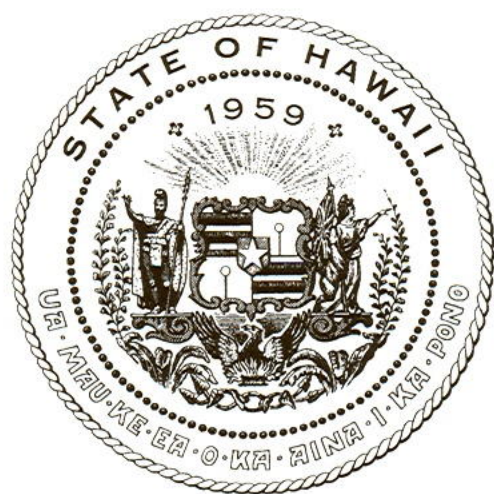


KALAELOA AIRPORT MASTER PLAN EXECUTIVE SUMMARY



Governor Benjamin J. Cayetano

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION

OVERVIEW

Naval Air Station (NAS) Barbers Point is scheduled to close in 1999. The future use of the Base has been determined by the Barbers Point NAS Redevelopment Commission. The State has requested the Base Redevelopment Commission to recommend transfer of a portion of the Base to the State for use as a reliever airport. The State of Hawaii, Department of Transportation (DOT) has evaluated the potential use of NAS Barbers Point, which will be called the Kalaeloa Airport, as a general aviation reliever airport.

BACKGROUND

Honolulu International Airport is already one of the 20 busiest airports in the Country, and it is forecast to become even busier. It also has an undesirable mix of small light aircraft and large heavy aircraft. It will become even more congested overnight when the Navy closes the Ford Island Auxiliary Landing Field, forcing aircraft that are currently using Ford Island to use Honolulu International Airport for their training operations, unless there is a realistic alternative.

Without a reliever airport, the closure of Ford Island and anticipated increases in aircraft operations will substantially increase operational delays at Honolulu International Airport. These delays will increase aircraft operating costs for the air carriers. They will also make Honolulu International Airport uneconomical for many general aviation users, the businesses they serve, and the businesses that serve the general aviation community. To avoid this, the State must secure a reliever airport site for general aviation. The closure of NAS Barbers Point represents an unparalleled opportunity to accomplish this at low cost and with a minimum disruption of other uses.

While preservation of a general aviation capability at Barbers Point provides justification for the State to convert existing facilities to general aviation use, it is not the only reason why it should be maintained as an active airport. Retaining the Airport has many public benefits.

THE PUBLIC BENEFIT

The conveyance of a portion of NAS Barbers Point to the State for use as a civilian public-use general aviation reliever airport (Kalaeloa Airport):

- Ends an over 30-year search for a general aviation reliever airport for Honolulu International Airport. Solves the problem of an unsatisfactory mix of small light general aviation aircraft and large heavy air carrier aircraft that has long been recognized.
- Improves safety and reduces costly delays at Honolulu International Airport. Potentially eliminates the need for additional expensive new runway facilities.
- Accommodates general aviation activity that will be displaced from Ford Island when the U.S. Navy closes it.
- Continues the U.S. Coast Guard use of their existing \$38 million facilities.
- Allows the Hawaii National Guard, which will assume control of 160 acres at Barbers Point, to airlift soldiers and equipment directly from their new facilities there.
- Allows disaster relief and civil defense agencies to respond with airlift support in times of emergencies and natural disasters.
- Accommodates the air carriers and the military who can continue to designate Barbers Point as an alternate landing site.
- Presents the State with an opportunity for a cost-free public benefit conveyance for public airport purposes.
- Continues use of an estimated \$400 million of existing airport facilities that are in good condition.
- Requires relatively few new airport facilities throughout the 2020 planning period.

- Includes new revenue-producing facilities that will help offset the cost of operating an additional airport in the State system.
- Utilizes financing by airport system users rather than general taxpayers.

AVIATION DEMAND FORECASTS

General aviation is defined as all civil aviation not classified as air carrier or commuter/air taxi and includes business and corporate aviation, pleasure flying and flight training. Studies prepared for the State of Hawaii since the 1960s have identified the need for a general aviation reliever airport on the Island of Oahu to relieve the mix and volume of air traffic activity at Honolulu International Airport. A general aviation reliever airport is included in the Federal Aviation Administration's (FAA) *National Plan of Integrated Airport Systems* which defines the role and future development of public-use airports throughout the United States. The Kalaeloa Airport will accommodate:

- About 60 percent of the small single-engine and light twin-engine propeller aircraft estimated to be based at Honolulu International Airport by 2020. (This excludes fixed-wing and helicopter commuter/air taxi aircraft.) Also about 50 percent of the general aviation aircraft forecast to be based at Dillingham Airfield by 2020. (This excludes glider, tow plane and skydiving air taxi aircraft.) By 2020, nearly 200 small aircraft that are used for business, training and personal flying are forecast to be based at the Airport. These are estimated to generate about 105,900 annual general aviation aircraft operations.
- Approximately 62,700 annual general aviation training operations that will be displaced from Ford Island, when it closes, rather than at Honolulu International Airport.
- The estimated 13,100 annual operations by the U.S. Coast Guard (C-130 aircraft and

helicopters) and Hawaii National Guard (C-130 and C-26 aircraft and helicopters).

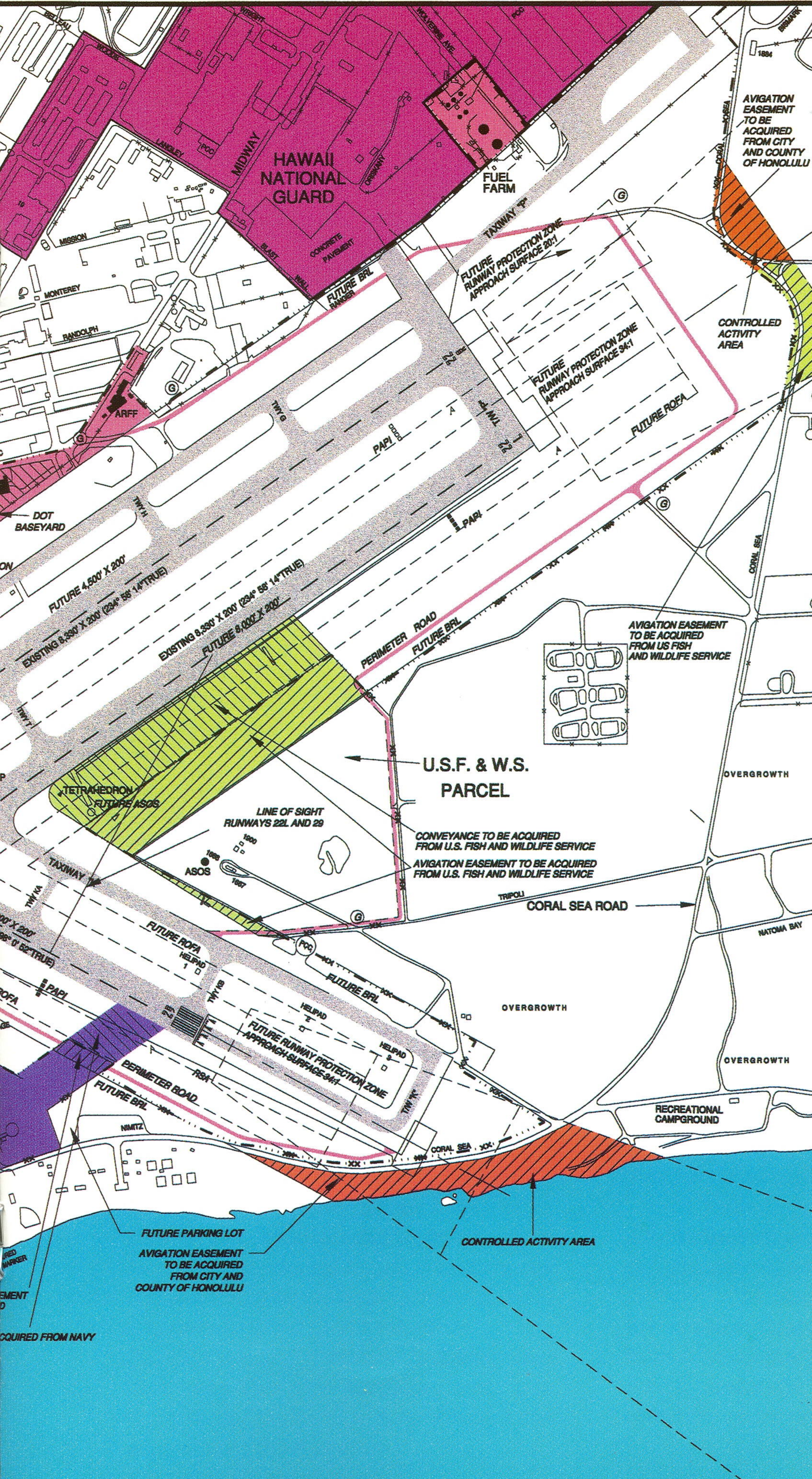
- The estimated 21,900 aircraft operations and 11 based aircraft of the University of Hawaii aviation training center.
- A total of 203,600 annual aircraft operations by general aviation, U.S. Coast Guard and Hawaii National Guard by 2020.

AIRPORT MASTER PLAN

Several airport development alternatives were formulated and evaluated by the State DOT, working with the Redevelopment Commission, to determine the combination of airport facilities that will best balance the needs of aviation users with other potential uses of the surplus land.

After considering all the factors, the Redevelopment Commission, as part of the March 1997 Community Redevelopment Plan, included an Airport Master Plan for accommodating the various aviation needs identified for the Kalaeloa Airport that:

- Recommends approximately 757 acres of land for an airport that includes adequate land for an airfield with two parallel runways and a crosswind runway.
- Retains Runway 4R-22L at a length of 8,000 feet.
- Shortens Runway 4L-22R to 4,500 feet.
- Retains Runway 11-29, shortened to 6,000 feet, to provide operational and land use compatibility benefits to the local community in maximizing takeoffs and landings over water. Provides a backup capability when Runway 4R-22L is closed for maintenance or other reasons.
- Preserves airfield capacity with parallel Runways 4L-22R and 4R-22L, to meet forecast demand beyond the year 2020, which also reduces aircraft delay costs.



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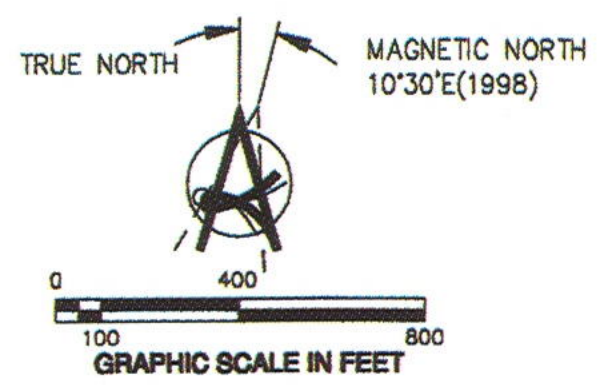
KALAELOA AIRPORT MASTER PLAN

ISLAND OF OAHU

AIRPORT MASTER PLAN

LEGEND		
EXISTING	FUTURE	
[Solid Grey]	[Solid Grey]	STRUCTURE
[Solid Grey]	[Solid Grey]	AIRFIELD/APRON PAVEMENT
[Dashed Grey]	[Dashed Grey]	STRUCTURE TO BE REMOVED
[Dotted Grey]	[Dotted Grey]	AIRPORT BOUNDARY
[Dashed Line]	[Dashed Line]	BUILDING RESTRICTION LINE
[Cross-hatched]	[Cross-hatched]	FENCING
[Circle]	[Circle]	AIRPORT REFERENCE POINT
[Star]	[Star]	THRESHOLD LIGHTS
[Triangle]	[Triangle]	WIND SOCK
[Square]	[Square]	RUNWAY SAFETY AREA
[Square]	[Square]	RUNWAY OBJECT FREE AREA
[T-shape]	[T-shape]	T-HANGAR
[T-shape]	[T-shape]	TIEDOWN
[P-shape]	[P-shape]	PARKING LOT
[G-shape]	[G-shape]	GATE
[O-shape]	[O-shape]	PAPI
[I-shape]	[I-shape]	FUEL ISLAND
[Dashed Line]	[Dashed Line]	PERIMETER ROAD
[Circle]	[Circle]	SEGMENTED CIRCLE

LAND USE LEGEND	
[Grey]	AIRFIELD
[Light Blue]	GENERAL AVIATION
[Purple]	HAWAII NATIONAL GUARD
[Dark Blue]	U.S. COAST GUARD
[Orange]	UNIVERSITY OF HAWAII
[Pink]	AIRPORT SUPPORT
[Green]	U.S. FISH AND WILDLIFE SERVICE
[Light Green]	DEPARTMENT OF HAWAIIAN HOME LANDS
[Hatched]	CONVEYANCE
[Dashed]	AVIGATION EASEMENT



NOTE:
THIS DRAWING IS FOR PLANNING PURPOSES ONLY AND IS NOT INTENDED FOR CONSTRUCTION OR NAVIGATIONAL PURPOSES.

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FIGURE NO.

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- Includes navigational and landing aids and provides for an instrument approach capability and approach lighting system.
- Retains approximately 115 acres for aviation and airport support facilities, including Hangar 110 and also two large aircraft parking aprons for future use as tiedowns, hangars and lease lots.
- Includes an air traffic control tower, aircraft rescue and firefighting facilities, weather reporting, State DOT administration building and maintenance areas, fuel storage, fencing and utilities.
- Utilizes existing airport access roads and vehicular parking facilities.

In addition, the Hawaii National Guard will have airfield access from its 160-acre reservation at the north end of the Airport and the U.S. Coast Guard will continue to have airfield access from its 48-acre complex at the south end of the Airport. Hangar 111, and about 2 acres of paved parking, will be transferred to the University of Hawaii, for aviation training.

IMPLEMENTATION PLAN

Phase I projects are considered to be the highest priority items and are to be implemented as soon as practicable following conveyance of the Airport to the State. Because of the extensive existing airport facilities and infrastructure that are already in place, the requirements for capital improvements in the initial phase of operation will be minimal. Fencing of the Airport property is considered the highest priority and represents about 80 percent of the estimated Phase I costs.

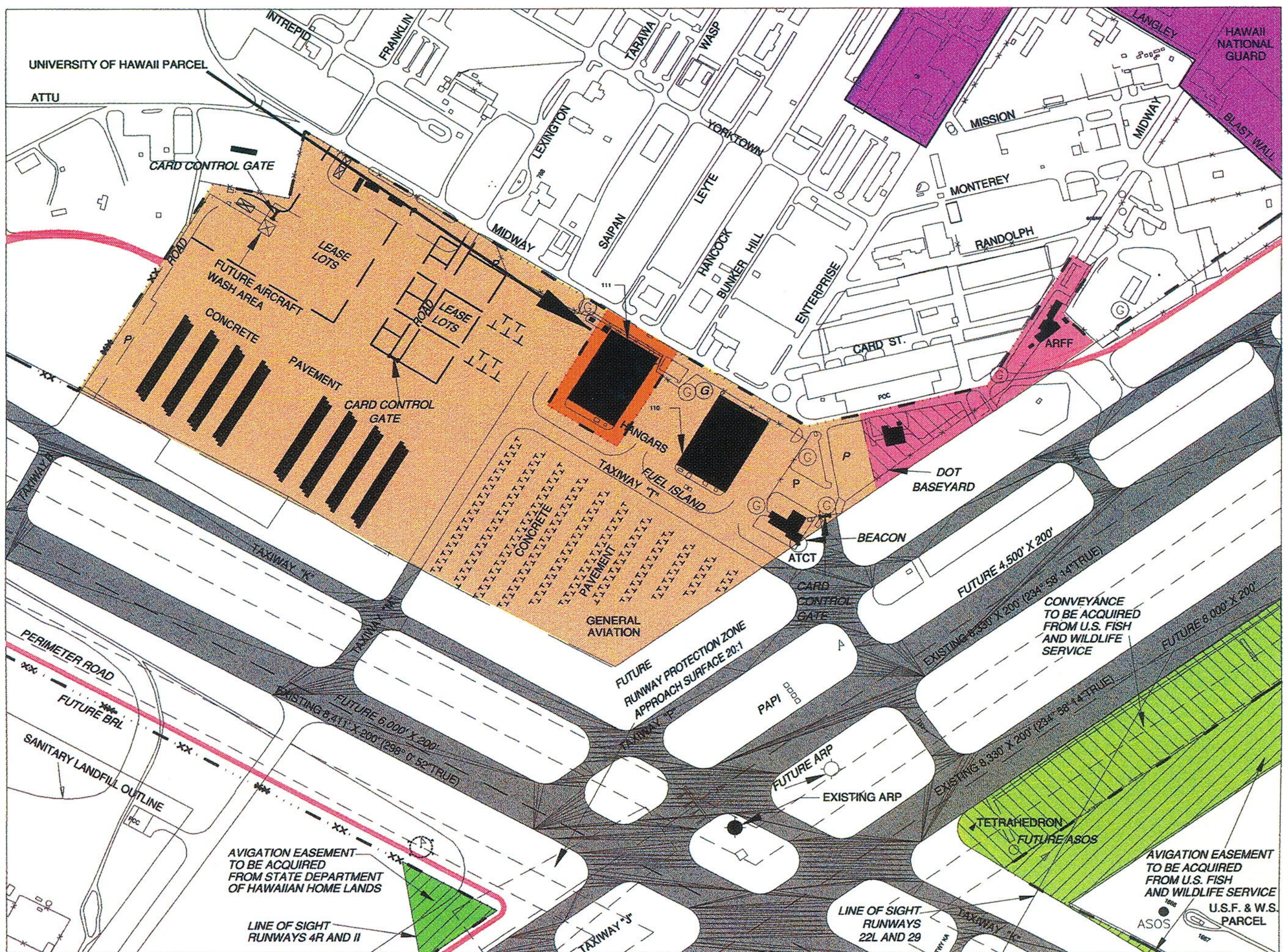
First-phase development projects associated with the conversion to a general aviation airport are eligible for up to 90 percent FAA Airport Improvement Program. The remaining 10 percent local share will be the responsibility of the State and will be financed through the Statewide Airport System's Capital Improvement Program that is funded by revenues collected from airport-user related fees.

Phases II and III will be implemented as the actual needs are demonstrated by the demand for airport facilities and services and financing arrangements are made. Many of these improvements are eligible for up to 90 percent FAA Airport Improvement Program funding. Others are revenue-generating improvements such as lease lots and hangars.

ECONOMIC AND FINANCIAL CONSIDERATIONS

The Kalaeloa Airport will have positive financial and economic implications for the State and for airport users. The Airport will:

- Allow Honolulu International Airport to better serve its primary role as the principal air carrier gateway to the State by increasing the airfield capacity available for air carrier operations by reducing the level of general aviation operations.
- Avoid the need to build an additional runway at Honolulu International Airport.
- Reduce aircraft delay costs at Honolulu International Airport by accommodating many of the general aviation operations that will otherwise occur at Honolulu International Airport.
- Save additional aircraft delay costs at Honolulu International Airport by accommodating Ford Island aircraft operations at Kalaeloa Airport when Ford Island closes.
- Allow Honolulu International Airport South Ramp facilities to be converted to other uses such as air cargo, air taxi and aircraft maintenance facilities.
- Retain a vital disaster relief and civil defense facility for use in times of emergencies and natural disasters.



- Continue to allow Barbers Point to be designated as an alternate for international, overseas and interisland flights and save in airline operating costs, with reduced fuel loads. (In all the years the airlines have been operating in Hawaii, they have never had to actually land at Barbers Point.)
- Continue to be designated as an alternate for military operations when Honolulu International Airport or Marine Corps Air Facility Kaneohe Bay is their destination.
- Provide jobs, initially including transfers from Honolulu International Airport to the Ewa area, and additional jobs as aviation activity increases.
- Provide space for new aviation revenue producing facilities, including lease lots, hangars, and tiedowns to help offset the cost of operating the Airport.
- Cost an estimated \$1.2 million in capital improvements to convert to a general aviation airport.
- Fund up to 90 percent of the capital improvements by FAA grants which are financed by airport system users rather than by general taxpayers.
- Save the State \$400,000 annually in not having to operate the Ford Island airfield.
- Provide access to air transportation as an incentive to businesses to locate or relocate to the Kapolei area.
- Accommodate air ambulance aircraft and helicopters for medevac rescues and provide critical medical transportation.

- Serve as an important resource for business, training and recreational aviation activities. Business activities include business flights to and from the Neighbor Islands, and some on-demand air taxi and charter services. Training activities include basic as well as proficiency flight training. Recreational uses include local and Neighbor Island personal, sightseeing and recreational travel.
- Allow the U.S. Coast Guard to conduct its responsibilities in the most efficient manner possible as a direct benefit to the State. The U.S. Coast Guard performs an essential service for the people of the State through its marine search and rescue and other operations. The U.S. Coast Guard saves an average of 50 lives each year.
- Retain the U.S. Coast Guard active personnel and payroll in the Ewa area.
- Provide facilities for the University of Hawaii for aviation training.

RELATIONSHIP TO OTHER LAND USES

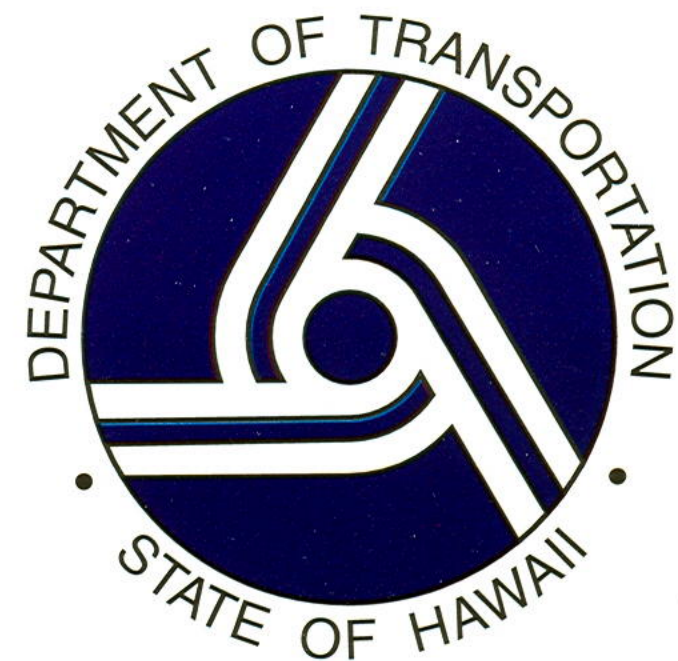
The Kalaeloa Airport Master Plan is compatible with other existing and planned uses. It:

- Retains a large amount of land for a regional park, recreational activities and other uses. It provides for public access to the beach and shoreline. Coordinated planning will ensure that these land uses are compatible with an airport and aircraft operations.
- Has a much smaller noise footprint than for the current military airfield and aircraft operations. No areas outside the existing Base boundary are adversely impacted by aircraft noise based on Federal and State land use compatibility guidelines.
- Maximizes aircraft takeoffs and landings over water to provide land use compatibility benefits.

- Provides for public access to adjacent areas and uses.
- Makes use of existing infrastructure.
- Generates less vehicular traffic than the existing uses it replaces.
- Reduces aircraft and related vehicle emissions compared to current airport uses.
- Does not involve land needing major environmental cleanups.
- Is compatible with other Federal, State of Hawaii and City & County of Honolulu reuse proposals.

FOR MORE INFORMATION CONTACT:

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