From: Sukys, Raymond (FTA)
To: Barr, James (FTA); Ossi, Joseph (FTA); Bausch, Carl (FTA)
CC: Matley, Ted (FTA)
Sent: 11/9/2009 5:41:04 AM
Subject: FW: Honolulu International Airport Issue

Hi everyone,

Ted will be setting up an internal call to discuss other questions that the city has regarding our comments on the FEIS. I wondering if we could get together soon but not today to discuss the airport issue and the other questions. While we were there they really tried to put the pressure on me that they have this resolved. See Faith's e-mail for what they want to put in the FEIS.

Ray

-----Original Message-----
From: Miyamoto, Faith [mailto:fmiyamoto@honolulu.gov]
Sent: Wed 11/4/2009 10:59 PM
To: Matley, Ted (FTA); Sukys, Raymond (FTA)
Cc: Spurgeon, Lawrence; Hogan, Steven; Judy Aranda
Subject: Honolulu International Airport Issue

Hi Ted and Ray -

Language proposed for inclusion in the Final EIS regarding impacts to Honolulu International Airport reflects the discussions that have taken place between the City and County of Honolulu (City), the Hawaii Department of Transportation Airports Division (HDOT-A), and the Federal Aviation Administration (FAA). Specific language in the Final EIS regarding impacts to the Airport is as follows:

Chapter 2 text - HNL airport Page 2-22

Runway 22R/4L at Honolulu International Airport will be relocated approximately 750 feet makai of its current position and Runway 22L/4R will be relocated approximately 300 feet makai of its current position to make the runway protection zone compatible with the Project and existing buildings near Lagoon Drive. The City in cooperation with HDOT-Airports and FAA will perform an engineering analysis for the proposed relocations.

REPLACEMENT TEXT PAGE 4-37

Farther Koko Head along Aolele Street, land will be needed for a station and for approaching Lagoon Drive where the guideway will pass near the end of runways 22R/4L and 22L/4R. The effect of the Project alignment on the runways will be mitigated by relocating the runways makai, away from the alignment. This approach has been developed in consultation with HDOT-Airports and FAA staff. The approach includes an evaluation of the feasibility and requirements for the relocation and repositioning of all runway, taxiway, navigational aids, lighting, and other affected elements of the runway operations, and potential effects to the natural and built environment. The analysis will also address any effects on runway airspace utilization and consider pertinent future plans of the Airport as presented in the Draft Airport Master Plan Update of 2009. Once final agreement is reached on plans for the runway relocations, the City, to the extent allowed by State and Federal regulations, in coordination with HDOT-Airports and FAA, will prepare and submit the appropriate environmental documentation, operational clearances and/or permits. (See Appendix I, Mitigation and

Commitments).

Appendix I Text - Mitigation Commitments

· The City will, in cooperation with HDOT-A and FAA, perform a detailed engineering analysis to identify and address the impacts of relocating Runway 22R/4L approximately 750' makai and Runway 22L/4R approximately 300' makai. The analysis will address operational impacts during and post construction, impacts to existing and future capacity of the Airport, and develop budgetary estimates. The analysis will evaluate the benefits and disadvantages of the proposed relocations from the perspective of all Airport stakeholders.

· Upon completion of the engineering analysis, as appropriate, the City will, in coordination with HDOT-A and FAA, determine the mitigation measures required to allow the runway relocations. If agreement cannot be reached, the City will be responsible for proposing an alternative(s) that will be satisfactory to HDOT-A and FAA.

· The City, to the extent allowed by State and Federal regulations, will, in coordination with HDOT-A and FAA, prepare the appropriate environmental documentation necessary for the relocation of the runways or the alternative(s) and be responsible for taking the documentation through the environmental process; the City will fund any costs of such documentation.

· As part of the engineering analysis to relocate the runways, the City will, in coordination with HDOT-A and FAA, seek all Airport stakeholders' input into shortening the declared landing distance available for Runway 4R in lieu of relocating the runway. The result of that consultation will inform the engineering analysis.

· The City will, in coordination with HDOT-A and FAA, eliminate or mitigate any other Project-related obstructions and ensure the Project will not affect airport operations.

· The City will, in coordination with HDOT-A, relocate the Lagoon Station to avoid impacts to the Runway Protection Zones (RPZs) of Runways 22R and 22L.

· The City will fund the runway relocations or alternative proposed by the City, and fund any other incidental costs associated with the runway relocations.

I will send you the discussion regarding coordination with the Airport's long range plans and impact of new runway protection zones on Airport's plans later.

Faith Miyamoto
Department of Transportation Services
City & County of Honolulu
(808) 768-8350
fmiyamoto@honolulu.gov