
From: Borinsky, Susan (FTA)
To: Rogers, Leslie (FTA); Sukys, Raymond (FTA); Ryan, James (FTA); Bausch, Carl (FTA); Marler, Renee (FTA); Longo, David (FTA); Day, Elizabeth (FTA); Barr, James (FTA)
Sent: 2/7/2010 6:27:59 AM
Subject: RE: Honolulu Airport Impacts

Leslie, It turns out that the Secretary has 30 minutes with the Governor and the agenda will cover three major topics (one of which is the transit project). So I think that the detail in our draft paper will be dramatically curtailed--very limited specifics. The information below and in the follow-up e-mail that Ray provided raises a lot of questions, though, for FTA's next steps.
Susan

From: Rogers, Leslie (FTA)
Sent: Sun 2/7/2010 11:06 AM
To: Borinsky, Susan (FTA); Sukys, Raymond (FTA); Ryan, James (FTA); Bausch, Carl (FTA); Marler, Renee (FTA); Longo, David (FTA)
Subject: Fw: Honolulu Airport Impacts

Hi Susan - I'm changing planes in LA Enrique to Santa De but wanted to pass along points below that Ray developed late Friday. They're a bit detailed so extract what you deem appropriate. Thanks!

Leslie

From: Sukys, Raymond (FTA)
To: Rogers, Leslie (FTA)
Cc: Matley, Ted (FTA)
Sent: Fri Feb 05 19:55:26 2010
Subject: Honolulu Airport Impacts

The City's preferred alternative down Aelole that passes near airport runways is facing a growing list of issues as described below. It appears that the City's preferred alternative is no longer cost-effective as well. The City has identified 3 feasible alternatives which will eliminate impacts to the airport and lessen impacts to nearby Keehi Lagoon Park. Region 9 recommends that the Administrator advise the Mayor to abandon this alternative and select an alternative that avoids impacting airport operations. The selection of one of the 3 alternatives is likely to improve the schedule for release of the FEIS. City staff preference is for Aolele/Ualena Street alternative. City staff has already prepared some documentation for this alternative but is not empowered to move on this option pending FAA and HDOT decisions for the airport which will take some time. HDOT appears to be extremely reluctant to make a decision that would portray them as an opponent to the project.

On February 3rd, FAA briefed Kate Lang, Associate Administrator for Airports, about the issues related to RPZ impacts, need for FAA-approval of an Airport Layout Plan (ALP) update prior to completion of the FEIS and significant impacts to airport operations near a proposed cargo site. In addition, FAA identified the following concerns which they are in the process of researching more detail on these issues:

1. Proposed mitigation is contrary to FAA Advisory Circular (AC) 150/5300-13, *Airport Design*, which indicates the FAA does not use declared distances to allow adverse impacts to runways that currently meet FAA Airport Design Standards for RPZ's and RSA's at unconstrained airports.
2. A full Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) for Runway 4R would not be able to be installed to the south due to conflicts with the parallel taxiway on Runway 8R/26L (the Reef Runway). Only a MALS could be installed with an increase in the approach minimums to $\frac{3}{4}$ mile.
3. The relocation of the MALS would also require repositioning the light bar stations into the environmentally sensitive lagoon south of Runway 4R/22L. This will require additional environmental documentation and coastal permits, lengthening the overall Federal Transit Administration EIS schedule.

4. Runway 4R/22L (150' x 9000') is one of only two runways at HNL with an Instrument Landing System (ILS). This would leave only one ILS runway at the main civil airport on the Island of Oahu, during any construction on 4R/22L. There are no other commercial service airports on the island. Alternate plans for adding an ILS to Runway 4L or 8R would require additional runway lengthening on Runway 4L and concerns with installing a MALSR into coastal waters for Runway 8R.
5. Runway 4R/22L is heavily used during Kona Wind conditions - approximately 20 percent of the time annually. It is also used during the night time as a noise abatement procedure to reduce noise impacts to residential communities west of the airport. Any closure of this runway would disrupt airport operations, would increase noise impacts to residential communities west of the airport and require additional noise disclosure information in the EIS. This may require a new Part 150 study at HNL due to an increase in runway utilization for Runway 8L.
6. The Air Traffic Organization (ATO) has raised concerns that without an additional connector taxiway, aircraft would remain longer on the shifted Runway 4R/22L and reduce the landing rate on 4R. This additional taxiway will be added to the mitigation cost estimates. ATO indicates the departure rate for aircraft on Runway 8R would be reduced, since light aircraft on a left downwind to the relocated runway 4R would likely overfly runway 8R to line up for a landing.
7. The proposal by CCH to limit the approach to Runway 22R to small aircraft only, will inhibit any future potential for expansion and use of this runway by larger aircraft.
8. The main and back-up power and communications cables for the Honolulu Control Facility (HCF) are located to the south of the Runways 4L/4R and would require an extremely sensitive relocation. The HCF is a critical facility that provides combined control of en-route air traffic, arrivals, departures, and over-flights in and around the numerous airports of the Hawaiian Island chain, as well as to aircraft from the U.S. Mainland, Asia, South Pacific, New Zealand and Australia.