



## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **Noise Compatibility Program for Antonio B. Won Pat International Airport,**

#### **Tamuning, Guam**

**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 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 (CFR) part 150, the regulations promulgated pursuant to 49 U.S.C. 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, 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 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 and 47506 and procedures contained in 14 CFR 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. 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 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. The FAA relied on the certification by the airport operator, under of 14 CFR 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.*

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