

ES. EXECUTIVE SUMMARY AND FUTURE ACTIONS

In September 2018, the State of Hawaii Department of Transportation – Airports Division (DOT-A) initiated the South Ramp Redevelopment Study (the Study) to evaluate the consolidation of Air Cargo operators, Airport/Airline Support providers, and General Aviation (GA) users, including helicopter operations, and establish a preliminary framework on how to redevelop, meet demand, and create business and industry opportunities within the limited and constrained real estate at Daniel K. Inouye International Airport’s (HNL or the Airport) South Ramp. The South Ramp land use has become constrained to accommodate future growth and raised safety concerns adding to the potential of runway incursions and conflicts on the ramp due to the mix of users and inefficient layout. The primary goal of this Study is to ensure the highest and best use of the HNL South Ramp.

ES.1 COVID-19 IMPACTS

The South Ramp Redevelopment Study was finalized during the summer of 2020 in the midst of the coronavirus disease (COVID-19) global pandemic. Due to the unprecedented circumstances, uncertain future, and potential long-term recovery to pre-COVID-19 levels, a review of this Study prior to initiating the next steps (i.e. detailed programming, environmental, and/or design efforts) may be beneficial to gauge any impacts the pandemic may have on the demand/capacity requirements, tenant leases (i.e. early termination, bankruptcy, etc.), as well as actions by the Federal Aviation Administration (FAA) regarding changes to regulations and funding schemes.

ES.2 SUMMARY OF THE FINAL PREFERRED ALTERNATIVE

The Final Preferred Alternative, as shown in **Exhibit ES2-1**, meets the goals and objectives of the Study by consolidating Air Cargo operations at the southwest end of the South Ramp, GA operations to the northeast end of the South Ramp, and relocation of Airport/Airline Support providers to the Kalewa Street Subdivision. GA operations are further segregated by consolidating commercial helicopters in the central portion of the South Ramp, fixed-based operators (FBOs) east of the commercial helicopters, and small GA fixed-wing operations to the northeast end of the South Ramp. To assist air traffic control (ATC) on or near the South Ramp, designated helicopter final approach and takeoff areas (FATOs) and a taxiway for Air Cargo aircraft pushback have been incorporated. The Final Preferred Alternative includes airfield modifications to Taxiway C and Taxiway RT to expand the South Ramp area and incorporates declared distances for Runway 8L-26R to expand the availability of land area in the Kalewa Street Subdivision for future airside access needs and growth of Airport Support.

ES.3 CONCEPTUAL IMPLEMENTATION SCHEDULE AND SEQUENCING PLAN

The Conceptual Implementation Schedule and Sequencing Plan was developed to assist the DOT-A with a preliminary strategy for implementing the Final Preferred Alternative. It is predicated on coordinating implementation with the expiration of existing tenant leases, which pushes the conceptual schedule beyond the 20-year planning horizon (beyond 2037). On that basis, the Schedule and Plan are considered to be conceptual and subject to further refinements when the DOT-A commences implementation of the Final Preferred Alternative. During the time period this Study was conducted, the DOT-A made policy decisions to not extend any upcoming expiring leases beyond June 30, 2026, and to not enter into any new, long-term leases for the South Ramp. These decisions were made to allow for detailed programming, environmental, and design efforts to be completed within the next five (5) years, and then commence the physical South Ramp redevelopment.

The sequencing of the implementation of the Final Preferred Alternative is divided into phases based on the earliest availability of land as guided by existing tenant lease expiration dates, as shown in **Exhibit ES3-1**. The Conceptual Implementation Schedule and Sequencing Plan is depicted on a series of exhibits illustrating the layouts of the South Ramp and the Kalewa Street Subdivision by year and summarized in a Gantt schedule format. Both serve as the basis for determining preliminary rough order of magnitude cost estimates and environmental strategy, as presented in Chapters 7 and 8, respectively.

Air Cargo

The Air Cargo projects are included in Phases A, B, and C. Project activities are divided into five sections (named by relative position within the air cargo land use area), listed sequentially below:

1. West Air Cargo Area (Phase A: 2030 – 2034)
2. Central-East Air Cargo Area (Phase C: 2031 – 2035)
3. East Air Cargo Area (Phase B: 2034 – 2038)
4. Central-West Air Cargo Area (Phase C: 2034 – 2038)
5. Central Air Cargo Area (Phase C: 2038 – 2042)

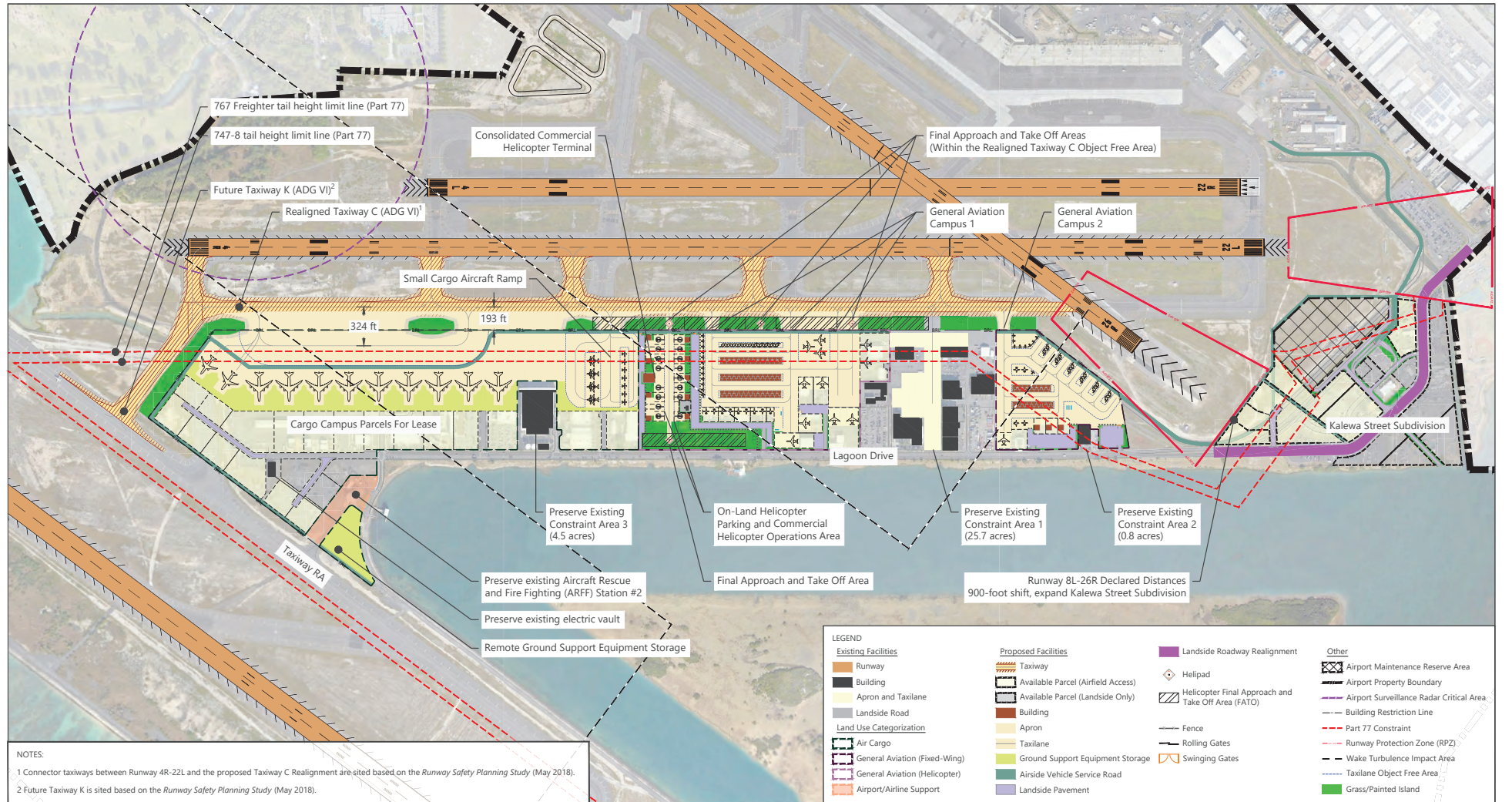
Airport/Airline Support

The Airport/Airline Support projects at the Kalewa Street Subdivision are included in Phase B. Project activities span from 2027 through 2031.

General Aviation

The GA projects are included in Phases A, B, D, E, F, and G. Project activities are divided into 10 sections (named by relative position within the GA land use area), listed sequentially below:

1. Interim General Aviation Site at the Kalewa Street Subdivision (Phase A: 2027 – 2030)
2. Northeast General Aviation Facilities Part 1 (Phases D and E: 2027 – 2030)
3. Central-West General Aviation Facilities (Phase D: 2030 – 2034)
4. Commercial Helicopter Operations Area Part 1 (Phase B: 2034 – 2038)
5. Central-East General Aviation Facilities (Phase F: 2034 – 2038)
6. West General Aviation Facilities Part 1 (Phase G: 2035 – 2039)
7. Northeast General Aviation Facilities Part 2 (Phase E: 2035 – 2039)
8. West General Aviation Facilities Part 2 (Phase G: 2038 – 2042)
9. Northeast General Aviation Facilities Part 3 (Phase E: 2038 – 2042)
10. Commercial Helicopter Operations Area Part 2 (Phase B: 2039 – 2041)

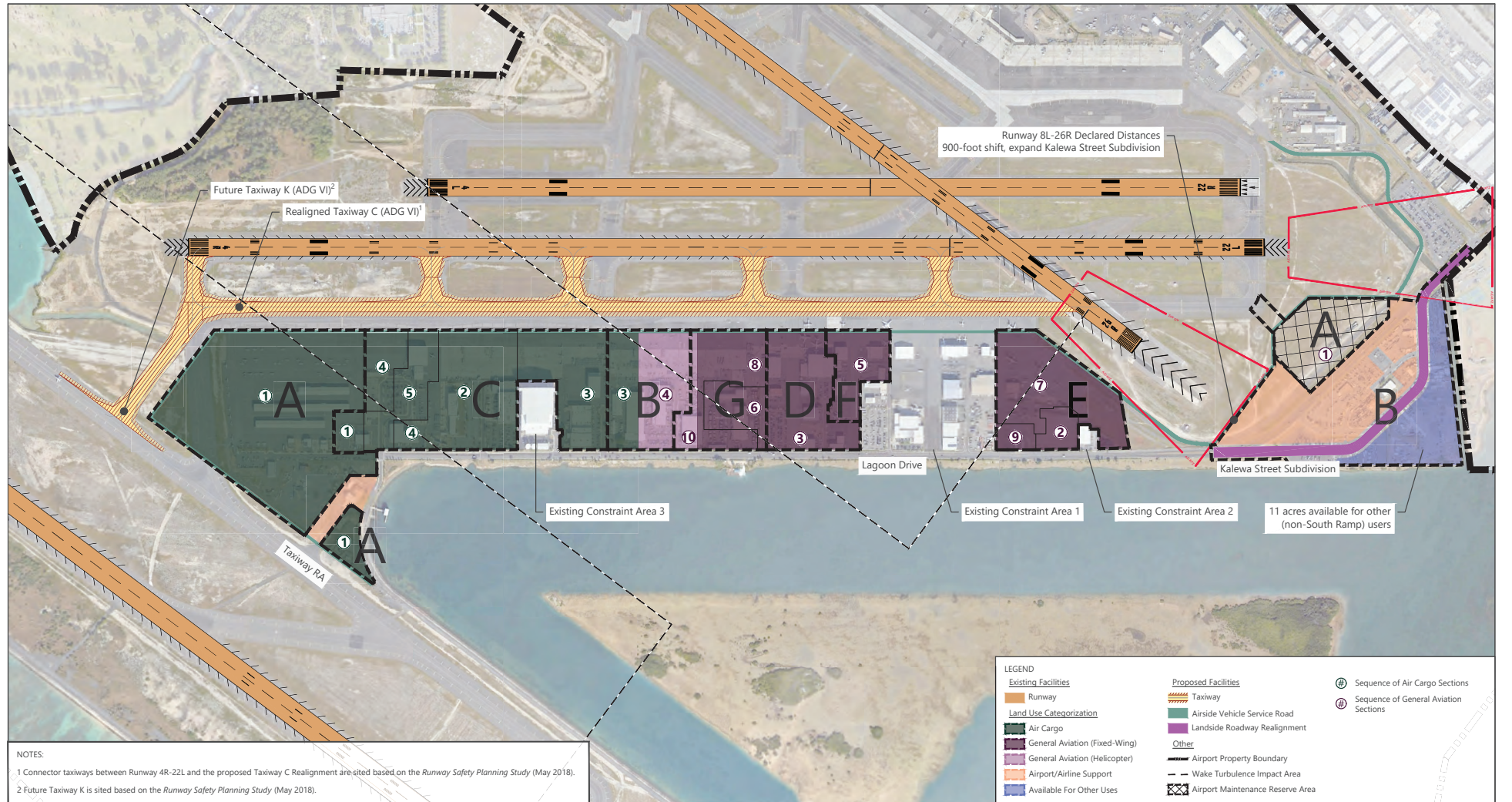


NOTES:
1 Connector taxiways between Runway 4R-22L and the proposed Taxiway C Realignment are sited based on the Runway Safety Planning Study (May 2018).
2 Future Taxiway K is sited based on the Runway Safety Planning Study (May 2018).

SOURCES: State of Hawaii, Department of Transportation - Airports Division, Daniel K. Inoué International Airport, Airport Layout Plan, July 2013; Federal Aviation Administration, Advisory Circular 150/5300-13A, Change 1, Airport Design, February 26, 2014; Google Earth Pro, December 2015 (aerial photograph - for visual reference only, may not be to scale); State of Hawaii, Department of Transportation - Airports Division, nrl_level01, August 2016; Ricondo & Associates, Inc., August 2020.



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SOURCES: State of Hawaii, Department of Transportation - Airports Division, *Daniel K. Inoué International Airport, Airport Layout Plan*, July 2013; Federal Aviation Administration, Advisory Circular 150/5300-13A, Change 1, *Airport Design*, February 26, 2014; Google Earth Pro, December 2015 (aerial photograph - for visual reference only, may not be to scale); State of Hawaii, Department of Transportation - Airports Division, *hnl_level01*, August 2016; Ricondo & Associates, Inc., August 2020.



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South Ramp Redevelopment Study

LEGEND		
Existing Facilities	Proposed Facilities	Sequence of Air Cargo Sections
Runway	Taxiway	Sequence of General Aviation Sections
Land Use Categorization	Airside Vehicle Service Road	
Air Cargo	Landside Roadway Realignment	
General Aviation (Fixed-Wing)	Other	
General Aviation (Helicopter)	Airport Property Boundary	
Airport/Airline Support	Wake Turbulence Impact Area	
Available For Other Uses	Airport Maintenance Reserve Area	

EXHIBIT ES3-1

SEQUENCE OVERVIEW AND PREFERRED LAND USE PLAN

Conceptual Implementation Schedule and Sequencing Plan

The Interim General Aviation Site is an enabling project that accomplishes the relocation of those GA tenants now operating under revocable permits at the southwest end of the South Ramp so Air Cargo facilities may begin construction. The Interim General Aviation Site would be replaced by the Airport Maintenance Baseyard (as a separate future project) when the South Ramp redevelopment reaches substantial completion.

ES.4 PRELIMINARY FINANCIAL ANALYSIS

Rough order of magnitude (ROM) cost estimates were developed for the Final Preferred Alternative. These estimates were organized by project phase and separated into each of the planning horizons (short-term: 2017-2026, mid-term: 2027-2032, long-term: 2033-2037, and beyond the 20-year planning horizon: 2038-2042). Several assumptions were made about whether specific projects would be eligible for Airport Improvement Program (AIP) Entitlement or Discretionary grants. It was assumed that all the ROM costs related to planning, design, and environmental as well as those in the associated Airside-Airfield and Airside-Apron cost centers are likely to be eligible for AIP funding. While the eligible project costs utilizing discretionary funds are difficult to quantify, it is generally assumed that Airport Operations Area (AOA) roadway, tiedown, and utilities costs in the airside cost center may also be eligible for discretionary funds. The eligibility for both entitlement and discretionary funds is generally assumed to be 75 percent of the eligible project costs. Each year there is a finite amount of discretionary funding available for discretionary projects and the DOT-A may not receive full funding. Furthermore, while many of the projects are eligible for entitlement funding, it is unlikely that all of the eligible costs would be covered by grants due to other project commitments at HNL. A summary of the ROM cost estimate for each of the planning horizons along with an estimate of potential entitlement, discretionary, and third-party funds is provided in **Table ES4-1**. A more detailed breakdown can be found in Chapter 7 – Conceptual Financial Assumptions, Preliminary Capital Improvement Plan (CIP), and Potential Funding Sources.

ES.5 FUTURE ACTIONS TO PREPARE FOR DESIGN AND CONSTRUCTION

- Update the status of South Ramp and Kalewa Street Subdivision tenant leases and revocable permits when implementation to redevelop South Ramp commences.
- Update the Conceptual Implementation Schedule and Sequencing Plan based on the latest status of tenant leases and revocable permits.
- Conduct an environmental review in accordance with federal and state regulations such as the National Environmental Policy Act (NEPA) and Hawaii Revised Statutes (HRS). The DOT-A prefers to complete one environmental review for all projects associated with the Final Preferred Alternative, as detailed in Chapter 6, *Conceptual Implementation Schedule and Sequencing Plan*. Given the length of the Conceptual Implementation Schedule and the guidelines set forth in Chapter 9 of FAA Order 1050.1F, coordination with the FAA is required to determine if separate reviews are practical every three to five years, coinciding with major phases of construction.
- Conduct and prioritize a more detailed programming sequence for the short-term and mid-term projects, coordinate with stakeholders
- Conduct a comprehensive financial feasibility analysis for the short-term and mid-term projects
- Incorporate details and outcomes from environmental review and detailed programming into respective design packages.

TABLE ES4-1 SUMMARY OF ROUGH ORDER OF MAGNITUDE COSTS AND POTENTIAL FUNDING SOURCES

PHASE	POTENTIAL ENTITLEMENT	POTENTIAL DISCRETIONARY	POTENTIAL THIRD-PARTY	TOTAL
Short-term projects (2017-2026)				
Planning/Design/Environmental	\$22,085,800	\$7,362,000	---	\$29,447,800
Mid-term projects (2027-2032)				
Demolition	---	---	\$20,368,600	\$20,368,600
Interim GA Relocation	---	---	\$150,000	\$150,000
Airside	\$55,048,000	\$33,241,000	\$31,403,100	\$119,692,100
Landside	---	---	\$20,327,200	\$20,327,200
Long-term projects (2033-2037)				
Demolition			\$7,290,000	\$7,290,000
Airside	\$28,945,000	\$15,100,800	\$16,673,100	\$60,718,900
Projects beyond the 20-year Plan (2038-2042)				
Demolition			\$3,663,800	\$3,663,800
Airside	\$5,888,300	\$3,943,000	\$8,266,500	\$18,097,800
Total	111,967,100	59,646,800	108,142,300	279,756,200

NOTE: All costs are inflated to the midpoint of construction.
 SOURCES: Cumming Corporation, August 2020; Ricondo & Associates, August 2020.