From: Hogan, Steven
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Sent: 12/16/2009 1:46:46 PM
Subject: Proposed Approach to HNL Runways

Hi Ray, during the PMOC discussion you asked for a summary of the approach the City is taking to resolve the runway protection zone (RPZ) issue. At present, the approach we believe makes the most sense is for the Airport to restrict the types of aircraft that use the mauka end of Runways 22L and R and 4L and R for take-offs and landings. In other words, large aircraft (Categories C and D) would be allowed to take off on Runways 4L and 4R (toward the mountains) and large aircraft would be allowed to land on Runways 22L and 22 R (from the mountains). These operations are minimal today (primarily an occasional Hawaiian Airlines Boeing 717) because the airport prefers large aircraft to use other runways. Small aircraft (Categories A and B) would be able to use the runways as they do now. The effect of this change would allow the RPZ at the mauka end to be reduced from the currently required 2,700 feet (as of 2007) to the 1,000 feet currently shown in the Airport Layout Plan. At 1,000 feet, the guideway would be entirely outside the protected area.

In essence, this change would formalize an unofficial practice used now. The decision to make this change lies with the owner of the Airport, or HDOT-Airports Division, not the FAA. We continue to discuss the change with the Airport Manager and, based on preliminary assessments, there do not appear to be major concerns with the concept. He is organizing a meeting with the affected parties at HNL to further discuss and develop the idea. This change would accomplish not only clearing the guideway from the RPZ encroachment issue, but would also afford the airport more flexibility in addressing land uses at the mauka end of the runways. It also preserves the airport's ability to extend the runways on the makai end, if needed, at a later date. Contrary to comments made during the phone call last week, the guideway does not affect plans for a possible cargo facility near the mauka end of the runways. That possibility was considered during discussions with the airport and is preserved in the design of the guideway.

Please let me know if you have any questions. Thanks!

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