

1994-09-23-HI-PEA Hawaii Army
National Guard Activation of Air Ambulance Company

SEP 23 1994

FINAL

ENVIRONMENTAL ASSESSMENT
OF THE
ACTIVATION OF AN AIR AMBULANCE SECTION
MEDICAL AVIATION DETACHMENT, CECAT
HAWAII ARMY NATIONAL GUARD
AT
HILO INTERNATIONAL AIRPORT

PREPARED FOR THE STATE OF HAWAII DEPARTMENT OF DEFENSE
SEPTEMBER 1994

BY THE HAWAII ARMY NATIONAL GUARD FACILITIES MANAGEMENT OFFICE

TABLE OF CONTENTS

1. PURPOSE AND NEED FOR THE PROPOSED ACTION
2. DESCRIPTION OF THE PROPOSED ACTION
3. ALTERNATIVES CONSIDERED
4. AFFECTED ENVIRONMENT
 - Location
 - Climate
 - Physical Setting
 - Natural Resources
 - Land Use
 - Water Resources
 - Waste Disposal
 - Cultural Resources
 - Socioeconomic Characteristics
 - Energy
5. ENVIRONMENTAL IMPACT OF THE PROPOSED ACTION
 - Climate
 - Physical Setting
 - Natural Resources
 - Land Use
 - Noise
 - Water Resources
 - Waste Disposal
 - Cultural Resources
 - Socioeconomic Characteristics
 - Energy
6. MITIGATIVE MEASURES
7. AGENCIES AND PERSONS CONSULTED
8. CONCLUSIONS
9. BIBLIOGRAPHY
10. EXHIBITS

patients. Air crash rescue support would be provided. The unit would extricate personnel from downed aircraft and provide emergency medical treatment (EMT) at the site. When required, medical personnel and equipment would be transported expeditiously, as well as whole blood, biologicals and other medical supplies.

Requirements of the proposed action include changes in aircraft (helicopters) as noted below:

* Four aircraft, UH-60As, are expected to arrive in July 1994. The proposed operating fleet is to be four. The proposed aircraft is the UH-60, known as Blackhawk. Six aircraft, UH-1 ("Hueys") currently stationed at LAASF are expected to leave in the fall of 1995, making a net loss of two helicopters from the fleet. The four UH-60As would require extensive retrofitting to be able to function as an air ambulance carrying out the mission described above. Retrofitting would change the UH-60A into a UH-60Q with medical lifesaving equipment built in.

Existing facilities at LAASF are adequate on a temporary basis. Renovation and additions will be needed in the future. Hangar space will be needed. An armory and ready room for standby crews will be collocated with the hangar. Ramp modifications will be needed.

There are no construction projects programmed at this time.

3. ALTERNATIVES CONSIDERED

3.1 **ALTERNATIVE NO. 1: NO ACTION.** The no action alternative would deprive the State of Hawaii of valuable aviation support. The County of Hawaii as well as the State of Hawaii would lose a valuable asset for use in emergencies and support during time of disaster. Annual training at Pohakuloa on the island of Hawaii would be impaired. At the present time the Army 68th Medical unit stationed on Oahu provides air ambulance support to the islands of Maui and Hawaii. A Hilo based unit would be in a better position to provide timely evacuation of patients and others in time of need.

The no action alternative would not allow the Hawaii Army National Guard to maintain mission readiness. The no action alternative is not possible in light of Force Structure changes made at the national level.

3.2 **ALTERNATIVE NO. 2: ACTION AT ANOTHER SITE ON THE ISLAND OF HAWAII.** There is no other Army Guard air support facility on the island of Hawaii. The proposed action is not of a magnitude to justify land acquisition and site developments elsewhere on the island.

25-30 inches a year. Yet Hilo receives about 140 inches annually. The trade winds blow with a frequency of about 70%. Hurricanes are relatively infrequent in Hawaii according to Price. (USDA)

The Hilo International Airport Master Plan states that:

Data collected between October 1949 and July 1967, indicate that ceilings below 1,000 feet and/or visibility of less than 3 miles occurs less than 2 percent of the time. The same data indicate that Runways 8-26 and 3-21 provide cross wind coverage (for winds of 15 miles per hour or less) of 96.9 percent and 96.5 percent, respectively. Together the two runways provide a total of 98.6 percent wind coverage for cross winds of 15 miles per hour or less.

- Air Quality. " The air quality in the Hilo area can be termed good. Records of the state Department of Health, Pollution Investigation and Enforcement Branch, indicate that particulate matter concentrations in the air average 34 micrograms per cubic meter (ug/m3). This is well below the state requirement of less than 55 ug/m3. The quality of air in Hilo can be attributed to the prevailing trade winds and the lack of heavy industry in the area. (M&E Pac)

4.3 PHYSICAL SETTING. Hilo lies south of Hilo Bay on the southeast flank of Mauna Loa. Mauna Loa is probably the largest volcanic mountain in the world. The elevation at the LAASF is 37 feet above sea level.

The island of Hawaii is the youngest (geologically speaking) and the largest of the Hawaiian island chain. The Big Island comprises about 4,028 square miles or two thirds of the land area of the state. All the Hawaiian islands are the summits of great submerged volcanic mountains. The islands were each formed at a "hot spot" below the ocean floor. The ocean floor moved across the "hot spot" in a northwesterly direction.

Five volcanoes formed the Big Island. The present altitudes of their summits follow:

Mauna Kea	4,205	meters	above	sea	level
Mauna Loa	4,169	"	"	"	"
Hualalai	2,521	"	"	"	"
Kohala Mountain	1,670	"	"	"	"
Kilauea	1,248	"	"	"	"

Kohala Mountain in the north appears to be the oldest. Mauna Kea the highest of the mountains had probably reached its present size 9,100 years ago or more. Hualalei in the west is a dormant volcano which last erupted in 1800-1801. Mauna Loa probably nearly its present size by the end of the ice age continued to erupt during the last century and the first half of this century. Kilauea is still active. It protrudes from the southeast flank of Mauna Loa but appears to be an independent volcano. A sixth

- Hurricanes. Hurricanes reach the state by several routes. Of a list of the twenty critical hurricanes in the central Pacific compiled by Paul Haraguchi for the years 1950-1983, five reached the Big Island: Dot, 1959; Celeste, 1972; Kate, 1976; Fico, 1978, and Susan, 1978. The only one of historical record to inflict major damage on the big island was the Kohala Cyclone. Hurricane Iniki which recently (1992), damaged Kauai so severely, caused surf damage to the island of Hawaii.
(PH)

4.4 NATURAL RESOURCES. Conservation of natural resources, was set forth as a policy of the State of Hawaii in H.R.S. 344-3. Conservation District lands are described in H.R.S. 205-2. Such lands are mostly publicly owned lands (i.e. forest and water reserves), but can be privately owned. The intent of the regulations governing the use of Conservation district lands is to conserve natural resources on those lands.

The Conservation District land nearest to HIA surrounds Kionakapahu and Loloaka Ponds about a mile from the LAASF, near the coast, to the northeast.

4.4.1 Flora. "Because of the initial site grading for the airport and on-going vegetation control measures designed to prevent encroachment of surrounding vegetation, the land within the airport boundary consists almost entirely of introduced species. For the most part these are grasses..." The predominant plant species present in the Keaukaha area are listed in Exhibit 8. Flora existing in the general site are include Banyan (*Ficus* sp.), Guava (*Psidium*), Lilikoi (*Passiflora* sp.) Morning Glory (*Ipomea* sp), and Hilo Grass (*Paspalum conjugatum*) according to the 1973 Final Environmental impact Statement (EIS) for construction of a passenger terminal at the General Lyman Field (FAA, 1973). Additional species identified by field team members (M&E, 1991) include Ohia Lehua (*Metrosideros collina*), Koa Haole (*Leucaena leucocephala*), Screwpine (*Pandanus odoratissimus*), Coconut Palm (*Cocos nucifera*), and numerous ferns and grasses, but small stands of trees and scrub vegetation are present. (BC)

"Flora existing in the general site area include Banyan (*Psidium guajava*), Lilikoi (*Passiflora* sp.), Morning Glory (*Ipomoea* sp.), and Hilo grass (*Paspalum conjugatum*) . (Field team members identified others in 1990: including Ohia Lehua (*Metrosideros collina*), Koa Haole (*Leucaena leucocephala*), Screwpine (*Pandanus odoratissimus*), Coconut Palm (*Cocos nucifera*), and numerous ferns and grasses." (M&E, 1991)

4.5.2 Fauna

Faunal elements reported in the site area include Feral Pig (*sus scrofa*), Small Indian Mongoose (*Herpestes auropunctata*), field rats and mice, and numerous birds according to the FAA, 1973) Birds include the House Sparrow (*Passer domesticus*), Zebra Dove (*Geopelia striata*), Pacific Golden Plover

-Locations along Banyan Drive and in downtown Hilo which are affected by traffic noise have background ambient noise levels ranging from 55 to 65 Ldn.

- In general, Hilo's background ambient noise levels are not enough to provide significant masking of aircraft noise.

*Ldn is FAA's standard metric for determining the cumulative exposure of individuals to noise. Ldn is defined as "the 24 hour average sound level, in decibels, for the period from midnight to midnight obtained after the addition of 10 decibels to sound levels for the periods between midnight and 7 a.m. and between 10 pm and midnight, local time, as averaged over a span of one year."

4.8 WATER RESOURCES. The nearest surface fresh water bodies include Waiakea Stream about one mile west of the site and several unnamed intermittent streams located near the southwest border of the site. Groundwater underlying the project site and the entire South Hilo area occurs as basal water in the highly permeable Ka'u volcanic series lavas (Stearns and Macdonald, 1986). The direction of the groundwater flow is to the north.

Storm Drainage. As reported in the Master Plan the HIA and LAASF are "located on relatively permeable lava. Consequently despite the relatively large amount of rain that falls on the Airport, there are no major drainage problems. Storm run-off... flows into the grassed areas on the side and percolates into the ground."

Wastewater at the LAAF drains into a cesspool. Individual cesspools are also used to handle waste water from HIA facilities except for the passenger terminal which uses a self-contained wastewater treatment plant. The HIA Master Plan states that no problems (with the use of the cesspools) have been reported.

4.9 WASTE DISPOSAL. Solid Waste from the LAASF is collected by a waste management firm under contract. Waste is disposed of in compliance with Department of Health and Environmental Protection Agency regulations.

The LAASF is classified as a conditionally-exempt small quantity generator. Any hazardous waste generated by the LAASF is disposed of in accordance with the HIARNG Hazardous Waste Management Plan and the Resource Conservation and Recovery Act (RCRA), and the Code of Federal Regulations, (40 CFR Parts 260-264).

4.10 CULTURAL/ARCHAEOLOGIC/HISTORIC SITES. Archaeologic sites have been located in lava tube caves at the northeast section of the airport according to a representative of Hawaiian Home Lands. No studies documenting the type and extent of archaeologic

fuels." (DBEDT)

"Although Hawaii has no fossil fuels of its own- no oil, coal, or natural gas- it does have a wealth of renewable energy resources. These renewable energy resources include solar and wind energy, biomass, small-scale hydroelectricity, geothermal heat, and ocean thermal energy conversion. To reduce Hawaii's oil dependence, the state is actively supporting development of a mix of these energy resources..." (DBEDT)

Alternative energy activities on the island of Hawaii include: eight hydropower plants, a solar-powered water desalination project, wind turbines for electrical generation. biomass from sugar cane, macadamia nut shells and husks, eucalyptus and kiawe trees are used as biomass energy sources, farm vehicles operating on solar panel generated electricity, ocean thermal energy conversion, and geothermal energy used for electrical generation. (DBEDT)

5. ENVIRONMENTAL IMPACT OF THE PROPOSED ACTION

5.1 CLIMATE. Neither the proposed action nor any alternative proposals would have a significant impact on the climate of the Hilo International Airport or the surrounding area. During adverse weather conditions such as heavy rain producing flooding, tropical storms and hurricanes, the proposed action would be beneficial.

5.2 PHYSICAL SETTING. The LAASF is a small military facility on an international airport situated in the Urban Land Use District of Hilo. The natural environment of this part of the Hilo lava plain has been thoroughly disturbed by agricultural, military, and urban uses. This proposed project is not expected to produce any significant impact on the physical setting.

Initially no major construction will be required to accommodate the proposed change. Building 618 will serve as the armory. Eventually additional hangar space and armory space may be needed, but no construction is programmed at this time.

5.3 NATURAL RESOURCES. Vegetation. The vegetation at LAASF is limited. Most of the rest of the area is covered with impervious surfaces, asphalt, concrete, or roofing. The proposed change in aircraft and personnel is not expected to have any effect on area vegetation. There would be no impact on threatened or endangered species of vegetation.

Wildlife. Hawaii's only land based endangered mammal is the Hawaiian Hoary Bat. The HIA does not provide the type of habitat required by Hawaii's rare and endangered birds. The Hawaiian Hawk, the Hawaiian Bat, and the Hawaiian Owl may frequent the HIA, but none have been sighted at the LAASF by HIARNG personnel. The proposed change in aircraft and personnel is not expected to have any effect on area wildlife. There should be no impact on

traffic and a variety of aircraft. Therefore, to evaluate the predicted noise impact of fielding helicopters, the HIARNG contracted for a noise study. The study was undertaken by the USAEHA. Noise measurements were taken at the HIA in February 1993. The results have been published in USEHA Environmental Noise Study No. 52-34-OR40-93, Requirements for Installation Compatible Use Zone Studies at Four Facilities of the Hawaii Army National Guard, AASF #1, Wheeler Army Airfield, Oahu; LAASF, Hilo International Airport, Hawaii; Ukumehame and Pimoe [Kanaio] Firing Ranges, Maui, 7-14 January 1993.

The study concludes that "the noise of helicopter operations is overshadowed by the noise of the commercial jets." "There would not be a significant reduction in noise level around the HIA if Army National Guard helicopter operations were eliminated." See USEHA Environmental Noise Study Executive Summary in Exhibit 7.

The reduction in the fleet from six to four helicopters, plus the lower noise levels as indicated in Tables A. and B. above combined with the concluding statement above (the 1993 USEHA study at HIA) supports the assessment that the proposed action, activation of a medevac unit using four Blackhawks as air ambulances, will not have a significant impact on the environment.

5.6 WATER RESOURCES. Implementing the preferred alternative would not have an impact on water resources. The proposal calls for a change in the type of aircraft and in the training of personnel.

5.7 WASTE DISPOSAL. Waste disposal practices are not expected to change significantly. There might be occasional medical wastes after the medevac unit is in full operation. All medical wastes would be disposed of following regulations and established protocols for the disposal of such wastes. There is expected to be no significant impact on the environment including infrastructure.

5.8 CULTURAL RESOURCES. Archeological and historical. There would be no significant impact on archeological resources. There are no known archeological resources on site and the proposed action does not call for any excavation of the soil. None of the buildings involved are considered historical.

5.9 SOCIOECONOMIC CHARACTERISTICS. Socioeconomic characteristics of the Hilo area would not be affected by the proposed changes in aircraft and personnel at LAASF. The personnel involved are residents of the Hilo area and are members of the Hawaii Army National Guard. Land use will not be affected. There is no construction programmed. There should be no impact on the area economy.

5.10 ENERGY. The change of aircraft is not expected to make a significant impact on the quantity of fuel consumed. The

climb to a minimum altitude of 1,500 ft. above ground level and maintain at or above 2,000 ft. for as long as the mission requirements allow.

6.1.5 Abatement procedures. Designate noise sensitive areas and "NO FLY" areas on flight planning maps as an aid in preventing incursion into these areas. Briefing officers will incorporate noise abatement procedures and noise sensitive areas into the written air crew briefings.

6.1.6 Noise complaints. Noise complaints are received through the Noise Hotline, telephone 737-8839 in Honolulu or: 935-6900 in Hilo at the State Department of Defense, LAASF, on the Island of Hawaii. The noise complaints received will be documented and investigated to preclude recurring noise problems. Any noise complaints received while the subject aircraft is still airborne would require Flight Operations to order the departure of the aircraft from the affected area.

6.1.7 Protective devices. Air crews and support personnel will use protective devices to prevent injurious noise. All passengers will be provided with adequate hearing protection prior to takeoff.

6.1.8 Scheduling. Flights will be scheduled, in so far as possible, to avoid those hours when residents expect quiet, except when military operations are required. Unnecessary flights will not be permitted.

6.2 ELECTROMAGNETIC EMISSIONS. The effects of electromagnetic emissions will be mitigated by limiting occupancy in an area where the helicopter is being serviced or by not operating the source equipment while the helicopter is on the ground. Some high power equipment is automatically turned off when an aircraft lands.

7. AGENCIES AND PERSONS CONSULTED.

State of Hawaii. Department of Defense. COL Michael E. Rawlins, COL George F. Sheridan, Jr. LTC Victor Chun, LTC John K. Hao, LTC Jerry M. Matsuda, LTC Richard Y. Miyamoto, LTC Kelvin Ogata, LTC Orlan Peterson, MAJ Joseph J. Gunderson, MAJ Ron Swafford, MAJ Richard S.W. Young, LT. Charles Anthony, Mr. Louis N. H. M. Miranda, Jr.

State Civil Defense Division. Mr. Melvin T. Nishihara

State of Hawaii, Department of Land and Natural Resources, Division of Forests and Wildlife. Mr. Ronald Bachman.

State of Hawaii, Department of Transportation, Airports Division Lynette Kawaoka.

U.S. Army Engineer Division, Pacific Ocean Planning Division, Steven Yamamoto

-Luz, George A., U.S.Environmental Hygiene Agency. Environmental Noise Study No. 52-34-OR 40-93. Requirements for Installation Compatible Use Zone Studies at Four Facilities of the Hawaii Army National Guard. Aberdeen Proving Ground, MD: 1993.

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-University of Hawaii, Department of Geography. Atlas of Hawaii. U.H. Press. Honolulu: 1983.

10. EXHIBITS.

1. Location Map
2. Hilo International Airport Existing Facilities
3. Noise sensitive land uses
4. Approach & departure
5. Noise exposure map: 1986
6. Civil Defense Tsunami Evacuation Map 2: Hilo (part 2)
7. Vegetation zones
8. Existing Flora and Fauna on Naturally Vegetated Lands Adjacent to Hilo International Airport

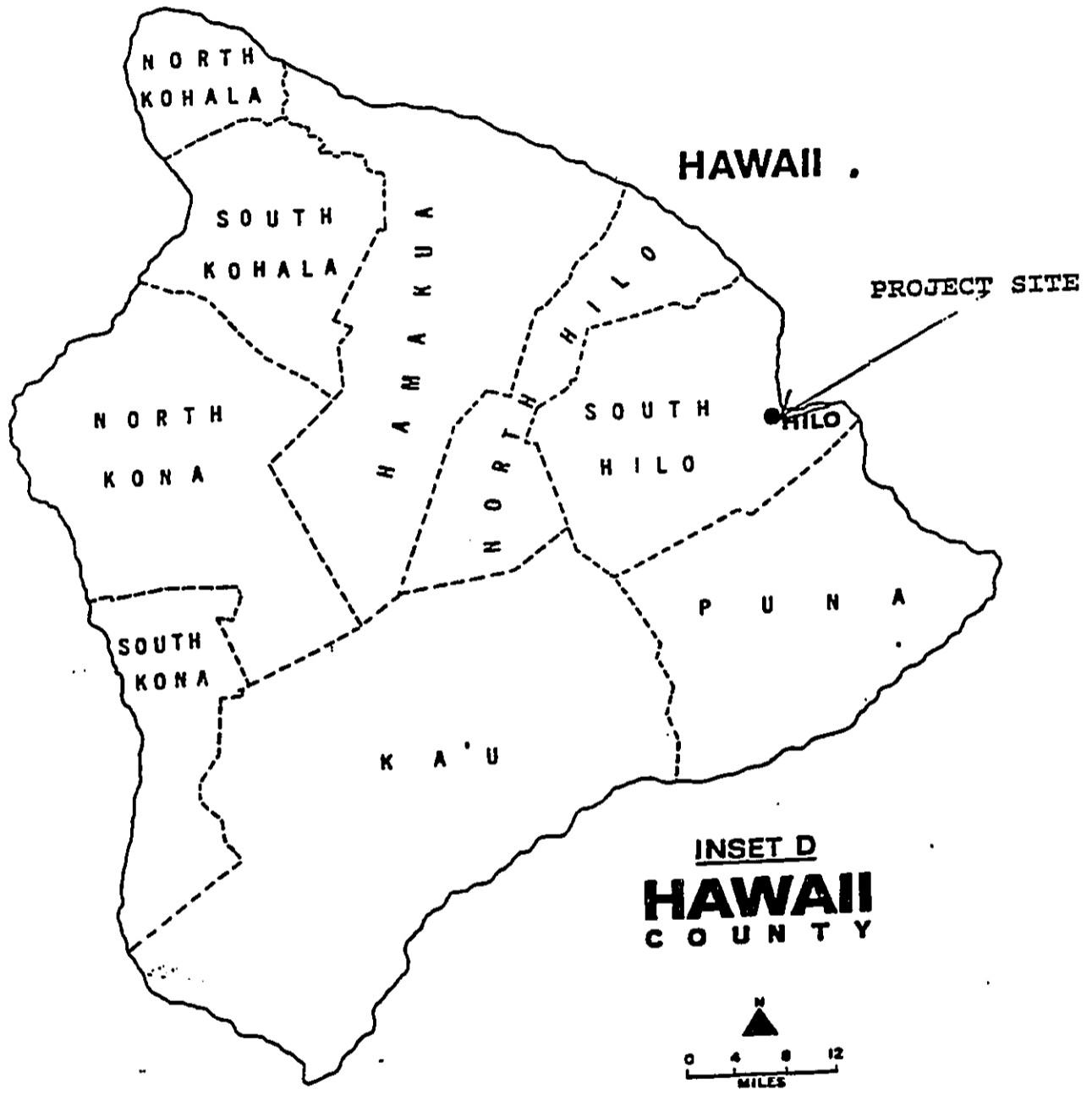
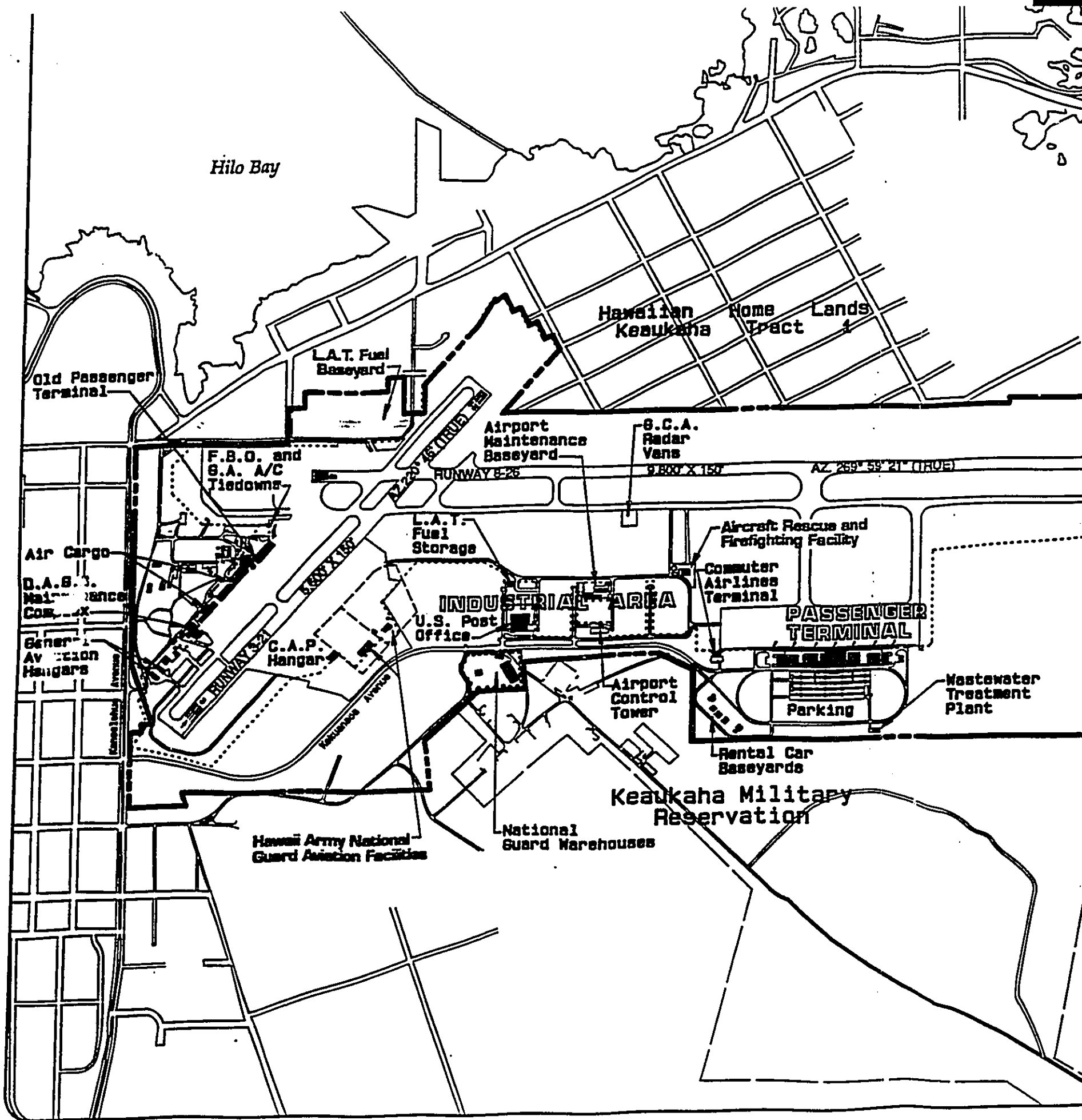


Exhibit 1. Location Map



Hilo Bay

Hawaiian Home Lands
Keaukaha Tract

Old Passenger Terminal

L.A.T. Fuel Baseyard

Airport Maintenance Baseyard

S.C.A. Radar Vans

F.B.O. and S.A. A/C Tiedowns

RUNWAY 8-26

9,800 X 150

AZ. 269° 59' 21" (TRUE)

Air Cargo

D.A.S. Maintenance Co.

General Aviation Hangars

L.A.T. Fuel Storage

INDUSTRIAL AREA

U.S. Post Office

Aircraft Rescue and Firefighting Facility

Computer Airlines Terminal

PASSENGER TERMINAL

C.A.P. Hangars

Airport Control Tower

Parking

Wastewater Treatment Plant

Rental Car Baseyards

Keaukaha Military Reservation

Hawaii Army National Guard Aviation Facilities



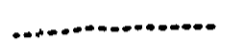




National Guard Warehouses

PACIFIC OCEAN

State Project No. AH701
AIP Project No. 3-15-002

EXISTING FACILITIES

Legend:

-  AIR
-  BC
-  AIR
-  AIR
-  AIR
-  R
-  N

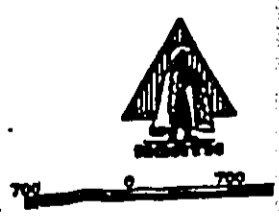
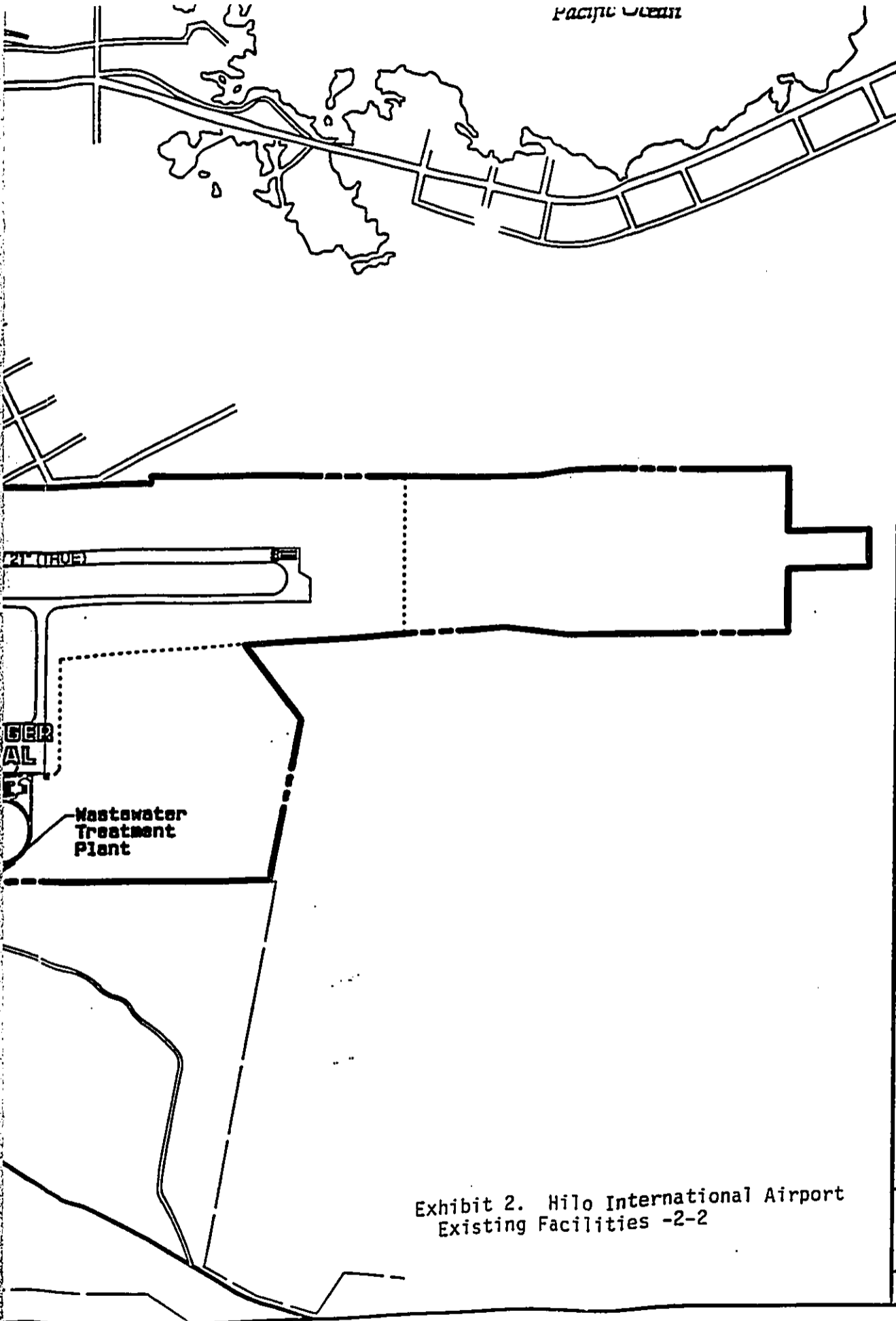
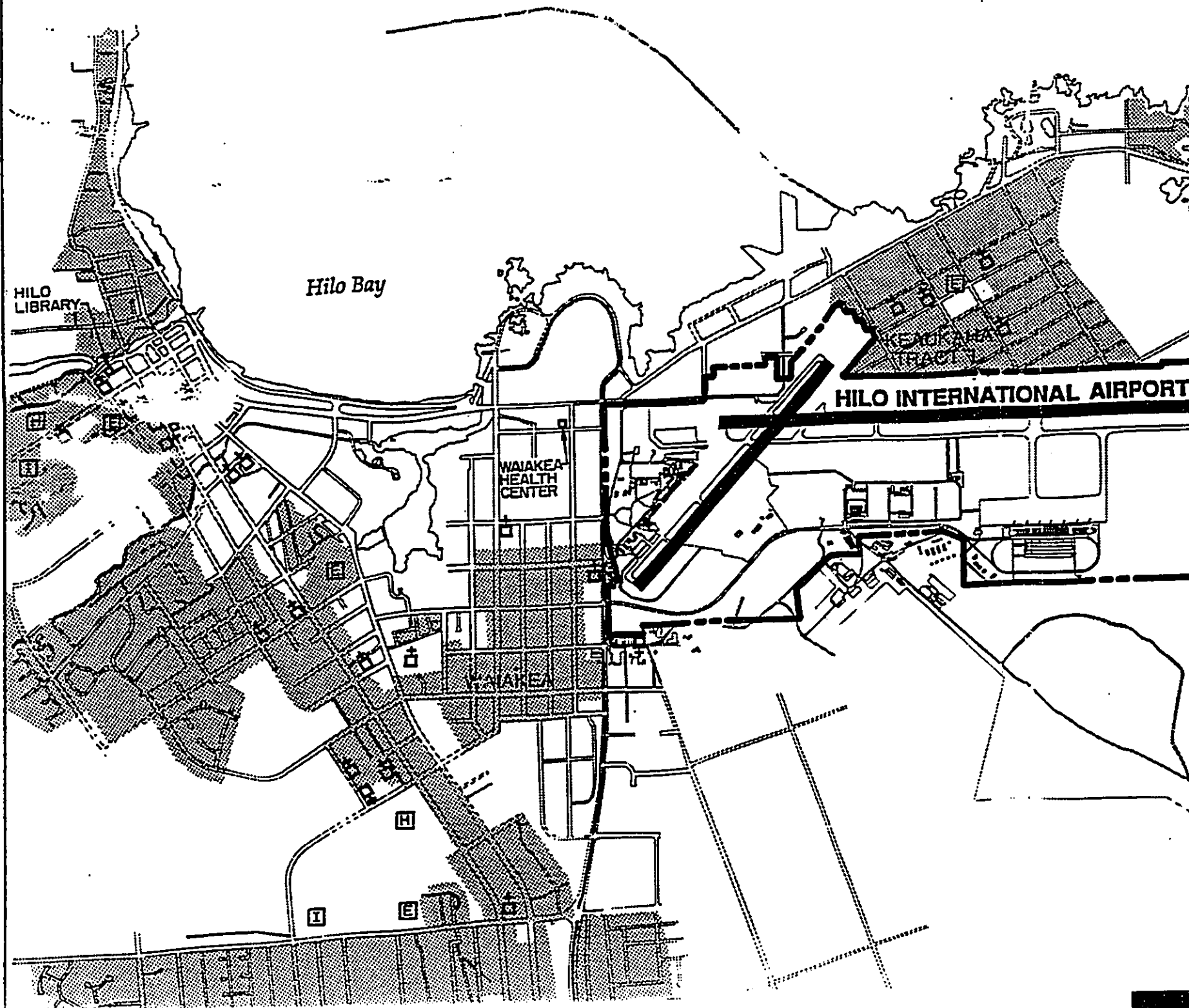
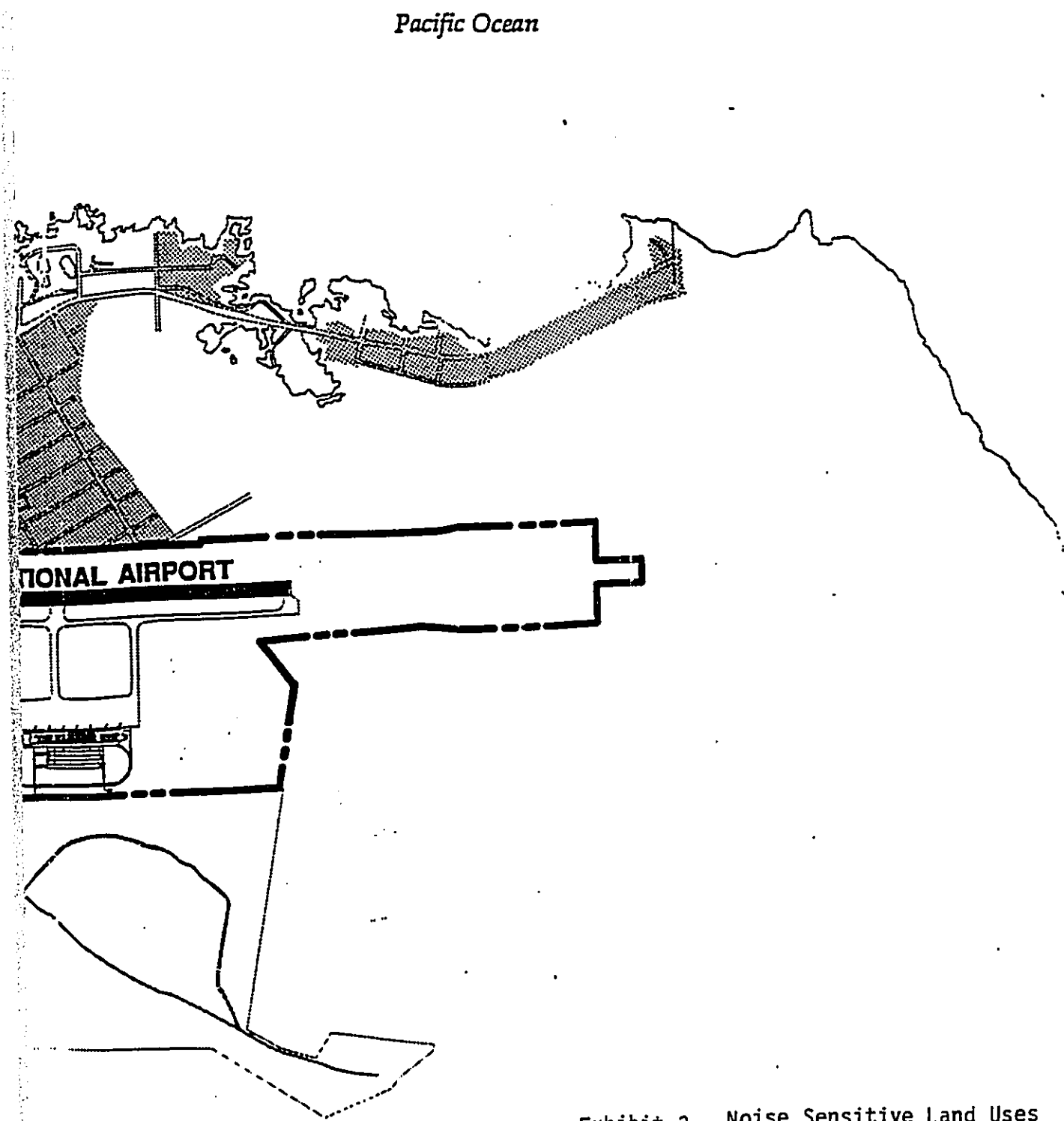


Exhibit 2. Hilo International Airport
Existing Facilities -2-2

Beit Collins & Assoc.
Aries Consultants I
Y. Ebisu & Associa

Figure 2-2










Pacific Ocean

INTERNATIONAL AIRPORT

AIRPORT
MASTER
South Hilo
State Project No.
AIP Project No.

**NOI
SENSITIVE
LAND USES**

Legend:

-  CHURCH
-  ELEMENTARY SCHOOL
-  INTERMEDIATE SCHOOL
-  HIGH SCHOOL
-  RESIDENTIAL AREA

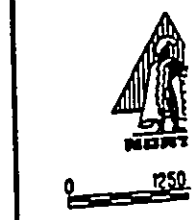
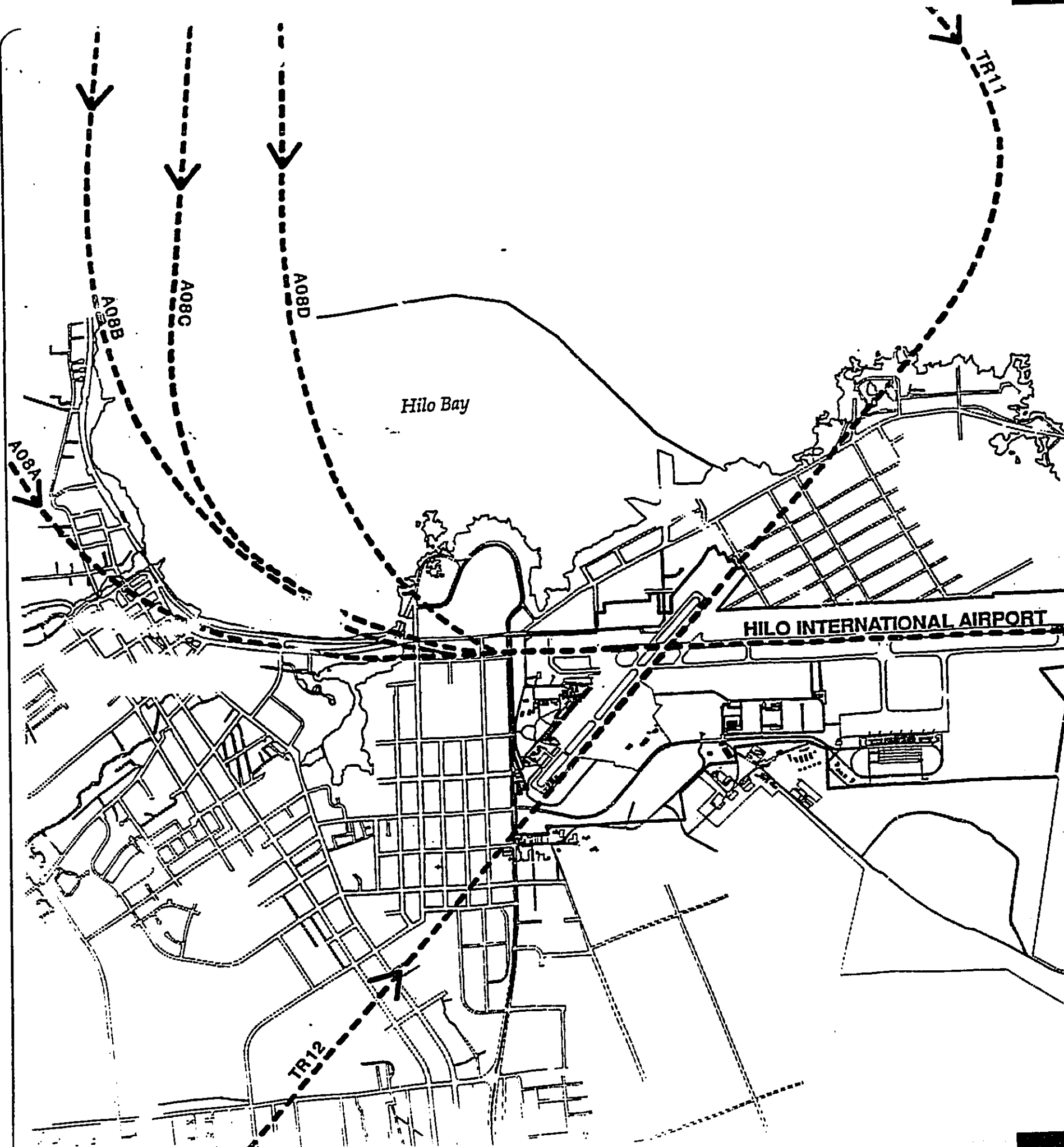


Exhibit 3. Noise Sensitive Land Uses
-2-11

Belt Collins &
Aries Consul
Y. Ebisu & A

Figure



AIRPORT MASTER PLAN
South Hilo, Hawaii
State Project No. 3
AIP Project No. 3

APPROACH AND DEPARTURE FLIGHT PATHS IN THE VICINITY OF HILLO INTERNATIONAL AIRPORT ARRIVAL

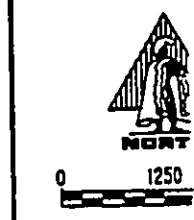
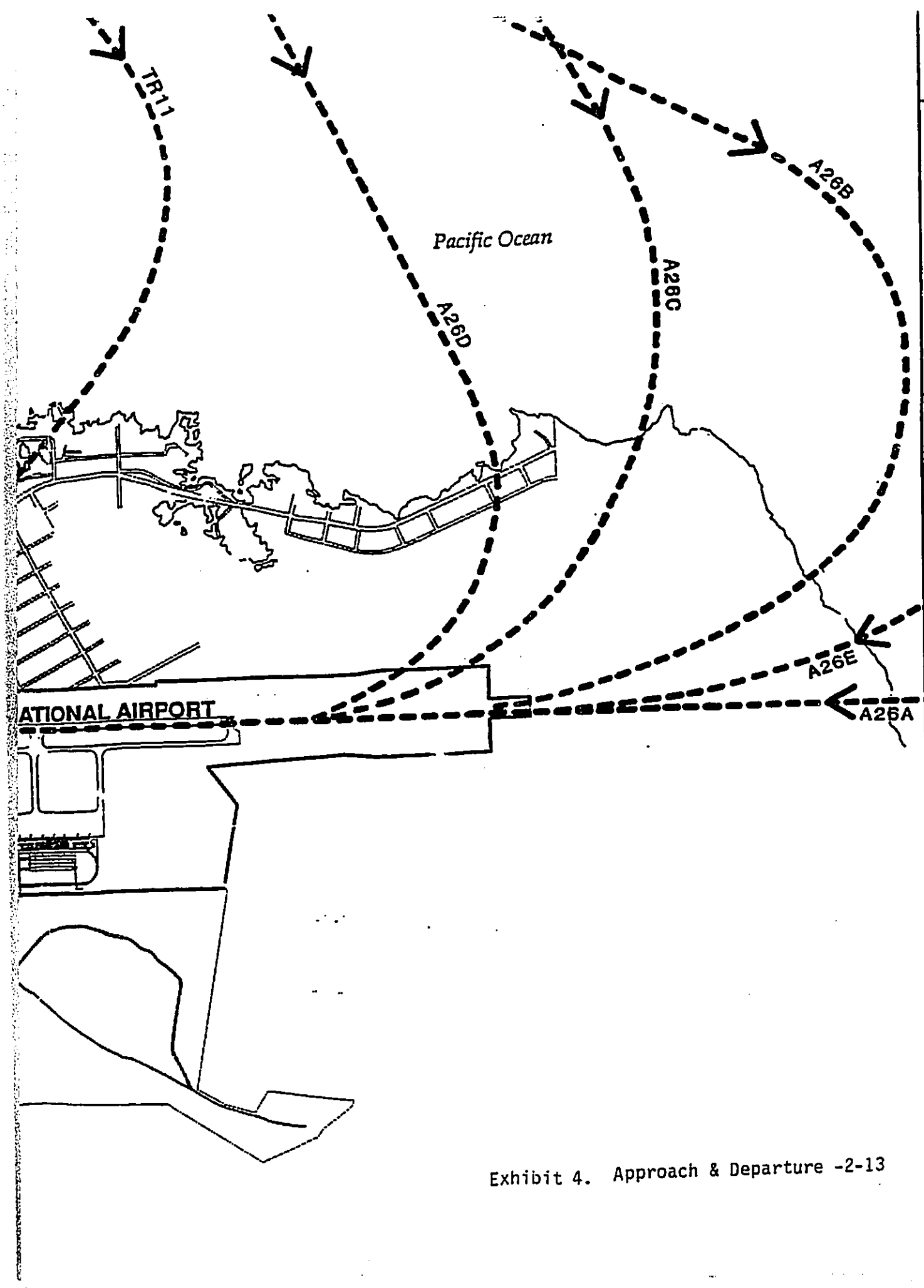


Exhibit 4. Approach & Departure -2-13

Belt Collins & Associates
Aries Consulting
Y. Ebisu & Associates

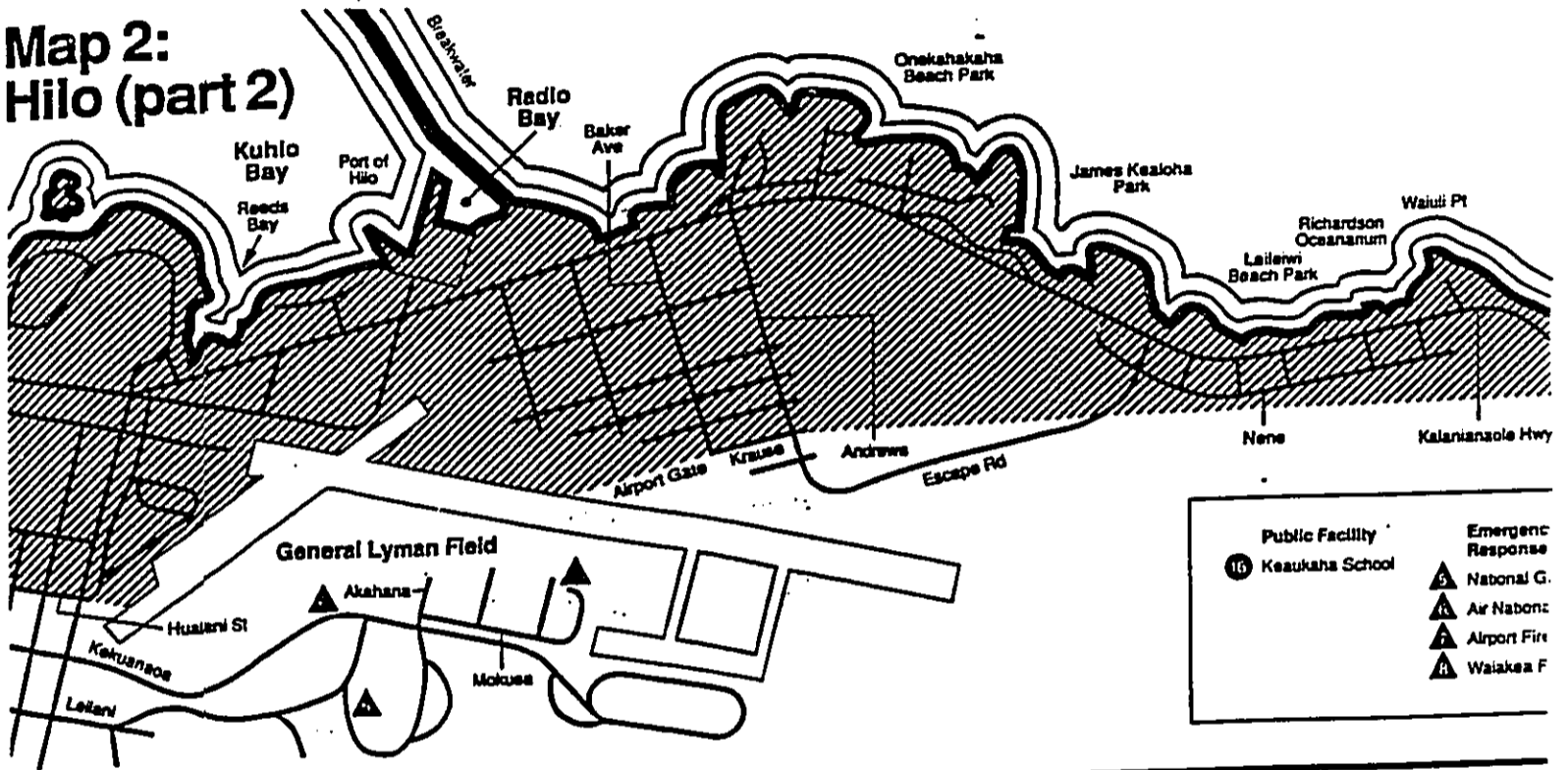
Figure 4



CIVIL DEFENSE Tsunami Evacuation Maps



Map 2: Hilo (part 2)



Map 3: South Hilo/ Puna

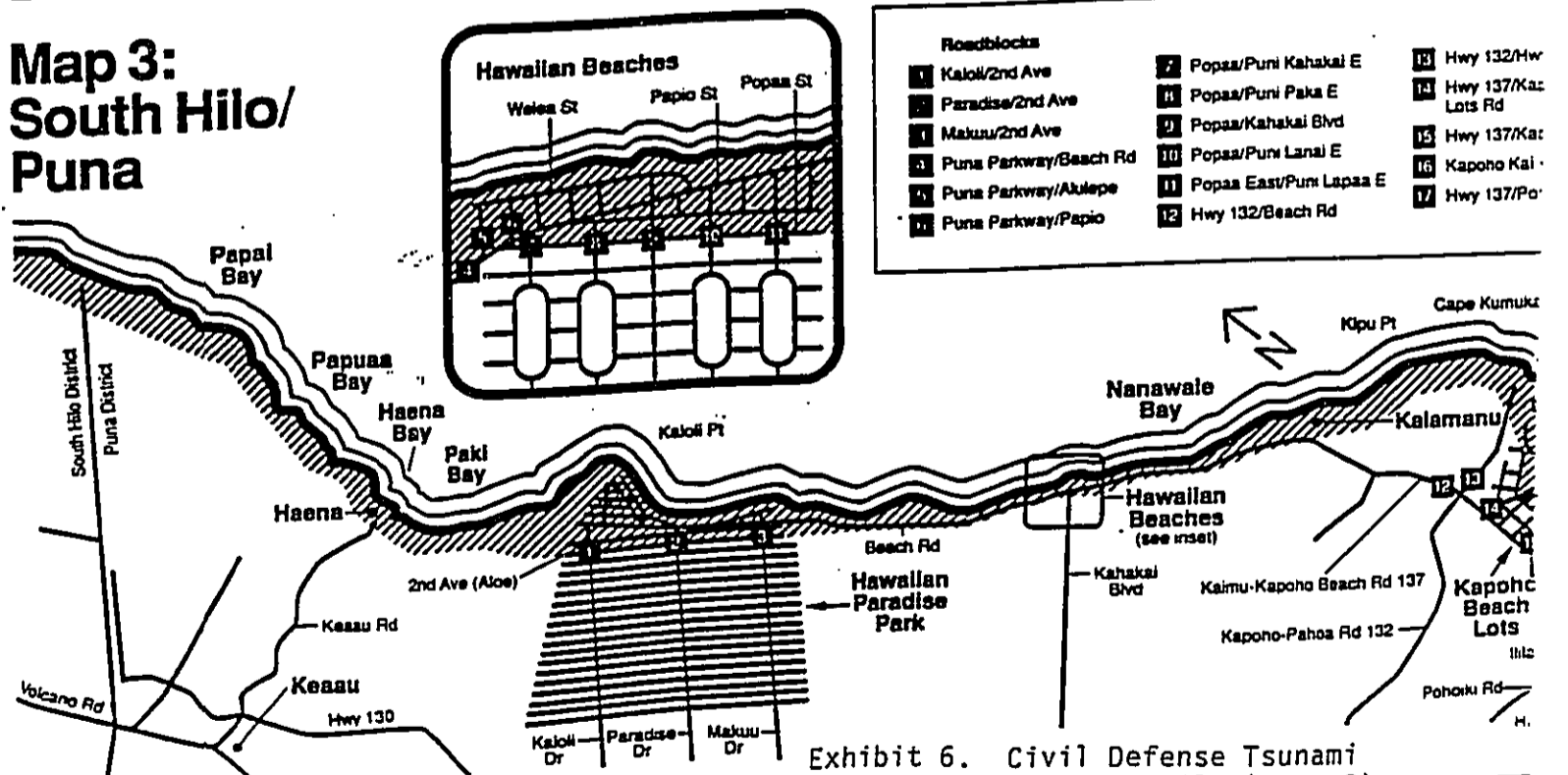


Exhibit 6. Civil Defense Tsunami Evacuation Map 2: Hilo (part 2)

Table 2-17
Existing Flora and Fauna on Naturally Vegetated Lands
Adjacent to Hilo International Airport

<u>Scientific Name</u>	<u>Hawaiian Name</u>	<u>Common Name</u>
Native Flora:		
<i>Cordyline terminalis</i>	Ti	
<i>Dicranopteris linearis</i>	'Uluhe	
<i>Hibiscus tiliaceus</i>	Hau	
<i>Metrosideros collina ssp. polymorpha</i>	'Ohia lehua	
<i>Pandanus odoratissimus</i>	Hala	Pandanus
Exotic Flora:		
<i>Tibouchina semidecandra</i>		Glory Bush
<i>Ardisia solanacea</i>		Jet Berry
<i>Brassaia actinophylla</i>		Octopus Tree
<i>Ficus benghalensis</i>		Indian Banyan
<i>Ficus retusa</i>		Chinese Banyan
<i>Terminalia catappa</i>		Faise Kamani
<i>Setaria palmifolia</i>		Palm Grass
<i>Casuarina equisetifolia</i>		Ironwood
<i>Psidium guajava</i>		Guava
Native Fauna:		
<i>Buteo solitarius</i>	'Io	Hawaiian Hawk
<i>Pluvialis fluva</i>	Kolea	Pacific Golden Plover
<i>Rattus exulans</i>	'Iole	Polynesian Rat
Introduced Fauna:		
<i>Sus scrofa</i>	Pua	Pig
<i>Rattus rattus</i>		Roof Rat
<i>Mus musculus</i>		House Mouse
<i>Herpestes auropunctatus</i>		Mongoose
<i>Canis familiaris</i>		Domestic Dog
<i>Felis catus</i>		Domestic Cat
<i>Acridotheres t. tristis</i>		Mynah
<i>Feopelia striata</i>		Barred Dove
<i>Cardopacus mexicanus frontalis</i>		House Finch
<i>Cardinalis cardinalis</i>		Cardinal
<i>Zosterops japonica</i>		Japanese White-eye

Source: Palapala, Ink. (February 5, 1987), Subsistence Homesteads: A Commur Management Plan for Department of Hawaiian Home Lands Keaukaha Tract, Honolulu.

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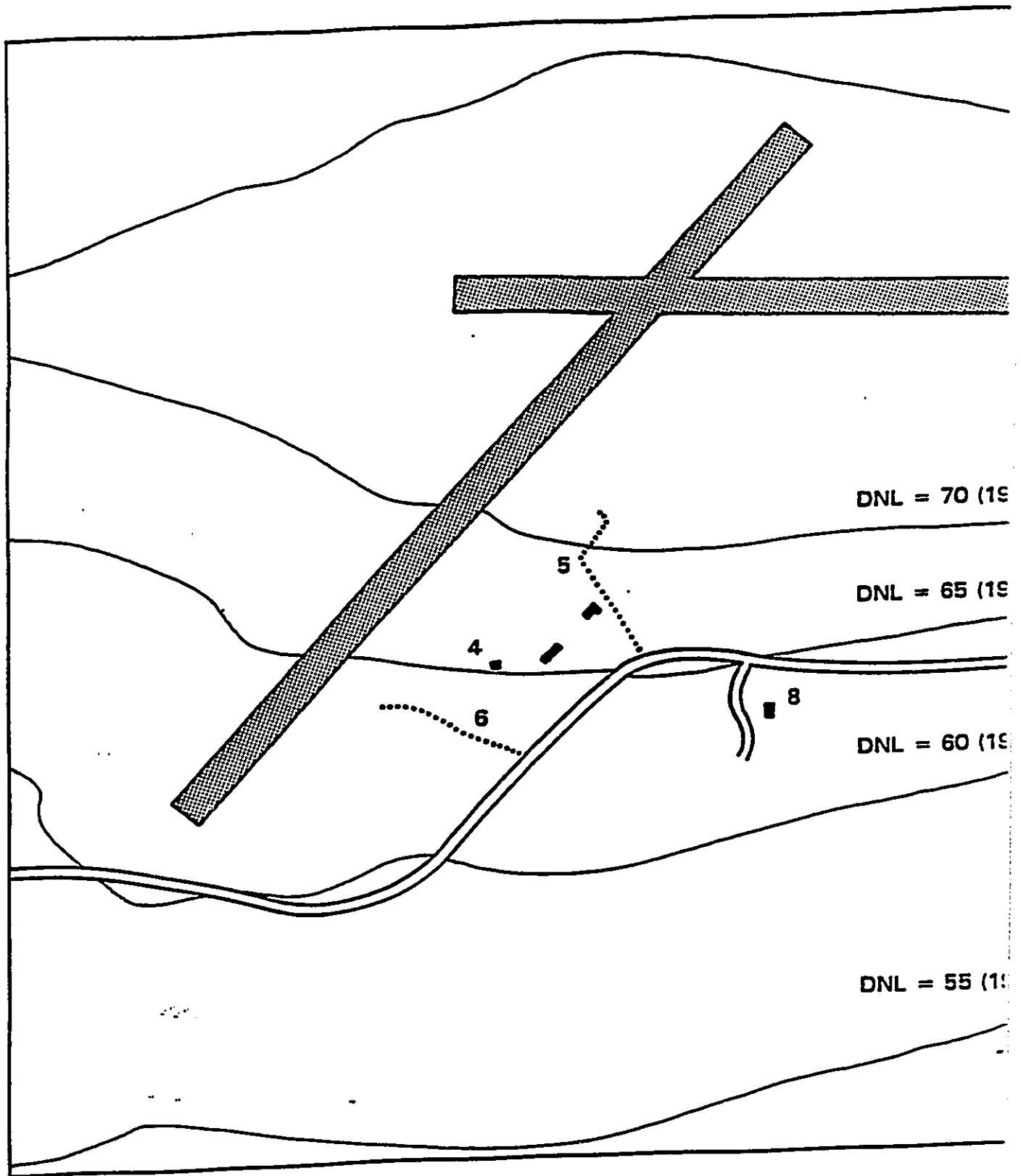


Figure 3. Four Measurement Sites Located Outside the Immediate Vicinity of the Headquarter Building at AASF #2. Also shown are the noise contours projected for 1996 there is no mitigation at Hilo International Airport. (b) Site 5 was located at a corner of the fence on the north end of the area used by the AASF. This site was the closest to the main runway of Hilo International Airport. The DNL projected for this area was less than 70 on the high end of 65.

TABLE 5. SUMMARY OF LEQs AND ADNL AT AASF #2, HILO INTERNATIONAL AIRPORT

Site	Daytime LEQ (dBA)	Nighttime LEQ (dBA)	ADNL (dBA)
1	70.7	54.2	69.2
2	69.1	59.6	69.3
3	72.1	62.0	72.1
4	67.5	59.8	68.5
5	76.9	64.1	76.0
6	69.9	62.7	71.2
7	62.0	53.0	62.4
8	63.0	54.1	63.5

(6) To determine how the AASF operations influence the DNL outside the boundary, we conducted attended monitoring at a position 80 meters south of the road running in front of the AASF (i.e., Taxiway Turnpike). We refer to this site as Site 0. Monitoring periods were 8 January, 1240-1740; 11 January, 0930-1130; 12 January, 0740-0940; and 13 January, 1810-2010.

(7) Graphs of the correlations between 10-minute LEQs on and off the AASF property are provided in Figures 6-10. In these graphs, aircraft operations during each of the 10-minute intervals are listed alongside the corresponding data points. Although the 10-minute LEQs shown in Figures 6-10 are only a small portion of the total data, comparison with the statistical distributions for the entire data set, which are listed in Appendix H, will show that the data are representative.

DOCUMENT CAPTURED AS RECEIVED

CONVERSATION RECORD			1310	ROUTING
TYPE	<input type="checkbox"/> VISIT	<input type="checkbox"/> CONFERENCE	<input checked="" type="checkbox"/> TELEPHONE	
				<input checked="" type="checkbox"/> INCOMING <input type="checkbox"/> OUT GOING
Location of Visit/Conference:				
NAME OF PERSON(S) CONTACTED OR IN CONTACT WITH YOU	ORGANIZATION (Office, dept., bureau, etc.)/ADDRESS	TELEPHONE NO.		
Bill Roome	25ID-PA	655-8727		
SUBJECT NOISE COMPLAINT <input checked="" type="checkbox"/> aircraft <input type="checkbox"/> vehicle <input type="checkbox"/> _____				
SUMMARY Nature of complaint (aircraft noise, sonic boom, low flying aircraft, armament noise, or unusual activity):				
Helicopter				
Location/area (if possible, reference towns, highways, landmarks)				
Makiki area (Victoria St.)				
Information on aircraft				
<input type="checkbox"/> prop <input type="checkbox"/> jet		<input type="checkbox"/> number of aircraft _____ <input type="checkbox"/> number or passes _____		
<input type="checkbox"/> swept wings <input type="checkbox"/> straight wings		<input type="checkbox"/> weather conditions _____		
<input type="checkbox"/> estimated altitude _____		<input type="checkbox"/> other comments (visible markings, color, numbers, etc)		
<input checked="" type="checkbox"/> direction of flight (compass): Hale Koa Hotel to Punchbowl direction				
from _____ to _____				
Damage to property or persons:				
Other inquiries:				
1315: called HIARNG Army Aviation at Wheeler to check if it was our aircraft				
1316: called DAG/TAG for info				
1345: Army Aviation called back - confirmed, not our aircraft				
1346: called 25ID-PA to confirm not our aircraft				
1347: called DAG/TAG to confirm not our aircraft				
ACTION REQUIRED (Please contact HIPAO at 732-1711, 737-8839 or Fax message to 734-8527 regarding any noise complaint. HIPAO keeps on all noise complaints)				
NAME OF PERSON DOCUMENTING CONVERSATION		SIGNATURE		DATE
Stephen M. Lum				25 May 1994
ACTION TAKEN <input type="checkbox"/> no action/reply requested by complainant				
<input checked="" type="checkbox"/> called back by: <u>see other inquires</u> date/time: _____				
<input type="checkbox"/> letter from: _____ date: _____				
<input type="checkbox"/> other (explain): _____ date: _____				
SIGNATURE		TITLE		DATE
		Information Specialist		25 May 1994