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**From:** VanWyk, Christopher (FTA)  
**To:** Biehl, Scott (FTA)  
**Sent:** 1/8/2010 2:28:00 PM  
**Subject:** FW: FAA call today about HNL

See below for Ray's email on the HDOT/FAA meeting.

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**From:** Sukys, Raymond (FTA)  
**Sent:** Thu 1/7/2010 9:01 PM  
**To:** Rogers, Leslie (FTA)  
**Cc:** Carranza, Edward (FTA); Luu, Catherine (FTA); Marler, Renee (FTA); Matley, Ted (FTA); Ryan, James (FTA); Zusman, Nancy-Ellen (FTA); VanWyk, Christopher (FTA); Borinsky, Susan (FTA); Barr, James (FTA); Bausch, Carl (FTA); 'Timothy.Mantych@jacobs.com'  
**Subject:** Re: FAA call today about HNL

I made a mistake on the date; it is Jan 12, at 1 pst.

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**From:** Sukys, Raymond (FTA)  
**To:** Rogers, Leslie (FTA)  
**Cc:** Carranza, Edward (FTA); Luu, Catherine (FTA); Marler, Renee (FTA); Matley, Ted (FTA); Ryan, James (FTA); Zusman, Nancy-Ellen (FTA); VanWyk, Christopher (FTA); Borinsky, Susan (FTA); Barr, James (FTA); Bausch, Carl (FTA); Mantych, Timothy <Timothy.Mantych@jacobs.com>  
**Sent:** Thu Jan 07 20:03:17 2010  
**Subject:** FAA call today about HNL

Leslie,

Ted and I spoke Dave Kessler of the FAA in Hawthorne. He had just completed a call with HDOT which included Allan (he did not catch his last name) from Senator Inouye's staff and unspecified airline representatives. He said:

- The runways in question are heavily used by both Hawaiian and Island Air.
- Shortening the runways without mitigating, by adding to the other end of the runways, would cause the airlines to limit loading thus harming revenue.
- Error in how the RPZ is depicted in the ALP (I need to follow-up on the significance of this).
- PB is incorrect on runway usage and there is no waiver process for the runways.
- HDOT still wants to maintain access to a planned cargo area, although the scope of the cargo area has changed from what is in the current ALP.
- He reminded us on how cargo is often transported on commercial flights and not separate flights thus making the cargo zone an important asset for the airport.
- HDOT prefers to have the airport station at the new rental car facility rather than the proposed which was forced on them.
- FAA's Acting Associate Administrator for Airports – Kate Lang - will be in Honolulu next week meeting with local Director Ron Simpson.
- Both FAA and HDOT are highly concerned about being portrayed as stopping/impacting the project.
- FAA and HDOT believe a solution could be identified given a realistic schedule.
- FAA suggested the frontage road along H1 as a possible location for the alignment.
- FAA is skeptical about the \$100M in additional costs to move the alignment.
- FAA needs more information on alternatives that were considered and rejected – so does FTA.

FAA plans to write something for internal review and he said he would share something with us. I scheduled a follow-up call for January 19<sup>th</sup> at 1pst which should include others from FTA and FHWA to discuss encroachment near H1 at the airport.

Ray