



STATE OF HAWAII  
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IN REPLY REFER TO:

DIR 1.10489

November 3, 2009

Mr. Leslie T. Rogers, Regional Administrator  
Federal Transit Administration, Region IX  
U.S. Department of Transportation  
201 Mission Street, Suite 1650  
San Francisco, CA 94105

Attention: Mr. Raymond Sukys

Dear Mr. Rogers:

Subject: Project Mitigation for Impacts to Airport Runways 22R/4L and 22L/4R  
Honolulu High-Capacity Transit Corridor Project

The purpose of this letter is confirm that Hawaii Department of Transportation has reached an understanding with the City and County of Honolulu (City), High-Capacity Transit Corridor Project (Project) to for the proposed rail transit alignment along Aolele Street in the vicinity of Runway 22L and 22R of the Honolulu International Airport. This understanding is the product of several meetings among the City, the Federal Aviation Administration (FAA), and the Hawaii Department of Transportation Airports Division (HDOT-A).

In order to meet FAA runway clearances (FAA Advisory Circular 150/5300-13), the City has proposed in its FEIS the relocation of both Runways 22L and 22R. HDOT-A has reviewed this proposed mitigation and considers it a reasonable approach given the existing operational requirements of the Airport. However over the next 24 to 36 months, HDOT-A will conduct environmental studies for a new Master Plan Update for the Airport that will eventually define its needs for infrastructure improvements and expansion. In recognition of this, the City has agreed to the following:

- 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 development of budgetary estimates. The analysis will evaluate the benefits and disadvantages of the proposed relocations from the perspective of all Airport stakeholders.

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- 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 will, to the extent allowed by State and Federal regulations and in coordination with HDOT-A and FAA, prepare any environmental documentation necessary for the relocation of the runways or any agreed upon alternative(s). The City will be responsible for taking the documentation through the environmental process and funding 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 air carrier input into shortening the declared landing distances applicable to 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 to ensure the Project will not affect airport operations.
- The City will fund the runway relocations or alternative proposed by the City.

HDOT supports the City's plan for Rail Transit serving the Airport and will continue to work to resolve issues as they develop.

Very truly yours,



BRENNON T. MORIOKA, Ph.D., P.E.  
Director of Transportation

c: Wayne Y. Yoshioka, Director CCH DTS  
Steve Wong, Program Manager FAA, Honolulu, HI.