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REC-1  
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September 17, 1991

OFC. OF ENVIRONMENTAL  
QUALITY CONTROL

To: Brian Choy, Director  
Office of Environmental Quality Control

From: Edward Y. Hirata  
Director of Transportation 

Subject: ENVIRONMENTAL ASSESSMENT/NEGATIVE DECLARATION  
ACQUISITION OF KAPALUA-WEST MAUI AIRSTRIP  
TMK 4-3-01:31

We have determined that an Environmental Assessment/Negative Declaration, per the provisions of Chapter 343, Hawaii Revised Statutes and Title 11, Department of Health, Chapter 200, is appropriate for the subject project at Kapalua-West Maui Airstrip. This determination has been made because the proposed project, individually and/or cumulatively, will have no significant impacts on the environment. In this regard, provided herewith are the following items:

1. OEQC Form for Publication of EIS Documents in the OEQC Bulletin.
2. Four copies of the Environmental Assessment for the Acquisition of Kapalua-West Maui Airstrip.

Should you have a question, please contact Mr. Owen Miyamoto, Airports Administrator, at 836-6432.

Enc. OEQC Form  
Environmental Assessment (4)

164

1991-10-08-MA<sup>1</sup>-PBA

**ENVIRONMENTAL ASSESSMENT  
FOR THE  
DEPARTMENT OF TRANSPORTATION**

**\* ACQUISITION OF KAPALUA-WEST MAUI AIRSTRIP \***

**TMK: 4-3-01:31**

**MAUI, HAWAII**

**Applicant:** State of Hawaii  
Department of Transportation  
Airports Division

**Approving Agency:** Governor, State of Hawaii

State of Hawaii  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL  
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**FILE COPY**

September 1991

## Table of Content

<u>Section</u>		<u>Page</u>
1.0	INTRODUCTION	1-1
1.1	PURPOSE AND CONTENT OF THIS DOCUMENT	1-1
1.2	BACKGROUND	1-2
1.3	PUBLIC INVOLVEMENT	1-2
1.4	DESCRIPTION OF THE PROPERTY	1-2
2.0	GENERAL DESCRIPTION OF THE PROPOSED ACTIONS' TECHNICAL CHARACTERISTICS	2-1
2.1	DESCRIPTION OF PROPOSED ACTION	2-1
2.2	PURPOSE, OBJECTIVES AND NEEDS FOR THE PROPOSED ACTION	2-1
2.3	REQUESTED GOVERNMENTAL ACTION	2-1
2.4	PROJECTED COSTS AND SCHEDULE	2-2
3.0	GENERAL DESCRIPTION OF THE PROPOSED ACTIONS' SOCIAL ECONOMIC AND ENVIRONMENTAL CHARACTERISTICS	3-1
3.1	SOCIAL AND ECONOMIC CHARACTERISTICS	3-1
3.2	PHYSICAL AND ENVIRONMENTAL CHARACTERISTICS	3-2
3.3	ARCHAEOLOGICAL/HISTORICAL/CULTURAL RESOURCES	3-3
3.4	PUBLIC FACILITIES AND SERVICES	3-3
4.0	IDENTIFICATION AND SUMMARY OF IMPACTS, MITIGATION MEASURES AND ALTERNATIVE CONSIDERED	4-1
4.1	IMPACT	4-1
4.2	ALTERNATIVES CONSIDERED	4-1
4.3	MITIGATION MEASURES	4-1
5.0	DETERMINATION	5-1
6.0	FINDINGS AND REASONS SUPPORTING THE DETERMINATION	6-1

**LIST OF FIGURES**

<u>Figure</u>		<u>Following Page</u>
1	AIR TRANSPORTATION FACILITIES, ISLAND OF MAUI	1-1
2	KAPALUA-WEST MAUI EXISTING FACILITIES	1-1

LIST OF TABLES

<u>Table No.</u>		<u>Page</u>
1	SUMMARY OF HISTORICAL AVIATION ACTIVITY	1-4
2	AVIATION DEMAND FORECASTS	1-5

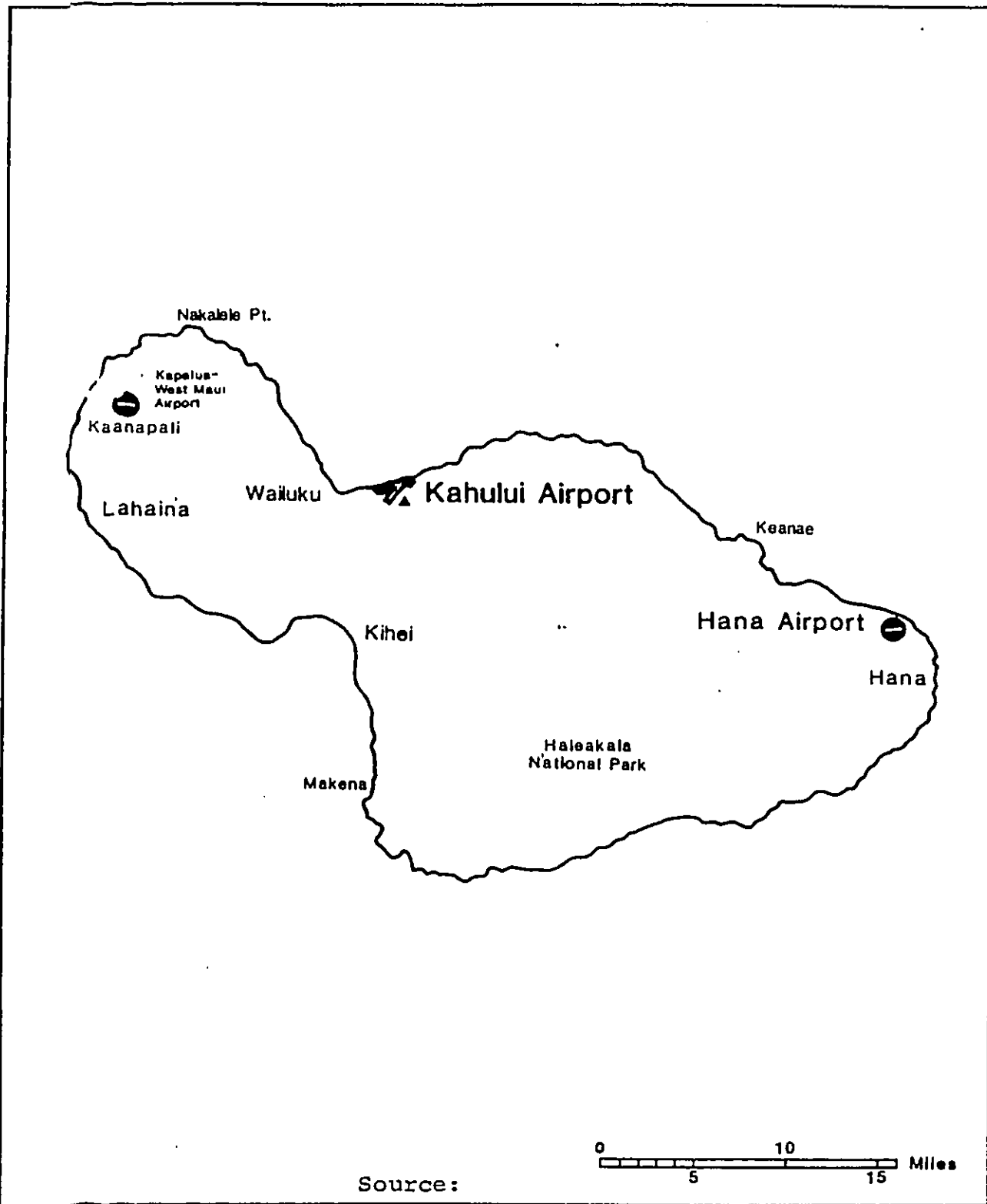
## 1.0 INTRODUCTION

### 1.1 PURPOSE AND CONTENT OF THIS DOCUMENT

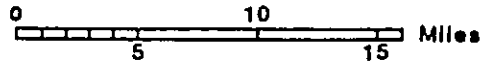
This Environmental Assessment (EA) has been prepared as an assessment of the potential environmental impacts that would result from the acquisition of the Kapalua-West Maui Airstrip, Figure 1. At present, the land and improvements of Kapalua-West Maui Airport are privately owned, Figure 2. The Department of Transportation has determined that it is in the public's best interest to acquire the Airstrip to ensure the continued service to the residents and tourists of West Maui and to maintain an efficient and cohesive airport system within the State of Hawaii.





The property to be acquired is located on Tax Map Key (TMK) 4-3-01:31 and consists of 50 acres of improved land. The improvements include a terminal access road, passenger terminal, parking lot, runway and an aircraft parking apron. The proposed project will involve the use of State funds. As such, this EA has been prepared in compliance with the provision of Hawaii Revised Statutes (HRS), Chapter 343, Title 11, Department of Health, Chapter 200, Environmental Impact Statement Rules, Sections 11-200-9 through 11-200-13, State of Hawaii, and the Department of Transportation Procedures, Part 9, Project Management, Chapter 4, Environmental Assessment, Technical Environmental Reports and Environmental Impact Statement (EIS) Preparation, Coordination and Review, April 3, 1990.

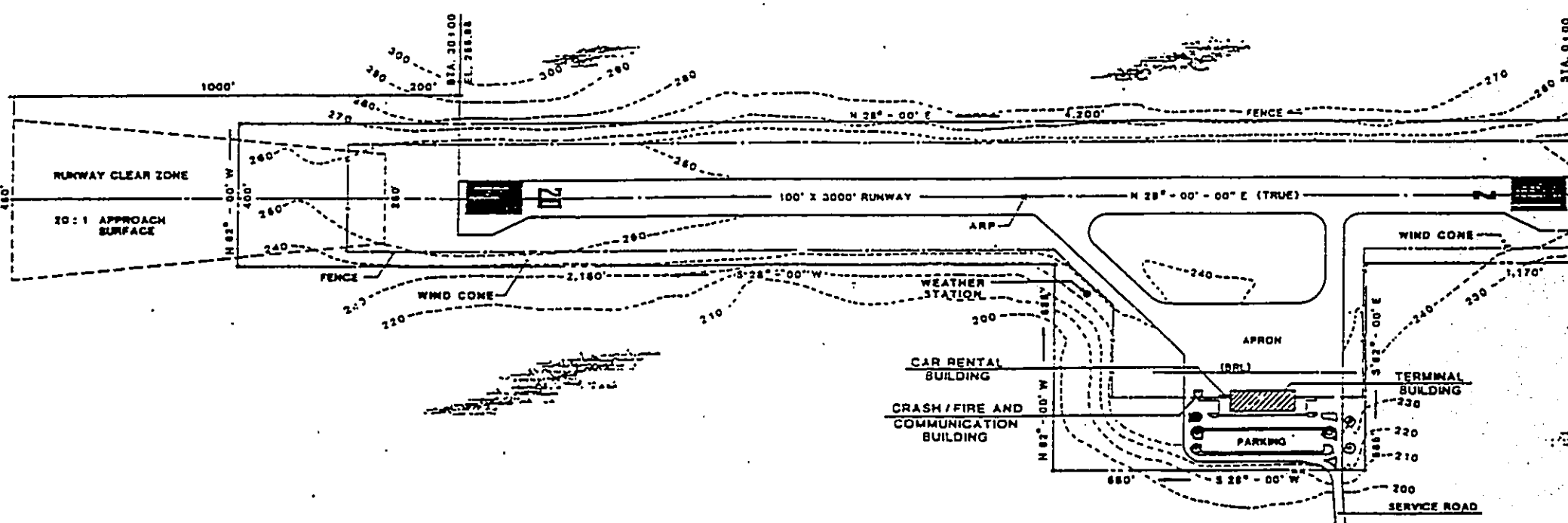
Provided herein, is a description of the affected environment; the alternatives considered to date; preliminary impact determinations based on the information contained herein; proposed mitigation measures to minimize potential cumulative as well as individual adverse impacts, if any; and the reasons supporting the determination. The information contained in this EA has been developed from site visits, studies conducted



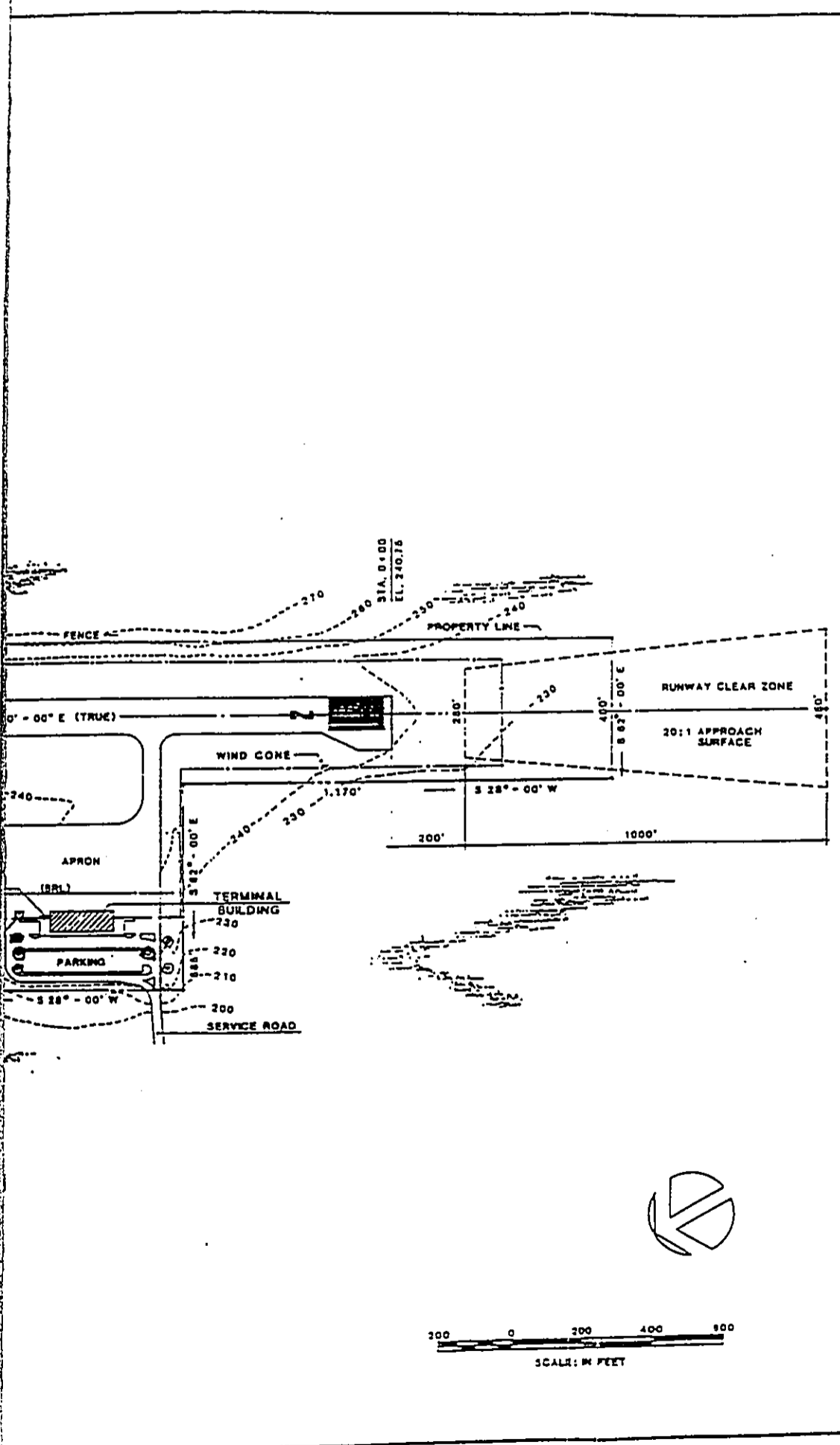
Source:



	<b>Statewide Airport System Plan</b>	<b>Air Transportation Facilities</b>
	<b>LEGEND</b>  Major Civilian Airport  Secondary Civilian Airports & Airfields  Heliports	<b>Island of Maui</b> <small>WILSON OKAMOTO &amp; ASSOCIATES, INC.          Planners, Architects, Engineers          Honolulu, Hawaii</small>
		<b>Figure 1</b>







Source:  
STATEWIDE AIRPORT  
SYSTEM PLAN

KAPALUA-WEST MAUI  
EXISTING FACILITIES



ISLAND OF MAUI  
LOCATION MAP

WILSON OKAMOTO & ASSOCIATES, INC.  
Planners, Architects, Engineers  
Honolulu, Hawaii

DATE:  
Figure 2

specifically for the airstrip, and generally available information regarding the environmental characteristics of the project site and surrounding area.

## **1.2 BACKGROUND**

The present Kapalua-West Maui Airstrip, Figure 1, was built in 1987 to replace the Kaanapali airstrip which closed in 1986. The Kaanapali airstrip was closed to allow for the expansion of the Kaanapali Hotel complex. The present Kapalua-West Maui Airstrip is located on 50 acres of land owned by Maui Land & Pineapple Company. The land is leased and operated by Hawaiian Airlines, Inc. (HAL) and the Airstrip was built with HAL funds. In 1989, concern was raised over the possible sale of the Airstrip to other private interests. At that time the State of Hawaii determined that it was in the public interest to acquire the Airstrip to ensure that the Airstrip continues to serve the residents and tourists of West Maui and the State Airport System. In 1990, the State Legislature appropriated funding for the acquisition of the Airstrip.

## **1.3 PUBLIC INVOLVEMENT**

To date there has been no formal public involvement other than public Maui County Council meetings with the Department of Transportation (DOT) on Airports Division policy on the operation of the airstrip. It is DOT's intention to continue to operate the airstrip under present Maui County guidelines subject to approval of the Federal Aviation Administration.

## **1.4 DESCRIPTION OF THE PROPERTY**

The subject property, encompassing approximately 50 acres in total, is accessible for vehicular traffic from Honoapiilani Highway by means of a one half mile long, two lane entrance road at Mahinahina. The property occupies a plateau at an elevation of 250 feet, and is set inland from the coastline with a Class C Flood Insurance Rating which designates a minimal flood hazard area. The subject property is located below the 30

inch annual rainfall isohyet between the West Maui shoreline which receives less than 20 inches of annual rainfall and the mountains of West Maui which receive more than 400 inches of annual rainfall. The climate is typically mild with northeasterly tradewinds and a mean temperature at 77.5 degrees Fahrenheit. The Soil Conservation Survey classifies the grounds upon which the airfield is founded as deep, well-drained soil developed on the uplands from basic igneous rocks.

The Airport has a single runway, Runway 2-20, which measures 3,000 feet by 100 feet. The 3,000-foot runway length satisfies the Basic Utility Stage II runway length criteria in FAA-AC 150/5300-4A. The runway has a 600-foot by 300-foot safety area beyond both ends of the runway. The Airport property line is at 200 feet on either side of the runway centerline. Taxiways connect the south end and the center of Runway 2-20. The aircraft parking apron can accommodate three DHC-7 air carrier aircraft or six Cessna 402/Piper 31 commuter aircraft. The passenger terminal building is 15,000 square feet in area on two floors, located about 500 feet from the runway centerline. There are no air cargo or general aviation facilities. The automobile parking lot at the passenger terminal building can accommodate approximately 75 cars. In 1989, 481,362 passengers used the Airstrip, Table 1. By the year 2010, it is forecast that the total number of passengers using the Airstrip will be 938,000, Table 2.

**Table 1**  
**SUMMARY OF HISTORICAL AVIATION ACTIVITY**  
 West Maui Airports  
 1970-1989

Kaanapali Airport <sup>a</sup>			
Year	Passenger (enplaned and deplaned)	Air Cargo (ton)	Air Mail (ton)
1970	46,072	-0-	-0-
1971	40,172	1	-0-
1972	40,666	-0-	-0-
1973	48,221	151	-0-
1974	59,349	182	-0-
1975	62,242	609	-0-
1976	22,264	423	-0-
1977	94,643	406	-0-
1978	113,483	-0-	-0-
1979	118,959	-0-	4
1980	122,061	1	-0-
1981	98,115	-0-	-0-
1982	110,196	-0-	-0-
1983	131,876	-0-	-0-
1984	127,692	-0-	-0-
1985	113,557	-0-	-0-
1986	7,658	-0-	-0-
Kapalua-West Maui Airstrip <sup>b</sup>			
1987	268,581	174	1
1988	443,264	322	3
1989	481,362	607	3

a. The Kaanapali Airport was closed in January, 1986.

b. The Kapalua-West Maui Airstrip opened in March 1987.

Source: Hawaii Statewide Airport System Plan, December 1990.

Table 2

**AVIATION DEMAND FORECASTS**  
West Maui Airstrip  
1989-2010

	Actual	Forecast			
	1989	1995	2000	2005	2010
<b>ANNUAL FORECASTS</b>					
Passenger (Enplaned and Deplaned)	481,362	668,000	756,000	838,000	938,000
Cargo and Mail (tons)	610	1,000	1,300	1,600	2,000
<b>Aircraft Operations</b>					
Commuter/ Air Taxi	23,012	30,000	33,000	35,000	38,000
General Aviation	-0-	-0-	-0-	-0-	-0-
<b>Total</b>	<b>23,012</b>	<b>30,000</b>	<b>33,000</b>	<b>35,000</b>	<b>38,000</b>
Based Aircraft	-0-	-0-	-0-	-0-	-0-

Source: Hawaii Statewide Airport System Plan, December 1990

## **2.0 GENERAL DESCRIPTION OF THE PROPOSED ACTIONS' TECHNICAL CHARACTERISTICS**

### **2.1 DESCRIPTION OF PROPOSED ACTION**

The proposed action includes the acquisition of 50 acres of land and improvements at Mahinahina, Maui, currently known as the Kapalua-West Maui Airstrip. The acquisition of the Airstrip, in its entirety, by the Department of Transportation will not change the existing usage of the Airstrip by the general and flying public. The change will only be one of ownership. The Airports Division will operate and maintain the Airstrip as part of the State of Hawaii airport system.

### **2.2 PURPOSE, OBJECTIVES AND NEEDS FOR THE PROPOSED ACTION**

The primary purpose of the proposed action is to ensure that the Kapalua-West Maui Airstrip continues to operate as an airstrip for the public's benefit.

### **2.3 REQUESTED GOVERNMENTAL ACTION**

The State of Hawaii, Department of Transportation, Airports Division, is hereby requesting acceptance of this EA and Determination of Negative Impact, (NEG DEC) resulting from the proposed actions.

### **2.4 PROJECTED COSTS AND SCHEDULE**

The acquisition of the fee simple interest of the land and lease improvements is expected to cost approximately \$13 million. The acquisition is scheduled for completion in January 1992.

### **3.0 GENERAL DESCRIPTION OF THE PROPOSED ACTIONS' SOCIAL ECONOMIC AND ENVIRONMENTAL CHARACTERISTICS**

#### **3.1 SOCIAL AND ECONOMIC CHARACTERISTICS**

The original State land use classification for the subject property was Agricultural prior to the development of the Kapalua-West Maui Airstrip in 1987. The Kapalua-West Maui Airstrip development arose out of the need for continued air transport service to West Maui following the termination of airport operations at the nearby Kaanapali Airstrip. Resort development was undertaken at the Kaanapali Airstrip subsequent to closure of its airfield under the direction of Amfac, Inc. in 1986.

Reclassification of the subject property to Urban Land Use was successfully obtained by Hawaiian Airlines, Inc. following a Petition for District Boundary Amendment to the State of Hawaii's Land Use Commission in 1984. Hawaiian Airlines had secured a lease agreement on the subject property with Maui Land and Pineapple, Inc. Arrangement was made on behalf of the lessor to bring an equivalent acreage of unused land, nearby, into agricultural production as a measure of mitigation.

Planning for the Kapalua-West Maui Airstrip incorporated stipulations presented by the Maui County Council on behalf of local community interests. These restrictions were acceptable to both Hawaiian Airlines, Inc., as owners and operators of the airport and to Maui Land and Pineapple, Inc., as lessors of the subject property. The restrictions have been in effect from the opening of the Kapalua-West Maui Airstrip to the present day. The runway length is restricted to the existing length of 3,000 feet, and operations are restricted to non-jet aircraft. Operations of the Airstrip are restricted to the daylight hours between one half hour after sunrise and one half hour before sunset. Helicopter landings are also excluded.

In addition to the above, the agreements permit a maximum of 35 daily flights (70 aircraft operations) by such propeller-driven aircraft designed for 25-50 passengers and a maximum of 35 daily flights (70 aircraft operations) by such propeller-driven aircraft designed for 25 or fewer passengers.

Given the critical usage of the Kapalua-West Maui Airstrip shown in Tables 1 and 2, it is clearly the public's best interest to ensure its continued role in the State of Hawaii's air transportation plan. As reported in the State of Hawaii Statewide Airport System Plan published in December 1990, continued operation of an airport cannot be guaranteed with private ownership since closing, or sale, for reasons other than the public's best interest, may prevail at any time. A historical example of this was the closure of the Kaanapali Airstrip. The former Airstrip site was used for hotel development. Therefore, it is clear that acquiring the subject property, while maintaining the existing operational guidelines, is the only action the State Department of Transportation, Airports Division, can take to maintain an efficient State air transportation system.

### **3.2 PHYSICAL AND ENVIRONMENTAL CHARACTERISTICS**

Since the beginning of operations at the Kapalua-West Maui Airstrip, aircraft operations have been within the community agreed upon noise guidelines. Since the airfield will not be altered physically and operational guidelines will remain unchanged, there is no reason to anticipate any changes to the existing environmental conditions of the airport with the acquisition by the State Department of Transportation, Airports Division.

Since the proposed action is the change in ownership of the Airstrip, no significant impacts are expected in the categories of traffic, air and water quality, and on the present flora and fauna. Also, no cumulative impacts are expected from the proposed action.



### **3.3 ARCHAEOLOGICAL/HISTORICAL/CULTURAL RESOURCES**

Since the action is only a change of ownership, there is no impact on archaeological/historical/cultural resources.

### **3.4 PUBLIC FACILITIES AND SERVICES**

The proposed acquisition will not have any adverse impact on public facilities and services. There will be a loss of County Land Tax Revenue on the 50 acres and improvement when the ownership is transferred to the State of Hawaii. However, the public interest in maintaining a public airstrip offsets this loss of County taxes.

## **4.0 IDENTIFICATION AND SUMMARY OF IMPACTS, MITIGATION MEASURES AND ALTERNATIVES CONSIDERED**

### **4.1 IMPACT**

The impact of the acquisition of Kapalua-West Maui Airstrip will be the change from private ownership to public ownership. The County of Maui will lose the present County Land Tax Revenue with the change of ownership. It is the intention of the State of Hawaii to operate the Airstrip under the same restrictions which are presently in effect. However, the operational procedure will be subjected to FAA regulations.

### **4.2 ALTERNATIVES CONSIDERED**

The only alternative to the proposed action is the "No Action" alternative. This alternative was not acceptable to the DOT since it did not assure that the Kapalua-West Maui Airstrip would continue to serve the residents and tourists of West Maui in the future. Since the Airstrip is privately owned and the possibility has been raised of the Airstrip being sold to outside interest, the "No Action" alternative has the possibility of ceasing operations at the airstrip or operating in such a manner which would not be in the public's best interest.

### **4.3 MITIGATION MEASURES**

The property acquisition will have no significant adverse environmental impact. Therefore, no mitigation measures are required.

The loss of property tax revenues for the County of Maui is minor and is offset by the benefits of ensuring the Airstrip be maintained for the residents and tourists of West Maui.

## 5.0 DETERMINATION

Based on the information available and presented in the preceding sections, it has been determined that the proposed acquisition is not expected to have significant negative impacts on the environment; and that state funds could be used for the proposed land acquisition. As such, it has been determined by the Department of Transportation, Airports Division, that the proposed project will not have significant effect in the context of Chapter 343, Hawaii Revised Statutes, and Section 11-200-12 of the State Administration Rules.

## 6.0 FINDINGS AND REASONS SUPPORTING THE DETERMINATION

In determining the significance of potential environmental effects, the Department of Transportation, Airports Division, has considered the sum of the effects on the quality of the environment and evaluated the overall cumulative effects of the proposed action. The agency has considered every phase of the proposed action, the expected consequences, and the cumulative as well as the short-and long-term effects of the proposed action. The following is a summary of those consideration used to deduce the preceding determination.

1. The proposed acquisition will ensure that the public's best interest will be met and will maintain the airport in the State Airport System;
2. Since the action only involves the change of ownership, the proposed action will not involve irrevocable commitments to loss or destruction of any significant natural or cultural resources;
3. The proposed action will ensure the public use of the Airstrip;
4. The proposed action is in concert with the State and County's long-term environmental policies, goals and guidelines as expressed in Chapter 343 HRS, and any revisions and amendments thereto, court decisions and executive orders;
5. The proposed action could substantially affect the economic or social welfare of the community or state in a positive manner by maintaining public access and use of the Airstrip and its services;

6. The proposed action will not involve substantial secondary impacts, such as population changes or effects on public facilities;
7. The proposed action will not affect public health;
8. The proposed action will not degrade environmental quality;
9. The proposed action will not affect any rare, threatened or endangered species of flora or fauna or habitat. No endangered species of flora or fauna are known to exist in the project site;
10. The proposed action will not degrade air or water quality or ambient noise levels;
11. The proposed action is individually limited and will not have a significant cumulative effect upon the environment and involve a large commitment of resources for cumulative actions.

Further, since the proposed action is a change of ownership and not of operation of the Airstrip, the existing physical and environmental aspects of the subject area will be preserved; and the proposed action will not result in any significant adverse effects to the environment. The proposed action is in keeping with the objectives and purposes of the project site and area, and is not expected to have any significant cumulative impacts on the area-wide environment. The DOT Airports Division will be responsible for and comply with all applicable, ordinances and rules of the federal, state and county governments.