DEPARTMENT OF TRANSPORTATION SERVICES

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October 20, 2009 RT10/09-337601

Mr. Leslie T. Rogers, Regional Administrator
Federal Transit Administration, Region IX
U.S. Department of Transportation
201 Mission Street, Suite 1650
San Francisco, California 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 City and County of Honolulu (City) is planning to design, construct, and operate a High-Capacity Transit Corridor Project (Project) along Aolele Street through Honolulu International Airport property. The City, the Hawaii Department of Transportation Airports Division (HDOT-A), and the Federal Aviation Administration (FAA) have been meeting to coordinate and address issues raised by the proximity of the Project to Runways 22R/4L and 22L/4R.

To address the requirements of FAA Advisory Circular 150/5300-13, the FAA, HDOT-A, and the City have agreed to the following approach:

- 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 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, HDOT-A and FAA will jointly 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 coordinate with HDOT-A in the preparation of appropriate environmental documentation necessary for the relocation of the runways or the alternative; such coordination would include any costs of such documentation.

- As part of the engineering analysis to relocate the runways, the City, with assistance from HDOT-A and FAA, will seek air carrier 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 coordinate with HDOT-A and FAA to eliminate or mitigate any other Project-related obstructions and to ensure the Project will not affect airport operations.

- The City will relocate the Lagoon Station to avoid impacts to the Runway Protection Zones (RPZs) of Runways 22R and 22L.

- The City will coordinate with HDOT-A to fund the runway relocations or alternative proposed by the City..

This approach was agreed upon at a meeting held on October 19, 2009, between the City, FTA, FAA, and HDOT-A. This approach is reflected in the Honolulu High-Capacity Transit Corridor Project Final EIS and will also be addressed in the Honolulu International Airport Master Plan Update and associated environmental review process currently under development. The City understands that necessary permits and approvals, such as FAA Form 7460-1, Notice of Proposed Construction or Alteration, are required prior to construction.

The City is firmly committed to addressing all runway clearance issues raised by the Project and coordinating with HDOT-A and FAA as the Project moves forward.

Very truly yours,

WAYNE Y. YOSHIOKA
Director

CONCUR:

This approach has been discussed with the FAA and is consistent with reasonable practices for addressing the necessary runway protection requirements. The FAA will continue to work with the City to ensure all appropriate FAA regulations are adhered to as the Honolulu High-Capacity

Transit Corridor Project advances.

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Steven Y. Wong
Program Manager
Federal Aviation Administration

cc: Brian Sekiguchi, Deputy Director, HDOT-Airports Division