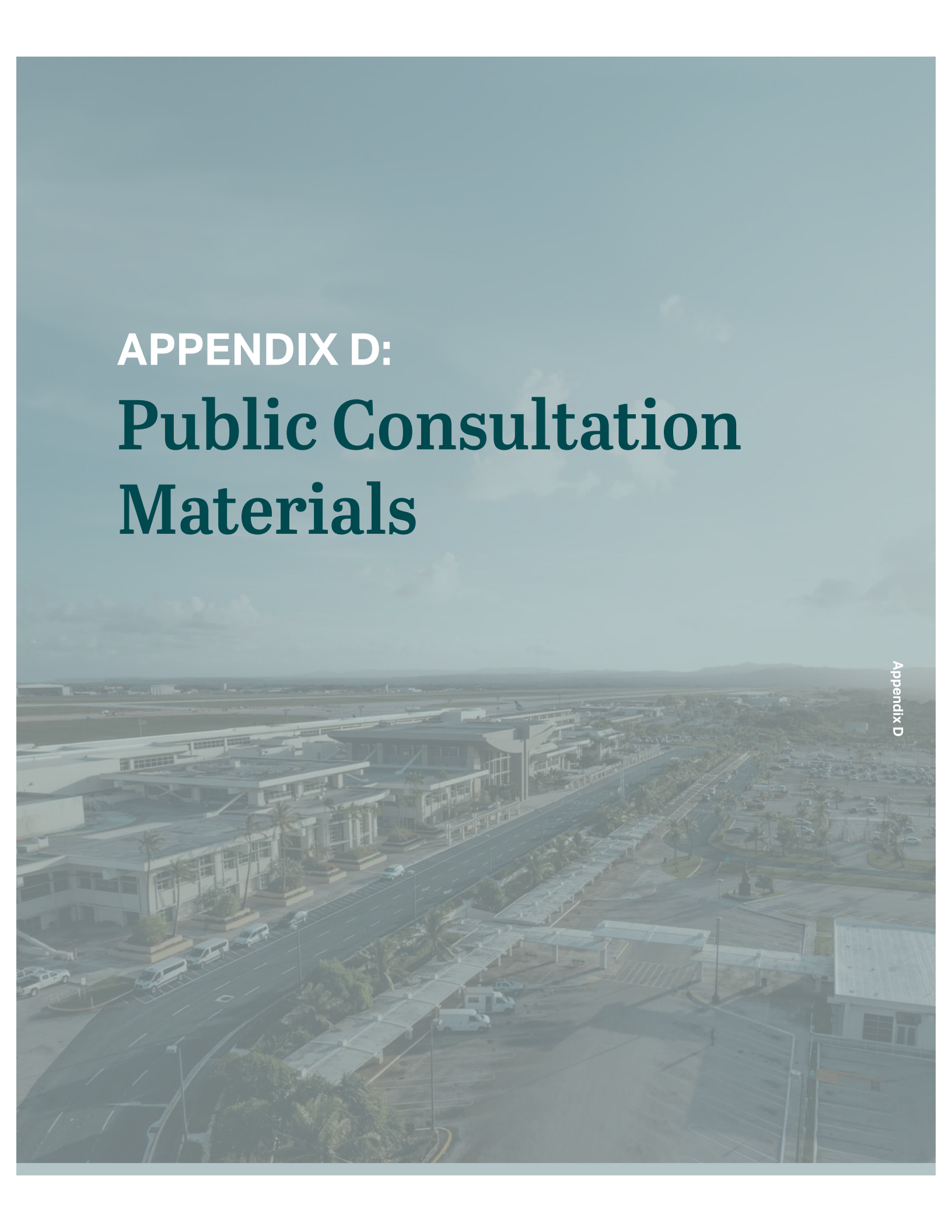
This approach is intended to support local planning authorities, including DLM and the GLUC, by offering technical justification that aligns with federal noise compatibility objectives.



We're providing this information to support ongoing coordination with the Guam Land Use Commission, recognizing the important role you play in guiding responsible development across the island. We also welcome any observations you may have on the proposed strategies, particularly those related to land use and rezoning considerations. Any input received will also be shared with the GIAA and their consultant team as part of the broader stakeholder engagement process for the Noise Compatibility Study.

Respectfully,

/s/ Celine L. Cruz
Chief Planner

An aerial photograph of a large airport terminal and its surrounding parking lots. The terminal is a long, multi-story building with a flat roof and several wings. In front of the terminal is a wide, multi-lane road. To the right of the road is a large parking lot filled with cars. The entire image is covered with a semi-transparent blue overlay. The text "APPENDIX D: Public Consultation Materials" is written in white and dark blue on the left side of the image.

APPENDIX D: Public Consultation Materials

D.1 Public Open House and Public Hearing Number 1 - October 29, 2025

CLASSIFIEDS

FOR RENT

TAM APTS. 3BD/1BTH & 2BD/1BTH
SEC 8 OK \$1500/\$1000
CALL 671-646-0510/11

TORRES LAW GROUP

Suite 201, 170 Ingersoll Avenue, Hagatña, Guam 96910
Telephone: (671) 477-8881 • Fax: (671) 477-8881
Chavez & Torres

IN THE SUPERIOR COURT OF GUAM
IN THE MATTER OF THE ESTATE OF
BENNY BENAVENTE BELLO,
Decedent.

PROBATE CASE NO. 190141-25
NOTICE OF HEARING

THIS NOTICE IS REQUIRED BY LAW YOU ARE NOT
REQUIRED TO APPEAR IN COURT UNLESS YOU DESIRE.

1. NOTICE IS HEREBY GIVEN that Iba Ché Bello has
filed a Petition for Admission of JWP and for Letters
Testamentary.

2. A hearing on the petition will be heard on
Wednesday, October 15, 2025, at 11:20 a.m.
before the Hon. Judge Elyse M. Isarte.

3. To attend or to participate in the hearing, you may
appear in person at the Guam Judicial Center,
appeal remotely at <https://guamcourts.org/zoom/jwp>
and enter Meeting ID: 664 4387 2213 and
Passcode: JWM or call into the courtroom at
671-309-6703 at the designated hearing time. For
connectivity issues, you may contact Jannette
Samson at (671) 475-0141 or email
jannette@guamcourts.gov.

DATED: 12 SEP 2025.

JANICE M. CRAMACHO-PEREZ
Clerk of Court, Superior Court of Guam
By: J. Alicia B. Mendez
Lawroom/Chamber Clerk

IN THE SUPERIOR COURT OF GUAM
IN THE MATTER OF THE ESTATE OF
NICK BRADLEY SULTAN CAHINO,
Decedent.

PROBATE CASE NO. 190142-25
NOTICE OF HEARING

THIS NOTICE IS REQUIRED BY LAW YOU ARE NOT
REQUIRED TO APPEAR IN COURT UNLESS YOU DESIRE.

1. NOTICE IS HEREBY GIVEN that Virginia O.
Carino has filed a Petition for Letters of
Administration and for Appointment of
Administrator.

2. A hearing on the petition will be heard
on Wednesday, October 15, 2025, at
11:30 a.m. before the Hon. Judge Elyse
M. Isarte.

3. To attend or to participate in the
hearing, you may appear in person at the
Guam Judicial Center, appeal remotely at
<https://guamcourts.org/zoom/jwp>
and enter Meeting ID: 664 4387 2213 and Passcode:
JWM or call into the courtroom at
671-309-6703 at the designated hearing
time. For connectivity issues, you may contact
Jannette Samson at (671) 475-0141 or email
jannette@guamcourts.gov.

DATED: 12 SEP 2025.

JANICE M. CRAMACHO-PEREZ
Clerk of Court, Superior Court of Guam
By: Alicia B. Mendez
Lawroom/Chamber Clerk



GUAM POWER AUTHORITY

AURORAT REKTESBAT GUAM
P.O. BOX 2977 • HAGATÑA, GUAM U.S.A. 96932-2977
Telephone Nos. 671-646-2041/55 or Facsimile 671-646-2143



INVITATION FOR BID

This notice is paid for by the GUAM POWER AUTHORITY REVENUE FUNDS
Public Law 26-12

BID NO.	PRE-BID/ SITE VISIT (NON-MANDATORY)	TIME	DUE DATE	TIME	DESCRIPTION
GPB-076-25	10/21/2025	9:00 A.M.	11/12/2025	9:00 A.M.	Gloria B. Nelson Public Service Building Fire Alarm System, Wet Sprinkler System Maintenance, Repair, Certification Contract (Renewal)
GPB-077-25			10/21/2025	2:00 P.M.	StreetLight Bracket, Mast Arm (Reemial)
GPB-078-25			10/21/2025	11:00 A.M.	Pole Mounted Transformers (Renewal)
GPB-079-25			10/22/2025	9:00 A.M.	Pole Mounted Transformers (Renewal)
GPB-080-25			10/22/2025	10:00 A.M.	Pole Mounted Transformers (Renewal)

Bid packages may be picked up at the GPWA Procurement Office, Room 101, 1st Floor, Gloria B. Nelson Public Services Building, 698 Route 15, Mangilao, Guam 96911. All interested firms should register with our GPWA Procurement Division to be able to participate in the bid. Please call our office at (671) 646-2054 / 2055 to register. Registration is required to ensure that all "Amendments and Special Reminders" are communicated to all bidders throughout the bid process. Procurement instructions are posted on the Authority's web-site at <https://procure.guam.gov>.

/s/ John M. Benavente, P.E.
General Manager

PUBLIC NOTICE
14 CFR PART 150

Draft Noise Compatibility Program (NCP) Update

The A.B. Won Pat International Airport Authority, Guam (GIAA), an autonomous agency of the Government of Guam, will host a Public Open House Information Workshop and Public Hearing to present the 14 CFR Part 150 Noise Study Update with an overview of the Part 150 Noise Study process, the FAA accepted Noise Exposure Maps, the draft Noise Compatibility Program and the next steps in the study process. The Workshop will be an open-house format. There will be a 10-minute presentation at the start followed by a Q&A session where the public can ask questions of the study team and GIAA. All discussion during the Q&A session will be transcribed for the record. The workshop will begin immediately following the Q&A session, with a series of information stations set up around the room to allow further discussion with GIAA and the study team. The opportunity to provide additional formal comments through a court reporter will be provided throughout the Workshop.

Public Open House Information Workshop
& Public Hearing

Wednesday • October 29, 2025 • 5:00 PM – 7:00 PM

Conference Rooms 1 & 2 • Airport Terminal Building

NCP Report Availability

The Draft NCP report will be available from then until December 1, 2025, for public review and comment at the following locations, during the times stated below, except on official holidays:

Nieves M. Flores
Memorial Library

254 Martyr Street
Hagatña, Guam 96910

Mon-Thu 9:00am to 5:00pm
Sat 9:00am to 1:00pm

GIAA Administrative Office
3rd Floor Airport Terminal Bldg.

355 Chalan Pesadero
Tamuning, Guam 96913

Mon-Fri 8:00am to 5:00pm

Barrigada Branch
Public Library

177 San Roque Drive
Barrigada, Guam 96913

Mon & Wed 9:00am to 12:00pm
& 1:00pm to 5:00pm

The report will be available to download at www.guamairport.com. Comments regarding the Part 150 Noise Study must be received by 5:00pm on December 1, 2025. Comments may be submitted at any time during the public comment period, at the Public Workshop/Hearing, on comment forms at the drop boxes at the libraries, by email to glaapart150@aeom.com or by mail to:

Mr. John M. Quinata - Executive Manager
A.B. Won Pat International Airport Authority, Guam
P.O. Box 8770 Tamuning, Guam 96931

Parking is available in the Public Parking Lot. Call (671) 646-0300-02 for special accommodations. This ad is paid for by GIAA.

Open lot for rent.

PUBLICATION NOTICE

In accordance with the provisions of Guam Code Annotated, Title XI, Chapter III, Section 3315, notice is hereby given that:

G & K CORPORATION DBA: GAYINERO MARKET (TAKEOVER)

has applied for a Class: 5 General Off-Sale Alcoholic Beverage License said premises being marked as Lot: 9, Block 1, Tract 159 740 Gayinero Road Yigo

DFC Finance

VEHICLE FOR SEAL BID "AS IS"

2013 TOYOTA CAMRY

Seal bids must be accepted not later than
THURSDAY, OCTOBER 16, 2025 | 4PM.

CALL: (671) 647-6820

Vehicles will be available for inspection by appointment only.
4000 Tamuning Road, Tamuning, Guam 96913.
199 Ocean View Avenue, Tamuning, Guam 96913.



GUAM POWER AUTHORITY

ATUNDAI ILESTREDAI GUAM
P.O. BOX 2977 • HAGATÑA, GUAM U.S.A. 96932-2977
Telephone No. 671-648-3045 or Facsimile 671-648-3041



INVITATION FOR BID

This notice is paid for by the GUAM POWER AUTHORITY REVENUE FUNDS
Public Law 24-12

BID NO.	DUE DATE	TIME	DESCRIPTION
GE-BID-GPA-075-24	11/13/2025	9:00 A.M.	Document Management Lease, 60 Month Contract (Revenue)
GPA-001-24	10/29/2025	10:00 A.M.	Automotive Ultra Low Sulfur Diesel Fuel Oil No. 2 (ULSD) and Regular Unleaded Automotive Gasoline for Transportation Fleet (Revenue)

Bid packages may be picked up at the GPWA Procurement Office, 1st Floor, Room 701, Gloria E. Nelson Public Service Building, 688 Route 15, Mangilao, Guam. All interested firms should register with GPA's Procurement Division to be able to participate in the bid. Please call our office at (671) 648-3045/3055 to register. Registration is required to ensure that all "Amendments and Special Reminders" are communicated to all bidders throughout the bid process. Procurement Instructions are posted on the Authority's web site at <https://procure.gpa.gov>

/s/ John M. Benavente, P.E.
General Manager



PUBLIC NOTICE 14 CFR PART 150

Draft Noise Compatibility Program (NCP) Update

The A.B. Won Pat International Airport Authority, Guam (GIAA), an autonomous agency of the Government of Guam, will host a Public Open House Information Workshop and Public Hearing to present the 14 CFR Part 150 Noise Study Update with an overview of the Part 150 Noise Study process, the FAA accepted Noise Exposure Maps, the draft Noise Compatibility Program and the next steps in the study process. The Workshop will be an open-house format. There will be a 10-minute presentation at the start followed by a Q&A session where the public can ask questions of the study team and GIAA. All discussion during the Q&A session will be transcribed for the record. The workshop will begin immediately following the Q&A session, with a series of information stations set up around the room to allow further discussion with GIAA and the study team. The opportunity to provide additional formal comments through a court reporter will be provided throughout the Workshop.

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354 Martyr Street
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Mon-Thu 9:00AM to 5:00PM
Sat 9:00AM to 1:00PM

GIAA Administrative Office 3rd Floor Airport Terminal Bldg.

355 Chalan Pasaheiru
Tamuning, Guam 96913
Mon-Fri 8:00AM to 5:00PM

Barrigada Branch Public Library

177 San Roque Drive
Barrigada, Guam 96913
Mon & Wed 9:00AM to 12:00PM
& 1:00PM to 5:00PM

The report will be available to download at www.airport.guam.gm. Comments regarding the Part 150

REMYN LAW FIRM
1082 Pule San Roman Rd., #210
Tumon, Guam 96911
Telephone No. (671) 622-2739
Facsimile No. (671) 677-5366
Email: myrmynlawfirm.com

IN THE SUPERIOR COURT OF GUAM IN THE MATTER OF THE ESTATE OF IGNACIA BERNALDO BULDER,

Decedent.

Probate Case No. PG008-25

SECOND AMENDED NOTICE OF HEARING

THIS NOTICE IS REQUIRED BY LAW YOU ARE NOT
REQUIRED TO APPEAR IN COURT UNLESS YOU DESIRE.

1. NOTICE IS HEREBY GIVEN that Brent Butler has filed a First Amended Petition for Letters of Administration and Probate.
2. A hearing on the petition will be held on **Wednesday, November 12, 2025, at 10:00 a.m. before the Hon. Judge Dyan M. Iriarte.**
3. To attend or to participate in the hearing, you may appear in person at the Guam Judicial Center, appear remotely at <https://guamcourts.org-zoom.us> and enter Meeting ID: 864-6382-2233 and Password: JCM, or call into the courtrooms at 671-308-6283 at the designated hearing time. For connectivity issues, you may contact Jennifer Sanchez at (671) 475-0145 or email jennifer@guamcourts.org.

DATED: 16 SEPT 2025

JANICE M. CAMACHO PEREZ,
Clerk of Court, Superior Court of Guam
By: /s/ ALICE B. MENDOZA
Courtroom/Chamber Clerk

Guam Community Health Centers Board of Directors will be meeting

Thursday, October 16, 2025 @ 10:00am

Seajana Mayor's Office
117A Chalan Guma Yulo,
Seajana, Guam 96910

Livestream on Guam:
<https://www.facebook.com/profile.php?id=61550962057923>

AGENDA

- Call to order.
- Review and Approval of Minutes.
- Old Business:
 - A. Procurement Update
 - B. BioGen Electronic Health Record & Provider Update
 - C. Medicare Reimbursement
 - D. Guam CHC Dental Program Evaluation Survey
- CEO's Report:
 - A. Operational Updates (patient volume)
 - B. Program Update (workforce)
 - C. Patient Satisfaction Survey
- Financial Report:
 - A. Financial Statement
 - B. Grant Funding Updates
- Treasurer's Report
- Projects, Activities, Events, & Travel:
 - A. Community Activities & Outreach
 - B. Executive & Staff Travel
- Committee Report:
 - A. B01 No. 149-18 (CDR) (establishing Authority for the Guam CHC's (Action)
- New Business:
 - A. Clinic Workforce Report
 - B. Nomination of Officers
- Adjournment.

• Confirm next meeting date & location



PUBLIC NOTICE

14 CFR PART 150

Draft Noise Compatibility Program (NCP) Update

The A.B. Won Pat International Airport Authority, Guam (GIAA), an autonomous agency of the Government of Guam, will host a Public Open House Information Workshop and Public Hearing to present the 14 CFR Part 150 Noise Study Update with an overview of the Part 150 Noise Study process, the FAA accepted Noise Exposure Maps, the draft Noise Compatibility Program and the next steps in the study process. The Workshop will be an open-house format. There will be a 10-minute presentation at the start followed by a Q&A session where the public can ask questions of the study team and GIAA. All discussion during the Q&A session will be transcribed for the record. The workshop will begin immediately following the Q&A session, with a series of information stations set up around the room to allow further discussion with GIAA and the study team. The opportunity to provide additional formal comments through a court reporter will be provided throughout the Workshop.

Public Open House Information Workshop & Public Hearing

Wednesday • October 29, 2025 • 5:00 PM – 7:00 PM

Conference Rooms 1 & 2 • Airport Terminal Building

NCP Report Availability

The Draft NCP report will be available from then until December 1, 2025, for public review and comment at the following locations, during the times stated below, except on official holidays:

Nieves M. Flores
Memorial Library
254 Martyr Street
Hagåtña, Guam 96910
Mon-Thur 9:00AM to 5:00PM
Sat 9:00AM to 1:00PM

GIAA Administrative Office
3rd Floor Airport Terminal Bldg.
355 Chalan Pasaoru
Tamuning, Guam 96913
Mon-Fri 8:00AM to 5:00PM

Barrigada Branch
Public Library
177 San Roque Drive
Barrigada, Guam 96913
Mon & Wed 9:00AM to 12:00PM
& 1:00PM to 5:00PM

The report will be available to download at www.guaairport.com. Comments regarding the Part 150 Noise Study must be received by 5:00pm on December 1, 2025. Comments may be submitted at any time during the public comment period, at the Public Workshop/Hearing, on comment forms at the drop boxes at the libraries, by email to glaapart150@aeom.com or by mail to:

Mr. John M. Quinatz - Executive Manager
A.B. Won Pat International Airport Authority, Guam
P.O. Box 8770 Tamuning, Guam 96931

Parking is available in the Public Parking Lot. Call (671) 646-0300-02 for special accommodations. This ad is paid for by GIAA.

Seventh & Zero Counties, Sonoma
Adrian T. Bonilla, District Attorney



Seventh & Zero Counties, Sonoma
Adrian T. Bonilla, District Attorney

GUAM VETERANS COMMISSION

FRIDAY, 31 OCTOBER 2025
1500 HRS

LARGE CONFERENCE ROOM, ADELUP

Broadcast live stream: <https://www.facebook.com/GuamVetCommission>

AGENDA:

- I. CALL TO ORDER
- II. PLEDGE OF ALLEGIANCE
- III. ATTENDANCE
- IV. ACKNOWLEDGMENT OF PUBLIC NOTICE (24 OCTOBER & 28 OCTOBER 2025)
- V. APPROVAL OF AGENDA: 31 OCTOBER 2025
- VI. SECRETARY'S REPORT
- VII. A. APPROVAL OF 29 AUGUST 2025 MEETING MINUTES
- VIII. GVAD- STATE DIRECTOR'S REPORT:
A. PERSONNEL UPDATE
B. EQUIPMENT STATUS
C. CEMETERY EXPANSION GRANT
- VIII. NEW BUSINESS:
A. DPA REPORT FOR GVAD
B. BILL 192
C. VETERANS COMMISSION BY LAWI
D. COMMITTEE'S
E. ALL SOULS DAY: 3 NOVEMBER 2025
F. VETERANS DAY: 11 NOVEMBER 2025
G. VETERANS MONTH
- IX. PUBLIC COMMENTS: 2 MINUTES
- X. ADJOURNMENT

FOR RENT

TAM APTS. 3RD/18TH & 2ND/18TH
SEC B OK \$1500/\$1000 per month
CALL 671-646-0510/11

LEXUS 350 SUV 2015

73K MILEAGE
SALE FOR \$16,000 - OBO
CALL 671 688-1181

CHAMORRO EQUITIES INC.

CALL OF ANNUAL MEETING OF STOCKHOLDERS OF CHAMORRO EQUITIES, INC. TO: ALL STOCKHOLDERS

PLEASE TAKE NOTICE that, pursuant to the \$2.00 of the Bylaws of CHAMORRO EQUITIES, INC., the Annual Meeting of the Stockholders of Chamorro Equities, Inc., will be held at 10:00 A.M. on Wednesday, November 17, 2025, at the principal office of Chamorro Equities, Inc. that is located at 205 Oka Commercial Center, 221 Sweetest Avenue, Tamuning, Guam, 96913.

Dated this 1st day of October, 2025.

/s/ ROBERT V. ULLOA
President

REGULAR BOARD MEETING
NORTHERN DISTRICT
Tuesday, November 4, 2025 - 4 PM
UOG College of Natural & Applied Sciences Bldg., Room 126

Agenda:

- I. Call to Order
- II. Roll Call
- III. Acceptance of Meeting Minutes
A. 10/14/25
- IV. Officer's Report
A. District Clerk's Report
1. Appoint Sergeant at Arms
2. Annual Joint Board Meeting
B. Treasurer's Report
- V. Committee Reports
A. Education & Outreach Committee
B. Operations Committee
C. Budget & Finance Committee
D. Policy & Governance Committee
E. Groundwater & Watershed Protection Committee
F. Land Restoration Committee
G. Food Security Committee
H. Forestry Committee
- VI. Old Business
A. FY26 Budget Draft Review
B. New Business
A. NACD Annual Meeting San Antonio, Texas (02/15-02/18, 2026)
B. Approval of District Staff Positions
C. 2026 NACD PWC/SW Regional Meeting Committee Launch
- VIII. Miscellaneous Matters
- IX. Next Meeting:
- Regular Board Meeting: December 9, 2025
- Partner Meeting: December 16, 2025
- X. Adjournment

For more meeting details or Special Arrangements, feel free to contact us!

APPLY NOW!!

1 - ACCOUNTING CLERK WITH 2 YEARS EXPERIENCE Must have six (6) months' experience using Viewpoint Spectrum (University, Property, and record management data to help financial record) complete.	\$15.76 PER HOUR*
7 - ELECTRICIAN WITH 2 YEARS EXPERIENCE Perform electrical duties for residential, commercial and government projects.	\$21.02 PER HOUR*
13 - HVAC MECHANIC WITH 2 YEARS EXPERIENCE Perform HVAC mechanics duties for residential, commercial and government projects.	\$21.91 PER HOUR*
2 - PIPEFITTER WITH 2 YEARS EXPERIENCE Perform pipefitting duties for residential, commercial and government projects.	\$19.48 PER HOUR*
29 - PLUMBER WITH 2 YEARS EXPERIENCE Perform plumbing duties for residential, commercial and government projects.	\$19.48 PER HOUR*
33 - SHEET METAL WORKER WITH 1 YEAR EXPERIENCE Perform sheet metal worker duties for residential, commercial and government projects.	\$20.64 PER HOUR*
5 - WELDER/FITTER WITH 1 YEAR EXPERIENCE	\$20.30 PER HOUR*



PRESS RELEASE

FOR IMMEDIATE RELEASE – October 28, 2025

Public Open House Information Workshop & Public Hearing on 14 CFR Part 150 Draft Noise Compatibility Program Update & Availability for Public Review & Comment

The A.B. Won Pat International Airport Authority, Guam (GIAA), an autonomous agency of the Government of Guam, announces that **TOMORROW** on **Wednesday, October 29, 2025**, they will hold a **Public Open House Information Workshop & Public Hearing** on the **14 CFR Part 150 Draft Noise Compatibility Program (NCP) Update** report. The workshop and hearing will be held from 5:00PM to 7:00PM at the Airport Terminal Building in Conference Rooms 1 and 2 on the ground floor above the Arrivals Lobby.

Also on October 29, 2025, the **14 CFR Part 150 Draft NCP Update** report will be available for a **30-day public review period through December 1, 2025**, from 8:00AM to 5:00PM ChST, Monday through Friday except official holidays. Hardcopies of the Draft NCP Update report will be available for review at the following three (3) locations during the state hours below, except on official holidays:

- **GIAA Administrative Office** – 3rd Floor Main Airport Terminal Bldg.
355 Chalan Pasaheru, Tamuning, Guam 96913
Mon-Fri 8:00AM to 5:00PM
- **Nieves M. Flores Memorial Library**
254 Martyr Street, Hagåtña, Guam 96910
Mon-Thu 9:00AM to 5:00PM & Thu 9:00AM to 1:00PM
- **Barrigada Branch Public Library**
177 San Roque Drive, Barrigada, Guam 96913
Mon & Wed 9:00AM to 12:00PM & 1:00PM to 5:00PM

The report will also be available to view or download at www.guamairport.com. Comments may be submitted at any time during the public comment period, at the Public Information Workshop/Hearing, submission of Comment Forms at the locations above, by email to giaapart150@aecom.com, or by mail to:

Mr. John M. Quinata – Executive Manager
A.B. Won Pat International Airport Authority, Guam
P.O. Box 8770, Tamuning, Guam 96931

Comments must be received no later than 5:00PM on December 1, 2025.

###

The A. B. Won Pat International Airport Authority, Guam is a self-sustaining autonomous government agency, charged with the mission to ensure the safety and security of the traveling public, maintain superior and reliable level of airport services, and support the development of air services and facilities which are integral to the island's economic growth.

- [About Our Airport](#)
- [Business Opportunities](#)
- [Information for Air Carriers](#)
- **Reports**
 - [Annual Report](#)
 - [Statistics](#)
 - [Board Meeting Minutes Audio](#)
 - [Board Meeting Minutes Print](#)
 - [Citizen-Centric Report](#)
 - [Fiscal Year Operating Budget](#)
 - [Contracts](#)

14 CFR PART 150 NOISE COMPATIBILITY PROGRAM UPDATE

Home » Corporate » Reports » 14 CFR Part 150 Noise Compatibility Program Update

- 📄 [Draft Guam Part 150 Noise Compatibility Program Updated \(NCP Report\)](#) [PDF - 5 MB]
- 📄 [Appendices](#) [PDF - 20 MB]
- 📄 [Noise Compatibility Planning Study Presentation](#) [PDF - 1 MB]



- [About Our Airport](#)
- [Business Opportunities](#)
- [Information for Air Carriers](#)
- **Reports**
 - [Annual Report](#)
 - [Statistics](#)
 - [Board Meeting Minutes Audio](#)
 - [Board Meeting Minutes Print](#)
 - [Citizen-Centric Report](#)
 - [Fiscal Year Operating Budget](#)
 - [Contracts](#)
 - [Financial Reports](#)
 - [Rates and Charges](#)
 - [Grants](#)

14 CFR PART 150 NOISE EXPOSURE MAP UPDATE

Home » Corporate » Reports » 14 CFR Part 150 Noise Exposure Map Update

- 📄 [Guam Part150 Noise Exposure Map \(NEM\) Report](#) [PDF - 17 MB]
- 📄 [Final Appendix A Noise Metrics](#) [PDF - 597 KB]
- 📄 [Final Appendix B Aviation Forecast](#) [PDF - 5 MB]
- 📄 [Final Appendix C Noise Modeling](#) [PDF - 19 MB]
- 📄 [Final Appendix D Stakeholder Engagement](#) [PDF - 21 MB]
- 📄 [Final Appendix E Public Comments](#) [PDF - 230 KB]
- 📄 [Final Appendix F Official Noise Exposure Maps](#) [PDF - 4 MB]
- 📄 [Flight track maps full size](#) [PDF - 8 MB]



View our Current Public Solicitation for Services



LATEST NEWS

Public Open House Information Workshop & Public Hearing...

\$10.4M in FAA grants for Safety and Passenger...

Guam Int'l Airport to Serve as Support Location...

AIRPORT BRINGING BACK "TAKE OFF" 5K in 2025

Airport Dedicates Aviation Business Park in Honor of...

View Archives

About Our Airport

Business Opportunities

Information for Air Carriers

Reports

Programs

Downloadable Applications

Media Center

- Announcements/Public Notices

Public Open House Information Workshop & Public Hearing on 14 CFR Part 150 Draft Noise Compatibility Program Update & Availability for Public Review & Comment

Tuesday, October 28, 2025

The A.B. Won Pat International Airport Authority, Guam (GIAA), an autonomous agency of the Government of Guam, announces that TOMORROW on Wednesday, October 29, 2025, they will hold a Public Open House Information Workshop & Public Hearing on the 14 CFR Part 150 Draft Noise Compatibility Program (NCP) Update report. The workshop and hearing will be held from 5:00PM to 7:00PM at the Airport Terminal Building in Conference Rooms 1 and 2 on the ground floor above the Arrivals Lobby.

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- Nieves M. Flores Memorial Library - 254 Martyr Street, Hagåtña, Guam 96910 Mon-Thu 9:00AM to 5:00PM & Thu 9:00AM to 1:00PM
- Barrigada Branch Public Library - 177 San Roque Drive, Barrigada, Guam 96913 Mon & Wed 9:00AM to 12:00PM & 1:00PM to 5:00PM

The report will also be available to view or download at www.guamairport.com. Comments may be submitted at any time during the public comment period, at the Public Information Workshop/Hearing, submission of Comment Forms at the locations above, by email to giaapart150@asecom.com, or by mail to: Mr. John M. Quinata - Executive Manager A.B. Won Pat International Airport Authority, Guam P.O. Box 8770, Tamuning, Guam 96931.

Comments must be received no later than 5:00PM on December 1, 2025.



Draft Noise Compatibility Program Update



The A.B. Won Pat International Airport Authority, Guam (GIAA) held a Public Open House Information Workshop & Public Hearing on the 14 CFR Part 150 Draft Noise Compatibility Program (NCP) Update report on Oct. 29th at their terminal conference rooms. Engineering firm AECOM was on hand to address with providing technical issues. The day before, on Oct. 28th, the consultants had briefed GIAA executive and senior management on the draft update report, which is now available for public review at the GIAA Offices:

- GIAA Administrative Office – 3rd Floor Main Airport Terminal Bldg.
355 Chalan Pasaheru, Tamuning, Guam 96913
Mon-Fri 8:00AM to 5:00PM
- and also, two of our island libraries as follows:
- Nieves M. Flores Memorial Library
254 Martyr Street, Hagåtña, Guam 96910
Mon-Thu 9:00AM to 5:00PM & Thu 9:00AM to 1:00PM
- Barrigada Branch Public Library
177 San Roque Drive, Barrigada, Guam 96913

The report is also available to view or download at www.guamairport.com. Comments may be submitted at any time during the public comment period, at the Public Information Workshop/Hearing, submission of Comment Forms at the locations above, by email to giaapart150@aecom.com, or by mail to:

Mr. John M. Quinata – Executive Manager
A.B. Won Pat International Airport Authority, Guam
P.O. Box 8770, Tamuning, Guam 96931

All comments must be received no later than 5:00PM on December 1, 2025.





PUBLIC INFORMATION WORKSHOP CFR Part 150 Draft
Noise Compatibility Program (NCP) Update
5:00 p.m., Wednesday, October 29, 2025 GIAA
Terminal Conference Rooms 1 & 2
Public Information Workshop/Public Hearing

	PRINT NAME	SIGN-IN SHEET LOCATION/VILLAGE	CONTACT NO./EMAIL
1.	Uriah Aguon	Mangilao	671 727 4248
2.	Cecilia Flores	B. H.S.	671 482 1011
3.	Alan Chen	E.M. CA	671-777-0951
4.	GENE REINDEL	HMMH	339-234-2035
5.	Robert Mentzer	HMMH	339-234-8703
6.	Lynn Keeley	AECOM	215-696-3524 lynn.keeley@aecom.com
7.	Greg Mayer	AECOM	631-707-6281 / gregory.mayer@aecom.com
8.	Matt Atkinson	AECOM	202-316-1825 Matt.Atkinson@aecom.com
9.	FRANK SANDS	TMC	671 688 9622 franks@tnggaa.net
10.	CHIT CHUZ	TOTO	671 483 4333
11.	Michelle Chuz	TOTO	671 483 5880
12.	ELPIDIO C. ANTENOR	GIAA ENG'G	488-7210
13.	Volenda Iga Sulu	GIAA MKTG	volenda.iguanairport.net
14.	Fernando Sams	TMC	671 688 6403
15.	Fred Tupaz	TMC	671-687-6986
16.	JUAN PENEZ	GIAA	671 489 3806
17.	MARCIA O. TAITANO	GIAA	671.642.4702 / 4652
18.	Jim Dominguez	MIS	671 717 1337
	Jose L. Luján de	671 671	

19. PETE CAMACHO GIAA ENG. / PUNG 671-6424491
20. TRINI COTELESSE GAA ENG. / HANNING 671-6424701
21. Francis H. Ruiz / Ramirez Way 671-777-9838
22. Manuel Ruiz 671-488-3710
23. Maria Perez 671-747-6489
24. Jeanette Lyle 929-3809
25. Theresa Banagala (671) 727 9179
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Introductions – Study Team

Antonio B. Won Pat International Airport



A.B. WON PAT INTERNATIONAL
AIRPORT GUAM

A. B. Won Pat International Airport Authority,
Guam (GIAA)

John M Quinata, Executive Manager

Dr. Ricky Hernandez, Deputy Executive Manager

Tony Laniog, GIAA Project Manager



Transportation Management Group

Frank Santos
Fred Tupaz

Project Team



Lynn Keeley
Project Manager

Matt Atkinson
Project Director

Greg Mayer
Airport Planner



Bob Mentzer
Technical Lead -
Aircraft Noise
Analysis

Gene Reindel
Technical Lead -
FAR Part 150



EM Chen &
Associates

Alan Chen
Local Project
Manager

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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

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ROLES AND RESPONSIBILITIES

Part 150 Study

Airport / GIAA

- Project sponsor
- Certification that documentation is true and accurate
- Recommends measures to address noncompatible land uses

FAA

- Certification that the documentation meets federal regulations and guidelines
- Approval of Airport-recommended guidelines

Consultant Team

- Overall project management, documentation, and outreach
- Aircraft noise analysis and abatement planning
- Noise compatibility analysis and planning
- Aviation forecast and airfield analysis

PAC

- Review study inputs, assumptions, analyses, documentation, etc.
- Input, advice, and guidance related to NEM & NCP development
- Support public workshop

Public Involvement

- Provide input on study during comment period
- Review public draft documents
- Attend public workshop

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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

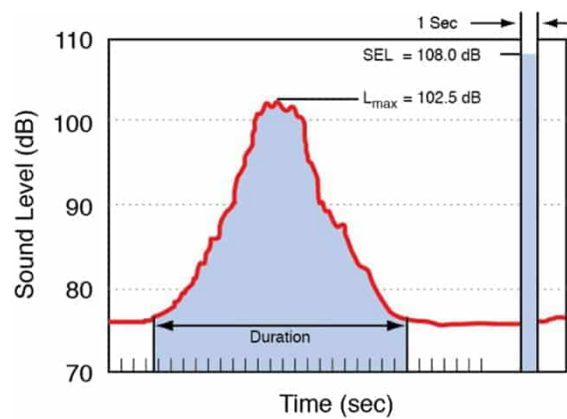
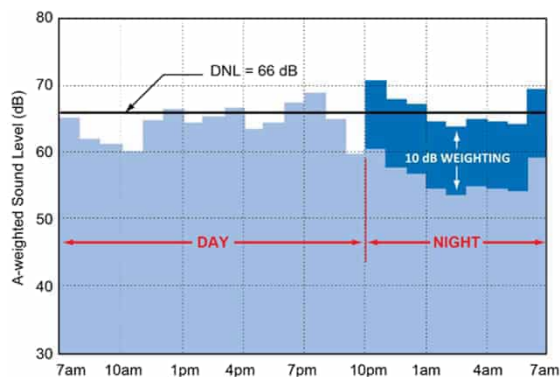
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Aircraft Noise Terminology

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AIRCRAFT NOISE TERMINOLOGY

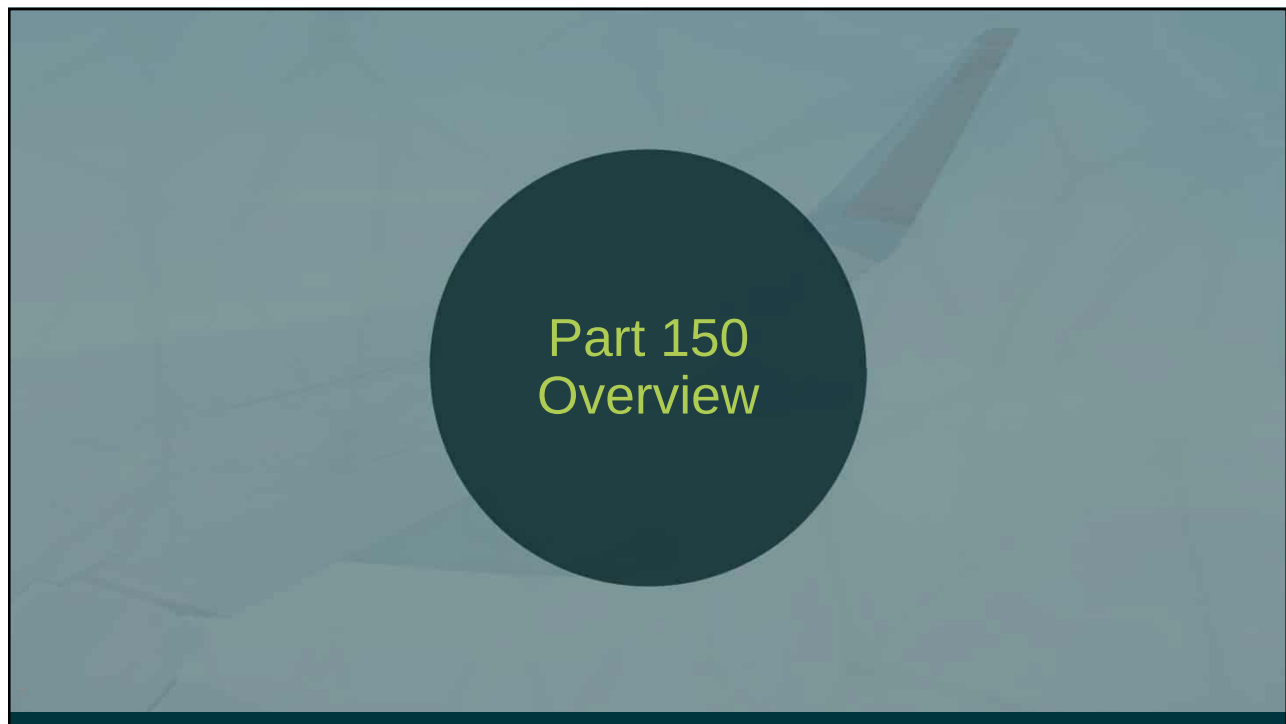
- Maximum Noise Level (L_{max})
- Sound Exposure Level (SEL)
- Day-Night Average Sound Level (DNL)



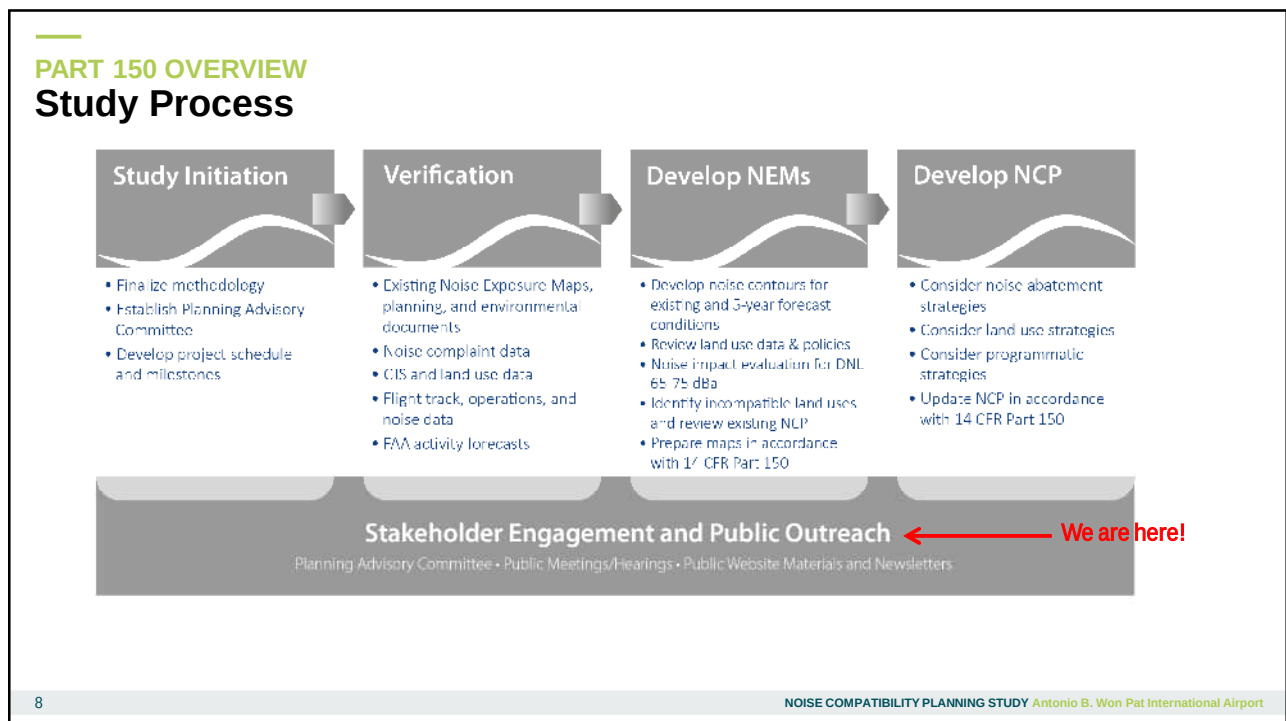
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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

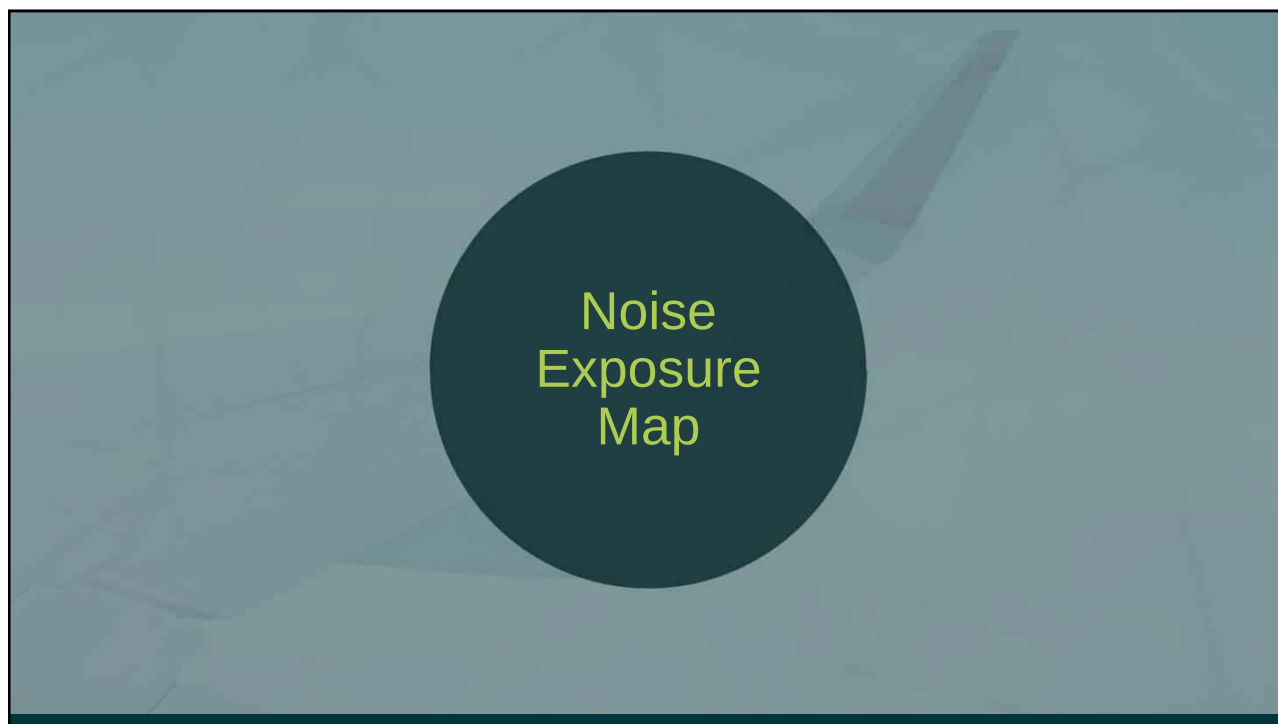
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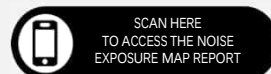
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Status Update on the Noise Exposure Map (NEM) – *Complete*

- Noise Exposure Map submitted to FAA in January 2025
- FAA accepted the NEM as being completed in accordance with 14 CFR Part 150 on April 28, 2025
- Public notice of NEM published in local newspapers



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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

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NOISE COMPATIBILITY PROGRAM OVERVIEW

- NCP must address three major categories of recommended actions
 1. Noise abatement measures
 2. Compatible land use measures
 3. Program management/administrative measures
- FAA *accepts* NCP as compliant with Part 150 standards
- FAA reviews and *approves* or *disapproves* recommendations as compliant with Part 150 standards on a measure-by-measure basis

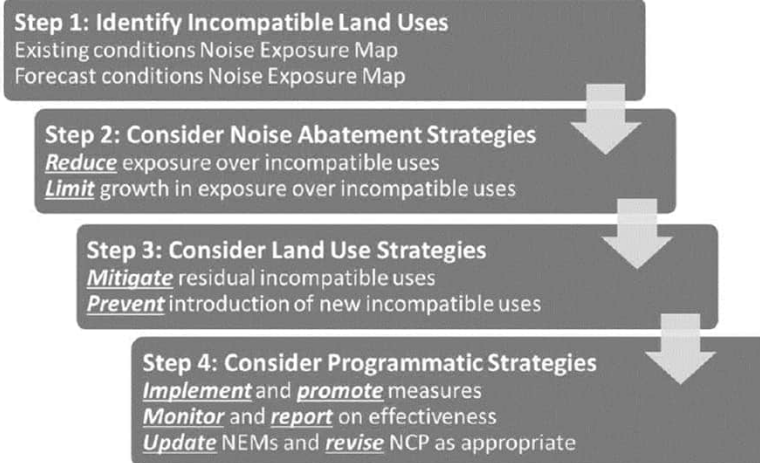
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NOISE COMPATIBILITY PROGRAM OVERVIEW

Development of NCP Measures



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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

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Draft
Recommended
Noise
Abatement
Measures

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RECOMMENDED NOISE COMPATIBILITY PROGRAM MEASURES - *Draft*

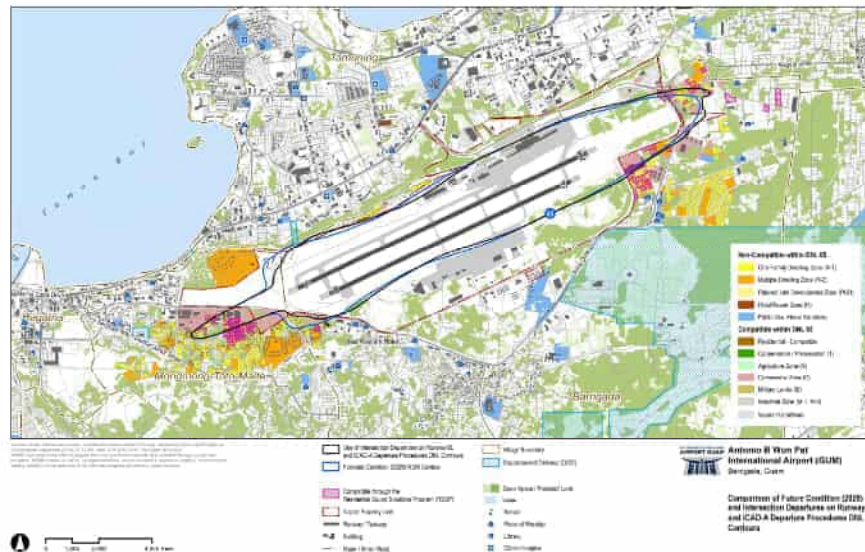
Noise Abatement Measures

- First round Noise Abatement Measures
 - Discussed during May 2024 Stakeholder meeting
 - Presented and reviewed during PAC3
- Stakeholders and the PAC provided comments
 - Three measures moved forward to the second round of evaluations during PAC4
 - Two measures are potentially recommended by GIAA for public review:
 1. Encourage pilots to depart Runway 6L at the Taxiway A Intersection
 2. Encourage pilots to use ICAO-A "Close In" noise abatement departure profile when departing the Airport

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Noise Exposure Contours With Recommended Noise Abatement Measures Implemented



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RECOMMENDED NOISE COMPATIBILITY PROGRAM MEASURES - Draft **Land Use Measures**

- First round Land Use Measures
 - Discussed during May 2024 Stakeholder meeting
 - Presented and reviewed during PAC3
- Stakeholders and the PAC provided comments
 - Six measures moved forward to the second round of evaluations (PAC4)
 - Four measures are potentially recommended by GIAA for public review:
 - Corrective
 1. Land Use Rezoning Support
 2. Acquire Noncompatible Land
 3. Sound Insulate Noise-Sensitive Structures
 - Preventive
 4. Airport Noise Overlay Zone

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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

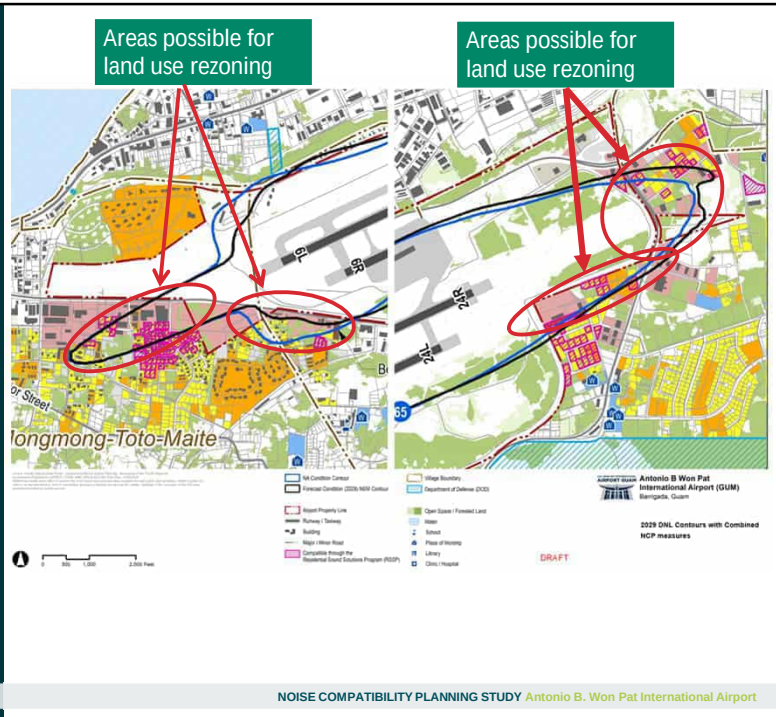
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LAND USE MEASURE

1. Land Use Rezoning Support

- Provide support to property owners with rezoning noncompatible land use into compatible use
 - e.g. Residential to Industrial
 - Letter of support from GIAA may strengthen efforts to rezone
 - Encourages future compatible land use
- GIAA would provide letters not supporting the rezoning of properties to noncompatible use

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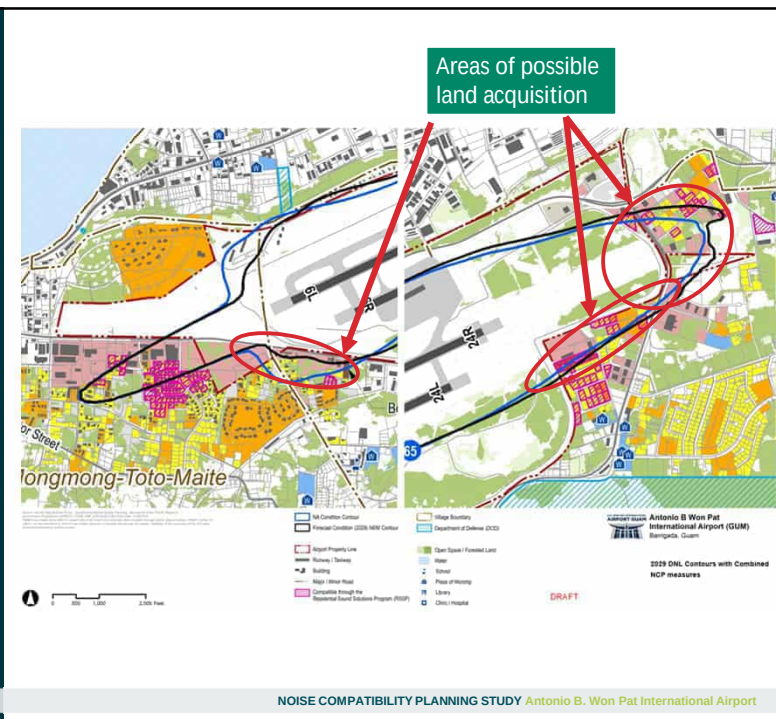
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LAND USE MEASURE

2. Acquire Noncompatible Land Uses

- Acquire noise-sensitive land uses near the airport boundary and within the 65 DNL contour
- Transition the property to:
 - Airport property
 - Compatible non-Airport property
- Creates “buffer zones” of compatible use near the Airport

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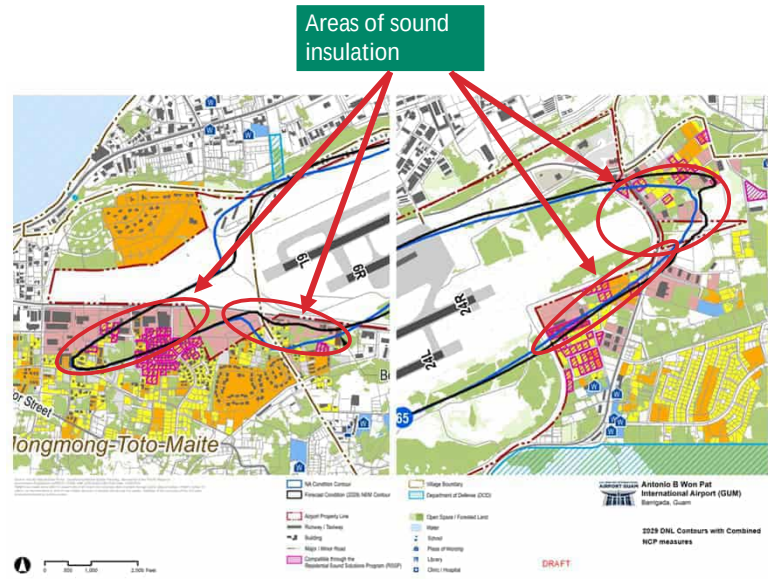
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LAND USE MEASURE

3. Provide Sound Insulation Treatments

- Continue the Residential Sound Solutions Program to:
 - Mitigate the interior of the noise-sensitive structures and provide a compatible interior with noise from aircraft arrivals and departures
- Treatments may include:
 - Window/door replacement, caulking, weather stripping
 - Positive air ventilation

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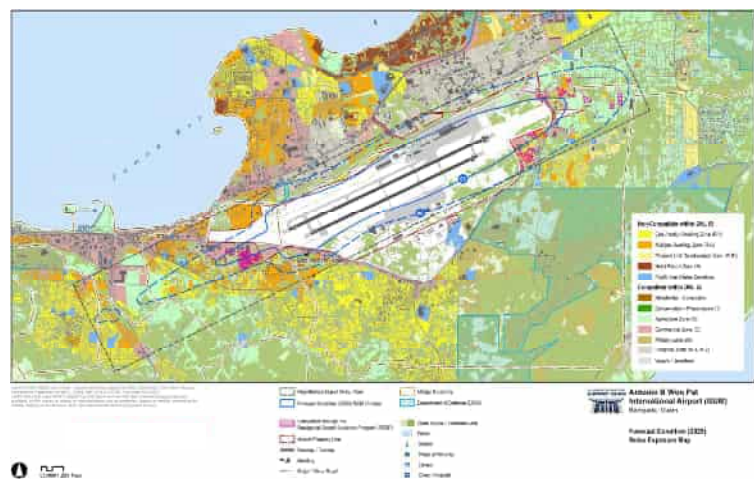
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LAND USE MEASURE

4. Airport Noise Overlay Zone

- Preventive strategy to limit noise-sensitive development
- Figure shows three zones
 - The rectangle area would be the area where GIAA is notified of proposed development.
 - The DNL 60 dB contour would be the area where additional sound insulation for new noise-sensitive structures is recommended.
 - The DNL 65 dB contour would be the area where new noise-sensitive development is not recommended.

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Draft Recommended Programmatic Measures

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RECOMMENDED NOISE COMPATIBILITY PROGRAM MEASURES - Draft

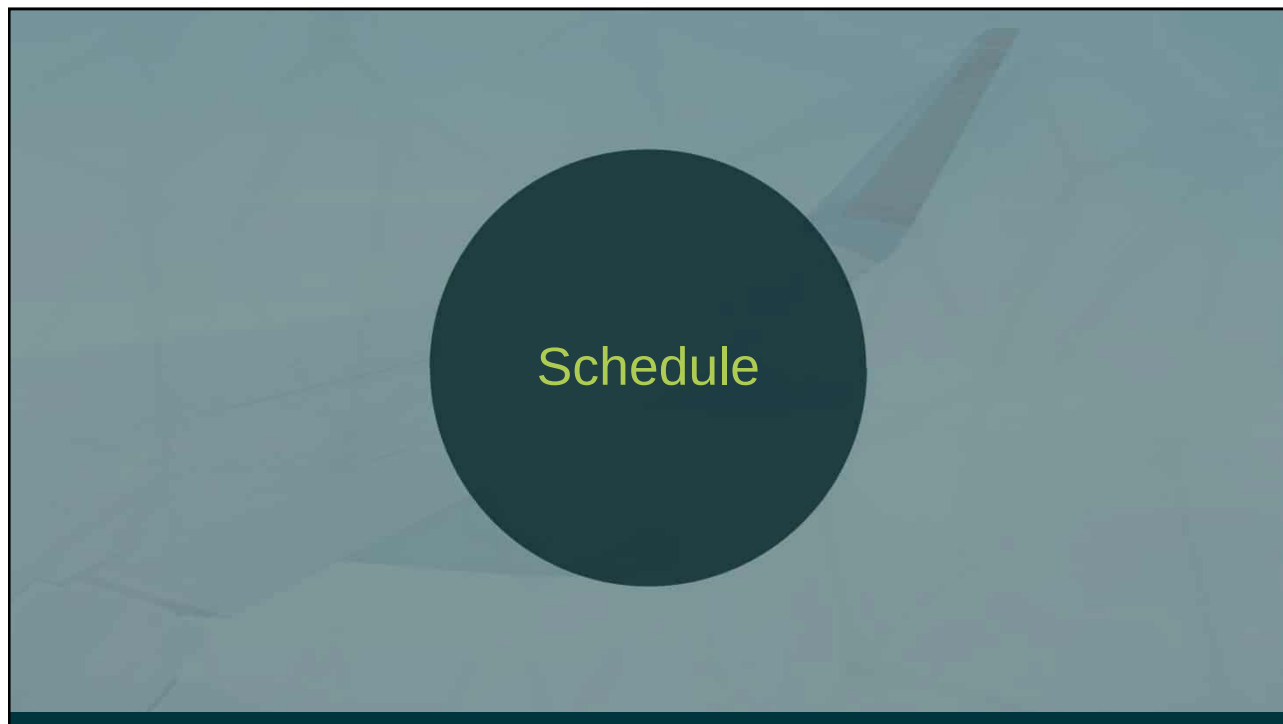
Program Management Measures

- First round Program Management Measures
 - Discussed during May 2024 Stakeholder meeting
 - Presented and reviewed during PAC3
- Stakeholders and the PAC provided comments
 - Six measures moved forward to the second round of evaluations (PAC4)
 - Five measures potentially recommended by GIAA for public review:
 1. **Noise Compatibility Staff**
Employ one staff position to support the implementation and monitoring of the Airport-recommended Noise Compatibility Program measures
 2. **Noise/Land Use Advisory Committee**
Establish an advisory committee with GIAA and land use agencies that meets quarterly to have an exchange of information and discuss land use issues and solutions related to noise-sensitive development around the Airport
 3. **Update the Noise Exposure Map**
Update the NEM in accordance with FAA guidance to support the continued receipt of federal grants to implement the GIAA noise program
 4. **Update the Noise Compatibility Program** - Update the NCP when the existing program no longer adequately addresses the noncompatible land uses
 5. **Noise Abatement Signage on Airfield**
Install signage on the airfield requesting aircraft depart using the ICAO-A (NADP-1) noise abatement departure profile and state any other noise program elements pilots should know about operating quietly at GIAA

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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

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Proposed Schedule		
We are here!		<i>Note: Schedule is subject to change</i>
Meeting / Activity	Purpose	Anticipated Time Frame
Kick-Off Meeting with GIAA and the Part 150 Team	Define organizational and procedural matters and public outreach, review and refine scope and schedule details.	July 25, 2023
1 st Planning Advisory Committee Meeting	Introduction to Part 150, discuss stakeholder roles, identify issues of concern	November 8, 2023
2 nd Planning Advisory Committee Meeting	Discussion on aviation forecasts, noise modeling results and presentation of the draft NEM Update	May 22, 2024
NEM Public Comment Period and 1 st Public Workshop	Overview of Part 150 process, Noise Modeling, Noise Exposure Maps, Introduction to NCP, NEM thirty-day public comment period	November 2024
3 rd Planning Advisory Committee Meeting	2 nd Round results of the proposed Noise Abatement Measures, Land Use and Program Management measures.	November 2024
GIAA to Submit Final NEM to FAA	GIAA submits final updated NEM to FAA for review and acceptance. Respond to FAA questions as needed	January 2025
4 th Planning Advisory Committee Meeting	Revised Noise Abatement measures, potential Land Use and Program Management measures.	April 2025
5 th Planning Advisory Committee Meeting	Review Recommended Noise Compatibility Program, Noise Abatement Measures, Program Management and Public Outreach Workshop	October 2025
NCP Public Comment Period, 2 nd Public Workshop, and NCP hearing	NCP thirty-day public comment period, 2nd Public Workshop and NCP Hearing.	October 2025
GIAA to Submit Final NCP to FAA	GIAA submits final updated NCP to FAA for review and approval. Respond to FAA questions as needed.	January 2026

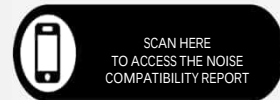
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Public Hearing Comments

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Draft NCP Public Comments

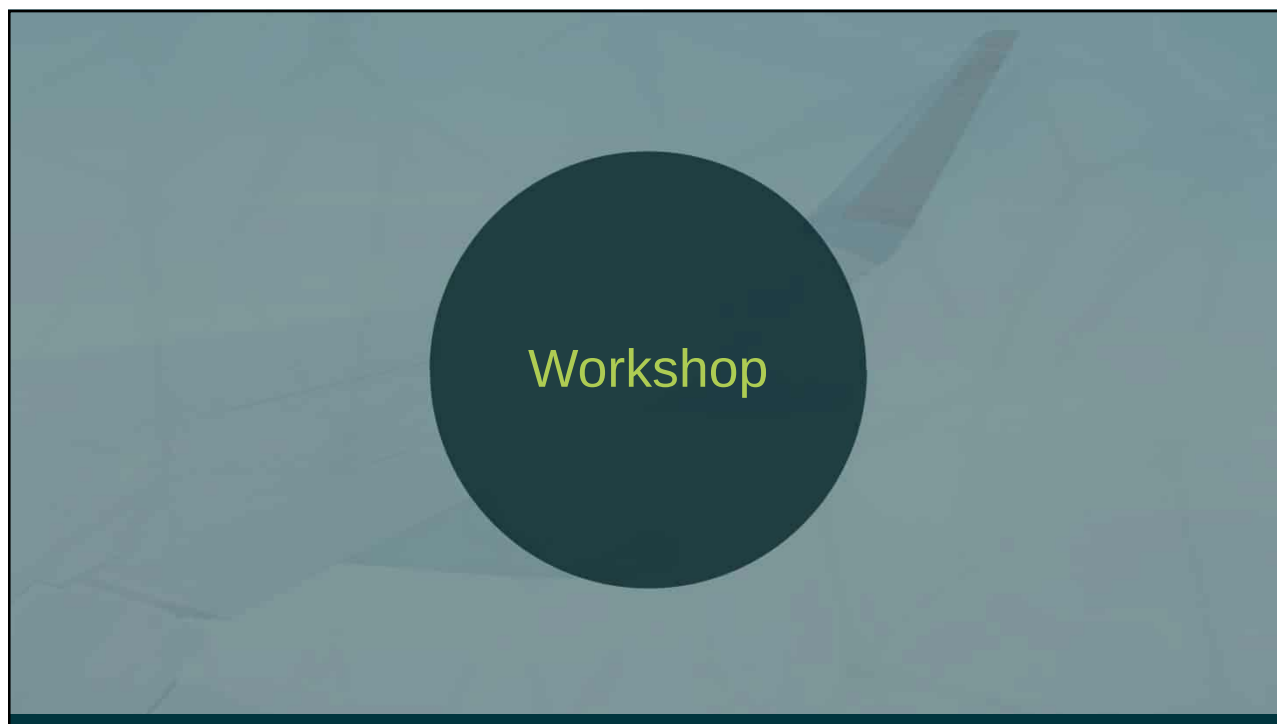
- Draft Noise Compatibility Program
 - **Comment period – October 29, 2025 to December 1, 2025**
- Written comments (**accepted through December 1, 2025**)
 - Tonight at Workshop & Hearing
 - Via email at: GIAAPart150@aecom.com
 - Via comment boxes at each Library
 - Mail to:
 - GIAA
 - Part 150 Study
 - PO Box 8770, Tamuning, Guam
- All public comments and responses will be provided to the FAA as part of the final NCP report



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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

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Public Information Workshop

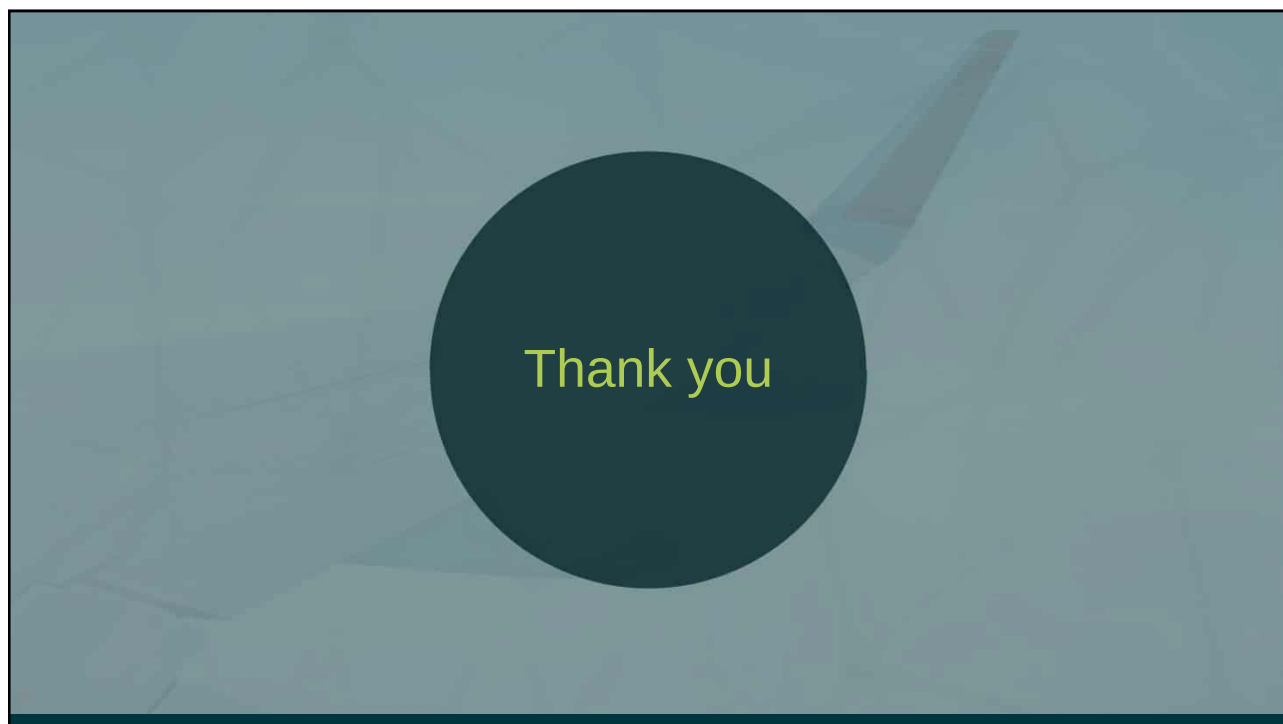
- Open House Format
 - Six stations set up around the room
 1. About the Airport
 2. Noise Compatibility Program Overview
 3. Noise Exposure Maps
 4. Proposed Noise Abatement Recommendations
 5. Proposed Land Use Recommendations
 6. Proposed Programmatic Measures Recommendations
- Airport staff and Study team are available to discuss the Study
- Submit comments by December 1, 2025



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NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

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D.2 Public Hearing Number 2 - December 1, 2026



PUBLIC NOTICE

14 CFR PART 150

Draft Noise Compatibility Program (NCP) Update

The A.B. Won Pat International Airport Authority, Guam (GIAA), an autonomous agency of the Government of Guam, will host a second Public Hearing to present the 14 CFR Part 150 Noise Study Update with an overview of the Part 150 Noise Study process, the FAA accepted Noise Exposure Maps, the draft Noise Compatibility Program (NCP) Update and the next steps in the study process. The Public Hearing will include a 10-minute presentation at the start followed by an opportunity to provide oral comments on the Draft NCP Update. GIAA has opted to provide the public with a second opportunity to comment on the Draft NCP Update. The second Public Hearing presents the same information as the first Public Hearing. No changes have been made to the measures recommended to address non-compatible land uses related to noise from aircraft operations. All public comments will be transcribed by a court reporter for the record and included in the Final NCP.

Second Public Hearing

The hearing initially advertised for November 9, 2026 is postponed and rescheduled for

Tuesday December 1, 2026, 6:00 – 6:30 pm

Conference Rooms 1 & 2, Airport Terminal Building

Draft NCP Report Availability

The Draft NCP report, updated to include public comments from the first Public Hearing, will be available from October 30, 2026, until December 4, 2026, for public review and comment at the following locations, during the times stated below, except on official holidays:

**Nieves M. Flores
Memorial Library**
254 Martyr Street
Hagatna, Guam 96910
Mon-Thu 9:00am to 5:00pm
Sat 9:00am to 1:00pm

**Barrigada Branch
Public Library**
177 San Roque Drive
Barrigada, Guam 96913
Mon & Wed 9:00am to 5:00pm

**GIAA Administrative
Office**
3rd Fl. Airport Terminal Bldg.
355 Chalan Pasaheru
Tamuning, Guam 96913
Mon-Fri 8:00am to 5:00pm

The report will be available to download at

<https://www.guamairport.com/corporate/reports/14-cfr-part-150-noise-compatibility-program-update>.

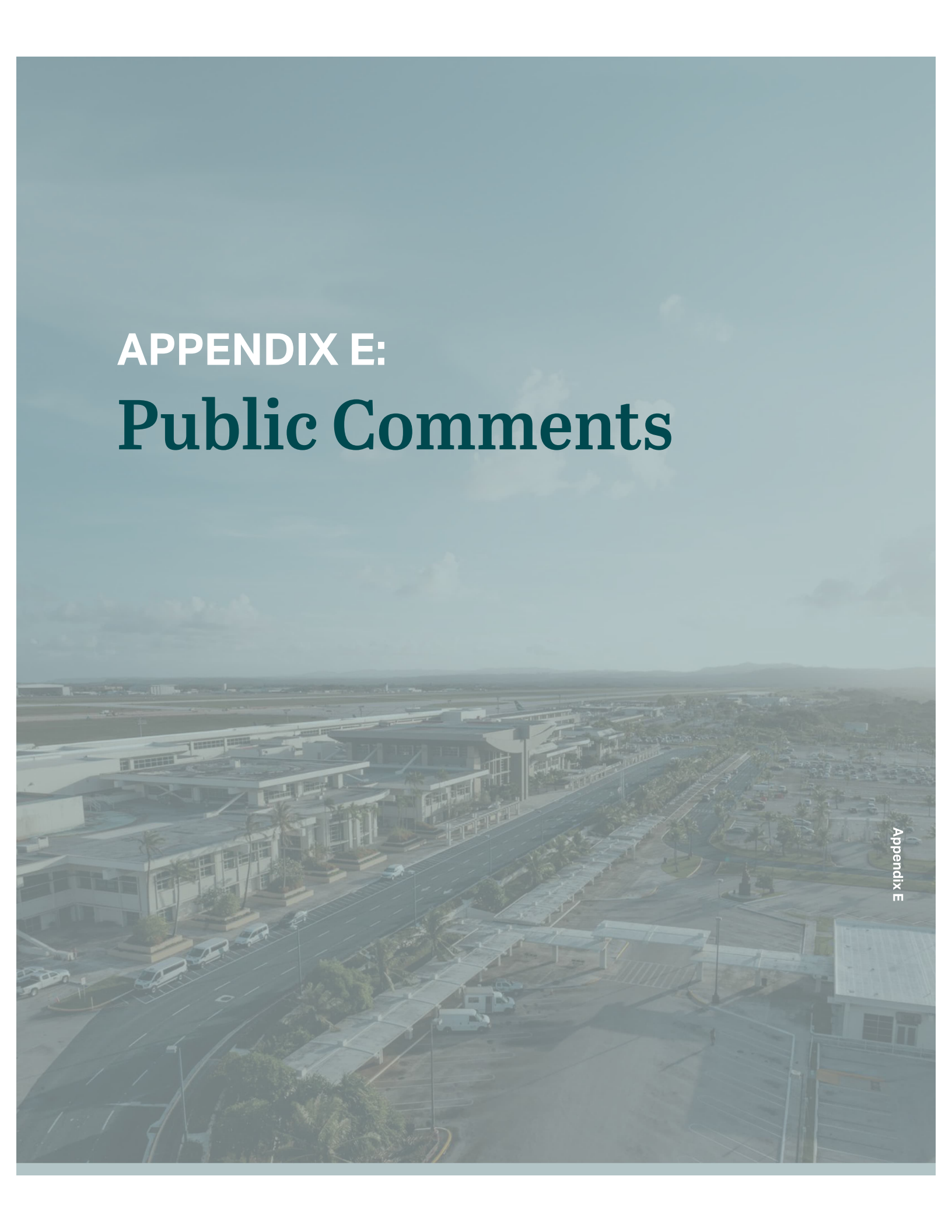
Comments regarding the Draft NCP must be received by 5:00pm on December 4, 2026. Comments may be submitted at any time during the public comment period, at the Public Hearing, on comment forms at the drop boxes at the libraries, by email to giaapart150@aecom.com or by mail to:

Mr. John M. Quinata – Executive Manager
A. B. Won Pat International Airport Authority, Guam
P.O. Box 8770 Tamuning, Guam 96931

Parking is available in the public Parking Lot. Call (671) 646-00300-02 for special accommodations.

This ad paid for by GIAA.

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APPENDIX E: Public Comments

E.1 October 29, 2026 Public Hearing Comments (Hearing No. 1)

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Table E.1 GIAA 2025 NCP Public Comments and Responses

Comment ID	Name	Address	Source	Comment	Response
1.1	Curt Cruz (Resident)	143 Ramirez Way, Toto	Email	Unfortunately, our residential area falls outside the contours of the 2024 and 2029 65-DNL contour lines. We would like to ask that our residential area please be reconsidered in the Noise Compatibility Program since we're just barely outside the coverage area.	GIAA completed the development of the Noise Exposure Map in accordance with federal regulation. The DNL 65 dB contour, according to current federal guidelines, is the area in which incompatible land uses may exist and residential sound insulation may be provided. The noise exposure contours provided in the Noise Exposure Map will be used to determine eligibility for sound insulation until GIAA updates the Noise Exposure Map.
1.2				Along with all the flights coming and going throughout the day and night, there are also military exercises that are conducted on GIAA's runways. The noise is not only a nuisance, it's disruptive and deafening.	The Noise Exposure Maps included forecasted airport operations and typical use of the runways. The modeled operations included military operations.
1.3	Curt Cruz (Resident)	143 Ramirez Way, Toto	Email (attachment)	The noise is deafening if outside; unfortunately, as our windows have not been replaced since initial installation, the noise is loud inside the home as well. Noise from planes taking off and landing shakes the windows and doors in the house all day and night. My mother has adjusted her sleeping schedule to try and catch as much sleep in the early evening hours before middle-of-the-night flights wake her in the early morning hours.	GIAA understands your concerns. Unfortunately, GIAA cannot dictate flight schedules nor restrict aircraft operations.

Comment ID	Name	Address	Source	Comment	Response
1.4				The 2016 Guam Citizen Centric Report showed an increase in flights in and out of Guam from 11.8 flights per day in 2011 to 163 flights per day in 2016. On 06/13/2018, my mother's residence was found to be eligible for the RSSP upgrades to help with the flight noise. Unfortunately, on 11/8/2018, our next-door neighbor (my aunt) received a letter stating all plans were on hold so noise compatibility maps can be redrawn. We were all told to wait patiently, which we did. Now, six years later, we learn that my mother's home and all other homes in our little family subdivision are now just outside the eligible line of coverage. I am respectfully requesting to please reconsider our eligibility status to allow my mother's home and the negatively affected/older homes in our small neighborhood to be eligible once again.	GIAA completed the development of the Noise Exposure Map in accordance with federal regulation. The DNL 65 dB contour, according to current federal guidelines, is the area in which incompatible land uses may exist and residential sound insulation may be provided. The noise exposure contours provided in the Noise Exposure Map will be used until GIAA updates the Noise Exposure Map.
1.5				We would like to see block grounding included in the next phase, ensuring the older homes in our small neighborhood are now deemed eligible for sound insulation. Please note that in the last 10 years, several homes have been built in the area. Those homes are not all experiencing the same noise levels. My	Currently, parcels located outside of the DNL 65 dB contours are not eligible for mitigation. Block rounding may be considered on a case-by-case basis as the RSSP is funded. In accordance with current FAA guidelines, structures constructed after October 1998 are not eligible to

Comment ID	Name	Address	Source	Comment	Response
				home, directly behind my mother's, was, built at the end of 2018 and when we are inside our home, we cannot hear any planes flying overhead. Our home does not need any assistance from the program. By my estimation, only a handful of homes in our neighborhood would actually avail of the program.	participate in sound insulation programs.
2.1	George Diaz (Resident)	146 Papaya Lane, Barrigada	Email	What services or assistance does the statement allow or permit to utilize? Any assistance with the plane noise and vibrations while they fly by is greatly assisted. Recently planes have flown more often and lower than previous years, which my HOR now shakes as planes pass by, especially military jets that fly by during military trainings. structure, typhoon shutters, shelves, windows, doors, and sliding door all vibrate hard when the planes and jets flow by.	GIAA understands your concerns. Unfortunately, GIAA cannot dictate flight schedules or aircraft types flown nor restrict aircraft operations.
2.2					Although not based at the Antonio B. Won Pat International Airport, military aircraft operations were included in the development of the Noise Exposure Map.
3.1	Mara Perez (Resident)	123 Kina Court Road, Barrigada	Court Reporter	I am definitely looking for some relief from that noise from the airport	GIAA expects to continue providing sound insulation to eligible noise-sensitive structures within the DNL 65 dB contours.
3.2				So this is Mara Perez again and the windows rattle in our house, so I mean, you know, that shouldn't happen, so that explains just how powerful the noise is where we live.	GIAA understands your concerns. Unfortunately, GIAA cannot dictate flight schedules or aircraft types flown nor restrict aircraft operations.

Comment ID	Name	Address	Source	Comment	Response
4.1	Jeanette Silk (Resident/ Landowner)	121 A & B Kina Court Road, Barrigada	Court Reporter	Yea, we're right there on the boundary and the noise is pretty loud. And I have written letters like five years ago. Actually, more than five years ago, it was like nine years ago, I think. Yeah. And that's it. It's pretty loud, especially the F15 when they come.	GIAA expects to continue providing sound insulation to eligible noise-sensitive structures within the DNL 65 dB contours. Military aircraft operations were included in the development of the Noise Exposure Map.
4.2				And also, we can't sleep.	GIAA understands your concerns. Unfortunately, GIAA cannot dictate flight schedules or aircraft types flown nor restrict aircraft operations.
5.1	Frances Bell (Resident)		Court Reporter	My concern is that 25, 30 years ago, we actually had to submit our paperwork to the Airport three times - three or four times. We went to Land Management to get a copy of the map for the house and we had to fill in all those questionnaire from Guam Airport Authority and never heard from them. We called and they said they're still working on it. FAA from Colorado, I think, came out, they did a sound -- test sound, and -- three times that we had to submit the paperwork and then they'll get back to us, they'll get back to us. We were in the grid at the time, then now, today, 2025, we're no longer in the contour.	GIAA completed the development of the Noise Exposure Map in accordance with federal regulation. The DNL 65 dB contour, according to current federal guidelines, is the area in which incompatible land uses may exist and residential sound insulation may be provided. The noise exposure contours provided in the Noise Exposure Map will be used to determine eligibility for sound insulation until GIAA updates the Noise Exposure Map. GIAA expects to continue providing sound insulation to eligible noise-sensitive structures within the DNL 65 dB contours.
5.2				My question is, who is responsible for all the damages already done from 20, 30 years ago?	The Noise Compatibility Program is the tool currently available to GIAA to address incompatible land uses with noise from aircraft operations. The FAA is responsible to ensure aircraft

Comment ID	Name	Address	Source	Comment	Response
					operating at U.S. airports meet current noise standards. Aircraft operators are responsible for the type of aircraft they use and flight schedules.
5.3				My concern also, when the Navy jets come over the house, it literally shakes the house, the windows.	Although not based at the Antonio B. Won Pat International Airport, military aircraft operations were included in the development of the Noise Exposure Map.
5.4				Now that we're no longer in the contour, all of a sudden we don't qualify. My concern is that the damage is already done and at one time, we were qualified and then all of a sudden we're not qualified, and that it's up to the FAA.	GIAA completed the development of the Noise Exposure Map in accordance with federal regulation. The DNL 65 dB contour, according to current federal guidelines, is the area in which incompatible land uses may exist and residential sound insulation may be provided. The noise exposure contours provided in the Noise Exposure Map will be used to determine eligibility for sound insulation until GIAA updates the Noise Exposure Map.
5.5				So this meeting now, these people looked at the houses -- within the contour, when will they hear that they're gonna get their renovations or -- do you know?	GIAA expects to continue providing sound insulation to eligible noise-sensitive structures within the DNL 65 dB contours. Military aircraft operations were included in the development of the Noise Exposure Map. The timing is dependent on the availability of federal funding to assist in the implementation of the program.
5.6				At the time that we submitted the paperwork, and they said they had the	The RSSP was funded each year by FAA grants to mitigate eligible homes

Comment ID	Name	Address	Source	Comment	Response
				monies for the renovations, what happened to that money? All those monies, what happened to it? That's my concern, I just -- you know, no one has the answers to 20 years ago or 30 years ago from when they started working on -- in our area.	within the program. Over two hundred housing units were treated through the prior program. FAA requires an updated Noise Exposure Map to continue providing sound insulation treatments. The timing depends on the availability of federal funding to assist in the implementation of the program.

Source: GIAA 2025

Email Comment - 1

Robert C. Mentzer

From: giaapart150 <giaapart150@aecom.com>
Sent: Wednesday, December 3, 2025 3:21 PM
To: Robert C. Mentzer
Subject: FW: Noise Compatibility Program - Public Comments
Attachments: Video.mov; Video_1.mov; Public Comments.docx

[EXTERNAL]

Bob,

Here is the comment received on 12/01 from Mr. & Mrs. Cruz.

Thank you,

Lynn

From: Curt & Michelle Cruz <familian.cruz@gmail.com>
Sent: Monday, December 1, 2025 8:22 AM
To: giaapart150 <giaapart150@aecom.com>
Cc: james.moylan@mail.house.gov; Keeley, Lynn <Lynn.Keeley@aecom.com>
Subject: Noise Compatibility Program - Public Comments

Hafa Adai,

1.1

Thank you for the opportunity to express our concerns regarding the noise pollution in our area. We've attended the public hearings and have reviewed the NCP report. Unfortunately, our residential area falls outside the contours of the 2024 and 2029 65-DNL contour lines. We would like to ask that our residential area please be reconsidered in the Noise Compatibility Program since we're just barely outside the coverage area.

Below are two short clips of planes flying over our area on Monday, 12/01/2025, at 04:04 and 04:25 in the morning.

1.2

Along with all the flights coming and going throughout the day and night, there are also military exercises that are conducted on GIAA's runways. The noise is not only a nuisance, it's disruptive and deafening.

I also attached our previous Public Comments below for your review.

I appreciate your time and attention to this matter. I hope to hear from you soon.

Curt Cruz
143 Ramirez Way Toto, Guam

Email Comment - 1 Attachment

In 1979, my father and mother built our family home, 141 Ramirez Way in Toto. My siblings and I grew up with the noise from the airport across the street, knowing it was a normal daily occurrence. As my siblings and I began having children of our own, they were all taught to cover their ears when they visited grandma's house when the planes would fly directly overhead. Our family's young children (and now, my granddaughter) still know to do this when they hear planes approaching. The noise is deafening if outside; unfortunately, as our windows have not been replaced since initial installation, the noise is loud inside the home as well. Noise from planes taking off and landing shakes the windows and doors in the house all day and night. My mother has adjusted her sleeping schedule to try and catch as much sleep in the early evening hours before middle-of-the-night flights wake her in the early morning hours.

1.3

Below is a list of some of Thursdays flights arriving to and departing from Guam. These flights are disrupting the quality of sleep my mom and our neighbors receive every night. Although some aircraft's may not be as loud as others, they can still be heard and wake any individual up from their sleep.

Arriving flights:

Jin Air	Busan	01:15
United	Kansai	01:20
United	Narita	01:45
Philippine Airlines	Manila	03:55
United	Haneda	04:25
United	Manila, Philippines	04:40

Departing:

United	Manila	19:55
United	Koror	23:40
Jin Air	Busan	02:35
Philippine Airlines	Manila	05:55
United	Narita	07:00
United	Osaka Kansai	07:10

The 2016 Guam Citizen Centric Report showed an increase in flights in and out of Guam from 11.8 flights per day in 2011 to 163 flights per day in 2016.

On 06/13/2018, my mother's residence was found to be eligible for the RSSP upgrades to help with the flight noise. Unfortunately, on 11/8/2018, our next-door neighbor (my aunt)

1.4

received a letter stating all plans were on hold so noise compatibility maps can be redrawn. We were all told to wait patiently, which we did.

Now, six years later, we learn that my mother's home and all other homes in our little family subdivision are now just outside the eligible line of coverage.

I am respectfully requesting to please reconsider our eligibility status to allow my mother's home and the negatively affected/older homes in our small neighborhood to be eligible once again.

We would like to see block grounding included in the next phase, ensuring the older homes in our small neighborhood are now deemed eligible for sound insulation.

Please note that in the last 10 years, several homes have been built in the area. Those homes are not all experiencing the same noise levels. My home, directly behind my mother's, was, built at the end of 2018 and when we are inside our home, we cannot hear any planes flying overhead. Our home does not need any assistance from the program. By my estimation, only a handful of homes in our neighborhood would actually avail of the program.

Thank you for considering my request. Please confirm receipt as soon as possible, I hope to hear from you soon. Happy Holidays.

- Curt Cruz, 143 Ramirez Way, Toto

Email Comment - 2

Robert C. Mentzer

From: George Diaz <gfdiaz671@gmail.com>
Sent: Wednesday, December 3, 2025 8:12 PM
To: Pete Camacho; GIAAPart150@aecom.com
Cc: Gregory.Mayer@aecom.com; Ping Antenor; trinig; Tony Laniog; franks; Lynn Keeley; Eugene M. Reindel; Robert C. Mentzer; Matt Atkinson; Fred Tupaz
Subject: Re: RE: Re: George F. Diaz, House Location

You don't often get email from gfdiaz671@gmail.com. [Learn why this is important](#)

[EXTERNAL]

ALCON,

My name is George Diaz, a Barrigada resident.

I sent an inquiry email to Pete Camacho regarding my Home of Record (HOR) being within GIAA plane noise area.

I reside on

Lot No. 5206-REM-3-3-NEW-1-4-1, Barrigada

Physical address:

146 Papaya Lane, Barrigada, Guam 96913

With the previous emails replied back, it stated to email this email address to make any statements.

GIAAPart150@aecom.com

Greg Meyer replies to Pete Camacho's email with this statement.

It appears that Mr. Diaz's parcel and residence are located just outside of the 2024 and 2029 DNL 65 dB contours. However, due to the date the property was constructed (after October 1, 1998) his property, and others along Papaya Lane are considered compatible with aircraft noise.

*****g

What services or assistance does the statement allow or permit to utilize?

Any assistance with the plane noise and vibrations while they fly by is greatly assisted. **2.1**

Recently planes have flown more often and lower than previous years, which my HOR now shakes as planes pass by, especially military jets that fly by during military trainings.

Our rear house metal structure, typhoon shutters, shelves, windows, doors, and sliding door all vibrate hard when the planes and jets flow by. **2.2**

If we are allowed some assistance, please let me know if any actions / documentation is needed.

We will process accordingly, when informed.

Thank you for your patience and support.

V/R

George F. Diaz

Barrigada Resident

On Wed, Dec 3, 2025 at 1:58 PM Pete Camacho <pcamacho@guamairport.net> wrote:

Hafa Adai Mr. Diaz,

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GUAM INTERNATIONAL AIRPORT AUTHORITY
NOISE COMPATIBILITY PROGRAM
PUBLIC COMMENTS
WEDNESDAY, OCTOBER 29, 2025

1 **MS. MARA PEREZ:** Mara Perez. My address is 123 17:51:51
2 Kina Court, K-I-N-A, Court Road in Barrigada and we've just 17:51:56
3 been told that we are within the boundary of the -- I don't 17:52:05
4 know what it's called, the Noise -- I forget what he called 17:52:14
5 it, but we knew that without seeing the map, so -- but yeah, 17:52:20
6 so we -- I am definitely looking for some relief from that 17:52:27
7 noise from the airport, and I guess that's all. 17:52:33

8 **MS. JEANETTE SELK:** I'm Jeanette Selk. 17:52:47
9 J-E-A-N-E-T-T-E, S-E-L-K. And I have a lot there, it's 121 -- 17:52:54
10 it's right near Kina Court, 121 and 122, I believe. 17:53:09

11 **MS. MARA PEREZ:** It's just 121 A and B. 17:53:15

12 **MS. JEANETTE SELK:** 121 A and B. 17:53:18

13 **MS. MARA PEREZ:** Kina Court Road, Barrigada. 17:53:21

14 **MS. JEANETTE SELK:** That's it. And the noise 17:53:25
15 is -- 17:53:29

16 **MS. MARA PEREZ:** And you're right there on the 17:53:30
17 boundary. 17:53:31

18 **MS. JEANETTE SELK:** Yeah, we're right there on 17:53:32
19 the boundary and the noise is pretty loud. And I have written 17:53:34
20 letters like five years ago. Actually, more than five years 17:53:41
21 ago, it was like nine years ago, I think. Yeah. And that's 17:53:47
22 it. It's pretty loud, especially the F15 when they come. 17:53:56

23 **MS. MARA PEREZ:** So we're hoping something can be 17:54:15
24 done soon. I guess that's it. 17:54:17

25 So this is Mara Perez again and the windows 17:57:15

3.1

4.1

3.2

1 rattle in our house, so I mean, you know, that shouldn't 17:57:19
2 happen, so that explains just how powerful the noise is where 17:57:30
3 we live. Thank you. 17:57:36

4 **MS. JEANETTE SELK:** And also, we can't sleep. 17:57:42

5 **MS. FRANCES BELL:** My name is Frances Bell. My 18:00:07
6 concern is that 25, 30 years ago, we actually had to submit 18:00:16
7 our paperwork to the Airport three times -- three or four 18:00:25
8 times. We went to Land Management to get a copy of the map 18:00:28
9 for the house and we had to fill in all those questionnaire 18:00:35
10 from Guam Airport Authority and never heard from them. We 18:00:39
11 called and they said they're still working on it. FAA from 18:00:47
12 Colorado, I think, came out, they did a sound -- test sound, 18:00:53
13 and -- three times that we had to submit the paperwork and 18:00:57
14 then they'll get back to us, they'll get back to us. We were 18:01:03
15 in the grid at the time, then now, today, 2025, we're no 18:01:05
16 longer in the contour. 18:01:11

17 My question is, who is responsible for all the 18:01:13
18 damages already done from 20, 30 years ago? My concern also, 18:01:16
19 when the Navy jets come over the house, it literally shakes 18:01:22
20 the house, the windows. I don't know if anything can be done 18:01:26
21 and he said -- none of them know how to answer the question, 18:01:36
22 so they said to talk to you and to take my comments, and 18:01:41
23 again, I want to know what's gonna happen to the damages 18:01:49
24 already done. Now that we're no longer in the contour, all of 18:01:53
25 a sudden we don't qualify. My concern is that the damage is 18:01:59

1 already done and at one time, we were qualified and then all 18:02:06
2 of a sudden we're not qualified, and that it's up to the FAA. 18:02:11

3 Another concern is that when I asked them for 18:02:39
4 copies of our paperwork, they couldn't find it here. It was 18:02:42
5 submitted to the Airport three times, no one knows where all 18:02:45
6 this paperwork went. 18:02:48

7 So this meeting now, these people looked at the 18:03:08
8 houses -- within the contour, when will they hear that they're 18:03:13
9 gonna get their renovations or -- do you know? 18:03:20

10 **THE REPORTER:** I'm sorry, I don't, I'm just here 18:03:30
11 to take your comment. 18:03:33

12 **MS. FRANCES BELL:** So you're just taking all this 18:04:17
13 information down? 18:04:19

14 **THE REPORTER:** Yes. 18:04:21

15 **MS. FRANCES BELL:** At the time that we submitted 18:04:21
16 the paperwork, and they said they had the monies for the 18:04:23
17 renovations, what happened to that money? All those monies, 18:04:30
18 what happened to it? That's my concern, I just -- you know, 18:04:36
19 no one has the answers to 20 years ago or 30 years ago from 18:04:52
20 when they started working on -- in our area. I think that's 18:04:59
21 all. Thank you very much. 18:05:07

22 (No further comments.)
23
24
25

5.5

5.6

REPORTER'S CERTIFICATE

I, Cecille A. Flores, a Certified Shorthand Reporter, hereby certify that I reported in stenotypy all oral comments in the foregoing matter; that thereafter my notes were reduced to typewriting under my direction; and the foregoing transcript, pages 1 to 4, both inclusive, constitutes a full, true, and correct record of such oral comments had and of the whole thereof.

Witness my hand at Barrigada, Guam this 10th day of November, 2025.

Cecille A. Flores
Certified Shorthand Reporter
CSR No. FL-OR-EC-A197NA

E.2 December 1, 2026 Public Hearing Comments (Hearing No. 2)

This Appendix will contain all public comments received during the 30-day review period between 10/30/2026 and 12/4/2026.