From: Sukys, Raymond (FTA)
To: Zelasko, Elizabeth (FTA); VanWyk, Christopher (FTA); Marler, Renee (FTA)
CC: Matley, Ted (FTA)
Sent: 4/22/2010 5:19:54 AM
Subject: FW: Honolulu alignment encroaches runway - PMOC's first memo
Attachments: HNL HHCTCP Memo 09-06-23.pdf

I am reviewing our current memo and I think we need to add the PMOC's first memo on the issue.

-----Original Message-----
From: Sukys, Raymond (FTA)
Sent: Thursday, August 06, 2009 7:39 AM
To: James, Aaron (FTA)
Cc: Nguyen, Kim (FTA); Tahir, Nadeem (FTA); Carranza, Edward (FTA)
Subject: Honolulu alignment encroaches runway

Thanks for approving Jacobs for the FEIS review awhile back. They have done an excellent job. They have discovered something that everyone seems to have missed. I think you should know about this since this will come up again as an issue.

-----Original Message-----
From: Mantych, Timothy [mailto:Timothy.Mantych@jacobs.com]
Sent: Wednesday, August 05, 2009 2:26 PM
To: Sukys, Raymond (FTA)
Subject: FW: FAA regulations relevant to HHCTCP near runways

Ray - I am forwarding the email chain and memo we prepared regarding the proximity of the Honolulu guideway to the airport runway. This was included as Comment 2 in our DRAFT Spot Report on the engineering review of the AFEIS.

Please let me know if you have any questions.

Thanks

Timothy L. Mantych, P.E. (MO, IL)
Jacobs
FTA PMOC Program Manager
501 North Broadway
St. Louis, MO 63102
Phone: 314.335.4454
Mobile: 314.614.1386
tim.mantych@jacobs.com

-----Original Message-----
From: Mantych, Timothy
Sent: Tuesday, June 30, 2009 1:10 PM
To: 'Harvey Berliner'
Cc: Englert, John
Subject: RE: FAA regulations relevant to HHCTCP near runways

Harvey - We had our airport planners review this issue. We understand that your staff is coordinating with HDOT. However, we are still concerned that there may be conflicts with the proximity of the guideway to end of the runway that may pose a problem with FAA, as outlined in the attached memo.

I wanted to share this with the project team to make sure they thoroughly vet all potential issues. As noted in the memo, the project team may have more detailed information that led them to their conclusions. We are not expecting a response to this memo. We just do not want this to mirror the situation of Tri-Rail's Fort Lauderdale Airport Station.

Thanks,

Timothy L. Mantych, P.E. (MO, IL)
Jacobs

FTA PMOC Program Manager
501 North Broadway
St. Louis, MO 63102
Phone: 314.335.4454
Mobile: 314.614.1386
tim.mantych@jacobs.com

-----Original Message-----
From: Harvey Berliner [mailto:Berliner@infraconsultllc.com]
Sent: Wednesday, June 10, 2009 11:18 PM
To: Mantych, Timothy
Cc: ruppel@pbworld.com; Phyllis Kurio (pkurio@honolulu.gov)
Subject: FW: FAA regulations relevant to HHCTCP near runways

Tim:

The question was asked last week about the relationship of the trackway to the end of the Airport runways. The below email and attachment should answer your questions.

Julia:

Please upload the email and attachment.

HLB

From: Berliner, Harvey [hberliner@honolulu.gov]
Sent: Wednesday, June 10, 2009 5:03 PM
To: Harvey Berliner
Subject: FW: FAA regulations relevant to HHCTCP near runways

>
> ----------
> From: Garrity, Mark[SMTP:GARRITY@PBWORLD.COM]
> Sent: Wednesday, June 10, 2009 4:58:48 PM
> To: Berliner, Harvey
> Cc: Hogan, Steven
> Subject: FAA regulations relevant to HHCTCP near runways
> Auto forwarded by a Rule
>
<<HNL Runways with OFA, RSA and RPZ.pdf>> Harvey,

Regarding the construction of HHCTCP near Honolulu Airport runways, relevant FAA regulations are included in Title 14 CFR Part 77 (aka "Part 77").

There are three primary horizontal zones to avoid:
1. Runway Protection Zone (RPZ): FAA would prefer to keep buildings and people outside this area, and would prefer to own it; but construction is not prohibited.

2. Object Free Area (OFA): Nothing permanent can be built within this zone except navigational aids.
3. Runway Safety Area (RSA): Only objects allowed here are runway lights and navigational devices; e.g. planes are not even allowed to park here.

As you can see in the attached diagram, we are outside the stricter OFA and RSA, but we are inside the RPZ. As a result, we must continue to coordinate with FAA (through HDOT-A as we have been doing) and at some point (about 24 to 30 months before construction) we will need to submit an aeronautical study, aka Part 77 study. This appears to be the primary FAA requirement for that part of the alignment near the mauka end of runways 22R and 22L, and is what they mentioned in their comments on the Draft EIS. However there could be a need for other studies or analysis requested by FAA, including for other parts of the airport, as the project continues to move forward.

Please let me know if you need additional explanation or assistance.

Thanks,
Mark

Mark N Garrity, AICP
Senior Transportation Planner
Honolulu High Capacity Transit Corridor Project
1099 Alakea Street, 17th Floor, Honolulu, HI 96813

Office 808.768.6128
Mobile 503.380.0232
Fax 808.528.2368
<mailto:garrity@pbworld.com> garrity@pbworld.com

NOTICE: This communication and any attachments ("this message") may contain confidential information for

the sole use of the intended recipient(s). Any unauthorized use, disclosure, viewing, copying, alteration,

dissemination or distribution of, or reliance on this message is strictly prohibited. If you have received this

message in error, or you are not an authorized recipient, please notify the sender immediately by replying

to this message, delete this message and all copies from your e-mail system and destroy any printed copies.

NOTICE - This communication may contain confidential and privileged information that is for the sole use of the intended recipient. Any viewing, copying or distribution of, or reliance on this message by unintended recipients is strictly prohibited. If you have received this message in error, please notify us immediately by replying to the message and deleting it from your computer.