

Date Received	Comment ID	Tracking Number	Submitter - Govt Agency Type or Name
3/22/2026	FAA-2026-0661-0001	mn2-ewub-vt2y	Darlene Yaplee
3/17/2026	FAA-2026-0661-0004	mmu-euce-8wa4	Tracy & Anthony Williams

3/17/2026	FAA-2026-0661-0005	mmu-78yy-r1cf	Sandra Stahl
3/17/2026	FAA-2026-0661-0006	mmu-6hom-5txr	Local

3/17/2026	FAA-2026-0661-0007	mmu-5kud-lczr	Remi Tan
3/17/2026	FAA-2026-0661-0008	mmu-lboc-hff5	n/a
3/17/2026	FAA-2026-0661-0009	mmu-zn7v-8gym	Anne Hollander
3/18/2026	FAA-2026-0661-0010	mmv-dsjd-687c	David Kosterlitz

3/18/2026	FAA-2026-0661-0011	mmv-coqa-43kh	L Sula
3/18/2026	FAA-2026-0661-0012	mmv-563n-kz3b	Evelyn Breakstone
3/18/2026	FAA-2026-0661-0013	mmv-30jm-1x3s	Justin D
3/18/2026	FAA-2026-0661-0014	mmv-2heu-3dxq	Marty Reibold

3/18/2026	FAA-2026-0661-0015	mmw-8qwi-wwui	Richard K
3/18/2026	FAA-2026-0661-0016	mmw-8tjk-jo2l	Pamela K
3/18/2026	FAA-2026-0661-0017	mmw-bmba-h2bu	V. Reich
3/19/2026	FAA-2026-0661-0018	mmw-y0kg-bk0q	Joyce Haferman
3/19/2026	FAA-2026-0661-0019	mmw-x81q-bi7i	Kim T

3/19/2026

FAA-2026-0661-0020

mmw-ss4q-g6hi

Anonymous
Anonymous

3/19/2026	FAA-2026-0661-0021	mmw-otrs-d3kf	Parag Shah
3/19/2026	FAA-2026-0661-0022	mmw-j5ov-xtul	sue Steinberg
3/19/2026	FAA-2026-0661-0023	mmx-fy4z-ebih	Mary Tatigian
3/19/2026	FAA-2026-0661-0024	mmx-lvkf-6civ	Lisa Dunn

3/19/2026	FAA-2026-0661-0025	mmx-qszd-3lxl	Karen DeLeon
3/20/2026	FAA-2026-0661-0026	mmz-0pxw-vpg8	Robert Canter
3/20/2026	FAA-2026-0661-0027	mmy-w444-rnl6	QSWH

3/20/2026	FAA-2026-0661-0028	mmy-bjzl-x23w	ARSAC
3/20/2026	FAA-2026-0661-0029	mmy-aadb-97wm	Anne Wilson
3/20/2026	FAA-2026-0661-0030	mmy-9gia-z8jq	Elena Individual

3/20/2026	FAA-2026-0661-0031	mmy-3i6o-vw9a	Nancy Runyon
3/20/2026	FAA-2026-0661-0032	mmy-1tfp-f1s6	Marty Horneck
3/20/2026	FAA-2026-0661-0033	mmy-1qiv-a31e	Elena Individual

3/20/2026	FAA-2026-0661-0034	mmy-0z10-whls	Glennis Dolce
3/20/2026	FAA-2026-0661-0035	mmx-sea5-0kvd	Bob Bernardi

3/20/2026	FAA-2026-0661-0036	mmz-54u7-al4g	Anonymous Anonymous
3/20/2026	FAA-2026-0661-0037	mmz-4vex-2lgs	Sam S
3/20/2026	FAA-2026-0661-0038	mmz-4rd7-kalb	Justin Neway

3/20/2026	FAA-2026-0661-0039	mmz-3wpa-zp2b	Laura Gibbons
3/20/2026	FAA-2026-0661-0040	mmz-77lo-tu3o	Betty T
3/20/2026	FAA-2026-0661-0041	mmz-7x5u-usz4	Kirstin Boes
3/23/2026	FAA-2026-0661-0075	mn3-7bxi-rx4o	Patricia Anon

3/23/2026	FAA-2026-0661-0076	mn3-89yh-xpbg	david bixby
3/23/2026	FAA-2026-0661-0077	mn3-973u-vkit	Joseph Friedman
3/23/2026	FAA-2026-0661-0078	mn3-9q1q-snbu	A McCoy

3/24/2026	FAA-2026-0661-0079	mn3-n738-js7q	Marguerite Ogle
3/24/2026	FAA-2026-0661-0080	mn3-ospz-q4sk	San Francisco International Airport Community Roundtable

3/24/2026	FAA-2026-0661-0081	mn3-q1gh-d6f8	mary lou rose
3/24/2026	FAA-2026-0661-0082	mn3-thhm-wd65	Maria Becce
3/24/2026	FAA-2026-0661-0083	mn3-vlzs-1w4u	Steve Kennedy

3/24/2026	FAA-2026-0661-0084	mn3-xa3n-qo7v	Anonymous Anony
3/24/2026	FAA-2026-0661-0085	mn3-xdt5-z3iy	DC Metroplex BWI Community Round Table

3/24/2026	FAA-2026-0661-0086	mn4-2toh-631r	Vashon Island Fair Skies
3/22/2026	FAA-2026-0661-0087	mn3-7bxi-rx4o	Patricia Anon

3/21/2026	FAA-2026-0661-0068	mn2-ewub-vt2y	Aviation-Impacted Communities Alliance (AICA)
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Submitter - Govt Agency or Location

AICA Response

Camp Hill, US, AL 36850

San Diego, US, CA, 92123

Quiet Skies Coalition

Pacifica, US, CA, 94044

Quiet Florida

San Francisco, US, CA 94118

Bethesda, US, MD 20817-2348

Malden, US, MA

Sunnyvale, US, CA 94087

Studio City, US, CA 91604

Louisville, US, CO 80027-2907

Sunnyvale, US, CA 94087

Sunnyvale, US, CA 94087

US

MONTEREY, US, CA 93940-2207

Studio City, US, CA 91604

n/a

Portland, US, OR, 97225

Van Nuys, US, CA 91406

Naples, US, FL 34119

Long Beach, US, CA 90807

North Miami, US, FL 33181

Bethesda, US, MD 20817

n/a

n/a

Boulder, US, CO 80305

Portland, US, OR 97219

MONTEREY, US, CA 93940

Naples, US, FL 34102

Portland, US, OR, 97219

Long Beach, US, CA

Naples, US, FL 34102

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Longmont, US, CO 80503

Longmont, US, CO 80503

Seattle, US, WA 98118

Longmont, US, CO 80503

Longmont, US, CO 80501

Valley Stream, US, NY 11580-4313

delmar, US, NY 12054

Longmont, US, CO 80503-9467

US, MA

Longmont, US CO 80503

Address in Attachment:
455 Country Center, 2nd Floor,
Redwood City, CA 94063

Clarkdale, US, AZ 86324

Flushing, US, NY 11358

East Palo Alto, US, CA 94303

n/a

n/a

n/a

Valley Stream, NY 11580-4313

n/a

Public Comment

Also see one (1) attachment. The Aviation-Impacted Communities Alliance (AICA), supported by 76 local organizations, appreciates the opportunity to comment on the FAA's Aviation Noise Complaint and Inquiry Portal. What is the Point of the FAA Noise Portal? These comments address that question. In its current form, the Portal is primarily as a centralized complaint intake and reporting mechanism rather than as an analytical tool that informs mitigation discussions, or aviation noise policy evaluation. These comments identify key gaps and recommend changes to ensure that community-reported information is meaningfully analyzed, transparently reported, and used to inform decisions and policy.

I am submitting this comment in support of the Aviation-Impacted Communities Alliance (AICA) submission to the FAA. The comment states: "What's the Point of the FAA Noise Portal?" In its current form, the Aviation Noise Complaint and Inquiry Portal (ANCIR) portal summarizes complaints but does not analyze them in their operational context or produce actionable insights on underlying aircraft noise concerns. I urge the FAA to carefully consider and implement the findings and recommendations of the AICA comment.

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I live in a community that is severely impacted by late night loud aviation noise where aircraft fly over our homes at 2am sometimes every few minutes. We need a clear path of having the FAA address these noise issues and do what it can to eliminate and mitigate the noise as well as the air pollution from the jet exhaust.

Thank you.

See attachment

In its current form, the FAA Noise Portal is a waste of time and money. It is a waste of time for noise-impacted communities who file complaints through the portal and for FAA employees or contractors who manage the portal. It is a waste of money for all Americans. The complaint data are not being used to address airplane noise, so why are they being collected? It seems to be merely to give people who are being harmed by airplane noise the feeling that they are doing something. The purpose of the portal needs to be reformed to collect data that the FAA will USE as evidence for making operational changes.

I strongly support the Aviation-Impacted Communities Alliance (AICA) submission to this docket. In its current form, the Aviation Noise Complaint and Inquiry Response (ANCIR) portal summarizes complaints but does not analyze them in their operational context or produce actions to address the underlying aircraft noise concerns.

I strongly urge the FAA to make the portal relevant by implementing the recommendations presented in the AICA comment.

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Also see three (3) attached files.

See attached file(s) For years FAA falsified noise, safety

at the same rate they enabled TERROR attack on homes and homes of citizen advocates, weaponizing info the vulnerable communities with toxic noise, environmental and criminal assault: <https://www.change.org/p/mov-kvgt>

USDOT Secretary Sean Duffy: The Golden Age of Travel or the Golden Age of Abuse by the Privileged?

<https://www.youtube.com/watch?v=v9cVlo05uQY>

Pollution, Profit, and Power: Where the FAA is Prioritizing Flyboy Fantasies Over the American people's safety

https://www.youtube.com/watch?v=Boxz__5IOvc

It's not just the Toxic Air you and your Family Breathe causing Health issues, it's the serious safety concerns, frequent crashes of small planes into densely populated residential areas, These are the prices you pay for co

<https://www.youtube.com/watch?v=cmUb1JIWfjA>

How Aviation subsidies Allow 0.1% joyriding Tyrants to Profit from harming you, your family and your future:

<https://www.youtube.com/watch?v=EodIYEKOD8o>

The hostile takeover of our skies by the top 0.1%: where FAA sacrifices public safety and health in favor of noi junkie hobbyist deviants:

<https://www.youtube.com/watch?v=E0RCxQrAsTE>

The FAA has abandoned the safety of the American people to serve the 0.1% who are joyriding tyrants, torme

<https://www.youtube.com/watch?v=kkO0CxhCMKg>

Low flying harassment at North Las Vegas Airport KVGt, where Rogue air pilots take turn "buzzing homes" fo

<https://www.youtube.com/watch?v=rezsoAjeUfM>

How Pilots at North Las Vegas Airport and other GA airports Engage in Aerial Harassment and Psychological residents who file noise and safety complaints with the FAA, abusive port authorities:

<https://www.youtube.com/watch?v=Bv6HQveMGtM>

Isn't it a criminal offense to use excessive plane noise to ruin residents health and environment?

<https://www.youtube.com/watch?v=AohXXmDvAWU>

FAA's low flying Toxic spewing planes are damaging the American public & destroying our communities:

<https://www.youtube.com/watch?v=0Vg0XvAwWW0>

China's Maglev is FASTER than PLANES, it's CHEAP for every day commute, and it produces NO noise:

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QuietSkies Woodland Hills is a community organization that informs and advocates on behalf of more than 70,000 people in the Woodland Hills area regarding the impacts of air traffic. We fully support the detailed and well-reasoned comment submitted by the Aviation-Impacted Communities Alliance (AICA), which highlights the fundamental shortcomings of the FAA's Noise Portal.

AICA correctly notes that the Noise Portal fails to provide any meaningful mechanism for public engagement or meaningful assertions to the contrary. The FAA's recent elimination of regional phone numbers has further marginalized the elderly, disabled, or otherwise unable to navigate online systems. Additionally, AICA underscores that the information gathered in the Noise Portal is not analyzed within any operational or noise-exposure context, raising serious questions about the quality of the data being gathered.

Because the reporting process is cumbersome, inconvenient, and widely perceived as ineffective, the Noise Portal misrepresents the true scope and distribution of community concern. As a result, it cannot serve as a reliable mechanism for addressing noise impacts.

We strongly encourage the FAA to give substantial consideration to AICA's recommendations and to work closely with community organizations on this and all issues affecting aviation-impacted neighborhoods.

ARSAC Endorsement Statement

The Airport-Related Safety Advisory Committee (ARSAC) strongly supports the comments submitted by the Aviation-Related Communities Alliance (AICA) regarding the FAA's Aviation Noise Complaint and Inquiry Response (ANCIR) Portal. ARSAC represents communities living with the daily impacts of concentrated aircraft operations. The current portal is short of the FAA's stated commitment to meaningful community engagement. As documented in the AICA submission, the portal functions primarily as a one-way intake system that fails to analyze complaint data in its operational context, ignores the repetitive nature of aircraft noise exposure, and fails to translate community input into meaningful action. This is not a technical shortcoming—it is a structural failure that undermines public trust and limits the FAA's ability to make evidence-based decisions. Communities are providing real-time data about aircraft noise impacts, yet that data is not used to identify patterns, inform mitigation, or guide policy.

ARSAC urges the FAA to implement the recommended reforms without delay, including integrating operational data into analysis, recognizing repeated overflights as evidence of ongoing impact, and ensuring that ANCIR data meaningfully informs the FAA's Noise Policy Review.

Without these changes, the ANCIR portal will continue to collect community input without accountability or oversight. Without these changes, the ANCIR portal will continue to collect community input without accountability or oversight. Without these changes, the ANCIR portal will continue to collect community input without accountability or oversight.

I am submitting this comment in my individual capacity in support of the Aviation-Impacted Communities Alliance submission to this docket.

The AICA comment states: "What's the Point of the FAA Noise Portal?" I can tell you the point of the portal. It is an agency that cares about and might actually do something about the impacts of noise on residents, while not actually doing anything towards aviation and away from residents and taxpayers is egregious. The FAA is an agency that has been created and supposed to regulate. Residents and taxpayers are left holding the bag. The Noise Portal validates this.

The FAA absolutely must develop a fair noise program that also works for residents and taxpayers. The Noise Portal

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I strongly support the comments of Aviation-Impacted Communities Alliance (AICA) submission to this docket. From the AICA, we would not even know that the ANCIR Portal existed. Neither the board of directors, nor staff of the Monterey Regional Airport told us about this FAA portal although we had been requesting their help with the surprising increase in traffic over our home for the past several years. There is no mention of FAA contact or information on the Monterey Regional Airport's only their own complaint form that is dismissed or ignored. We had found, through other impacted neighbors, and written to the FAA Ombudsman about the frequent aborted, diverted and frightening tail wind landings and "one" response. Had we not attended the University of California Davis Airport Noise and Emissions Symposium, we would not have even known the FAA cared anything about the health and safety of residents living below flights. That's why we all receive one response, then nothing further. We no longer feel safe in our homes of more than 20 years of annoying noise. It's the sounds from jets now struggling with gusting tail winds, only 500-700 feet above us, only 3-4 miles from the airport! Noise can be an important symptom of dangerous new practices. Please improve your response so you can learn from the locations of the complaints and inquiries to protect the health and safety of us all. Thank you.
Monterey Fly Safe Coalition

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I support the AICA position that noise reported to the FAA'S portal should be analyzed resulting in actions and recommendations to address the situation for communities.

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I am writing in support of the Aviation-Impacted Communities Alliance (AICA) submission to this docket as I to comment states: "What's the Point of the FAA Noise Portal?" The current Aviation Noise Complaint and Inquiry Response (ANCIR) system summarizes complaints but does not analyze the input or create solutions to address the aircraft noise concerns. Please, consider and implement the findings and recommendations presented in the AICA comment. Thank you!

I am submitting this comment in support of the Aviation-Impacted Communities Alliance (AICA) submission to this docket as I to comment states: "What's the Point of the FAA Noise Portal?" In its current form, the Aviation Noise Complaint and Inquiry Response (ANCIR) portal summarizes complaints but does not analyze them in their operational context or produce actionable solutions to address underlying aircraft noise concerns. I urge the FAA to carefully consider and implement the findings and recommendations presented in the AICA comment.

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Also see one (1) attachment. Since 1981, the SFO Airport/Community Roundtable has been an important part of the community, comprised primarily of elected local officials representing the residents of the City and County of San Francisco and its twenty cities. The Roundtable seeks to reduce aircraft noise to the community through collaboration and communication. The Roundtable, the Federal Aviation Administration (FAA), SFO management, the airline industry, elected officials, and the community are all involved.

Having worked with the FAA over the years, we understand that Federal law preempts local government agencies from taking any action that is intended to control the routes or operation of aircraft in flight. Therefore, it is imperative that the FAA be kept involved, engaged and connected to the Roundtable and our communities.

The Roundtable appreciates the opportunity to comment on the FAA Noise Portal, which is used to respond to resident inquiries; is an essential means of communication between those affected by aircraft noise and the FAA; and provides a means for our affected residents to submit aircraft noise complaints. The Roundtable wants to make sure that the FAA noise data informs our noise mitigation strategies and policy decisions. The Roundtable encourages the FAA to ensure that the portal maintains an accessible reporting pathway for our affected residents and allows us to identify noise effects from specific flight paths. Lastly, the Roundtable requests the FAA have a means/method to determine whether the noise portal is being used for complaint participation or geographic representation of noise impacts.

Thank you for your continued commitment to addressing the effects that aircraft operations have on the population of the San Francisco Bay Area. We believe the noise portal is an essential tool that should be continued, maintained and used to the maximum extent possible. We continue to work together to address community concerns and aircraft noise.

Also see one (1) attachment. I am a resident of Clarkdale, Arizona, and I am submitting this FAA Noise Portal currently functions as a "black hole" for data rather than a tool for actual oversight. Regarding the "Form Letter" Barrier: Residents in Clarkdale frequently receive automated, form-letter response feedback. Many times we do not even receive a response. A system that doesn't provide a transparent loop to information collection. Regarding the "Repeat Complaint" Data Error: The FAA's practice of ignoring repeat complaints from the same In a town facing 50,000+ annual training operations, a resident reporting repeated overflights, is accurately o The portal must track cumulative frequency to reflect the reality of flight training circuits" and the true physical residents. Regarding Impact Without Representation: Our increased noise is the result of operational shifts made by the (P52) without Clarkdale's consent. The portal fails to account for instances where an airport unilaterally shifts developments (which have aviation easements) onto a neighboring town that has no voice in airport decisions. Regarding the Failure of Voluntary Standards: Embry-Riddle ignored FAA AC 91-36D over 40,000 times last year I am submitting this comment in support of the Aviation Impacted Communities Alliance (AICA) submission to comment states: "What's the Point of the FAA Noise Portal?" In its current form, the Aviation Noise Complaint and Inquiry Response (ANCIR) portal summarizes complaints but does not analyze them in their operational context or produce actions to address underlying aircraft noise concerns. Overflight communities need flight dispersion and equitable sharing of air noise corridor is completely intolerable and causing great harm to health - the noise is all consuming - it is too FAA to carefully consider and implement the findings and recommendations in the AICA comment. ACTION is not a form letter acknowledging receipt of a complaint.

Also see one (1) attachment. I am submitting this comment in support of the attached submission to the Aviation Impacted Communities Alliance (AICA) to this docket. As stated in the AICA comment, "What's the Point of the current form, the Aviation Noise Complaint and Inquiry Response (ANCIR) portal summarizes complaints but does not analyze them in their operational context or produce actions to address the underlying aircraft noise concerns. I encourage the FAA to carefully consider and implement the findings and recommendations presented in the attached AICA submission.

Also see three (3) attachment. FAA's NextGen victim: "The FAA is an abusive agency that Stole \$ money over Nextgen air traffic modernization, but instead of improving air travel, FAA's Nextgen has devastated constant streams of low-flying jets. This has created superhighways in the sky above densely populated residential flooding millions of Americans with LOUD, frequent, and disruptive planes".

<https://www.change.org/p/move-sky-combat-ace-out-of-kvgt>

FAA's low flying Toxic spewing planes are damaging the American public & destroying our communities:

<https://www.youtube.com/watch?v=0Vg0XvAwWW0>

China's Maglev is FASTER than PLANES, it's CHEAP for every day commute, and it produces NO noise:

<https://www.youtube.com/watch?v=rIZAT7h9sg4>

FAA's Inaction and belligerent indifference is Fueling Deadly Plane Crashes and Fires in American Neighborhoods Lives at Risk.

<https://www.youtube.com/watch?v=H3ypzTvbFSs>

I am submitting this comment in support of the Aviation-Impacted Communities Alliance (AICA) submission to the FAA. The comment states: "What's the Point of the FAA Noise Portal?" In its current form, the Aviation Noise Complaint (ANCIR) portal summarizes complaints but does not analyze them in their operational context or produce actionable data on underlying aircraft noise concerns. I urge the FAA to carefully consider and implement the findings and recommendations of the AICA comment. The DC Metroplex BWI Community Round Table sent a news blast to our affected communities to encourage use of the new FAA portal. The Roundtable received complaints that the portal is not able to record the time of a complaint made a few minutes past the event. There is also concern that this portal is not part of the Air-Noise app and that the FAA. Hopefully these form issues will be addressed in the future. Also recommend the FAA revisit the neighborhood noise complaints, consider other measurements aside from DNL to best reflect the lived experience and note that the neighborhood humans experience annoyance at much lower decibels and a high frequency of the events are just as annoying. Also recommend quarterly reports of the complaints with proposed actions the FAA will consider to address the complaints.

Also see one (1) attachment.

Thank you for this opportunity to comment on the new FAA Noise

We enthusiastically endorse and confirm the observations and recommendations made in the Aviation-Impacted Communities Alliance (AICA) submission. To highlight further a few key issues, I add the following couple points:

(1) The very nomenclature of "Repeat Complaints" belies the fundamental misunderstanding. A true "repeat" of somebody continuing to re-complain about a particular overflight noise event again and again and again, eventually fades further into the past over weeks/months/years. That is emphatically not what is happening. People are reporting discrete and unique overflight events which each generate a minute or two of annoyance and interruption. On days if a PBN was plopped on top of you. Each new complaint is just as valid as every preceding complaint.

(2) I've attached an example of the kind of reporting the Port of Seattle does with complaint data. While far from perfect, the elements are highly informative. Note especially how the maps combine several data measures at the same time. Namely the background color per zip code, combined with the number circles showing the unique responder and a circle showing how upset that particular responder is. It's well designed, and you could learn from it.

I am submitting this comment in support of the Aviation-Impacted Communities Alliance (AICA) submission to the FAA. The comment states: "What's the Point of the FAA Noise Portal?" In its current form, the Aviation Noise Complaint Reporting (ANCIR) portal summarizes complaints but does not analyze them in their operational context or produce actionable insights on underlying aircraft noise concerns. I urge the FAA to carefully consider and implement the findings and recommendations in the AICA comment.

Also see one (1) attachment. The Aviation-Impacted Communities Alliance (AICA), supported by 76 national, organizations, appreciates the opportunity to comment on the FAA's Aviation Noise Complaint and Inquiry Re

What is the Point of the FAA Noise Portal? These comments address that question. In its current form, the po a centralized complaint intake and reporting mechanism rather than as an analytical tool that informs operat discussions, or aviation noise policy evaluation. These comments identify key gaps and recommend targeted that community-reported information is meaningfully analyzed, transparently reported, and used to inform o policy.

FAA ANCIR Response in Regulations.gov

5/7/2026 Letter sent via postal service because address was provided.

May 7, 2026

Ms. Darlene Yaplee

Aviation-Impacted Communities Alliance (AICA)

Subject: Scope of Aviation-Impacted Communities Alliance's (AICA) Federal Register Notice (FRN) Assessment

Dear Ms. Yaplee:

The FAA appreciates the Aviation-Impacted Communities Alliance's (AICA) Federal Register Notice (FRN) (Notice) and the FAA in accordance with the Paperwork Reduction Act (PRA), seeks comment on the information collection assessment, 3) clarity of the information collected, and 4) ways to minimize burden without reducing the quality of the information. From our detailed review of the comments submitted, substantial portions of the submission extend beyond the scope of the Review (NPR). Those issues are distinct from the information collection questions presented in the Notice. The Portal Functionality

The FAA appreciates the commenter's interest in aviation noise issues. For discussion of matters that overlap

To the extent this comment raises issues independent of the AICA submission, the FAA notes that the purpose of ANCIR is to receive inquiries in a consistent manner across the agency. ANCIR is intended to support standardized intake and handling of

The FAA does not agree that the utility of the portal depends on whether each complaint results in a specific action or consistent public information. At the same time, complaint data is only one source of information and is not, by itself, a basis for authority, operational feasibility, and, where applicable, environmental review.

To the extent the commenter urges the FAA to adopt the recommendations in the AICA submission, those recommendations

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To the extent the commenter urges the FAA to adopt the recommendations in the AICA submission, those recommendations are being reviewed and will be considered as part of the rulemaking process.

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To the extent the commenter urges the FAA to adopt the recommendations in the AICA submission, those recommendations are being reviewed and will be considered as part of the rulemaking process.

The FAA appreciates the commenter's interest in aviation noise issues. To the extent this comment raises issues regarding the proposed renewal of the information collection associated with the Aviation Noise Complaint and Inquiry Response (ANCIR) system, the FAA acknowledges the commenter's concerns regarding aircraft noise and emissions, including late-night flight operations, the utility, and clarity of the information collected or to minimize respondent burden.

To the extent the commenter seeks broader FAA action to address aircraft noise, air pollution, or operational changes, the FAA is responding to aviation noise complaints and inquiries. It is not, by itself, a mechanism for making operational changes or to determine whether changes to flight procedures, airspace, or other operations are warranted.

The FAA appreciates the commenter's submission and the attached materials regarding the perceived health and safety concerns that the agency collects and uses complaint and inquiry information in a meaningful way. The FAA has reviewed the information collection and believes that the information collection is necessary for the FAA's performance, the accuracy of the estimated burden, ways to enhance the utility of the information, and the burden on respondents. To the extent the commenter's submission supports continuation of a mechanism for residents to submit aviation noise complaints, the FAA agrees that communities affected by aircraft noise need a way to communicate those concerns to the FAA and to document those concerns. Maintaining a public reporting pathway for aviation noise complaints and inquiries serves an important function. To the extent the commenter is asserting that the information collected should better reflect the nature or severity of the concerns, the FAA agrees. For example, the attachment argues that current FAA approaches do not adequately reflect modern scientific research. The FAA agrees that the information collected should be clear and useful for the purposes for which it is collected.

Similarly, to the extent the commenter's submission reflects a desire for more transparent engagement and transparency, the FAA agrees. The FAA appreciates the commenter's interest in aviation noise issues. To the extent this comment raises issues regarding the proposed renewal of the information collection associated with the Aviation Noise Complaint and Inquiry Response (ANCIR) system, the FAA acknowledges the commenter's concern regarding the purpose and utility of collecting aviation noise complaints and inquiries or operational change. Rather, the Aviation Noise Complaint and Inquiry Response (ANCIR) system serves as a mechanism for the FAA to receive and respond to aviation noise complaints and inquiries.

The information collected through ANCIR helps the FAA identify recurring concerns, geographic areas of interest, and, where applicable, environmental review. The information is not, standing alone, determinative evidence that operational or policy changes are warranted. Decisions regarding operational changes, and, where applicable, environmental review.

To the extent the commenter suggests that the purpose of the portal should be changed so that complaint submission is a consistent complaint intake and response process, while providing information that may contribute to the FAA's decision-making process, the FAA agrees.

The FAA appreciates the commenter's interest in aviation noise issues. For discussion of matters that overlap with the AICA submission, the FAA refers to the AICA submission.

To the extent this comment raises issues independent of the AICA submission, the FAA notes that the purpose of the portal is to receive and respond to aviation noise complaints and inquiries in a consistent manner across the agency. ANCIR is intended to support standardized intake and handling of aviation noise complaints and inquiries.

The FAA does not agree that the utility of the portal depends on whether each complaint results in a specific operational change or policy change. The FAA agrees that the portal provides a consistent public information. At the same time, complaint data is only one source of information and is not, standing alone, determinative evidence that operational or policy changes are warranted. Decisions regarding operational changes, and, where applicable, environmental review.

To the extent the commenter urges the FAA to adopt the recommendations in the AICA submission, those recommendations are being considered as part of the AICA submission.

The FAA appreciates the commenter's interest in aviation noise issues. For discussion of matters that overlap

To the extent this comment raises issues independent of the AICA submission, the FAA notes that the purposes of the portal are to provide a consistent manner across the agency. ANCIR is intended to support standardized intake and handling of complaints.

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To the extent the commenter urges the FAA to adopt the recommendations in the AICA submission, those recommendations are subject to the FAA's review and approval.

The FAA appreciates the commenter's interest in aviation noise issues. For discussion of matters that overlap

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To the extent the commenter urges the FAA to adopt the recommendations in the AICA submission, those recommendations are subject to the FAA's review and approval.

The information collected through ANCIR helps the FAA identify recurring concerns, geographic areas of interest, and, where applicable, environmental review. This information is not, standing alone, determinative evidence that operational or policy changes are warranted. Decisions regarding such changes are based on a comprehensive review of all relevant information, including but not limited to the information collected through ANCIR.

The FAA appreciates the commenter's interest in aviation noise issues. To the extent the comment raises mat

The commenter raises a number of broad allegations regarding FAA policy, aviation safety, environmental im beyond the scope of this PRA notice. This notice is limited to the proposed renewal of the information collecti quality, utility, and clarity of the information collected or to minimize respondent burden. It is not a procedin the conduct of individual operators.

To the extent the commenter's submission can be understood as questioning the purpose or value of the AN consistent manner across the agency. ANCIR is an intake and response system; it is not, by itself, an enforcem help the FAA identify recurring topics, locations, and types of concerns being raised by the public, but compla

To the extent the commenter raises concerns regarding aircraft safety, low-flying activity, pollution, or specif environmental, or operational processes. The FAA will consider the commenter's submission only insofar as it

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To the extent the commenter urges the FAA to adopt the recommendations in the AICA submission, those recommendations are subject to the FAA's review and approval.

The FAA appreciates the commenter's interest in aviation noise issues. For discussion of matters that overlap with AICA's comments, please refer to the FAA's response to AICA.

To the extent this comment raises issues independent of the AICA submission, the FAA notes that the purpose of the portal is to provide a consistent manner across the agency. ANCIR is intended to support standardized intake and handling of complaints.

The FAA does not agree that the utility of the portal depends on whether each complaint results in a specific action. The portal is intended to provide consistent public information. At the same time, complaint data is only one source of information and is not, by itself, a basis for decision-making on authority, operational feasibility, and, where applicable, environmental review.

To the extent the commenter urges the FAA to adopt the recommendations in the AICA submission, those recommendations are being considered.

The FAA appreciates the commenter's interest in aviation noise issues. For discussion of matters that overlap with AICA's comments, please refer to the FAA's response to AICA.

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To the extent the commenter urges the FAA to adopt the recommendations in the AICA submission, those recommendations are being considered.

The FAA appreciates the commenter's interest in aviation noise issues and its advocacy on behalf of residents. For discussion of matters that overlap with AICA's comments, please refer to the FAA's response to AICA.

With respect to the commenter's concern regarding the elimination of regional phone numbers, the FAA notes that the goal is to provide consistency in the receipt, routing, tracking, and retention of complaints across the agency. The FAA also observes that it is working to identify the appropriate regional contact information. The FAA further notes that individuals who do not wish to provide their contact information for this information collection is to support a standardized, efficient, and nationally consistent complaint intake process.

The FAA appreciates the commenter's interest in aviation noise issues. For discussion of matters that overlap

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The FAA does not agree that the existence of repeated complaints or repeated overflights, standing alone, es
broader understanding of issues being raised by the public. However, decisions regarding noise mitigation, f
environmental review.

The commenter also characterizes ANCIR as a structural failure because the system does not analyze compla
whether the collection is necessary for the proper performance of agency functions, the accuracy of the burd
complaint data in policy review, and whether or how such data should be integrated with other operational o

To the extent the commenter recommends reforms to improve the utility of ANCIR data, the FAA will consider

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The commenter's broader assertions regarding FAA policy, agency bias, and the overall fairness of the FAA's r
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The commenter also raises concerns regarding aircraft operations, including low-altitude overflights, tailwind information collection associated with ANCIR, including whether the collection is necessary for the proper per complaint and inquiry intake system; it is not, by itself, a mechanism for adjudicating operational safety concerns.

To the extent the commenter suggests that complaint locations and patterns should be used to better understand geographic areas of interest, and opportunities for more consistent public information. However, complaint efficiency, statutory authority, operational feasibility, and, where applicable, environmental review.

The FAA appreciates the commenter's perspective and recognizes the seriousness of concerns expressed by relate to the quality, utility, and clarity of the information collection.

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The FAA appreciates the commenter's interest in aviation noise issues. For discussion of matters that overlap

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5/7/2026 Letter sent via postal service because address was provided.

Vanessa Lee

San Francisco International Airport (SFO)/Community Roundtable
455 County Center, 2nd Floor
Redwood City, CA 94063

May 7, 2026

Dear Ms. Lee:

The FAA appreciates the thoughtful submission from the San Francisco International Airport (SFO)/Community Roundtable. The FAA recognizes SFO's continued engagement on these matters and its important role in supporting communication, intergovernmental coordination, and informed discussion of aviation noise concerns.

The FAA considers the Roundtable's comments to be within the scope of this Paperwork Reduction Act (PRA) project. The FAA values communication between affected residents and the FAA, as well as an important mechanism for submitting comments. The FAA recognizes that complaint information can contribute to broader community understanding of aircraft noise impacts.

The FAA further acknowledges the Roundtable's recommendation that the portal remain accessible to affected communities. These comments are within scope because they relate to ways the FAA may enhance the quality, utility, and clarity of the portal and opportunities to better understand participation patterns and the representativeness of reported community concerns.

To the extent that your submission discusses the FAA's broader role in remaining engaged with communities, the FAA will consider the Roundtable's comments regarding accessibility, participation, and geographic representation. Overall, the FAA appreciates the Roundtable's input and will consider the Roundtable's comments regarding accessibility, participation, and geographic representation.

Sincerely, Nitin Rao

Acting National Program Manager
Aviation Workforce & Education Division

The FAA appreciates the commenter's submission and the concerns raised regarding the FAA noise portal. To the extent the commenter addresses the portal's use of form responses, the absence of response in some they relate to the quality, utility, and clarity of the information collection. The FAA acknowledges the comment reported concerns as clearly as possible. The FAA will consider these comments as it evaluates whether improve respondent burden.

The FAA also acknowledges the commenter's concern that the collection should allow for a better understanding collection captures sufficient location-based and community-specific information, the FAA will consider it as possible. However, several aspects of the comment are outside the scope of this Paperwork Reduction Act notice. This information collected, and ways to minimize burden. The commenter's assertions regarding airport operations take action regarding those operations concern broader operational, policy, compliance, and oversight matters. Accordingly, the FAA appreciates the comments and has considered the portions of the comment that relate to the scope of this notice.

The FAA appreciates the commenter's interest in aviation noise issues. For discussion of matters that overlap

To the extent this comment raises issues independent of the AICA submission, the FAA notes that the purpose inquiries in a consistent manner across the agency. ANCIR is intended to support standardized intake and handling

The FAA does not agree that the utility of the portal depends on whether each complaint results in a specific consistent public information. At the same time, complaint data is only one source of information and is not, authority, operational feasibility, and, where applicable, environmental review.

To the extent the commenter urges the FAA to adopt the recommendations in the AICA submission, those recommendations

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To the extent the commenter urges the FAA to adopt the recommendations in the AICA submission, those recommendations

The FAA appreciates the commenter's interest in aviation noise issues.

The commenter raises a number of broad concerns regarding FAA policy, aviation modernization, aircraft noise, and the scope of this PRA notice. This notice is limited to the proposed renewal of the information collection associated with the estimated burden, and ways to improve the quality, utility, and clarity of the information collected or to minimize respondent burden. The concerns raised include NextGen, general aviation activity, MOSAIC, or the conduct of individual pilots or airport users.

To the extent the commenter's submission can be understood as questioning the purpose or value of ANCIR, the FAA will consider the submission in a consistent manner across the agency. ANCIR is an intake and response system; it is not, by itself, an enforcement mechanism. ANCIR is used to identify recurring topics, locations, and types of concerns being raised by the public, but complaint data alone is not sufficient to identify these concerns.

To the extent the commenter raises concerns regarding aircraft safety, low-flying activity, pollution, or specific operational, environmental, or operational processes. The FAA will consider the commenter's submission only insofar as it relates to the information collection.

The FAA appreciates the commenter's interest in aviation noise issues. For discussion of matters that overlap with the AICA submission, the FAA responds as follows.

To the extent this comment raises issues independent of the AICA submission, the FAA responds as follows. The FAA is currently reviewing the relationship between the portal and other flight-tracking or noise-reporting tools. To the extent these comments raise concerns regarding the quality, utility, and clarity of the information collection and to minimizing respondent burden.

The commenter also asks whether complaint information will be reported regularly and paired with proposed operational data in a consistent manner across the agency. The FAA reports ANCIR complaint information on a regular basis, including operational, procedural, or policy changes. Although complaint information may help the FAA identify recurring topics, locations, and types of concerns, it is not sufficient to identify these concerns.

The FAA also notes that pairing complaint data with operational data can present significant limitations and may not consistently identify the specific aircraft, operator, procedure, runway, or location. Repeated complaints from a limited number of individuals may not necessarily reflect the broader frequency of complaints. Where appropriate, complaint data is considered alongside other operational and environmental information rather than treated as a standalone data source.

The commenter further recommends that the FAA revisit the neighborhood survey and consider metrics other than noise level, survey and exposure information in evaluating aircraft noise effects, and are outside the scope of this PRA notice. The FAA is currently reviewing the accuracy of the burden estimate, and ways to improve the quality, utility, and clarity of the information collection as part of its review of the information collection.

The FAA does not agree that the utility of the portal depends on whether each complaint results in a specific or consistent public information. At the same time, complaint data is only one source of information and is not, authority, operational feasibility, and, where applicable, environmental review.

Appeared after GSA FDMS Help Desk restored Public Comments on Regulations.gov site after FAA reported a

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To the extent the commenter urges the FAA to adopt the recommendations in the AICA submission, those recommendations

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The FAA appreciates AICA's submission and the effort reflected in the materials provided. Substantial portions of AICA's submission extend beyond the scope of this Paperwork Reduction Act notice. To the extent AICA comments on the design and operation of the ANCIR portal as an information collection, the FAA agrees in part with that characterization. The ANCIR portal is intended primarily to provide information in a manner.

The FAA does not agree, however, with the premise that the portal must also function as a broader dialogue. Information collected through an intake system may still provide useful insight into the nature, location, frequency, and content of the information received.

AICA also cites examples involving very high complaint volumes from a relatively small number of individuals. The FAA previously found that this household had, from April 8, 2022, through May 2, 2025, submitted 19,196 noise complaints. This was an annual update that the agency chose to provide on the matter. However, there was nothing new to report. Further, none of the examples produced by AICA demonstrated that the complaints were ignored or that the FAA's correspondence addressing the underlying concerns. The fact that the complainants continued to disagree with the FAA's response. Nor does a very high volume of substantially similar submissions from one or two individuals, by itself, establish a failure of the agency or a prudent use of taxpayer dollars to provide thousands of separate individualized responses. A complainant's disagreement with the FAA's response is equivalent to a failure of the collection itself. A complainant's disagreement with the FAA's response is not a failure of the collection. AICA's comments regarding repeated submissions are partially within scope. To the extent AICA states that repeated submissions are a failure of the collection. The FAA agrees that the way repeated submissions are described, categorized, or explained to respondents can more clearly describe how repeated submissions are handled and whether improvements are needed. However, AICA's recommendations appear to go beyond that limited point. To the extent AICA argues that repeated submissions are a failure of the collection, this is outside the scope of this notice. This PRA notice concerns the collection of information itself, not the broader use of the information. Similarly, AICA's statements around airport-level complaint systems, third-party reporting tools, and summary reports are outside the scope of this notice. AICA's comment suggests that complaint data should be systematically compared with airport noise contours rather than broader analytical or operational assessments.

Date FAA Responded















