Runway 2-20 Reconstruction Project
Environmental Assessment

Kahului Airport
Informational Briefing and its Benefit

» Provides an opportunity for involvement in the Environmental Assessment (EA) process
  – Federal, state, and local agencies and the public can provide information regarding environmental conditions and concerns

» Information received during informational briefings helps identify areas of concern
  – Issues that arise during the public informational briefing process can help identify areas deserving emphasis or de-emphasis in the EA
What is NEPA?

» NEPA is the National Environmental Policy Act of 1969.

» The Federal Aviation Administration (FAA) is the lead agency for aviation-related NEPA documentation.

» All NEPA documentation follows guidance provided in Council on Environmental Quality (CEQ) Regulations and FAA Orders.
What is HEPA?

» HEPA is the Hawaii Environmental Policy Act of 1974.

» HEPA is patterned after NEPA.

» The Hawaii Department of Transportation, Airports Division (HDOT-A) is the proposing and determining agency for airport development actions.

» All HEPA documentation follows guidance provided in Hawaii Revised Statues (HRS) Chapter 343, and Hawaii Administrative Rule (HAR) Title 11, Chapter 200.1.
The NEPA Process

1. Proposed Action
   - Exclusion
   - No Exclusion
     - Environmental Assessment
       - No Significant Impact
       - Finding of No Significant Impact
       - Significant Impact
         - EIS
         - Record of Decision

2. Agency Action
The HEPA Process

Proposed Action

- Exemption
  - No Significant Impacts
    - Environmental Assessment (EA)
      - Finding of No Significant Impact (FONSI)
  
- No Exemption
  - Significant Impacts
    - Environmental Impact Statement (EIS)
      - EIS Accepted
      - New Study or Appeal to Environmental Council or Legal Challenge

Agency Action
Purpose and Need

» The Purpose and Need describes the problem and proposed solution

» Purpose
  – Reconstruct the Runway 2-20 pavement and subbase to accommodate existing aircraft using the Airport

» Need
  – Runway 2-20 pavement surpassed its economic useful life
    • 2016 analysis indicated that the runway has less than five years remaining life
  – Runway 2-20 thickness and material
    • Runway is asphalt and 18-inches thick, of which, 11-inches has uniformly delaminated
    • Runway sits on top of 6-inches of aggregate base layer, which is inferior material to adequately support aircraft operating at the Airport
  – Foreign object debris (FOD)
    • Pavement distresses and deterioration have created the potential for the creation and presence of FOD
Alternatives

» Alternative 1: No Action Alternative

» Alternative 2: Airport Closure
   Alternatives
   – Alternative 2A: Temporary Closure of Airport Alternative
   – Alternative 2B: Permanent Closure of Airport Alternative

» Alternative 3: Temporarily Preclude Flights to U.S. Mainland Alternative

» Alternative 4: Reconstruct Runway 2-20 in Two Phases Alternative

» Alternative 5: Extension of Runway 5-23 Alternatives
   – Alternative 5A: 1,260-Foot Extension of Runway 5 and 750-Foot Extension of Runway 23 Alternative
   – Alternative 5B: 200-Foot Extension of Runway 5 and 1,810-Foot Extension of Runway 23 Alternative
   – Alternative 5C: 1,260-Foot Extension of Runway 5, 750-Foot Extension of Runway 23, and Temporary 2,605-Foot Extension of Runway 2 Alternative
   – Alternative 5D: 1,260-Foot Extension of Runway 5, 750-Foot Extension of Runway 23, and Permanent 2,605-Foot Extension of Runway 2 Alternative
Alternatives (continued)

» Alternative 6: Replacement Runway Alternatives
  – Alternative 6A: Replacement Runway 400 Feet East of Existing Runway 2-20 Alternative
  – Alternative 6B: Replacement Runway 600 Feet East of Existing Runway 2-20 Alternative
  – Alternative 6C: Replacement Runway 1,000 Feet East of Existing Runway 2-20 Alternative
  – Alternative 6D: Replacement Runway 2,500 Feet East of Existing Runway 2-20 Alternative

» Alternative 7: Temporary Runway Alternatives
  – Alternative 7A: Temporary Runway on Taxiway A Alternative
  – Alternative 7B: Temporary Runway on East Apron Taxiway Alternative
Proposed Action – Phase 1
Proposed Action – Phase 1

- Project 1-1: Temporary Relocated Fixed Base Operators (FBOs) and Associated Auto Parking
- Project 1-2: Temporary Relocated Large General Aviation Jet Aircraft Parking
- Project 1-3: Temporary Relocated Small General Aviation Aircraft Parking
- Project 1-4: Temporary Relocated Touchdown and Lift-Off (TLOF) Area
- Project 1-5: Temporary Relocated Helicopter Parking
- Project 1-6: Relocated Power Lines
- Project 1-7: Removal of Existing Power Line
- Project 1-8: Underground Airside Drainage Ditch
- Project 1-9: Inlet to Underground Airside Drainage Ditch
- Project 1-10: Temporarily Convert Runway 5-23 to a Short Runway and an Interim Taxiway
- Project 1-11: Temporary Relocated Large General Aviation Aircraft Parking
- Project 1-12: Temporary Relocated Small General Aviation Aircraft Parking

Phase 1 of the Proposed Action would include 27 project components.
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- Project 1-13: Temporary Relocated FBOs
- Project 1-14: Relocation of Existing Remote Transmitter Receiver (RTR)
- Project 1-15: Relocated RTR
- Project 1-16: Temporary Relocated TLOF Area
- Project 1-17: Temporary Relocated Helicopter Parking
- Project 1-18: Decommission Fuel Tanks
- Project 1-19: Excavation Area

- Project 1-20: Excavated Fill Placement
- Project 1-21: Kalialinui Gulch Culvert
- Project 1-22: Temporary Haleakala Highway Closure
- Project 1-23: Permanent Relocated Fencing
- Project 1-24: Permanent Removal of Existing Fencing
- Project 1-25: Temporary Relocated Fencing
- Project 1-26: Temporary Removal of Existing Fencing
- Project 1-27: Temporary Gate
Proposed Action – Phase 2

Legend
- Temporary Taxiway Construction Phase 2a (2-1)
- Temporary Runway Construction Phase 2b (2-4)
- Temporary Runway Shoulder Construction Phase 2b (2-5)
- Temporary Decommission of Glideslope (2-6)
- Temporary Runway Construction Phase 2c (2-7)
- Temporary Runway Shoulder Construction Phase 2c (2-8)
- Temporary Decommission of NAVAIDs (2-9)

Source: NAUC/DOOT/L; Easi, 2016; RS&H, 2016
Proposed Action – Phase 2

» Phase 2 of the Proposed Action would include 9 project components.

- Project 2-1: Temporary Taxiway Construction Phase 2a
- Project 2-2: Temporary Runway Construction Phase 2a
- Project 2-3: Temporary Runway Shoulder Construction Phase 2a
- Project 2-4: Temporary Runway Construction Phase 2b
- Project 2-5: Temporary Runway Shoulder Construction Phase 2b
- Project 2-6: Temporary Decommission of Glideslope
- Project 2-7: Temporary Runway Construction Phase 2c
- Project 2-8: Temporary Runway Shoulder Construction Phase 2c
- Project 2-9: Temporary Decommission of Navigation Aids (NAVAIDs)
Proposed Action – Phase 3

Legend
- Runway 02/20 Reconstruction (3-1)
- Recommission NAVAIDs (3-4)
- Recommission Runway 02/20 (3-2)
- Phase 1 & 2 Project Components
- Recommission Glideslope (3-3)
Proposed Action – Phase 3

» Phase 3 of the Proposed Action would include 4 project components.

- Project 3-1: Runway 2-20 Reconstruction
- Project 3-2: Recommission Runway 2-20
- Project 3-3: Recommission Glideslope
- Project 3-4: Recommission NAVAIDs
Proposed Action – Phase 4

» Phase 4 of the Proposed Action would include 20 project components.

- Project 4-1: Restore Original Location of FBOs
- Project 4-2: Removal of Temporary FBOs and Associated Auto Parking
- Project 4-3: Restore Original Large General Aviation Jet Aircraft Parking
- Project 4-4: Remove Temporary Relocated Large General Aviation Jet Aircraft Parking
- Project 4-5: Restore Original Small General Aviation Aircraft Parking
- Project 4-6: Remove Temporary Relocated Small General Aviation Aircraft Parking
- Project 4-7: Abandon in Place Temporary Taxiway Phase 2a
- Project 4-8: Abandon in Place Temporary Runway and Shoulder Phase 2a
- Project 4-9: Abandon in Place Temporary Runway and Shoulder Phase 2b
- Project 4-10: Abandon in Place Portion of Temporary Runway and Shoulder Phase 2c
- Project 4-11: Convert Temporary Runway and Shoulder to Permanent Taxiway
- Project 4-12: Restore Original TLOF
- Project 4-13: Remove Temporary Relocated TLOF
Proposed Action – Phase 4 (continued)

» Phase 4 of the Proposed Action would include 20 project components.

- Project 4-14: Restore Original Helicopter Parking
- Project 4-15: Remove Temporary Relocated Helicopter Parking
- Project 4-16: Convert Runway 5-23 to Original Runway Length
- Project 4-17: Restore Fencing
- Project 4-18: Remove Temporary Fencing
- Project 4-19: Remove Temporary Gate
- Project 4-20: Reopen Haleakala Highway
Proposed Action – Project Components to Remain
## NEPA/HEPA Resource Categories

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<tr>
<td>Water Resources (including Wetlands/Floodplains/Surface Waters/Groundwater/Wild and Scenic Rivers)</td>
<td>Water</td>
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Next Steps

» Determine study areas
» Describe existing environmental conditions (affected environment)
» Analyze potential environmental effects (environmental consequences)
  – Determine any mitigation, if necessary
  – Assess cumulative environmental effects
» Publish Draft EA (scheduled for Spring 2020)
  – Reviewed by public and federal, state, and local agencies
  – HDOT-A will not issue an anticipated finding, due to joint HEPA-NEPA
  – Address comments received
» Publish Final EA
  – HDOT-A issues finding on HEPA and FAA issues finding on NEPA
How to Provide Comments

» Fill out comment card this evening

» Send written comments via U.S. mail (must be postmarked by Monday, December 23, 2019) to:

  Herman Tuiolosega  
  HDOT-A  
  400 Rodgers Boulevard, 7th Floor  
  Honolulu HI, 96819-1880

» Send written comments via email to herman.tuiolosega@hawaii.gov by Monday, December 23, 2019.