

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU

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October 16, 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 develop plans and coordinate with HDOT-A to relocate Runway 22R/4L approximately 750' makai and Runway 22L/4R approximately 300' makai.
- HDOT-A and FAA will seek air carrier input into shortening the declared landing distance available for Runway 4R prior to beginning work on relocating the runway.
- 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.

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- The City will coordinate with HDOT-A in the preparation of appropriate environmental documentation necessary for the relocation of the runways, including any incremental costs of such documentation.
- The City will coordinate with HDOT-A to fund the runway relocations and/or other obstruction mitigations related to the Project.

This approach was agreed upon at a meeting held on September 30, 2009, between the City, FAA, and HDOT-A, and verified with a phone call involving FTA, the City, FAA, and HDOT-A on October 7, 2009. 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 HHCTC Project advances.

Steven Y. Wong
Program Manager
Federal Aviation Administration

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

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