

DRAFT

**Antonio B. Won Pat International Airport
14 CFR Part 150 Noise Compatibility
Study and Update to Noise Exposure
Maps**

Noise Compatibility Program

Appendices

October 2025

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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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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> Appendix%20A%20to%20Part%20150). 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]

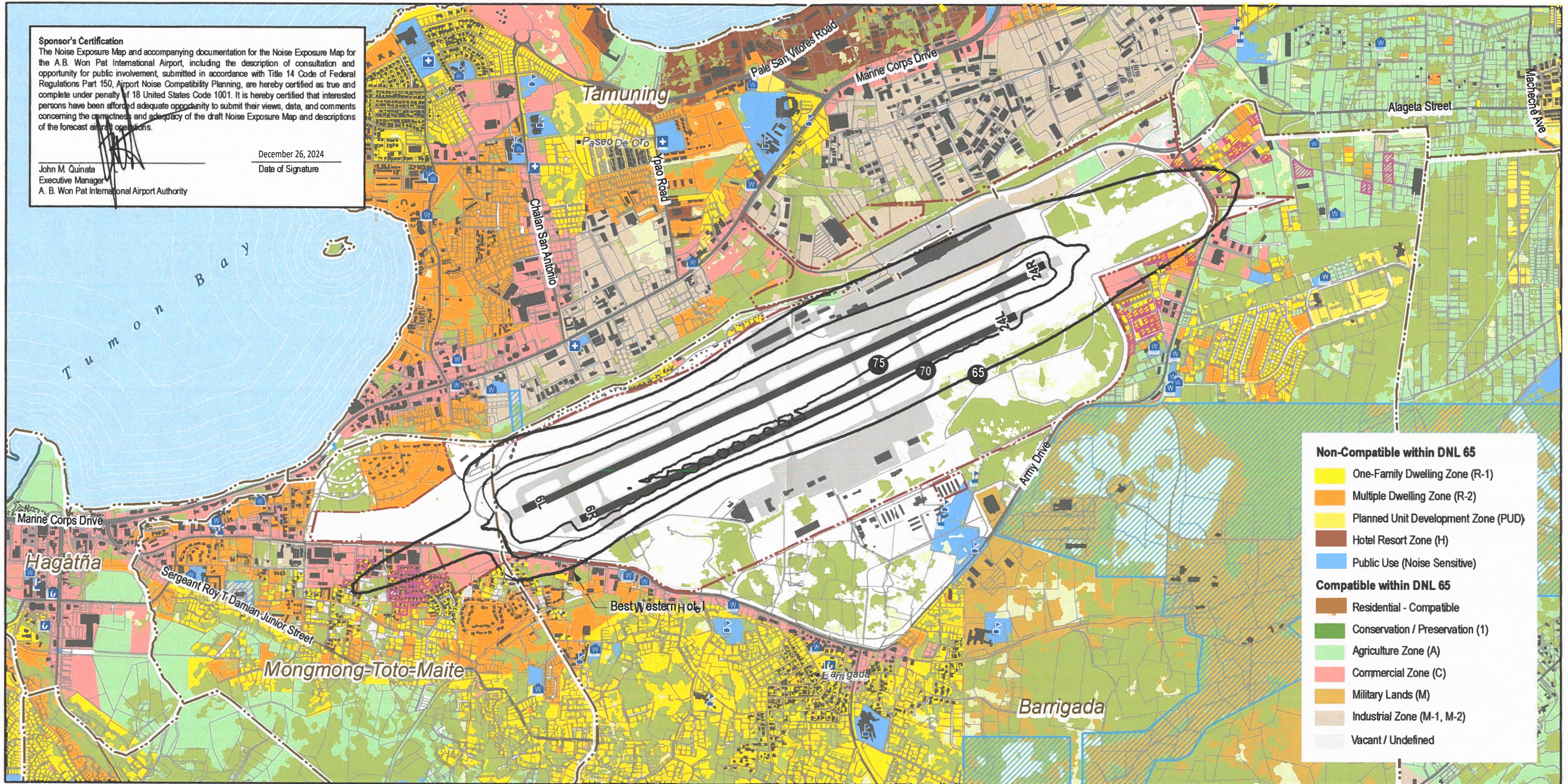
BILLING CODE 4910-13-P

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

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

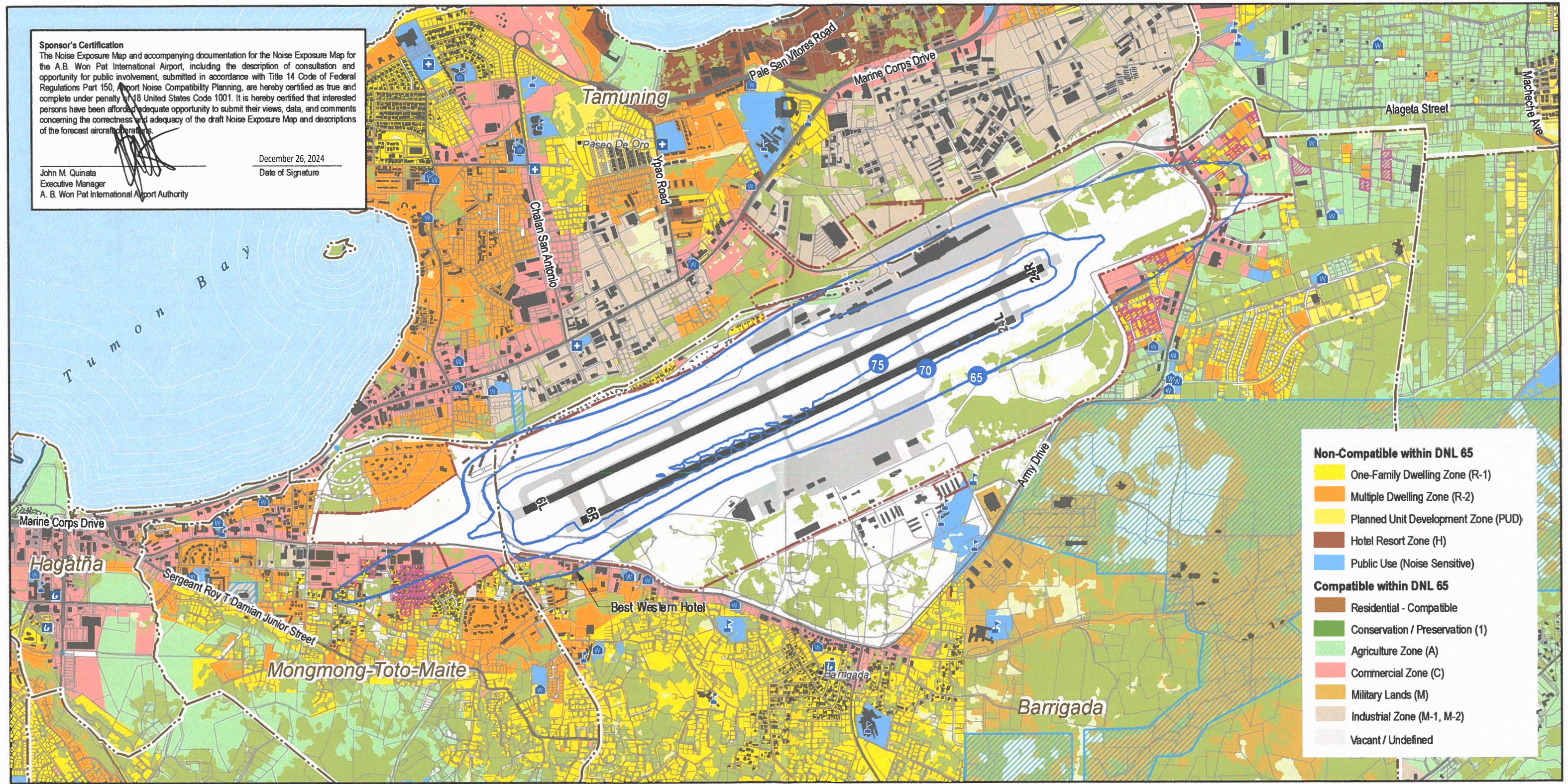
Existing Condition (2024) Noise Exposure Map



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 aircraft operations.

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 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
- Village Boundary
- Department of Defense (DOD)
- Compatible through the Residential Sound Solutions Program (RSSP)
- Airport Property Line
- Open Space / Forested Land
- Runway / Taxiway
- Water
- Building
- School
- Major / Minor Road
- 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 terminal building and its surrounding parking lots. The terminal is a long, modern structure with a flat roof and large windows. Several parking lots are visible, some with cars and vans parked. The background shows a clear 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

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

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

Introductions – Planning Advisory Committee (PAC)

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

NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

ROLES AND RESPONSIBILITIES

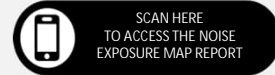
Part 150 Study

Airport / GIAA	FAA	Consultant Team	PAC
<ul style="list-style-type: none"> – Project sponsor – Certification that documentation is true and accurate – Recommends measures to address noncompatible land uses 	<ul style="list-style-type: none"> – Certification that the documentation meets federal regulations and guidelines – Approval of Airport-recommended guidelines 	<ul style="list-style-type: none"> – Overall project management, documentation, and outreach – Aircraft noise analysis and abatement planning – Noise compatibility analysis and planning – Aviation forecast and airfield analysis 	<ul style="list-style-type: none"> – Review study inputs, assumptions, analyses, documentation, etc. – Input, advice, and guidance related to NEM & NCP development
			Public
			<ul style="list-style-type: none"> – Provide input on study during comment period – Review public draft documents

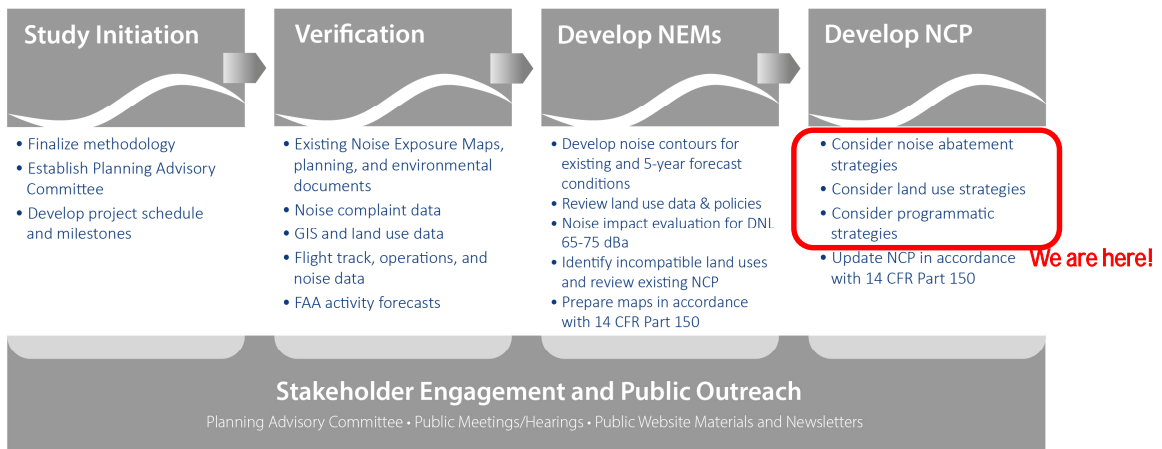
NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport


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



A title slide for a presentation. It features a dark teal background with a faint, stylized image of an airplane in flight. In the center, there is a dark teal circle containing the text "Noise Compatibility Program" in a light green, sans-serif font.

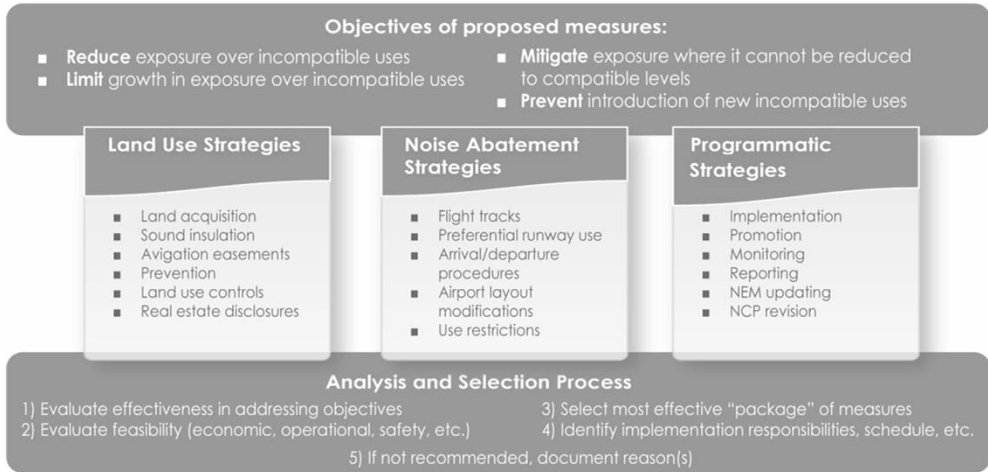
Noise Compatibility Program

PART 150 OVERVIEW

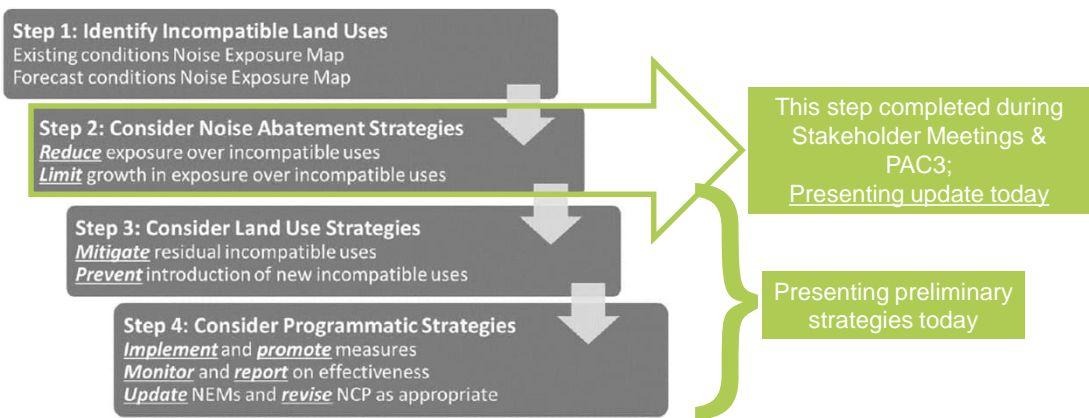
Noise Compatibility Program

- 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 Abatement Strategies

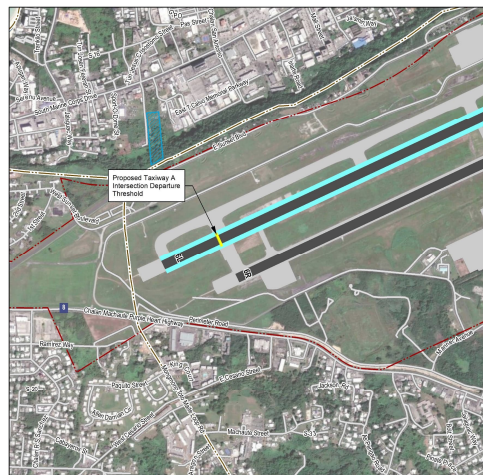
- Flight tracks
- Preferential runway use
- Arrival/departure procedures
- Airport layout modifications
- Use restrictions

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



Legend:

- Airport Property Line
- Runway / Taxiway
- Building
- Village Boundary
- Department of Defense (DOD)
- Major / Minor Road

ANTONIO B. WON PAT INTERNATIONAL AIRPORT (GUM)
BARRIGADA, GUAM

NA-4 Taxiway A Intersection Departure for Runway 6L

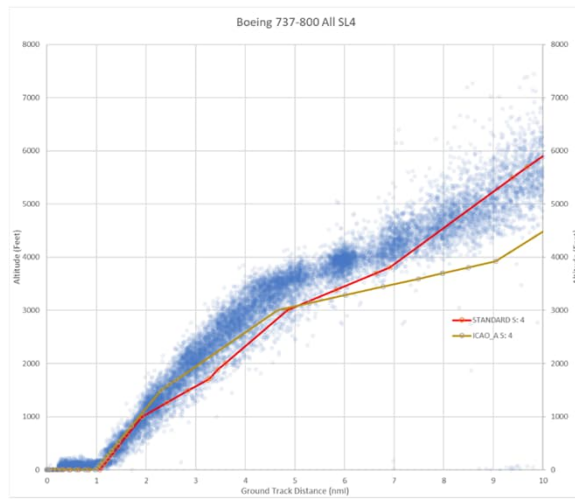


Internal Draft

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.

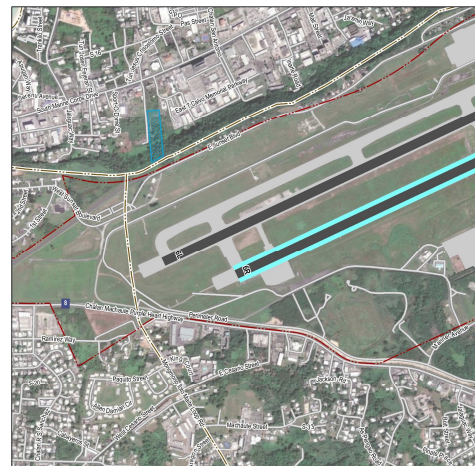


NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

NOISE ABATEMENT

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

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



— Airport Property Line
— Runway / Taxiway
■ Building
— Village Boundary
— Department of Defense (DOD)
— Major / Minor Road

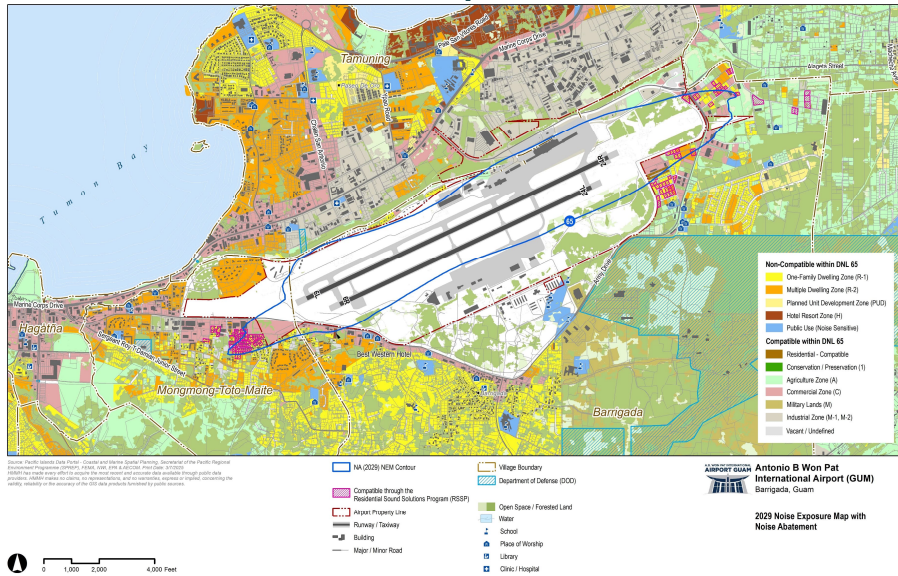
ANTONIO B. WON PAT INTERNATIONAL AIRPORT (GUM)
 Barrigada, Guam
 NA-9 Preferential Runway Use Measure - Aircraft Use Runway 6R/24L at Night

▲ 0 250 500 1,000 Feet

Internal Draft

NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

2029 Draft Noise Exposure Map With Noise Abatement Measures Implemented

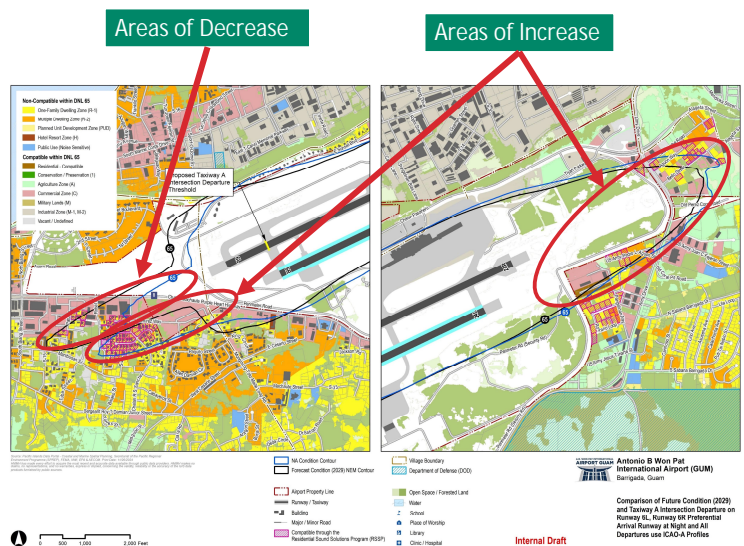


NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

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

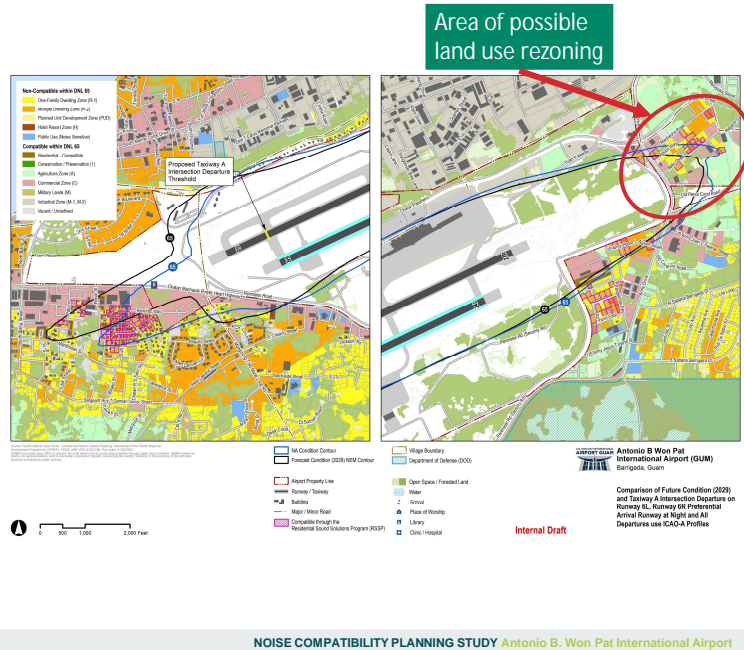
	Name	Approval Status	Implementation Status
RLU-1	Acquire Developed Property in Non-Compatible Uses	Approved	Not implemented
RLU-2	Property Purchase Guarantee	Approved	Not implemented
RLU-3	Part 150 Sound Mitigation Program	Approved	Implemented

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

- | | |
|--|---|
| <ul style="list-style-type: none"> - Corrective Strategies (3) <ul style="list-style-type: none"> - Land Use Rezoning - Land Acquisition - Sound Insulation - Avigation Easements - Home Sales Assistance | <ul style="list-style-type: none"> - Preventive Strategies (3) <ul style="list-style-type: none"> - Airport Noise Overlay Zone - Sound Insulation Standards for Building Codes - Airport Inclusion in Land Use Planning - Real Estate Disclosures - Land Banking |
|--|---|

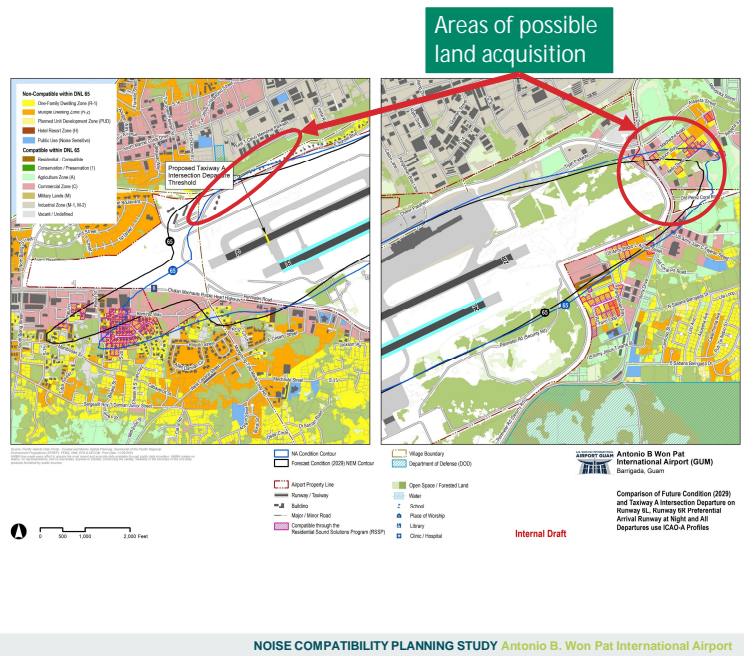
LAND USE REZONING

- 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



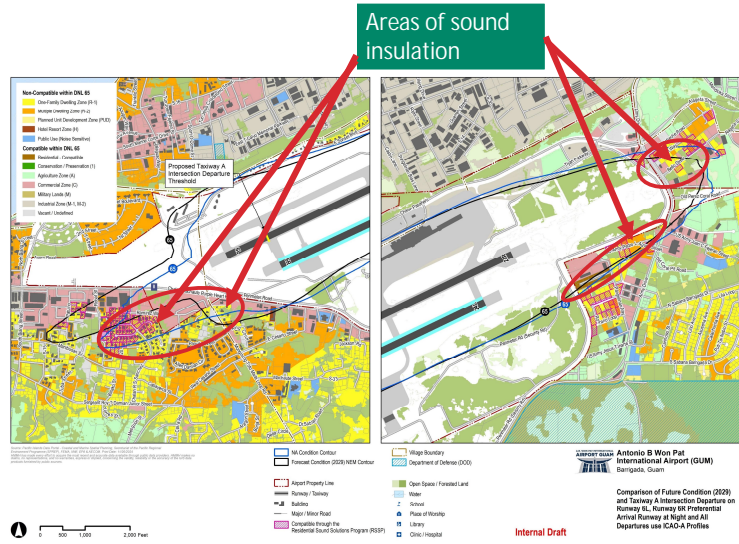
LAND ACQUISITION

- 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

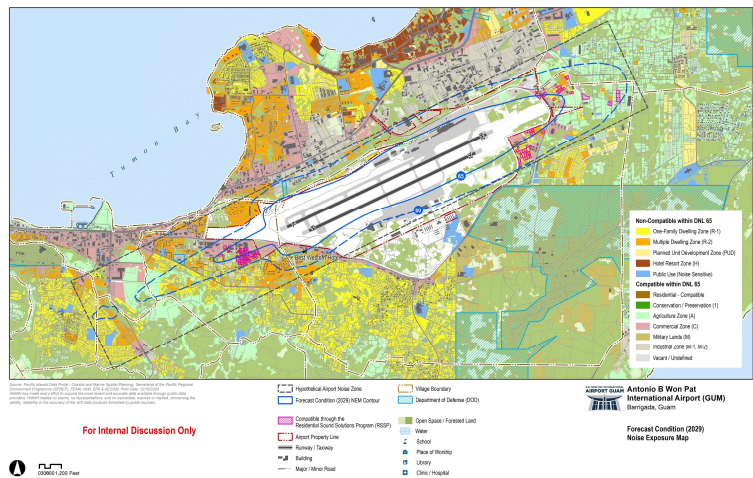
- Continue the Residential Sound Solutions Program to:
 - Mitigate the interior of the noise-sensitive structures and provide a compatible interior with noise from aircraft arrivals



NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

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



NOISE COMPATIBILITY PLANNING STUDY Antonio B. Won Pat International Airport

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

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

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

NOISE COMPATIBILITY PLANNING STUDY

Antonio B. Won Pat
International Airport

Land Use Measures - Strategy Session

April 16, 2025



A.B. WON PAT INTERNATIONAL
AIRPORT GUAM

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

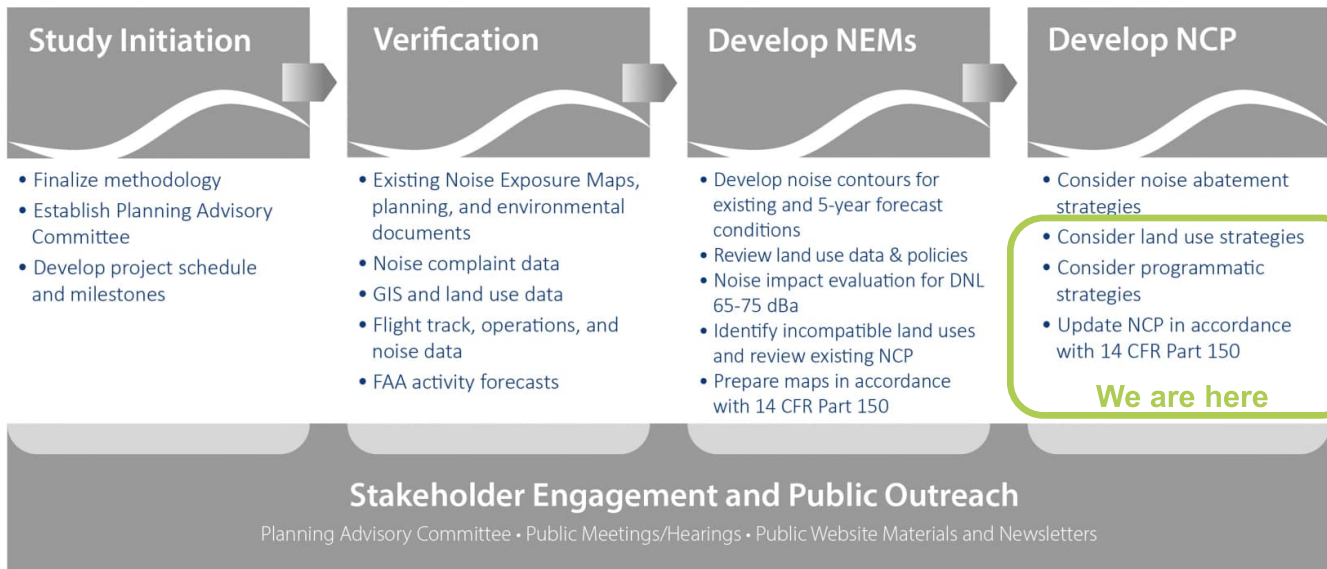


**EM Chen &
Associates**

Alan Chen
Local Project
Manager

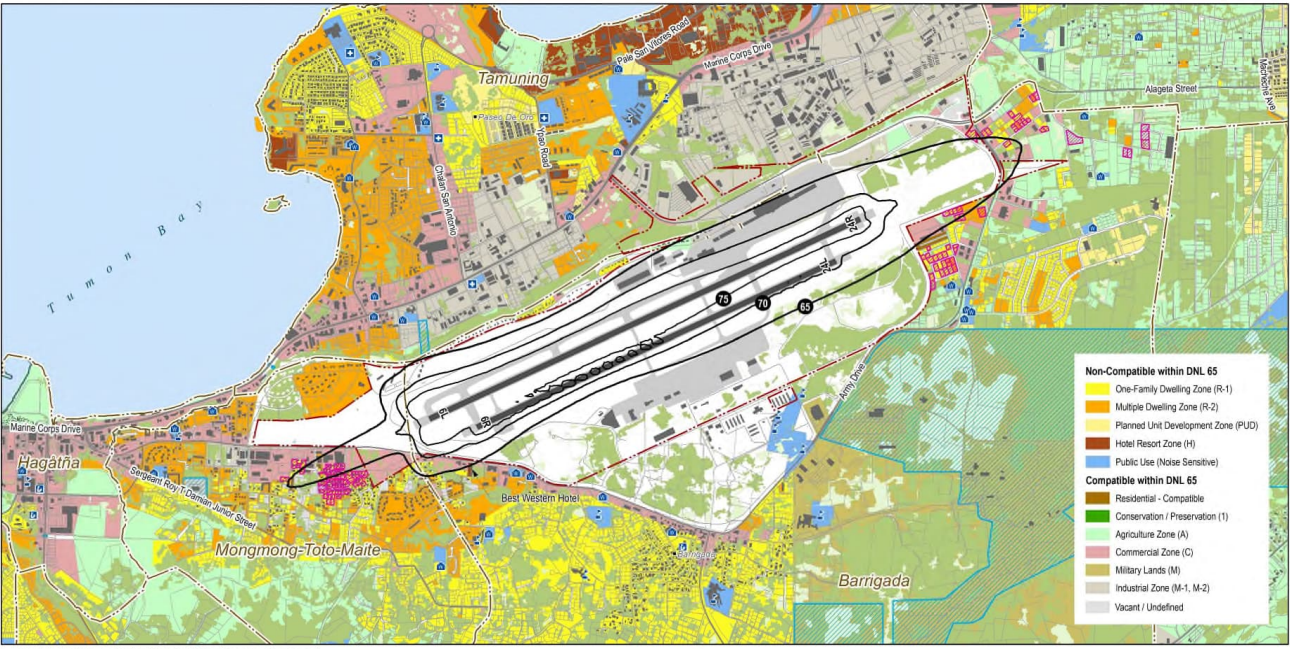
PART 150 OVERVIEW

Study Process



Draft Noise Exposure Maps

2024 Draft Noise Exposure Map



- 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

- 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 (T)
- Agriculture Zone (A)
- Commercial Zone (C)
- Military Lands (M)
- Industrial Zone (M-1, M-2)
- Vacant / Undefined

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

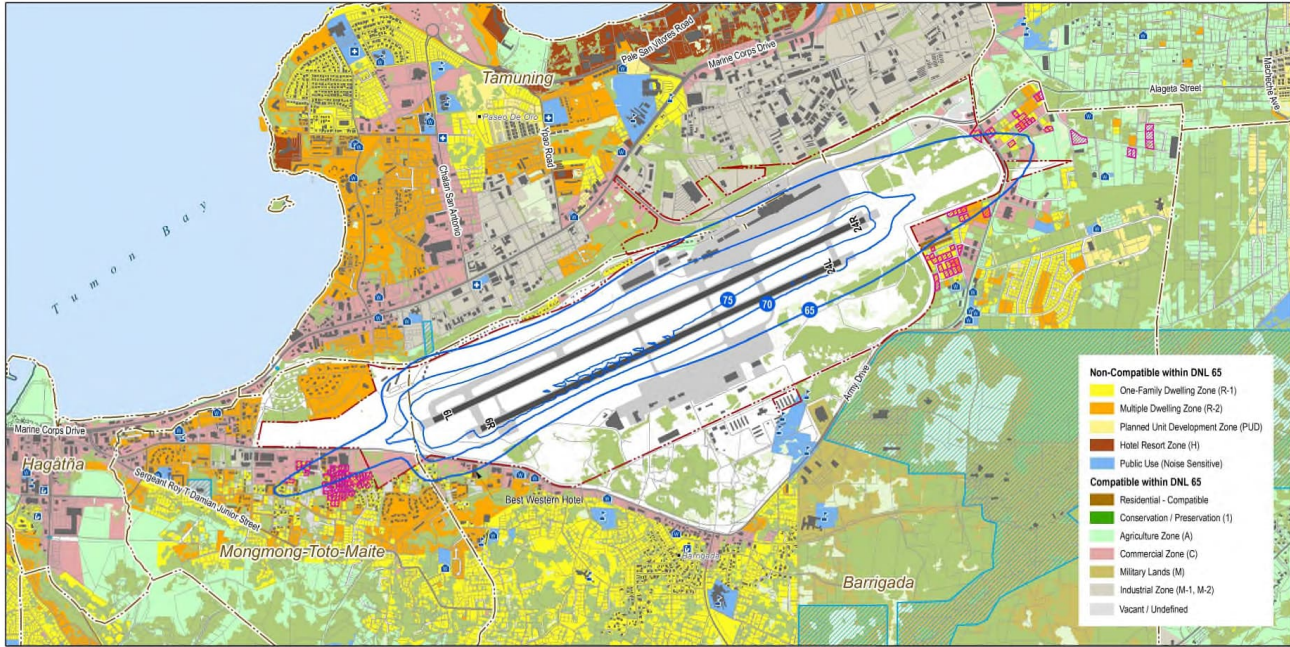
Existing Condition (2024)
Noise Exposure Map

Draft – Subject to Change



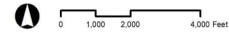
Source: Pacific Islands Data Provider - Coastal and Marine Spatial Planning, Secretariat of the Pacific Regional Environment Programme (SPREP), FEMA, NW, EPA & AECOM, Print Date: 7/11/2024
NEMAP has made every effort to ensure the most recent and accurate data available through public data providers. NEMAP 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.

2029 Draft Noise Exposure Map

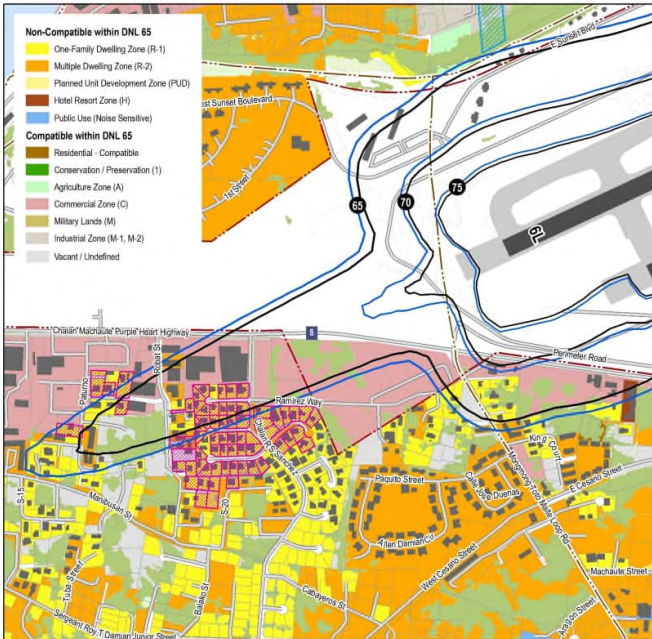


Source: Pacific Islands Data Project - Coastal and Marine Spatial Planning, Supplemental to the Pacific Regional Environment Programme (SPREP), FEMA, AEM, EPA & ABCOM, Print Date: 3/1/2024
HMMH has made every effort to acquire the most recent and accurate data available through public data providers. 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.

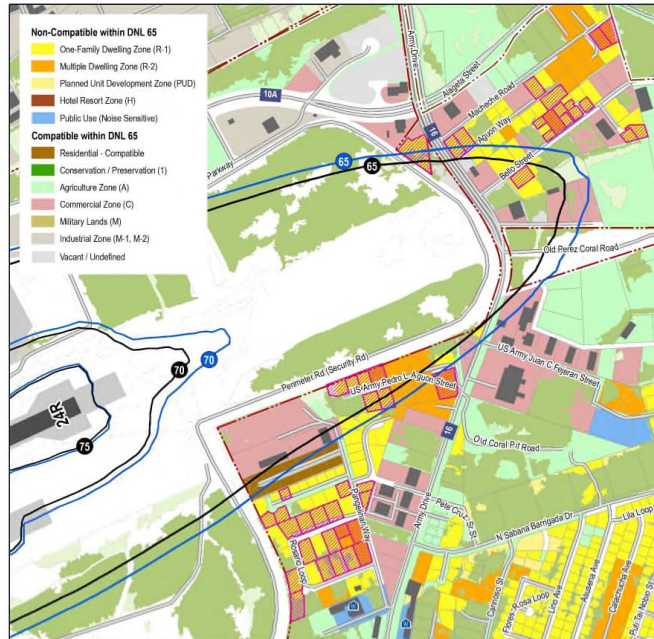
Draft - Subject to Change



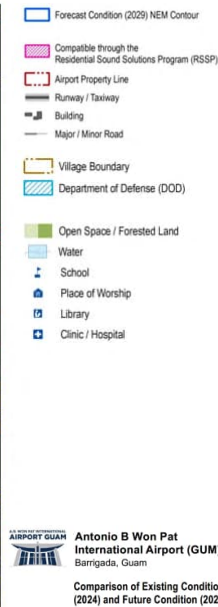
Draft Noise Exposure Maps



Draft - Subject to Change



Draft - Subject to Change



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

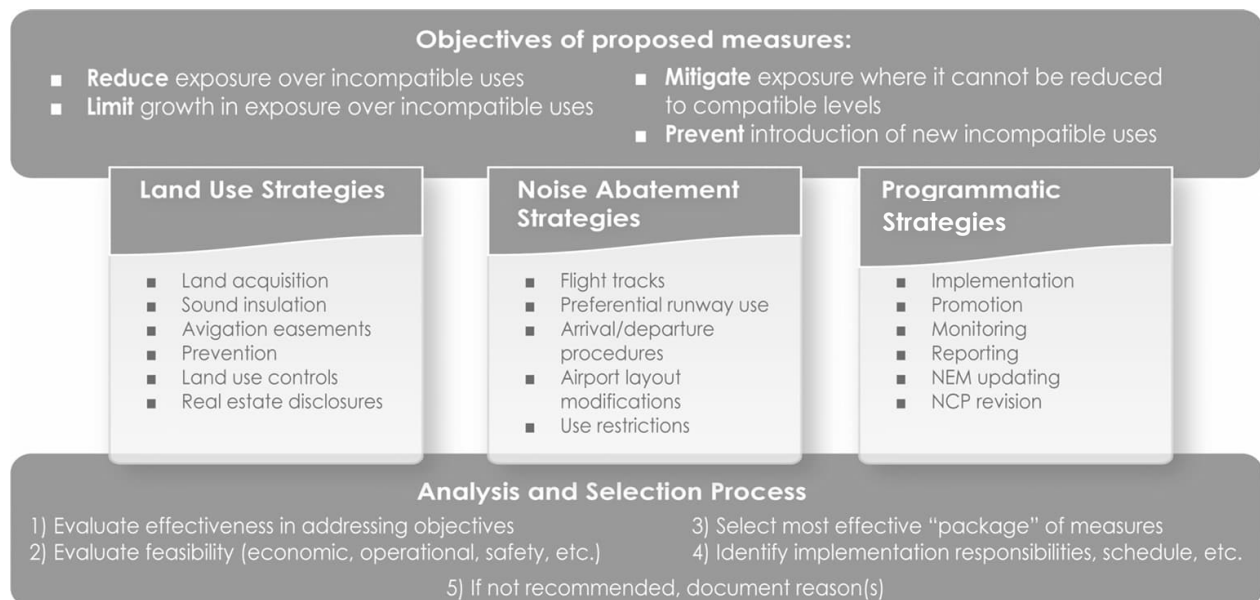
Noise Compatibility Program

- 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

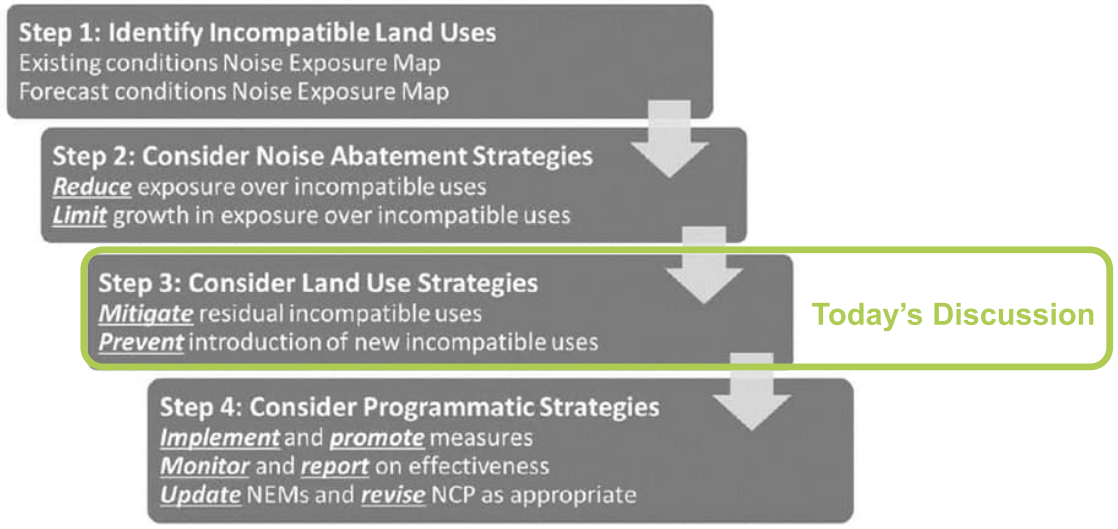
NCP Categories



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PART 150 OVERVIEW

**Noise Compatibility Program
Development**



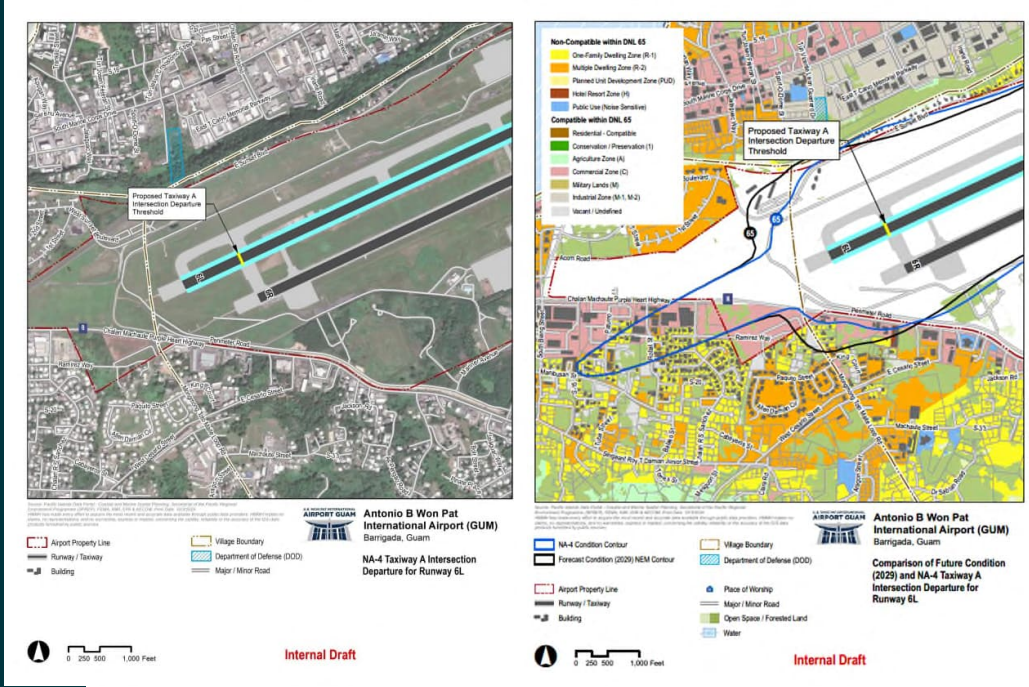
**Forecast NEM
with Noise
Abatement**

NOISE ABATEMENT

1. Intersection Departures on Runway 6L

Runway 6L

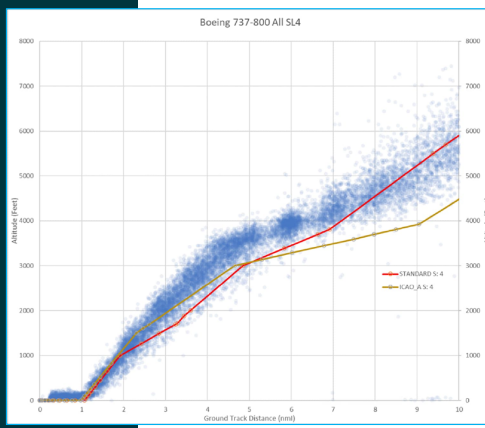
- Aircraft would depart from Taxiway A
- Takeoff Distance Available (11,014 feet)
- B747 and B777-300 would still use full length
- Full length available at pilot request



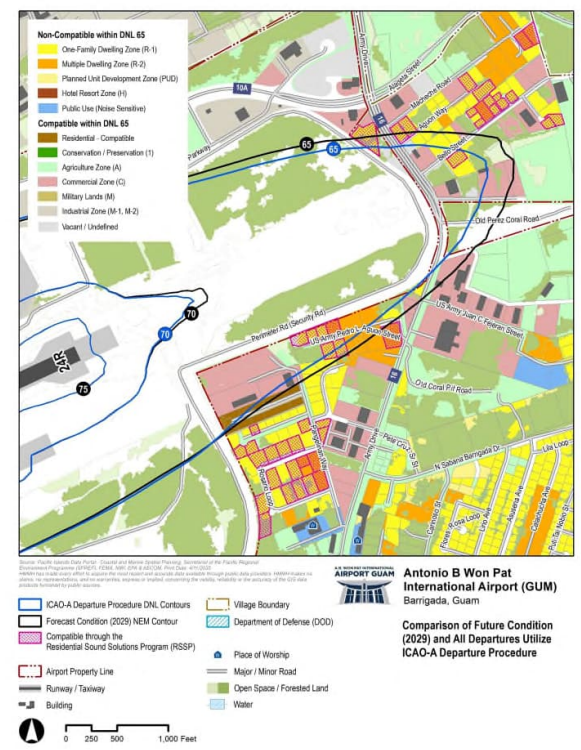
NOISE ABATEMENT

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.



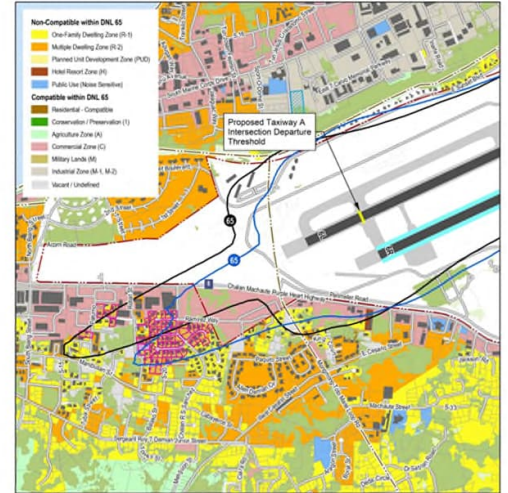
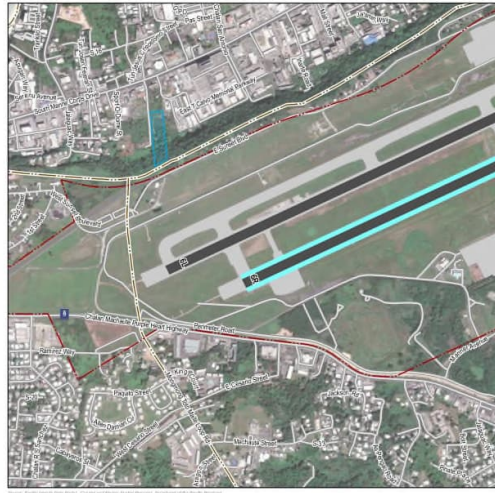
Source: Radar data (July 2022 – June 2023)



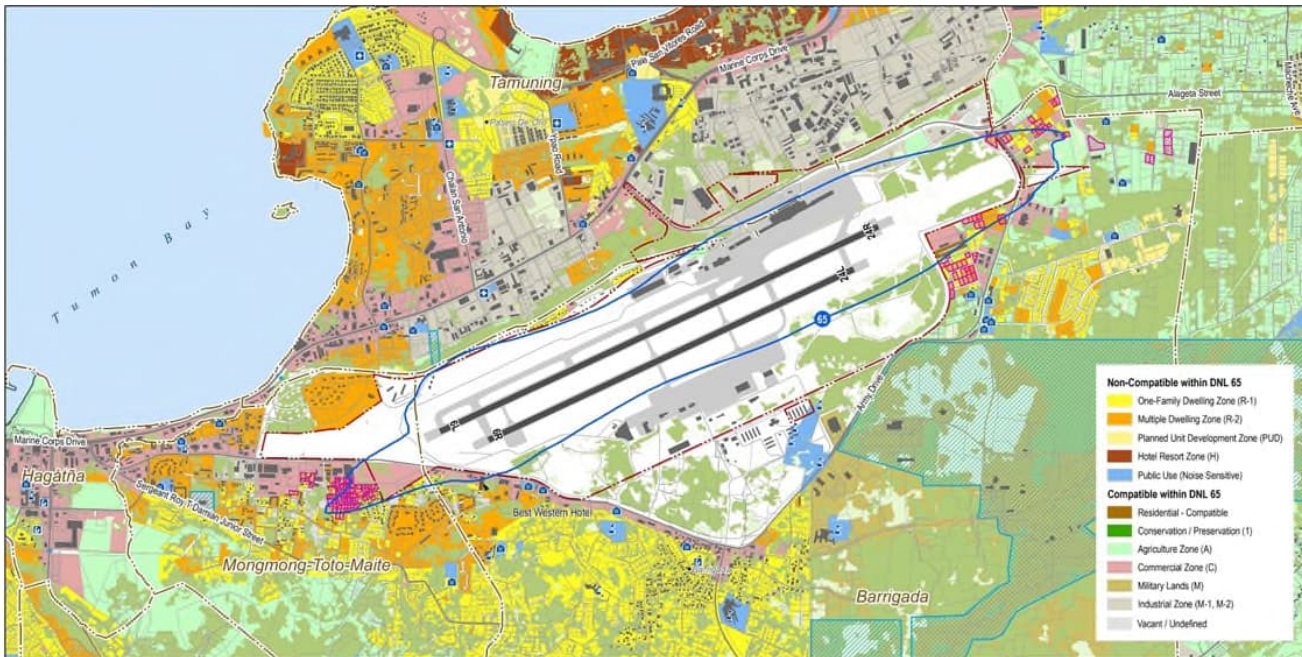
NOISE ABATEMENT

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

NOISE ABATEMENT Combined NCP Measure

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

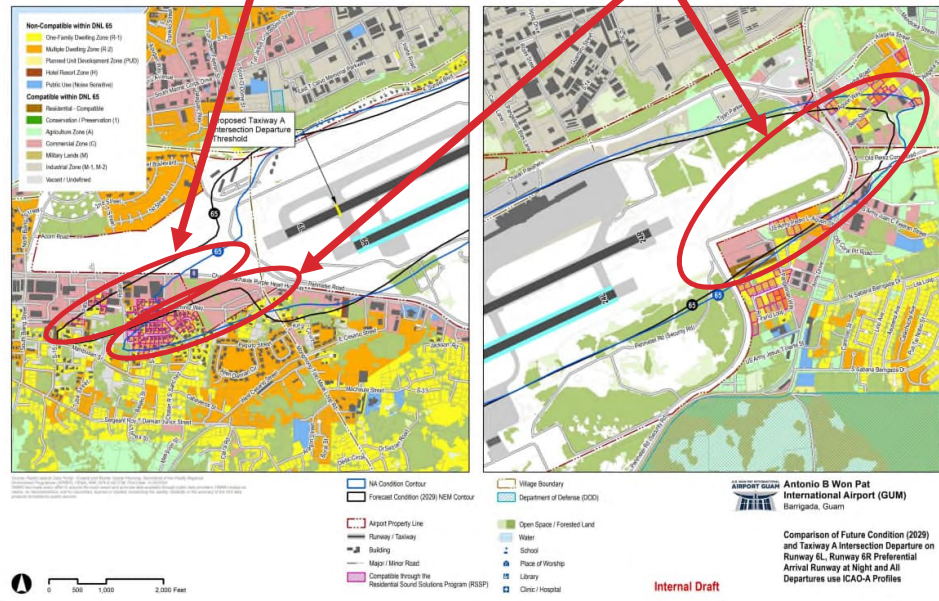
Contour Interval		Total > 65 DNL	Change
Total Population	2029	909	
	2029 w/NCP	435	-474
Noncompatible ¹ Population	2029	753	
	2029 w/NCP	180	-573
Total Housing Units	2029	303	
	2029 W/NCP	145	-158
Noncompatible ¹ Housing Units	2029	251	
	2029 W/NCP	60	-191

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.

Areas of Decrease

Areas of Increase



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.



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)

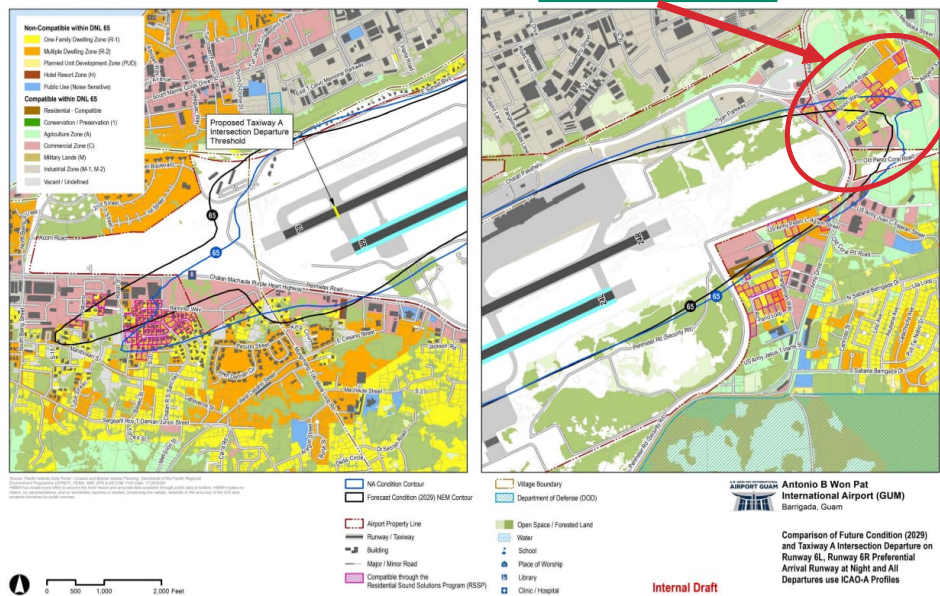
- Airport Noise Overlay Zone
- Sound Insulation Standards for Building Codes
- Airport Inclusion in Land Use Planning
- Real Estate Disclosures
- Land Banking

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.

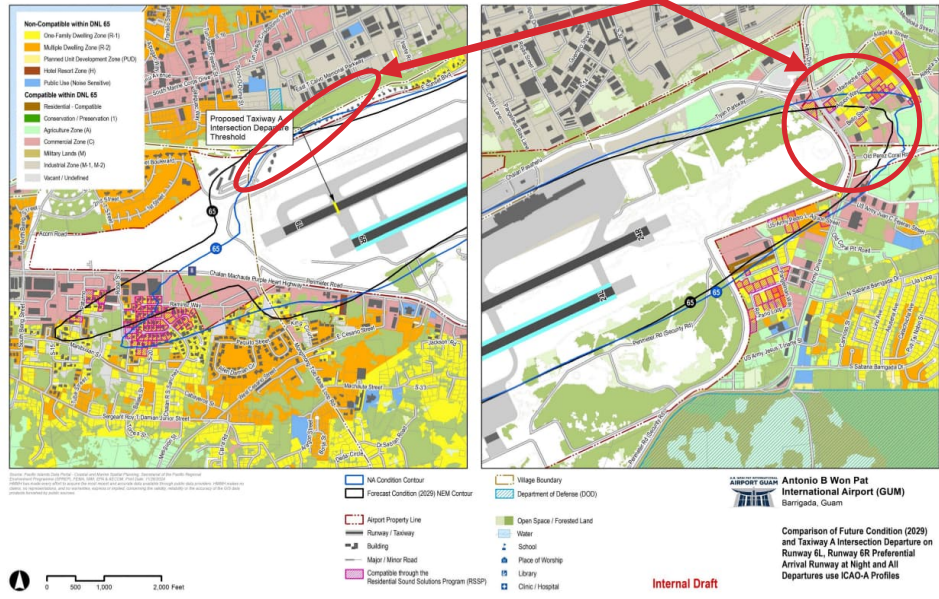
Area of possible land use rezoning



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

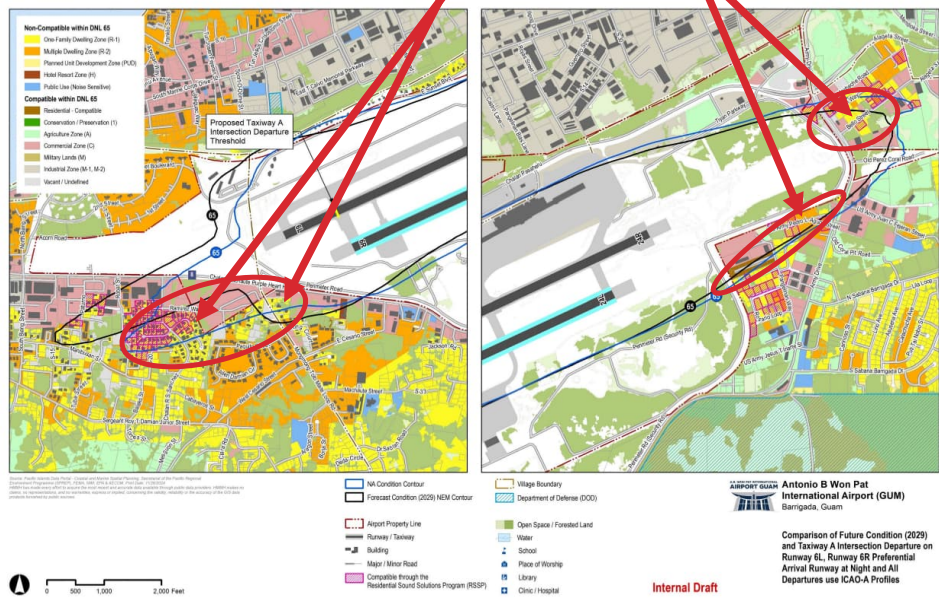
Areas of possible land acquisition



SOUND INSULATION

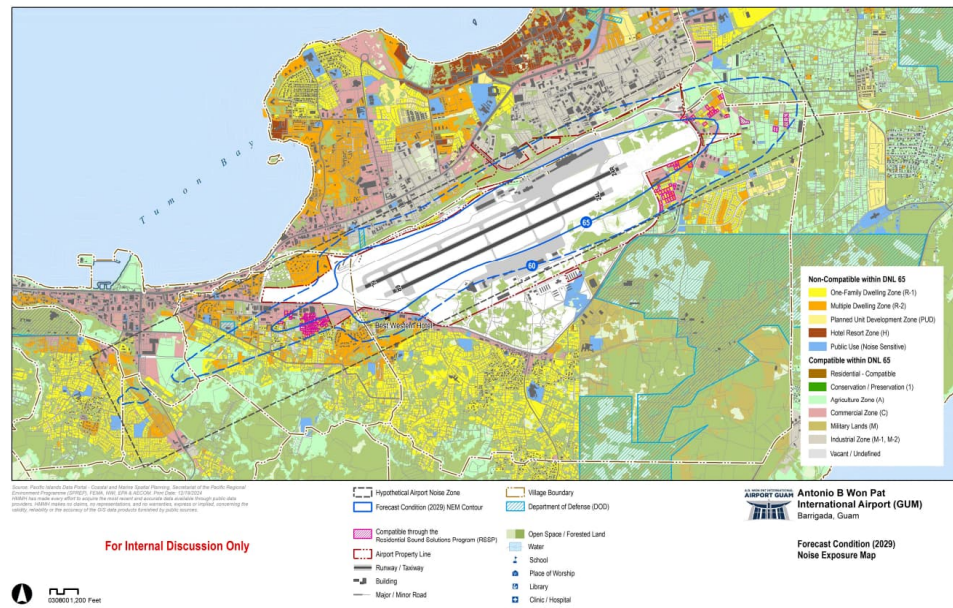
- Continue the Residential Sound Solutions Program to:
 - Mitigate the interior of the noise-sensitive structures and provide a compatible interior with noise from aircraft arrivals

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

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Wrap Up

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

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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; trinilg
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

A.B. WON PAT INTERNATIONAL
AIRPORT GUAM



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

CONFIDENTIALITY NOTICE:

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APPENDIX D:
Public Consultation
Materials

Public Consultation Materials

This Appendix will contain all public consultation materials for the Public Workshop/Public Hearing.



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-Thu 9:00AM to 5:00PM
Sat 9:00AM to 1:00PM

**GIAA Administrative Office
3rd Floor Airport Terminal Bldg.**
355 Chalan Pasaheru
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 libraires, 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) 646-0300-02 for special accommodations. This ad is paid for by GIAA.

An aerial photograph of an airport terminal and parking lot, overlaid with a semi-transparent blue filter. The terminal building is a long, multi-story structure with a flat roof and several wings. In front of it is a large parking lot with many cars and several white vans. A road with a median runs alongside the parking lot. In the background, there are mountains under a cloudy sky.

APPENDIX E: Public Comments

Public Comments

This Appendix will contain all public comments received during the 30-day review period.