

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

BRIAN K. MINAAI  
DIRECTOR  
DEPUTY DIRECTORS  
JEAN L. OSHITA  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
02.0015

RECEIVED

January 14, 2002 02 JAN 29 P4:00

OFFICE OF ENVIRONMENTAL  
QUALITY CONTROL

TO: GENEVIEVE SALMONSON, DIRECTOR  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

FROM: BRIAN K. MINAAI *Brian K. Minai*  
DIRECTOR OF TRANSPORTATION

SUBJECT: FINAL ENVIRONMENTAL ASSESSMENT (EA)  
PORT ALLEN AIRPORT  
TMK 1-8-08:4, 33, 80, 83, AND 85

The Department of Transportation, Airports Division has completed the Final EA Report for the Port Allen Airport and has determined that the proposed project constitutes a Finding of No Significant Impact. Enclosed is a copy of the EA for your use.

Please contact Lynn Becones, Planner, at (808) 838-8811 to clarify any questions you may have.

Enclosure: Final EA

c: Edward K. Noda and Associates (B. Ishii) (w/o enclosure)

TRAVCOM AVIONICS  
P.O. BOX 156  
HANAPEPE, HAWAII 96716

businesses in Hanapepe are in favor of this project. The greater majority of the residents of Hanapepe and the the surrounding communities are in favor of this project. Only a handful of people, most who do NOT live in or around Hanapepe are against this plan. These people include other helicopter operators, who tell LIES at the public hearings to get local people to go against the project.

Mr. Matsuda, please do what is right and in the better interest of all the people of Kauai, do NOT let a handful of jealous helicopter operators and outsiders destroy a project that will benefit the entire island community.

Sincerely,

*Doug Daruka*

Doug Daruka

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAAI  
DIRECTOR

DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0289

May 24, 2001

Mr. Doug Daruka  
Travcom Avionics  
P. O. Box 156  
Hanapepe, Hawaii 96716

Dear Mr. Daruka:

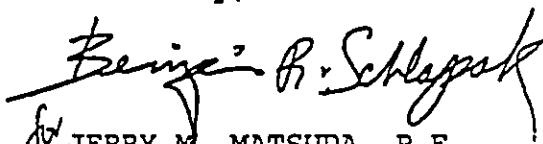
Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment.

I appreciate the time you took to express your concerns over the proposed improvements. Your comments will be taken into consideration.

Please contact Lynn Becones, Planner, at (808) 838-8811 to clarify any questions you may have.

Sincerely,

  
for JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K

1053

Edward de Deo, DC  
2-2131H Kaumualii Hwy.  
Kalaheo, Hi. 96741  
(808) 332-7874  
May 21, 2001

To: Dept of Transportation  
Attn: Jerry Matsuda  
Honolulu, Hi. 96819

Dear Mr. Matsuda,

I am writing to express my opposition to any expansion of helicopter facilities and associated flights from the Burns Field area in Hanapepe. As a resident of Kalaheo I would hate to hear and see increased air traffic over my residence.

Any DOT addition of heliports is in direct conflict with Kauai's own General Plan which very intentionally and wisely centralizes helicopter activity in Lihue. Given the small size of Kauai plus PMRF Navy base on the west side the emergency use of helicopters will still be effective using only a Lihue base.

Thank You!

Edward de Deo, DC





BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

1870  
BRIAN Y. MINAII  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JACINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0416

July 30, 2001

Mr. Edward de Deo, DC  
2-2131 H Kaunualii Highway  
Kalaheo, Hawaii 96741

Dear Mr. de Deo:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment (EA).

Noise measurements have been taken at the Port Allen Airport and in the surrounding areas. The Self-Help Housing Development is the residential neighborhood closest to the Port Allen Airport, and noise measurements taken in the vicinity produced a Day-Night Sound Level (DNL) of 44. This is within the typical ambient noise level range (47 DNL during the day) for rural and undeveloped land and well below the Airports Division's planning level guideline of 60 DNL for residential neighborhoods. Please note that helicopters flying over your residence in Kalaheo may not necessarily originate from the Port Allen Airport; they may also originate from Lihue Airport.

We are aware of the fact that the recently approved General Plan calls for the closure of the Port Allen Airport and the re-development of the land into a public park. The County of Kauai did not consult with the Airports Division during its deliberation over the new General Plan. The Port Allen Airport has been in existence for over 70 years and has been compatible with the Salt Ponds and the recreational use of Puolo Point such as the County's Salt Pond Park. In fact, the Salt Pond Park is located on former Port Allen Airport land transferred to the County. The Pacific Missile Range Facility at Barking Sands, which you refer to, is a military facility and not opened for public use. At this point in time, the Port Allen Airport will continue to serve the flying public as part of the Statewide Airport System.

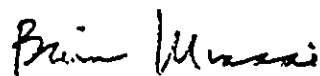
Mr. Edward de Deo, DC  
July 30, 2001  
Page 2

AIR-P  
01.0416

In 1991, the Airports Division investigated the feasibility of consolidating helicopter operations at one location on Kauai. The idea was deemed infeasible because 1) the Airports Division has no authority to prevent helicopter operations at any public airport since it cannot discriminate against aviation use at public airports and 2) the landowner for the proposed site did not want to sell the land. Therefore, this helicopter facility plan was not implemented.

Please contact Lynn Becones, Planner at the Airports Division, at (808) 838-8811 to clarify any questions you may have.

Very truly yours,



BRIAN K. MINAAI  
Director of Transportation

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K  
AIR-L  
AIR-PM  
LEG (M.Lau)

**RECEIVED**  
AUG 10 2001

EDWARD K. NODA & ASSOC., INC.

May 2001

Jerry Matsuda, Airport Administrator  
State Department of Transportation – Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

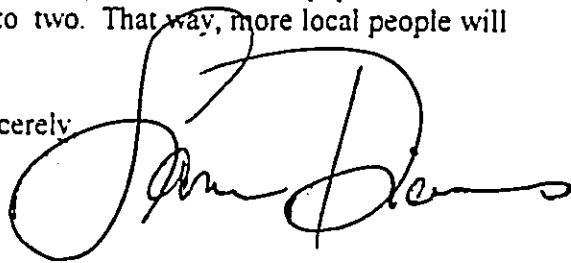
Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Sir:

As a business person in Hanapepe, we are for the improvement at Port Allen Airport. We want to see the two helicopter companies who have been using the airport, to get a hanger there first. Although we are for development in the Hanapepe area, the state should try to get the four hanger reduced to two. That way, more local people will accept the proposal.

WAPA

Sincerely



HANAPEPE HI 96716

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR

DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0277

May 17, 2001

Mr. Sam Dias  
NAPA Auto Parts  
Pacific Service & Development Corp.  
Hanapepe, Hawaii 96716

Dear Mr. Dias:

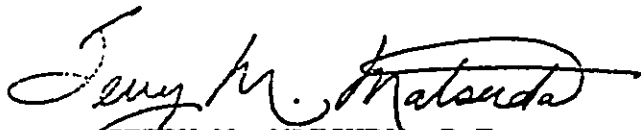
Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment.

I appreciate the time you took to express your concerns over the proposed improvements. Your comments will be taken into consideration.

Please contact Lynn Becones, Planner, at (808)838-8811 to clarify any questions you may have.

Sincerely,

  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K

*Hana Like No Ke Ala Aloha*  
Working Together to Provide Gateways of Aloha

May 2001

Jerry Matsuda, Airport Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

I am a resident of Kauai, and I am in favor of the development at Port Allen Airport, with a couple of exceptions. The State should cut back on the hanger space from four (4) to two (2) hangers and should give the two companies presently using the airport a space. Tourist coming to the west side, helps our sagging economy, and the helicopters have attracted visitors to our area. They are also providing jobs for members of the community who live on the west side of Kauai.

Sincerely,

*Jerry Dowg dba TrjKauai*

Address: P.O. BOX 514

City: Kapaa, HI 96746

P.S. It's part of my livelihood also. We need Air 1 Rescue to be on Port Allen where they are needed. It would be a terrible loss to Kauai if they could not operate out of Port Allen.

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR

DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0378

July 10, 2001

Ms. Lilly Dowling  
P.O. Box 514  
Kapaa, Hawaii 96746

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JUL 13 2001  
EDWARD K. NODA & ASSOC., INC.

Dear Ms. Dowling:

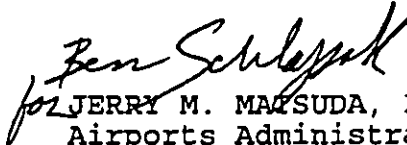
Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment.

I appreciate the time you took to express your concerns over the proposed improvements. Your comments will be taken into consideration.

Please contact Lynn Becones, Planner, of the Airports Division at (808) 838-8811 to clarify any questions you may have.

Sincerely,

  
for JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

DOCUMENT CAPTURED AS RECEIVED

May 2001

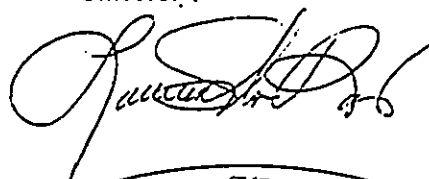
Jerry Matsuda, Airport Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Sir:

As a business person in Hanapepe, we are for the improvement at Port Allen Airport. We want to see the two helicopter companies who have been using the airport, to get a hanger there first. Although we are for development in the Hanapepe area, the state should try to get the four hanger reduced to two. That way, more local people will accept the proposal.

Sincerely,



3741 B HANAPEPE ROAD  
HANAPEPE, HI 96716

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR

DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0368

July 6, 2001

Florescence  
3741B Hanapepe Road  
Hanapepe, Hawaii 96716

RECEIVED  
JUL 17 2001

EDWARD K. NODA & ASSOC., INC.

To Whom It May Concern:

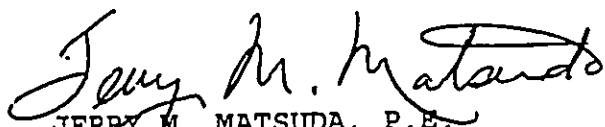
Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment. Unfortunately, we were unable to read your signature and therefore, could not address this letter to you personally.

I appreciate the time you took to express your concerns over the proposed improvements. Your comments will be taken into consideration.

Please contact Lynn Becones, Planner, at (808) 838-8811 to clarify any questions you may have.

Sincerely,

  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)



0897

MARGERY H FREEMAN  
6448 KAAHELE ST.  
Kapaa, Hawaii 96746  
Phone: 808-822-4605  
May 9, 2001

Mr. Jerry Matsuda  
DOT - Airports Div.  
400 Rodgers Blvd.  
Honolulu, HI. 96819

Dear Mr. Matsuda,

I am a resident of Kauai and would like to comment on the so called "improvements" to Burns Field at Port Allen. For a number of reasons this is an ill-conceived project. Any increase in air traffic there is a serious mistake - in fact all air traffic should be stopped at once. The reasons below give an overview of the problems with this project:

1. The field is too close to the Hawaiian salt ponds.
2. The field should be incorporated into the Salt Pond Park and become park land. The park needs to be expanded and the airport is too close to the crowded park to be in this place.
3. The noise from this field will impact the park area.
4. It is a very windy area and therefore potentially dangerous for aircraft.
5. The pollution from the planes will impact the park area.
6. The people who live in the area are against any further development of Burns Field.
7. Between the Lihue Airport and the airport at Barking Sands there is no need for a further airport.

Please listen to the people and drop the Burns Field "improvements".

Sincerely,

*Margery Freeman*

BENJAMIN J. GAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880



KAZU HAYASHIDA  
DIRECTOR

DEPUTY DIRECTORS  
BRIAN K. MINAII  
GLENN M. OKIMOTO

August 24, 2000

IN REPLY REFER TO:

AIR-P  
00.0470

Ms. Margery H. Freeman  
6448 Kaahele Street  
Kapaa, Hawaii 96746


Dear Ms. Freeman:

Subject: Port Allen Airport  
Pre-Assessment Consultation  
Environmental Assessment  
State Project No. AK2010-01

Thank you for your comment and for taking the time to respond. Your comment will be taken into consideration as we prepare the Draft Environmental Assessment.

Please have your staff contact Lynn Becones, Planner, at (808) 838-8811 to clarify any questions you may have.

Sincerely,

  
KERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda and Associates (B. Ishii)

RECEIVED  
SEP 07 2000

EDWARD K. NODA & ASSOC., INC.

Hana Like No Ke Ala Aloha  
Working Together to Provide Gateways of Aloha

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0385

July 12, 2001

Ms. Margery Freeman  
6448 Kaahale Street  
Kapaa, Hawaii 96746

RECEIVED  
JUL 17 2001

Dear Ms. Freeman:

EDWARD K. NGOR & ASSOC., INC.

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment (EA). We respectfully disagree with your assessment that all air traffic should be stopped at once. Our responses to your specific comments are presented below. For the sake of clarity, we have reorganized your comments into related groups.

The proposed improvements to the southeast and nearly one-half mile away from the Salt Ponds and the Salt Pond Park will have no impact on either of these cultural and recreational resources. A hydrogeological study of the area found that surface water runoff flows south and east from the project site, away from the Salt Ponds and the Salt Pond Park, and that there is no groundwater link between the project site and the Salt Ponds.

The construction of the lease lots and the accompanying aprons and the paving of the public parking lot and access roadway will reduce the amount of dust currently generated by vehicular traffic. Dust generated during the construction will be controlled as required by State law regarding the handling of fugitive dust.

Finally, noise measurements taken near the Salt Ponds indicate that noise levels with aircraft operations are generally below the typical ambient noise level range for rural and undeveloped land, and well below the Airports Division's land use compatibility guidelines for residential neighborhoods and recreational use, respectively. The Salt Pond Park is further away from the site of the proposed improvements than the Salt Ponds; therefore, noise impacts on the Park would be even less.

Ms. Margery Freeman  
July 12, 2001  
Page 2

AIR-P  
01.0385

Thus, the proposed improvements will have no significant noise impact on the Salt Ponds or the Salt Pond Park. However, we realize that single noise events may be intrusive. Therefore, to minimize the potential for such events, we are considering asking aircraft operators to voluntarily avoid flying over noise-sensitive areas such as the Salt Ponds and the Salt Pond Park.

The Airports Division is well aware of the views of a number of people in the community that are opposed to the improvements at the Port Allen Airport. Please note that there are also a number of people in the community who have expressed their support for the proposed project. These comments are included in the current Draft EA. Please note also that the Legislature in its recent regular session appropriated the necessary Airport Special Funds requested for the proposed improvements.

Safe aircraft operation is of utmost concern to the Airports Division and wind is a constant factor in aviation. The Port Allen Airport has been operating for many years and aircraft operations have been safe. The proposed improvements will enhance safety with the provision of runway end indicator lights, precision approach path indicators, runway lights for low-visibility daylight conditions and a lighted segmented circle and windcone.

We disagree with your assertion that there is no need for the Port Allen Airport because of the existence of the Lihue Airport and the Pacific Missile Range Facility (PMRF) at Barking Sands. The PMRF is a military facility and not open for public use. The Airports Division deems Port Allen Airport as a public necessity, serving the needs of the West Kauai area, other aviation users, and for emergency services, including serving as a secondary airport for Lihue. At this point in time, the Airport will continue to serve the flying public as part of the Statewide Airport System.

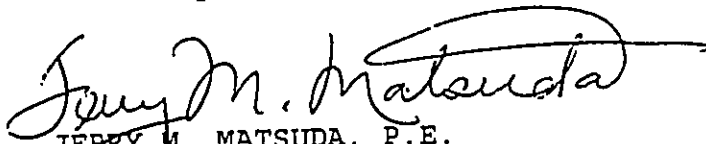
Ms. Margery Freeman  
July 12, 2001  
Page 3

AIR-P  
01.0385

We are aware of the fact that Kauai County's recently approved General Plan calls for the closure of the Port Allen Airport and the redevelopment of the land into a public park. The County of Kauai did not consult with the Airports Division during its deliberation over the new General Plan. The Port Allen Airport has been in existence for over 70 years and has been compatible with the Salt Ponds and the recreational use of Puolo Point such as the County's Salt Pond Park. In fact, the Park is situated on former Port Allen Airport land that was transferred to the County.

Please contact Lynn Becones, Planner of the Airports Division, at (808) 838-8811 to clarify any questions you may have.

Sincerely,



JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)  
Federal Aviation Administration

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation – Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

I am a west side resident of Kauai, and I am in favor of the draft environmental assessment with the exception that the State should only allow the two operators presently using the airport, Bali-Hai Helicopters and Inter-Island Helicopters to build hangars.

Both these companies bring visitors to the West Side and they provide much-needed jobs for many local people from the surrounding communities.

The fire-rescue helicopters have been based out of Port Allen Airport for over fourteen years and I want them to stay here on the West Side. Many people go hunting in Waimea Canyon, Koke'e State Park and having the rescue helicopter closer to these areas just makes good sense. Most of the fires are on this side as well.

Name: DENNIS FUJIMOTO

Address: 2669 ALAEKEA STREET

City: LIHUE, HI 96766

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0289

May 24, 2001

Mr. Dennis Fujimoto  
2669 Alaekoa Street  
Lihue, Hawaii 96766

Dear Mr. Fujimoto:

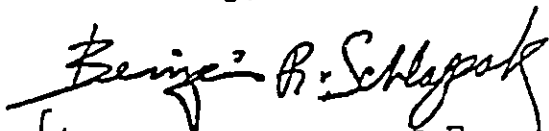
Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft  
Environmental Assessment.

I appreciate the time you took to express your concerns over the  
proposed improvements. Your comments will be taken into  
consideration.

Please contact Lynn Becones, Planner, at (808) 838-8811 to  
clarify any questions you may have.

Sincerely,

  
for JERRY K. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K

1059

P.O. Box 689  
Hanapepe, Hi. 96716

DIRECTOR'S OFFICE  
DEPT. OF  
TRANSPORTATION

MAY 24 3 42 PM '01

May 22, 2201

Brian K. Minaai  
Director of Transportation  
State of Hawaii - DOT  
Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819

Dear Mr. Minaai:

Thank you for the revised EA on Port Allen Airport  
Improvements State Project No. AK 2010-01.

We agree with attorney Arnold Lum's comments.

An EIS is mandatory. You are disregarding the community's  
concern for the human, animal and spiritual environment. It is  
unfortunate so much money was spent on this second EA when  
an EIS is really in order.

Sincerely,

*Elsie T. Godbey*  
Elsie T. Godbey

*Thomas N. Godbey*  
Thomas N. Godbey

cc:

Sen. Daniel Inouye  
Sen. Daniel Akaka  
Rep. Patsy Mink  
Rep. Neil Abercrombie  
Gov. Ben. Cayetano  
Sen. Jonathan Chun  
Rep. Calvin Say  
Rep. Hermina Morita  
Council Chair Ron Kouchi  
Kauai County Council



BENJAMIN J. CAKETANG  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

BRIAN K. MINA,  
DIRECTOR

DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JACINE Y. URASAKI

IN REPLY REFER TO

AIR-P  
01.0412

July 31, 2001

Mr. and Mrs. Thomas N. Godbey  
P.O. Box 688  
Hanapepe, Hawaii 96716

Dear Mr. and Ms. Godbey:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment (EA).

Contrary to your assertion that the "community's concern for the human, animal and spiritual environment" is being disregarded, the purpose of an EA is to allow government to give systemic consideration to the environmental, social, and economic consequences of the proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community.

An Environmental Impact Statement (EIS) is not mandatory. The function of an EA in the environmental review process is to assess the anticipated impacts of a proposed project in order that the accepting authority may determine whether or not an EIS is warranted. With regard to the proposed improvements at the Port Allen Airport, the Director of the Department of Transportation (DOT) has been delegated the authority to make this determination. As you well know, the DOT is under a court order to produce a second EA for this project. After the DOT has reviewed the comments received on the Port Allen Airport Draft EA, a decision will be made to either make a Finding of No Significant Impact or to prepare an EIS.

RECEIVED  
AUG 20 2001

EDWARD K. NOGA & ASSOC., INC

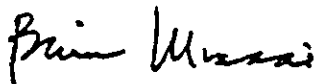
Mr. and Mrs. Thomas N. Godbey  
July 31, 2001  
Page 2

AIR-P  
01.0412

Since you did not include Mr. Lum's comments in your letter, we are unable to respond to any of his specific concerns that you might agree with. However, Ms. Wilma Holi has retained the services of the Native Hawaiian Legal Corporation for the purpose of providing comments and the comments, under Mr. Lum's signature, have been received. The comments and our response will be included in the Final EA.

Please contact Lynn Becones, Planner of the Airports Division, at (808) 838-8811 to clarify any questions you may have.

Very truly yours,



BRIAN K. MINAAI  
Director of Transportation

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K  
AIR-L

DOCUMENT CAPTURED AS RECEIVED

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

I am a west side resident of Kauai, and I am in favor of the draft environmental assessment with the exception that the State should only allow the two operators presently using the airport, Bali-Hai Helicopters and Inter-island Helicopters to build hangars.

Both these companies bring visitors to the West Side and they provide much-needed jobs for many local people from the surrounding communities

The fire-rescue helicopters have been based out of Port Allen Airport for over fourteen years and I want them to stay here on the West Side. Many people go hunting in Waimea Canyon, Koke'e State Park and having the rescue helicopter closer to these areas just makes good sense. Most of the fires are on this side as well.

Name: FRED HALL

Address: P.O. Box 586

City: Hanalei, HI 96716

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAAI  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0277

May 17, 2001

Mr. Fred Hall  
P. O. Box 586  
Hanapepe, Hawaii 96716

Dear Mr. Hall:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft  
Environmental Assessment.

I appreciate the time you took to express your concerns over the  
proposed improvements. Your comments will be taken into  
consideration.

Please contact Lynn Becones, Planner, at (808)838-8811 to clarify  
any questions you may have.

Sincerely,

A handwritten signature in cursive script that reads "Jerry M. Matsuda".

JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K

May 2001

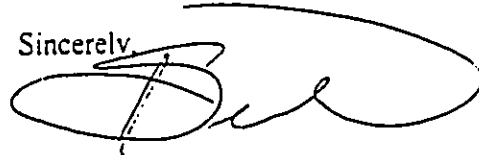
Jerry Matsuda, Airport Administrator  
State Department of Transportation – Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Sir:

As a business person in Hanapepe, we are for the improvement at Port Allen Airport. We want to see the two helicopter companies who have been using the airport, to get a hanger there first. Although we are for development in the Hanapepe area, the state should try to get the four hanger reduced to two. That way, more local people will accept the proposal.

Sincerely,



HANAPEPE CLINIC  
3897 HANAPEPE ROAD  
HANAPEPE, HI 96716

DOCUMENT CAPTURED AS RECEIVED

May 2001

Jerry Matsuda, Airport Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Sir:

As a business <sup>for last 20 years</sup> person in Hanapepe, we are for the improvement at Port Allen Airport. We want to see the two helicopter companies who have been using the airport, to get a hanger there first. Although we are for development in the Hanapepe area, the state should try to get the four hanger reduced to two. That way, more local people will accept the proposal.

Sincerely,  


HANAPEPE CLINIC  
3897 HANAPEPE ROAD  
HANAPEPE, HI 96716

PS: I also feel that transporting helicopters on the state and county road system is an extreme danger to motorists and pedestrians.

PPS: as a training pilot I am aware of the physical danger associated with leaving aircraft equipment outside, exposed to salt spray and other elements. This may be posing a danger from a FAA point of view for which you may be assuming liability.

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0369

July 6, 2001

Hanapepe Clinic  
3897 Hanapepe Road  
Hanapepe, Hawaii 96716

RECEIVED  
JUL 17 2001  
EDWARD K. NODA & ASSOCIATES, INC.

To Whom It May Concern:

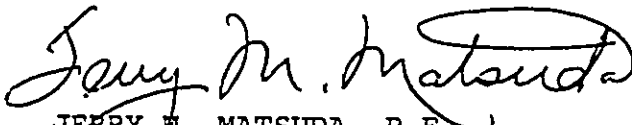
Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment. Unfortunately, we were unable to read your signatures and therefore, could not address this letter to you personally.

I appreciate the time you took to express your concerns over the proposed improvements. Your comments will be taken into consideration.

Please contact Lynn Becones, Planner, at (808) 838-8811 to clarify any questions you may have.

Sincerely,

  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

May 2001

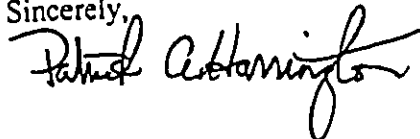
Jerry Matsuda, Airport Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

I am a resident of Kauai, and I am in favor of the development at Port Allen Airport, with a couple of exceptions. The State should cut back on the hanger space from four (4) to two (2) hangers and should give the two companies presently using the airport a space. Tourist coming to the west side, helps our sagging economy, and the helicopters have attracted visitors to our area. They are also providing jobs for members of the community who live on the west side of Kauai.

Sincerely,



Address: P.O. Box 1345

City: Hanalei, HI 96714



BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAAT <sup>ELYN</sup>  
DIRECTOR (B. Ishii)

DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0292

May 25, 2001

Mr. Patrick Harrington  
P. O. Box 1345  
Hanalei, Hawaii 96714

Dear Mr. Harrington:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft  
Environmental Assessment.

I appreciate the time you took to express your concerns over the  
proposed improvements. Your comments will be taken into  
consideration.

Please contact Lynn Becones, Planner, at (808)838-8811 to clarify  
any questions you may have.

Sincerely,

A handwritten signature in cursive script that reads "Jerry M. Matsuda".

JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K

-P

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

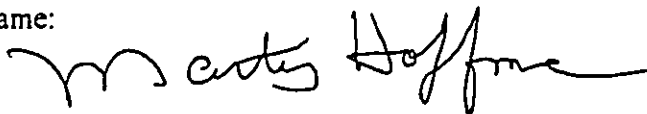
Dear Mr. Matsuda:

I am a west side resident of Kauai, and I am in favor of the draft environmental assessment with the exception that the State should only allow the two operators presently using the airport, Bali-Hai Helicopters and Inter-Island Helicopters to build hangars.

Both these companies bring visitors to the West Side and they provide much-needed jobs for many local people from the surrounding communities.

The fire-rescue helicopters have been based out of Port Allen Airport for over fourteen years and I want them to stay here on the West Side. Many people go hunting in Waimea Canyon, Koke'e State Park and having the rescue helicopter closer to these areas just makes good sense. Most of the fires are on this side as well.

Name:



MARTY HOFFMAN

Address:

P.O. BOX 793

City: LAWA, HL 96765

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0289

May 24, 2001

Mr. Marty Hoffman  
P. O. Box 793  
Lawai, Hawaii 96765

Dear Mr. Hoffman:


Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment.

I appreciate the time you took to express your concerns over the proposed improvements. Your comments will be taken into consideration.

Please contact Lynn Becones, Planner, at (808) 838-8811 to clarify any questions you may have.

Sincerely,

  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K

*Hana Like Nū Ke Ala Aloha*  
Working Together to Provide Gateways of Aloha

DIRECTOR'S OFFICE  
DEPT. OF  
TRANSPORTATION

ARIUS HOPMAN GALLERY  
Kauai's Foremost Landscape Watercolorist  
PO Box 1032, Hanapepe, HI. 96716, USA  
808-335-0227 (ph & fax)

Dec 1 9 22 AM '00

Governor Benjamin J. Cayetano  
The Capitol,  
Honolulu, HI 96850

CERTIFIED

10-5-00

Dear Governor Cayetano:

Thank you for your letter of 8-23-00, a copy of which is enclosed for your convenience. I am also enclosing my prior letter.

By forwarding my comments to the Department of Transportation, you evidently misconstrued my reason for contacting YOU personally, rather than dealing with DOT directly: Putting DOT in charge of decisions regarding the Burns Airfield in Hanapepe is like putting the fox in charge of the chicken coop. DOT has proven over and over again that they are aggressively pro-development, regardless of the local popular opinion, public hearings and the Kauai General Plan Update hearings that are all strongly opposed to further development at Burns.

There is another reason I addressed my concerns to you personally: you have the executive power to reverse the executive order that created Burns Field during wartime without due diligence or public input. NOW is the time to correct that unpopular emergency development from over 50 years ago.

Accompanying my previous letter was a detailed color photo/text report explaining a dozen reasons why developing Burns was a very bad idea that could result in future conflict.

I am including here another reason to turn the Burns Field into an expansion of Salt Pond Park and the Hawaiian Salt-making area: The airstrip is dangerously close to the park: please inspect the accompanying photo: the small plane is coming in about 25 feet over the beachgoers and fishermen. Endangered Hawaiian Monk Seals also frequent the area.

This is inexcusably poor planning. The large number of daily beachgoers in the area have precedence over the two private helicopter businesses that DOT wants to subsidize with public money.

At the very least, the west fence needs to be pushed back 200ft. to give beachgoers a margin of safety from incoming craft.

Sincerely,

*Arius Hopman*  
Arius Hopman

To: Director DOT

PLEASE COORDINATE with \_\_\_\_\_

FOR:

- Current/recommendation (required)
- Appropriate attention
- Direct reply (cc/acc: Governor)
- Your information/for
- Draft reply for Governor's signature
- Follow up/report
- Submit copy of \_\_\_\_\_
- Keep enclosed(s)
- Return enclosed(s)
- Other Wife's Mail

Due 7 working days from Dec 1 2000

If delay is encountered in meeting response date, please advise by telephone immediately in reply, please refer to 00:1130426

EXECUTIVE CHAMBERS  
HONOLULUBENJAMIN J. CAYETANO  
GOVERNORAIR-P  
00.0702

December 18, 2000

Mr. Arius Hopman  
Arius Hopman Gallery  
P.O. Box 1032  
Hanapepe, Hawaii 96716

Dear Mr. Hopman:

This is in response to your letter on Port Allen Airport. Your comments are being taken into consideration in the processing of the second version of the Environmental Assessment for the modest Port Allen Airport Improvements.

The general aviation airport at Port Allen has been compatible with the County's Salt Pond Park and other recreational uses of Puolo Point for more than 70 years. There is considerable support for continued use of Port Allen Airport from the County of Kauai and the Hanapepe Community for health and safety reasons as well as for economic reasons. When the environmental process including the Special Management Area (SMA) contested case hearing has been completed, appropriate activity levels, compatible with the character of the community will be determined. The Department of Transportation expects to publish the revised Environmental Assessment for the Port Allen Improvements in the Office of Environmental Quality's (OEQC) Bulletin by January 12, 2001.

Your comments are understood as are those from the proponents of the improvements. The land at Port Allen Airport can better serve both sides and we will work toward a reasonable combination.

With warmest personal regards,

Aloha,

A handwritten signature in cursive script that reads "Benjamin J. Cayetano".

BENJAMIN J. CAYETANO

c: Honorable Maryanne W. Kusaka

ATT.: Jerry Matsuda, Dept. Of Transportation, Airports  
 CC.: The Honorable Gov. Cayetano  
 FROM: Arius Hopman, 335-0227, PO Box 1032, Hanapepe, HI 96716  
 DATE: 5\_18-01  
 RE: Burns Airfield/DOT

Dear Mr. Matsuda:

- RECOMMENDATIONS:**
- Conduct an INDEPENDENT survey of the Hanapepe ahupuaa residents and island residents on their views of the proposed expansion. The present DEA is flawed.
  - Deed the Burns Airstrip to the Kauai County to manage for rescue missions. We don't want an expanded airport; it would ruin the peace and quiet even more at Salt Pond Park.
  - Contract the runway from the west by 1000 feet to accomodate Salt Pond Park expansion.
  - Re-allocete 50% of DOT's airport budget to other departments that desperately need the money. It is the pressure from this bloated budget that is causing DOT Airports to push for unpopular development statewide.

Who is the Department of Transportation, Airports (DOTA), to force airport development on the citizens of Hawaii when they don't want it? We have seen DOTA's development agenda in the past at various Hawaii airports, and now it is coming around again, this time on the West Side of Kauai at Burns Field.

The community in Maui has had to fight hard for many years to prevent another airport runway extension, and here on Kauai it was only prevented when an independent survey showed what was obvious to us in Kauai already: a clear majority of the community was opposed to the project. It also turned out that the newer generation of airplanes no longer need such long runways.

But DOTA has not been satisfied with the results of that independent and neutral survey! DOTA is itching to spend the \$80 million to \$100 million accumulated from airport taxes and DOTA doesn't want to take a "no" from the public for an answer. DOTA has forgotten that it is a public servant and not the boss.

DOTA proposed a bill in the State legislature that would give DOTA dictatorial powers on how to spend our public airport taxes. This bill, HB 728, would override the due process of the County as well as the will of the people; ie. no more public hearings. This is undisguised arrogance. So, now again, the public has to fight for our basic democratic rights!

Theoretically, the DOTA, as a state agency, is obliged to maintain a neutral position on this type of project, but the reverse is true. Your prejudice to develop is written on nearly every page. This prejudice is unconstitutional!

There is also evidence that DOTA has been tampering with the testimony. DOTA handed out standard testimony forms at hearings, but what shows up in the DEA is that almost all of these forms are pro-

development and most have the same message: "It's ok for Interisland Helicopters to move to a hangar at Burns Field". Yet, at each of the hearings (and there are many witnesses), the testimony was resoundingly in favor of no further expansion of Burns! Very fishy!

I submitted a photo that shows a small plane coming in for a landing just 20 feet above some 30 beachgoers, also next to the west fence. This photo and the letter accompanying them were omitted

A submission by myself and the Hanapepe Economic Alliance including 24 pages of testimony, seven newspaper articles, 22 photographs and a petition with over 200 signatures was not responded to, but simply included in the final DEA. What about all those legitimate objections and on-site observations??

Responses to testimony against an heliport developments are often incomplete and do not address many valid issues brought up.

There is a basic flaw in DOT's process THAT RENDER THE RESULTS FAULTY AND INOPERABLE: testimony is submitted to DOTA directly, rather to an independent and unbiased entity. This is like putting the wolves in charge of the sheep's civil rights. It doesn't work as long as DOTA has a vested interest, and we, the people, are demanding fairness. The democratic system would work fine if DOTA were truly committed to serving the will of the public. Please respond to this point.

Here is a fair solution and a possible a win-win:

1) Have an independent professional survey- and mediation organization conduct a survey in the Port Allen/Hanapepe/Eleele area (as in the Lihue Airport runway extension controversy), to find out what the LOCAL community wants in their back yard. The Hanapepe ahupua'a should have it's say!

2) Conduct an island-wide survey of concerned citizens, as per the Lihue runway extension survey.

3) In the General Plan Update, Puolo Point is listed as Open/Recreation. This was the conclusion the County Planning Dept. came to after several GPU hearings, where tallies were taken honorably. Salt Pond Park is becoming crowded and needs to expand south along the beach. The Hawaiian cultural salt-making area is next to the airstrip and vulnerable in various ways to the activities at the airstrip.

4) A win-win compromise would be for the State to deed Burns to the County, who would build just one hangar that it could lease out to any helicopter Co. that received the County rescue missions bid. Part of the deal would be to cut back the airstrip 700-1000ft from the west end and re-designate it from "general aviation" to "limited". That would still accommodate hang gliders (that nobody seems to object to) and helicopters, but exclude small, fixed-wing aircraft which come in dangerously low over beachgoers). Then Salt Pond could expand south along the beach. The deal would also specify ONLY one hangar, ever.

5) Let's make sure that DOTA's public airport tax money is spent

wisely by introducing a bill in the next legislative session to re-allocate at least 50% of it's bloated budget to projects that really do need the money: education, parks restoration, renewable energy development and environmental protection, for instance.

I also hereby submit, for the record, the following article, which clearly shows, in DOTA's own words, the prejudiced position it holds. I have added comments in italics:

Thursday, May 10, 2001 Garden Island News, Kauai

## **Dogfight over airport expansion resumes**

By PAUL C. CURTIS - TGI Staff Writer

Barely had the ink dried on the revised, three-inch-thick draft environmental assessment on proposed improvements to Burns Field (Port Allen Airport) near Hanapepe before full-blown opposition to the plan resumed.

The state Department of Transportation still proposes building as many as four lease-lots for helicopter use (tenants would be allowed to construct their own hangars), two fixed-wing aircraft tie-down areas, runway lights for emergency nighttime use, other aprons and taxiways, and restrooms.

But the Kaua'i County General Plan adopted last year by the County Council asks the state to plan for the long-range decommissioning of the airport. The county also seeks redevelopment of Puolo Point near the county's Salt Pond Park (where the airport is located) as a resource park.

The state was ordered by a state judge on Oahu to redo the environmental assessment last year after the court concluded that the DOT's Airports Division had not examined fully enough the alternative of relocating all helicopter operators to Lihu'e Airport.

The new assessment, published last month, says the state cannot ban helicopters or other aviation uses from Port Allen as long as those users operate in a safe manner.

*(This airstrip was never the will of the people; it was imposed as a WorldWarII emergency executive order. Now is the time to re-assess that decision.AH)*

Federal funds used to build, operate and maintain the facility mandate the state not discriminate against any aeronautical use.

The Federal Aviation Administration states there "does not appear to be any justifiable environmental reasons to relocate these operations to Lihu'e Airport," according to the assessment.

*(...But there are public/social reasons for closing the airstrip. AH)*

Currently, only Inter-Island Helicopters and Bali Hai Helicopter Tours regularly fly in and out of Port Allen Airport. There are 20 helicopter pads at Lihu'e Airport, and nine are vacant.

Inter-Island holds the contract to do search and rescue work for the county



and wishes to continue operating out of Port Allen.

"The relocation of helicopter operations alternative is not feasible, and will not be considered further," the assessment concludes.

*(The relocation of the helicopter operations and the closure of the airstrip is the will of the citizens of Kauai as recorder in the new Kauai General Plan Update AH)*

Such a relocation "does not meet the purpose and need of the proposed project," according to the assessment. The Airports Division says the improvements are needed for more efficient and safer aircraft operations at the facility, and to provide the capability of emergency nighttime operations as well.

While the state further contends that the major impact of the project will be grading of the site to do the construction, those opposed to the project are worried about increased air operations.

Opponents claim that if four helicopter lease-lots are constructed, four companies will begin operating regularly out of the field. Companies other than those regularly using Burns Field have expressed interest in having operations there if the state allows for pads, hangars and possibly long-term leases.

The state's position is that the airport has co-existed with other uses in the area for over 70 years, "and there is considerable support for continued use of Port Allen Airport" from the county and the Hanapepe community, for health, safety and economic reasons.

"At this point in time, the airport will continue to serve the flying public at Port Allen Airfield as part of the statewide system," according to the assessment.

Closing the airport does not meet the purpose and need of the project, and that alternative won't be considered further, the assessment continues.

*(The purpose and need of the project are faulty because they do not meet the true and broader need of the general public. AH.)*

While it is unlikely that public sentiment against the project as voiced during this public comment period will stall the project, it does require a Shoreline Management Area permit and other permits issued by the county, which require public hearings before the county Planning Commission.

Nearly a year ago, the commission closed a hearing on permits for the airport expansion, deciding to wait until the new environmental assessment is finalized before making a decision on permits necessary for the improvements.

Finalizing the assessment will likely take several months.

With four affirmative votes, the commission could reopen the public hearing on those permits.

During the hearing last year, attorneys for the state and saltmakers from the nearby salt pans agreed to limit issues regarding the proposed airport

expansion to the potential for petroleum products to damage the pans, and the cultural importance of the area to Native Hawaiians.

A proposal for bypassing county approval processes for airport improvement projects like this one was rejected last month by the Legislature, upsetting supporters of the Port Allen project.

Those opposed to the project remain steadfast. Among them are Arius Hopman, a Hanapepe artist and small-business owner.

"Who is the Department of Transportation to force airport development on the citizens of Hawaii when they don't want it?" he said.

Hopman suggests a neutral consultant conduct a survey islandwide to see what people think about the airport expansion proposal.

"A win-win compromise would be for the state to deed Burns Field to the county, who would build just one hangar that it could lease out" to any helicopter company hired by the county for rescue missions, Hopman said.  
(End of article)

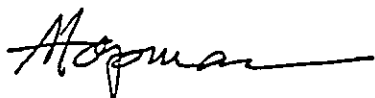
  
Arius Hopman

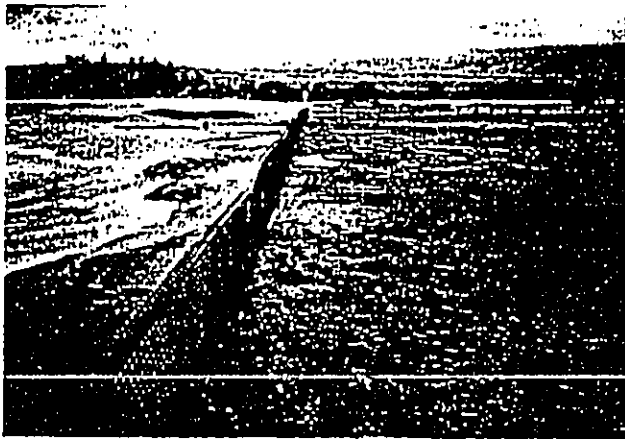
PHOTO TESTIMONY, ARIUS HOPMAN, 5-19-01. Please respond



This muddy brine has to be traversed by beachgoers in the winter months because DOTA has not taken responsibility of the access around the west end of Burns Airstrip (note parked cars). If the fence were where the DOTA maps say it is: 75 feet east of the shore, there would be adequate access. This is typical of DOTA's attitude to the public throughout this public hearing process: disrespect.



Salt Pond Park is often crowded. There is frequent conflict of use between the Park and the airstrip. The County General Plan Update calls for closing the airstrip and expanding the Park.

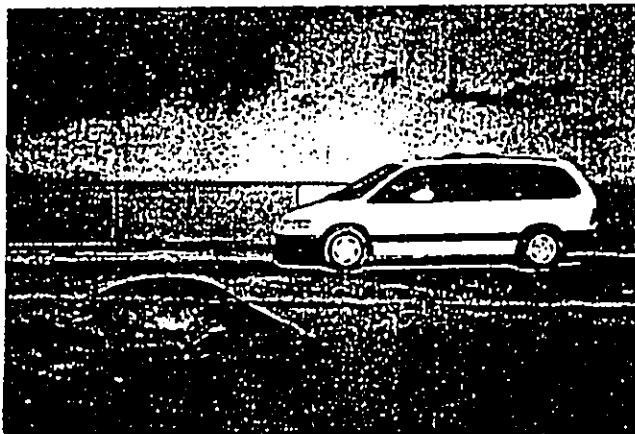


The west fence of the airstrip is on the beach and illegally within the Coastal Zone Management area. This prevents adequate public access to popular beach sites.



Just west of the fence is a cherished keiki swimming/wading area and fishing area. Beachgoers flock here. There is a use conflict with the airstrip immediately to the right of the beach in this photo.

The conflict-of-use is evident in this photo, between endangered (literally here!) Hawaiian monk seals, beachgoers who are forced to drive on the beach, and the illegally-placed west fence. When this was brought up in earlier testimony, DOTM did not respond at all to the issue (see DEB).



Fixed-wing airplanes come in for landing dangerously low over beachgoers above the west fence. This is poor planning and a conflict of use. Fixed-wing planes are not appropriate for this cramped little airstrip. Eliminating the use of fixed-wing planes at Burns would allow for a reduced runway length, which would solve all the conflicts between PARK users, seal-makers, beachgoers, endangered species and fishermen. This is a win-win solution. Please address this option.

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

*Ekua*  
BRIAN K. MINAAI  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JACINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0459

August 9, 2001

Mr. Arius Hopman  
P.O. Box 1032  
Hanapepe, Hawaii 96716

Dear Mr. Hopman:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment (EA). We have considered your comments and our answers are listed below.

Contrary to your belief that the EA "is flawed", the purpose of an EA is to allow government to give systemic consideration to the environmental, social, and economic consequences of proposed improvement projects before granting permits, which allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community.

Neither an independent survey of Hanapepe ahupua'a residents or of Kauai residents as a whole, nor a public hearing is required in the EA process. Nevertheless, the Airports Division held two public meetings on Kauai for the 1999 EA regarding the proposed project - a public informational meeting on August 13, 1997, and a public hearing on February 19, 1998. This is the second consecutive EA that the Airports Division is performing for the proposed improvements and public comment was formally solicited for the previous Draft and Final EAs. The comments as well as the Airports Division responses and the minutes of the February 19, 1998, public hearing are included in the current Draft EA.

RECEIVED  
SEP 05 2001

EDWARD R. HOBBS & ASSOCIATES, INC.

Mr. Arius Hopman  
August 9, 2001  
Page 2

AIR-P  
01.0459

Comments on the current Draft EA including your photos will be included in the Final EA. Furthermore, as you have so generously shared with us during the last two years, there have been numerous newspaper articles in *The Garden Island* regarding the proposed project. In short, there has been more than sufficient opportunity for public comment on the proposed project. Based on the comments that have been received during the last four years, we believe that an additional public survey will not add anything new to the discussion.

The oral and written comments received indicate both support and opposition to the proposed project.

Your allegation that we "tampered" with the testimony at the public hearing is a serious one. If you have evidence of this you should present this to the proper authorities. Otherwise, please refrain from making reckless charges. We have tried patiently to understand your concerns and have made a good faith effort to respond to them and we ask you to grant us the same courtesy.

Based on Federal law, the Airports Division cannot deed the Airport to Kauai County to manage for rescue missions.

Reducing the runway at the Airport by 1,000 feet to accommodate Salt Pond Park expansion is not feasible. The existing runway length of 2,450 feet meets the Federal Aviation Administration's (FAA) Basic Utility Stage I runway length criteria. Based on the low current and forecast usage at Port Allen Airport, additional runway capacity or length is not required. However, the design aircraft expected to serve the Port Allen Airport in the future is the FAA Aircraft Approach Category B, Airplane Design Group I (B-I) aircraft, e.g., Cessna 402/Piper 31-type aircraft. These aircrafts cannot operate on the present 2,450-foot runway without weight restrictions. In other words, they must operate at less than their weight capacity to use the current runway. Furthermore, under worst-case atmospheric conditions, some air ambulance services cannot use the current runway unless they operate with weight restrictions.

Mr. Arius Hopman  
August 9, 2001  
Page 3

AIR-P  
01.0459

We are aware that Kauai County's new General Plan calls for the decommissioning of the Airport and the development of the land for park use. The County of Kauai did not consult with the Airports Division when the County adopted its new General Plan. The Puolo Point peninsula has been used as an airport for over 70 years and has been compatible with the Salt Ponds and recreational uses such as the Salt Pond Park. In fact, the land on which the Salt Pond Park is situated is former Port Allen Airport land transferred to the County. At this point in time, the Airport will continue to serve the flying public as part of the statewide airport system. It should be noted that we know of no specific County development plan to expand the Salt Pond Park.

The Airports Division does not use General Fund (public fund) money, but rather Airport Special Funds specifically for airport purposes based on federal law. Consequently, Airport Special Funds cannot be "re-allocated" to fund other State budget needs.

Based on the photos you have sent us, you assert that the Salt Pond Park is "often crowded." However, the only conclusion that might be reasonably drawn from the photos is the lack of sufficient parking spaces at the Park. Perhaps, better evidence that the use of the Park exceeds its design capacity would be a survey of Park users. However, assuming that the Park is often crowded, this would appear to contradict your assertion that there is "frequent conflict of use between the Park and the airstrip."

You have also submitted a photo of a plane appearing to land at the Airport. From this photo, it is not possible to determine whether the plane is flying directly over the beach users or several hundred feet away from them. Furthermore, the altitude of the plane cannot be determined and there is no basis to conclude that it is "dangerously low" as it is on an approach path to land at the airfield.

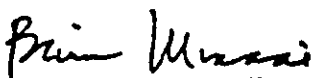
Finally, with regard to your photo of the endangered Hawaiian monk seal, the proposed improvements at the Airport will be located at the opposite, eastern end of the Airport and will have no impact on the seal. As your photo illustrates, any danger to the seal is more likely to come from recreational users of the beach and Puolo Point than from aviation users. As stated in the EA, the public should be notified that pursuant to the Marine Mammal Protection Act, the public should remain 100 yards (300 feet) from any Hawaiian Monk Seal.

Mr. Arius Hopman  
August 9, 2001  
Page 4

AIR-P  
01.0459

Please contact Ben Schlapak, Head Planning Engineer of the Airports Division, at (808) 838-8821 to clarify any questions you may have.

Very truly yours,

  
BRIAN K. MINAAI  
Director of Transportation

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K, -L, -PM, LEG (M. Lau)



May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation – Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

I am a west side resident of Kauai, and I am in favor of the draft environmental assessment with the exception that the State should only allow the two operators presently using the airport, Bali-Hai Helicopters and Inter-Island Helicopters to build hangars.

Both these companies bring visitors to the West Side and they provide much-needed jobs for many local people from the surrounding communities.

The fire-rescue helicopters have been based out of Port Allen Airport for over fourteen years and I want them to stay here on the West Side. Many people go hunting in Waimea Canyon, Koke'e State Park and having the rescue helicopter closer to these areas just makes good sense. Most of the fires are on this side as well.

Name: *Shawn Hosaka* *Shawn J. Hosaka*

Address: *P.O. Box 321*

City: *Kekaha*

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAAI  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:  
AIR-P  
01.0378

July 10, 2001

Mr. Shawn Hosaka  
P.O. Box 321  
Kekaha, Hawaii 96752

RECEIVED  
JUL 11 2001  
EDWARD K. NODA & ASSOCIATES, INC.

Dear Mr. Hosaka:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment.

I appreciate the time you took to express your concerns over the proposed improvements. Your comments will be taken into consideration.

Please contact Lynn Becones, Planner, of the Airports Division at (808) 838-8811 to clarify any questions you may have.

Sincerely,

*for Ben Schlyssak*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation – Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

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Name: *Albin Huebner*

Address: *PO Box 1034 Hanalei, HI 96716*

City:

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0278

Mr. Alike Huddy  
P. O. Box 1034  
Hanapepe, Hawaii 96716

Dear Mr. Huddy:

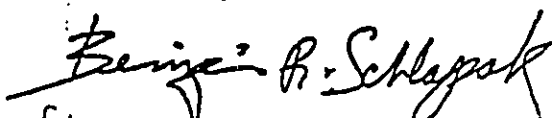
Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment.

I appreciate the time you took to express your concerns over the proposed improvements. Your comments will be taken into consideration.

Please contact Lynn Becones, Planner, at (808)838-8811 to clarify any questions you may have.

Sincerely,

  
for JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation – Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

I am a west side resident of Kauai, and I am in favor of the draft environmental assessment with the exception that the State should only allow the two operators presently using the airport, Bali-Hai Helicopters and Inter-Island Helicopters to build hangars.

Both these companies bring visitors to the West Side and they provide much-needed jobs for many local people from the surrounding communities.

The fire-rescue helicopters have been based out of Port Allen Airport for over fourteen years and I want them to stay here on the West Side. Many people go hunting in Waimea Canyon, Koke'e State Park and having the rescue helicopter closer to these areas just makes good sense. Most of the fires are on this side as well.



Name: OTIS INGRAM

Address: Pt. Box 412

City: Eleele HI 96705

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

*e. Allen*  
*5/23/01*

*-EKNA*  
*(B. Ishii)*  
BRIAN K. MINAAI  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0277

May 17, 2001

Mr. Otis Ingram  
P. O. Box 412  
Eleele, Hawaii 96705

RECEIVED  
MAY 23 2001  
EDWARD K. NODA & ASSOC., INC.

Dear Mr. Ingram:


Subject: port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft  
Environmental Assessment.

I appreciate the time you took to express your concerns over the  
proposed improvements. Your comments will be taken into  
consideration.

Please contact Lynn Becones, Planner, at (808)838-8811 to clarify  
any questions you may have.

Sincerely,

  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K

May 2001

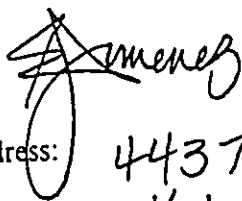
Jerry Matsuda, Airport Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

I am a resident of Kauai, and I am in favor of the development at Port Allen Airport, with a couple of exceptions. The State should cut back on the hanger space from four (4) to two (2) hangers and should give the two companies presently using the airport a space. Tourist coming to the west side, helps our sagging economy, and the helicopters have attracted visitors to our area. They are also providing jobs for members of the community who live on the west side of Kauai.

Sincerely,



Address:

4437 Piiwai Pl.

City:

Koloa, HI 96756

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR

DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0378

July 10, 2001

Mr. E. Jimenez  
4437 Piiwai Place  
Koloa, Hawaii 96756

RECEIVED  
JUL 11 2001

Dear Mr. Jimenez:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

EDWARD K. NODA & ASSOCIATES, INC.

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment.

I appreciate the time you took to express your concerns over the proposed improvements. Your comments will be taken into consideration.

Please contact Lynn Becones, Planner, of the Airports Division at (808) 838-8811 to clarify any questions you may have.

Sincerely,

*for Ben Schulz*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)



May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

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Both these companies bring visitors to the West Side and they provide much-needed jobs for many local people from the surrounding communities.

The fire-rescue helicopters have been based out of Port Allen Airport for over fourteen years and I want them to stay here on the West Side. Many people go hunting in Waimea Canyon, Koke'e State Park and having the rescue helicopter closer to these areas just makes good sense. Most of the fires are on this side as well.

*Gary Joseph*

Name: Gary Joseph

Address: 4409 Ahopueo Dr.  
Kalaheo, HI 96741

City:

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

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*Gary Joseph*

Name: Gary Joseph

Address: 4409 Ahopueo Dr.  
Kalaheo, HI 96741

City:

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0378

July 10, 2001

Mr. Gary Joseph  
4409 Ahopueo Drive  
Kalaheo, Hawaii 96741

RECEIVED  
AUG 1 2001  
HONOLULU, HAWAII

Dear Mr. Joseph:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment.

I appreciate the time you took to express your concerns over the proposed improvements. Your comments will be taken into consideration.

Please contact Lynn Becones, Planner, of the Airports Division at (808) 838-8811 to clarify any questions you may have.

Sincerely,

*for Ben Schlapp*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

0928

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation – Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

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Name: Gordon K. Kaumoaana

Address: P.O. Box 262

City: Makaweli Hi 96769.

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:  
AIR-P  
01.0271

May 17, 2001

Mr. Gordon K. Kaaumoana  
P.O. Box 262  
Makaweli, Hawaii 96769

Dear Mr. Kaaumoana:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment.

I appreciate the time you took to express your concerns over the proposed improvements. Your comments will be taken into consideration.

Please contact Lynn Becones, Planner, at (808) 838-8811 to clarify any questions you may have.

Sincerely,

A handwritten signature in cursive script that reads "Jerry M. Matsuda".

JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation – Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
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Name: Danford M Kao

Address: 4250 Kaana St.

City: Lihue HI 96766

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:  
AIR-P  
01.0378

July 10, 2001

Mr. Danford M. Kao  
4250 Kaana Street  
Lihue, Hawaii 96766

RECEIVED

Dear Mr. Kao:


Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment.

I appreciate the time you took to express your concerns over the proposed improvements. Your comments will be taken into consideration.

Please contact Lynn Becones, Planner, of the Airports Division at (808) 838-8811 to clarify any questions you may have.

Sincerely,

*for*   
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation – Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
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Name: LINDA KAIAKAPU

Address: P.O. Box 87

City: Hanapepe, HI 96716



BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR

DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0289

May 24, 2001

Ms. Linda Kaiakapu  
P. O. Box 87  
Hanapepe, Hawaii 96716

Dear Ms. Kaiakapu:


Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment.

I appreciate the time you took to express your concerns over the proposed improvements. Your comments will be taken into consideration.

Please contact Lynn Becones, Planner, at (808) 838-8811 to clarify any questions you may have.

Sincerely,

  
for JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation – Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

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Name: *Howell H. Kehlman*

Address: *Box 114 Hanapepe, HI 96716*

City:

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR

DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0378

July 10, 2001

Mr. Howell H. Kaleokane  
P.O. Box 114  
Hanapepe, Hawaii 96716

RECEIVED  
JUL 13 2001

EDWARD K. NODA & ASSOC., INC.

Dear Mr. Kaleokane:

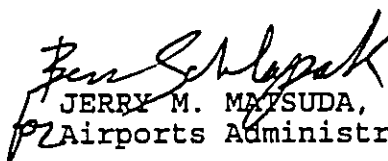
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State Project No. AK2010-01

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Sincerely,

  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: ✓Edward K. Noda & Associates, Inc. (B. Ishii)

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

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Name: BENJAMIN K. KALI SR.

Address: P.O. Box 455  
HANALEI HI 96716


City:

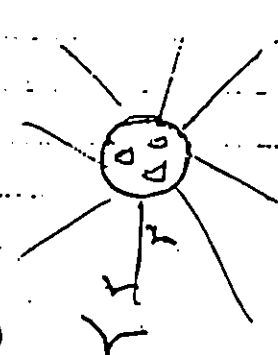
I PREFER INTER ISLAND HELICOPTERS TO  
REMAIN AT BURN'S FIELD AIRPORT WITH FACILITIES  
CAPABLE OF HOUSING SEARCH AND RESCUE EQUIPMENT  
BY KAUAI FIRE DEPARTMENT - IN STATE OF HAWAII  
LAW ENFORCEMENT AGENCY ONLY.

HUMAN WAR PLANE'S DOG FIGHT OVER  
WORLD WAR'S ERRA MILITARY AIR BASE  
(FOR DECADES)

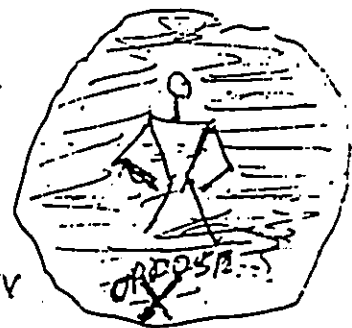
1. WHO OWNS THE LAND - NATIVE HAWAIIAN DESCENDANTS OF ANCESTRAL IBERIANS HANAPEPE KAVALI KINGDOM OF HAWAII.
2. HISTORY OF BURN'S FIELD - IN 1927 WHEN TERRITORIAL LANDS WAS ASSIGNED TO THE U.S. GOVERNMENT FOR A U.S. AIR BASE THE LAND WAS HELD BY THE TERRITORY OF HAWAII AND NOT BY THE U.S. GOVERNMENT. BY STATE'S F.O. STATE GOVERNOR NO 291 AUG 2, 1927. ASSIGNED THE LAND FOR A MILITARY AIR FIELD. ANY FEDERALLY MANDATED RESTRICTION ON THE USE OF THIS LAND (SUCH AS THE AERONAUTICAL USE PROVISION IN PRESIDENTIAL (F.O. NO. 5405) MAY BE LEGITIMATELY QUESTIONED BECAUSE THE LAND WAS HELD BY THE TERRITORY OF HAWAII AND NOT THE U.S. GOVERNMENT ORIGINALLY AND THE AERONAUTICAL USE RESTRICTION IN PRESIDENT'S HOOVER'S F.O. MAY SIMPLY BE IN PROPER. THIS SITE IS CEDED LANDS OVER WHICH NATIVE HAWAIIANS HAVE ANCESTRAL RIGHTS TO IT HANDIED DOWN THROUGH GENERATION A60.
3. LAND OWNERS - LIKE ALL THE BIG TIME LAND GRABBER'S SINCE THE OVERTHROW OF THE KINGDOM OF HAWAII IN 1893 MCBRYDE, GAY-N-ROBINSON, KANUDSON AND MANY OTHERS WHO IS SELLING OF THE LAND THEY ILLEGALLY CALL THEIRS. IT MAKES NO DIFFERENTS TO AS NATIVE HAWAII TRYING TO PROTECT THIS SACRED PENINSULA AT SALT PON'S KAVAI AND THE SAFETY OF THE GENERAL PUBLIC RECREATIONAL ACTIVITIES AT THE SALT PON <sup>PARK</sup> AND COSTAL FISHING AREA'S SURROUND.

ING THIS PENINSULA WHICH THIS RALIC  
MILITARY AIR FIELD SITS ON, <sup>AND NEVER HAD BEEN REMOVED</sup> THAT GIVES  
THE STATE OF HAWAII THAT ILLEGAL RIGHT  
TO VIOLATE THE RIGHTS OF THE NATIVE  
HAWAIIANS WHO RIGHTFULLY OWN AND  
BELONGS TO THE KINGDOM OF HAWAII  
TO KEEP IT SACRED AND SAVE FOR DECADES  
AGO FROM RESORTS, AND DEVELOPMENTS  
OF MARCHING BOOM, BOOM OF HELICOPTERS  
THAT YOU CANNOT PREDICT WHEN THEY ARE  
GOING CRAZY AND KILL INNOCENT PEOPLE  
I OPPOSE TO THIS AIRPORT DEVELOPMENT  
EVER SINCE IT CAUGHT STARTED IN THE 80'S.

MAHALO NOHOA   
BENJAMIN K. RALIS SR.  
KANAKA MAOLII #00071  
KINGDOM OF HAWAII  
CHIEF OF SAID DISTRICT  
(HANALEI PENINSULA)  
(AND SALT MAKING PEN'S)  
OKE-AKUA



MAIN - N - NATURE  
ALT'S OF MOTHER NATURE  
PIPER CUP PLANE CRASH 1970  
HELICOPTER - THE WARNING  
TO US / CRASH 3-23-01 ROBINSON  
HE CAN LAND ON OUR AINA  
BUT WE CANNOT GO TO HIS  
FORBIDDING ISLAND NIHAU



MY LUCKY NO IS 3 THE NEXT A'WE  
NO KA I EA

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0277

May 17, 2001

Mr. Benjamin K. Kali, Sr.  
P. O. Box 455  
Hanapepe, Hawaii 96716

Dear Mr. Kali:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft  
Environmental Assessment.

I appreciate the time you took to express your concerns over the  
proposed improvements. Your comments will be taken into  
consideration.

Please contact Lynn Becones, Planner, at (808)838-8811 to clarify  
any questions you may have.

Sincerely,

A handwritten signature in cursive script, appearing to read "Jerry M. Matsuda".

JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

BRIAN K. MINAAI  
DIRECTOR

DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JACQUELYN URASAKI

IN REPLY REFER TO

AIR-P  
01.0411

July 27, 2001

Mr. Benjamin K. Kali, Sr.  
P.O. Box 455  
Hanapepe, Hawaii 96716

Dear Mr. Kali:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment (EA).

Regardless of what the history of land ownership at Port Allen Airport may be, the fact is that today the Airport encompasses a net acreage of approximately 134 acres under the jurisdiction of the State Department of Transportation, Airports Division. As you allude to, approximately 122 acres of the property are on ceded land. Portions of many State airports are on ceded lands, and the use of these lands for a public airport is generally accepted as satisfying the Admission Act's (Public Law 86-3 73 Statute 4) "for the public use" criteria for the use of ceded lands.

I appreciate the time you took to express your concerns over the proposed improvements. Please contact Lynn Becones, Planner of the Airports Division, at (808) 838-8811 to clarify any questions you may have.

Very truly yours,

A handwritten signature in cursive script that reads "Brian K. Minaai".

BRIAN K. MINAAI  
Director of Transportation

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K; -PM; -L  
LEG (M. Lau)

RECEIVED  
AUG 6 2001

EDWARD K. NODA & ASSOC., INC.



0429

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation – Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880


Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

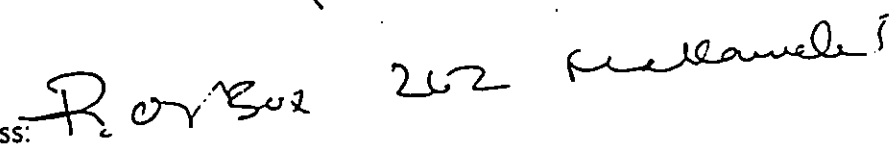
Dear Mr. Matsuda:

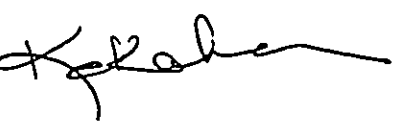
I am a west side resident of Kauai, and I am in favor of the draft environmental assessment with the exception that the State should only allow the two operators presently using the airport, Bali-Hai Helicopters and Inter-Island Helicopters to build hangars.

Both these companies bring visitors to the West Side and they provide much-needed jobs for many local people from the surrounding communities.

The fire-rescue helicopters have been based out of Port Allen Airport for over fourteen years and I want them to stay here on the West Side. Many people go hunting in Waimea Canyon, Koke'e State Park and having the rescue helicopter closer to these areas just makes good sense. Most of the fires are on this side as well.

Name: 

Address: 

City: 

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:  
AIR-P  
01.0271

May 17, 2001

Ms. Annie Kanahale  
P.O. Box 262  
Makaweli, Hawaii 96769

Dear Ms. Kanahale:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft  
Environmental Assessment.

I appreciate the time you took to express your concerns over the  
proposed improvements. Your comments will be taken into  
consideration.

Please contact Lynn Becones, Planner, at (808) 838-8811 to  
clarify any questions you may have.

Sincerely,

A handwritten signature in cursive script that reads "Jerry M. Matsuda". The signature is written in black ink and is positioned above the typed name and title of the signatory.

JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

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Sincerely,

*Cecilia Kawabete*  
*Maikaweli Kauai*

Celeste Genabele  
Makeweli Kasiai



ZIP CODE

Jerry Matsuda Administrator  
State Department Transportation Airport Division  
400 Rodgers Boulevard Suite 700  
Honolulu International Airport  
Honolulu Hawaii 96819-1880



BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR

DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0292

May 25, 2001

Ms. Cecelia Kanahale  
Makaweli, Hawaii 96769

Dear Ms. Kanahale:

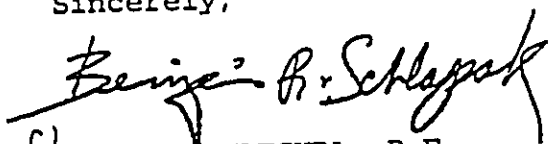
Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft  
Environmental Assessment.

I appreciate the time you took to express your concerns over the  
proposed improvements. Your comments will be taken into  
consideration.

Please contact Lynn Becones, Planner, at (808)838-8811 to clarify  
any questions you may have.

Sincerely,

  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K

MT+M45 Danny Kanahela

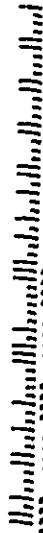
P.O. Box 239

Makalei, HI 96769

ZIP CODE



96769/1520



MAY 10

Jerry Matsuda  
501 Department of Transportation  
400 Rodgers Boulevard Suite 700  
Honolulu International Airport  
Honolulu Hawaii 96919-1980

0914

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

I am a west side resident of Kauai, and I am in favor of some development at Port Allen Airport. The State should only allow the two operators presently using the airport, Bali-Hai Helicopters and Inter-Island Helicopters to build hangars.

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Sincerely,

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

*-ELENA  
(B. Ishii)*  
BRIAN K. MINAAI  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0264

May 16, 2001

Mr. & Mrs. Danny Kanahale  
P.O. Box 239  
Makaweli, Hawaii 96769

Dear Mr. & Mrs. Kanahale:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment.

I appreciate the time you took to express your concerns over the proposed improvements. Your comments will be taken into consideration.

Please contact Lynn Becones, Planner, at (808) 838-8811 to clarify any questions you may have.

Sincerely,

A handwritten signature in cursive script that reads "Jerry M. Matsuda".

JERRY M. MATSUDA, P.E.  
Airports Administrator

c: ✓Edward K. Noda & Associates (B. Ishii)

bc: AIR-K  
AIR-PM  
AIR-L



0910

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

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Name: *Donald Kanahale*

Address: *PO box 262 Makaweli HI 96769*

City: *Kekaha.*

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

EKNA  
(B. Ishii)  
BRIAN K. MINAII  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JACINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0262

May 16, 2001

Mr. Donald Kanahale  
P.O. Box 262  
Makaweli, Hawaii 96769

Dear Mr. Kanahale:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft  
Environmental Assessment.

I appreciate the time you took to express your concerns over the  
proposed improvements. Your comments will be taken into  
consideration.

Please contact Lynn Becones, Planner, at (808) 838-8811 to  
clarify any questions you may have.

Sincerely,

A handwritten signature in cursive script that reads "Jerry M. Matsuda".

JERRY M. MATSUDA, P.E.  
Airports Administrator

c: ✓ Edward K. Noda & Associates (B. Ishii)

bc: AIR-K  
AIR-PM  
AIR-L

0913

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation – Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

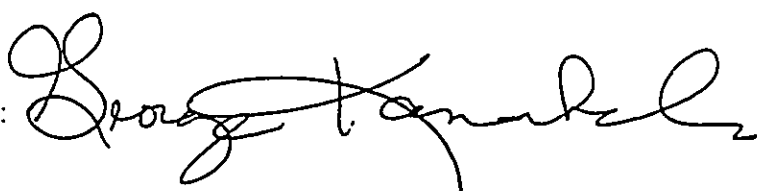
Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

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Name: 

Address: 8020 Haunani Rd

City: Tualala

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAAI  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0292

May 25, 2001

Mr. George Kanahale  
8020 Hoomau  
Kekaha, Hawaii 96752

Dear Mr. Kanahale:

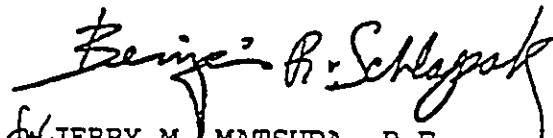
Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment.

I appreciate the time you took to express your concerns over the proposed improvements. Your comments will be taken into consideration.

Please contact Lynn Becones, Planner, at (808)838-8811 to clarify any questions you may have.

Sincerely,

  
for JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates (B. Ishii)

0911

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation – Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

I am a west side resident of Kauai, and I am in favor of the draft environmental assessment with the exception that the State should only allow the two operators presently using the airport, Bali-Hai Helicopters and Inter-Island Helicopters to build hangars.

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Name: *Georgiana Kanahale*

Address: *PO box 262 Makaweli HI 96769*

City: *Kekaha*

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 ROGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

-EKNA  
(B. Ishii)  
BRIAN K. MINAII  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:  
AIR-P  
01.0263

May 16, 2001

Ms. Georgiana Kanahale  
P.O. Box 262  
Makaweli, Hawaii 96769

Dear Ms. Kanahale:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment.

I appreciate the time you took to express your concerns over the proposed improvements. Your comments will be taken into consideration.

Please contact Lynn Becones, Planner, at (808) 838-8811 to clarify any questions you may have.

Sincerely,

A handwritten signature in cursive script that reads "Jerry M. Matsuda".

JERRY M. MATSUDA, P.E.  
Airports Administrator

c: ✓Edward K. Noda & Associates (B. Ishii)

bc: AIR-K  
AIR-PM  
AIR-L

0409

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation – Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

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Name: Isaac A. Kanahela

Address: po box 229 makaweli Hi 96769

City: Kekaha

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

·EKNA  
(B. Ishii)  
BRIAN K. MINAII  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:  
AIR-P  
01.0261

May 16, 2001

Mr. Isaac Kanahale  
P.O. Box 228  
Makaweli, Hawaii 96769

Dear Mr. Kanahale:

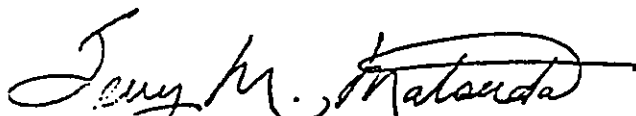
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Draft Environmental Assessment  
State Project No. AK2010-01

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Please contact Lynn Becones, Planner, at (808) 838-8811 to clarify any questions you may have.

Sincerely,

  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: ✓Edward K. Noda & Associates (B. Ishii)

bc: AIR-K  
AIR-PM  
AIR-L



0926

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

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Name: Joseph K Kanahale

Address: Po box 262 mattaweli Hi 96769

City: Kekaha

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR

DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:  
AIR-P  
01.0271

May 17, 2001

Mr. Joseph Kanahale  
P.O. Box 262  
Makaweli, Hawaii 96769

Dear Mr. Kanahale:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

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Sincerely,

A handwritten signature in cursive script that reads "Jerry M. Matsuda". The signature is written in dark ink and is positioned above the typed name of the signatory.

JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

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Sincerely,

*Leonard S. S. S. S.*  
*Moanae'i S. S. S.*

DOCUMENT CAPTURED AS RECEIVED

*Edward Sandele*  
*Kakalaui Kauai*

HONOLULU HI 968  
PM 3  
05 MAY  
2001



ZIP CODE

*Jerry Matsuda Administrator*  
*State Department Transportation*  
*Airport Division* 400 Rodgers Boulevard Suite 200  
*Honolulu International Airport*  
*Honolulu Hawaii 96819-1898*

AIR MAIL  
CORREO AEREO  
PAR-AVION  
55219/1898

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1860

BRIAN K. MINAII  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0292

May 25, 2001

Mr. Leonard Kanahale  
Makaweli, Hawaii 96769

Dear Mr. Kanahale:

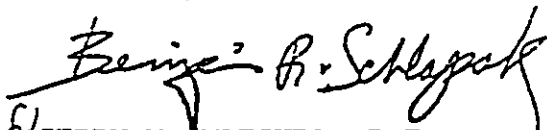
Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft  
Environmental Assessment.

I appreciate the time you took to express your concerns over the  
proposed improvements. Your comments will be taken into  
consideration.

Please contact Lynn Becones, Planner, at (808)838-8811 to clarify  
any questions you may have.

Sincerely,

  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K

May 2001

Jerry Matsuda, Airport Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

I am a resident of Kauai, and I am in favor of the development at Port Allen Airport, with a couple of exceptions. The State should cut back on the hanger space from four (4) to two (2) hangers and should give the two companies presently using the airport a space. Tourist coming to the west side, helps our sagging economy, and the helicopters have attracted visitors to our area. They are also providing jobs for members of the community who live on the west side of Kauai.

Sincerely,

 KFD

Address: *SOLOMON KAHOFO*  
*P.O. Box 168*  
City: *LITLES, HI 96766*

BENJAMIN J. CAYETANO  
GOVERNOR



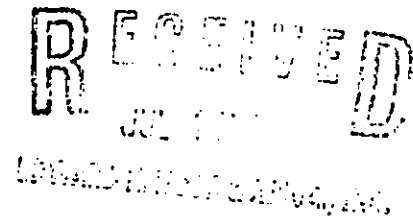
STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAAI  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:  
AIR-P  
01.0378

July 10, 2001

Mr. Solomon Kanoho  
P.O. Box 168  
Lihue, Hawaii 96766



Dear Mr. Kanoho:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment.

I appreciate the time you took to express your concerns over the proposed improvements. Your comments will be taken into consideration.

Please contact Lynn Becones, Planner, of the Airports Division at (808) 838-8811 to clarify any questions you may have.

Sincerely,

*for Ben Schlapak*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

0925

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

I am a west side resident of Kauai, and I am in favor of the draft environmental assessment with the exception that the State should only allow the two operators presently using the airport, Bali-Hai Helicopters and Inter-Island Helicopters to build hangars.

Both these companies bring visitors to the West Side and they provide much-needed jobs for many local people from the surrounding communities.

The fire-rescue helicopters have been based out of Port Allen Airport for over fourteen years and I want them to stay here on the West Side. Many people go hunting in Waimea Canyon, Koke'e State Park and having the rescue helicopter closer to these areas just makes good sense. Most of the fires are on this side as well.

Name: *Kathy H. Kachlanli*

Address: *PO Box 690273*

City: *Makanihi HI 96769 690273.*



BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

EKWA  
(B. Ishii)  
BRIAN K. MINAII  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:  
AIR-P  
01.0271

May 17, 2001

Ms. Kathy Kaohelauii  
P.O. Box 690273  
Makaweli, Hawaii 96769

Dear Ms. Kaohelauii:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft  
Environmental Assessment.

I appreciate the time you took to express your concerns over the  
proposed improvements. Your comments will be taken into  
consideration.

Please contact Lynn Becones, Planner, at (808) 838-8811 to  
clarify any questions you may have.

Sincerely,

A handwritten signature in cursive script that reads "Jerry M. Matsuda".

JERRY M. MATSUDA, P.E.  
Airports Administrator

c: ✓ Edward K. Noda & Associates (B. Ishii)

bc: AIR-K

May 2001

Jerry Matsuda, Airport Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

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Sincerely,

*John K. Kaufman*

Address: P.O. Box 270

City: LAWAIA, HI  
96765

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0292

May 25, 2001

Mr. Galen Kawakami  
P. O. Box 270  
Lawai, Hawaii 96765

Dear Mr. Kawakami:

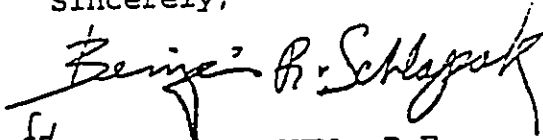
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Please contact Lynn Becones, Planner, at (808)838-8811 to clarify  
any questions you may have.

Sincerely,

  
for JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates (E. Ishii)

bc: AIR-K

0997

May 21, 2001

Dept. of Transportation -- Airports Division  
Jerry Matsuda  
400 Rogers Blvd., Suite 700  
Honolulu, HI 96819

**RE: BURNS FIELD, Kauai**

Dear Mr. Matsuda,

This letter is to inform you that as a resident of Kalaheo, Kauai for the past 15 years, I oppose the Department of Transportation's intention to add 4 heliports with operations facilities, fuel, hangers, parking, etc. at Burns Field. The air tour routes cannot be relied upon to be voluntary, we can anticipate that they will be used the maximum effect and desire of the operators. Future use is underestimated, as I am sure all of the helicopter companies will want to move to Burns Field to be able to compete. There is no consideration for multiple flights per hour into Waimea Canyon. We, Kalaheo residents will be at the effect of the helicopter companies with over-flights constantly.

This use in conflict with the future plans recently approved in General Plan, which calls for the heliport to be centralized in Lihue. **I CALL FOR A RE-OPENING OF THE PUBLIC HEARINGS!!**

Sincerely,



Mary Lu Kelley  
P. O. Box 670  
Kalaheo, HI 96741  
808-332-7874

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

Ekna  
BRIAN K. MINAAL  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0415

July 30, 2001

Ms. Mary Lu Kelley  
P.O. Box 670  
Kalaheo, Hawaii 96741

Dear Ms. Kelley:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments regarding the Port Allen Airport  
Draft Environmental Assessment (EA).

The Airports Division does not intend to construct "four  
heliports" at the Port Allen Airport. Among the proposed  
improvements are four lease lots for helicopter use and  
accompanying aprons for helicopter operations. Public and  
employee parking are also proposed. The construction of hangars  
and provision of fuel would be the responsibility of lease lot  
tenants.

Noise measurements were taken at various locations at the Airport  
and in the surrounding areas and the results indicate no  
significant impacts will be generated by the proposed  
improvements. However, in recognition of the fact that single  
noise events can be intrusive, the Airports Division is  
considering asking aircraft operators to voluntarily avoid flying  
over noise-sensitive areas such as the Salt Ponds and the Salt  
Pond Park. This can only be on a voluntary basis since the  
Airports Division has no authority to regulate landing and  
takeoff routes or flight patterns.

The aviation demand forecasts for Port Allen were taken from the  
Hawaii Aviation Demand Forecasts, January 2001. The aviation  
demand forecasts for the various airports in the State system are  
statistical projections based on a variety of data provided by  
both Hawaii Visitors and Convention Bureau (HVCB) and the  
Department of Business, Economic Development, and

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AUG 20 2001

EDWARD K. NODA & ASSOC., INC.

Ms. Mary Lu Kelley  
July 30, 2001  
Page 2

AIR-P  
01.0415

Tourism (DBEDT). The Airports Division believes the forecasts are accurate. The forecast number of operations at the Port Allen Airport is not dependent on the proposed improvements; these are expected to occur even if the improvements are not built.

Helicopter companies can and do operate at the Port Allen Airport now without the proposed improvements. If the future demand for helicopter services at Port Allen Airport materializes as anticipated, and as you stated, helicopter companies should desire to compete for this demand then there will be more helicopter operators at the Airport. This is a point we have made on many occasions.

Flights over Waimea Canyon and the Kalaheo community may originate from Lihue Airport and from Princeville, a private airport, as well as from Port Allen. The proposed improvements will not impact this.

We are aware that Kauai County's new General Plan calls for the decommissioning of the Airport and the centralization of helicopters at Lihue Airport. The County of Kauai did not consult with the Airports Division when the County adopted its new General Plan. The Puolo Point peninsula has been used as an airport for over 70 years, and has been compatible with the Salt Ponds and recreational uses, such as the Salt Pond Park. In fact, the land on which the Park is situated is former Port Allen Airport land transferred to the County. At this point in time, the Airport will continue to serve the flying public as part of the Statewide Airport System.

In 1991, the Airports Division investigated the feasibility of consolidating helicopter operations at one location on Kauai. The idea was deemed infeasible for two main reasons: 1) based on Federal Aviation Administration (FAA) requirements, the Airports Division has no authority to prevent helicopter operations at any public airport since it cannot discriminate against aviation use at public airports and 2) the landowner for the proposed site did not want to sell the land. Therefore, this helicopter facility plan was not implemented.

A public hearing is not required in the EA process. Nevertheless, the Airports Division held two public meetings on Kauai regarding the 1999 EA for the proposed project: A public informational meeting on August 13, 1997, and a public hearing on February 19, 1998. This is the second consecutive EA that the

Ms. Mary Lu Kelley  
July 30, 2001  
Page 3

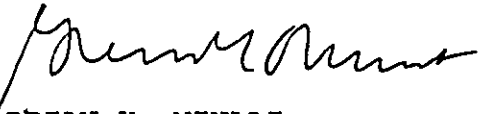
AIR-P  
01.0415

Airports Division is performing for the proposed improvements, and public comment was formally solicited for the previous Draft EA. The comments as well as the Airports Division responses and the minutes of the February 19, 1998 public hearing, are included in the current Draft EA.

Comments on the current Draft EA will be included in the Final EA. In short, there has been more than sufficient opportunity for public comment on the proposed project. Based on the comments that have been received during the last four years, we believe that an additional public hearing will not add anything new to the discussion.

Please contact Lynn Becones, Planner at the Airports Division, at (808) 838-8811 to clarify any questions you may have.

Very truly yours,



BRIAN K. MINNAI  
Director of Transportation

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K  
AIR-L  
AIR-PM  
LEG (M. Lau)

William K. Kikuchi  
Professor Emeritus  
Kauai Community College  
Lihue, Hawaii 96766

May 10, 2001

Mr. Jerry Matsuda  
Department of Transportation  
Airports Division  
400 Rogers Blvd.  
Honolulu, HI 96819

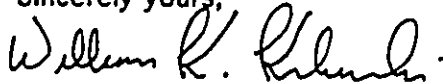
Dear Mr. Matsuda:

I would like to submit a copy of a report written by Dr. David Burney a few years ago . He conducted a core study of the Ukula [Salt Pond] site, not because of airport expansion, but as part of a scientific study being conducted on the island of Kaua'i by Fordham University, the Smithsonian Institution, and Kauai Community College. We are presently at the stage of publishing our results this and next year.

When Dr. Burney was undergoing his coring studies, the Burns Field controversy appeared in the Garden Island Newspaper. He then made a short report on what he had found and the implications, both pro and con, regarding the area's subsurface geology and the impact of a leakage of fuel tanks in the area.

If indeed the possibility of a fuel leakage appears likely, then without doubt, both Dr. Burney and I are opposed to the expansion of the airport. The impact on the salt production would be devastating. The State will greatly impact on a cultural practice and pollute the salt produced there with possible health impacts on alot of people. We will stand to lose a most important cultural site, pollute it beyond repair, impact people's health, and destroy another segment of our Hawaiian heritage.

Sincerely yours,



William K. Kikuchi

cc. Noda and Associates  
Office of Environmental Quality Control

encl: Dr. Burney's Report

RECEIVED  
MAY 21 2001

OFFICE OF ENVIRONMENTAL QUALITY CONTROL



## Information on Salt Pond, Kaua'i

David A. Burney, Ph.D. Associate Professor  
Dept. of Biological Sciences Fordham University Bronx, NY 10458  
c/o

William K. Kikuchi, Professor Emeritus  
Kauai Community College, Lihue, Kauai 96766

The hypersaline pond on the south coast of Kauai near Hanapepe is an example of an unusual limnological feature of considerable cultural and scientific interest. The prehistoric Hawaiians placed great value on the type of red salt that outcrops on the surface here, a mixture of iron oxide and halite. In the shallow pond, ground water and ocean overwash mix and evaporate, creating very salty water and a crust of nearly pure red-stained salt. This material was probably collected here for centuries by the prehistoric Hawaiians, and continues to be a source of the finest red salt today.

This feature is a fragile resource, however. Our research on the subsurface conditions in this area show that, just off the runway in the shallow waters of the pond adjacent to the beach barrier, layers of sediments reveal the history and ecology of the site. The top ca. 30 cm. (1 foot) consists of the red salt in a sandy matrix. Below this, from 30-50 cm, a yellowish-brown clayey sand becomes more yellow near the bottom, then shifts abruptly at ca. 50 cm to a light blue-gray clayey sand which becomes darker downwards, and contains hydrogen sulphide. This dark material continues down to 125 cm (about four feet), where it becomes more gravelly, and contains gypsum (calcium sulphate) crystals. This kind of material continues down to 2.1 m (over six feet), then turns abruptly to a bluish-gray clay, which continues down to 2.6 m, where limestone rock (aeolianite, a fossil sand-dune deposit) begins.

This kind of stratigraphy is of considerable interest, as the lower layers probably contain terrestrial fossils several thousand years old which were deposited in a freshwater marsh or brackish estuary. Of more immediate practical concern, however, is the fact that these dense lower layers may serve as an aquatard, a zone of low permeability restricting the movement of water up or down in the layers. Shallow groundwater and surface water undoubtedly flow toward the ocean here, and outcrop below the intertidal zone just above this clay layer, which is visible in the sand at the bottom of the lagoon formed by the reef here. Thus any surface or shallow ground-water pollution produced in the vicinity of the airport is likely to flow toward the ocean (rather than down into the sand) and empty directly onto the reef system. The proposal to bury underground fuel tanks in the vicinity needs to be carefully considered, in my opinion. Any leakage so near the coast in a system of this type would almost certainly affect the nearby marine communities. Of course, pollution of this aquifer would also be likely to render the salt traditionally extracted from the pond unfit for human consumption or other domestic uses.

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR

DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0386

July 16, 2001

William K. Kikuchi, Ph.D.  
Professor Emeritus  
Kauai Community College  
Lihue, Hawaii 96766

RECEIVED  
JUL 18 2001

Dear Dr. Kikuchi:

EDWARD K. NODA & ASSOC., INC

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Draft Port Allen Environmental Assessment, including the submittal of the monograph by Dr. David Burney.

The information in Dr. Burney's monograph appears to support the anecdotal information provided by users of Ukala (the Salt Pond) regarding the subsurface stratigraphy within the Pond area. The hydrogeological exploration conducted by Edward K. Noda and Associates, Inc., does confirm Dr. Burney's hypothesis that there is an aquitard or hydrogeological barrier in this area.

The piezometric head in the monitoring well installed closest to the Pond was higher, which indicates that there is a barrier to ground water flow and discharge in the area. The higher salinity of the water in the salt wells as opposed to the ground water in the monitoring wells indicates that there is little or no direct connection between the Pond and the surrounding ground water occurring in Koloa Basalts. If there were a connection, the salinity of the salt wells would most likely be less than that of the nearby ocean water.

The plan for the proposed improvements at the Port Allen Airport call for the use of aboveground tanks for the storage of fuel rather than underground storage tanks. The current standards for installation of aboveground tanks call for double-wall containment on the tank to prevent the release of fuel in the event of a problem with the tank. These standards also call for mechanical cut-off devices to prevent overflowing of the tank.

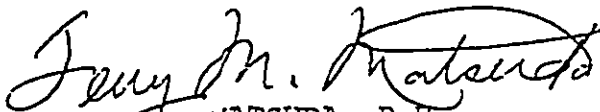
William K. Kikuchi, Ph.D.  
Page 2  
July 16, 2001

AIR-P  
01.0386

Federal standards also call for any aboveground tank user with a tank capacity in excess of 600 gallons to develop a Spill Prevention, Control and Countermeasures (SPCC) plan for the facility. The Department of Transportation, Airports Division will require that all tenants installing aboveground fuel storage tanks in excess of 600 gallons at Port Allen Airport have a SPCC plan.

Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

I am a west side resident of Kauai, and I am in favor of the draft environmental assessment with the exception that the State should only allow the two operators presently using the airport, Bali-Hai Helicopters and Inter-Island Helicopters to build hangars.

Both these companies bring visitors to the West Side and they provide much-needed jobs for many local people from the surrounding communities.

The fire-rescue helicopters have been based out of Port Allen Airport for over fourteen years and I want them to stay here on the West Side. Many people go hunting in Waimea Canyon, Koke'e State Park and having the rescue helicopter closer to these areas just makes good sense. Most of the fires are on this side as well.

Name: SID KIM

Address: PO-Box 763

City: WAIMEA, HAWAII 96796

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
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Name: SID KANE

Address: PO-Box 765

City: WAIMEA, Hawaii 96796

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1680

BRIAN K. MINAHI  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0378

July 10, 2001

Mr. Sid Kini  
P.O. Box 763  
Waimea, Hawaii 96796

RECEIVED

Dear Mr. Kini:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment.

I appreciate the time you took to express your concerns over the proposed improvements. Your comments will be taken into consideration.

Please contact Lynn Becones, Planner, of the Airports Division at (808) 838-8811 to clarify any questions you may have.

Sincerely,

*for Ben Schlapach*  
JERRY M. MADSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
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Honolulu, Hawaii 96819-1880

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Name: *NORIHIKI KAJIJI*

Address: *P.O. Box 137*

City: *HAKIAPEPE, HI 96716*

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR

DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0277

May 17, 2001

Mr. Noriaki Kojiri  
P. O. Box 137  
Hanapepe, Hawaii 96716

Dear Mr. Kojiri:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment.

I appreciate the time you took to express your concerns over the proposed improvements. Your comments will be taken into consideration.

Please contact Lynn Becones, Planner, at (808)838-8811 to clarify any questions you may have.

Sincerely,

A handwritten signature in cursive script that reads "Jerry M. Matsuda".

JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K



0918

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

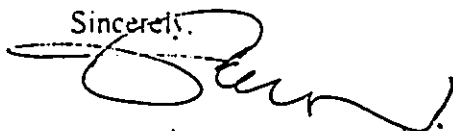
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The fire-rescue helicopters have been based out of Port Allen Airport for over fourteen years and I want them to stay here on the west side. Many people go hunting in Waimea Canyon, Kokee State Park and having the rescue helicopter closer to these areas just makes good sense. Most of the fires are on this side as well.

Sincerely,



Sylvia A. Koshi  
P.O. Box 466  
Kalahoe HI 96741-0466

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

*ELNA*  
*(B. Ishii)*  
BRIAN K. MINAII  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OIKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:  
AIR-P  
01.0265

May 16, 2001

Ms. Sylvia A. Koshi  
P.O. Box 466  
Kalaheo, Hawaii 96741-0466

Dear Ms. Koshi:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment.

I appreciate the time you took to express your concerns over the proposed improvements. Your comments will be taken into consideration.

Please contact Lynn Becones, Planner, at (808) 838-8811 to clarify any questions you may have.

Sincerely,

A handwritten signature in cursive script that reads "Jerry M. Matsuda".

JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K  
AIR-PM  
AIR-L

May 2001


Jerry Matsuda, Airport Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

I am a resident of Kauai, and I am in favor of the development at Port Allen Airport, with a couple of exceptions. The State should cut back on the hanger space from four (4) to two (2) hangers and should give the two companies presently using the airport a space. Tourist coming to the west side, helps our sagging economy, and the helicopters have attracted visitors to our area. They are also providing jobs for members of the community who live on the west side of Kauai.

Sincerely



Address: P.O. Box 452

City: Kalaheo, Hi 96741

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0292

May 25, 2001

Mr. Aki Kyono  
P. O. Box 452  
Kalaheo, Hawaii 96741

Dear Mr. Kyono:

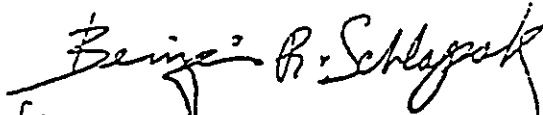
Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment.

I appreciate the time you took to express your concerns over the proposed improvements. Your comments will be taken into consideration.

Please contact Lynn Becones, Planner, at (808)838-8811 to clarify any questions you may have.

Sincerely,

  
for JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K



# ISLAND HELICOPTERS

1050

Department of Transportation  
Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, HI 96819

May 22, 2001

Re: State Project No. AK 2010-01, Comments to the EA dated April 2001

Attn: Mr. Jerry Matsuda, P.E.

It is my understanding that there has been a court order for the Environmental Impact Statement for the Burns Field Airport improvements to visit and include the realistic options available at the Lihue Airport.

In reviewing the April 2001 Environmental Impact Statement, I would like to provide the following comments:

1. It has been reported, as fact, that Lihue is the home base for the trained rescue personnel for the county of Kauai. This has never been discussed in any of the Environmental Impact Statements provided to the public. The time it takes to provide a rescue and the favorable financial benefits from Lihue are both important facts excluded from the Statement. Taxpayers provide the basis for the funding for the rescue efforts and depend on immediate rescue services.

2. Flight patterns are voluntary. The length of flights, frequency of flights, as well as the flight patterns are voluntary. The Environmental Impact Statement neglects to include the fact that there is an unknown to their projection. Selecting to ignore this fact is deceptive to the environment and the public.

A. For the record, if necessary, we could and would fly operations to compete with the benefits of flying tours from Burns Field. We can and would operate helicopters from Burns Field every 20 minutes, flying an operation not included in the current, or any other Environmental Impact Statement. For example, we have flown a 55-60 minute tour for the last 21 years, yet, just this year, we have included a 40-45 minute tour to compete with other operators. The entire routine of helicopter operations CAN change at any time.

3. The Environmental Impact Statement has quoted a decrease in helicopter flights, there has not been a decrease in helicopter flights, this fact is incorrect. Check the math in the calculations. The projections of visitor numbers are less, and different than the calculations currently distributed by the DEBDT. This is not acceptable, and for the record, should not be acceptable in

the Environmental Impact Statement.

4. Enclosed is the NTSB report for Inter-Island Helicopters accident in 1994. There are questions to consider. Inter Island kept it's aircraft in a hangar (in Hanapepe town), yet there was a true concern for the corrosion from the salt air. Could it be that even if an aircraft is kept in a hangar, that this Airfield could be considered a risk for safety? After this accident, all operators with Allison engines were given a memo to alert them of the possible corrosion.

5. The April 2001 Environmental Impact Statement stated that Hawaii Helicopters operates from Burns Field. This company does not operate on Kauai (as of Feb. 2001).

6. Throughout the entire Environmental Impact Statement it is stated that this development is what the community needs and wants, however this is in complete contradiction with the General Update Plan accepted prior to April 2001.

There are at least 5 areas of evidence where the April 2001 Environmental Impact Statement is either lacking proper fact or omitting concern for the community. It continues to be obvious that this project has "political pressure". With full regard to and for the facts, I continue to support a position that secures a decision to terminate any improvement to Burns Field.

It is amazing to me how unfriendly this project has been. Unfriendly to the community, to the officials, and to the other helicopter operators in Hawaii. I have stated at nearly every chance in this Environmental Statement that this project is not necessary, and is a complete waste of funds. The request is for one operator. After all of the years we, as an operator, have waited and watched for something more than a month to month lease from the Department of Transportation, we are just astonished at the extent to which the Department will go for this particular operator.

Sincerely,



Bonnie E. Lofstedt  
Vice-President  
Island Helicopters Kauai, Inc

cc: County of Kauai, Planning Commission

X94FA197

NTSB Identification: LAX94FA197 . The docket is stored in the (offline) NTSB Imaging System.

Accident occurred Monday, April 18, 1994 at HANAPEPE, HI  
Aircraft: HUGHES 369D, registration: N1103N  
Injuries: 1 Fatal, 4 Serious.

THE PILOT REPORTED THAT WHILE MANEUVERING NEAR A WATERFALL ON A SIGHT-SEEING FLIGHT, THE HUGHES 369D SUSTAINED A LOSS OF ENGINE POWER, DESCENDED, AND LANDED HARD ON ROUGH/ROCKY TERRAIN. AN EXAM OF THE ENGINE REVEALED THE FUEL NOZZLE STRAINER WAS CONTAMINATED AND BLOCKED WITH SODIUM, AND IT WAS PARTIALLY COLLAPSED. TESTS OF THE NOZZLE REVEALED THAT FLOW RATES WERE BELOW THE MANUFACTURER'S SPECIFICATIONS. THE HELICOPTER WAS BEING OPERATED EXCLUSIVELY IN A MARINE ENVIRONMENT AND THE OPERATOR PERFORMED COMPRESSOR WASH PROCEDURES ON A DAILY BASIS. IN A SERVICE LETTER, THE ENGINE MANUFACTURER PRESCRIBED TURBINE ENGINE COMPRESSOR WASH PROCEDURES WHICH RESULTED IN IMMERSION OF THE FUEL NOZZLE IN CONTAMINATED WASH WATER. THERE WAS EVIDENCE OF SUBSEQUENT INFILTRATION OF WASH WATER INTO THE FUEL NOZZLE STRAINER. THE FUEL NOZZLE STRAINER HAD A LIFE LIMIT OF 2500 HOURS, BUT ACCORDING TO THE MANUFACTURER, IT WAS NOT SUBJECT TO ANY PRIOR ROUTINE INSPECTION REQUIREMENT.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

INADEQUATE TURBINE ENGINE COMPRESSOR CLEANING PROCEDURES BASED ON INFORMATION IN THE MANUFACTURER'S SERVICE LETTER, AND LOSS OF ENGINE POWER DUE TO BLOCKAGE OF THE FUEL NOZZLE STRAINER WITH FOREIGN MATERIAL (SODIUM). FACTORS RELATED TO THE ACCIDENT WERE: THE LACK OF A SPECIFIED SERVICE REQUIREMENT FOR INSPECTION OF THE FUEL STRAINER, AND TERRAIN CONDITIONS IN THE EMERGENCY LANDING AREA.

Full narrative available

Index for April 1994 | Index of months

5/23/01 8:30 AM

## LAX94FA197

## HISTORY OF FLIGHT

On April 18, 1994, at 1314 hours Hawaii standard time, a Hughes 369D, N1103N, lost power while maneuvering and collided with rocky terrain below the Manawaupuna Falls, located about 7 miles northeast of Hanapepe, Kauai, Hawaii. The helicopter was being operated by Smoky Mountain Helicopters, Inc., dba Inter-Island Helicopters, Hanapepe, Hawaii, as a sightseeing flight under 14 CFR Part 91. The helicopter was destroyed. The certificated commercial pilot and three passengers were seriously injured. One passenger was fatally injured. The local flight originated at the Port Allen Airport, Hanapepe, Hawaii at 1135 hours. Visual meteorological conditions prevailed.

The helicopter was maneuvering about 150 feet above the surface of a man-made pond below the waterfalls when the engine lost power. The pond was in a valley formed by the Hanapepe River. The surrounding terrain was mountainous covered with thick vegetation.

The pilot stated he noticed a drop in "N2" with an immediate descent. The pilot attempted to fly out of the descent and increased the collective. The pilot stated he then transmitted a Mayday call and "informed the passengers a crash was eminent." The pilot flared the helicopter at treetop level and applied initial cushioning pitch approximately 5 feet above the ground. The pilot stated he did not observe any warning or caution lights during the accident.

The helicopter landed hard in the rocky riverbed about 300 feet downstream from the dam of the man-made pond. All the survivors reported losing consciousness and could not give clear accounts of the circumstances during postaccident interviews.

## PILOT INFORMATION

The pilot holds a Commercial Pilot Certificate with a Rotorcraft- Helicopter rating. According to the operator's accident report, the pilot's total aeronautical experience consists of about 3,100 hours, all of which were accrued in helicopters.

## AIRCRAFT INFORMATION

The helicopter, a Hughes 369D, had accumulated a total time in service of 7,154.3 hours. Examination of the maintenance records revealed that the most recent 100-hour inspection was accomplished on April 14, 1994, 14.3 hours before the accident.

An Allison 250-C20B turboshaft engine, serial number CAE-834267, was removed from the airframe by the operator on January 1, 1994, at 7,322.5 hours total engine time, and later installed in the airframe by the operator on January 28, 1994. The operator's maintenance records indicated about 227.8 hours were flown on the engine after the installation. The engine had accrued a total time in service of 7,550.3 hours at the time of the accident.

According to a statement from the operator, he performs a compressor wash on a daily basis in accordance with the instructions contained in Allison Service Letter CSL-1135. The procedure was timed at 31 seconds, and 2.5 quarts of water are sprayed into the engine during the process.

## WRECKAGE AND IMPACT INFORMATION

The initial impact point was about 10 feet upstream from the helicopter's point of rest. The landing gear was broken and portions were found upstream with aluminum transferred to submerged rocks.

The belly was crushed upward. The sheet metal was torn from the left side under the pilot's seat aft to the cabin. The cabin floor was displaced upward about 3 inches. The rear seat passenger seatbelt center attach point was torn loose from the aft cabin bulkhead.



The pilot's seat pan was bent downward. The collective torque tube under the pilot's seat was deformed in the same manner contouring the seat pan. The throttle linkage that runs through the collective torque tube was bent corresponding to the seat pan and found in the off position.

The engine turbine section was broken from the accessory gearbox and the fuel control unit was damaged. The engine fuel filter housing was found broken and the filter was found lying on the ground.

The helicopter's fuel cell was found shredded from underneath. No fuel was found in the cells. There was an aroma of jet fuel in the accident area and fuel was noted floating on the water in stagnant pools. One passenger complained of minor skin injuries due to exposure to fuel after the accident. The right rear passenger's seatbelt was found to have jet fuel on it.

The tail boom was severed from the airframe and found about 20 feet downstream in trees on the west bank of the stream. One of the helicopters main rotor blades was found separated and came to rest near the tail boom.

The tail rotor gear box was found attached to the tail boom with about 10 inches of the tail rotor blades broken off. Both outboard segments of the tail rotor blades were found in the accident area. One blade was found about 75 feet downstream of the fuselage. The other blade was found about 100 feet away from the fuselage in vegetation on the east bank of the stream.

Flight control and drive train continuity was established. According to the helicopter airframe manufacturer, the breaks in the drive train and flight controls were consistent with damage generated from impact with the ground.

## TESTS AND RESEARCH

### Engine Examination

The helicopter's engine was examined at the operator's facilities in Hanapepe, Hawaii, on April 21, 1994. There was no evidence or damage found in the engine compressor or turbine section that indicated there was a mechanical failure or malfunction with the rotating or stationary parts.

### Fuel Control Inlet Filter

The fuel control inlet filter was tested at Allied Signal Controls and Accessories Division, Burbank, California, on June 1, 1994. The inlet filter was visually inspected and placed in a test fuel control. Metered amounts of fuel were introduced to the fuel control and differential pressures were measured across the control filter. The differential pressures were also measured from randomly selected fuel control inlet filters. The results of the test are attached to this report.

### Fuel Spray Nozzle Assembly Flow Tests

The fuel spray nozzle assembly (P/N 6890917, serial No. AG83474) from the accident helicopter was tested on a flow bench at Helipower Services, Santa Paula, California, on June 15, 1994. The nozzle fuel strainer appeared to be collapsed when examined through the fuel inlet end. The nozzle assembly did not meet the flow limits published in the Allison 250-C20 overhaul manual. The tests measure fuel flow in pounds per hour at various specified inlet pressures (PSI). The following table depicts the test results.

Inlet Minimum Maximum Accident Pressure Flow Limit Flow limit Nozzle Flow

60 PSI 23 LB/HR 30 LB/HR 20 LB/HR 125 PSI 50 LB/HR 70 LB/HR 38 LB/HR 200 PSI 138 LB/HR  
178 LB/HR 52 LB/HR 400 PSI 260 LB/HR 305 LB/HR 80 LB/HR

After the tests, the fuel nozzle was disassembled and the internal 229 micron fuel strainer was found contaminated and collapsed.

### Fuel Filter Information/Research

The helicopter's airframe fuel filter, fuel control unit filter, and fuel nozzle filters are constructed of various micron mesh values. The progression of the filtration runs from fine to course with the 5 micron airframe filter being the finer of the three and the 229 micron fuel nozzle filter being the courser. The fuel control filter is rated at 64 micron. The fuel nozzle filter is final stage of fuel filtration before the fuel enters the combustor section of the engine and is ignited.

The engine manufacturer has established a time limit on the fuel nozzle of 2,500 hours, after which the nozzle must be overhauled. The fuel nozzle screen is not inspected by operators as part of any recurring inspection program approved by the engine manufacturer.

### Fuel Filter Examination

The three fuel filters were submitted to Fowler, Inc., Gardena, California, for analysis. According to Fowler, Inc., the airframe filter "was relatively clean and only a few random particles were found. The fuel control filter and fuel nozzle filter were contaminated. The quantity of contamination in the fuel nozzle filter was more prevalent than in the fuel control filter.

The fuel nozzle filter was found completely covered with a brownish material. The brown materials were analyzed using energy dispersive spectroscopy (EDS). The EDS identified the materials comprised of sodium, oxygen, and carbon with small amounts of sulfur, chlorine, and calcium.

The fuel control filter unit was also examined. The EDS trace identified materials comprised of sodium with smaller amounts of aluminum, silicon, sulfur, and calcium. According to Fowler, Inc., the quantity of contaminants on the fuel control screen were much less than that found on the fuel nozzle filter.

### Fuel Sample Tests

There was no fuel retained from the accident helicopter. The helicopter's fuel system was damaged to the extent any fuel on board at the time of the accident would have drained through the damaged areas. Two fuel samples were taken on April 19, 1994, from the truck that serviced helicopter before the accident. An additional sample was taken from the truck on August 12, 1994, and submitted for testing.

On April 20, 1994, a fuel sample from the truck was tested by BHP Petroleum Americas Refining, Inc. According to the test results, the sample met all routine delivery specifications. However, tests for sodium are not part of the routine.

Additional samples were submitted to Inspectorate, Carson, California, for analysis. The samples were tested specifically for sodium content using Atomic Absorption Spectrophotometer, (A.A.S.). During the test, a random "on grade" Jet A fuel sample and a salt-saturated Jet A fuel sample were introduced for comparison.

The analysis of the truck fuel sample [Sample B], taken one day after the accident in April, resulted in a .09 parts per million (PPM) quantification. Analysis of the truck sample [Sample A], taken in August after the accident, resulted in a .06 PPM quantification.

The random "on grade" Jet A fuel sample was analyzed three times. The first sample [Sample C] was analyzed as received and produced a .05 PPM sodium concentration. The sample was then mixed with salt crystals taken from the Salt Pond Park located adjacent to the Port Allen Airport in Hanapepe, Hawaii. The salted "on grade" Jet A fuel sample [Sample C(i)] was analyzed as received and produced a .04 PPM sodium concentration. The salted "on grade" Jet A fuel sample was then filter through a .8 micron millipore filter and tested for sodium content. The filtered salted "on grade" Jet A fuel sample [Sample C(ii)] resulted in a 0.04 PPM sodium concentration.

The Sample C(ii) was then mixed with concentrated salt water and left to settle. After settling, the Jet A was analyzed for sodium content and produced a 0.74 PPM concentration.

5/23/01 8:30 AM

According to the Inspectorate Regional Lab Manager, the sodium concentration of the truck fuel sample [Sample B] taken one day after the accident in April would be considered minute.

#### Allison Compressor Wash Procedures

The engine manufacturer publishes procedures to remove all forms of contamination using a daily water rinse in Commercial Service Letter (CSL-1135, Revision 4, dtd. June 30, 1992). The procedure specifically lists "salt water air" as an example of contamination to which the procedure applies. CSL-1135 identifies the Hawaiian Islands as an area of severe corrosion.

The procedure specifies clean water should be sprayed at a rate of 1 quart in 9 to 11 seconds into the compressor inlet.

The manufacturer indicates the water injection should start about 3 seconds before energizing the starter motor to provide a full water flow rate to the compressor. The starter should be energized for 10 seconds without exceeding 10 percent engine N1 rpm while spraying the water. The water spray should continue during engine coast down after the starter is released.

If during the starter energize the engine N1 rpm starts to exceed 10 percent, the starter should be released and water spray continued. The N1 rpm should be allowed to reduce to 5 percent, and then the starter should be energized again to obtain a full 10 seconds of engine rotation while water is sprayed into the compressor.

The rinse procedure may be repeated if exposure to excessive salt has occurred.

CSL-1135 indicates the engine should be operated for 5 minutes within 15 minutes of the water rinse to purge and evaporate all residual water. The commercial service letter does not address when the 15 minute period begins, when the last water drains out of the combustor, or at the end of starter energizing.

#### Compressor Wash Water Drain Test

A compressor wash drain test was conducted by the Safety Board. An Allison 250-C20B combustion chamber was installed in a fixture tilted about 45 degrees to simulate the installation in the helicopter airframe. Three quarts of water were poured against the side of the combustor. The water was directed away from the fuel nozzle. The flow rate was approximately 1 quart in 10 seconds. The rate at which the water drained from the combustor through the combustor drain valve was timed with the sweep second hand of a wristwatch.

The first quart of water immersed the fuel nozzle. After the 3 quarts were added it took 30.5 minutes for the water to drain. The fuel nozzle was immersed in the wash water about 25 minutes.

During the test, water was noted dripping from the fuel nozzle inlet. Disassembly of the nozzle revealed the filter screen was wet and water had seeped past the check valve in the fuel nozzle.

It should be noted the fuel nozzle was checked for proper assembly before the tests.

The test was performed again, but this time the fuel drain check valve was removed. Again, the nozzle was immersed by the first quart of water, but all of the wash water drained in less than 1 minute. Removal of the drain valve is not mandated by the Allison compressor wash procedures. However, it was reported to the Safety Board that many operators removed the drain plug to accomplish wash procedure.

#### ADDITIONAL INFORMATION

##### Wreckage Release

The wreckage was released to the helicopter owner on April 22, 1994, with parts retained for further examination. The parts were released by the Safety Board on August 17, 1994.

**ALLISON RESPONSE TO INTIAL DRAFT**

Allison Engine Company responded to the NTSB Factual Report Draft Narrative on February 24, 1995. A copy of the response is included in this report.

Use your browsers 'back' function to return to synopsis  
[Return to Query Page](#)

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

BRIAN K. MUSAHA  
DIRECTOR  
DEPUTY DIRECTORS:  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

Ekua

IN REPLY REFER TO:

AIR-P  
01.0420

August 7, 2001

Ms. Bonnie Lofstedt  
Vice President  
Island Helicopters Kauai, Inc.  
P.O. Box 831  
Lihue, Hawaii 96766

RECEIVED  
AUG 28 2001

Dear Ms. Lofstedt:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments regarding the Port Allen Airport  
Draft Environmental Assessment (EA).

The court order of May 11, 2000, that you referred to required the Airports Division to include "an analysis of the relocation of helicopter operations from the Port Allen Airport to Lihue Airport." And in a supporting statement in the order, the court stated that the "Port Allen EA failed to adequately consider and discuss the alternative of moving the helicopter facilities to Lihue Airport on Kauai." The court order did not require the Airports Division to prepare an Environmental Impact Statement or "to visit and include the realistic options available at the Lihue Airport" as your letter states.

There are no Kauai County rescue personnel based at the Lihue Airport. The Airport has its own Aircraft Rescue and Fire Fighting personnel, and County fire fighting personnel are called to assist only if necessary. The Kauai County Fire Department (KFD) does provide emergency rescue services and in approximately 98 percent of the cases requiring the use of a helicopter, Inter-Island Helicopters provides the helicopter. As you know, Inter-Island Helicopters operates from Port Allen Airport. The Inter-Island Helicopters aircraft picks up KFD rescue personnel at various locations depending on what has been

Ms. Bonnie Lofstedt  
August 7, 2001  
Page 2

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01.0420

determined to be the fastest route to the site of the emergency. The Port Allen Airport, a vacant field adjacent to the Kukui Grove Shopping Center (in the Lihue vicinity), and occasionally Haena and the Princeville Airport are all rendezvous points for the rescue helicopter and KFD rescue personnel.

The fact that Inter-Island Helicopters provides emergency helicopter rescue services from Port Allen Airport is disclosed in the Draft EA. However, the efficiency and cost of KFD emergency rescue services are not relevant to an assessment of the potential environmental impacts of the proposed improvements at Port Allen Airport. Therefore, the Draft EA does not discuss this.

As you state, the individual aviation user determines flight pattern, the length, and frequency of flights at the Port Allen Airport. The Airports Division does not have the authority to regulate these matters. However, in order to mitigate the impact of single noise events, the Airports Division is considering asking helicopter operators at the Airport to avoid flying over noise sensitive areas such as the Salt Ponds and the Salt Pond Park. This is stated in the EA. Please note that flights over noise sensitive areas can occur with or without the proposed Airport improvements. Typical helicopter flight tracks are also presented in the EA. The individual pilot taking into consideration safety concerns such as weather and wind conditions will ultimately determine the flight pattern.

Although the Airports Division has no authority to regulate the length and frequency of flights at Port Allen, the number of anticipated future operations at the Airport can be estimated, and this is presented in the aviation demand forecasts in the EA. The fact that the routine of helicopter operations can change at any time does not eliminate the need for projections of future aviation demand, an essential basis for sound planning.

The fact that you, a helicopter operator, emphasize that the entire routine of helicopter operations including flight patterns and length and frequency of flights can change at any time serves to confirm a point we have made repeatedly. Helicopter operations at Port Allen Airport are not dependent on the proposed improvements and can occur with or without the proposed project.

Ms. Bonnie Lofstedt  
August 7, 2001  
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01.0420

The decrease in helicopter operations at Port Allen Airport from 1998 to 1999, shown in the aviation demand forecasts contained in the EA, is based on actual reports filed by operators at Port Allen and FAA Airport Master Records, Form 5010-1. The aviation demand forecasts for Port Allen were taken from the Hawaii Aviation Demand Forecasts, January 2001. The aviation demand forecasts for the various airports in the State system are statistical projections based on a variety of data provided by both Hawaii Visitors and Convention Bureau (HVCB) and the Department of Business, Economic Development, and Tourism (DBEDT). The data include visitor trends, average daily visitor census, population, civilian employment, long-range economic projections, etc. Thus, the aviation demand forecasts are not determined by any single factor and there is no direct correlation between the number of visitors and the number of helicopter operations at Port Allen Airport.

The 1994 accident at Manawaupuna Falls involving Inter-Island Helicopters was unfortunate. The safe operation of aircraft at all State airports is of utmost concern to the Airports Division. The determination of the National Transportation Safety Board which you referred to indicated the probable cause of the accident as inadequate engine cleaning procedures based on information in the manufacturer's service letter and loss of engine power due to blockage of the fuel nozzle strainer with sodium. The salt air is a condition affecting many State, military, and private airports in Hawaii. With the construction of an enclosed hangar and proper aircraft maintenance, which is the responsibility of the aircraft owner, this condition can be mitigated and is not a hazard to aircraft operations.

The EA will be revised, and the Final EA will reflect the fact that Hawaii Helicopters no longer operates at the Port Allen Airport.

A number of people have expressed either support or opposition to the proposed improvements at the Airport, as evidenced by the public comments provided in the EA. We are aware that Kauai County's new General Plan calls for the decommissioning of the Airport. The County of Kauai did not consult with the Airports Division when the County adopted its new General Plan. The Puolo Point peninsula has been used as an airport for over 70 years, and has been compatible with the Salt Ponds and recreational uses such as the Salt Pond Park. In fact, the Salt Pond Park is located on former Port Allen Airport land which could be transferred to the County. At this point in time, the Airport will continue to serve the flying public as part of the statewide airport system.

Ms. Bonnie Lofstedt  
August 7, 2001  
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01.0420

Finally, the proposed improvements are not intended for the use of one operator. When the tenant lease lots at the Port Allen Airport are developed, we must comply with federal grant assurances and ensure they will not be for the exclusive use of any operator.

Please contact Ben Schlapak, Head Planning Engineer at the Airports Division, at (808) 838-8821 to clarify any questions you may have.

Very truly yours,

  
BRIAN K. MINNAI  
Director of Transportation

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K, -L, -PM, LEG



DOCUMENT CAPTURED AS RECEIVED



# NATIVE HAWAIIAN LEGAL CORPORATION

1164 Bishop Street, Suite 1205 • Honolulu, Hawaii 96813 • Phone (808) 521-2302 • Fax (808) 537-4266



May 21, 2001

Jerry M. Matsuda, P.E.  
Airports Administrator  
State of Hawaii  
Department of Transportation  
Airports Division  
400 Rodgers Blvd., Suite 700  
Honolulu, Hawaii 96819-1880

Re: Comments on DOT's Draft Environmental Assessment for the Port Allen Airport Improvements and Proposed Finding of No Significant Impact, State Project No. AK 2010-01

Dear Mr. Matsuda:

Ms. Wilma Holi has retained the services of the Native Hawaiian Legal Corporation for the purpose of providing comments on DOT's April 2001 draft environmental assessment ("EA") prepared for the above-referenced project, and its proposed finding of no significant impact.<sup>1</sup> Our comments are as follows:

**1. DOT Should Withdraw its Proposed Negative Declaration Because Substantial Unresolved Issues Remain Concerning the Effect of the Fuel Storage Tanks at Port Allen Airport**

The draft EA states, at page 1-1, that the document will be used by DOT to apply for a Special Management Area ("SMA") permit from the County of Kauai. Although they are not listed among the improvements proposed for the Port Allen Airport at Hanapepe, Kauai, the Kauai County Planning Department on February 1, 2001, determined that the recently installed but unpermitted 8,000 gallon above-ground fuel storage tank at Port Allen Airport, along with any other anticipated fuel storage tanks<sup>2</sup>, must be analyzed as part of the DOT's SMA permit application for the Port Allen Airport improvements project. See Attachment B.

<sup>1</sup> The administrative rules promulgated pursuant to Chapter 343, H.R.S., denominate a finding of no significant impact as a "negative declaration." H.A.R. § 11-200-2.

<sup>2</sup> On February 25, 2000, Kauai County's Planning Director wrote to DOT's airport administrator, to advise DOT that the County Planning Department understood that there are plans by DOT to install a second fuel storage tank at Port Allen Airport, and that this additional development, along with the existing unpermitted fuel storage tank, would be subject to the County's SMA requirements. See Attachment A.

*Services made possible with major funding from the Office of Hawaiian Affairs.*

Hiale. Upright, growth, sturdy, tall and straight as a tree without branches; sharply peaked, as mountains. Fig. righteous, correct.

May 21, 2001

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Moreover, separate and apart from the County's requirement that DOT analyze the effect of the installation of the fuel storage tanks at Port Allen Airport as part of its SMA application, analysis of the environmental impact of the fuel storage tanks is also required by Title 11, Chapter 200, of the Hawaii Administrative Rules ("HEPA Rules"). The HEPA Rules were promulgated by the Environmental Council pursuant to section 6 of Chapter 343, the Hawaii Environmental Policy Act. H.A.R. § 11-200-1 declares that the purpose of Chapter 343 is to "ensure that environmental concerns are given appropriate consideration in decision making," and §§ 9 (a)(3) and 10(4) require that an EA identify and evaluate potential impacts. Installing two 8,000 gallon fuel storage tanks at Port Allen Airport creates the potential impact of a fuel spill originating from the tanks themselves. This is an impact that is distinct from the impact of fuel spilling during helicopter refueling operations, and such information should be made available to decision makers and the public. Accordingly, DOT should revise the draft EA to identify the fuel tanks as part of the proposed improvements in chapter three, and analyze the potential impact of a tank-related fuel spill of between 8,000 to 16,000 gallons on the environment in chapter four.

Although DOT has reported in the draft EA information relating to the direction of groundwater and surface water flow relative to the location of the project site, this analysis does not substitute for an investigation concerning the effect of a tank-related fuel spill on the environment. Even if the direction of groundwater flow is to the south and east, *i.e.*, away from the Hanapepe Salt Pans, all this means is that a tank-related fuel spill which reaches the groundwater table underlying the airport site will eventually have an adverse impact on marine biotic communities located south and east of the project site. DOT's need to assess the impact of the fuel tanks on coastal water pollution was brought to its attention by the State Department of Health's District Environmental Health officer, who advised the County on March 14, 2000, that the fuel tank improvements should be reviewed to determine whether the system could comply with National Pollution Discharge Elimination System, *i.e.*, federal Clean Water Act, permit requirements. See Attachment C. This concern, having been raised by a sister state agency with expertise in environmental regulation, must be taken seriously.

Even if the effect of developing an on-site fuel storage system in lieu of using tank trucks to refuel the helicopters at Port Allen Airport might result in a beneficial effect on the environment by reducing the frequency of fuel tank truck trips to the airport and thus the probability of a traffic accident-related fuel spill, the impact of the on-site fuel tanks must nonetheless be analyzed in the draft EA. Section 2 of the HEPA rules, H.A.R. § 11-200-2, makes it clear that beneficial effects must also be evaluated. Section 2 provides that an environmental effect "may also include those effects resulting from actions which may have both beneficial and detrimental effects, even if on balance the agency believes that the effect will be beneficial." Accordingly, environmental analysis of the effect of a tank-related fuel spill is clearly required by the HEPA rules, including §§ 11-200-1, 2, 9(a)(3), and 10(4), H.A.R.

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May 21, 2001  
Page 3

In addition, the draft EA is incomplete without a fuel spill mitigation plan, as H.A.R. § 11-200-10(7) requires that an EA include a discussion of proposed mitigation measures. Reference is made at page 4-15 of the draft EA to the need for an approved federal Environmental Protection Agency spill prevention control and counter measure plan ("SPCC") for each fuel tank. However, the SPCC -- if indeed one has already been approved by the EPA for the unpermitted fuel tank at Port Allen Airport -- is neither appended to nor incorporated by reference in the draft EA. Because the SPCC will address mitigation measures, it must be accessible to decision makers, governmental agencies, and the public. See, Council on Environmental Quality, Forty Most Asked Questions Concerning CEQ's National Environmental Policy Act Regulations, 46 F.R. 18023, 18034 (04/23/81).

For all of the foregoing reasons, we submit that the draft EA is incomplete and should be revised to include an analysis of the environmental effect of the installation of two above-ground fuel storage tanks at the Port Allen Airport. Accordingly, DOT should withdraw its proposed negative declaration for the airport improvements.

2. **The Draft EA Fails to Address the Effect of the Proposed Improvements on Cultural Practices of the Community and State.**

The original EA for the Port Allen Airport improvements was prepared in 1998, two years prior to the Hawaii Legislature's Act 50 amendments to Chapter 343, H.R.S. The HEPA amendments that took effect on July 1, 2000, require that EAs evaluate whether a project may have an adverse effect on the cultural practices of the community and State. The draft EA attempts to evaluate the physical effects -- dust, groundwater pollution, stormwater runoff, and noise -- of the Port Allen Airport improvements on the salt pans. However, development that is incompatible with a resource's cultural value also constitutes an effect. See, Thomas F. King, Cultural Resource Laws and Practice, AltaMira Press, Walnut Creek, CA (1998) at 226. The draft EA does not evaluate the impact of the project on cultural practices and values relating to the making of salt at Hanapepe.

In particular, the draft EA does not evaluate whether the proposed improvements may have an adverse effect on the salt making community by increasing the level of development at Puolo Point. This is an effect which is separate and apart from the effect of the proposed improvements on the Leina-a-ka-'uhane, human burials, and historic sites.<sup>3</sup> Accordingly, the draft EA needs to analyze whether increased development is compatible with traditional Hawaiian salt making.

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<sup>3</sup> We also note that the DOT's 31 page analysis of the effect of the project on historic and archaeological sites, published at Appendix E of the draft EA, is incomplete because all of the even-numbered pages are missing. Accordingly, the draft EA needs to be republished, because decision makers and the public are unable to analyze this effect of the proposed improvements on historic and archaeological sites.

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May 21, 2001  
Page 4

Because the draft EA does not contain an assessment pertaining to the effect of the project on cultural practices and values, substantial questions remain regarding whether the proposed actions will have an adverse cultural impact. Under the circumstances, it would be improper for DOT to issue a negative declaration. Accordingly, DOT must either revise the draft EA or issue an environmental impact statement preparation notice.<sup>4</sup>

**3. The Draft EA Should Discuss Section 106 Consultation Under the National Historic Preservation Act.**

The original draft EA for the Port Allen Airport improvements disclosed that Federal Aviation Administration approval of the airport layout plan for the project will be required. The April 2001 draft EA states that only county SMA permit approval is required. If there has been a change in permit requirements, then the draft EA needs to explain why FAA approval is no longer necessary.

This disclosure is relevant because Section 106 of the National Historic Preservation Act requires that FAA and DOT consult with the State historic preservation officer and Native Hawaiian organizations, prior to undertaking any project for which federal approval is required. Consultation is mandated for projects subject to state regulation, which are administered pursuant to approval by a federal agency, where the project may have an effect on a historic or cultural property eligible for inclusion in the National Register of Historic Places. See, 36 C.F.R. Part 800. Because the Hanapepe Salt Pans are historic and cultural properties eligible for inclusion in the Register,<sup>5</sup> FAA and DOT will have to consult with the Office of Hawaiian Affairs and Hui Hana Pa'akai o Hanapepe, among other Hawaiian organizations, if FAA layout plan approval is required.

Thank you for this opportunity to comment on the draft Port Allen Airport EA and DOT's proposed negative declaration, as well as to make a record in this proceeding.

Very truly yours,  
  
ARNOLD L. LUM

ALL:mr  
Encls.

<sup>4</sup> Because the draft EA does not address the effect of the proposed improvements on the cultural practices and values of the Hanapepe salt making community, DOT's proposed negative declaration should be withdrawn and an EIS preparation notice substituted. It is black-letter HEPA law that an environmental impact statement must be prepared if a proposed action "may" have a significant effect on the environment. H.R.S. § 343-5(b). The fact that "substantial questions" are raised in an environmental assessment of itself necessitates preparation of an EIS. Blue Ocean Preservation Society v. Watkins, 767 F.Supp. 1518, 1526 (D. Hawaii 1991).

<sup>5</sup> The salt pans are listed on the Hawaii Register of Historic Places. Draft EA Appendix E, at 27.

# ATTACHMENT "A"

MARYANNE W. KUSAKA  
MAYOR



DEE M. CROWELL  
PLANNING DIRECTOR  
SHEILAH N. MIYAKE  
DEPUTY PLANNING DIRECTOR  
TELEPHONE (808) 241-6677  
FAX (808) 241-6699

February 25, 2000

PLANNING DEPARTMENT

Jerry M. Matsuda,  
Airports Administrator  
Department of Transportation-Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, HI 96819-1880

Subject: Fuel Storage Tanks  
Special Management Area Permit Requirements  
Port Allen Airport (Burns Field)  
TMK:1-8-08:4, Hanapepe, Kauai

Dear Mr. Matsuda:

As you may be aware, the attached November 23, 1999 Zoning Compliance Notice was issued to your office for construction of a concrete slab and fencing, and placement of a fuel storage tank at the Port Allen Airport. As stated in the Notice, since the project site is located within the County of Kauai Special Management Area (SMA), the construction and fuel storage tank placement requires an SMA Permit. You were to submit an application for an SMA permit for the development that had occurred, and you were required to cease and desist any further development.

It is our understanding that there are plans to place another fuel storage tank at the airport for use by Bali Hai Helicopter Tours. If this is true, the additional development would be subject to SMA requirements. Please consider this a reminder that an SMA permit application should be filed for the previous activity, and any additional proposed development prior to construction.

Feel welcome to contact George Kalisik or Les Milnes of my staff at 241-6677 if you wish to discuss this matter further.

Sincerely,

Handwritten signature of Dee M. Crowell in cursive.

Dee M. Crowell  
Planning Director

c: Captain Mike Kano  
Ben Schlapek  
Building Division  
DLNR-Land Division, Kauai

Kapule Building • 4444 Rice Street, Suite 473 • Lihue, Kauai, Hawaii 96766  
AN EQUAL OPPORTUNITY EMPLOYER

# ATTACHMENT "B"

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DOT-ENGR BRANCH

Fa: (808) 338-751

Jun 1 '01 8:17 P.03

MARYANNE W. KUSAKA  
MAYOR



DEE M. CROWELL  
PLANNING DIRECTOR  
SHEILAH N. MIYAKE  
DEPUTY PLANNING DIRECTOR  
TELEPHONE (808) 241-6677  
FAX (808) 241-6699

PLANNING DEPARTMENT

Jerry M. Matsuda,  
Airports Administrator  
Department of Transportation-Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, HI 96819-1880

February 1, 2001

Attention: Ben Schlapak

Subject: Special Management Area (SMA) Permit Application  
Trailer and Fuel Tank  
Port Allen Airport  
TMK:1-8-08:4, Hanapepe, Kauai

Dear Mr. Matsuda:

This letter is being sent in response to your January 25, 2001 after-the-fact application for the non-permitted trailer and fuel storage tank at Port Allen Airport. As you are aware, a master plan application for airport improvements at Port Allen is currently pending before the Planning Commission. We have previously informed your staff by phone and in correspondence, that the trailer and storage tank, as well as any additional proposed development should be included in the master plan application (see highlighted sections of attached correspondence).

The Special Management Area (SMA) Rules and Regulations require that the cumulative impacts of development within the SMA be considered. Therefore, the impacts of the trailer and fuel tank must be assessed along with the anticipated impacts of other development planned for the facility. Submittal of individual SMA applications for each portion of the airport improvements restricts our ability to consider cumulative impacts, as required by the SMA Rules and Regulations.

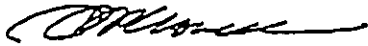
Therefore, please amend the previously submitted application to include the trailer and storage tank, and any other existing non-permitted or anticipated development. In addition, the Environmental Assessment for the airport improvements also should be amended to include existing non-permitted and anticipated future development. Any non-permitted improvements should be removed from the property until action on the amended plan is taken.



Mr. Jerry Matsuda  
February 1, 2001  
Page 2

Attached please find returned your application for the trailer and fuel storage tank. Feel welcome to contact George Kalisik of my staff at 241-6677 if you wish to discuss this matter further.

Sincerely,



Dee M. Crowell  
Planning Director

c: Interisland Helicopters  
Bali High Helicopter Tours  
Edward K. Noda and Associates

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# ATTACHMENT "C"

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DOT-ENGR BRANCH

Fax: 8088338751

Jun 1 '01

8:18

P.12

RECEIVED  
MAR - 2 2000  
COUNTY OF KAUAI  
PLANNING DEPARTMENT

COUNTY OF KAUAI  
PLANNING DEPARTMENT  
4444 RICE STREET, SUITE 473, LIHUE, HI 96756

FROM: Dee Crowell, Director (GEORGE) DATE: March 2, 2000

SUBJECT: Zoning Permit Application Z-IV-2000-31, Use Permit Application U-2000-26, and Special Management Area Use Permit Application SMA(U)-2000-5, STATE OF HAWAII - DOT (Port Allen Airport)

- TO: (X) PW - Engineering Div.
- ( ) PW - Sewers
- ( ) PW - Parks & Recreation
- ( ) PW - Solid Waste
- (X) Water Dept.
- ~~XXXXXXXXXXXXXXXXXXXX~~
- (X) Historic Preservation Div.-DLNR
- (X) Fire Dept.
- ( ) Police Department
- ( ) U.S. Fish and Wildlife - Kilauea
- (X) Kauai Highways Division - State DOT
- ( ) Airports Division - State DOT
- (X) Harbors Division - State DOT
- ( ) Land Use Commission - State DBEDT
- ( ) Office of Planning - State DBEDT
- ( ) State Dept. of Agriculture

COUNTY OF KAUAI  
00 MAR 15 11:00  
PLANNING DEPT.

FOR YOUR COMMENTS (pertaining to your department):

SEE COMMENTS ON ATTACHED -SHEETS.

CI:GNT:LCO:JTT:RY:GU/ckn

March 14, 2000

Signature Clyde Takekuma

Please return comments by March 20, 2000. Clyde Takekuma, Chief  
District Env. Health Program, Ka

ZONING PERMIT APPLICATION: 2-IV-2000-31  
USE PERMIT APPLICATION: U-2000-26  
SPECIAL MANAGEMENT AREA USE PERMIT APPLICATION: SMA(U)-2000-5  
APPLICANT: STATE OF HAWAII - DOT (PORT ALLEN AIRPORT)

Based on our review of the application and our on-site survey of the property, we offer the following environmental health concerns for your consideration.

1. The document indicates that septic tanks will be used for all on-site wastewater disposal system. The individual wastewater systems shall be designed and constructed in compliance with Chapter 11-62, "Wastewater Systems", Title 11, Hawaii Administrative Rules (HAR).
2. The proposed development shall comply with either the applicable natural ventilation requirements of Chapter 11-11, "Sanitation" or the applicable mechanical ventilation requirements of Chapter 11-39, "Air Conditioning and Ventilating" of Title 11, HAR, or both.
3. The applicable requirements of Chapter 11-46, entitled "Community Noise Control" of Title 11, HAR, pertaining to construction activities and stationary sources shall be complied with. Chapter 11-46 does not regulate noise from helicopters and fixed wing airplanes.
4. There could be temporary fugitive dust emissions during site preparation and construction. There could be permanent fugitive dust emissions if the dust sources remain in the vicinity of aircraft (fixed wing and rotary wing) operations. In accordance with Chapter 11-60.1, "Air Pollution Control" of Title 11, HAR, effective dust control measures shall be provided to prevent or minimize any fugitive dust emission from impacting the surrounding areas. This includes the off-site roadways used to enter/exit the project. The control measures include but are not limited to the use of water wagons, sprinkler systems, dust fences, etc.
5. In accordance with Chapter 11-55, entitled "Water Pollution Control" of Title 11, HAR, best management practices (BMP) shall be used to prevent or minimize the impact of soil erosion to the ocean. The existing fuel tank and refueling operation needs to be reviewed for National Pollution Discharge Elimination System (NPDES) permit requirements.
6. In accordance with Chapter 11-58.1, entitled "Solid Waste Management Control" of Title 11, HAR, the grubbed material, demolition waste and construction waste generated by the project shall be disposed of in a

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Fax:8008388751

Jun 1 '01 8:18 P.14

manner or at a site approved by the State Department of Health. The open burning of any of these wastes on or off site is prohibited.

Due to the general nature of the application submitted, we reserve the right to implement future environmental health restrictions when more detailed information is submitted.

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

BRIAN K. MINAA  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO  
AIR-P  
01.0617

November 28, 2001

Mr. Arnold L. Lum, Esq.  
Native Hawaiian Legal Corporation  
1164 Bishop Street, Suite 1205  
Honolulu, Hawaii 96813

Dear Mr. Lum:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment (EA). Our response to the issues you raise is as follows:

1. The Draft EA addresses the potential impact of fuel storage tanks at Port Allen Airport and mitigation measures.

The existing above-ground fuel storage tank (AST) at the Port Allen Airport that you referred to is owned by Inter-Island Helicopters. Contrary to your statement, the Airports Division does not intend to install ASTs or any other fuel storage facilities at the Airport. Therefore, it would be inaccurate to list fuel storage facilities among the proposed improvements described in Chapter 3.0 of the Draft EA. However, it is anticipated that the tenants occupying the proposed lease lots will require refueling facilities. This is disclosed in the description of the proposed project (Section 3.3) in the Draft EA. Contrary to your statement, the potential impacts of these tenant-owned facilities are discussed in Section 4.7 of the Draft EA.

Since the fuel used by aircraft at the Port Allen Airport is in a liquid form, the characteristics of groundwater and surface water flow in the area of the project site is determinative in assessing the potential scope of the impact of a leak or spill, regardless of cause<sup>1</sup>. As discussed in Section 4.6 (Geologic and Groundwater Conditions) and the hydrogeological study (Appendix D),

<sup>1</sup> The distinction you make between the potential impact of a fuel leak or spill due to faulty equipment and the potential impact of a fuel leak or spill due to the operator's error is somewhat artificial. In either case, the potential impact is the same: the possible pollution of the surrounding environment. The distinction is useful only in determining appropriate mitigation measures.

surface water in the vicinity of the project site flows away from the Salt Ponds. Therefore, pollutants flowing on the surface from the project site, such as fuel or those that may be contained in storm water, will have no impact on the Salt Ponds. The project site and the Salt Ponds are situated above two separate aquifers, and there is no connection between the two; groundwater beneath the project site flows away from the Salt Ponds. Therefore, pollutants permeating into the ground in the vicinity of the project site will have no impact on the groundwater beneath the Salt Ponds. These are the existing conditions at the Puolo Peninsula and the proposed improvements will not alter these conditions.

In addition, Section 4.7 describes a number of measures that would either prevent fuel spills or minimize their impact. Typically, an AST is of double-walled construction, and built according to Underwriters Laboratory standards for fire and impact resistance. An AST is also often equipped with an internal overfill shut-off valve, a monitoring gauge, and an audible alarm to prevent overfilling. Finally, an AST must also meet County Fire Department requirements before installation. The owner of an unburied fuel facility with a storage capacity of more than 1,320 gallons, provided that no single container has a capacity in excess of 660 gallons, is required to have a Spill Prevention, Control and Countermeasure (SPCC) Plan. Among the requirements of a SPCC plan is on-site spill control equipment ("spill kits"). SPCC plans establish procedures and controls to prevent, contain, and respond to fuel spills. Thus, SPCC plans are one means by which fuel spills can be prevented or their impact minimized. Please note that the Inter-Island Helicopter's AST at the Port Allen Airport is of the type described above, and the owner has a SPCC Plan.

In addition, drainage from the proposed lease lots will be designed to direct storm water runoff into oil/water separators for treatment before the drainage is allowed to flow off the hangar lots. This is also discussed in Section 4.7. Drainage design, SPCC plans, and oil/water separators would prevent fuel spills from either ASTs or mobile tankers from reaching the groundwater table. Therefore, there would be no impact on the Salt Ponds, Hanapepe Bay, approximately 399 feet to the east of the Pacific Ocean, approximately 1,400 feet to the south, respectively of the project site. This will be clarified in the Final EA.

The storm water drainage system will be designed to direct runoff to the undeveloped Airport land south of the runway, and engineering measures will be taken to prevent a direct discharge into any receiving waters. This, along with all the other control measures described above, will ensure that there will be no impact on Hanapepe Bay or the Pacific Ocean. At this time, a National Pollution Discharge Elimination System permit for the Airport is not required.

Again, contrary to your statement, the potential impact of ASTs is analyzed in the Draft EA. The differences between the potential impact of ASTs and the potential impact of mobile tankers will be discussed in more detail in the Final EA.

Mr. Arnold L. Lum, Esq.  
November 28, 2001  
Page 3

AIR-P  
01.0617

In your letter you stated: "However, the SPCC – if indeed one has already been approved by the EPA for the unpermitted fuel tank at Port Allen Airport – is neither appended to nor incorporated by reference in the draft EA. Because the SPCC will address mitigation measures, it must be accessible to decision makers, governmental agencies, and the public." This statement contains several inaccuracies. A SPCC plan is certified by the licensed engineer or architect preparing the plan, and signed by the fuel facility manager; it does not require U.S. Environmental Protection Agency approval. As already stated, Inter-Island Helicopter has a SPCC plan for its AST at the Port Allen Airport. Inter-Island Helicopter's SPCC plan is not appended to the Draft EA because the AST is an existing condition at the Airport, and is not among the improvements the Airports Division is proposing at the Port Allen Airport. Therefore, Inter-Island Helicopter's SPCC plan is irrelevant to an assessment of the potential impacts of the proposed project.

Moreover, the Airports Division considers Inter-Island Helicopter's AST to be a temporary facility since it would have to be relocated to one of the lease lots once the proposed improvements are built. Furthermore, the Draft EA discloses the existence of Inter-Island Helicopter's AST in the description of existing uses and facilities (Section 2.4) and in the discussion of water quality impacts (Section 4.7). Contrary to your statement, reference to a SPCC plan for Inter-Island Helicopter's AST is also made in Section 4.7.

As already stated on Page 2 above, any tenant installing an AST meeting the storage capacity criteria will be required to have a SPCC plan, which is one means by which fuel spills can be prevented or their impact minimized.

For all of the foregoing reasons, we disagree with your assertion that the Draft EA is incomplete. Consequently, we will not withdraw the recommendation that a Finding of No Significant Impact (FONSI) be made.

2. The Draft EA addresses the potential impact on cultural practices.

As you acknowledged, the Draft EA assesses the potential impacts the proposed improvements at the Port Allen Airport may have on the Salt Ponds. The proposed project will have no impact on cultural practices and values relating to the making of salt at the Salt Ponds. The Airport has been in existence for over 70 years, and has been compatible with salt making at the Salt Ponds. Contrary to your assertion, the Draft EA analyzes historic preservation issues and discusses cultural practices and values: "It is important to note that indirect effects must alter the qualities of the historic site that make it significant (36 CFR 800.9). These qualities might include the integrity of the site's location, design, setting, materials, workmanship, feeling, or association.



Mr. Arnold L. Lum, Esq.  
November 28, 2001  
Page 4

AIR-P  
01.0617

In the case of the Salt Pans, significance is based on design and materials and the site's association with an ongoing salt making tradition. The proposed project will alter neither the design nor the materials of the Salt Pans. Nor will it affect the ability of the Hui Hana Pa'akai o Hanapepe to perpetuate the salt making tradition." (Appendix E: Thomas S. Dye, Port Allen Airport Improvements: An Assessment of Historic Preservation Issues, December 1997, pg. 21.)<sup>2</sup>

Therefore, contrary to your assertion, the Draft EA does analyze the potential effect of the proposed improvements on the salt making community. The proposed project will not impact traditional Hawaiian salt making at the Salt Ponds.

The function of an EA in the environmental review process is to disclose and assess the anticipated impacts of a proposed project in order that the accepting authority may determine whether or not an Environmental Impact Statement (EIS) is warranted. The Draft EA for the Port Allen Airport improvements found that the proposed project will have no significant effect on the environment and, therefore, recommends a Finding of No Significant Impact. With regard to Department of Transportation (DOT) projects, the Director of the DOT has been delegated the authority to decide whether to accept a Finding of No Significant Impact or to prepare an EIS.

3. Section 106 applies to Federal agencies and is not part of the EA process.

At the time the original Draft EA for the Port Allen Airport improvements was prepared (January 1998), the Federal Aviation Administration (FAA) had not approved the airport layout plan, and the need for FAA approval was properly disclosed. By the time the original Final EA was prepared (October 1999), the FAA had already approved the airport layout plan (August 1999) and, therefore, the October 1999 Final EA did not list FAA approval as a required permit or approval. Consequently, the current Draft EA does not list FAA approval of the airport layout plan in Section 1.4.

Section 106 of the National Historic Preservation Act applies to Federal agencies. Therefore, your assertion that a Section 106 analysis and consultation are required should be addressed to the FAA, not the Hawaii DOT or the DOT, Airports Division. Nevertheless, the Airports Division does not believe the FAA is required to conduct a Section 106 analysis and consultation since the proposed improvements will not affect the Salt Ponds or any other historic sites on Puolo Point.

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<sup>2</sup> The even-numbered pages of Appendix E were inadvertently omitted and this will be corrected in the Final EA. However, a copy of the complete report was provided to those who noted the omission and requested a copy. Furthermore, both the previous Draft and Final EAs for the proposed project contained a complete report. Therefore, there is no need to republish the current Draft EA.

Mr. Arnold L. Lum, Esq.  
November 28, 2001  
Page 5

AIR-P  
01.0617

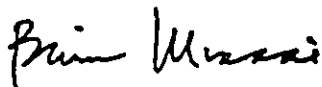
Furthermore, under Section 106, Federal agencies have the authority to use the preparation of Environmental Impact Statements and EAs under the National Environmental Policy Act, such as the Port Allen Draft EA, to meet Section 106 requirements.

The Airports Division has consulted with the State Historic Preservation Officer and Native Hawaiian organizations, including the Office of Hawaiian Affairs, the Department of Hawaiian Home Lands, the Hui Hana Paakai o Hanapepe (the salt makers' organization), and your own organization, the Native Hawaiian Legal Corporation, during the 1999 EA and the current EA processes. Furthermore, both the 1999 EA and the current Draft EA have received wide attention on Kauai, and public and written comments were received on the proposed improvements at the Public Informational Meeting on August 14, 1997, and again at the Public Hearing on February 19, 1998. A number of people testifying and submitting comments identified themselves as Native Hawaiians.

In short, the Airports Division believes that there has been more than sufficient public notice of the proposed project and opportunity for comment by Native Hawaiian organizations. Based on the two EAs and the comments that have been received during the last four years, the Airports Division does not believe that a Section 106 analysis and consultation will add anything new to the discussion.

Please contact Ben Schlapak, Head Planning Engineer at the Airports Division, at (808) 838-8821 to clarify any questions you may have.

Very truly yours,



BRIAN K. MINAAI  
Director of Transportation

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: LEG (M. Lau)  
AIR-K  
AIR-L  
AIR-PM

0869

Department of Transportation, Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, HI  
96819

State Project NO. AK-2010-01

Attn.: Jerry Matsuda, P.E.

Following my recent review of your April 2001 Environmental Assessment on this project, I cannot help but reiterate my previous objections to the state spending a rather large sum of money to primarily benefit one helicopter operator. Why?

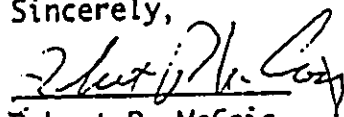
Inter-Island Helicopters could and should operate from the existing facilities in Lihue. I'm sure it would be more convenient and less expensive for this company to operate from Burns Field, however, that should not enter into the state's decision for the amount of money spent on this small airport.

If the state would like to spend public funds then continue upgrading / enlarging the Lihue Airport I would not object.

As I previously relayed, the safety of crew and passengers should not be ignored. Lack of adjacent fire and rescue as well as lack of FAA facilities/guidance/supervision is mandatory and lacking at Burns Field.

As a Hawaii tax payer I object to this expenditure at Burns Field.

Sincerely,



Robert B. McCaig  
2770 Milo Hae Lp.  
Koloa, HI. 96756

---

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

May 16, 2001

Mr. Robert B. McCaig  
2770 Milo Hae Loop  
Koloa, Hawaii 96756

Dear Mr. McCaig:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01


Thank you for your comments on the Port Allen Airport Draft Environmental Assessment.

Please be advised that the Airports Division does not use General Fund (public fund) money, but Airport Special Funds specifically for airport purposes based on Federal law.

However, your comments are being taken into consideration and after all comments have been received at the end of the comment period, we will provide an additional response to you.

Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: ✓Edward K. Noda & Associates (B. Ishii)

bc: AIR-K  
AIR-PM  
AIR-L  
LEG (M. Lau)

c: Aaron  
5/22/01

-EKNA  
(B. Ishii)

BRIAN K. MINAII  
DIRECTOR

DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0259

BENJAMIN J. DAYETANG  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

BRAD K. MINAA  
DIRECTOR

DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JACQUE V. LARSAK

IN REPLY REFER TO:

AIR-P  
01.0413

August 1, 2001

Mr. Robert B. McCaig  
2770 Milo Hae Loop  
Koloa, Hawaii 96756

Dear Mr. McCaig:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment (EA). This is a follow-up to our May 16, 2001, letter responding to some of your comments on the EA.

The purpose of the proposed improvements is to accommodate existing aviation users and accommodate existing aviation users and the aviation demand forecast in the near future. The improvements include, among other things, the construction of two fixed-wing tie-down areas, four helicopter lease lots, and the installation of a number of navigational aids for the benefit of all aviation users of the Port Allen Airport. The proposed improvements provide a safer more orderly environment for current and expected future aviation users, and are clearly not intended for the sole use of one operator. When the tenant lease lots at the Port Allen Airport are developed, we must comply with federal grant assurances and ensure they will not be for the exclusive use of any operator.

By "lack of FAA facilities/guidance/supervision," we believe you are referring to the lack of a control tower at the Airport. Contrary to your belief, a control tower and an Aircraft Rescue and Fire Fighting unit are not required and given the low current and forecast usage of the Airport, the Airports Division does not believe these are necessary at this time.

RECEIVED  
AUG 20 2001

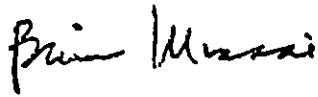
EDWARD K. NODA & ASSOC., INC.

Mr. Robert B. McCaig  
July 31, 2001  
Page 2

AIR-P  
01.0413

Please contact Lynn Becones, Planner of the Airports Division, at  
(808) 838-8811 to clarify any questions you may have.

Very truly yours,



BRIAN K. MINAAI  
Director of Transportation

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K  
AIR-L  
AIR-PM  
LEG (M. Lau)

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

I am a west side resident of Kauai, and I am in favor of the draft environmental assessment with the exception that the State should only allow the two operators presently using the airport, Bali-Hai Helicopters and Inter-Island Helicopters to build hangars.

Both these companies bring visitors to the West Side and they provide much-needed jobs for many local people from the surrounding communities.

The fire-rescue helicopters have been based out of Port Allen Airport for over fourteen years and I want them to stay here on the West Side. Many people go hunting in Waimea Canyon, Koke'e State Park and having the rescue helicopter closer to these areas just makes good sense. Most of the fires are on this side as well.

Name: *Charles J. Metwiler*  
*member Kauai Fire Dept*

Address: *3947 Aka Road*  
*Lawai HI 96765*

City:

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0378

July 10, 2001

Mr. Charles J. Metivier  
3947 Aka Road  
Lawai, Hawaii 96765

RECEIVED  
JUL 10 2001  
EDWARD K. NODA & ASSOC., INC.

Dear Mr. Metivier:

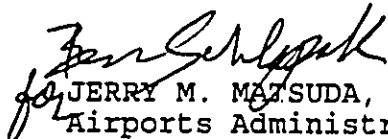
Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment.

I appreciate the time you took to express your concerns over the proposed improvements. Your comments will be taken into consideration.

Please contact Lynn Becones, Planner, of the Airports Division at (808) 838-8811 to clarify any questions you may have.

Sincerely,

  
for JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)



May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

I am a <sup>267</sup>west side resident of Kauai, and I am in favor of the draft environmental assessment with the exception that the State should only allow the two operators presently using the airport, Bali-Hai Helicopters and Inter-Island Helicopters to build hangars.

Both these companies bring visitors to the West Side and they provide much-needed jobs for many local people from the surrounding communities.

The fire-rescue helicopters have been based out of Port Allen Airport for over fourteen years and I want them to stay here on the West Side. Many people go hunting in Waimea Canyon, Koke'e State Park and having the rescue helicopter closer to these areas just makes good sense. Most of the fires are on this side as well.

Name: CHRISTINE MYRMAN

Address: 1763 ULU ST.

City: KAPAA, HI 96746

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR  
DEPUTY DIRECTORS  
GLENH M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0378

July 10, 2001

Ms. Christine Myryall  
1263 Ulu Street  
Kapaa, Hawaii 96746

Dear Ms. Myryall:


Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment.

I appreciate the time you took to express your concerns over the proposed improvements. Your comments will be taken into consideration.

Please contact Lynn Becones, Planner, of the Airports Division at (808) 838-8811 to clarify any questions you may have.

Sincerely,

  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

0912

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation – Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

I am a west side resident of Kauai, and I am in favor of some development at Port Allen Airport. The State should only allow the two operators presently using the airport, Bali-Hai Helicopters and Inter-Island Helicopters to build hangars.

Both these companies bring visitors to the west side and they provide much needed jobs for many local people from the surrounding communities.

The fire-rescue helicopters have been based out of Port Allen Airport for over fourteen years and I want them to stay here on the west side. Many people go hunting in Waimea Canyon, Kokee State Park and having the rescue helicopter closer to these areas just makes good sense. Most of the fires are on this side as well.

Sincerely,

*Shanlynn Nagamine*  
SHANLYNN H. NAGAMINE

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MIYAKI  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0376

July 6, 2001

RECEIVED  
JUL 17 2001

Ms. Shanlynn Nagamine  
(Ms. Nagamine did not provide a return address) EDWARD K. NODA & ASSOC., INC.

Dear Ms. Nagamine:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment.

I appreciate the time you took to express your concerns over the proposed improvements. Your comments will be taken into consideration.

Please contact Lynn Becones, Planner, at (808) 838-8811 to clarify any questions you may have.

Sincerely,

Handwritten signature of Jerry M. Matsuda in cursive script.  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: ✓ Edward K. Noda & Associates, Inc. (B. Ishii)



1018

4290 Rice Street, Lihue, Kauai, Hawaii 96766 Phone: (808) 245-6692 Fax: (808) 246-1089 email: kedb@kedb.com

May 21, 2001

Mr. Jerry Matsuda, P.E.  
Airports Administrator  
Department of Transportation  
Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819

Re: Comments on Draft Environmental Assessment - Port Allen Airport  
Improvements

Dear Mr. Matsuda:

On behalf of the Kauai Economic Development Board (KEDB), we have reviewed the above referenced document and find no significant impacts.

It is KEDB's hope that during the Planning Commission SMA hearings the Department of Transportation will listen to the feelings of the community.

Thank you for the opportunity to comment.

Sincerely,

Kris N. Nakata  
Executive Director

cc: Brian Ishii, Edward K. Noda & Associates

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0300

May 30, 2001

Ms. Kris N. Nakata  
Executive Director  
Kauai Economic Development Board  
4290 Rice Street  
Lihue, Hawaii 96766

Dear Ms. Nakata:

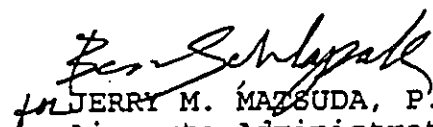
Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your letter on the Port Allen Airport Draft  
Environmental Assessment.

I appreciate the time you took to express your concern over the  
proposed improvements. Your comment will be taken into  
consideration.

Please contact Lynn Becones, Planner, at (808)838-8811 to clarify  
any questions you may have.

Sincerely,

  
for JERRY M. MATSUDA, P.E.  
Airports Administrator

c: ✓ Edward K. Noda & Associates (B. Ishii)

*Hana Like No Ke Ala Aloha*  
Working Together to Provide Gateways of Aloha

May 2001

Jerry Matsuda, Airport Administrator  
State Department of Transportation – Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Sir:

As a business person in Hanapepe, we are for the improvement at Port Allen Airport. We want to see the two helicopter companies who have been using the airport, to get a hanger there first. Although we are for development in the Hanapepe area, the state should try to get the four hanger reduced to two. That way, more local people will accept the proposal.

Sincerely,



BERT'S AUTO REPAIR & SALES  
P.O. BOX 246  
HANAPEPE, HI 96713

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR

DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0292

May 25, 2001

Mr. Bert Nishida  
Bert's Auto Repair & Sales  
P. O. Box 246  
Hanapepe, Hawaii 96716

Dear Mr. Nishida:

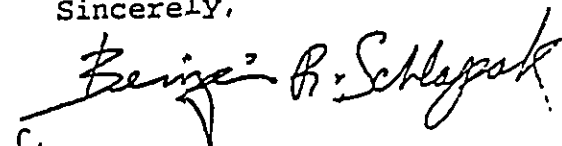
Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment.

I appreciate the time you took to express your concerns over the proposed improvements. Your comments will be taken into consideration.

Please contact Lynn Becones, Planner, at (808)838-8811 to clarify any questions you may have.

Sincerely,

  
for JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K



May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

I am a west side resident of Kauai, and I am in favor of the draft environmental assessment with the exception that the State should only allow the two operators presently using the airport. Bali-Hai Helicopters and Inter-Island Helicopters to build hangars.

Both these companies bring visitors to the West Side and they provide much-needed jobs for many local people from the surrounding communities.

The fire-rescue helicopters have been based out of Port Allen Airport for over fourteen years and I want them to stay here on the West Side. Many people go hunting in Waimea Canyon, Koke'e State Park and having the rescue helicopter closer to these areas just makes good sense. Most of the fires are on this side as well.

Name:

Dellick Numazawa

Address:

P.O. Box 98

City:

Waimea

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1860

BRIAN K. MINAII  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:  
AIR-P  
01.0378

July 10, 2001

Mr. Dellick Numazawa  
P.O. Box 98  
Waimea, Hawaii 96796

RECEIVED

Dear Mr. Numazawa:

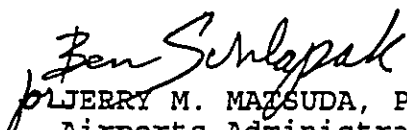
Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

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I appreciate the time you took to express your concerns over the proposed improvements. Your comments will be taken into consideration.

Please contact Lynn Becones, Planner, of the Airports Division at (808) 838-8811 to clarify any questions you may have.

Sincerely,

  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

May 2001

Jerry Matsuda, Airport Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

I am a resident of Kauai, and I am in favor of the development at Port Allen Airport, with a couple of exceptions. The State should cut back on the hanger space from four (4) to two (2) hangers and should give the two companies presently using the airport a space. Tourist coming to the west side, helps our sagging economy, and the helicopters have attracted visitors to our area. They are also providing jobs for members of the community who live on the west side of Kauai.

Sincerely, *Carl Oliver*  
CARL OLIVER

Address: *4315 PACAMA ST.*  
City: *KALAHOE HI 96741*

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

May 15, 2001

BRIAN K. MINAAI  
DIRECTOR

DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0252

Mr. Carl Oliver  
4315 Palama Street  
Kalaheo, Hawaii 96741

Dear Mr. Oliver:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment.

I appreciate the time you took to express your concerns over the proposed improvements and it will be taken into consideration. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

A handwritten signature in cursive script that reads "Jerry M. Matsuda".

JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K  
AIR-PM  
AIR-L

RECEIVED  
MAY 18 2001  
EDWARD K. NODA & ASSOC., INC.

May 2001

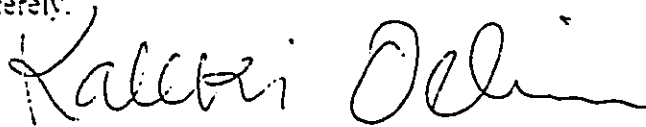
Jerry Matsuda, Airport Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

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Sincerely,



Address: 4315 Palama St.

City: Kalaheo Hi, 96741

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

May 15, 2001

EKNA

BRIAN K. MINAII  
DIRECTOR

DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0257

Ms. Kaleki Oliver  
4315 Palama Street  
Kalaheo, Hawaii 96741

Dear Ms. Oliver:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft  
Environmental Assessment.

I appreciate the time you took to express your concerns over the  
proposed improvements and it will be taken into consideration.  
Please contact Ben Schlapak, Head Planning Engineer, at  
(808) 838-8821 to clarify any questions you may have.

Sincerely,

A handwritten signature in cursive script, reading "Jerry M. Matsuda".

JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K  
AIR-PM  
AIR-L

RECEIVED  
MAY 18 2001  
EDWARD K. NODA & ASSOC., INC.

*Hana Like No Ke Ala Aloha*  
Working Together to Provide Gateways of Aloha

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

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Name: Jason K. Ornellas      Kauai Fire Dept

Address: Peleleu St  
*Jason K. Ornellas*

City: Kalahao

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAAI  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0378

July 10, 2001

Mr. Jason K. Ornellas  
Peleleu Street  
Kalaheo, Hawaii 96741

RECEIVED  
JUL 10 2001

EDWARD K. NODA & ASSOC., INC.

Dear Mr. Ornellas:


Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft  
Environmental Assessment.

I appreciate the time you took to express your concerns over the  
proposed improvements. Your comments will be taken into  
consideration.

Please contact Lynn Becones, Planner, of the Airports Division at  
(808) 838-8811 to clarify any questions you may have.

Sincerely,

*for*   
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)



May 2001

Jerry Matsuda, Airport Administrator  
State Department of Transportation – Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Sir:

As a business person in Hanapepe, we are for the improvement at Port Allen Airport. We want to see the two helicopter companies who have been using the airport, to get a hanger there first. Although we are for development in the Hanapepe area, the state should try to get the four hanger reduced to two. That way, more local people will accept the proposal.

Sincerely,

Danell J. Ortiz Sr.  
P.O. Box 662350-7350  
Puhia, HI. 96766

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0292

May 25, 2001

Mr. Darrell Ortiz, Sr.  
P. O. Box 662350-7350  
Puhi, Hawaii 96766

Dear Mr. Ortiz:

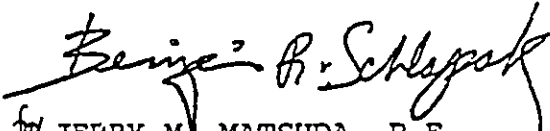
Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment.

I appreciate the time you took to express your concerns over the proposed improvements. Your comments will be taken into consideration.

Please contact Lynn Becones, Planner, at (808)838-8811 to clarify any questions you may have.

Sincerely,

  
for JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K

May 2001

Jerry Matsuda, Airport Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

I am a resident of Kauai, and I am in favor of the development at Port Allen Airport, with a couple of exceptions. The State should cut back on the hanger space from four (4) to two (2) hangers and should give the two companies presently using the airport a space. Tourist coming to the west side, helps our sagging economy, and the helicopters have attracted visitors to our area. They are also providing jobs for members of the community who live on the west side of Kauai.

Sincerely,

*Jerry O'Shaughnessy*

Address: *6325 E Oloheua Rd.*

City: *Kapaa, Hi. 96746*

*This tour gives people an incredible opportunity to see parts of this gorgeous island that are prohibited any other way. I believe it's important to continue this access.*

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0378

July 10, 2001

Mr. Terry O'Shaughnessy  
6325 E. Olohena Road  
Kapaa, Hawaii 96746

RECEIVED  
JUL 10 2001  
AIRPORTS DIVISION

Dear Mr. O'Shaughnessy:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft  
Environmental Assessment.

I appreciate the time you took to express your concerns over the  
proposed improvements. Your comments will be taken into  
consideration.

Please contact Lynn Becones, Planner, of the Airports Division at  
(808) 838-8811 to clarify any questions you may have.

Sincerely,

*Jerry M. Matsuda*  
for JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

0971

May 2001

Jerry Matsuda, Airport Administrator  
State Department of Transportation – Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Sir:

As a business person in Hanapepe, and a 55 years merchant of Hanapepe and presently operating the largest retail establishment there, I am in favor of the environmental draft assessment. The State should limit the two operators presently using the airport, Bali Hai and Inter-Island Helicopters to build hangers.

Both these companies bring visitors to the West Side and they provide a much needed jobs for many local people from the surrounding communities. During the past year, Hanapepe merchants lost Kekaha Sugar Company, American Factors, Kauai Electric, and McBryde Sugar company, consisting of about 5,000 jobs.

The fire-rescue helicopters have been based out of Port Allen Airport for over fifteen years and I want them to stay here on the West Side. Many people, local and tourists, use the Waimea Canyon and Kokee State Park and having the rescue helicopter closer to these areas just make good sense. Port Allen Airport is the emergency airport, should an emergency occur whereby Lihue Airport cannot be utilized, Hurricanes Iwa and Iniki.

Name: *Robert L. Ozawa*

Address: *PO Box C*

City: *Hanapepe Kauai HI*  
*96716*

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0289

May 24, 2001

Mr. Robert Ozaki  
P. O. Box C  
Hanapepe, Hawaii 96716

Dear Mr. Ozaki:

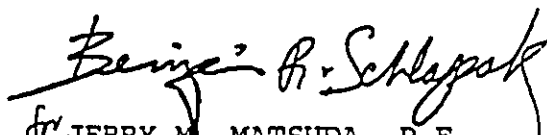
Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment.

I appreciate the time you took to express your concerns over the proposed improvements. Your comments will be taken into consideration.

Please contact Lynn Becones, Planner, at (808) 838-8811 to clarify any questions you may have.

Sincerely,

  
for JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

I am a west side resident of Kauai, and I am in favor of the draft environmental assessment with the exception that the State should only allow the two operators presently using the airport. Bali-Hai Helicopters and Inter-island Helicopters to build hangars.

Both these companies bring visitors to the West Side and they provide much-needed jobs for many local people from the surrounding communities.

The fire-rescue helicopters have been based out of Port Allen Airport for over fourteen years and I want them to stay here on the West Side. Many people go hunting in Waimea Canyon, Koke'e State Park and having the rescue helicopter closer to these areas just makes good sense. Most of the fires are on this side as well.

Name: Jayson Pablo

Address: Box 922

City: Waimea, HI 96796

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MIHAAI  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0378

July 10, 2001

Mr. Jayson Pablo  
P.O. Box 822  
Waimea, Hawaii 96796

RECEIVED  
JUL 11 2001  
AIRPORTS DIVISION

Dear Mr. Pablo:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft  
Environmental Assessment.

I appreciate the time you took to express your concerns over the  
proposed improvements. Your comments will be taken into  
consideration.

Please contact Lynn Becones, Planner, of the Airports Division at  
(808) 838-8811 to clarify any questions you may have.

Sincerely,

*for Ben Schlapak*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)





Mr. Jerry Matsuda, P.E.  
Airports Administrator  
State of Hawaii  
Department of Transportation  
400 Rodgers Blvd., Suite 700  
Honolulu, HI 96819-1880

May 23, 2001

RE: Comments on Draft Environmental Assessment for Port Allen Airport

Dear Mr. Matsuda,

The following are my comments on the draft Environmental Assessment for Port Allen Airport.

- A. The section on Current and Future Aviation Demand appears to be under-estimated.
  - 1. The EA did not take into account that commercial helicopter tour operators based at Port Allen, would have the capability to offer three tours per hour due to the airport's proximity to most of the key scenic attractions on Kauai, including Hanapepe Valley, Olokele Canyon, Waimea Canyon and Na Pali Coast. Two of Kauai's helicopter operators have advised me that were they based at Port Allen, they would offer less expensive, shorter tours, up to three an hour. This factor would double or triple the operation forecast.
  - 2. While the projection of 28% increase for total operations at Port Allen to 2005 comes close to matching the State's projected growth in visitor numbers, the projections beyond 2005 do not match the State's forecasts. The EA forecasts 2% per year (10% total) between 2005 and 2010 and 1% per year (10% total) between 2010 and 2020. Currently, the State's DBEDT is forecasting a growth in Kauai's visitor population by 13.7% between 2005 and 2010, by 11% between 2010 and 2015 and another 11% between 2015 and 2020. Therefore, based on future visitor growth projections issued by DBEDT, I believe the EA underestimates the potential for future growth.
  - 3. Statistics collected for a number of years on Kauai's South Shore show an average of 26% all visitors staying in this region plan to go on a helicopter tour. These figures are derived from on-going visitor profile survey research that has been done consistently. The EA states that the number is 20% (1 in 5). It is presumed that the majority of visitors who would use commercial facilities at Port Allen would come from the Poipu area. Therefore the figure should be 1 in 4, not 1 in 5.
- B. I think that statements regarding community support are not correct. The EA refers throughout the document to "growing support" and "community support" towards establishing a commercial heliport and air tour field at Port Allen. In reviewing the EA, I counted 25 letters opposing the project, 14 letters supporting the project, 4 letters supporting only limited or restricted improvement and 14 form letters asking the State to specifically support Inter-island Helicopters (which I don't believe is the issue

here). In reviewing the EA transcripts of the public informational briefing I counted 16 people opposed to the project and 13 supporting the project. My interpretation of all the communication is that there is majority opposition, rather than community support.

In addition, the Kauai County General Plan Update 2020, which went through extensive community scrutiny with dozens of public hearings and informational meetings on all sides of the island calls for decommissioning the Port Allen air strip and centralizing commercial helicopter companies at Lihue Airport. Many community groups, business groups and special interest groups support that policy, including west-side business groups.

C. Specific Sections:

2.5 SURROUNDING LAND USES: This section acknowledges the very close proximity of recreational use near the air strip. I don't believe that the impact of approaches and take-offs at such a close range to beach users has been analyzed. (Bearing in mind that approach and take-off patterns are voluntary and may actually be conducted according to the pilot's discretion.) In addition, there was no inclusion of Eleele Nani as a surrounding community.

3.3 PREFERRED ALTERNATIVE: This section refers to the proposed improvements being in conformance with community planning. Yet, the Kauai County General Plan says the opposite.

3.4.1: RELOCATION OF HELICOPTER OPERATIONS TO LIHUE: It was my impression that this section was written more to justify the proposed improvement than to seriously examine the prospect of concentrating helicopter operations at Lihue. No mention was made as to the advantages of this alternative, i.e., proximity to air control tower, crash/rescue crews, fire rescue crews, hospital, fuel facilities, etc. While the EA explains that helicopters may operate at Port Allen, no matter what, it does not examine ways in which a shift could be accomplished.

4.1.2: PREFERRED ALTERNATIVE (Noise Mitigation): Any language referring to noise mitigation is coupled with dependence upon voluntary approach and take-off patterns. There is no mandated or legislated solution for noise mitigation, therefore, noise mitigation is pure conjecture rather than fact. In addition, the EA does not address noise mitigation for the surrounding bedroom communities of Kalaheo, Eleele, Hanapepe, and Kaunakani.

4.2.2: The third paragraph states that the air strip use has been compatible with use of the adjacent park. As I recall, in attending the project's public informational briefing, one of Kauai County's lifeguards, who works at Salt Ponds testified that the noise and low over-flights of the Park were highly disturbing and the source of many complaints by beach-goers. This paragraph also refers to "considerable support" by the community. However, as mentioned earlier, there is considerable opposition.

5: SUMMARY OF ISSUES: The statement that there is no significant effect on Salt Pond Park is based on presuming that all operators will follow the voluntary approach and take-off pattern recommended by the EA. On the other hand, as stated in the previous paragraph, there are numerous park-users who would disagree with this statement under current use. Furthermore, the statement that there will be no significant impact on the level of noise also is based on under-projected forecasts (see Item A. 1, 2 and 3) and on voluntary approach and take off patterns.

Mr. Jerry Matsuda  
May 23, 2001

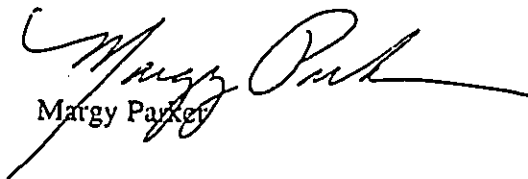
Page Three

I also notice that on the flight track maps, the arrival pattern is right in front of Salt Pond Park.

In closing, I believe that the EA under-forecasts projected operations, under-reports the amount of opposition to the project, fails to give due consideration to Kauai County's vision for that area, and bases noise, smell and dust impact on voluntary flight patterns.

I think that the State would be better served to expend airport funds on creating a top-notch helicopter facility at Lihue Airport, where there is room for expansion and where there would be little opposition. Forging ahead with commercialization of Port Allen Airport contradicts community planning desires and vision, and ignores the large number citizens and groups opposed to the project.

Very truly yours,



Margy Parker

C- Kauai County Planning Department  
Kauai County Planning Commission  
Representative Kawakami  
Representative Kanohe  
Representative Mority  
Senator Chun  
Senator Chumbley  
Congresswoman Patsy Mink

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0382

July 10, 2001

Ms. Margy Parker  
Executive Director  
Poipu Beach Resort Association  
P.O. Box 730  
Koloa, Hawaii 96756

Dear Ms. Parker:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment (EA).

The Aviation Demand Forecasts for Port Allen Airport presented in the Draft EA were taken from the Hawaii Aviation Demand Forecasts, January 2001, a statewide analysis to account for the total aviation system demand within the State airport system. The aviation demand forecasts for the various airports in the State system are statistical projections based on a variety of data provided by both, the Hawaii Visitors and Convention Bureau (HVCB) and the Department of Business, Economic Development, and Tourism (DBEDT). The data includes visitor trends, average daily visitor census, population, civilian employment, long-range economic projections, etc. Thus, it is important to note that the Aviation Demand Forecasts are not determined by any single factor and there is no direct correlation between the number of visitors and the number of helicopter operations at Port Allen Airport.

With regard to your comment that two additional Kauai helicopter operators would offer up to three tours an hour if they were based at Port Allen, I wish to point out that the operators are free to offer this service at the Airport now, with or without the proposed improvements. In fact, the Airports Division cannot prevent them from doing so since Port Allen is a public airport.

*Hana Like Nū Ke Ala Aloha*  
Working Together to Provide Gateways of Aloha

Ms. Margy Parker  
July 10, 2001  
Page 2

AIR-P  
01.0382

The Aviation Demand Forecasts is intended to estimate the operations demand that can reasonably be expected at State airports for planning purposes. It is not meant to determine the maximum number of operations that can theoretically occur at the Port Allen or any other State airport.

The 1989 Hawaii State Helicopter System Plan, Final Technical Report (SHSP), found that one out of five of the number of all visitors to Kauai take a helicopter tour. On the other hand you state, "Statistics collected for a number of years on Kauai's South Shore show an average of 26% all visitors staying in this region plan to go on a helicopter tour." [Emphasis added] The two different ratios are not necessarily contradictory since people may say they plan to go on a helicopter tour, but do not actually do so, and it may be that visitors staying on the South Shore are more likely to say they plan to take a helicopter tour than visitors to Kauai as a whole.

Your information does not invalidate the Aviation Demand Forecasts for Port Allen Airport as you imply. The forecasts for Port Allen were taken from the Hawaii Aviation Demand Forecasts, January 2001, a report distinct from the 1989 SHSP. And, as has already been stated, there is no direct correlation between the number of visitors and the number of helicopter operations at Port Allen Airport. The Airports Division believes the Aviation Demand Forecasts for Port Allen Airport to be reasonably accurate for planning purposes.

The Port Allen Airport has been in existence for over 70 years and its use by helicopters and general aviation users is already long established. A number of people have expressed either support or opposition to the proposed improvements at the Airport. As you yourself note, evidence of the variety of comments is provided in Appendices H and I of the Draft EA. We disagree with your interpretation that the majority of the community opposes the project.

We are aware that Kauai County's new General Plan calls for the decommissioning of the Airport. The County of Kauai did not consult with the Airports Division when the County adopted its new General Plan. The Puolo Point peninsula has been used as an airport for over 70 years and has been compatible with the Salt Ponds and recreational uses such as the Salt Pond Park. In fact, the Salt Pond Park is situated on former Port Allen Airport land

Ms. Margy Parker  
July 10, 2001  
Page 3

AIR-P  
01.0382

transferred to the County. The Airports Division deems the Port Allen Airport as a public necessity, serving the needs of the West Kauai area, other aviation users, and for emergency services, including serving as a secondary airport for Lihue. At this point in time, the Airport will continue to serve the flying public as part of the statewide airport system.

The potential impact of the proposed improvements on Salt Pond Park beach (approximately more than 1,500 feet to the northwest of the Airport) users are discussed extensively in the Draft EA in the various components of Section 4.0. The only potential impact on beach users is noise from aircraft operations. Noise measurements taken at the western end of the Airport indicate noise levels of 51 DNL without aircraft operations and 55 DNL with aircraft operations. This is well within the Airports Division's planning level guideline of up to 75 DNL for recreational uses. Furthermore, the Draft EA does include Eleele as a surrounding community.

The proposed improvements are in conformance with community planning in that airport users would have an opportunity to move back to the Port Allen Airport. The existence of aircraft maintenance facilities in Hanapepe town rather than at the Airport, which was the case until recently, is inconsistent with sound planning principles. Your comment regarding the County's new General Plan has been addressed above.

Section 3.4.1 of the Draft EA discusses in detail why the Airports Division cannot relocate helicopter operations from Port Allen Airport to Lihue Airport. The Airports Division has consulted with the Federal Aviation Administration (FAA) regarding the relocation of helicopter operations from Port Allen Airport to Lihue Airport. The FAA has stated that based on Section 105 of the Federal Aviation Act of 1958, as amended, the State of Hawaii is "prohibited from restricting Port Allen Airport to tour helicopter operations," and that "there does not appear to be any justifiable environmental reasons to relocate these operations to Lihue Airport." Furthermore, the FAA has also stated that because Hawaii receives Federal funds through the Airport and Airway Improvement Act of 1982, as amended, it is subject to Federal sponsor assurances. "These assurances include the requirement that Hawaii make its airport available as an airport for public use on fair and reasonable terms and without

Ms. Margy Parker  
July 10, 2001  
Page 4

AIR-P  
01.0382

any unjust discrimination, to all types, kinds, and classes of aeronautical uses." Failure to comply with the Federal assurances would jeopardize the use of Federal funds for State airports.

Noise measurements were taken at the Port Allen Airport and the surrounding areas, and the results of these are discussed in Section 4.1 of the Draft EA. Based on these measurements, a noise level of 44 DNL was determined for the Self-Help Housing Development, the closest residential neighborhood to the Airport (approximately more than one-half mile to the northeast). This is within the typical ambient noise level range (47 DNL during the day) for rural and undeveloped land and well within the Airports Division's planning level guideline of 60 DNL for residential neighborhoods.

Nevertheless, the Airports Division recognizes that single noise events have the potential to be intrusive and therefore, we have said that we will consider asking aircraft operators to avoid flying over noise-sensitive areas when landing or taking off from the Airport. However, the Airports Division cannot force aircraft operators at Port Allen Airport or at any other airport to adhere to a particular flight route. Kalaheo, Eleele, Hanapepe, and Kaumakani are much further away from the Airport than the Self-Help Housing Development. Since the proposed improvements will have no noise impacts on the Self-Help Housing Development, there will be no noise impacts on Kalaheo, Eleele, Hanapepe, and Kaumakani; therefore, no noise mitigation for these communities is necessary.

Your comments regarding the compatibility of the Salt Pond Park with the Airport, the issue of support for and opposition to the proposed improvements, and Section 5.0 of the Draft EA have been addressed above.


Finally, contrary to your belief, the arrival flight track shown on Figure 4.2 of the Draft EA avoids flying over the Salt Pond Park.

Ms. Margy Parker  
July 10, 2001  
Page 5

AIR-P  
01.0382

Please contact Lynn Becones, Planner of the Airports Division, at  
(808) 838-8811 to clarify any questions you may have.

Sincerely,

  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)



MINORITY WHIP AT-LARGE

DEMOCRATIC CAUCUS  
EDUCATION TASK FORCE  
Co-Chair

COMMITTEES  
EDUCATION AND THE  
WORKFORCE

SUBCOMMITTEES  
21st Century Competitiveness  
Ranking Member

WORKFORCE PROTECTION

GOVERNMENT REFORM

SUBCOMMITTEES  
Energy Policy, Natural Resources  
and Regulatory Affairs

TECHNOLOGY AND PROGRAM MGMT POLICY



**Patsy T. Mink**  
Congress of the United States  
2nd District, Hawaii

WASHINGTON DC OFFICE  
2210 RAYBURN HOUSE OFFICE BUILDING  
WASHINGTON DC 20515-1107  
PHONE (202) 225-4900  
FAX (202) 225-4987

FOR MORE COPIES, CONTACT:  
WEB: [www.house.gov/mink](http://www.house.gov/mink)

HAWAII OFFICE  
5104 PRINCE KUMU FEDERAL BUILDING  
HONOLULU HI 96850-4977  
PHONE: (808) 541-1088  
FAX: (808) 538-0233

BIG ISLAND 935-3756  
MAIL 242-1818  
KAUAI 245-1851

June 13, 2001

Jerry Matsuda  
Airports Division Administrator  
Dept of Transportation  
State of Hawaii  
400 Rodgers Blvd Ste 700  
Honolulu HI 96819-1880

Dear Mr. Matsuda:

I recently received a copy of a letter that Margy Parker sent you with her comments on the Draft Environmental Assessment for Port Allen Airport.

I would appreciate receiving your comments on the issues she has raised regarding future aviation services demand, the level of community support, the use of voluntary approach and take off patterns in assessing noise impacts, and the option of creating a helicopter facility at Lihue Airport.

Thank you.

Very truly yours,

PATSY T. MINK  
Member of Congress

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

July 10, 2001

BRIAN K. MINAAI  
DIRECTOR

DEPUTY DIRECTORS  
GLENDA M. OKIMOTO  
JACQUELYN Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0383

The Honorable Patsy T. Mink  
Representative, U.S. Congress  
5104 Prince Kuhio Federal Building  
Honolulu, Hawaii 96950-4977

Dear Representative Mink:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

RECEIVED  
JUL 12 2001

EDWARD K. NODA & ASSOC., INC.

This is in response to your letter of June 13, 2001, asking for our comments on the issues raised by Ms. Margy Parker in her letter regarding the Port Allen Airport Draft Environmental Assessment. I have enclosed a copy of our response to her comments.

Please have your staff contact Ben Schlapak, Head Planning Engineer of the Airports Division, at 838-8821 to clarify any questions you may have.

Very truly yours,

Handwritten signature of Brian K. Minnai in cursive.

BRIAN K. MINAAI  
Director of Transportation

Enclosure: Letter addressed to Ms. Margy Parker

c: Edward K. Noda & Associates (B. Ishii)

0917

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

I am a west side resident of Kauai, and I am in favor of some development at Port Allen Airport. The State should only allow the two operators presently using the airport, Bali-Hai Helicopters and Inter-Island Helicopters to build hangars.

Both these companies bring visitors to the west side and they provide much needed jobs for many local people from the surrounding communities.

The fire-rescue helicopters have been based out of Port Allen Airport for over fourteen years and I want them to stay here on the west side. Many people go hunting in Waimea Canyon, Kokee State Park and having the rescue helicopter closer to these areas just makes good sense. Most of the fires are on this side as well.

Sincerely,

*E. Lane Penner*  
P.O. Box 743  
Kalaheo, Hi 96741

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JACINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0292

May 25, 2001

Ms. Claire Perreira  
P. O. Box 743  
Kalaheo, Hawaii 96741

Dear Ms. Perreira:

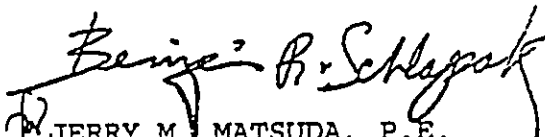
Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft  
Environmental Assessment.

I appreciate the time you took to express your concerns over the  
proposed improvements. Your comments will be taken into  
consideration.

Please contact Lynn Becones, Planner, at (808)838-8811 to clarify  
any questions you may have.

Sincerely,

  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K

*Hana Like Nn Ke Ala Aloha*  
Working Together to Provide Gateways of Aloha

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

I am a west side resident of Kauai, and I am in favor of the draft environmental assessment with the exception that the State should only allow the two operators presently using the airport, Bali-Hai Helicopters and Inter-Island Helicopters to build hangars.

Both these companies bring visitors to the West Side and they provide much-needed jobs for many local people from the surrounding communities

The fire-rescue helicopters have been based out of Port Allen Airport for over fourteen years and I want them to stay here on the West Side. Many people go hunting in Waimea Canyon, Koke'e State Park and having the rescue helicopter closer to these areas just makes good sense. Most of the fires are on this side as well.

Name: *Dawn + Renee*

Address: *Box 596*

City: *Hanapepe HI*  
*96716*

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAAI  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:  
AIR-P  
01.0378

July 10, 2001

Ms. Donna Perreira  
P.O. Box 586  
Hanapepe, Hawaii 96716

RECEIVED  
JUL 10 2001  
EDWARD K. NODA & ASSOCIATES, INC.

Dear Ms. Perreira:


Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment.

I appreciate the time you took to express your concerns over the proposed improvements. Your comments will be taken into consideration.

Please contact Lynn Becones, Planner, of the Airports Division at (808) 838-8811 to clarify any questions you may have.

Sincerely,

*for*   
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

0927

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

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Name: Bruce K. Pfeiffer

Address: PO Box 552

City: Kekaha 91756

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR

DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:  
AIR-P  
01.0271

May 17, 2001

Mr. Bruce K. Pfeiffer  
P.O. Box 552  
Kekaha, Hawaii 96756

Dear Mr. Pfeiffer:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment.

I appreciate the time you took to express your concerns over the proposed improvements. Your comments will be taken into consideration.

Please contact Lynn Becones, Planner, at (808) 838-8811 to clarify any questions you may have.

Sincerely,

A handwritten signature in cursive script that reads "Jerry M. Matsuda".

JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K



May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation – Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

I am a <sup>SOUTH</sup> ~~west~~ side resident of Kauai, and I am in favor of the draft environmental assessment with the exception that the State should only allow the two operators presently using the airport, Bali-Hai Helicopters and Inter-Island Helicopters to build hangars.

Both these companies bring visitors to the West Side and they provide much-needed jobs for many local people from the surrounding communities.

The fire-rescue helicopters have been based out of Port Allen Airport for over fourteen years and I want them to stay here on the West Side. Many people go hunting in Waimea Canyon, Koke'e State Park and having the rescue helicopter closer to these areas just makes good sense. Most of the fires are on this side as well.

Name: *David Remondino*

Address: *PO Box 65 Kalahou 96741*

City:

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR

DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0277

May 17, 2001

Mr. David Remoaldo  
P. O. Box 65  
Kalaheo, Hawaii 96741

Dear Mr. Romoaldo:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft  
Environmental Assessment.

I appreciate the time you took to express your concerns over the  
proposed improvements. Your comments will be taken into  
consideration.

Please contact Lynn Becones, Planner, at (808)838-8811 to clarify  
any questions you may have.

Sincerely,

A handwritten signature in cursive script that reads "Jerry M. Matsuda". The signature is written in black ink and is positioned above the typed name of the signatory.

JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation – Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

I am a west side resident of Kauai, and I am in favor of some development at Port Allen Airport. The State should only allow the two operators presently using the airport, Bali-Hai Helicopters and Inter-Island Helicopters to build hangars.

Both these companies bring visitors to the west side and they provide much needed jobs for many local people from the surrounding communities.

The fire-rescue helicopters have been based out of Port Allen Airport for over fourteen years and I want them to stay here on the west side. Many people go hunting in Waimea Canyon, Kokee State Park and having the rescue helicopter closer to these areas just makes good sense. Most of the fires are on this side as well.

Sincerely,

*James Peonle*

HALE LEO ☐ KEKAHA, HI 96752

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0378

July 10, 2001

Mr. Bonito Reponte  
Halelio Street  
Kekaha, Hawaii 96752

RECEIVED  
JUL 13 2001

EDWARD K. NODA & ASSOCIATES, INC.

Dear Mr. Reponte:


Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment.

I appreciate the time you took to express your concerns over the proposed improvements. Your comments will be taken into consideration.

Please contact Lynn Becones, Planner, of the Airports Division at (808) 838-8811 to clarify any questions you may have.

Sincerely,

  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

May 2001

Jerry Matsuda, Airport Administrator  
State Department of Transportation – Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

I am a resident of Kauai, and I am in favor of the development at Port Allen Airport, with a couple of exceptions. The State should cut back on the hanger space from four (4) to two (2) hangers and should give the two companies presently using the airport a space. Tourist coming to the west side, helps our sagging economy, and the helicopters have attracted visitors to our area. They are also providing jobs for members of the community who live on the west side of Kauai.

Sincerely,



Address: 5632 OHOLE RD

City: KAPAHA, HI. 96746

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1890

BRIAN K. MINAII  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO  
AIR-P  
01.0378

July 10, 2001

Mr. Napoleon Rey  
5632 Ohelo Road  
Kapaa, Hawaii 96746

Dear Mr. Rey:

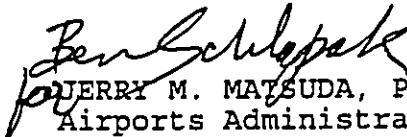
Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment.

I appreciate the time you took to express your concerns over the proposed improvements. Your comments will be taken into consideration.

Please contact Lynn Becones, Planner, of the Airports Division at (808) 838-8811 to clarify any questions you may have.

Sincerely,

  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

May 2001

Jerry Matsuda, Airport Administrator  
State Department of Transportation – Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

I am a resident of Kauai, and I am in favor of the development at Port Allen Airport, with a couple of exceptions. The State should cut back on the hanger space from four (4) to two (2) hangers and should give the two companies presently using the airport a space. Tourist coming to the west side, helps our sagging economy, and the helicopters have attracted visitors to our area. They are also providing jobs for members of the community who live on the west side of Kauai.

Sincerely,



Address:  
55070 B Kuhio Hwy.

City:  
Hanalei HI 96714

Ph. 286-4045

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR

DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0292

May 25, 2001

Mr. Michael Guard Sheehan  
5-5070 B Kuhio Hwy.  
Hanalei, Hawaii 96714

Dear Mr. Sheehan:

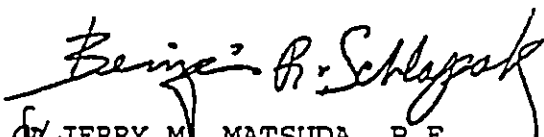
Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft  
Environmental Assessment.

I appreciate the time you took to express your concerns over the  
proposed improvements. Your comments will be taken into  
consideration.

Please contact Lynn Becones, Planner, at (808)838-8811 to clarify  
any questions you may have.

Sincerely,

  
for JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K



May 2001

Jerry Matsuda, Airport Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allan Airport Improvements

Dear Sir,

As a business person in Hanapepe, I would like to express my position on the commercial expansion of Burns Field (Port Allan Airport).

I am in agreement with the Hanapepe Economic Alliance as to the future commercialization of the subject airfield as follows:

- Limited rotary wing commercial usage to include (2) two hangar facilities
- Unlimited police/fire/rescue/training usage
- Unlimited drug enforcement usage
- Limited fixed wing commercial usage (Ultra-lite)

Sincerely,



Lewis W. Shortridge  
Kauai Village Gallery

HANAPEPE, HI 96716

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

EKNA  
(B. Ishii)  
BRIAN K. MINAAI  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0278

Mr. Lewis W. Shortridge  
Kauai Village Gallery  
Hanapepe, Hawaii 96716

Dear Mr. Shortridge:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft  
Environmental Assessment.

I appreciate the time you took to express your concerns over the  
proposed improvements. Your comments will be taken into  
consideration.

Please contact Lynn Becones, Planner, at (808)838-8811 to clarify  
any questions you may have.

Sincerely,

A handwritten signature in black ink that reads "Jerry M. Matsuda". The signature is written in a cursive style.

for JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation – Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

I am a west side resident of Kauai, and I am in favor of the draft environmental assessment with the exception that the State should only allow the two operators presently using the airport, Bali-Hai Helicopters and Inter-Island Helicopters to build hangars.

Both these companies bring visitors to the West Side and they provide much-needed jobs for many local people from the surrounding communities.

The fire-rescue helicopters have been based out of Port Allen Airport for over fourteen years and I want them to stay here on the West Side. Many people go hunting in Waimea Canyon, Koke'e State Park and having the rescue helicopter closer to these areas just makes good sense. Most of the fires are on this side as well.

Name: *Caleb Silva*

Address: *P.O. Box 232 Hawaii HI 96765*

City:

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR

DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0278

Mr. Caleb Silva  
P. O. Box 232  
Lawai, Hawaii 96765

Dear Mr. Silva:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft  
Environmental Assessment.

I appreciate the time you took to express your concerns over the  
proposed improvements. Your comments will be taken into  
consideration.

Please contact Lynn Becones, Planner, at (808)838-8811 to clarify  
any questions you may have.

Sincerely,

A handwritten signature in cursive script that reads "Jerry M. Matsuda". The signature is written in dark ink and is positioned above the typed name and title.

JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K


May 17, 2001

Mr. Jerry Matsuda  
Airports Division Administrator  
State Department of Transportation  
400 Rogers Blvd.  
Honolulu, HI 96819

Dear Mr. Matsuda,

For your information, I am a Kauai resident who works in Hanapepe. I fully support the Port Allen Airport expansion. It is long overdue and in the best interests of all concerned. I hope that it will be brought to speedy fruition.

Mahalo,

  
William J. Smith  
PO Box 414  
Kalaheo, Kauai, HI 96741

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0289

May 24, 2001

Mr. William J. Smith  
P. O. Box 414  
Kalaheo, Hawaii 96741

Dear Mr. Smith:

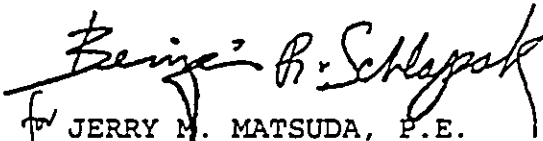
Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft  
Environmental Assessment.

I appreciate the time you took to express your concerns over the  
proposed improvements. Your comments will be taken into  
consideration.

Please contact Lynn Becones, Planner, at (808) 838-8811 to  
clarify any questions you may have.

Sincerely,

  
for JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K

1001

May 21, 2001

FAX: (808) 838-8734

Dept. of Transportation - Airports Division  
Jerry Matsuda  
400 Rogers Blvd., Suite 700  
HNL, 96819

Re: Burns field heliport

I thoroughly oppose this project. It is bad enough that one helicopter operator is already encroaching in the area. Does he have permission to have his ugly office trailer on site?


The sanctity of salt pond swimming and peaceful recreation and the Hawaiian salt ponds is threatened by the selfish, greedy interests of one helicopter operator. We understand that many other operators will base themselves there if this action is approved. Kalaheo residents will be at the effect of the helicopter companies with overflights constantly.

Has any further study been done about the possible seepage of fuels down into the salt ponds?

The General Plan is being disregarded. It calls for the heliport to be centralized in Lihue. I also understood that the entire field area is part of a proposed park, which it should be.

Please reopen the public hearings and listen to the PUBLIC.

Very truly yours,

  
Eleanor Snyder  
P.O. Box 597  
Kalaheo, HI 96741

808-332-6633

EDWARD J. DAVENANT  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

1877

EJWA

BRADY K. MINAAL  
DIRECTOR

DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JACQUELYN UPASAKI

IN REPLY REFER TO

AIR-P  
01.0423

July 26, 2001

Ms. Eleanor Snyder  
P.O. Box 597  
Kalaheo, Hawaii 96741

Dear Ms. Snyder:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments regarding the Port Allen Airport  
Draft Environmental Assessment (EA).

The proposed improvements situated nearly one-half mile to the southeast of the Salt Ponds and the Salt Pond Park will have no impact on these cultural and recreational resources. The proposed project is intended to accommodate existing aviation users and the aviation demand forecast in the near future. The proposed improvements merely provide a safer, more orderly environment for current and expected future aviation users. Whether or not additional helicopter operators choose to operate at the Port Allen Airport is a business decision based on economic and other factors. It is not dependent on whether or not the planned improvements are built.

Helicopter flights over Kalaheo may originate from Lihue Airport and from Princeville, a private airport, as well as from Port Allen. The proposed improvements at Port Allen Airport will have no impact on whether flights from any of these three airports fly over Kalaheo.

A hydrogeological study was conducted. The study found that surface water at the project site drains to the south and east, away from the Salt Ponds, and that there is no groundwater connection between the Ponds and the project site.

The County of Kauai did not consult with the Airports Division when the County adopted its new General Plan that calls for the closing of the Airport, the centralization of helicopter operations at Lihue Airport, and the development of a park at



Ms. Eleanor Snyder  
Page 2  
July 26, 2001

AIR-P  
01.0423

Puolo Point. The Puolo Point peninsula has been used as an airport for over 70 years and has been compatible with the Salt Ponds and recreational uses such as the Salt Pond Park. In fact, the Salt Pond Park is located on former Port Allen Airport land transferred to the County. At this point in time, the Airport will continue to serve the flying public as part of the Statewide Airport System.

In 1991, the Airports Division investigated the feasibility of consolidating helicopter operations at one location on Kauai. The idea was deemed infeasible for two main reasons: 1) the Airports Division has no authority to prevent helicopter operations at any public airport since it cannot discriminate against aviation use at public airports; and 2) the landowner for the proposed site did not want to sell the land. Therefore, the proposed helicopter facility plan was not implemented.

A public hearing is not required in the EA review process. Nevertheless, the Airports Division held two public meetings on Kauai regarding the 1999 EA for the proposed project: A public informational meeting on August 13, 1997, and a public hearing on February 19, 1998. This is the second consecutive EA that the Airports Division is performing for the proposed improvements, and public comment was formally solicited for the previous Draft and Final EAs. All comments as well as the Airports Division responses and the minutes of the February 19, 1998 public hearing are included in the current Draft EA. Comments on the current Draft EA will be included in the Final EA. In short, there has been more than sufficient public notice of the proposed project and opportunity for public comment. Based on the comments that have been received during the last four years, the Airports Division believes that an additional public hearing will not add anything new to the discussion.

Please contact Lynn Becones, Planner of the Airports Division, at (808) 838-8811 to clarify any questions you may have.

Very truly yours,

  
BRIAN K. MINNAI  
Director of Transportation

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K; -L; -PM

RECEIVED  
AUG 08 2001

EDWARD K. NODA & ASSOC., INC.

May 2001

Jerry Matsuda, Airport Administrator  
State Department of Transportation – Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Sir:

As a business person in Hanapepe, we are for the improvement at Port Allen Airport. We want to see the two helicopter companies who have been using the airport, to get a hanger there first. Although we are for development in the Hanapepe area, the state should try to get the four hanger reduced to two. That way, more local people will accept the proposal.

Sincerely,

George Green  
P.O. Box 866  
KALAHEO, HI 96866

BENJAMIN J. CAYETANO  
GOVERNOR



BRIAN K. MINAII  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

IN REPLY REFER TO:

AIR-P  
01.0378

July 10, 2001

Mr. George Steuer  
P.O. Box 866  
Kalaheo, Hawaii 96741

Dear Mr. Steuer:

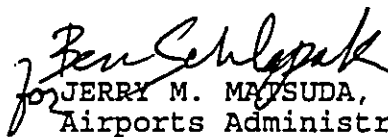
Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment.

I appreciate the time you took to express your concerns over the proposed improvements. Your comments will be taken into consideration.

Please contact Lynn Becones, Planner, of the Airports Division at (808) 838-8811 to clarify any questions you may have.

Sincerely,

  
for JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

MAY 21, 2001

TO: JERRY MATSUDA

THE PROPOSED EXPANSION OF PORT ALLEN AIRPORT WILL IMPACT EVERYONE'S LIFE ON THE WEST END OF KAUAI. THERE IS NO PROPOSED CONTROL TOWER AT THIS AIRFIELD. ACCORDING TO THE NEW ENVIRONMENTAL ASSESSMENT, IT SAYS THAT THE STATE CANNOT BAN HELICOPTERS OR OTHER AVIATION USERS FROM PORT ALLEN AS LONG AS THOSE USERS OPERATE IN A SAFE MANNER. WE WOULD LIKE A DEFINITION OF A "SAFE MANNER". CURRENTLY THERE ARE TWO DIFFERENT HELICOPTER COMPANIES AND AT LEAST ONE ULTRALIGHT COMPANY AT PORT ALLEN AIRPORT. WE HAVE BEEN TOLD BY CIVIL AIR PATROL PILOTS THAT ULTRALIGHT CRAFTS HAVE NO RADIOS AND THAT THEY CANNOT COMMUNICATE WITH OTHER AIR CRAFT ARRIVING AND DEPARTING THE AIRPORT TRAFFIC PATTERN, SO IT'S A SEE AND BE SEEN AVOIDANCE PROCESS. WITH THE STATE AIRPORTS DIVISION PUSHING FOR EXPANSION OF PORT ALLEN AIRPORT, THE ISSUE OF NOISE, SAFE DEPARTURE AND ARRIVALS, FLIGHT PATTERNS, AND ALTITUDES NEED TO BE ADDRESSED. EXPANDING WILL NOT MAKE THE AIRFIELD SAFER. WE LOGISTICALLY CANNOT UNDERSTAND WHY BUILDING HANGARS AND HELICOPTER PADS WILL MAKE OPERATIONS SAFER. A DEFINITE ENVIRONMENTAL IMPACT AT PORT ALLEN AIRPORT WILL BE THE ABOVE GROUND JET FUEL STORAGE TANKS. THERE IS ALREADY ONE IN PLACE WITHOUT HAVING A PERMIT TO HAVE IT

THERE. IF THE EXPANSION IS GRANTED, ACCORDING TO BEN SCHLAPACK, EVERY HELICOPTER TOUR COMPANY (AT THE PORT ALLEN AIRPORT) CAN HAVE AN ABOVE GROUND JET FUEL STORAGE TANK FOR THEIR OWN USE. THESE TANKS HOLD BETWEEN 8,000 TO 10,000 GALLONS OF FUEL. THERE SHOULD BE TESTS DONE TO DETERMINE IF THERE WAS A FUEL LEAK OR SPILL, WHERE WOULD THE RUN-OFF GO? MR. SCHLAPACK HAS ALLUDED TO THE FACT THAT NO SUCH TESTS WERE EVER DONE IN THE ORIGINAL ENVIRONMENT ASSESSMENT AND STILL HAS NOT BEEN DONE. WE FEEL THAT AN ENVIRONMENTAL IMPACT REPORT SHOULD BE DONE TO ADDRESS ANY AND ALL CONCERNS OF THE COMMUNITY.

SHERY L. STURTEVANT  
*Sherry L. Sturtevant*

MICHAEL R. STURTEVANT

*Michael R. Sturt*

COMMERCIAL-MULTI-ENGINE INSTRUMENT RATED PILOT  
CERT# 568582775

P.O. Box 388  
ELEELE, HI. 96705  
PHONE: 808-635-2097

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

EWM  
BRIAN K. MINAII  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0387

July 16, 2001

Ms. Sherry L. Sturtevant  
Mr. Michael R. Sturtevant  
P.O. Box 388  
Eleele, Hawaii 96705

RECEIVED  
JUL 17 2001  
EDWARD K. HODGE & ASSOC., INC.

Dear Mr. & Ms. Sturtevant:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment (EA).

You are correct in stating that the Port Allen Airport has no control tower. It is an unmanned airport and the proposed improvements do not include a control tower. The Airport has a segmented circle and wind cone used by pilots to determine wind direction and force during aircraft take off or landing. There are no other navigational aids at the Airport. The Federal Aviation Administration (FAA) Visual Flight Rules at an airport such as Port Allen Airport where there is no control tower require only that pilots maintain a minimum flight visibility and distance from clouds; no radio is required. The Airport has been in existence for many years with aviation users operating safely under Visual Flight Rules. Among the improvements proposed for the Airport are additional navigational aids such as Runway End Indicator Lights, Precision Approach Path Indicators, and lights for the segmented circle and wind cone. In addition, the proposed runway lights will enhance safety during low visibility daylight conditions. All of these improvements will enhance safety at the Airport.

The Airports Division is not proposing to "expand" the Port Allen Airport, the length of the existing runway would not be increased, and no terminal facilities or control tower will be added. The proposed improvements are intended to accommodate existing aviation users and the aviation demand forecast in the near future. Please note that the future aviation demand is

Ms. Sherry L. Sturtevant  
July 16, 2001  
Page 2

AIR-P  
01.0387

expected to materialize with or without the proposed improvements. The proposed improvements merely provide a safer, more orderly environment for current and expected future aviation users. In the past, there were hangars and a small airport terminal building at Port Allen Airport.

The EA addresses potential noise impacts. Noise measurements were taken at various locations at the Airport and in the surrounding areas, and the results indicate no significant impacts will be generated by the proposed improvements. However, in recognition of the fact that single noise events can be intrusive, the Airports Division is considering asking aircraft operators to voluntarily avoid flying over noise-sensitive areas such as the Salt Ponds and the Salt Pond Park. This can only be on a voluntary basis since the Airports Division has no authority to regulate landing and takeoff routes or flight patterns.

It is true that tenants of the proposed lease lots may install aboveground fuel storage tanks (AST). However, ASTs, if installed, are not expected to have any impact. The current standards for installation of ASTs call for double-wall containment on the tank to prevent the release of fuel in the event of a problem with the tank. These standards also call for mechanical cut-off devices to prevent overfilling of the tank. Federal standards also call for any AST user with a tank capacity in excess of 600 gallons to develop a Spill Prevention, Control and Countermeasures (SPCC) plan for the facility. The Airports Division will require that all tenants installing ASTs in excess of 600 gallons at Port Allen Airport have a SPCC plan.

Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,



JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K; -L; -PM  
LEG (M. Lau)

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

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Both these companies bring visitors to the West Side and they provide much-needed jobs for many local people from the surrounding communities.

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Name: Roger TANIQUET

Address: P.O. Box 1117

City: LAWA'I, HI 96765



BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0289

May 24, 2001

Mr. Roger Taniguchi  
P. O. Box 1117  
Lawai, Hawaii 96765

Dear Mr. Taniguchi:

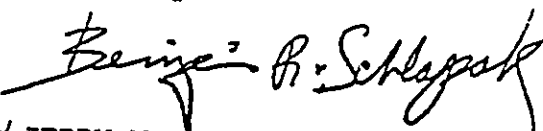
Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment.

I appreciate the time you took to express your concerns over the proposed improvements. Your comments will be taken into consideration.

Please contact Lynn Becones, Planner, at (808) 838-8811 to clarify any questions you may have.

Sincerely,

  
for JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K

*Hana Like Ni Ke Ala Aloha*  
Working Together to Provide Gateways of Aloha

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

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Name:

*Mark E. Teixeira*

MARK E. TEXEIRA

Address:

PO Box 746

HAWAII PE HI 96716

City:

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0378

July 10, 2001

Mr. Mark E. Texeira  
P.O. Box 746  
Hanapepe, Hawaii 96716

RECEIVED  
AUG 1 2001  
AIRPORTS DIVISION

Dear Mr. Texeira:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment.

I appreciate the time you took to express your concerns over the proposed improvements. Your comments will be taken into consideration.

Please contact Lynn Becones, Planner, of the Airports Division at (808) 838-8811 to clarify any questions you may have.

Sincerely,

*for Ben Schlapsak*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

0900

May 2001

Jerry Matsuda, Airport Administrator  
State Department of Transportation – Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Sir:

As a business person in Hanapepe, we are for the improvement at Port Allen Airport. We want to see the two helicopter companies who have been using the airport, to get a hanger there first. Although we are for development in the Hanapepe area, the state should try to get the four hanger reduced to two. That way, more local people will accept the proposal.

Sincerely,

*Jaqueline L. Vicma*

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0367

July 6, 2001

Ms. Jacqueline L. Vienna  
[Ms. Vienna did not provide a return address]

Dear Ms. Vienna:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

RECEIVED  
JUL 17 2001

EDWARD K. NODA & ASSOCIATES, INC.

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment.

I appreciate the time you took to express your concerns over the proposed improvements. Your comments will be taken into consideration.

Please contact Lynn Becones, Planner, at (808) 838-8811 to clarify any questions you may have.

Sincerely,

Handwritten signature of Jerry M. Matsuda in cursive script.

JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation – Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
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Name: *Richard Waalani*  
RICHARD WAALANI

Address: P.O. Box 798

City: HAWAII HI 96765

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0289

May 24, 2001

Mr. Richard Waalani  
P. O. Box 798  
Lawai, Hawaii 96765

Dear Mr. Waalani:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

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Sincerely,

A handwritten signature in black ink that reads "Jerry M. Matsuda". The signature is written in a cursive style with a large initial "J".

JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation – Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

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Name: RICHARD WAALANI JR.

Address: PO BOX 798

City: LAWAI HI 96765



BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. UFASAKI

IN REPLY REFER TO:

AIR-P  
01.0289

May 24, 2001

Mr. Richard Waalani, Jr.  
P. O. Box 798  
Lawai, Hawaii 96765

Dear Mr. Waalani:

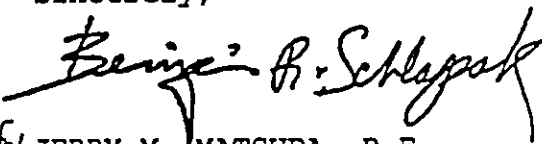
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Airports Administrator

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bc: AIR-K

*Hana Like Nu Ke Ala Aloha*  
Working Together to Provide Gateways of Aloha

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation – Airports Division  
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Name:

*W. J. Matsuda* from *Westside Pharmacy*

Address:

*P.O. Box 249*

City:

*HANALEI H. 96716*

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1800

BRIAN K. MINAII  
DIRECTOR

DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0278

Westside Pharmacy  
P. O. Box 249  
Hanapepe, Hawaii 96716

Gentlemen:

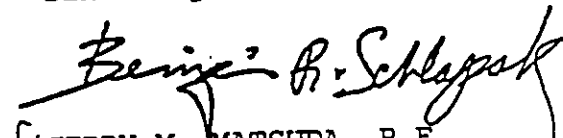
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Sincerely,

  
for JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K

*Hana Like No Ke Ala Aloha*  
Working Together to Provide Gateways of Aloha

May 2001


Jerry Matsuda, Airport Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
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Dear Sir:

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Sincerely,

  
WESTWOOD  
Inda F. M.

3600 HANAPEPE BOULEVARD, H2 96716

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0378

July 10, 2001

Westward Industries  
3600 Hanapepe Road  
Hanapepe, Hawaii 96716

To Whom It May Concern:

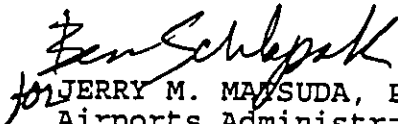
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for JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

May 2001

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State Department of Transportation – Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

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Name:



Address: 8221 KEKAHA RD.

City: KEKAHA, HI 96752

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation – Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

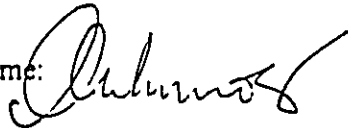
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Name:



Address:

PO Box 123

City:

Lauai HI 96765

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation – Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

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Name:

*Richard Con*

Address:

*Box 459*

City:

*Haunape 96746*



May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

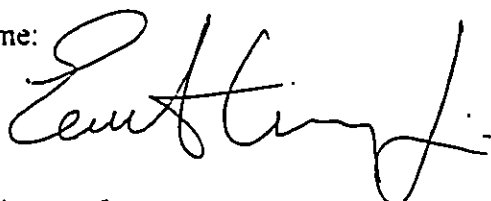
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Name:



Address:

P.O. Box 847

City:

KALAHOE, HI  
96741

May 2001

Jerry Matsuda, Airport Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

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Sincerely,



Address:

City:

P.O. BOX 1052  
Hanalei 96716

May 2001

Jerry Matsuda, Airport Administrator  
State Department of Transportation – Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
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Sincerely,



Address: #723 NANEKA PL. ELEELE 96705  
City: KAUAI, HI

0985

May 2001

Jerry Matsuda, Airport Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

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Sincerely,

*Chryle Cabus*

Address: *P.O. BOX 1444*

City: *LIMUE, HI. 96766*

DOCUMENT CAPTURED AS RECEIVED

May 2001

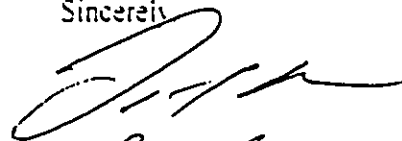
Jerry Matsuda, Airport Administrator  
State Department of Transportation - Airports Division  
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Sincerely,



P.O. Box 122  
Kalaheo, HI 96741

May 2001

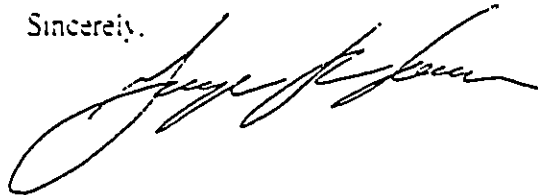
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Sincerely,



Box 141  
Hanapepe 96716

May 2001

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Name:

*Sotay Drant*

Address:

*PO Box 710*

City:

*LAWRI, HI 96765*

May 2001

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State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
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Name: *Edward J. Brown Sr.*

Address: *P.O. Box 968*

City: *HeKaha, Kauai HI 96752*



DOCUMENT CAPTURED AS RECEIVED

May 2001

Jerry Matsuda, Airport Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
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Sincerely,

*Kani Kuan KFD*

Address: *5450 Olopana St*  
City: *KAPA, Hi. 96746*

May 2001

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State Department of Transportation - Airports Division  
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Honolulu, Hawaii 96819-1880

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Sincerely,

*Ranben H. Puy*

Address: 6386 Kaahale RD

City: Kapaa, HI

*As Managing Partner of Kapaa Poi Factory Co. we would like to see this type of enterprises continued and encouraged to increase tourism and touring activity, which will bring stability and growth to Kauai. West Kauai has so much to offer and must be augmented.*

*Thank You,  
R.P.*

May 2001

Jerry Matsuda, Airport Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Sir:

As a business person in Hanapepe, we are for the improvement at Port Allen Airport. We want to see the two helicopter companies who have been using the airport, to get a hanger there first. Although we are for development in the Hanapepe area, the state should try to get the four hanger reduced to two. That way, more local people will accept the proposal.

Sincerely,

*Timothy T. Aulawa*

3734A HANAPEPE RD  
HANAPEPE, HI 96716

May 2001

Jerry Matsuda, Airport Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

I am a resident of Kauai, and I am in favor of the development at Port Allen Airport, with a couple of exceptions. The State should cut back on the hanger space from four (4) to two (2) hangers and should give the two companies presently using the airport a space. Tourist coming to the west side, helps our sagging economy, and the helicopters have attracted visitors to our area. They are also providing jobs for members of the community who live on the west side of Kauai.

Sincerely, *Maryann L. Martin*

Address: *PO Box 710*

City: *Lawai, HI 96765*

DOCUMENT CAPTURED AS RECEIVED

May 2001

Jerry Matsuda, Airport Administrator  
State Department of Transportation – Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

I am a resident of Kauai, and I am in favor of the development at Port Allen Airport. with a couple of exceptions. The State should cut back on the hanger space from four (4) to two (2) hangers and should give the two companies presently using the airport a space. Tourist coming to the west side, helps our sagging economy, and the helicopters have attracted visitors to our area. They are also providing jobs for members of the community who live on the west side of Kauai.

Sincerely,

*Henry B. Cummings* HED

Address: *4152A Duale st.*  
City: *Lihue HI 96746*

DOCUMENT CAPTURED AS RECEIVED

May 2001

Jerry Matsuda, Airport Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

I am a resident of Kauai, and I am in favor of the development at Port Allen Airport, with a couple of exceptions. The State should cut back on the hanger space from four (4) to two (2) hangers and should give the two companies presently using the airport a space. Tourist coming to the west side, helps our sagging economy, and the helicopters have attracted visitors to our area. They are also providing jobs for members of the community who live on the west side of Kauai.

Sincerely,

*Gregg C. Blunz* KFD

Address: P.O. Box 1603

City: Lihue, HI,  
96766

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

1877

BRIAN K. MINAII  
DIRECTOR

DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0450

August 8, 2001

To Whom It May Concern:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment. Unfortunately, we were unable to read your signature; therefore, we could not address this letter to you personally.

I appreciate the time you took to express your concerns over the proposed improvements. Your comments will be taken into consideration.

Please contact Lynn Becones, Planner, at (808) 838-8811 to clarify any questions you may have.

Sincerely,

Handwritten signature of Jerry M. Matsuda in cursive script.

JERRY M. MATSUDA, P.E.  
Airports Administrator

c: ✓ Edward K. Noda & Associates, Inc. (B. Ishii)

RECEIVED  
AUG 10 2001

EDWARD K. NODA & ASSOC., INC.

0931

May 2001

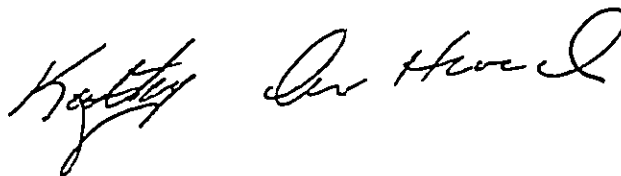
Jerry Matsuda, Airport Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Sir:

As a business person in Hanapepe, we are for the improvement at Port Allen Airport. We want to see the two helicopter companies who have been using the airport, to get a hanger there first. Although we are for development in the Hanapepe area, the state should try to get the four hanger reduced to two. That way, more local people will accept the proposal.

Sincerely,

A handwritten signature in cursive script, appearing to read "Kathy Ann Howard".



May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation – Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

I am a west side resident of Kauai, and I am in favor of the draft environmental assessment with the exception that the State should only allow the two operators presently using the airport, Bali-Hai Helicopters and Inter-Island Helicopters to build hangars.

Both these companies bring visitors to the West Side and they provide much-needed jobs for many local people from the surrounding communities.

The fire-rescue helicopters have been based out of Port Allen Airport for over fourteen years and I want them to stay here on the West Side. Many people go hunting in Waimea Canyon, Koke'e State Park and having the rescue helicopter closer to these areas just makes good sense. Most of the fires are on this side as well.

Name:

*Jimchi Tse*

Address:

*Honolulu*

City:

May 2001

Jerry Matsuda, Airport Administrator  
State Department of Transportation – Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

I am a resident of Kauai, and I am in favor of the development at Port Allen Airport. with a couple of exceptions. The State should cut back on the hanger space from four (4) to two (2) hangers and should give the two companies presently using the airport a space. Tourist coming to the west side, helps our sagging economy, and the helicopters have attracted visitors to our area. They are also providing jobs for members of the community who live on the west side of Kauai.

Sincerely,

*Dean Wilkerson KFD*

Address:

*Kapaa, Kauai*

City:

May 2001

Jerry Matsuda, Airport Administrator  
State Department of Transportation – Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Sir:

As a business person in Hanapepe, we are for the improvement at Port Allen Airport. We want to see the two helicopter companies who have been using the airport, to get a hanger there first. Although we are for development in the Hanapepe area, the state should try to get the four hanger reduced to two. That way, more local people will accept the proposal.

*NAPA* Sincerely, *Robert Crubaker*  
*HANAPEPE HI 96716*

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

1879  
BRIAN K. M. NAALI  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:  
AIR-P  
01.0451

August 7, 2001

[No Return Address Provided]

To Whom It May Concern:

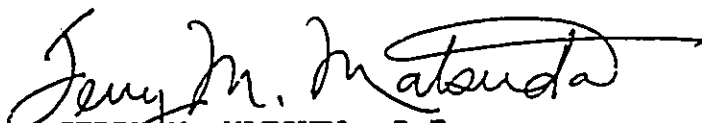
Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment. Unfortunately, we were unable to read your signature and no return address was provided; therefore, we could not address this letter to you personally.

I appreciate the time you took to express your concerns over the proposed improvements. Your comments will be taken into consideration.

Please contact Lynn Becones, Planner, at (808) 838-8811 to clarify any questions you may have.

Sincerely,

  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: ✓ Edward K. Noda & Associates, Inc. (B. Ishii)

RECEIVED  
AUG 09 2001

EDWARD K. NODA & ASSOC., INC.

**APPENDIX C**

**FAA CORRESPONDENCE**



U.S. Department  
of Transportation  
Federal Aviation  
Administration

AIRPORTS DISTRICT OFFICE  
BOX 50744  
HONOLULU, HI 96850-0001  
Telephone: (808) 541-3565

April 12, 1991

Mr. Owen Miyamoto  
Airport Administrator  
State of Hawaii, DOT  
Airports Division  
Honolulu International Airport  
Honolulu, Hawaii 96819

Dear Mr. Miyamoto:

The State of Hawaii, airport sponsor of Lihue Airport, Kauai, has asked whether a proposal involving helicopter operations on the island of Kauai would violate Federal grant conditions. That proposal would ban all air tour helicopters from the Lihue Airport and establish a heliport approximately 5 nautical miles away to accommodate the displaced air tour helicopters and all future air tour helicopter operators.

According to the State, the ban would serve to: 1) reduce airport congestion; 2) reduce or eliminate intermix between fixed wing and rotorcraft aircraft; 3) reduce overflights and noise impacts on the City of Lihue and surrounding towns; 4) satisfy helicopter demand; and 5) create needed additional space to accommodate increased ground handling equipment and airport support facilities.

We call your attention to some potentially serious problems with respect to Section 105 ("Federal Preemption") of the Federal Aviation Act of 1958, as amended (FAA-Act). Section 105 provides that "no State ... shall enact or enforce any law, rule, regulation, standard, or other provision having the force or effect of law relating to rates, routes, or services of any air carrier having authority under [Title IV of the FAA-Act] to provide air transportation." 49 U.S.C. App. 1305(a). Section 105 is intended "to prevent conflicts and inconsistent regulations by providing that when a carrier operates under authority granted pursuant to Title IV of the Federal Aviation Act, no State may regulate that carrier's routes, rates, or services." H.R. Rep. No. 95-1211, 95th Cong. 2d Sess. 16, reprinted in 1978 U.S. Code Cong. & Admin. News 3737, 3751-52. The statute expresses a clear intent to preempt any state law relating to rates, routes, or services.

Section 105 preemption is not limited to those state laws or regulations that conflict with Federal laws. It preempts state laws and regulations "relating to rates, routes, or services." *Hinson v. Pacific Southwest Airlines*, 743 F.2d 1408, 1415 (9th Cir. 1984) ("Regulation of air carrier seating policies for handicapped passengers involves the regulation of services within the meaning of Section [105](a)(1).").

2

The term "relating to" should be given a common sense, plain meaning definition, and in the context of Section 105, means a law, rule, or regulation that "has a connection with or reference to" rates, routes, or services of air carriers. *Shaw v. Delta Air Lines, Inc.*, 463 U.S. 85, 96-97 (1983) (in determining whether a state maternity law was preempted by a Federal statute preempting laws that "relate to" employee benefits plans, the Court concluded that "[a] law relates to an employee benefit plan ... if it has a connection with or reference to such a plan.>").

Under its proposed ban, Hawaii would target air tour operators as such for removal from Lihue. As discussed below, the air tour function is clearly a "service" for the purpose of Section 105, and such service would be altered. For example, the helicopters would no longer be able to operate directly from the principal air carrier airport on Kauai. Arrangements would have to be made to transport air tour patrons arriving at Lihue to the new heliport where they could board the air tour helicopters. To the extent that these operators are air carriers holding authority under Title IV of the FAA-Act, that ban would therefore be prohibited.

On the issue of what constitutes a "service," 14 CFR Section 298.21(c)(1)(iv) imposes filing requirements for an air taxi operator using a registration form asking for information, including: "[t]he type of service the carrier will offer (scheduled passenger, scheduled cargo, mail under a U.S. Postal Service contract, on-demand passenger, on-demand cargo, or other service such as air ambulance operations, firefighting or seasonal operations" (emphasis supplied). Air tour operators are one form of on-demand passenger "service." Moreover, 14 CFR 399.110(d) provides examples of regulatory actions preempted under Section 105. Those examples include, but are not limited to, "regulations governing ... flight frequency, mode of operation ...." The State's proposal is similar to the enumerated actions.

The scope of Section 105 is limited to air carriers having authority under Title IV of the FAA-Act. The definition of "air carrier" for purposes of Section 105 includes any air carrier with exemption authority under 14 CFR Part 298. Thus, 14 CFR 399.110(c) provides that "any air carrier holding an ... exemption ... pursuant to Part 298 ... qualifies as a Federally authorized carrier for purposes of the preemption of State regulation under [Part 105]." See also, *Hughes Air Corporation v. Public Utilities Commission*, 644 F.2d 1334 (9th Cir. 1981) ("Congress intended to include [air] carriers exempted from [DOT] certification pursuant to Section 416(b)(1) within the scope of the preemption provision [Section 105(a)]."). To the extent that the air tour helicopter operators at Lihue are "air taxi operators" within the meaning of 14 CFR Part 298, Section 105 applies to the proposed State action.

In addition, because Hawaii has been the recipient of Federal funds through the Airport and Airway Improvement Act of 1982, as amended (AAIA), 49 U.S.C. 2201, et seq., it is subject to a number of Federal sponsor assurances. Those assurances are important factors in assuring, among other things, fair and reasonable access to federally-funded airports.

These assurances include the requirement that Hawaii "make its airport available as an airport for public use on fair and reasonable terms and without unjust discrimination, to all types, kinds, and classes of aeronautical uses." Assurance C.(22)(a) (codified at 49 U.S.C. App. 2210(a)(1)).

This assurance prohibits unjust discrimination. At this time, we have not been provided with information sufficient to establish the reasonableness of the proposed ban or how just that action would be. It is possible that under proper circumstances, the FAA would permit such regulation if reasonable, just, and required by air safety considerations; however, detailed information regarding the number of air tour helicopter operators, the number of aircraft involved, the frequency of flights, the type of flight patterns utilized by the operators, and information concerning the use of Lihue by other air carriers would have to be submitted to us for our evaluation of the merits of the proposed ban.

As you are aware, FAA policy permits an airport owner to designate a certain airport in a multiple airport system (under the same ownership and serving the same community) for use by a particular class of aircraft where the volume of air traffic is approaching or exceeding the maximum practical capacity of an airport. FAA Order 5190.6A, "Airport Compliance Requirements," Section 4-8, "Restrictions on Aeronautical Use of Airport," subpart (d), "Congestion," page 17 (October 2, 1989). However, information has not been provided to support use of this policy to justify the proposed ban. That same order also provides that the airport owner must be in a position to assure that all classes of aeronautical needs can be fully accommodated within the system of airports under the owner's control and without unreasonable penalties to any class and that the restriction is fully supportable as being beneficial to overall aviation system capacity.

In summary, it appears that Section 105 of the FAR Act may prohibit Hawaii from enacting the proposed air tour helicopter ban. That ban may be also inconsistent with sponsor assurances.

We invite any additional facts or factors you believe appropriate. If you have any questions, please do not hesitate to contact Mr. Dewitte F. Lawson, Jr., Assistant Chief Counsel, Western-Pacific Region, at P.O. Box 92007, Worldway Postal Center, Los Angeles, CA 90009, (213) 297-1270.

Sincerely,

Original signed by  
Henry A. Sumida

Benny A. Sumida  
Airports District Office Manager



U.S. Department  
of Transportation  
Federal Aviation  
Administration

Western-Pacific Region  
Airports District Office

300 Ala Moana Blvd., Room 7-128  
Honolulu, Hawaii 96813  
MAIL: Box 50724  
Honolulu, Hawaii 96850-0001  
Phone: (808) 541-1222  
FAX: (808) 541-3462

November 3, 2000

Mr. Benjamin R. Schlapak  
Head Planning Engineer  
DOT, State of Hawaii  
400 Rodgers Blvd., Suite 700  
Honolulu, Hawaii 96819-1880

Dear Mr. Schlapak:

We have received your August 1, 2000 letter transmitting a July 12, 2000 letter from Arnold Lum of the Native Hawaiian Legal Corporation. Mr. Lum asks, in part, why tour helicopter operations cannot be relocated from Port Allen Airport to Lihue Airport. He references one sentence on page 19 in FAA Order 5190.6A which states, "An airport owner for certain justifiable environmental reasons may designate a certain airport in a multiple airport system under the same ownership and serving the same community for use by a particular class or classes of aircraft." This reference is part of Paragraph 4-8 f, Noise and Environmental Restrictions, which denotes restrictions generally done as part of an FAR Part 150 study.

In a FAR Part 150 study, the airport operator is expected to analyze fully the anticipated impact on commerce of any proposed airport use restriction. The airport use restriction must not be unjustly discriminatory. Our preliminary review indicates that the impact on commerce and on the facilities of Lihue Airport may be sufficient to make the proposal unacceptable.

Your letter also transmitted a copy of our April 12, 1991 letter regarding the proposed prohibition of tour helicopter operations at Lihue Airport by accommodating them at a new inland heliport. Our letter explained why the State DOT would be prohibited from banning helicopter operations at Lihue Airport by Section 105 of the FAA Act.

Based upon reasons included in our April 12, 1991 letter, the State would also be prohibited from restricting Port Allen Airport to tour helicopter operations. There does not appear to be any justifiable environmental reasons to relocate these operations to Lihue Airport.

2

Finally, we wish to point out that the policy guidance stated on page 19 of Order 5190.6A is not meant to be interpreted to give an airport sponsor unfettered discretion to arbitrarily designate which aeronautical activities are permitted or prohibited at any of its airports merely because the sponsor owns more than one airport. Neither does the guidance mean that sponsors can force aeronautical operators to relocate to another airport just because the sponsor would like to designate which aeronautical activities will be permitted at certain airports within the airport system. The policy guidance hinges on the airport sponsor being in compliance with its federal obligations, as in this case, are more specifically explained in our April 12, 1991 letter. The policy guidance provides flexibility under specific circumstances for sponsors to justly discriminate using reasonable terms and standards to allocate aeronautical uses among its airports without violating regulatory requirements. The sponsors proposal does not fit within the permissible parameters of the policy guidance. Therefore, in this scenario, the cited provision of Order 5190.6A is not relevant to the stated desire and cannot be used to support implementation of the proposal.

If you have any questions, please call David Welhouse at 541-1243.

Sincerely,



Daniel S. Matsumoto  
Acting Manager, Airports District Office



U.S. Department  
of Transportation  
Federal Aviation  
Administration

Western-Pacific Region  
Airports District Office

300 Ala Moana Blvd., Room 7-128  
Honolulu, Hawaii 96813  
MAIL: Box 50744  
Honolulu, Hawaii 96850-0001  
Phone: (808) 541-1232  
FAX: (808) 541-3487

December 11, 2000

Mr. Benjamin R. Schlapak  
Head Planning Engineer  
DOT, State of Hawaii  
400 Rodgers Blvd., Suite 700  
Honolulu, Hawaii 96819-1880

Dear Mr. Schlapak:

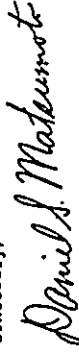
We have received your November 30, 2000 letter requesting clarification of our November 3, 2000 letter regarding the relocation of helicopter operations from Port Allen Airport to Lihue Airport.

You asked if the sentence, "The sponsors proposal does not fit within the permissible parameters of the policy guidance." is referring to the proposal from Arnold Lum of the Native Hawaiian Legal Corporation.

We note that all statements regarding the proposal to relocate helicopters refers to Mr. Lum's proposal and not a Department of Transportation, Airports Division proposal.

If you have any questions, please call David Welhouse at 541-1243.

Sincerely,



Daniel S. Matsumoto  
Civil Engineer

Ron V. Simpson  
Manager, Airports District Office



**APPENDIX D**

**PORT ALLEN (KAUAI) AIRPORT NOISE  
MEASUREMENTS**



#97-34  
September 10, 1997

Edward K. Noda & Associates, Inc.  
615 Piikoi Street, Suite 300  
Honolulu, HI 96814-3139

Attention: Mr. Brian Ishii

RE: Port Allen (Kauai) Airport Noise Measurements

Dear Mr. Ishii:

Sound level measurements of aircraft operations at Port Allen Airport on Kauai were taken from Saturday, August 23, 1997, through Monday, August 25, 1997, at seven locations shown in Figure 1.

The schedule of measurement location for the three-day period is presented in Table 1. At each of the unattended measurement locations, a sound level meter was left in place from sunrise to sunset or for 24 hours, and programmed to measure the hourly equivalent sound levels ( $L_{eq}$ ), exceedence levels (e.g.,  $L_1$ ,  $L_{10}$ ,  $L_{50}$  and  $L_{90}$ ), minimum sound levels ( $L_{min}$ ), maximum sound levels ( $L_{max}$ ) and Sound Exposure Levels (SEL). At each of the attended measurement locations,  $L_{eq}$ ,  $L_{max}$ ,  $L_{day}$  and SELs from aircraft operations (e.g., takeoff, landing and flyover) were obtained and visual identification of aircraft types was made to correspond with the measurements. The numbers of operations for each type of aircraft that occurred over the three-day period are tabulated in Table 2. Table 3 summarizes the results of measurements taken at the attended locations.

Using data from the unattended sound level meters and Tables 2 and 3, day-night equivalent sound levels ( $L_{dn}$ ) due to aircraft operations and without aircraft operations were determined for Locations 1 through 4. These are presented in Table 4. The  $L_{dn}$


Edward K. Noda & Associates, Inc.  
September 10, 1997

#97-34  
Page 2

for Locations 5 and 6, however, could not be determined because of the limited noise data were obtained at these locations. At Location 7, the  $L_{dn}$  was measured to be 44 dBA.

Please call if you have any questions.

Sincerely,

  
Thao N. Nguyen

TNN/ld

Encls.

TABLE 1 - MEASUREMENT SCHEDULE

Date	Unattended Measurement Location		Attended Measurement Location	
	Sound Level Meter No. 1	Sound Level Meter No. 2	Morning Operations	Afternoon Operations
August 23, 1997	1	2	4	3
August 24, 1997	3	7*	2	1
August 25, 1997	3	4 & 2	2 & 1	6 & 5

\* 24-Hour Measurement

TABLE 2 - NUMBER OF OPERATIONS FOR EACH TYPE OF AIRCRAFT

Date	Bali Hai Helicopter	Inter-Island Helicopter	Will Squyres Helicopter**	Fly Kauai Single Engine
August 23, 1997	8	4	0	0
August 24, 1997	7	0	2	0
August 25, 1997	6	4	0	4

\* Each operation consists of one arrival and one departure.

\*\* Not verified.

TABLE 3 - MEASUREMENT RESULTS

Table 3 - Measurement Results (Continued)

Date	Time of Day	L <sub>max</sub> (dBA)	L <sub>avg</sub> (dBA)	SEL (dBA)	Duration (min:sec)	
<b>LOCATION 1</b>						
<b>Bali Hai Helicopter</b>						
• Takeoff & Flyover	08/24/97	12:10 13:15	58.3 56.8	64.8 63.8	77.1 76.9	1:17 1:43
• Approach & Land	08/24/97	13:05 14:00	55.2 56.8	59.8 62.8	71.6 74.0	0:44 0:52
• Approach & Land	08/25/97	10:52	54.7	58.8	72.3	0:57
<b>Inter-Island Helicopter</b>						
• Takeoff & Flyover	08/25/97	10:00	68.9	78.3	87.9	1:20
• Approach & Land	08/25/97	10:50	59.4	71.3	77.6	1:07
<b>Willow's Helicopter</b>						
• Takeoff & Flyover (2 at a time)	08/24/97	14:10	63.1	72.8	87.6	4:41
• Approach & Land (2 at a time)	08/24/97	14:05	71.6	84.0	94.8	3:32
<b>LOCATION 2</b>						
<b>Hali Hai Helicopter</b>						
• Startup & Flight Idle Checks	08/24/97	7:45	73.8	78.8	94.4	1:58
• Takeoff & Flyover	08/25/97	8:40	73.6	78.8	95.3	2:28
• Takeoff & Flyover	08/24/97	8:00 9:05 10:10 11:07	66.2 65.9 67.3 66.7	72.5 74.8 76.0 77.3	86.9 86.5 89.8 87.3	1:59 1:55 3:00 1:57
• Approach & Land	08/25/97	8:52	68.8	73.0	88.8	1:42
• Approach & Land	08/24/97	8:50 9:55 10:55 12:00	68.2 69.0 68.1 68.6	74.3 77.3 77.1 76.8	87.4 87.8 86.7 86.7	1:23 1:16 1:13 1:05
• Approach & Land	08/25/97	9:46	72.2	78.8	87.9	0:37

Table 3 - Measurement Results (Continued)

<u>Inter-Island Helicopter</u>							
• Takeoff & Flyover	08/25/97	8:55	73.8	80.8	92.3	1:11	
• Approach & Land	08/25/97	9:45	58.4	64.0	77.5	1:12	
<u>Fly Kauli (N749RV) Single Engine</u>							
• Taxi & Takeoff	08/25/97	9:40	81.6	98.5	102.0	1:50	
• Approach & Land	08/25/97	9:20	54.2	60.3	73.6	1:28	
<u>LOCATION 3</u>							
<u>Bali Hai Helicopter</u>							
• Takeoff & Flyover	08/23/97	14:20	58.1	67.8	81.6	3:42	
		15:55	57.9	66.0	78.9	2:06	
• Approach & Land	08/23/97	13:50	76.1	87.5	93.6	0:57	
		15:25	71.7	83.0	89.9	1:07	
		16:45	69.8	81.0	89.9	1:41	
• Idle	08/23/97	13:55	53.6	59.1	73.8	1:45	
		16:50	55.9	61.0	76.6	1:57	
<u>Inter-Island Helicopter</u>							
• Takeoff & Flyover	08/23/97	14:10	63.4	71.5	82.1	1:14	
• Approach & Land	08/23/97	14:00	70.7	81.5	89.4	1:15	
		15:00	65.4	72.8	83.5	1:05	
• Idle	08/23/97	14:05	52.1	58.8	74.0	2:36	

Table 3 - Measurement Results (Continued)

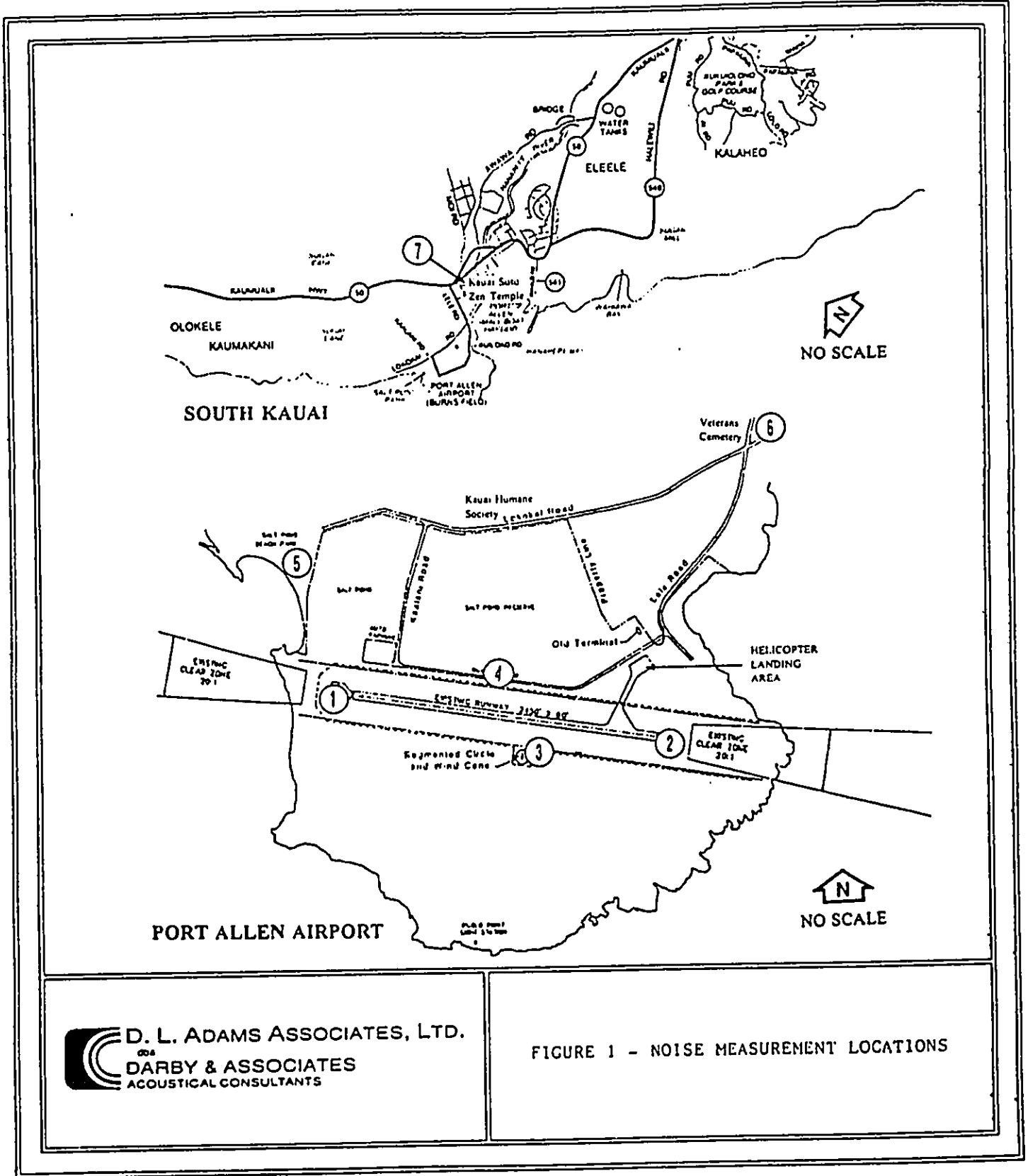
<u>LOCATION 4</u>							
<u>Bali Hai Helicopter</u>							
• Startup & Flight Idle Checks	08/23/97	7:45	57.1	64.8	77.7	1:55	
• Takeoff & Flyover	08/23/97	7:50	62.6	73.0	83.3	1:57	
		9:00	60.1	78.8	80.9	2:04	
		10:00	54.3	60.0	74.4	1:46	
		11:10	54.5	63.5	73.6	1:22	
		12:07	54.4	63.8	74.9	1:52	
		13:07	54.0	60.6	73.9	1:38	
• Approach & Land	08/23/97	8:49	60.8	69.6	80.4	1:31	
		11:52	60.9	68.3	78.3	0:54	
		12:50	60.6	66.0	78.3	0:59	
<u>Inter-Island Helicopter</u>							
• Idle, Takeoff & Flyover	08/23/97	8:50	59.3	69.8	81.7	2:56	
		10:25	61.9	71.8	79.7	1:01	
		13:05	65.6	72.6	81.8	0:41	
• Approach & Land	08/23/97	9:46	65.8	72.8	80.9	0:32	
		11:25	62.3	69.5	80.4	1:05	
<u>LOCATION 5</u>							
<u>Bali Hai Helicopter</u>							
• Takeoff & Flyover	08/25/97	13:10	57.0	64.0	77.5	1:54	
		14:05	59.1	77.0	80.9	2:32	
• Approach & Land	08/25/97	13:55	56.7	63.5	73.0	0:43	
		14:50	56.1	61.3	71.9	0:37	

Table 3 - Measurement Results (Continued)

<b>Inter-Island Helicopter</b>							
• Approach & Land	08/25/97	13:45 16:40	58.9 57.4	66.6 65.5	78.8 75.2	1:35 1:00	
<b>LOCATION 6</b>							
<b>Bali Hal Helicopter</b>							
• Takeoff	08/25/97	12:05	52.6	56.5	69.0	0:44	
• Approach & Land	08/25/97	12:55	53.6	58.5	71.2	0:58	

TABLE 4 - ESTIMATED DAY-NIGHT EQUIVALENT SOUND LEVELS (L<sub>dn</sub>)

Measurement Location	Estimated L <sub>dn</sub> (in dBA)	
	Background (Without Aircraft Operations)	Due to Aircraft Operations
1	51	55
2	50	56
3	50	60
4	46	46



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FIGURE 1 - NOISE MEASUREMENT LOCATIONS

# FAX TRANSMISSION

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 Date: August 16, 1999

Fax #: 593-8551  
 Pages: 8, including this cover sheet.

From: Thao Nguyen U.N.

Subject: Additional Noise Measurements at Port Allen Airport on Kauai (#99.44)

TABLE 1 - AIRCRAFT OPERATIONS AT PORT ALLEN AIRPORT ON AUGUST 11, 1999

Type of Aircraft	No. of Arrival at & Departure from the Airport	No. of Lift-off to and from Helicopter Landing Pad
Bali Hai Helicopter	26	4
Hawaii Helicopter	20	0
Inter-Island Helicopter	16	4

Additional noise measurements of aircraft operations at Port Allen Airport on Kauai were obtained on Wednesday, August 11, 1999 at two locations. Location 1 was near the helicopter landing area and Location 2 was by the Salt Pond as shown in Figure 1. At each of the measurement locations, short-term  $L_{eq}$ ,  $L_{max}$ , and SELs from aircraft operations (e.g., takeoff and landing) were obtained. Additionally, visual identification of aircraft type was made to correspond with the measurements. The numbers of operations for each type of aircraft and the measurement results are provided in Tables 1 and 2, respectively. Background noise measurements between aircraft operations were also obtained. At Location 1, background  $L_{eq}$ s of 51 to 52 dBA were recorded during light wind condition (less than 10 mph) and 54 to 56 dBA during high wind condition (10 to 15 mph with occasional gust up to 20 mph). Corresponding background  $L_{eq}$ s at Location 2 were 44 to 46 dBA and 48 to 51 dBA, respectively. Background noise at Location 1 was primarily due to surf noise while wind and traffic were the dominant background noise sources at the Location 2. Using these measurement results, the following aircraft  $L_{eq}$ s were calculated.

Location	Calculated $L_{eq}$ (in dBA) Due to Aircraft Operations
1	60
2	46

Please call if you have any questions.



TABLE 2 - AIRCRAFT NOISE MEASUREMENT RESULTS OF AUGUST 11, 1999

A. At Location 1 - Near Helicopter Landing Area (See Figure 1)

Event No.	Approximate Start Time of Measurement	Type of Helicopter	Description of Aircraft Activities	Duration (min:sec)	Measured Aircraft Noise Level (in dBA)		
					L <sub>max</sub>	L <sub>avg</sub>	SEL
1A	8:15 a.m.		Startup, Flight Idle Checks & Lift-off from Tow Truck to Landing Pad	4:08	67.1	78.5	91.0
2A	8:20 a.m.	Bali Hai	Flight Idle to Load Passenger & Take-off	4:17	69.9	86.4	94.1
3A	8:45 a.m.		Same as Event No. 1A	5:13	63.2	75.5	83.1
4A	8:50 a.m.		Same as Event No. 2A	4:40	71.8	90.5	96.2
5A	9:03 a.m.		Approach & Land	0:45	65.3	71.5	81.8
6A	9:10 a.m.	Hawaii	1 Flight Idle & 1 Approach & Land	1:28	60.9	66.8	80.3
7A	9:12 a.m.		2 Flight Idles	1:18	58.1	61.5	77.0
8A	9:15 a.m.	Bali Hai & Hawaii	1 Bali Hai Approach & Land & 2 Hawaii Take-offs	3:01	74.4	86.8	96.9
9A	9:25 a.m.	Bali Hai	Take-off	0:49	76.1	86.0	93.1
10A	9:42 a.m.	Hawaii	Approach & Land	0:41	63.7	70.9	82.1
11A	9:48 a.m.	Hawaii & Bali Hai	2 Hawaii Flight Idles & 1 Bali Hai Approach & Land	1:43	61.5	67.0	81.6
12A	9:51 a.m.		3 Flight Idles (2 Hawaii & 1 Bali Hai) & 2 Hawaii Take-offs	2:38	74.8	89.0	97.3
13A	9:55 a.m.	Bali Hai	Flight Idle to Load Passenger & Take-off	2:46	72.3	88.5	94.4
14A	10:15 a.m.		Approach & Land	1:06	69.9	77.5	88.1
15A	10:17 a.m.	Inter-island	Same as Event No. 1A	0:41	57.4	59.5	73.6
16A	10:21 a.m.	Inter-island & Hawaii	1 Inter-island Flight Idle & 2 Hawaii Approaches & Lands	2:00	65.7	76.0	86.4
17A	10:24 a.m.	Inter-island	Take-off	0:34	75.1	85.0	92.3
18A	10:28 a.m.	Bali Hai	Take-off	0:20	80.1	87.0	93.3
19A	10:32 a.m.		Take-off	1:01	75.3	86.0	91.1
20A	10:35 a.m.	Hawaii	Same as Event No. 19A	1:19	70.4	83.0	89.4
21A	10:37 a.m.	Inter-island	Same as Event No. 17A	0:39	73.3	83.0	90.9
22A	10:50 a.m.	Bali Hai	Approach & Land	--	--	--	--
23A	11:00 a.m.	Bali Hai & Hawaii	1 Bali Hai Refuel & 1 Hawaii Approach & Land	1:15	67.6	78.0	86.4

TABLE 2A (continued)

Event No.	Approximate Start Time of Measurement	Type of Helicopter	Description of Aircraft Activities	Duration (min:sec)	Measured Aircraft Noise Level (in dBA)		
					L <sub>max</sub>	L <sub>avg</sub>	SEL
24A	11:02 a.m.	Bali Hai & Hawaii	Same as Event No. 23A	1:30	67.1	76.3	86.6
25A	11:04 a.m.		2 Hawaii Flight Idles & 1 Bali Hai Take-off	2:05	76.4	90.5	97.4
26A	11:15 a.m.	Inter-island	Approach & Land	0:48	63.9	70.5	80.8
27A	11:22 a.m.	Bali Hai	Approach & Land	1:24	62.9	69.0	82.1
28A	11:30 a.m.	Inter-island & Bali Hai	1 Inter-island Take-off, 1 Bali Hai Take-off & 1 Inter-island Approach & Land	1:50	75.9	87.0	96.3
29A	11:40 a.m.	Hawaii	2 Flight Idles & Take-offs	5:16	70.6	86.8	95.5
30A	11:54 a.m.	Inter-island	Take-off	0:47	77.3	85.3	94.1
31A	12:00 noon		Approach & Land	--	--	--	--
32A	12:07 p.m.	Bali Hai	Take-off	1:23	76.2	89.8	95.4
33A	12:13 p.m.		Approach & Land	0:42	64.3	69.0	80.5
34A	12:19 p.m.	Hawaii	Take-off	1:39	74.7	87.8	94.6
35A	12:24 p.m.		Approach & Land	1:25	62.1	68.3	81.3
36A	12:33 p.m.		Flight Idle to Load Passenger & Take-off	2:43	71.7	86.8	93.8
37A	12:34 p.m.	Bali Hai	Same as Event No. 35A	1:06	59.8	63.3	78.1
38A	1:08 p.m.		Same as Event No. 36A	1:28	76.2	90.0	95.6
39A	1:26 p.m.		Same as Event No. 35A	1:14	63.6	70.5	82.3
40A	1:28 p.m.	Inter-island & Bali Hai	1 Bali Hai Flight Idle & 1 Inter-island Approach & Land	0:35	63.4	68.9	78.9
41A	1:30 p.m.	Bali Hai	Flight Idle to Load Passenger & Take-off	5:41	68.6	87.0	93.8
42A	1:37 p.m.		Approach & Land	0:57	63.9	71.0	81.4
43A	1:40 p.m.	Hawaii	Take-off	1:02	74.8	85.3	92.8
44A	1:45 p.m.	Inter-island	1 Take-off & 1 Approach & Land	1:16	74.2	87.3	93.5
45A	2:01 p.m.	Bali Hai	Approach & Land	1:23	61.4	71.0	80.6
46A	2:04 p.m.	Inter-island	Take-off	0:52	76.0	85.5	93.1
47A	2:08 p.m.		Take-off	1:55	73.9	89.3	94.4
48A	2:22 p.m.	Bali Hai	Approach & Land	0:47	66.2	76.5	83.9

TABLE 2A (continued)

Event No.	Approximate Start Time of Measurement	Type of Helicopter	Description of Aircraft Activities	Duration (min:sec)	Measured Aircraft Noise Level (in dBA)		
					L <sub>max</sub>	L <sub>avg</sub>	SEL
49A	2:36 p.m.	Bali Hai	Take-off	1:22	71.6	86.0	92.8
52A	2:38 p.m.	Inter-island	Approach & Land	0:49	62.6	60.0	79.6
31A	2:56 p.m.	Inter-island & Bali Hai	1 Inter-island Take-off & 1 Bali Hai Approach & Land	1:02	76.2	88.0	94.1
52A	3:03 p.m.	Bali Hai	Take-off from Landing Pad, Hover & Land on Tow Truck	1:31	74.4	87.5	93.9
53A	3:30 p.m.	Bali Hai	Approach & Land	0:39	62.0	66.5	77.9
54A	3:39 p.m.	Bali Hai	Same as Event No. 52A	0:39	63.2	65.5	80.9
55A	3:52 p.m.	Bali Hai	Approach & Land	0:40	64.1	68.0	80.1
56A	3:54 p.m.	Inter-island	Same as Event No. 55A	0:43	62.9	67.0	79.3
57A	4:12 p.m.	Bali Hai	Take-off	0:24	76.7	82.1	90.5
58A	5:03 p.m.	Bali Hai	Same as Event No. 55A	1:12	61.8	65.8	80.4

B. At Location 2 - By the Salt Pond (See Figure 1)

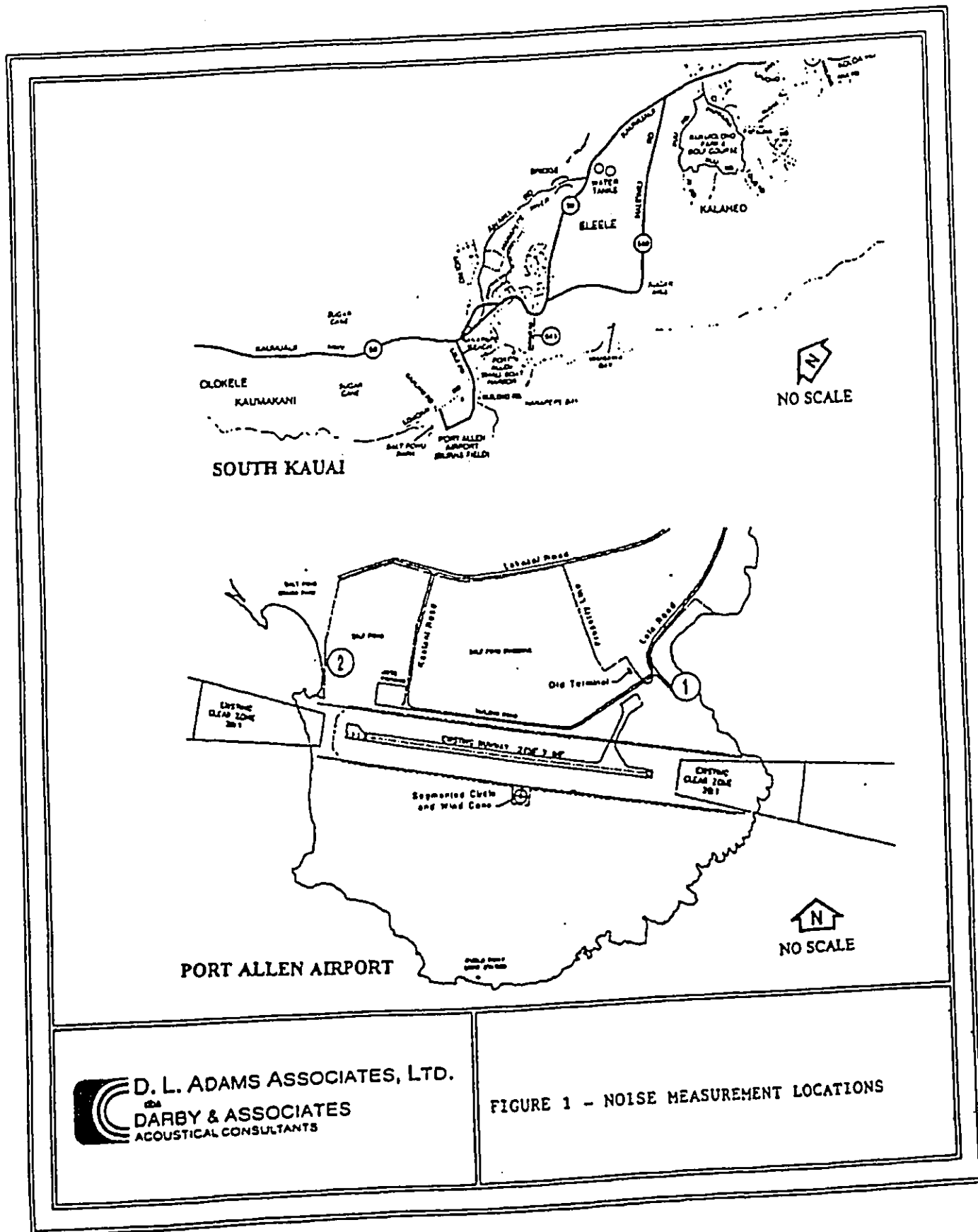
Event No.	Approximate Start Time of Measurement	Type of Helicopter	Description of Aircraft Activities	Duration (min:sec)	Measured Aircraft Noise Level (in dBA)		
					L <sub>max</sub>	L <sub>avg</sub>	SEL
1B	8:15 a.m.	Bali Hai	Event No. 1A	4:30	47.9	56.5	77.4
2B	8:24 a.m.	Bali Hai	Event No. 2A	2:11	54.6	64.3	75.8
3B	8:58 a.m.	Bali Hai	Event No. 4A	2:21	58.3	71.0	79.8
4B	9:03 a.m.	Bali Hai	Event No. 5A	6:49	47.8	63.0	73.9
5B	9:11 a.m.	Bali Hai & Hawaii	Event No. 6A	2:01	53.3	64.3	74.1
6B	9:17 a.m.	Bali Hai & Hawaii	Event No. 8A	1:00	56.1	64.0	73.0
7B	9:19 a.m.	Bali Hai	Event No. 8A	1:23	58.7	65.5	77.9
9B	9:30 a.m.	Bali Hai	Event No. 9A	2:13	55.4	65.5	76.6
10B	9:44 a.m.	Bali Hai	Event No. 10A	2:45	59.4	66.0	81.6

TABLE 2B (continued)

Event No.	Approximate Start Time of Measurement	Type of Helicopter	Description of Aircraft Activities	Duration (min:sec)	Measured Aircraft Noise Level (in dBA)		
					L <sub>max</sub>	L <sub>avg</sub>	SEL
11B	9:50 a.m.	Hawaii & Bali Hai	Event No. 11A	1:32	53.5	61.0	73.9
12B	9:55 a.m.	Bali Hai	Event No. 12A	2:46	60.3	67.8	82.4
13B	9:58 a.m.	Bali Hai	Event No. 13A	2:41	58.6	69.3	80.6
14B	10:16 a.m.	Inter-island	Event No. 13A	1:47	51.4	58.3	71.7
15B	10:22 a.m.	Inter-island & Hawaii	Event No. 16A	2:56	59.2	66.0	81.6
16B	10:26 a.m.	Inter-island	Event No. 17A	2:05	58.3	63.3	79.3
17B	10:30 a.m.	Bali Hai	Event No. 18A	1:00	48.9	54.3	66.8
18B	10:34 a.m.	Hawaii	Event No. 19A	2:12	58.4	67.0	79.6
19B	10:38 a.m.	Hawaii & Inter-island	Event Nos. 20A & 21A	3:15	59.8	72.8	82.6
20B	10:52 a.m.	Bali Hai	Event No. 22A	2:00	51.6	59.5	72.4
21B	11:00 a.m.	Bali Hai & Hawaii	Event No. 23A	2:32	56.9	68.0	79.3
22B	11:04 a.m.	Bali Hai & Hawaii	Event No. 24A	2:07	58.3	67.0	79.3
23B	11:07 a.m.	Inter-island	Event No. 25A	2:22	58.3	69.3	79.8
24B	11:18 a.m.	Inter-island	Event No. 26A	1:22	56.1	62.5	75.2
25B	11:25 a.m.	Bali Hai	Event No. 27A	1:32	53.0	59.0	72.6
26B	11:30 a.m.	Inter-island & Bali Hai	Event No. 28A	3:27	59.4	69.5	82.6
27B	11:47 a.m.	Hawaii	Event No. 29A	2:26	56.1	62.0	77.8
28B	11:56 a.m.	Inter-island	Event No. 30A	1:25	61.1	70.0	80.4
29B	12:00 noon	Bali Hai	Event No. 31A	1:30	52.3	58.5	71.7
30B	12:10 p.m.	Bali Hai	Event No. 32A	1:26	61.6	71.8	80.9
31B	12:14 p.m.	Hawaii	Event No. 33A	2:33	54.7	64.5	76.5
32B	12:21 p.m.	Hawaii	Event No. 34A	2:14	55.5	62.5	76.8
33B	12:27 p.m.	Bali Hai	Event No. 35A	1:39	53.2	60.0	72.6
34B	12:37 p.m.	Bali Hai	Event No. 36A	1:45	58.8	68.0	78.9
35B	12:56 p.m.	Bali Hai	Event No. 37A	1:32	52.6	58.5	72.2

TABLE 2B (continued)

Event No.	Approximate Start Time of Measurement	Type of Helicopter	Description of Aircraft Activities	Duration (min:sec)	Measured Aircraft Noise Level (in dBA)		
					$L_{\max}$	$L_{\text{max}}$	SEL
36B	1:11 p.m.	Bali Hai	Event No. 38A	2:09	59.2	69.3	80.3
37B	1:27 p.m.		Event No. 39A	3:17	58.4	69.3	81.3
38B	1:31 p.m.	Inter-island	Event No. 40A	0:56	58.4	65.3	75.9
39B	1:36 p.m.	Bali Hai	Event No. 41A	1:39	59.6	69.3	78.5
40B	1:40 p.m.	Hawaii	Event No. 42A	1:42	56.4	65.0	76.4
41B	1:43 p.m.		Event No. 43A	1:15	50.0	56.0	68.7
42B	1:47 p.m.	Inter-island	Event No. 44A	3:11	58.0	69.0	80.8
43B	2:04 p.m.	Bali Hai	Event No. 45A	1:11	53.9	60.3	72.4
44B	2:07 p.m.	Inter-island	Event No. 46A	1:12	60.3	69.3	78.8
45B	2:12 p.m.	Bali Hai	Event No. 47A	2:35	58.6	70.3	80.4
46B	2:24 p.m.		Event No. 48A	1:29	51.3	57.0	70.8
47B	2:38 p.m.		Event No. 49A	1:53	57.6	67.8	78.1
47B	2:40 p.m.	Inter-island	Event No. 50A	1:10	56.1	63.8	74.5
49B	3:00 p.m.	Inter-island & Bali Hai	Event No. 51A	2:26	57.7	64.0	79.3
50B	3:32 p.m.	Bali Hai	Event No. 53A	0:30	51.8	64.8	84.0



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**FIGURE 1 - NOISE MEASUREMENT LOCATIONS**

**APPENDIX E**

**HYDROGEOLOGICAL EXPLORATION, PORT ALLEN  
AIRPORT, HANAPEPE, KAUAI, HAWAII**

**HYDROGEOLOGICAL EXPLORATION  
PORT ALLEN AIRPORT  
HANAPEPE, KAUAI, HAWAII**

**State Project No. AK2010-01**

**Prepared For:**

**State of Hawaii  
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**EKNA Project No. 1899-08R  
January 12, 2001**

**HYDROGEOLOGICAL EXPLORATION  
PORT ALLEN AIRPORT  
HANAPEPE, KAUAI, HAWAII**

**Prepared For:**

**State of Hawaii  
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**January 12, 2001**

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Hydrogeological Exploration  
Port Allen Airport  
Hanalepe, Kauai, Hawaii

Executive Summary

In accordance with the request of the Hawaii Department of Transportation, Airports Division (DOTA), a hydrogeological exploration undertaken at Port Allen Airport to determine the subsurface hydrogeological conditions at the site and to assess the potential impact of airport operations on the nearby historic Salt Pond site.

At present, there is no scheduled service operating at the airport. Airfield operations are generally limited to helicopter tours, ultra-light aircraft tours and "touch-and-go" practice landings by general aviation fixed wing aircraft. It is proposed to improve facilities at the Port Allen Airport for helicopter tours and to provide limited facilities for fixed wing operations.

The site is situated on Puolo Point to the southwest of the town of Hanalepe on the southern coast of the island of Kauai, Hawaii. There is no drainage system for the airport facilities. Precipitation falling onto the site moves by sheetflow following the surface topography of the site to weakly defined swales which eventually discharge to the ocean.

The project site is situated on a finger of Koloa Volcanic Series lava extending into the ocean on the western side of Hanalepe Bay. The surface soils within most of the airport area consist of thin residual soils derived from the in-situ weathering of the surface clinker horizon on the lava flow. The Salt Pond area appears to be an embayment in the lava flow. Littoral deposits across the mouth of the embayment isolated the Salt Pond from the ocean forming a salt marsh area.

The site is situated in an area with an average annual rainfall of less than 30 inches per year. Ground water recharge in such an area is either minimal or deficit, i.e., evaporation and transpiration rates frequently exceed recharge. Localized recharge may occur during periods of wet weather. In Hawaii, ground water flow directions typically parallel the topography moving from the recharge areas in the upper slopes to discharge to the ocean along the coast. Where there are embayments in the coastline, ground water flow converges to maintain a constant rate of discharge along the coast. For headlands, or peninsulas, the ground water flow diverges.

It is believed that the littoral sediments on the western side of the site impede discharge of ground water in that direction. Ground water flow at the site is towards the ocean to the south and east.

Subsurface conditions at the site were explored by the drilling and sampling of four (4) borings at selected locations within the airport property to provide a geologic profile of the peninsula and assess ground water quality between the area of the proposed airport improvements and the Salt Pond area. Monitoring wells were installed in the borings to allow testing of the ground water and monitoring of tidal fluctuations.

It appears that the shallow ground waters occurring in the Koloa Basalts underlying the proposed airport improvement area and in the sediments underlying the Salt Pond are in two (2) separate and distinct aquifers. The contact between the two (2) aquifers appears to be separated by a third subaquifer consisting of littoral, or beach, deposits in the area of the Salt Pond parking lot. There is also evidence which indicates that there may be a hydrogeological barrier between the area of MW - 4 and the shore in the vicinity of the Salt Pond.

The ground water in the Koloa Basalt formation appears to originate from a source considerably upgradient of the airport site and is relatively fresh water. The ground water at Salt Pond appears to be saline ocean water with the salinity elevated due either to evaporite deposits in the sediments or due to evaporation in the open dug wells. This elevated salinity gives the ground water at Salt Pond a greater density than the water in the basalt.

It does not appear that there is any direct communication between the two aquifers except for a possible mixing zone to the south of the Pond in the vicinity of MW - 4 at the Salt Pond parking lot. Since the beach deposits between the basalt formation and the salt marsh sediments are sandy in nature, there would be a preferential flow of any discharge from the basalt through the littoral sediments to the ocean. This would be due to the less permeable nature of the marsh deposits and the greater density of the ground water saturating them.

The proposed airport improvements are located at the highest portion of the airport. Ground water under the proposed improvements would most likely discharge along the coast on the eastern side of Puolo Point.

Since there is no communication between the ground water in the Salt Pond and the airport, it can be concluded that the proposed airport improvements would not have an impact on the ground water quality at the Pond.

**Hydrogeological Exploration  
Port Allen Airport  
Hanapepe, Kauai, Hawaii**

**1.0 Introduction and Purpose**

This report documents a hydrogeological exploration undertaken at Port Allen Airport adjacent to the town of Hanapepe on the island of Kauai, Hawaii (Figure 1). This exploration was undertaken to determine the subsurface hydrogeological conditions at the site and to assess the potential impact of airport operations on the nearby historic Salt Pond site.

Port Allen Airport was developed in the 1930's by the U.S. Army Air Corps for small fixed wing and glider operations. In 1941, the airfield was transferred to the Territory of Hawaii and served as Kauai's first civil aviation facility until Lihue Airport was developed. The facilities generally consisted of a single runway and various support buildings. The support buildings have been demolished and currently there are no permanent structures, except for a single aboveground fuel storage tank, at the airport. It does not appear that a significant infrastructure was installed for the airfield operations.

At present, the airport is operated by the Hawaii Department of Transportation, Airports Division. There is no scheduled service operating at the airport at this time. Airfield operations are generally limited to helicopter tours, ultra-light aircraft tours and "touch-and-go" practice landings by general aviation fixed wing aircraft. It is proposed to improve facilities at the Port Allen Airport for helicopter tours and to provide limited facilities for fixed wing operations.

**1.1 Project Personnel**

The following personnel were involved in this exploration:

Facility Owner:	Hawaii Department of Transportation Airports Division
District Manager	Mr. Stan Sekimoto
Consultant:	Edward K. Noda and Associates, Inc. 615 Piikoi Street, Suite 300 Honolulu, Hawaii 96814 Tel.: (808) 591-8553 Fax.: (808) 593-6551
Principal in Charge:	Mr. Brian T. Ishii, P.E.
Project Manager:	Mr. Dayton E. Fralim, P.G., P.E. (Pager 846-7576) Office phone/Voice mail: Extension 209

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Environmental Physicist: Mr. Charles G. Brown  
Field Engineers: Mr. Lawrence Brower Mr. Benson Kim

Drilling Services and  
Tidal Monitoring: Geolabs, Inc.  
2006 Kaihi Street  
Honolulu, Hawaii 96819  
Tel.: (808) 841-5064 Fax.: (808) 847-1749

Principal In Charge: Mr. Clayton S. Mimura, P.E.  
Project Manager: Mr. Brian Chang  
Drilling Foreman: Mr. Francis H.K. Meyer, Jr.  
Drill Crew: Mr. Derek Todd Mr. Dith Sayavong

**2.0 Site Background Information**

**2.1 Facility Identification**

For the purposes of identification, the project site is described as follows:

Facility Name: Port Allen Airport  
Location: Southwest of the town of Hanapepe, Kauai, Hawaii

**2.2 Facility Location**

Maps showing the facility and its vicinity is presented as Figures 1 and 2.

**2.3 Regional Physiographic Setting**

The site is situated on Puolo Point to the southwest of the town of Hanapepe on the southern coast of the island of Kauai, Hawaii (Figures 1 and 2). Ground surface elevation at the site range from sea level to about 24 feet above Mean Sea Level (MSL). The nearest surface water body is the Pacific Ocean which surrounds the point on the east, south and west sides.

There is no drainage system for the airport facilities. Precipitation falling onto the site moves by sheetflow following the surface topography of the site to weakly defined swales which eventually discharge to the ocean. The generalized drainage pattern at the airport property is shown on Figure 3.

**2.5 Regional Geology**

The island of Kauai is composed largely of the weathered remnants of a single extinct shield volcano which has been veneered by the rocks of later volcanic series. The oldest rocks

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on the island are those of the Waimea Canyon Volcanic Series which date to the late Pliocene to early Pleistocene. Following a long period of erosion, volcanic activity was renewed with the eruptions of Koloa Volcanic Series throughout the eastern half of the island. A generalized geologic map of the site and its vicinity is shown on Figure 4.

The project site is situated on Puolo Point which is a finger of Koloa lava extending into the ocean on the western side of Hanapepe Bay. This finger appears to be a single flow which originated at one of the two (2) Koloa vents which are situated to the north of the site. Observations of the exposed rock formation and examination of the core samples obtained during this exploration indicate that the flow was in the a'a form and that the core of the flow is over 30 feet thick.

The surface soils within most of the airport area consist of thin residual soils derived from the in-situ weathering of the surface clinker horizon on the lava flow. On the western end of the site, there are some littoral sediments and aeolian deposits over the Koloa rock. Soils at the site and in its vicinity have been mapped by the US Soil Conservation Service as Makaweli silty clay loam (MgB and MhB), Nonopahu clay (NnC), Nonopahu stony clay (NoC), Hanalei silty clay loam (HmA) (See Figure 5).

The Salt Pond area appears to be an embayment in the lava flow. Littoral deposits across the mouth of the embayment isolated the Salt Pond from the ocean forming a salt marsh area.

## 2.6 Regional Ground Water Hydrology

The site is situated in an area with an average annual rainfall of less than 30 inches per year. Ground water recharge in such an area is either minimal or deficit, i.e., evaporation and transpiration rates frequently exceed recharge. Localized recharge may occur during periods of wet weather. This minimal recharge, while it does not contribute to overall ground water regime, does provide a potential pathway for the migration of surface contamination to local ground water.

In Hawaii, ground water flow directions typically parallel the topography moving from the recharge areas in the upper slopes to discharge to the ocean along the coast. On a relatively straight stretch of coast, steady state conditions will achieve equilibrium with a relatively constant rate of discharge per unit length of coast, typically expressed in millions of gallons per day per mile. Where there are embayments in the coastline, ground water flow converges to maintain this relatively constant rate of discharge per unit length of coast. For headlands, or peninsulas, the ground water flow diverges. When considering contaminant transport in ground water, contaminants will disperse in a divergent flow regime.

The project site is situated makai (downgradient) of the Underground Injection Control (UIC) Line in this area of Kauai (Figure 6). Therefore, the Site is, by default, overlying ground water that is not generally considered to be a source or potential source of drinking water by the DOH Safe Drinking Water Program. However, the utility of the ground water immediately beneath the Site has also been evaluated in accordance with revised guidelines presented in the DOH's policy statement entitled "Determination of Ground Water Utility at Leaking Underground Storage Tank Sites", September 19, 1995, and the ground water underlying the Site was determined to be a potential source using criteria established by the DOH Solid and Hazardous Waste Branch.

According to the University of Hawaii Water Resources Research Center's Technical Report #186 (Mink and Lau, 1992), the ground water immediately underlying the Site is considered to be a potential source of drinking water. According to the aquifer classification systems, the Site is situated over two (2) vertically separated aquifers, the Makaweli - Hanapepe Basal Aquifer in Koloa Basalts and the Makaweli - Hanapepe Confined Aquifer in Waimea Basalts, as shown in Table 1.

Aquifer	Hanapepe Upper Basal	Hanapepe Lower Basal
Aquifer Code	20303111	20303122
Island Code	2 - Kauai	2 - Kauai
Aquifer Sector	03 - Makaweli	03 - Makaweli
Aquifer System	03 - Hanapepe	03 - Hanapepe
Aquifer Type, hydrogeology	1 - Basal	1 - Basal
Aquifer Condition	1 - Unconfined	2 - Confined
Aquifer Type, geology	1 - Flank Flows	2 - Dike Compartmentalized
Status Code	21111	21113
Development Stage	2 - Not Currently Used	1 - Currently Used
Utility as Drinking or Ecological Importance	1 - Drinking	1 - Drinking
Salinity (in mg/L Cl)	1 - Fresh (<250)	1 - Fresh (<250)
Uniqueness	1 - Irreplaceable	1 - Irreplaceable
Vulnerability to Contamination	1 - High	3 - Low

The aquifers are composed of permeable lava rock. Frequently, there is no lower confining member as is the usual case in most aquifers. At the bottom, the fresh water level is confined by salt water according to the Ghyben-Herzberg Principle which is based on observations that fresh ground water floats on saline ground water in coastal regions. The ratio of densities between fresh and salt water causes the salt water to be displaced

downward about 40 feet below sea level for every foot that the fresh basal water table or potentiometric head rises above sea level.

The shallow ground water immediately underlying the airport occurs as an unconfined aquifer situated above an impermeable layer of sediments or other material that separates it from the deeper aquifer. Ground water occurring in the Koloa Basalts is generally not exploited for drinking water purposes due to marginal water quality and poor yields.

The Port Allen Airport is situated on Puolo Point, which forms a peninsula on the western side of Hanapepe Bay. The ground water flow under the facility would be divergent to maintain a constant flux at the shore. It is believed that the littoral sediments on the western side of the site impede discharge of ground water in that direction. Ground water flow at the site is towards the ocean to the south and east.

Based on the DOH Underground Injection Control Map (Figure 6) for Hanapepe (K-5), there are no known public drinking water supply wells within a one (1) mile radius of the Site. The nearest supply wells are approximately 2.25 miles to the northeast of the Site in Hanapepe Valley. These wells tap the older rocks of the Waimea Canyon Volcanic Series.

### 3.0 Field Exploration

#### 3.1 Site Investigation

Subsurface conditions at the site were explored by the drilling and sampling of four (4) borings at selected locations within the airport property. The boring locations were selected to provide a geologic profile of the peninsula and assess ground water quality between the area of the proposed airport improvements and the Salt Pond area. The locations of the borings are shown on Figure 7.

The borings were drilled and sampled using a Central Mine Equipment CME - 55 truck-mounted rotary drilling rig. In the portions of the borings penetrating soil, the bore was advanced using 4-inch diameter solid stem augers and soils were collected for lithological description using a 2-inch diameter Standard Penetration Test (SPT) sampler. When the borings encountered rock formation, the bores were advanced and sampled using a PQ wireline coring system with diamond bits. The drilling operations were continuously monitored by an engineering geologist from our firm. Logs of the borings are presented on Figures A - 1.1 through A - 4. Photographs of the core samples are presented on Figures A - 5 and A - 6.

The sampling operations were conducted in general accordance with ASTM Standard Practices D 1586-84, "Penetration Test and Split-Barrel Sampling of Soils" and D 2113-83, "Diamond Core Drilling for Site Investigation". Materials encountered were described in

general accordance with ASTM Standard Practice D 2488-84, "Description and Identification of Soils (Visual-Manual Procedure)".

Monitoring wells were installed in the borings to allow testing of the ground water underlying the site. The temporary wells consisted of 2-inch diameter Schedule 40 PVC flush threaded monitoring well casing and screen with 0.020 inch slots generally conforming to ASTM Standard F 480, "Standard Specification for Thermoplastic Well Casing Pipe and Couplings". The screen and casing were placed in the drilled borings with a silica sand pack. The screened interval was set so that the water table would intercept the screen throughout the anticipated range of tidal fluctuation.

Bentonite chips were used to backfill the annular space between the well casing and the borehole above the filter pack. A flush mount cover set in concrete was used to cap each of the wells. After installation of the wells, they were developed and purged. Monitoring wells MW - 1 through MW - 3 were purged by bailing and MW - 4 was purged using a peristaltic pump.

The ground water in all of the wells was tested for conductivity, temperature, pH and dissolved oxygen. After the testing and sampling of the wells, pressure transducer gauges were placed in the wells to monitor the tidal attenuation and time lag. A tide gauge was also installed at Port Allen Harbor as a reference and control.

### 4.0 Subsurface Conditions

#### 4.1 Geological Conditions

In general, the borings drilled for MW - 1, MW - 2 and MW - 3 encountered a surface layer of residual soil consisting of reddish brown clayey silt ranging from about 6 to 9 feet in thickness. This surface soil appears to be derived from the in-situ weathering of clinker material on top of the thick a' a' flow underlying the site.

The boring drilled for MW - 4 encountered about one and a half feet of man-made fill consisting of brownish red clayey silt with some sand and gravel. Under this fill layer, the boring penetrated about 2 feet of light brown plastic silt with fine sand which appears to be a tidal flat or salt marsh deposit. This layer was, in turn, underlain by a horizon of coarse gravel and cobbles representing the clinker surface of the lava flow.

Under the surface soils, all four (4) borings encountered very dense basalt. The basalt recovered in the core samples was a single flow unit with a thickness in excess of 20 to 25 feet. The rock was moderately to severely jointed. Much of the jointing was due to weathering rather than the typical stress relief jointing found basalt lavas.

Visual observations of the dug wells in the Salt Pond area indicate that these wells penetrate a dark brown silt which appears to have a relatively high organic matter content. This material appears to be consistent with the depositional environment of a salt marsh. Discussions with salt makers indicate that the material is over 5 to 6 feet in thickness. There were reports of layers of a white crystalline material in the silt, possibly gypsum.

#### 4.2 Ground Water Conditions

All four (4) of the borings drilled for this exploration encountered ground water. Table 2 presents the depths to ground water in the borings during the exploration and sampling work.

Subsequent to the installation of the monitoring wells, pressure transducer tide gauges were temporarily installed in the wells by Geolabs, Inc. to monitor tidal fluctuations. The results of that monitoring work are presented in Appendix C.

**Table 2 - Summary of Ground Water Levels**

Monitoring Well MW - 1 (Elevation - 25.07 feet MSL)				Monitoring Well MW - 2 (Elevation - 24.59 feet MSL)			
Date	Time	Depth to Water (Feet)	Date	Time	Depth to Water (Feet)	Date	Time
19 October 2000	0820	9.5'	17 October 2000	0925	22.3		
19 October 2000	1000	22.9	18 October 2000	0755	22.2		
23 October 2000	1020	22.4	18 October 2000	0925	22.2		
30 October 2000	1015	23.0**	23 October 2000	1250	22.7		
7 November 2000	1106	23.1**	30 October 2000	1354	22.7**		
9 November 2000	1308	23.2	7 November 2000	0946	22.8**		
			9 November 2000	1311	22.8		
Approx. Ground Water Elevation			2.2			Approx. Ground Water Elevation	
						2.0	
Monitoring Well MW - 3 (Elevation - 20.35 feet MSL)				Monitoring Well MW - 4 (Elevation - 5.53 feet MSL)			
Date	Time	Depth to Water (Feet)	Date	Time	Depth to Water (Feet)	Date	Time
17 October 2000	1510	18.1	18 October 2000	0905	4.0		
18 October 2000	0745	17.8	18 October 2000	0915	3.3		
19 October 2000	0910	17.7	18 October 2000	0905	2.5		
23 October 2000	1405	18.7	23 October 2000	1525	2.3		
30 October 2000	NA	18.1**	30 October 2000	1118	2.4**		
7 November 2000	0920	18.4**	7 November 2000	1028	2.4**		
9 November 2000	1314	18.4	9 November 2000	1323	2.5		
Approx. Ground Water Elevation			2.2			Approx. Ground Water Elevation	
						3.0	

Notes: \* Initial water level in MW - 1 taken with drill casing still in place. Water held at high level by casing.  
\*\* Ground water levels taken by Geolabs, Inc.

Discussions with salt makers from the Salt Pond site indicated that the water levels in the dug wells fluctuate in response to the ocean tides and storm surges, however, it was not possible to quantify the actual tidal response in the Salt Pond wells.

Comparison of the ground water elevations in the monitoring wells indicates that the potentiometric head of the ground water is relatively constant under the airport area, however, the potentiometric head in MW - 4 is almost a foot higher. This higher head is an indication that there is less ground water discharge in the MW - 4 area. This observation is consistent with the presence of sedimentary deposits capping the basalts. Therefore, ground water would discharge through the basalts on the eastern and southern sides of the peninsula rather than towards the Salt Pond site on the western side.

#### 4.3 Ground Water Testing

In order to aid in assessing the relationship between the ground water underlying the airport area and the Salt Pond area, field tests were conducted on samples of the ground water from the monitoring wells installed for this exploration; on a grab sample of the ocean surface water from eastern end of Salt Pond Beach Park; and, on a grab sample collected from one of the hand dug Salt Pond wells. The testing used a direct reading instrument to measure temperature, salinity, pH and dissolved oxygen. Table 3 summarizes the results of the field testing.

**Table 3 - Summary of Water Testing**

Boring/Monitoring Well MW - 1		Boring/Monitoring Well MW - 2	
Temperature (degrees F)	73.0	Temperature (degrees F)	72.9
Salinity (parts per thousand)	1.40	Salinity (parts per thousand)	1.06
pH (units)	8.21	pH (units)	7.87
Dissolved Oxygen (parts per million)	3.7	Dissolved Oxygen (parts per million)	4.9
Boring/Monitoring Well MW - 3		Boring/Monitoring Well MW - 4	
Temperature (degrees F)	72.4	Temperature (degrees F)	78.9
Salinity (parts per thousand)	1.01	Salinity (parts per thousand)	2.20
pH (units)	7.79	pH (units)	8.36
Dissolved Oxygen (parts per million)	4.1	Dissolved Oxygen (parts per million)	0.9
Ocean Surface Water			
Temperature (degrees F)	75.8	Temperature (degrees F)	78.6
Salinity (parts per thousand)	28.1	Salinity (parts per thousand)	38.4
pH (units)	8.59	pH (units)	7.87
Dissolved Oxygen (parts per million)	4.2	Dissolved Oxygen (parts per million)	4.3

#### 4.3.1 Temperature

Temperature may be used to aid in determining the source of ground water. The temperature of ground water generally reflects the average annual temperature of the recharge area. In Hawaii, cooler ground water temperatures generally indicate that the recharge area, or source area, of the ground water is a higher elevation. Warmer temperatures indicate recharge in lower elevations, direct communication with surface waters, or, in the case of very shallow ground water, heating of the aquifer material and ground water from external sources, such as the sun.

The average temperature of the ocean surface in Hawaii is about 74 - 75° F and the average temperature of the atmosphere in coastal areas is about 75° F. Atmospheric temperature decreases as elevation increases.

The field testing conducted for this exploration indicated that the temperature of the ground water in the basalt aquifer (MW - 1 through MW - 3) was relatively uniform at about 72.5° F. This temperature indicates that the ground water originates at a higher elevation.

The ground water encountered by MW - 4 and Salt Pond well had elevated temperatures of 78.9° and 78.6° F. Since the ground water at these locations is very shallow, e.g., about 2.5 feet or less below ground surface, it is believed that this is a result of heating of the surface soils by the sun.

For comparison, the ocean surface water at the eastern end of Salt Pond Beach Park had a temperature of 75.8° F, which is relatively consistent with the average ocean temperature for Hawaii.

#### 4.3.2 Salinity

Typical values for salinity of ocean water in Hawaii range from about 30 to about 36 parts per thousand (ppt). Federal drinking water standards allow public potable water supply systems to use water with a salinity of up to 0.25 ppt.

The field testing indicates that the water in the basalt aquifer is relatively fresh but exceeds drinking water standards. The data from MW - 4 and the ocean surface water indicate that there is some leakage, or minor discharge, from the basalt to the ocean through the littoral deposits in this area.

However, the salinity of the water in the Salt Pond well is elevated over typical ocean water concentrations. This indicates that there is no communication between the ground water in the basalt and the Salt Pond wells. It is suspected that the concentration of salinity in the Salt Pond well was elevated due to a high

concentration of salts in the soils underlying the Salt Pond resulting from the depositional environment which created the Pond, i.e., a salt marsh with a relatively high rate of evaporation.

#### 4.3.3 pH and Dissolved Oxygen

The parameters, pH and dissolved oxygen, are not significantly relevant to this exploration. The field data are presented for informational purposes only.

It should be noted that the samples for MW - 1 through MW - 3 were collected by bailing where as MW - 4 was tested by direct insertion of the instrument probe into the well. This could account for the difference in dissolved oxygen between MW - 4 and the other wells.

#### 5.0 Tidal Fluctuations and Ground Water Behavior

Piezometers were temporarily installed in the four (4) monitoring wells and a tide gauge was installed at the Port Allen pier to obtain data on the tidal fluctuations of the ground water at the site. All of the instruments were data-logging pressure transducers which allowed for continuous monitoring for a period of about one (1) week. Plots of the instrument readings are shown on Figure C - 1.

The information from the monitoring of the tidal fluctuations was used to calculate the transmissivity, T, of the basalt aquifer, and to estimate the permeability, K. The data were also used to develop estimated ground water flow directions.

The following are the results from the analysis of the Tide Gage located at Port Allen Pier and the piezometers located at the four well locations designated MW - 1, MW - 2, MW - 3 and MW - 4. With Reference to Mean Sea Level the following were obtained from analyses of the data series. All measurements are in feet above mean sea level.

Location	Mean	Max	Min	Extreme Range
Port Allen	1.15	2.15	0.43	1.72
MW - 1	1.76	2.30	1.41	0.89
MW - 2	1.70	2.17	1.42	0.75
MW - 3	1.99	2.41	1.78	0.63
MW - 4	3.09	3.60	2.82	0.78

Transmissivity of the basalt aquifer was computed from the following which assumed an unconfined aquifer condition:

$$T = \frac{x^2 S i_0}{l_i^2 4\pi}$$

where:  $x$  = distance inland from ocean  
 $S$  = Storage Coefficient  
 $t_i$  = tidal period  
 $l_i$  = time lag between ocean and well data

Since it is not possible to determine the actual storage coefficient without detailed aquifer testing, calculations for this investigation were done using estimated  $S$  values of 0.15 and 0.20. The tidal period was 12.66 hours typical semi-diurnal frequency. By scaling from the topographic site plan for Port Allen Airport, the distances from the coast to the four stations, MW - 1, MW - 2, MW - 3 and MW - 4 were 103 feet, 509 feet, 1,192 feet and 465 feet respectively. However, if it is assumed that there is a hydrogeological barrier in the vicinity of MW - 4, a more reasonable estimate of the distance to discharge would be on the order of about 1,500 feet.

Time lag was determined from the phase differences between these four stations and the gage at Port Allen Pier as follows:

Using the values determined above for the maximum, minimum and mean values of the data series, designated  $Y_{max}$ ,  $Y_{min}$  and  $Y_{mean}$  respectively. An amplitude,  $a$  is defined given by

$$a = \frac{(Y_{max} - Y_{min})}{2}$$

For each of the time series, a new time series was calculated by removing the mean and scaling the data by

$$Y_i = \frac{(y_i - Y_{mean})}{a}$$

where:  $y_i$  = the original time series  
 $Y_i$  = the new time series  
 $i$  = the time index

The procedure is to slide the well record with respect to the Port Allen gage record, and to minimize the discrepancy between the two time series. A simple difference  $e_i$  is defined by:

$$e_i = E_i - \left[ y_i + \frac{\phi}{\Delta t} (y_{i+1} - y_i) \right]$$

where:  $E_i$  = the Pt Allen Gage data  
 $y_i$  = the well data  
 $\phi$  = arbitrary phase shift  
 $\Delta t$  = fixed data interval which is 6 minutes for these data sets

For each well record a computation is made using a fixed phased shift to determine the Root Mean Square (RMS) deviation between the adjusted time series. The RMS is defined as:

$$RMS = \sqrt{\frac{\sum_{i=1}^N e_i^2}{N}}$$

This RMS value for each well is calculated as a function of the phase lag  $\phi$ . The phase difference between the two time series is the phase lag  $\phi$  that yields a minimum value of the RMS deviation. This is plotted on Figure C - 3.

The Value of  $K$  for basalt formation at the individual monitoring well sites was calculated as follows:

$$K = \frac{T}{(40h + h)}$$

where:  $T$  = Transmissivity  
 $h$  = Mean head of the well time series

The factor of  $40h + h$  was used to conform to the Ghyben-Herzberg Principle which states that for every one (1) foot of head of fresh water above sea level, there is 40 feet of fresh water below sea level. Application of this factor has assumed that there is no impermeable boundary at the base of the aquifer.

For the four well locations the results of these calculations to determine  $K$  is as shown on the following table.

Location	Time Lag (minutes)	S = 0.15		S = 0.20	
		T (ft <sup>2</sup> /day)	K (ft/day)	T (ft <sup>2</sup> /day)	K (ft/day)
Port Allen	0	0	0	0	0
MW - 1	38	19,631	272	26,175	363
MW - 2	69	163,132	2,340	217,509	3,121
MW - 3	65	473,206	5,800	630,941	7,733
MW - 4	53	196,052	1,547	261,403	2,063

Using an estimate distance to discharge of about 1,500 feet for MW - 4 resulting from an assumed hydrogeological barrier in the sediments and littoral deposits, the permeability would drop to about 250 to 350 feet per day which would be consistent with the values calculated for MW - 1.

For basalts, values of K range from nearly impermeable for dense dike rocks to extreme high values on the order of 10,000 feet per day. Typical values for the Pearl Harbor aquifer on Oahu are on the order of about 5,000 feet per day. The Koloa Basalts, as encountered at the Port Allen Airport site, generally have what is considered to be low permeability for basalts in Hawaii. The calculated values for MW - 1, MW - 2 and MW - 4, ranging from about 300 to 3,000 feet per day are typical for Koloa rocks. The values calculated for MW - 3 are considerably higher than normal for Koloa series basalts, however, they appear to be reasonable when it is considered that MW - 3 encountered a highly permeable clinker horizon at the water table elevation.

Using the ground water elevations determined from the manual measurements, ground water contours were developed to aid in estimation of the ground water flow directions at the Port Allen Airport site. These contours and approximate flow directions are plotted on Figure 8. This figure indicates that the ground water flow is generally away from the Salt Pond area.

#### 6.0 Discussions and Conclusions

Based on the information obtained from this exploration, it appears that the shallow ground waters occurring in the Koloa Basalts underlying the proposed airport improvement area and in the sediments underlying the Salt Pond are in two (2) separate and distinct aquifers, i.e. a fresh to brackish water aquifer in Koloa Basalts and a saline shallow ground water aquifer in the salt marsh sediments. The origin of these ground waters also appear to be from separate and distinct sources. The contact between the two (2) aquifers appears to be separated by a third subaquifer consisting of littoral, or beach, deposits in the area of the Salt Pond parking lot.

The ground water in the Koloa Basalt formation appears to originate from a source considerably upgradient of the airport site and is relatively fresh water. Due to density differences, this fresh ground water most likely floats on the saline water which is assumed to occur at greater depths below the airport.

The ground water at Salt Pond appears to be saline ocean water with the salinity elevated due either to evaporite deposits in the sediments or due to evaporation in the open dug wells. This elevated salinity makes the ground water at Salt Pond a greater density than the water in the basalt.

It does not appear that there is any direct communication between the two aquifers except for a possible mixing zone to the south of the Pond in the vicinity of MW - 4 at the Salt Pond parking lot. Since the beach deposits between the basalt formation and the salt marsh sediments are sandy in nature, there should be a preferential flow of any discharge from the basalt through the littoral sediments to the ocean. This would be due to the less permeable nature of the marsh deposits and the greater density of the ground water saturating them. However, the ground water information obtained from this exploration indicates that there may be a hydrogeological barrier along the western side of the Puolo Point peninsula. This assumed barrier diverts ground water flow away from the Salt Pond site.

Further, the proposed airport improvements are located at the highest portion of the airport. Based on the divergent ground water flow and discharge regime believed to exist under the Puolo Point peninsula and the observed potentiometric heads in the monitoring wells, ground water under the proposed improvements would most likely discharge along the coast on the eastern side of Puolo Point.

Since there is no communication between the ground water in the Salt Pond and the airport, it can be concluded that the proposed airport improvements would not have an impact on the ground water quality at the Pond.

#### 7.0 Limitations

The analyses and recommendations submitted in this report are based in part upon information obtained from field borings. Variations of conditions between the borings may occur.

The locations of the field borings were surveyed after completion of the borings by EKNA personnel using reference points provided by DOTA. Elevations of the borings were also determined from those same reference data. The physical locations and elevations of the field borings should be considered accurate only to the degree implied by the methods used.

The stratification lines shown in graphic representations of the field borings, such as boring logs, depict the approximate boundaries between soil types, and, as such, may denote a gradual transition.

Water level data from the field borings were collected at the times given on the graphic representations and/or in the text of this report. These data have been reviewed and interpretations made in the formulations of this report. However, it must be noted that fluctuation may occur due to variations in rainfall, tides, temperature and other factors.



The information set forth is based solely upon an agreed upon scope of services. This information is based on field data, laboratory analyses, personal observation, researching of public documentation, and data provided by others.

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Vice President

#### References

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2. Wilson Okamoto and Associates, Inc., Aries Consultants, Ltd. and Y. Ebiu and Associates, Inc., "Port Allen Airport, Master Plan", May 1990.
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5. Giambelluca, Thomas W., M.A. Nullet and T.A. Schroeder, "Rainfall Atlas of Hawaii", Hawaii Department of Land and Natural Resources, Division of Water and Land Development, Report R76, June 1986.
6. Todd, David Keith, "Groundwater Hydrology, 2<sup>nd</sup> Edition", John Wiley and Sons, 1980.
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9. Mink, John F. and Lau, Stephen L., "Aquifer Identification and Classification for Kauai: Groundwater Protection Strategy for Hawaii", September 1992, Water Resources Research Center, University of Hawaii at Manoa, Honolulu.
10. Hawaii Department of Health, "Underground Storage Tank Technical Guidance Manual, 2<sup>nd</sup> Edition", March 2000.
11. Hawaii Department of Health, Underground Injection Control (UIC) Map, Hanapepe (K-5) Quadrangle, 1984.

# Figures

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**Figure 1 - Location Map**

**Figure 2 - Site Location Plan**

**Figure 3 - Site Drainage Plan**

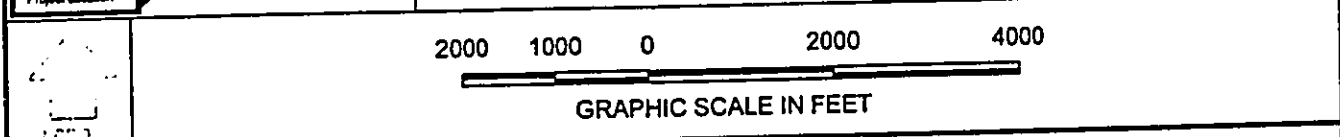
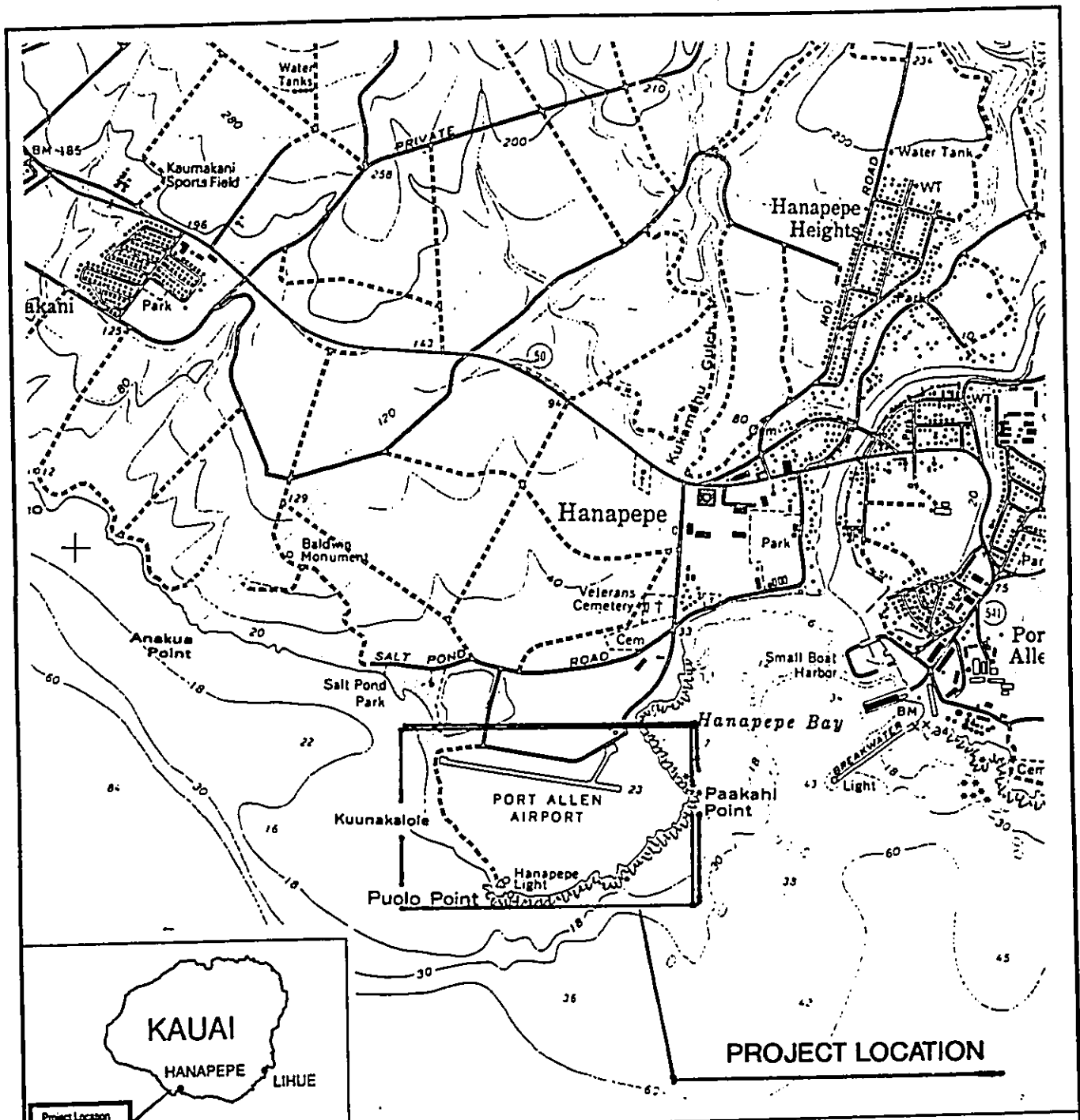
**Figure 4 - Generalized Geological Map**

**Figure 5 - Soil Map**

**Figure 6 - Water Well Location Map**

**Figure 7 - Site Plan**

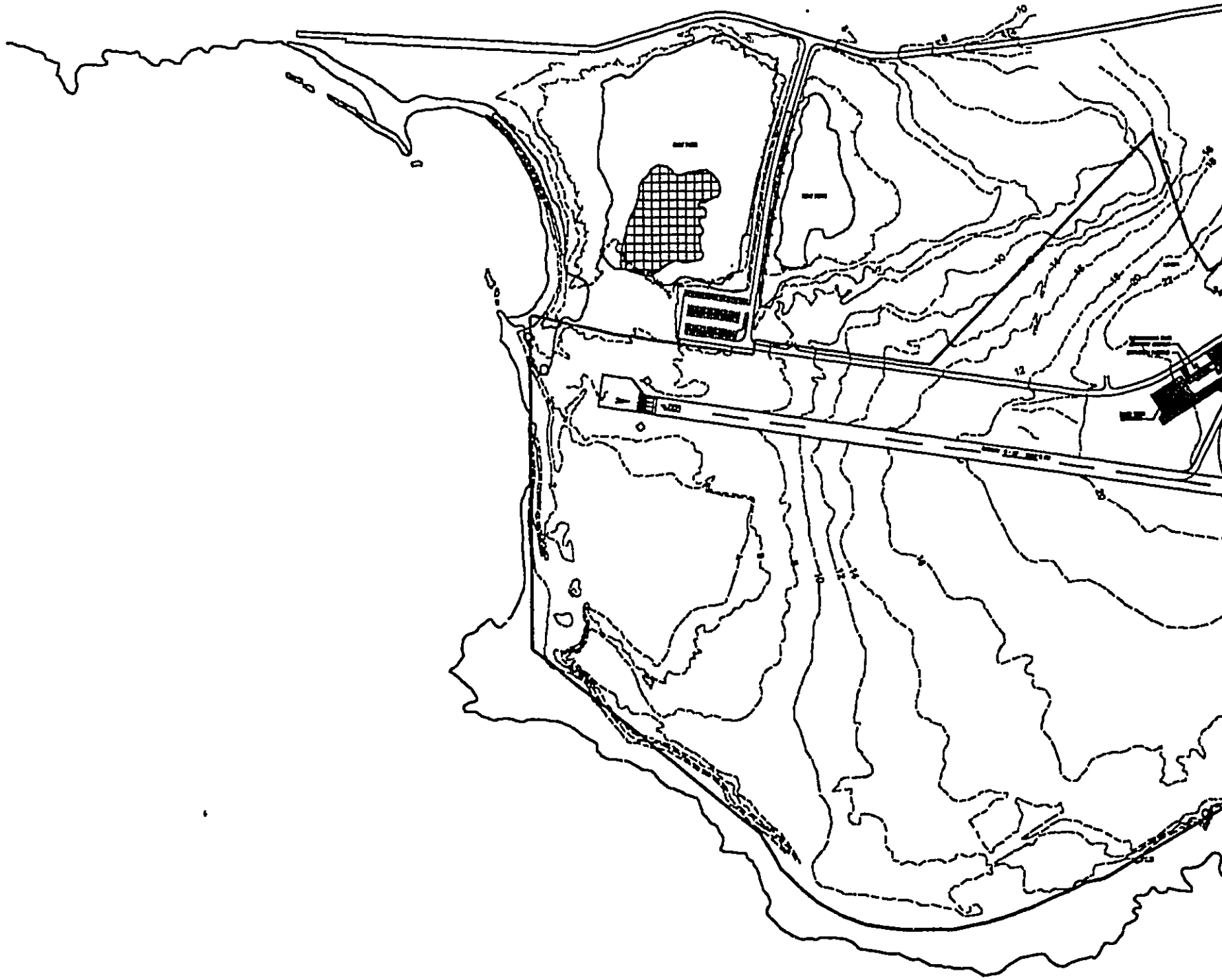
**Figure 8 - Estimated Ground Water Contours and Flow Directions**



**FIGURE 1 - PROJECT LOCATION MAP**

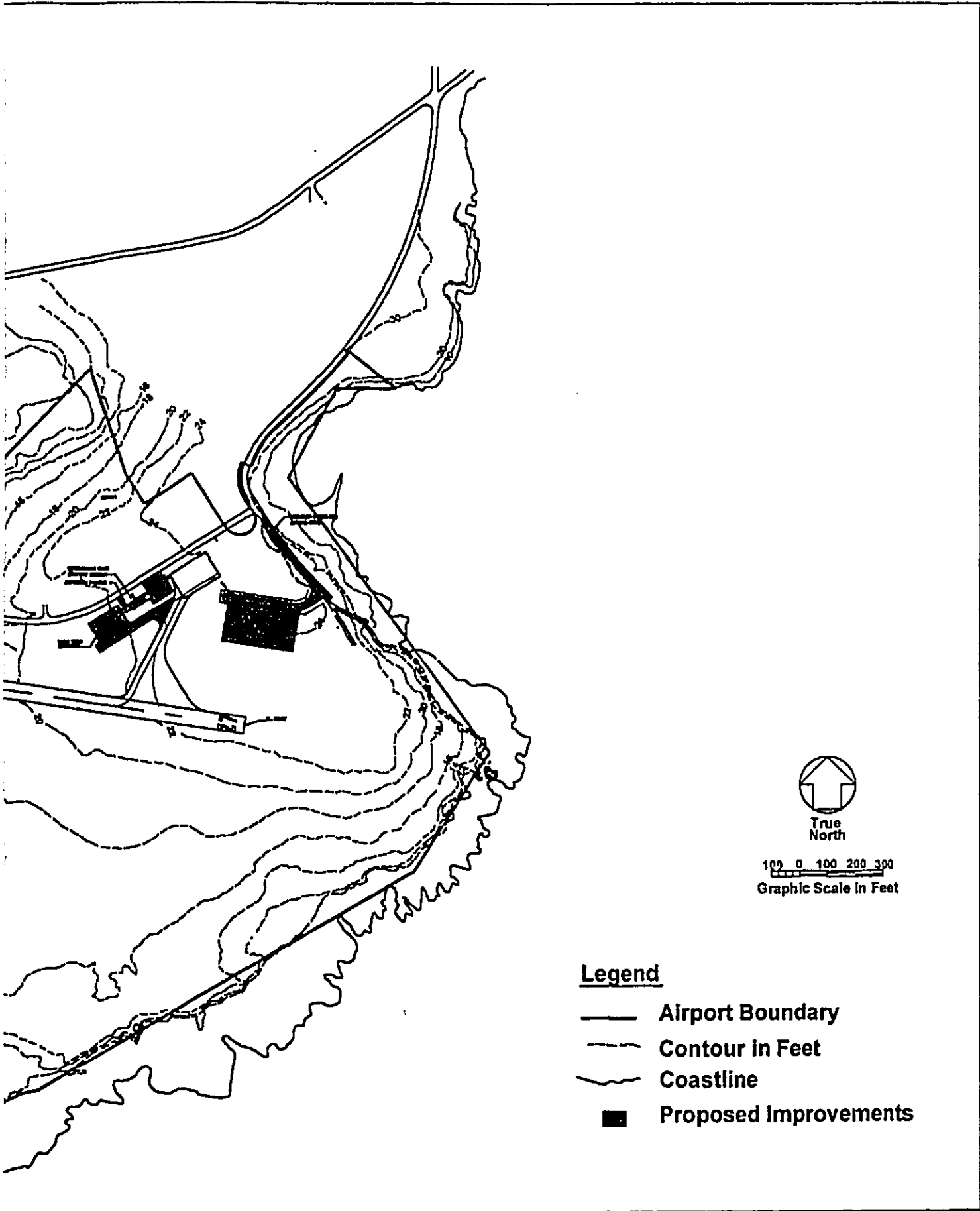
REFERENCE: USGS "Hanapepe Quadrangle", 7.5 Minute Series, Topographic Map, 1983

PREPARED BY: D. Fraim		 Edward K. Noda and Associates, Inc.
PROJECT NUMBER: 1899-08	DATE: January 11, 2001	

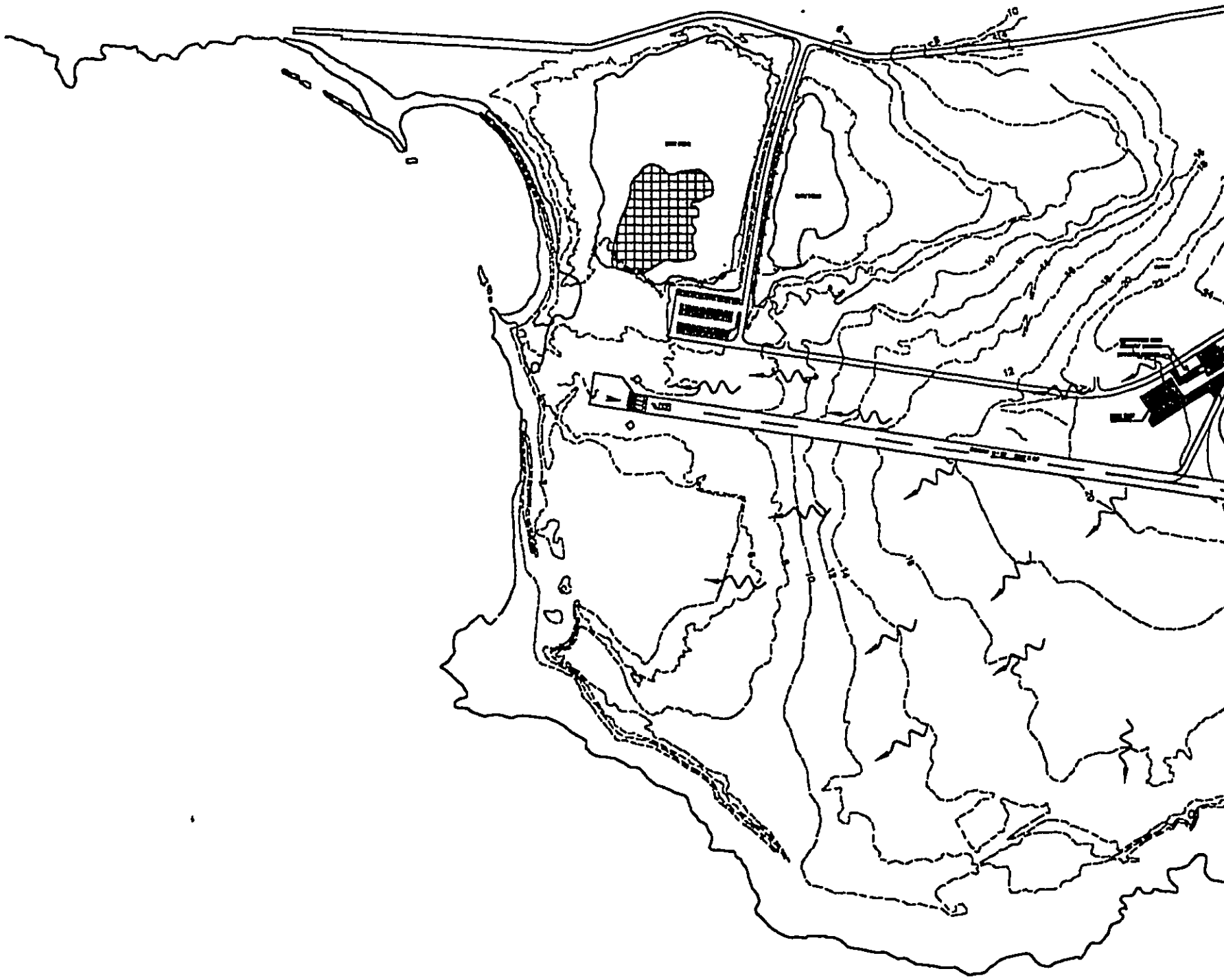


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and Associates, Inc.**  
818 PIKOI STREET, SUITE 300  
HONOLULU, HAWAII, 96814

**Hydrogeological Exploration  
Port Allen Airport  
Hanapepe, Kaula, Hawaii**

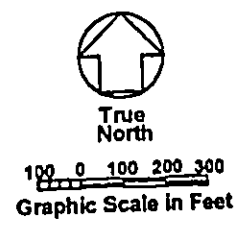
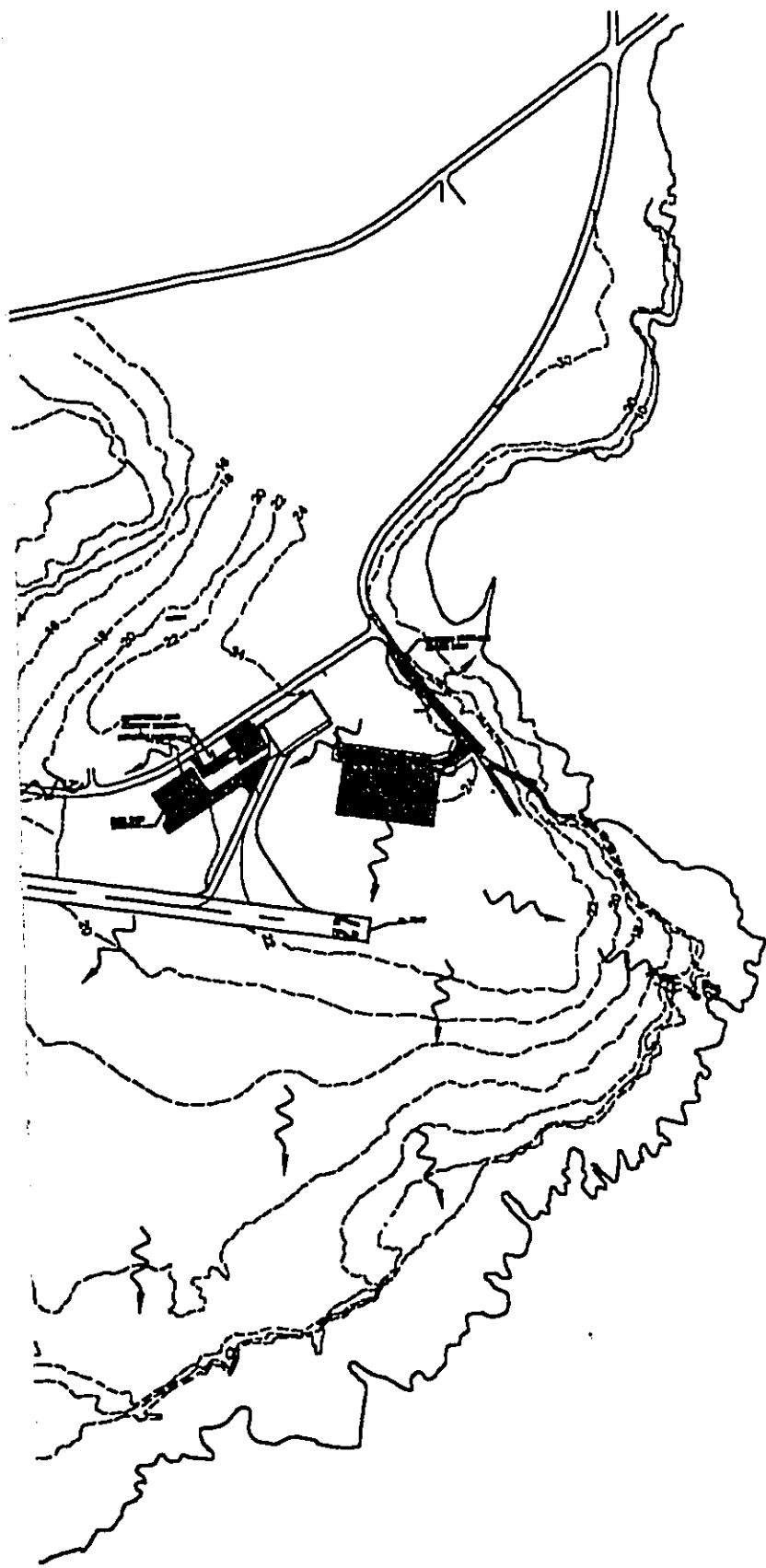



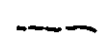


	<p>Site Location Plan</p>	<p>FIGURE <b>2</b></p>
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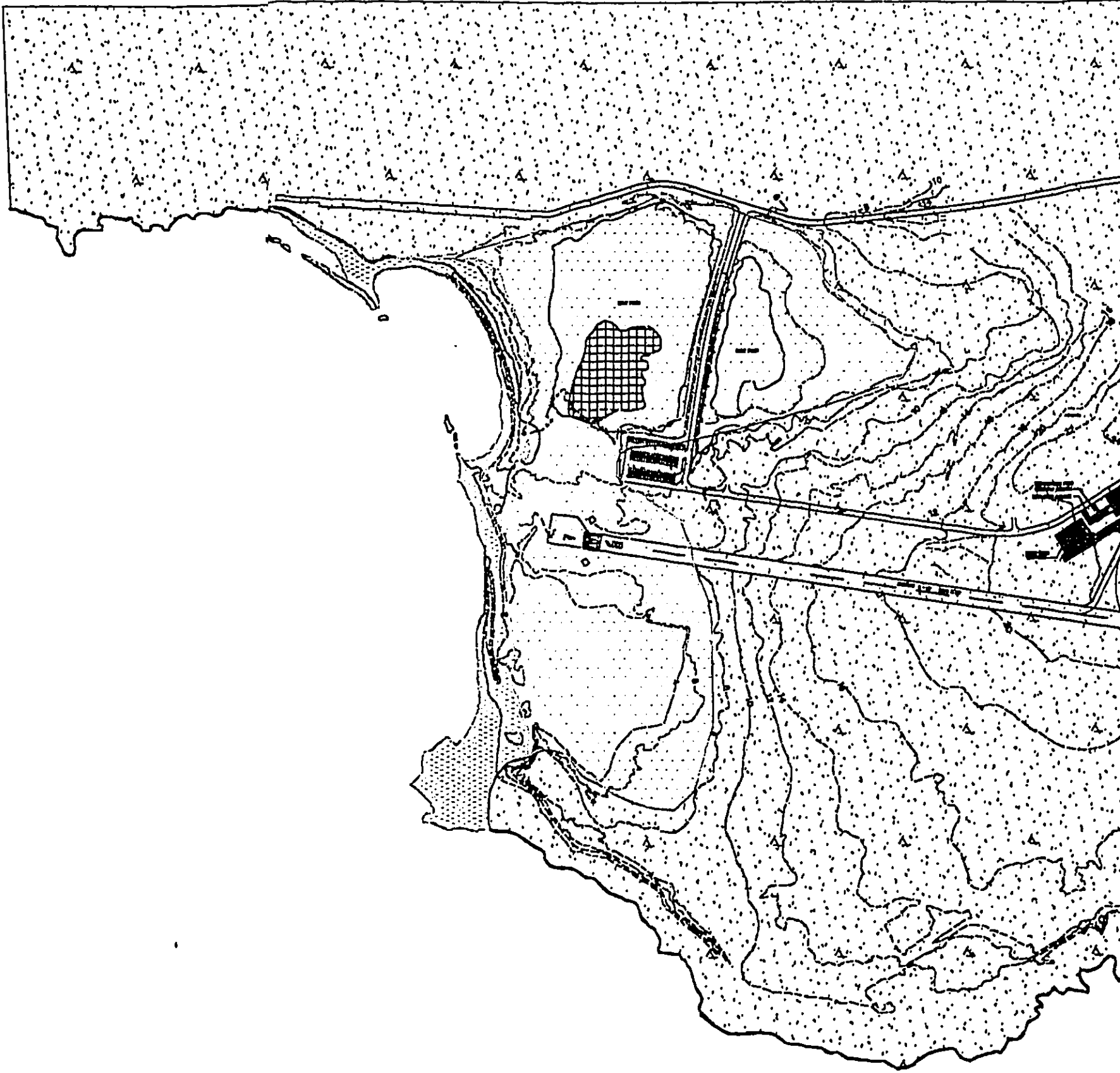
**Hydrogeological Exploration  
Port Allen Airport  
Hanapepe, Kauai, Hawaii**



- Legend**
-  Direction of Surface Flow
  -  Contour in Feet
  -  Coastline
  -  Proposed Improvements

Site Drainage Plan

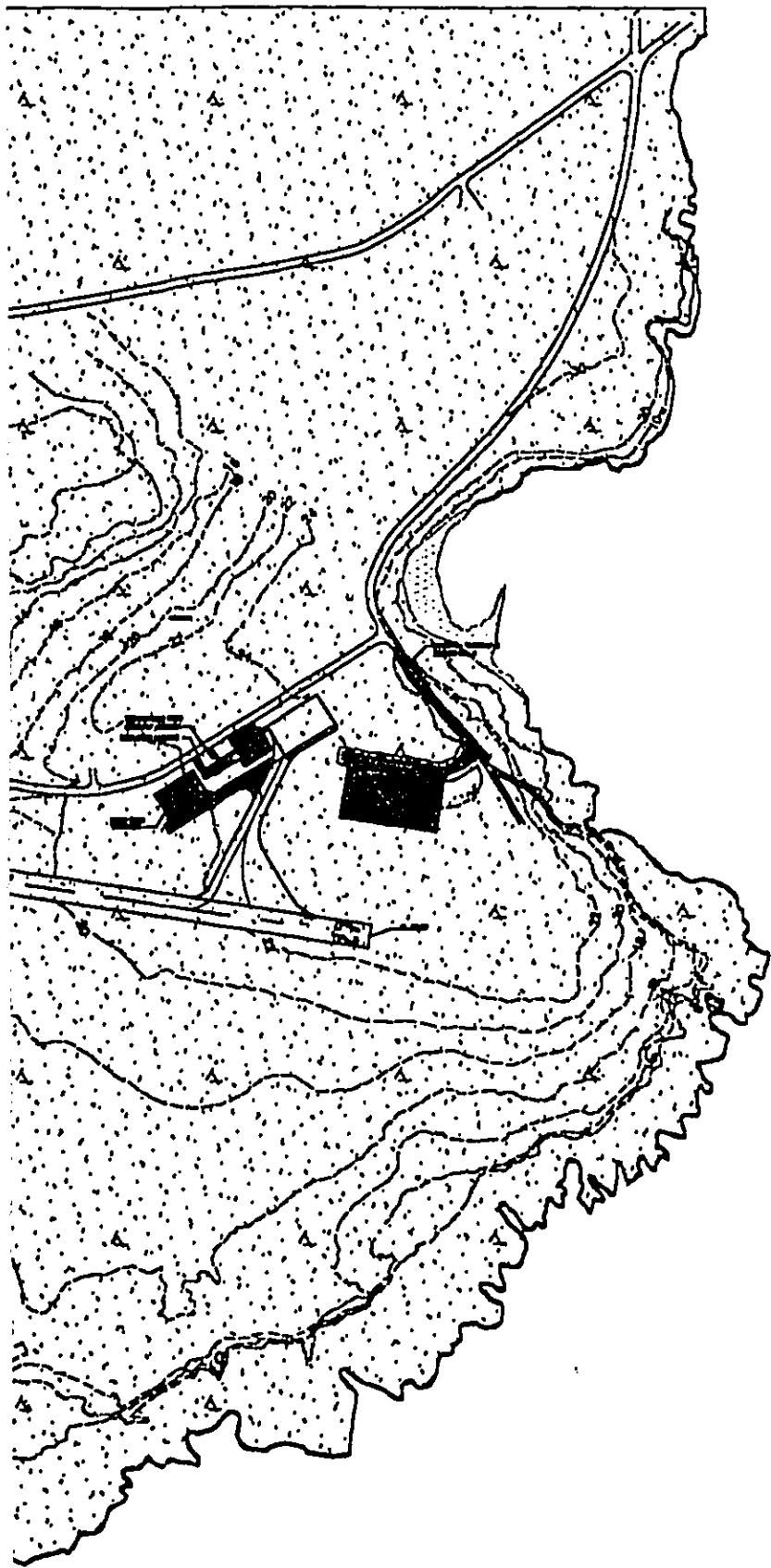
FIGURE  
**3**



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and Associates, Inc.**  
618 PUKOI STREET, SUITE 300  
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**Hydrogeological Exploration  
Port Allen Airport  
Hanapepe, Kauai, Hawaii**





100 0 100 200 300  
Graphic Scale in Feet

**Legend**

-  Contour in Feet
-  Coastline
-  Koloa Basalt
-  Littoral Deposits
-  Salt Marsh Deposits

Generalized Geologic Map

FIGURE

4

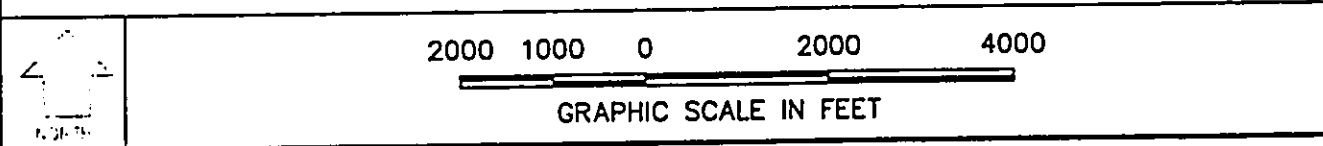
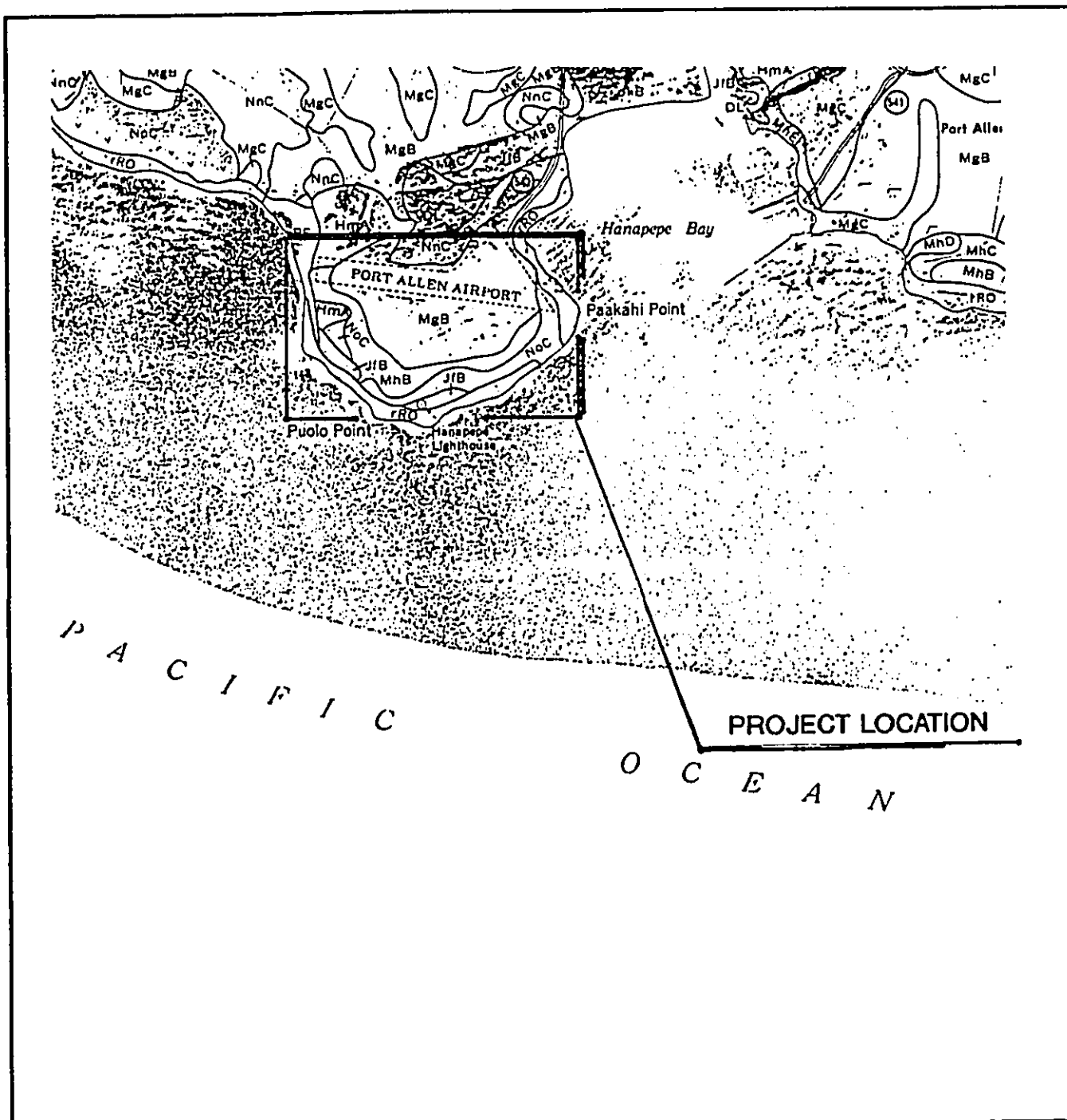

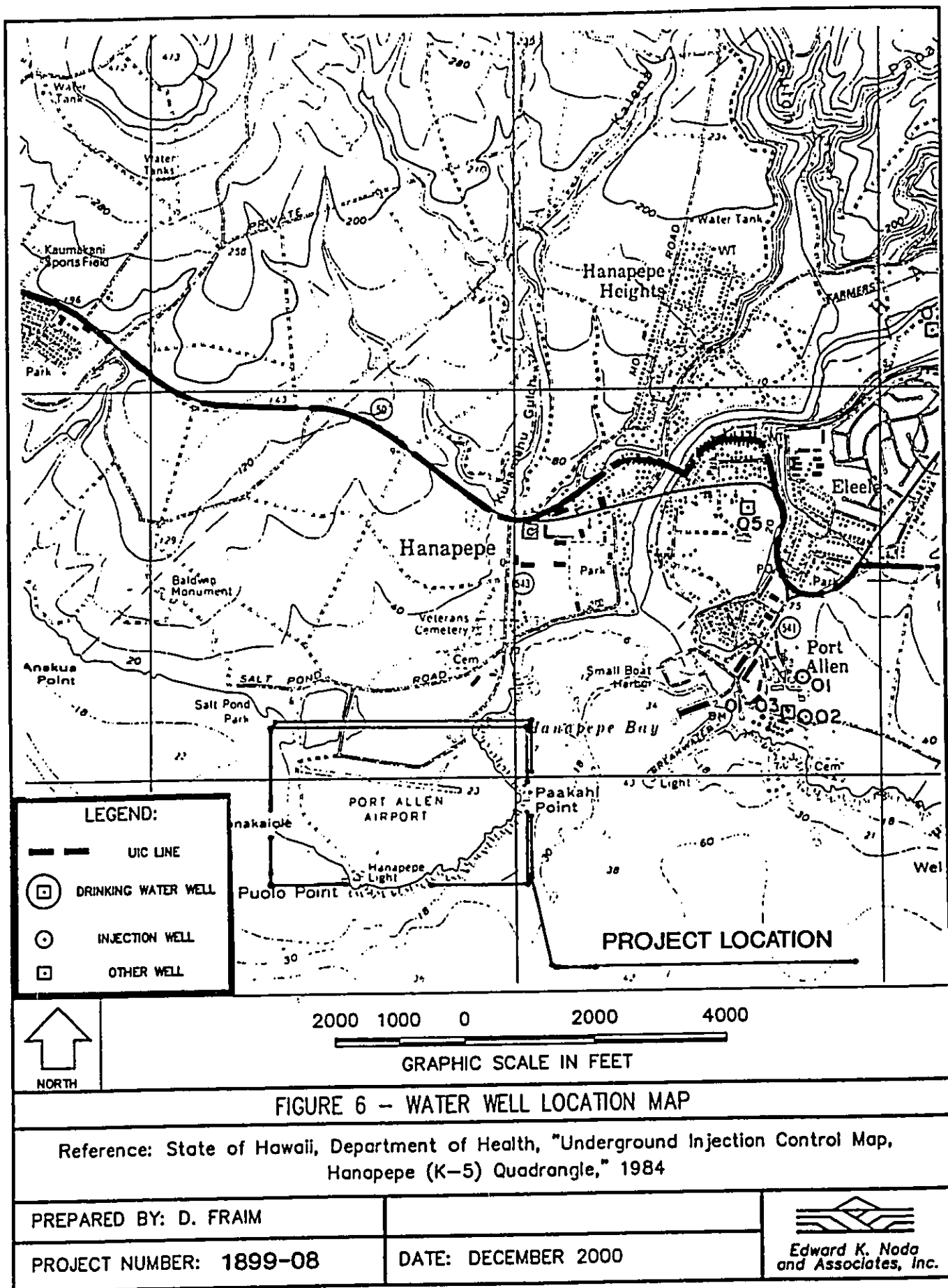
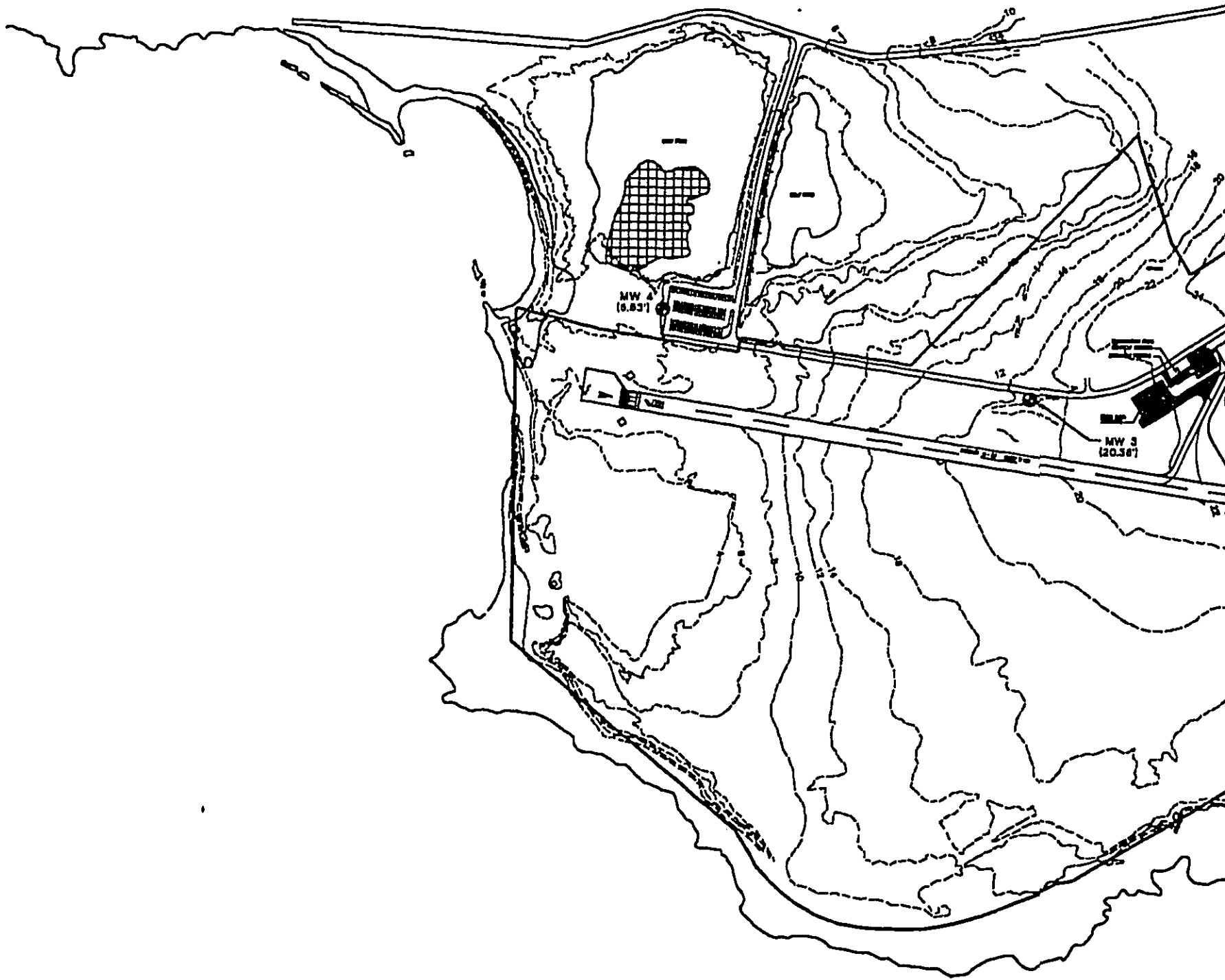


FIGURE 5 - SOIL CLASSIFICATION MAP

REFERENCE: U.S.D.A., 1972, "SOIL SURVEY OF ISLANDS OF KAUAI, OAHU, MAUI, MOLOKAI and LANAI, STATE OF HAWAII"

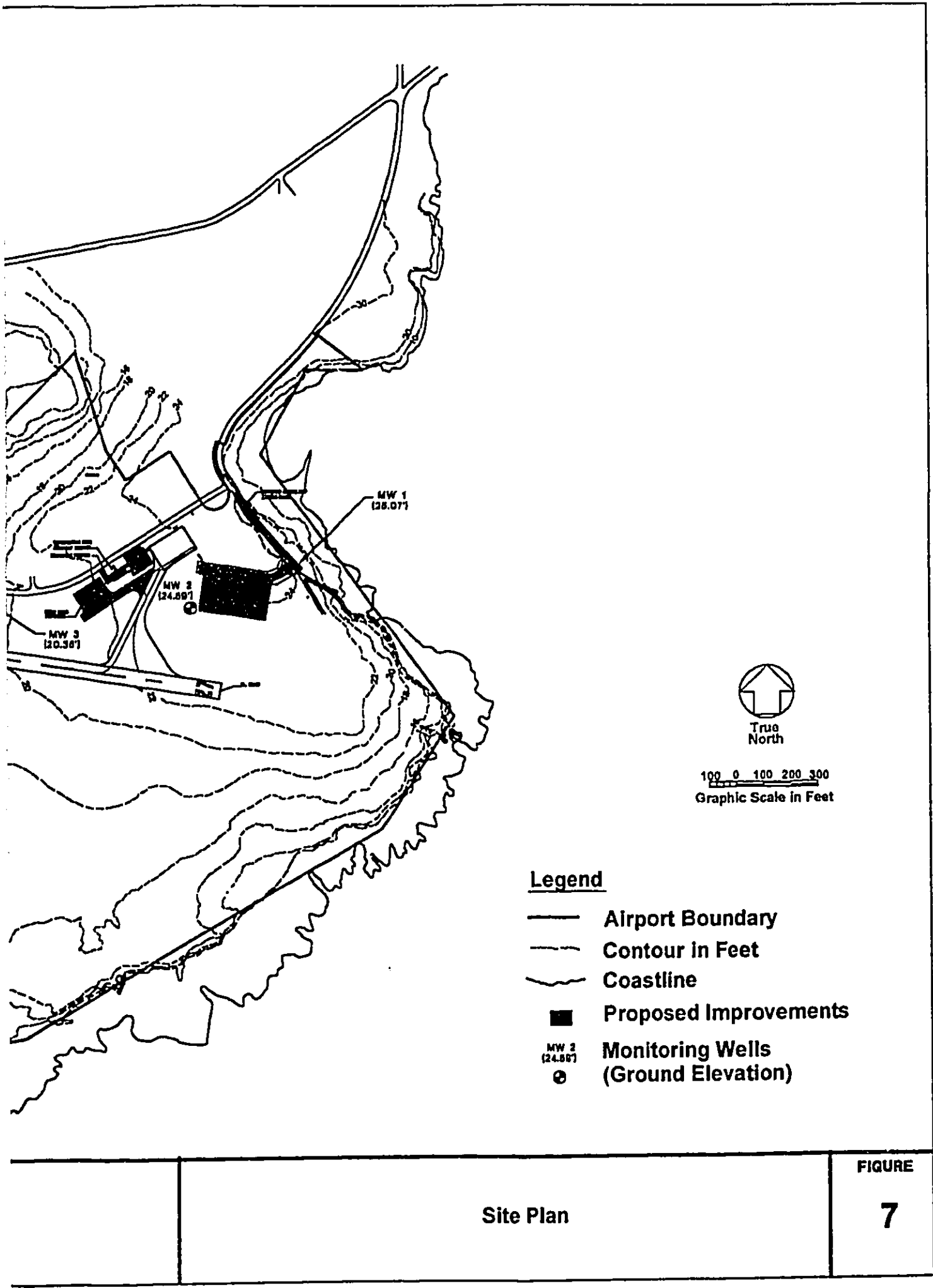
PREPARED BY: D. Fraim		 Edward K. Noda and Associates, Inc.
PROJECT NUMBER: 1899-08	DATE: January 11, 2001	





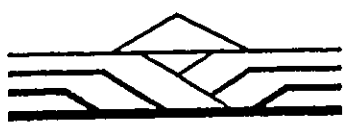
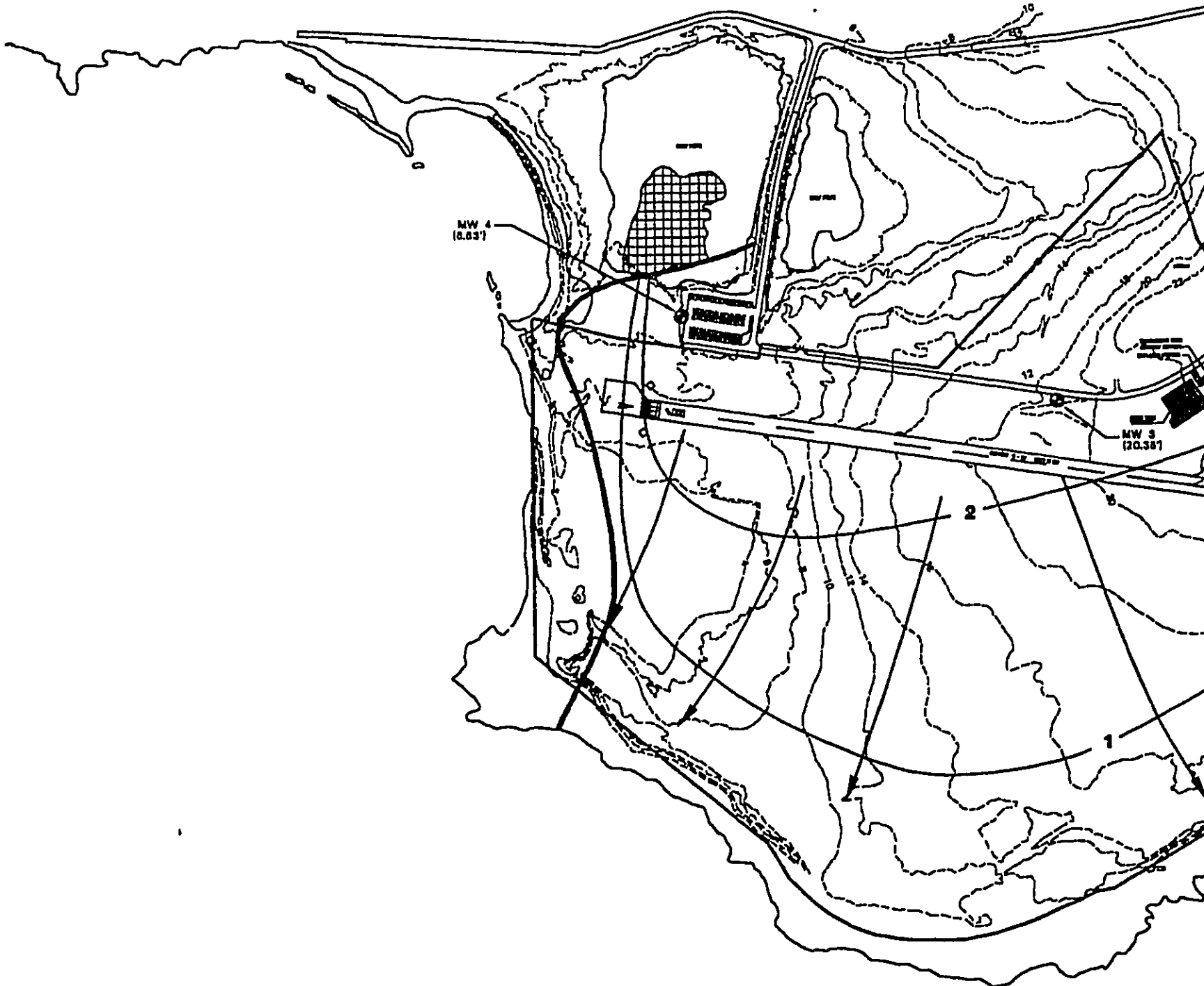
**Edward K. Noda  
and Associates, Inc.**  
615 PIKOI STREET, SUITE 300  
HONOLULU, HAWAII, 96814

**Hydrogeological Exploration  
Port Allen Airport  
Hanapepe, Kauai, Hawaii**



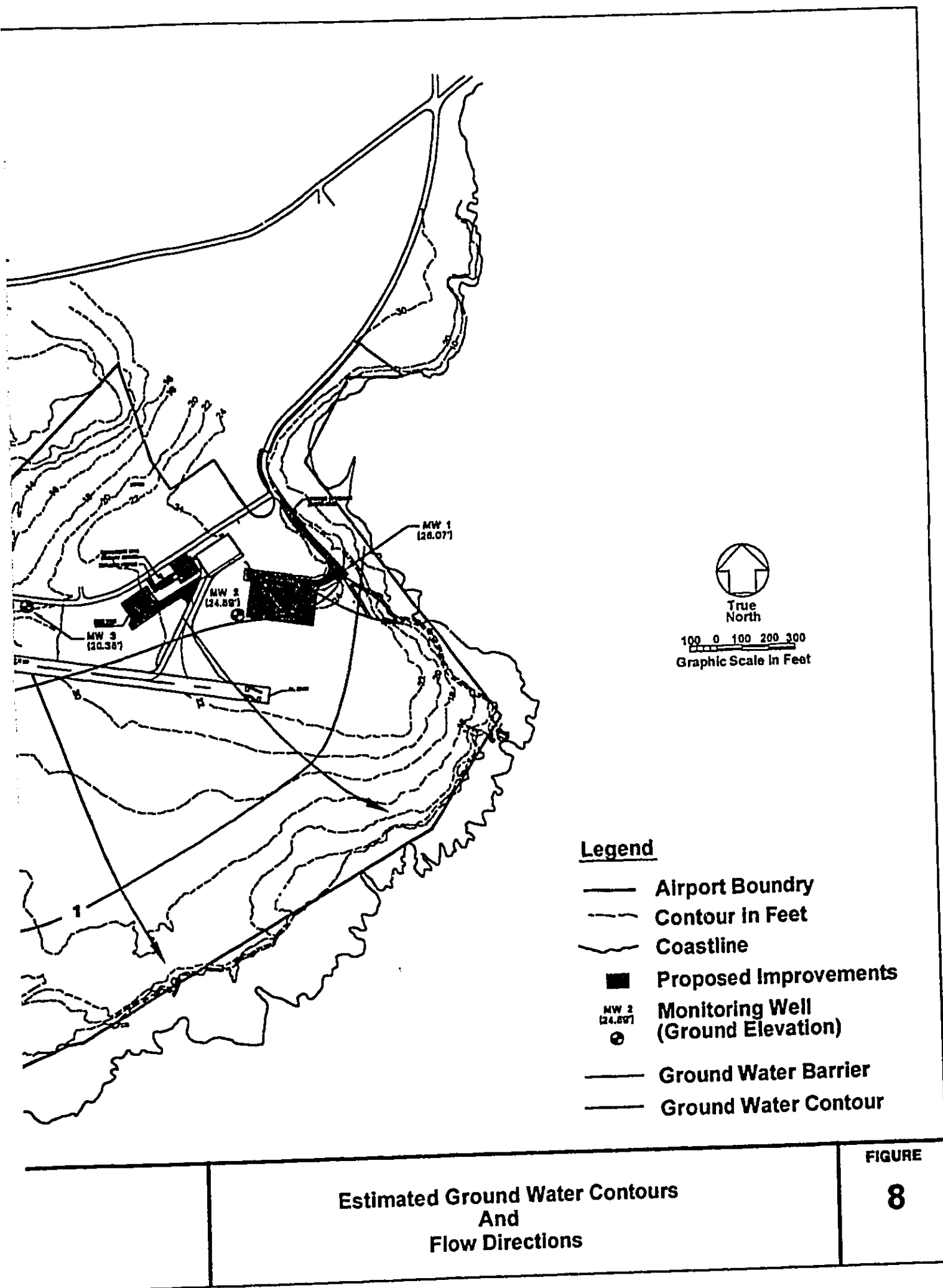
Site Plan

FIGURE  
7



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**Hydrogeological Exploration  
Port Allen Airport  
Hanapepe, Kauai, Hawaii**



Estimated Ground Water Contours  
And  
Flow Directions

FIGURE

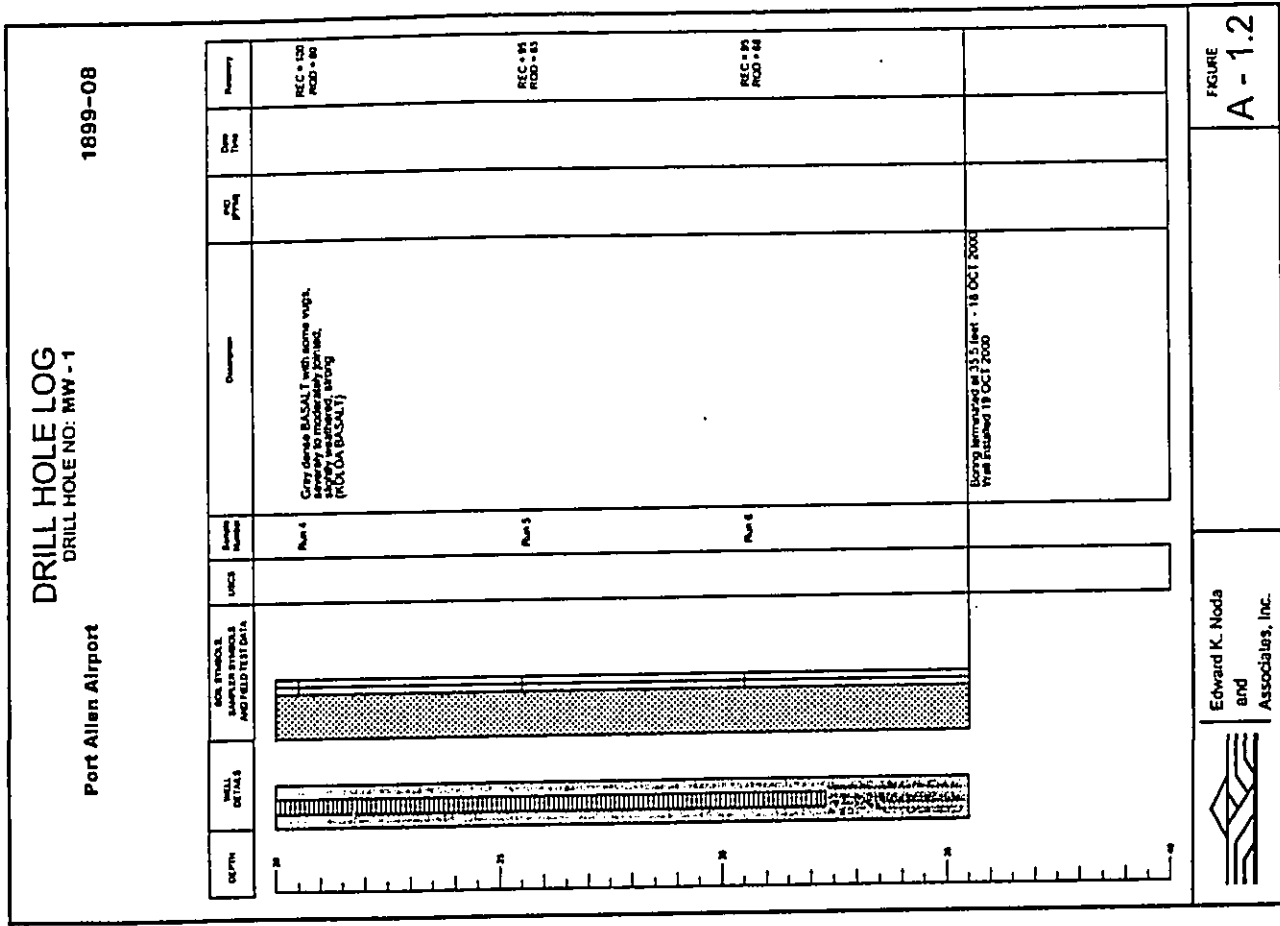
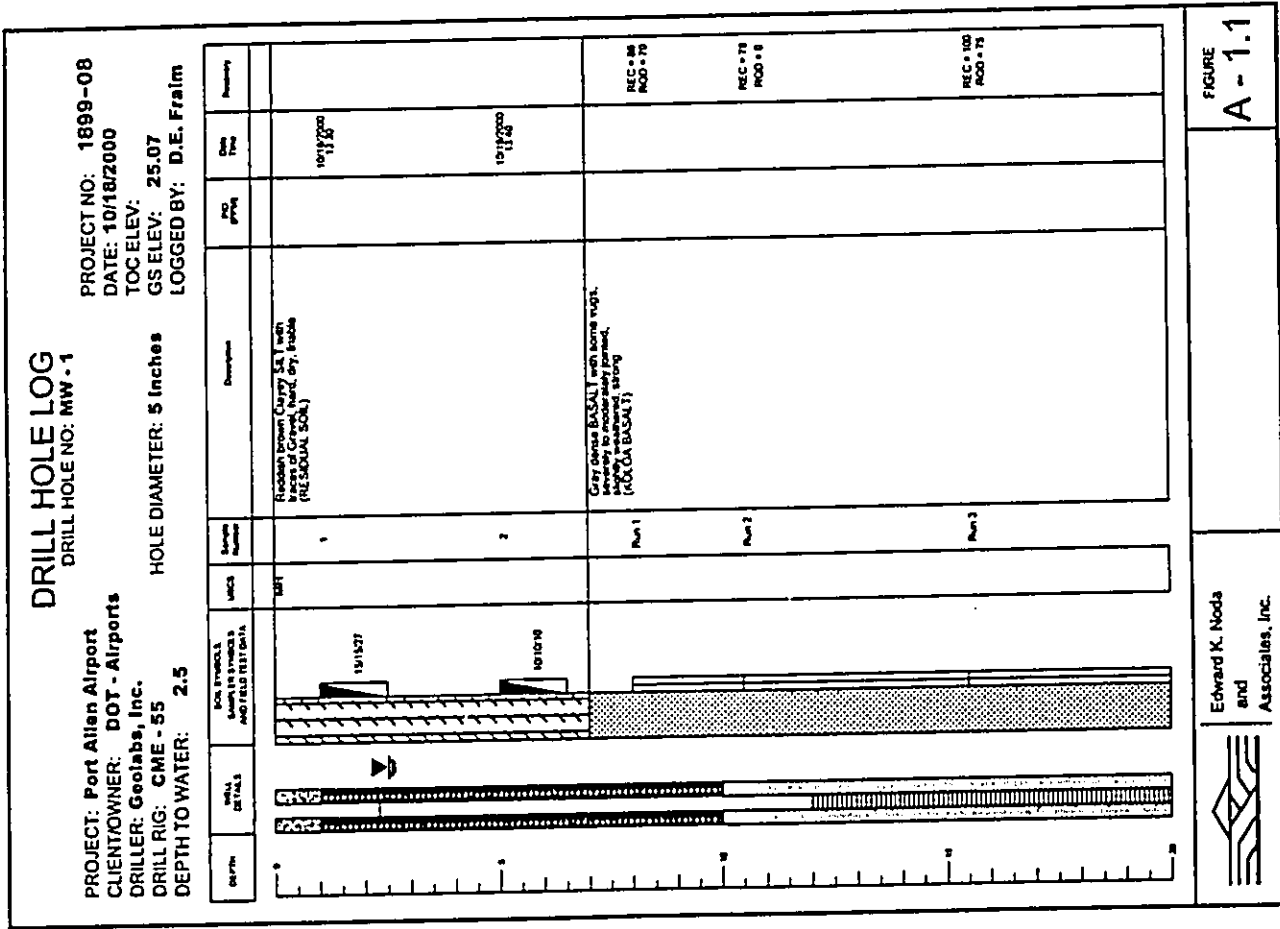
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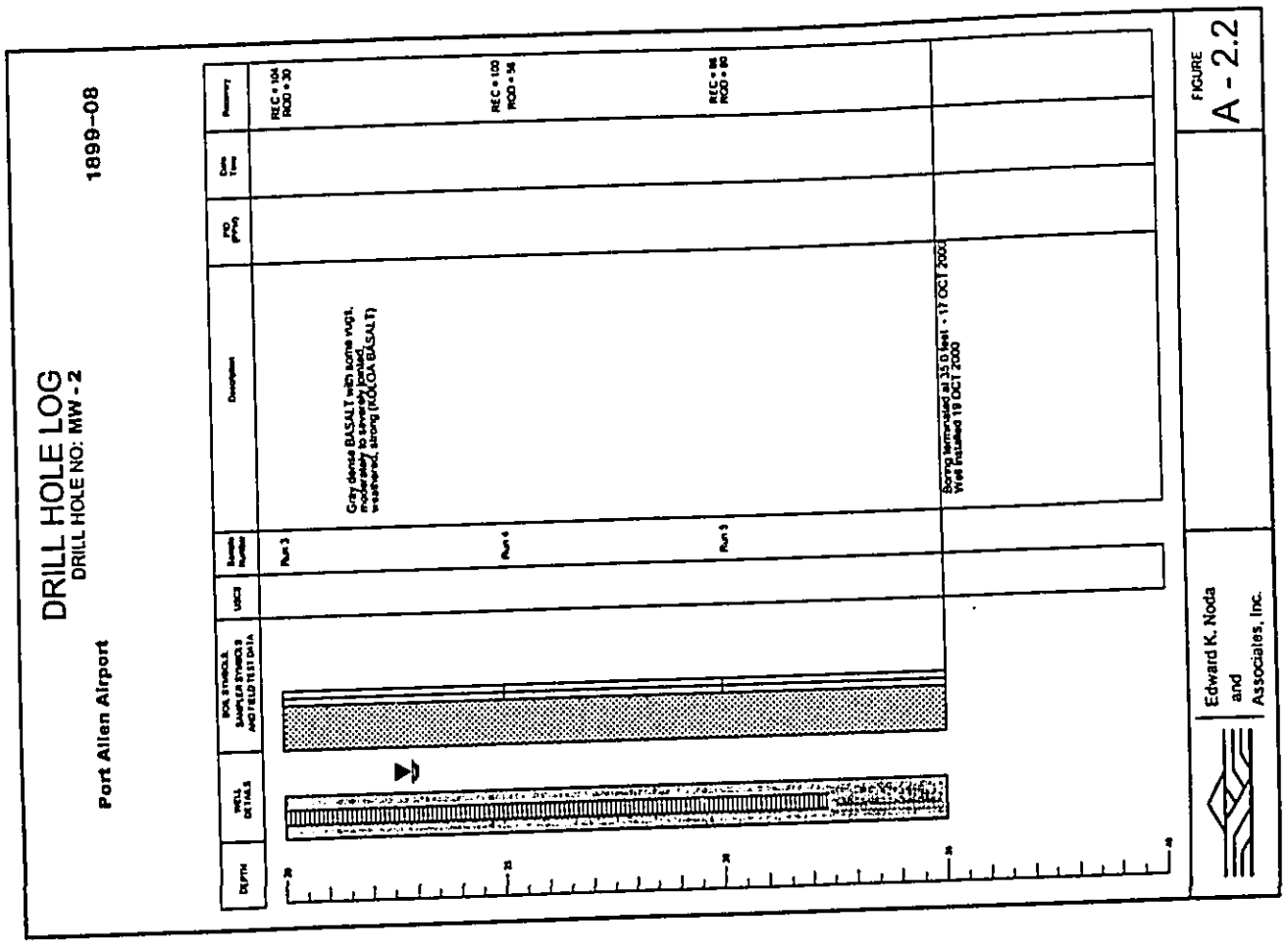
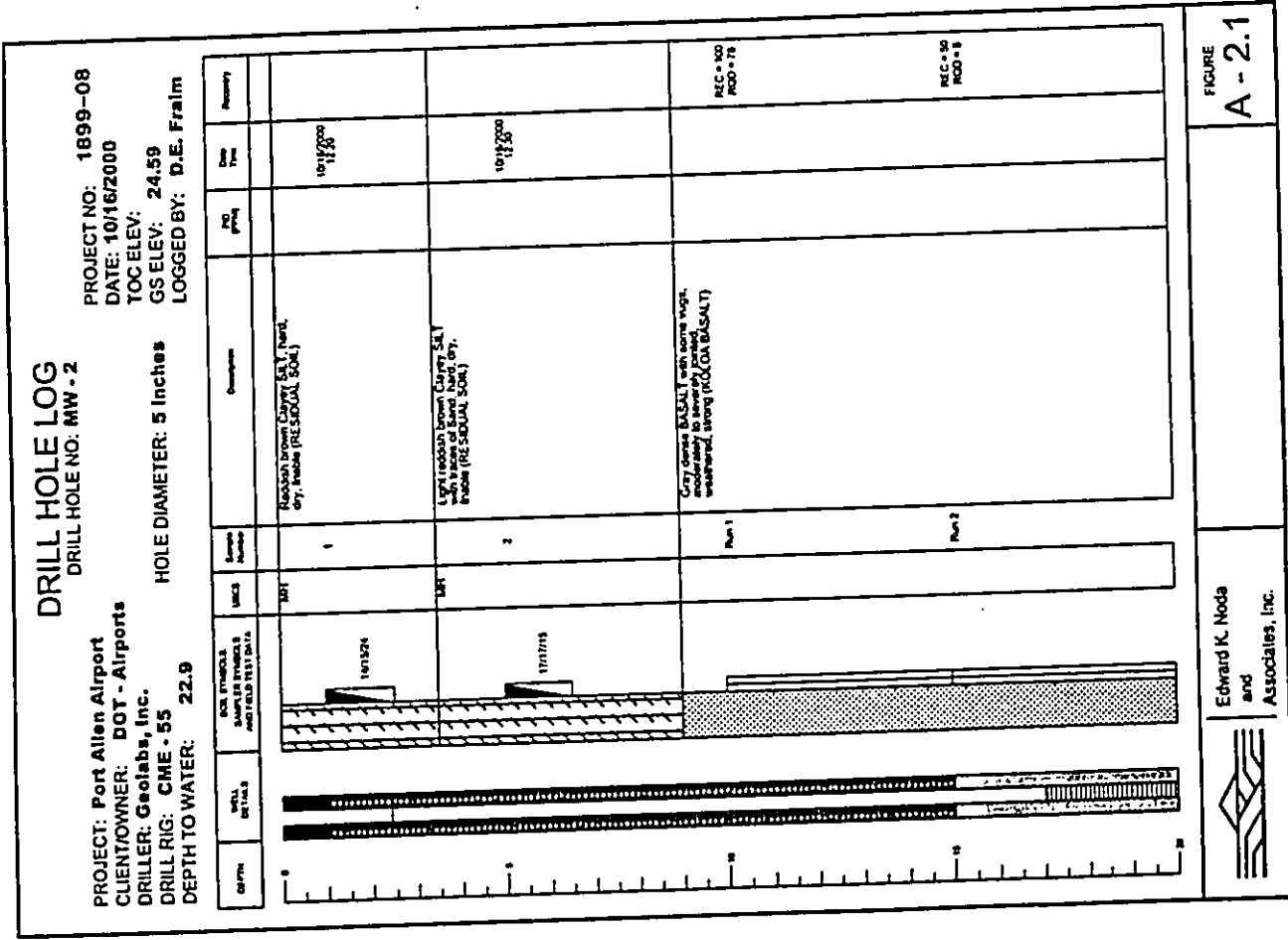
# Appendix A

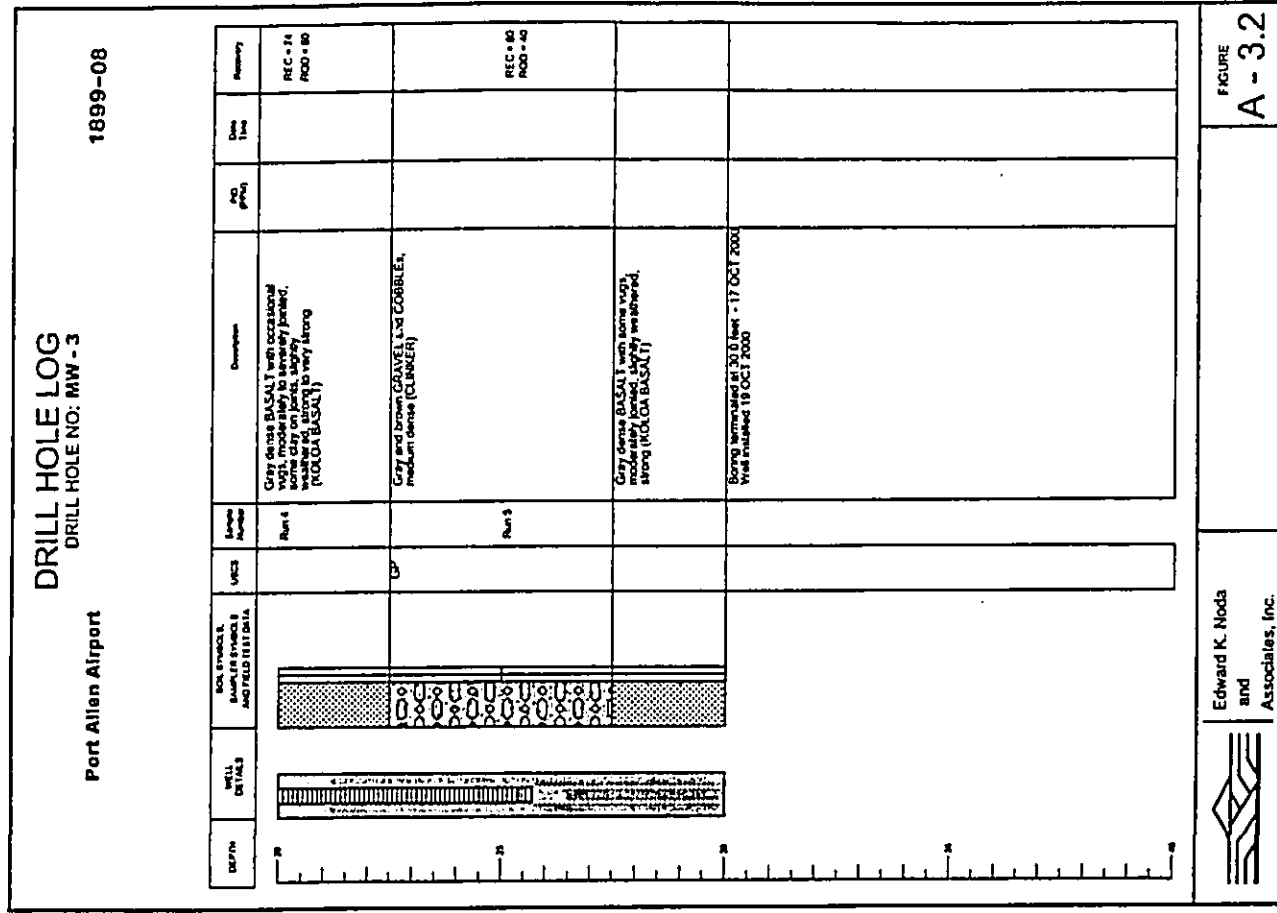
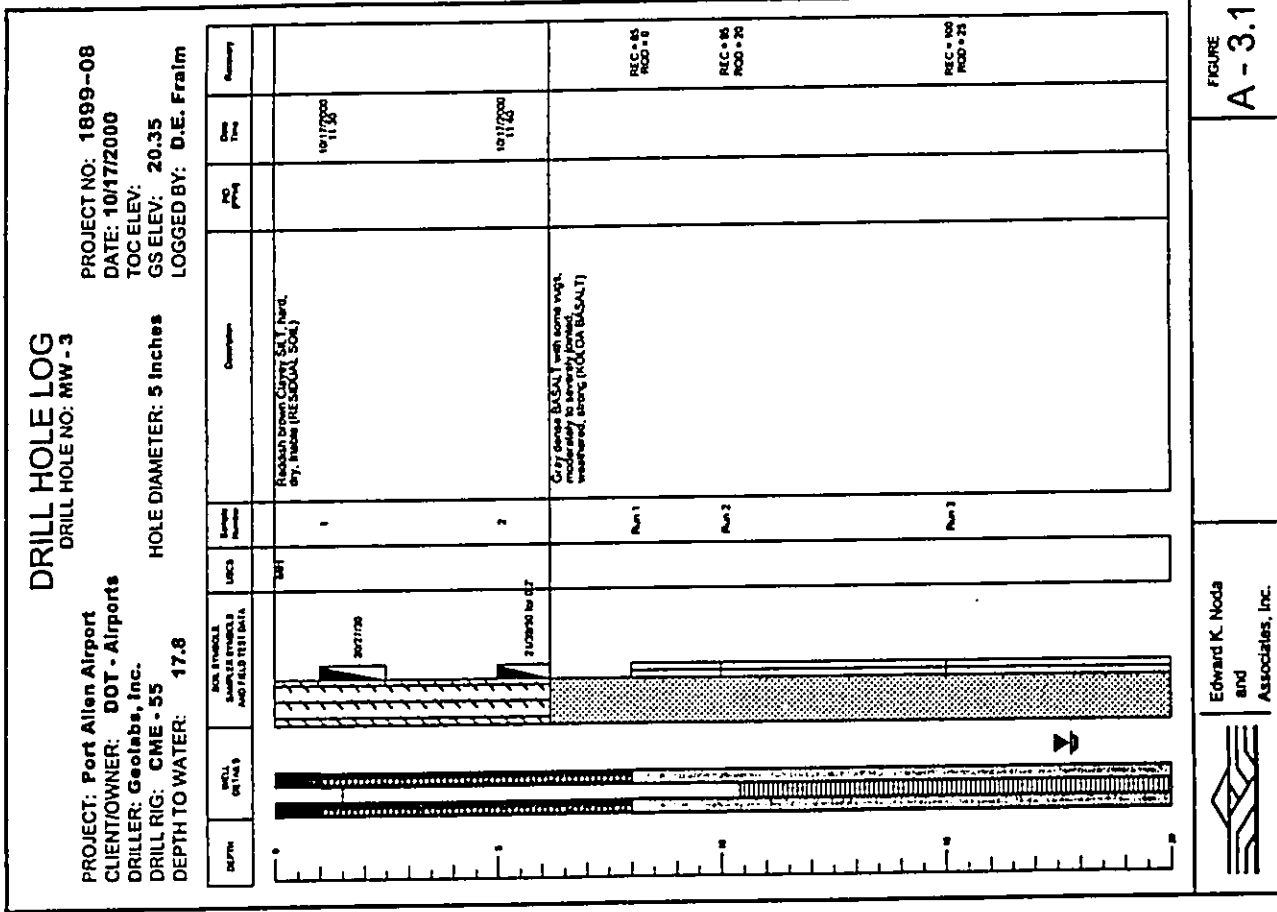
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**Boring Logs  
and  
Core Photographs**









# DRILL HOLE LOG

DRILL HOLE NO: MW - 4

PROJECT: Port Allen Airport  
 CLIENT/OWNER: DOT - Airports  
 DRILLER: Geolabs, Inc.  
 DRILL RIG: CME - 55  
 DEPTH TO WATER: 2.5

PROJECT NO: 1899-08  
 DATE: 10/18/2000  
 TOC ELEV: 5.53  
 GS ELEV: 5.53  
 LOGGED BY: D.E. Fraim

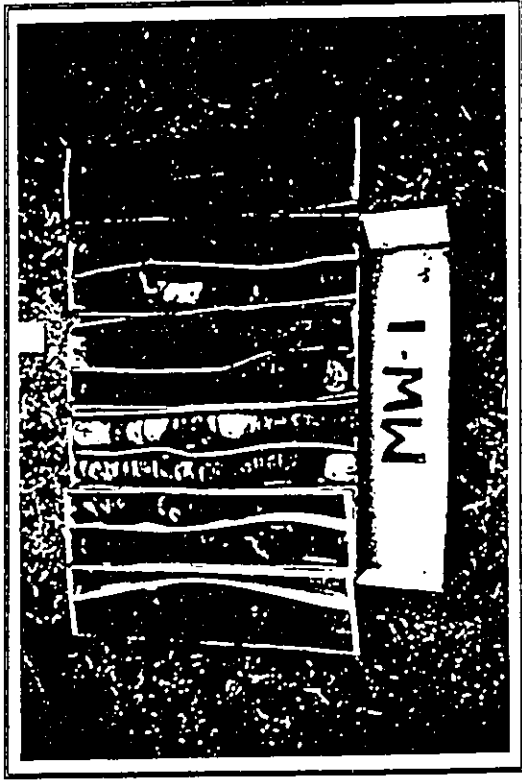
DEPTH	WELL DETAILS	LOG SYMBOLS AND FIELD TEST DATA	UNITS	Sample Number	Description	LOG PLOT	Date Time	Remarks
0								
1			MBT	1	Reddish brown Clayey SIL with some silt and Green medium silty sand (FSL)		10/18/2000	
2			SFT		Light brown SIL with traces of fine sand, silt, and (TIDAL FLAT DEPOSIT)			
3			UP		Gray Clayey and COBBLES, medium Green (COBBLES)			
4				Run 1	Gray dense BGSAL with some light gray medium and coarse silty sandstone, strong (COBDA BGSAL)			REC - 100 REC - 8
5				Run 2				REC - 100 REC - 18
6					Bores terminated at 11.5 feet - 18 OCT 2000 Trial included 18 OCT 2000			



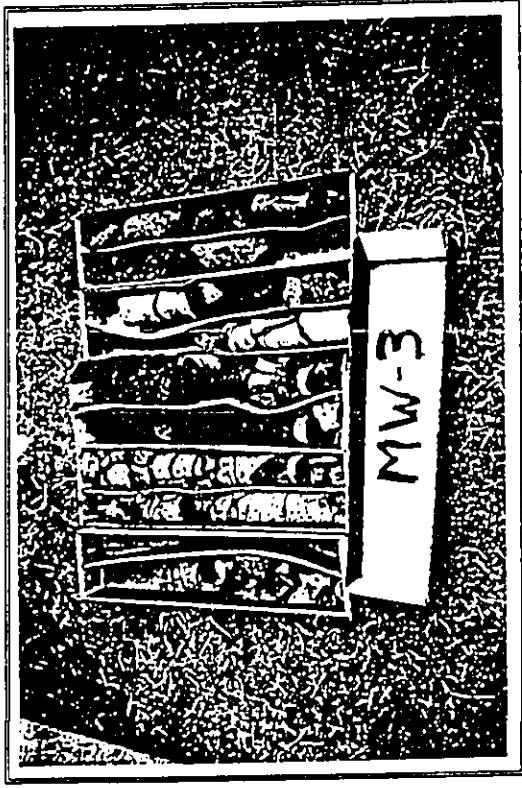
Edward K. Noda  
and  
Associates, Inc.

FIGURE  
A - 4.1

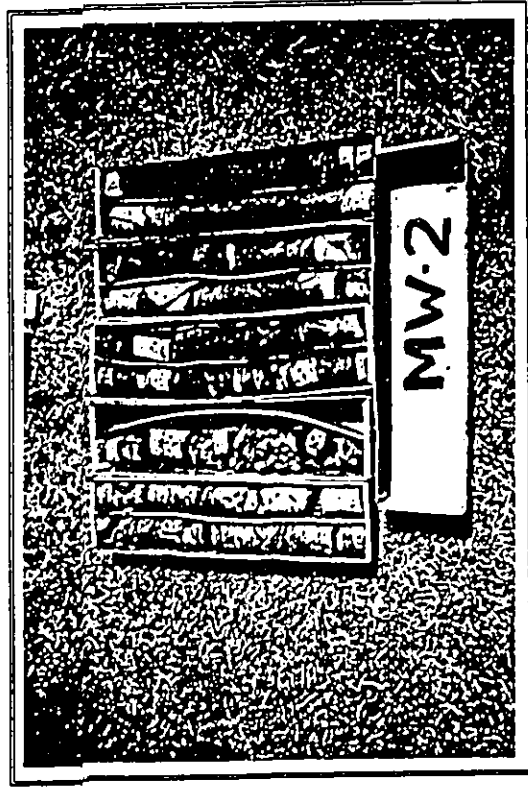
Core Samples from MW - 1



Core Samples from MW - 3



Core Samples from MW - 2



Core Samples from MW - 4

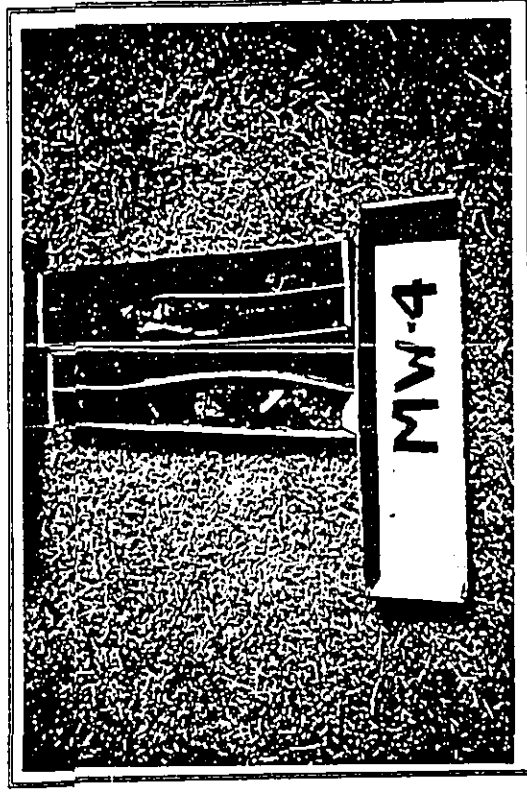
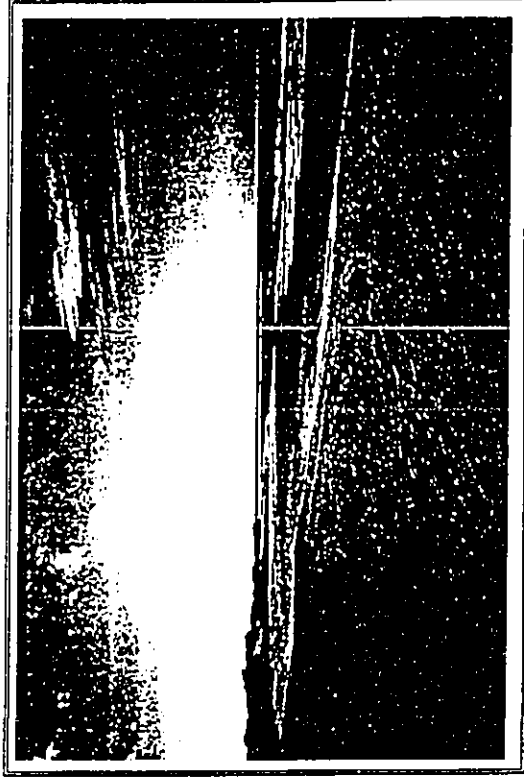


Figure A - 5

Figure A - 6



Littoral Beach Deposits on West Side of Puolo Point



Exposure of Lithified Beachrock



Figure B - 2

Exposed Koloa Basalt - West side of Hanapepe Bay



Exposed Koloa Basalt near MW - 1



Figure B - 1

Installation of MW - 2



Salt Making Area



Completed Installation of MW - 3



Interior of Salt Well

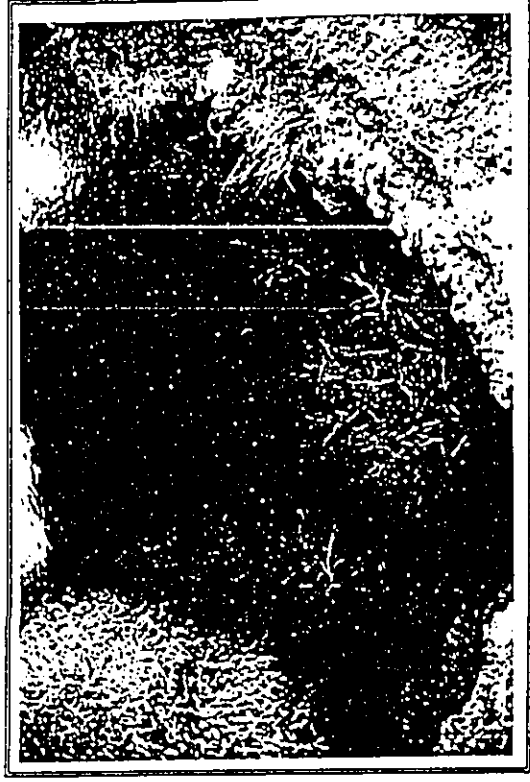


Figure B - 3

Figure B - 4



# Appendix C

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**Tidal Monitoring and Analyses**  
by  
**Geolabs, Inc.**  
and  
**Edward K. Noda and Associates, Inc.**



# GEOLABS, INC.

Geotechnical Engineering and Drilling Services

December 6, 2000  
W.O. 4577-00

Mr. Dayton E. Fraim, P.E.  
Edward K. Noda and Associates, Inc.  
615 Piikoi Street, Suite 300  
Honolulu, HI 96814-3116

**Piezometer Monitoring Well Installation  
Port Allen Airport  
Koloa, Kauai, Hawaii**

Dear Mr. Fraim:


In accordance with your request, we installed four piezometers in four monitoring wells and monitored water levels in them at the above-referenced project site. The locations of the monitoring wells are shown on the Site Plan, Plate 1. This letter report summarizes the data collected from each monitoring well.

Four Geokon piezometers were installed in four monitoring wells on October 30, 2000, at the Port Allen Airport on the Island of Kauai, Hawaii. One datalogger was connected to each of the four piezometers to record the water level in each well. The dataloggers were synchronized through a laptop computer with Coordinated Universal Time. The monitoring was conducted for a period of approximately 7 days. Following the monitoring period, data stored in the dataloggers were retrieved on November 7, 2000 and processed. The results of the water monitoring are as shown on the attachments, Plates 2 through 3.42.

We appreciate the opportunity to be of continued service to you on this project. If you have questions or need additional information, please contact our office.

Respectfully submitted,

GEOLABS, INC.

By   
Clayton S. Mimura, P.E.  
President

**RECEIVED**  
DEC 6 2000

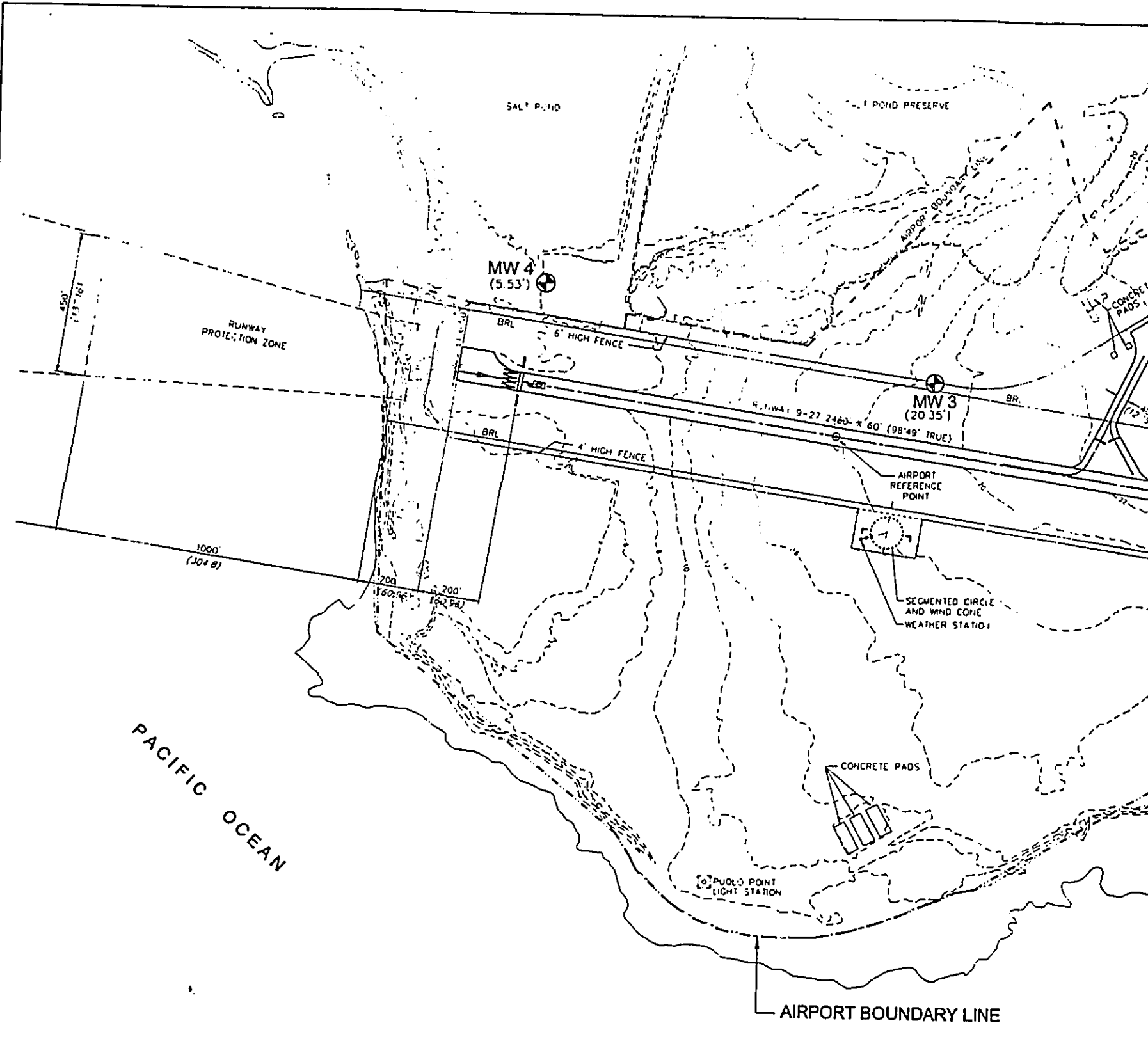
EDWARD K. NODA AND ASSOCIATES, INC.

CSM:BC:as

Attachments: Site Plan, Plate 1  
Data Summary for Water Elevations of 4 Monitoring Wells, Plate 2  
Analyzed Data of 4 Monitoring Wells, Plates 3.1 thru 3.42

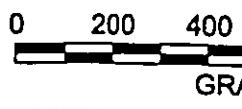
(u:\00report\4577-00.piezometer.bc.doc) 2006 Kalihi Street • Honolulu, Hawaii 96819  
Phone: (808) 841-5064 • Facsimile: (808) 847-1749 • E-mail: hawaii@geolabs.net

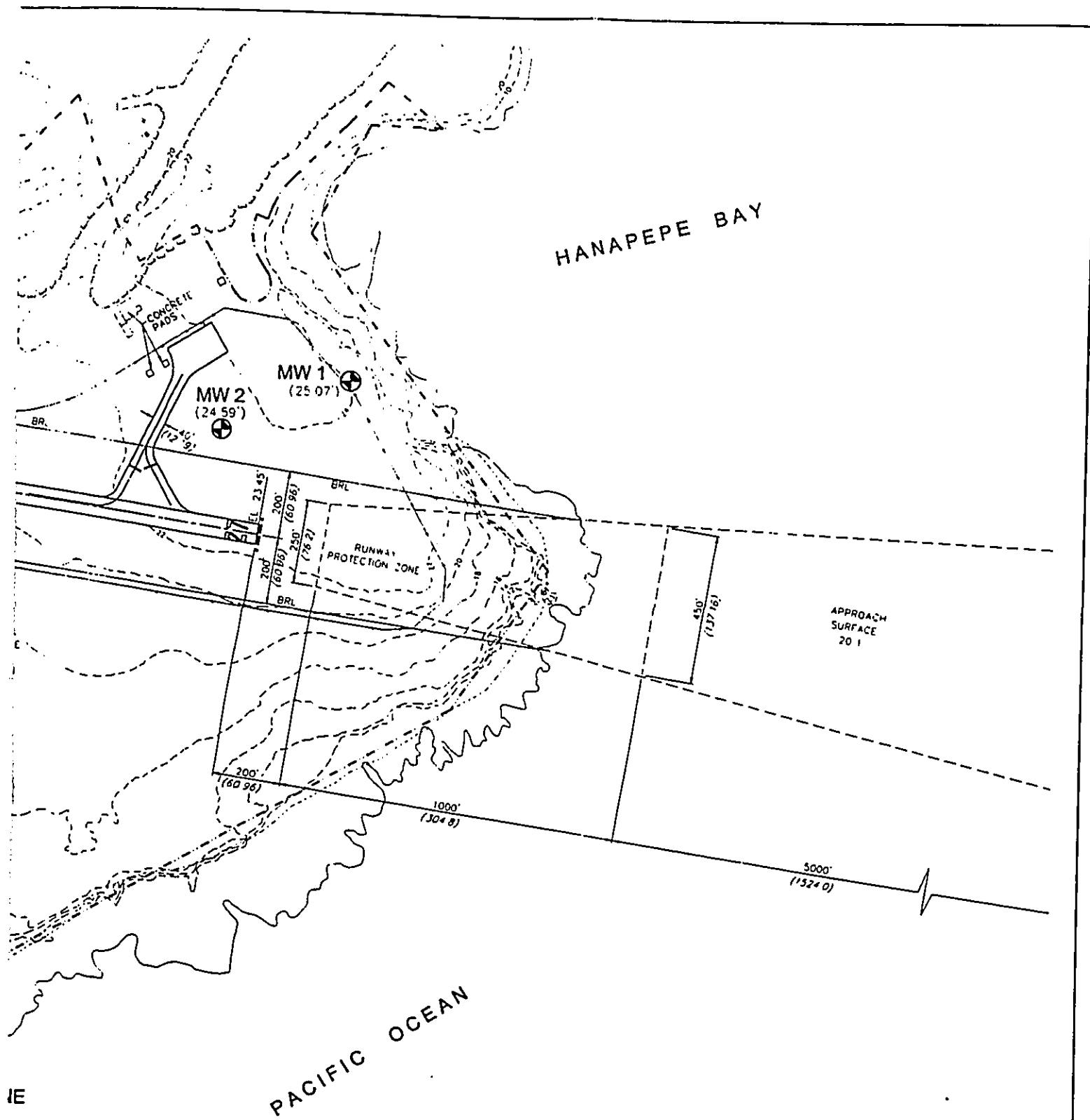
Hawaii • California • Taiwan



**LEGEND:**  
 APPROXIMATE MONITORING WELL LOCATION

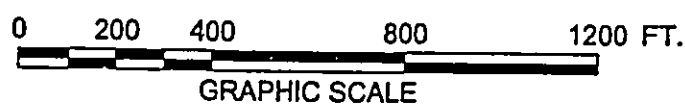
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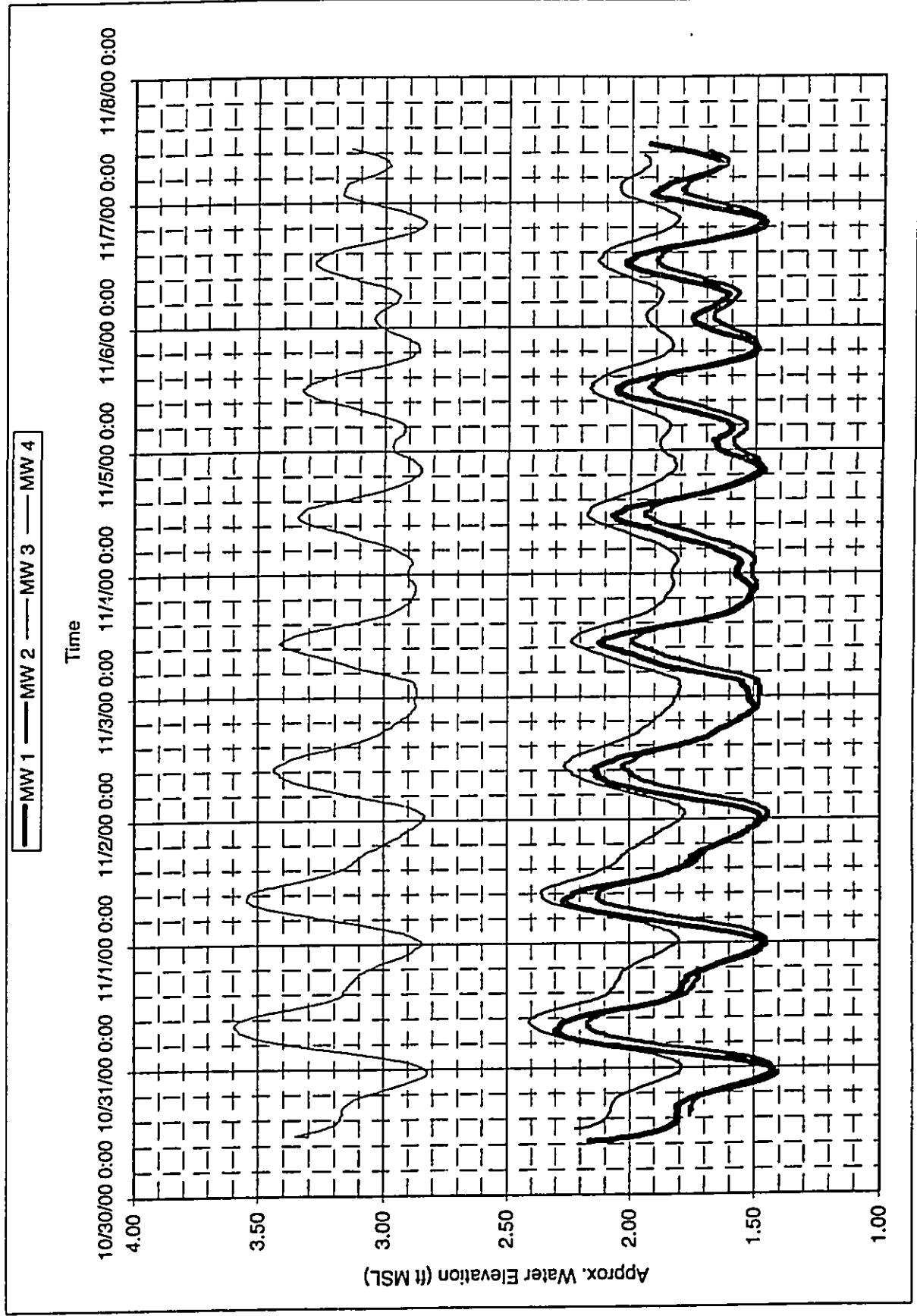
IE

**SITE PLAN**  
**PIEZOMETER MONITORING WELL INSTALLATION**  
**PORT ALLEN AIRPORT**  
**KOLOA, KAUAI, HAWAII**



			<b>GEOLABS, INC.</b>	
			<i>Geotechnical Engineering</i>	
DATE	DRAWN BY	PLATE		1
DECEMBER 2000	TSK			
SCALE	W.O.			
1"=400'	4577-00			

Data Summary for Water Elevations of 4 Monitoring Wells



Piezometer Monitoring Well Installation  
 Port Allen Airport  
 Koloa, Kauai, Hawaii

Analyzed Data of 4 Monitoring Wells

Date/Time	Approx. Water Elev (ft MSL)			
	MW 1	MW 2	MW 3	MW 4
10/30/2000 10:12	2.16			
10/30/2000 10:18	2.09			
10/30/2000 10:24	2.07			
10/30/2000 10:30	2.05			
10/30/2000 10:36	2.05			
10/30/2000 10:42	2.03			
10/30/2000 10:48	2.02			
10/30/2000 10:54	2.00			
10/30/2000 11:00	1.98			
10/30/2000 11:06	1.96			
10/30/2000 11:12	1.95			
10/30/2000 11:18	1.95			3.30
10/30/2000 11:24	1.93			3.35
10/30/2000 11:30	1.93			3.34
10/30/2000 11:36	1.91			3.34
10/30/2000 11:42	1.91			3.33
10/30/2000 11:48	1.90			3.32
10/30/2000 11:54	1.89			3.30
10/30/2000 12:00	1.88			3.30
10/30/2000 12:06	1.88			3.29
10/30/2000 12:12	1.87			3.28
10/30/2000 12:18	1.86			3.28
10/30/2000 12:24	1.85			3.26
10/30/2000 12:30	1.86			2.22 3.26
10/30/2000 12:36	1.84			2.19 3.25
10/30/2000 12:42	1.84			2.18 3.25
10/30/2000 12:48	1.84			2.17 3.24
10/30/2000 12:54	1.83			2.16 3.23
10/30/2000 13:00	1.84			2.15 3.23
10/30/2000 13:06	1.83			2.15 3.22
10/30/2000 13:12	1.82			2.15 3.22
10/30/2000 13:18	1.83			2.14 3.21
10/30/2000 13:24	1.81			2.13 3.20
10/30/2000 13:30	1.82			2.12 3.20
10/30/2000 13:36	1.81			2.12 3.20
10/30/2000 13:42	1.81			2.12 3.19
10/30/2000 13:48	1.81			2.11 3.19
10/30/2000 13:54	1.81			2.11 3.19
10/30/2000 14:00	1.81			2.11 3.19
10/30/2000 14:06	1.81			2.11 3.19
10/30/2000 14:12	1.81			2.10 3.18
10/30/2000 14:18	1.81			2.10 3.19

W.O. 4577-00

GEOLABS, INC.

PLATE 3.1

Analyzed Data of 4 Monitoring Wells

Date/Time	Approx. Water Elev (ft MSL)			
	MW 1	MW 2	MW 3	MW 4
10/30/2000 14:24	1.81			2.10 3.18
10/30/2000 14:30	1.80			2.09 3.18
10/30/2000 14:36	1.81			2.09 3.18
10/30/2000 14:42	1.81			2.09 3.18
10/30/2000 14:48	1.81			2.09 3.18
10/30/2000 14:54	1.81	1.76		2.09 3.18
10/30/2000 15:00	1.81	1.76		2.09 3.18
10/30/2000 15:06	1.81	1.76		2.09 3.18
10/30/2000 15:12	1.81	1.76		2.09 3.18
10/30/2000 15:18	1.81	1.76		2.08 3.17
10/30/2000 15:24	1.81	1.76		2.08 3.17
10/30/2000 15:30	1.81	1.75		2.08 3.17
10/30/2000 15:36	1.81	1.76		2.08 3.17
10/30/2000 15:42	1.81	1.76		2.08 3.17
10/30/2000 15:48	1.81	1.76		2.08 3.17
10/30/2000 15:54	1.81	1.75		2.08 3.17
10/30/2000 16:00	1.81	1.75		2.08 3.17
10/30/2000 16:06	1.81	1.75		2.08 3.17
10/30/2000 16:12	1.81	1.76		2.08 3.17
10/30/2000 16:18	1.80	1.76		2.08 3.17
10/30/2000 16:24	1.81	1.76		2.08 3.17
10/30/2000 16:30	1.81	1.76		2.08 3.17
10/30/2000 16:36	1.80	1.75		2.07 3.17
10/30/2000 16:42	1.81	1.75		2.07 3.17
10/30/2000 16:48	1.80	1.75		2.07 3.17
10/30/2000 16:54	1.80	1.75		2.07 3.16
10/30/2000 17:00	1.80	1.75		2.07 3.16
10/30/2000 17:06	1.80	1.75		2.07 3.16
10/30/2000 17:12	1.80	1.75		2.07 3.16
10/30/2000 17:18	1.79	1.75		2.07 3.15
10/30/2000 17:24	1.79	1.75		2.07 3.15
10/30/2000 17:30	1.78	1.74		2.07 3.15
10/30/2000 17:36	1.78	1.74		2.06 3.14
10/30/2000 17:42	1.77	1.74		2.06 3.14
10/30/2000 17:48	1.77	1.74		2.06 3.14
10/30/2000 17:54	1.77	1.74		2.06 3.13
10/30/2000 18:00	1.77	1.73		2.06 3.13
10/30/2000 18:06	1.76	1.73		2.06 3.13
10/30/2000 18:12	1.75	1.73		2.06 3.12
10/30/2000 18:18	1.75	1.72		2.05 3.12
10/30/2000 18:24	1.74	1.72		2.05 3.11
10/30/2000 18:30	1.73	1.72		2.05 3.11
10/30/2000 18:36	1.72	1.72		2.04 3.10
10/30/2000 18:42	1.71	1.71		2.04 3.10
10/30/2000 18:48	1.70	1.71		2.04 3.09
10/30/2000 18:54	1.70	1.70		2.03 3.08
10/30/2000 19:00	1.69	1.70		2.02 3.08

W.O. 4577-00

GEOLABS, INC.

PLATE 3.2

Water Levels of 4 Monitoring Wells  
 Measured by Well Sounder

Date/Time	Approx. Water Elev (ft MSL)			
	MW 1	MW 2	MW 3	MW 4
10/30/2000			2.25	
10/30/2000 10:15	2.07			
10/30/2000 11:18				3.13
10/30/2000 13:54		1.89		
11/07/2000 8:20		1.69		1.95
11/07/2000 10:28				3.13
11/07/2000 11:06	1.92			

Analyzed Data of 4 Monitoring Wells

Date/Time	Approx. Water Elev (ft MSL)
10/30/2000 19:06	1.67
10/30/2000 19:12	1.67
10/30/2000 19:18	1.67
10/30/2000 19:24	1.66
10/30/2000 19:30	1.65
10/30/2000 19:36	1.63
10/30/2000 19:42	1.62
10/30/2000 19:48	1.61
10/30/2000 19:54	1.60
10/30/2000 20:00	1.59
10/30/2000 20:06	1.58
10/30/2000 20:12	1.57
10/30/2000 20:18	1.56
10/30/2000 20:24	1.56
10/30/2000 20:30	1.55
10/30/2000 20:36	1.53
10/30/2000 20:42	1.52
10/30/2000 20:48	1.52
10/30/2000 20:54	1.50
10/30/2000 21:00	1.50
10/30/2000 21:06	1.50
10/30/2000 21:12	1.48
10/30/2000 21:18	1.48
10/30/2000 21:24	1.47
10/30/2000 21:30	1.46
10/30/2000 21:36	1.46
10/30/2000 21:42	1.45
10/30/2000 21:48	1.45
10/30/2000 21:54	1.44
10/30/2000 22:00	1.43
10/30/2000 22:06	1.43
10/30/2000 22:12	1.42
10/30/2000 22:18	1.42
10/30/2000 22:24	1.42
10/30/2000 22:30	1.42
10/30/2000 22:36	1.42
10/30/2000 22:42	1.41
10/30/2000 22:48	1.41
10/30/2000 22:54	1.42
10/30/2000 23:00	1.42
10/30/2000 23:06	1.42
10/30/2000 23:12	1.42
10/30/2000 23:18	1.42
10/30/2000 23:24	1.42
10/30/2000 23:30	1.42
10/30/2000 23:36	1.43
10/30/2000 23:42	1.43

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PLATE 3.3

Analyzed Data of 4 Monitoring Wells

Date/Time	Approx. Water Elev (ft MSL)
10/30/2000 23:48	1.43
10/30/2000 23:54	1.44
10/31/2000 0:00	1.44
10/31/2000 0:06	1.44
10/31/2000 0:12	1.45
10/31/2000 0:18	1.46
10/31/2000 0:24	1.47
10/31/2000 0:30	1.48
10/31/2000 0:36	1.48
10/31/2000 0:42	1.50
10/31/2000 0:48	1.52
10/31/2000 0:54	1.52
10/31/2000 1:00	1.53
10/31/2000 1:06	1.54
10/31/2000 1:12	1.56
10/31/2000 1:18	1.57
10/31/2000 1:24	1.58
10/31/2000 1:30	1.59
10/31/2000 1:36	1.61
10/31/2000 1:42	1.63
10/31/2000 1:48	1.66
10/31/2000 1:54	1.67
10/31/2000 2:00	1.68
10/31/2000 2:06	1.69
10/31/2000 2:12	1.70
10/31/2000 2:18	1.73
10/31/2000 2:24	1.74
10/31/2000 2:30	1.76
10/31/2000 2:36	1.77
10/31/2000 2:42	1.79
10/31/2000 2:48	1.81
10/31/2000 2:54	1.83
10/31/2000 3:00	1.85
10/31/2000 3:06	1.86
10/31/2000 3:12	1.89
10/31/2000 3:18	1.90
10/31/2000 3:24	1.92
10/31/2000 3:30	1.93
10/31/2000 3:36	1.97
10/31/2000 3:48	1.99
10/31/2000 3:54	2.02
10/31/2000 4:00	2.03
10/31/2000 4:06	2.04
10/31/2000 4:12	2.07
10/31/2000 4:18	2.08
10/31/2000 4:24	2.10

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PLATE 3.4

Analyzed Data of 4 Monitoring Wells

Date/Time	Approx. Water Elev (ft MSL)
10/31/2000 4:30	2.11
10/31/2000 4:36	2.12
10/31/2000 4:42	2.13
10/31/2000 4:48	1.90
10/31/2000 4:54	1.91
10/31/2000 5:00	1.94
10/31/2000 5:06	1.94
10/31/2000 5:12	1.95
10/31/2000 5:18	2.17
10/31/2000 5:24	1.96
10/31/2000 5:30	1.99
10/31/2000 5:36	2.00
10/31/2000 5:42	2.22
10/31/2000 5:48	2.03
10/31/2000 5:54	2.23
10/31/2000 6:00	2.04
10/31/2000 6:06	2.25
10/31/2000 6:12	2.05
10/31/2000 6:18	2.27
10/31/2000 6:24	2.08
10/31/2000 6:30	2.27
10/31/2000 6:36	2.10
10/31/2000 6:42	2.28
10/31/2000 6:48	2.11
10/31/2000 6:54	2.29
10/31/2000 7:00	2.12
10/31/2000 7:06	2.30
10/31/2000 7:12	2.14
10/31/2000 7:18	2.29
10/31/2000 7:24	2.15
10/31/2000 7:30	2.30
10/31/2000 7:36	2.16
10/31/2000 7:42	2.29
10/31/2000 7:48	2.17
10/31/2000 7:54	2.28
10/31/2000 8:00	2.17
10/31/2000 8:06	2.28
10/31/2000 8:12	2.17
10/31/2000 8:18	2.27
10/31/2000 8:24	2.17
10/31/2000 8:30	2.27
10/31/2000 8:36	2.17
10/31/2000 8:42	2.27
10/31/2000 8:48	2.17
10/31/2000 8:54	2.26
10/31/2000 9:00	2.25
10/31/2000 9:06	2.24

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PLATE 3.5

Analyzed Data of 4 Monitoring Wells

Date/Time	Approx. Water Elev (ft MSL)
10/31/2000 9:12	2.24
10/31/2000 9:18	2.23
10/31/2000 9:24	2.22
10/31/2000 9:30	2.22
10/31/2000 9:36	2.21
10/31/2000 9:42	2.21
10/31/2000 9:48	2.20
10/31/2000 9:54	2.19
10/31/2000 10:00	2.19
10/31/2000 10:06	2.18
10/31/2000 10:12	2.17
10/31/2000 10:18	2.16
10/31/2000 10:24	2.14
10/31/2000 10:30	2.13
10/31/2000 10:36	2.13
10/31/2000 10:42	2.12
10/31/2000 10:48	2.09
10/31/2000 10:54	2.08
10/31/2000 11:00	2.07
10/31/2000 11:06	2.06
10/31/2000 11:12	2.04
10/31/2000 11:18	2.03
10/31/2000 11:24	2.01
10/31/2000 11:30	1.99
10/31/2000 11:36	1.99
10/31/2000 11:42	1.97
10/31/2000 11:48	1.96
10/31/2000 11:54	1.94
10/31/2000 12:00	1.94
10/31/2000 12:06	1.93
10/31/2000 12:12	1.91
10/31/2000 12:18	1.90
10/31/2000 12:24	1.89
10/31/2000 12:30	1.88
10/31/2000 12:36	1.87
10/31/2000 12:42	1.87
10/31/2000 12:48	1.86
10/31/2000 12:54	1.85
10/31/2000 13:00	1.86
10/31/2000 13:06	1.84
10/31/2000 13:12	1.84
10/31/2000 13:18	1.83
10/31/2000 13:24	1.83
10/31/2000 13:30	1.82
10/31/2000 13:36	1.82
10/31/2000 13:42	1.81
10/31/2000 13:48	1.81

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PLATE 3.6



Analyzed Data of 4 Monitoring Wells

Date/Time	Approx. Water Elev (ft MSL)
10/31/2000 13:54	1.81
10/31/2000 14:00	1.80
10/31/2000 14:06	1.80
10/31/2000 14:12	1.80
10/31/2000 14:18	1.81
10/31/2000 14:24	1.80
10/31/2000 14:30	1.80
10/31/2000 14:36	1.80
10/31/2000 14:42	1.79
10/31/2000 14:48	1.79
10/31/2000 14:54	1.80
10/31/2000 15:00	1.80
10/31/2000 15:06	1.79
10/31/2000 15:12	1.79
10/31/2000 15:18	1.79
10/31/2000 15:24	1.79
10/31/2000 15:30	1.79
10/31/2000 15:36	1.79
10/31/2000 15:42	1.79
10/31/2000 15:48	1.79
10/31/2000 15:54	1.79
10/31/2000 16:00	1.79
10/31/2000 16:06	1.79
10/31/2000 16:12	1.78
10/31/2000 16:18	1.79
10/31/2000 16:24	1.79
10/31/2000 16:30	1.78
10/31/2000 16:36	1.78
10/31/2000 16:42	1.77
10/31/2000 16:48	1.77
10/31/2000 16:54	1.77
10/31/2000 17:00	1.77
10/31/2000 17:06	1.77
10/31/2000 17:12	1.77
10/31/2000 17:18	1.77
10/31/2000 17:24	1.77
10/31/2000 17:30	1.77
10/31/2000 17:36	1.76
10/31/2000 17:42	1.76
10/31/2000 17:48	1.76
10/31/2000 17:54	1.75
10/31/2000 18:00	1.74
10/31/2000 18:06	1.74
10/31/2000 18:12	1.74
10/31/2000 18:18	1.74
10/31/2000 18:24	1.73
10/31/2000 18:30	1.72

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PLATE 3.7

Analyzed Data of 4 Monitoring Wells

Date/Time	Approx. Water Elev (ft MSL)
10/31/2000 18:36	1.71
10/31/2000 18:42	1.70
10/31/2000 18:48	1.70
10/31/2000 18:54	1.69
10/31/2000 19:00	1.69
10/31/2000 19:06	1.68
10/31/2000 19:12	1.68
10/31/2000 19:18	1.66
10/31/2000 19:24	1.66
10/31/2000 19:30	1.66
10/31/2000 19:36	1.65
10/31/2000 19:42	1.65
10/31/2000 19:48	1.65
10/31/2000 19:54	1.64
10/31/2000 20:00	1.63
10/31/2000 20:06	1.62
10/31/2000 20:12	1.61
10/31/2000 20:18	1.61
10/31/2000 20:24	1.60
10/31/2000 20:30	1.60
10/31/2000 20:36	1.59
10/31/2000 20:42	1.57
10/31/2000 20:48	1.56
10/31/2000 20:54	1.57
10/31/2000 21:00	1.55
10/31/2000 21:06	1.55
10/31/2000 21:12	1.54
10/31/2000 21:18	1.53
10/31/2000 21:24	1.52
10/31/2000 21:30	1.52
10/31/2000 21:36	1.52
10/31/2000 21:42	1.51
10/31/2000 21:48	1.51
10/31/2000 21:54	1.49
10/31/2000 22:00	1.49
10/31/2000 22:06	1.49
10/31/2000 22:12	1.49
10/31/2000 22:18	1.49
10/31/2000 22:24	1.48
10/31/2000 22:30	1.47
10/31/2000 22:36	1.48
10/31/2000 22:42	1.48
10/31/2000 22:48	1.48
10/31/2000 22:54	1.48
10/31/2000 23:00	1.48
10/31/2000 23:06	1.48
10/31/2000 23:12	1.47

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PLATE 3.8

Analyzed Data of 4 Monitoring Wells

Date/Time	Approx. Water Elev (ft MSL)	Approx. Water Elev (ft MSL)
10/31/2000 23:18	1.46	1.84
10/31/2000 23:24	1.46	1.83
10/31/2000 23:30	1.45	1.82
10/31/2000 23:36	1.46	1.82
10/31/2000 23:42	1.46	1.82
10/31/2000 23:48	1.46	1.81
10/31/2000 23:54	1.46	1.81
11/01/2000 0:00	1.47	1.81
11/01/2000 0:06	1.47	1.81
11/01/2000 0:12	1.47	1.80
11/01/2000 0:18	1.47	1.80
11/01/2000 0:24	1.48	1.80
11/01/2000 0:30	1.47	1.80
11/01/2000 0:36	1.48	1.80
11/01/2000 0:42	1.49	1.80
11/01/2000 0:48	1.50	1.81
11/01/2000 0:54	1.51	1.81
11/01/2000 1:00	1.52	1.81
11/01/2000 1:06	1.52	1.81
11/01/2000 1:12	1.53	1.81
11/01/2000 1:18	1.54	1.82
11/01/2000 1:24	1.54	1.82
11/01/2000 1:30	1.55	1.82
11/01/2000 1:36	1.56	1.82
11/01/2000 1:42	1.57	1.82
11/01/2000 1:48	1.58	1.83
11/01/2000 1:54	1.59	1.83
11/01/2000 2:00	1.60	1.83
11/01/2000 2:06	1.61	1.83
11/01/2000 2:12	1.63	1.84
11/01/2000 2:18	1.65	1.84
11/01/2000 2:24	1.65	1.85
11/01/2000 2:30	1.66	1.85
11/01/2000 2:36	1.68	1.86
11/01/2000 2:42	1.68	1.87
11/01/2000 2:48	1.70	1.87
11/01/2000 2:54	1.71	1.87
11/01/2000 3:00	1.73	1.88
11/01/2000 3:06	1.75	1.89
11/01/2000 3:12	1.76	1.90
11/01/2000 3:18	1.78	1.91
11/01/2000 3:24	1.79	1.92
11/01/2000 3:30	1.80	1.92
11/01/2000 3:36	1.81	1.93
11/01/2000 3:42	1.82	1.93
11/01/2000 3:48	1.84	1.94
11/01/2000 3:54	1.85	1.94

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PLATE 39

Analyzed Data of 4 Monitoring Wells

Date/Time	Approx. Water Elev (ft MSL)	Approx. Water Elev (ft MSL)
11/01/2000 4:00	1.86	1.69
11/01/2000 4:06	1.87	1.70
11/01/2000 4:12	1.89	1.71
11/01/2000 4:18	1.91	1.72
11/01/2000 4:24	1.93	1.74
11/01/2000 4:30	1.94	1.76
11/01/2000 4:36	1.95	1.77
11/01/2000 4:42	1.96	1.78
11/01/2000 4:48	1.98	1.79
11/01/2000 4:54	1.99	1.81
11/01/2000 5:00	2.00	1.82
11/01/2000 5:06	2.02	1.83
11/01/2000 5:12	2.03	1.85
11/01/2000 5:18	2.04	1.86
11/01/2000 5:24	2.05	1.86
11/01/2000 5:30	2.06	1.87
11/01/2000 5:36	2.07	1.88
11/01/2000 5:42	2.09	1.89
11/01/2000 5:48	2.10	1.90
11/01/2000 5:54	2.11	1.91
11/01/2000 6:00	2.13	1.93
11/01/2000 6:06	2.14	1.94
11/01/2000 6:12	2.15	1.95
11/01/2000 6:18	2.15	1.96
11/01/2000 6:24	2.16	1.97
11/01/2000 6:30	2.18	1.98
11/01/2000 6:36	2.19	1.99
11/01/2000 6:42	2.19	2.00
11/01/2000 6:48	2.21	2.01
11/01/2000 6:54	2.21	2.03
11/01/2000 7:00	2.21	2.04
11/01/2000 7:06	2.22	2.05
11/01/2000 7:12	2.23	2.06
11/01/2000 7:18	2.24	2.06
11/01/2000 7:24	2.24	2.07
11/01/2000 7:30	2.25	2.08
11/01/2000 7:36	2.25	2.09
11/01/2000 7:42	2.25	2.10
11/01/2000 7:48	2.26	2.11
11/01/2000 7:54	2.26	2.11
11/01/2000 8:00	2.26	2.11
11/01/2000 8:06	2.27	2.11
11/01/2000 8:12	2.25	2.12
11/01/2000 8:18	2.26	2.12
11/01/2000 8:24	2.26	2.12
11/01/2000 8:30	2.26	2.12
11/01/2000 8:36	2.26	2.13

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PLATE 3.10

Analyzed Data of 4 Monitoring Wells

Date/Time	Approx. Water Elev (ft MSL)
11/01/2000 8:42	2.25
11/01/2000 8:48	2.25
11/01/2000 8:54	2.25
11/01/2000 9:00	2.24
11/01/2000 9:06	2.24
11/01/2000 9:12	2.23
11/01/2000 9:18	2.23
11/01/2000 9:24	2.23
11/01/2000 9:30	2.23
11/01/2000 9:36	2.23
11/01/2000 9:42	2.22
11/01/2000 9:48	2.22
11/01/2000 9:54	2.21
11/01/2000 10:00	2.20
11/01/2000 10:06	2.20
11/01/2000 10:12	2.19
11/01/2000 10:18	2.18
11/01/2000 10:24	2.18
11/01/2000 10:30	2.16
11/01/2000 10:36	2.16
11/01/2000 10:42	2.15
11/01/2000 10:48	2.14
11/01/2000 10:54	2.13
11/01/2000 11:00	2.11
11/01/2000 11:06	2.10
11/01/2000 11:12	2.08
11/01/2000 11:18	2.07
11/01/2000 11:24	2.06
11/01/2000 11:30	2.05
11/01/2000 11:36	2.03
11/01/2000 11:42	2.03
11/01/2000 11:48	2.01
11/01/2000 11:54	2.00
11/01/2000 12:00	1.98
11/01/2000 12:06	1.97
11/01/2000 12:12	1.96
11/01/2000 12:18	1.95
11/01/2000 12:24	1.95
11/01/2000 12:30	1.93
11/01/2000 12:36	1.92
11/01/2000 12:42	1.91
11/01/2000 12:48	1.90
11/01/2000 12:54	1.90
11/01/2000 13:00	1.89
11/01/2000 13:06	1.88
11/01/2000 13:12	1.87
11/01/2000 13:18	1.87

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PLATE 3.11

Analyzed Data of 4 Monitoring Wells

Date/Time	Approx. Water Elev (ft MSL)
11/01/2000 13:24	1.86
11/01/2000 13:30	1.86
11/01/2000 13:36	1.85
11/01/2000 13:42	1.84
11/01/2000 13:48	1.84
11/01/2000 13:54	1.84
11/01/2000 14:00	1.83
11/01/2000 14:06	1.83
11/01/2000 14:12	1.81
11/01/2000 14:18	1.81
11/01/2000 14:24	1.81
11/01/2000 14:30	1.80
11/01/2000 14:36	1.79
11/01/2000 14:42	1.79
11/01/2000 14:48	1.78
11/01/2000 14:54	1.78
11/01/2000 15:00	1.78
11/01/2000 15:06	1.77
11/01/2000 15:12	1.77
11/01/2000 15:18	1.77
11/01/2000 15:24	1.77
11/01/2000 15:30	1.77
11/01/2000 15:36	1.77
11/01/2000 15:42	1.76
11/01/2000 15:48	1.76
11/01/2000 15:54	1.76
11/01/2000 16:00	1.76
11/01/2000 16:06	1.75
11/01/2000 16:12	1.75
11/01/2000 16:18	1.75
11/01/2000 16:24	1.75
11/01/2000 16:30	1.75
11/01/2000 16:36	1.75
11/01/2000 16:42	1.76
11/01/2000 16:48	1.74
11/01/2000 16:54	1.75
11/01/2000 17:00	1.74
11/01/2000 17:06	1.73
11/01/2000 17:12	1.72
11/01/2000 17:18	1.73
11/01/2000 17:24	1.72
11/01/2000 17:30	1.72
11/01/2000 17:36	1.71
11/01/2000 17:42	1.72
11/01/2000 17:48	1.70
11/01/2000 17:54	1.70
11/01/2000 18:00	1.70

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PLATE 3.12

Analyzed Data of 4 Monitoring Wells

Date/Time	Approx. Water Elev (ft MSL)
11/01/2000 18:06	1.69
11/01/2000 18:12	1.69
11/01/2000 18:18	1.68
11/01/2000 18:24	1.68
11/01/2000 18:30	1.67
11/01/2000 18:36	1.67
11/01/2000 18:42	1.66
11/01/2000 18:48	1.65
11/01/2000 18:54	1.65
11/01/2000 19:00	1.64
11/01/2000 19:06	1.64
11/01/2000 19:12	1.64
11/01/2000 19:18	1.63
11/01/2000 19:24	1.62
11/01/2000 19:30	1.63
11/01/2000 19:36	1.61
11/01/2000 19:42	1.61
11/01/2000 19:48	1.61
11/01/2000 19:54	1.60
11/01/2000 20:00	1.60
11/01/2000 20:06	1.59
11/01/2000 20:12	1.59
11/01/2000 20:18	1.58
11/01/2000 20:24	1.57
11/01/2000 20:30	1.58
11/01/2000 20:36	1.56
11/01/2000 20:42	1.55
11/01/2000 20:48	1.56
11/01/2000 20:54	1.55
11/01/2000 21:00	1.54
11/01/2000 21:06	1.54
11/01/2000 21:12	1.54
11/01/2000 21:18	1.54
11/01/2000 21:24	1.53
11/01/2000 21:30	1.53
11/01/2000 21:36	1.53
11/01/2000 21:42	1.53
11/01/2000 21:48	1.53
11/01/2000 21:54	1.53
11/01/2000 22:00	1.52
11/01/2000 22:06	1.52
11/01/2000 22:12	1.51
11/01/2000 22:18	1.51
11/01/2000 22:24	1.50
11/01/2000 22:30	1.50
11/01/2000 22:36	1.50
11/01/2000 22:42	1.49

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PLATE 3.13

Analyzed Data of 4 Monitoring Wells

Date/Time	Approx. Water Elev (ft MSL)
11/01/2000 22:48	1.50
11/01/2000 22:54	1.49
11/01/2000 23:00	1.49
11/01/2000 23:06	1.49
11/01/2000 23:12	1.48
11/01/2000 23:18	1.49
11/01/2000 23:24	1.48
11/01/2000 23:30	1.47
11/01/2000 23:36	1.47
11/01/2000 23:42	1.48
11/01/2000 23:48	1.47
11/01/2000 23:54	1.47
11/02/2000 0:00	1.47
11/02/2000 0:06	1.47
11/02/2000 0:12	1.47
11/02/2000 0:18	1.47
11/02/2000 0:24	1.48
11/02/2000 0:30	1.47
11/02/2000 0:36	1.48
11/02/2000 0:42	1.48
11/02/2000 0:48	1.48
11/02/2000 0:54	1.48
11/02/2000 1:00	1.48
11/02/2000 1:06	1.48
11/02/2000 1:12	1.49
11/02/2000 1:18	1.49
11/02/2000 1:24	1.50
11/02/2000 1:30	1.51
11/02/2000 1:36	1.51
11/02/2000 1:42	1.52
11/02/2000 1:48	1.53
11/02/2000 1:54	1.54
11/02/2000 2:00	1.54
11/02/2000 2:06	1.55
11/02/2000 2:12	1.56
11/02/2000 2:18	1.57
11/02/2000 2:24	1.57
11/02/2000 2:30	1.58
11/02/2000 2:36	1.59
11/02/2000 2:42	1.59
11/02/2000 2:48	1.62
11/02/2000 2:54	1.62
11/02/2000 3:00	1.64
11/02/2000 3:06	1.65
11/02/2000 3:12	1.65
11/02/2000 3:18	1.67
11/02/2000 3:24	1.68

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PLATE 3.14

Analyzed Data of 4 Monitoring Wells

Date/Time	Approx. Water Elev (ft MSL)
11/02/2000 3:30	1.71
11/02/2000 3:36	1.55
11/02/2000 3:42	1.73
11/02/2000 3:48	1.58
11/02/2000 3:54	1.75
11/02/2000 4:00	1.76
11/02/2000 4:06	1.77
11/02/2000 4:12	1.79
11/02/2000 4:18	1.80
11/02/2000 4:24	1.82
11/02/2000 4:30	1.83
11/02/2000 4:36	1.84
11/02/2000 4:42	1.85
11/02/2000 4:48	1.87
11/02/2000 4:54	1.87
11/02/2000 5:00	1.89
11/02/2000 5:06	1.90
11/02/2000 5:12	1.91
11/02/2000 5:18	1.92
11/02/2000 5:24	1.93
11/02/2000 5:30	1.94
11/02/2000 5:36	1.95
11/02/2000 5:42	1.95
11/02/2000 5:48	1.97
11/02/2000 5:54	1.98
11/02/2000 6:00	1.98
11/02/2000 6:06	1.99
11/02/2000 6:12	2.01
11/02/2000 6:18	2.01
11/02/2000 6:24	2.01
11/02/2000 6:30	2.03
11/02/2000 6:36	2.03
11/02/2000 6:42	2.05
11/02/2000 6:48	2.06
11/02/2000 6:54	2.06
11/02/2000 7:00	2.06
11/02/2000 7:06	2.07
11/02/2000 7:12	2.09
11/02/2000 7:18	2.09
11/02/2000 7:24	2.09
11/02/2000 7:30	2.10
11/02/2000 7:36	2.10
11/02/2000 7:42	2.11
11/02/2000 7:48	2.10
11/02/2000 7:54	2.10
11/02/2000 8:00	2.11
11/02/2000 8:06	2.13

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PLATE 3.15

Analyzed Data of 4 Monitoring Wells

Date/Time	Approx. Water Elev (ft MSL)
11/02/2000 8:12	2.12
11/02/2000 8:18	2.12
11/02/2000 8:24	2.12
11/02/2000 8:30	2.14
11/02/2000 8:36	2.13
11/02/2000 8:42	2.13
11/02/2000 8:48	2.14
11/02/2000 8:54	2.13
11/02/2000 9:00	2.13
11/02/2000 9:06	2.13
11/02/2000 9:12	2.13
11/02/2000 9:18	2.13
11/02/2000 9:24	2.14
11/02/2000 9:30	2.14
11/02/2000 9:36	2.15
11/02/2000 9:42	2.14
11/02/2000 9:48	2.14
11/02/2000 9:54	2.14
11/02/2000 10:00	2.14
11/02/2000 10:06	2.14
11/02/2000 10:12	2.14
11/02/2000 10:18	2.13
11/02/2000 10:24	2.13
11/02/2000 10:30	2.12
11/02/2000 10:36	2.11
11/02/2000 10:42	2.11
11/02/2000 10:48	2.10
11/02/2000 10:54	2.10
11/02/2000 11:00	2.09
11/02/2000 11:06	2.09
11/02/2000 11:12	2.09
11/02/2000 11:18	2.08
11/02/2000 11:24	2.07
11/02/2000 11:30	2.07
11/02/2000 11:36	2.06
11/02/2000 11:42	2.06
11/02/2000 11:48	2.05
11/02/2000 11:54	2.05
11/02/2000 12:00	2.04
11/02/2000 12:06	2.03
11/02/2000 12:12	2.02
11/02/2000 12:18	2.01
11/02/2000 12:24	2.01
11/02/2000 12:30	1.99
11/02/2000 12:36	1.99
11/02/2000 12:42	1.98
11/02/2000 12:48	1.96

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PLATE 3.16

Analyzed Data of 4 Monitoring Wells

Date/Time	Approx. Water Elev (ft MSL)
11/02/2000 12:54	1.96
11/02/2000 13:00	1.91
11/02/2000 13:06	1.94
11/02/2000 13:12	1.94
11/02/2000 13:18	1.93
11/02/2000 13:24	1.91
11/02/2000 13:30	1.90
11/02/2000 13:36	1.89
11/02/2000 13:42	1.88
11/02/2000 13:48	1.86
11/02/2000 13:54	1.86
11/02/2000 14:00	1.84
11/02/2000 14:06	1.83
11/02/2000 14:12	1.82
11/02/2000 14:18	1.81
11/02/2000 14:24	1.80
11/02/2000 14:30	1.79
11/02/2000 14:36	1.78
11/02/2000 14:42	1.78
11/02/2000 14:48	1.78
11/02/2000 14:54	1.77
11/02/2000 15:00	1.76
11/02/2000 15:06	1.75
11/02/2000 15:12	1.75
11/02/2000 15:18	1.73
11/02/2000 15:24	1.73
11/02/2000 15:30	1.73
11/02/2000 15:36	1.72
11/02/2000 15:42	1.71
11/02/2000 15:48	1.70
11/02/2000 15:54	1.69
11/02/2000 16:00	1.68
11/02/2000 16:06	1.68
11/02/2000 16:12	1.68
11/02/2000 16:18	1.67
11/02/2000 16:24	1.67
11/02/2000 16:30	1.67
11/02/2000 16:36	1.67
11/02/2000 16:42	1.67
11/02/2000 16:48	1.66
11/02/2000 16:54	1.65
11/02/2000 17:00	1.65
11/02/2000 17:06	1.66
11/02/2000 17:12	1.65
11/02/2000 17:18	1.65
11/02/2000 17:24	1.64
11/02/2000 17:30	1.64

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PLATE 3.17

Analyzed Data of 4 Monitoring Wells

Date/Time	Approx. Water Elev (ft MSL)
11/02/2000 17:36	1.64
11/02/2000 17:42	1.63
11/02/2000 17:48	1.63
11/02/2000 17:54	1.62
11/02/2000 18:00	1.61
11/02/2000 18:06	1.62
11/02/2000 18:12	1.61
11/02/2000 18:18	1.60
11/02/2000 18:24	1.60
11/02/2000 18:30	1.60
11/02/2000 18:36	1.59
11/02/2000 18:42	1.59
11/02/2000 18:48	1.58
11/02/2000 18:54	1.58
11/02/2000 19:00	1.58
11/02/2000 19:06	1.57
11/02/2000 19:12	1.56
11/02/2000 19:18	1.56
11/02/2000 19:24	1.56
11/02/2000 19:30	1.55
11/02/2000 19:36	1.56
11/02/2000 19:42	1.55
11/02/2000 19:48	1.55
11/02/2000 19:54	1.54
11/02/2000 20:00	1.54
11/02/2000 20:06	1.53
11/02/2000 20:12	1.53
11/02/2000 20:18	1.52
11/02/2000 20:24	1.52
11/02/2000 20:30	1.52
11/02/2000 20:36	1.52
11/02/2000 20:42	1.52
11/02/2000 20:48	1.52
11/02/2000 20:54	1.51
11/02/2000 21:00	1.51
11/02/2000 21:06	1.50
11/02/2000 21:12	1.51
11/02/2000 21:18	1.50
11/02/2000 21:24	1.50
11/02/2000 21:30	1.49
11/02/2000 21:36	1.49
11/02/2000 21:42	1.49
11/02/2000 21:48	1.49
11/02/2000 21:54	1.49
11/02/2000 22:00	1.49
11/02/2000 22:06	1.50
11/02/2000 22:12	1.49

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PLATE 3.18

Analyzed Data of 4 Monitoring Wells

Date/Time	Approx. Water Elev (ft MSL)	Approx. Water Elev (ft MSL)
11/02/2000 22:18	1.50	1.83
11/02/2000 22:24	1.50	1.83
11/02/2000 22:30	1.50	1.83
11/02/2000 22:36	1.50	1.83
11/02/2000 22:42	1.51	1.83
11/02/2000 22:48	1.50	1.83
11/02/2000 22:54	1.52	1.82
11/02/2000 23:00	1.51	1.82
11/02/2000 23:06	1.52	1.82
11/02/2000 23:12	1.52	1.82
11/02/2000 23:18	1.52	1.82
11/02/2000 23:24	1.52	1.82
11/02/2000 23:30	1.52	1.82
11/02/2000 23:36	1.52	1.82
11/02/2000 23:42	1.52	1.82
11/02/2000 23:48	1.52	1.82
11/02/2000 23:54	1.52	1.81
11/03/2000 0:00	1.52	1.81
11/03/2000 0:06	1.52	1.81
11/03/2000 0:12	1.52	1.81
11/03/2000 0:18	1.52	1.81
11/03/2000 0:24	1.52	1.81
11/03/2000 0:30	1.52	1.81
11/03/2000 0:36	1.52	1.81
11/03/2000 0:42	1.52	1.81
11/03/2000 0:48	1.53	1.81
11/03/2000 0:54	1.53	1.81
11/03/2000 1:00	1.52	1.80
11/03/2000 1:06	1.53	1.80
11/03/2000 1:12	1.53	1.80
11/03/2000 1:18	1.53	1.80
11/03/2000 1:24	1.52	1.80
11/03/2000 1:30	1.53	1.80
11/03/2000 1:36	1.53	1.80
11/03/2000 1:42	1.54	1.80
11/03/2000 1:48	1.54	1.80
11/03/2000 1:54	1.54	1.80
11/03/2000 2:00	1.54	1.80
11/03/2000 2:06	1.55	1.80
11/03/2000 2:12	1.55	1.80
11/03/2000 2:18	1.55	1.81
11/03/2000 2:24	1.55	1.81
11/03/2000 2:30	1.55	1.80
11/03/2000 2:36	1.55	1.80
11/03/2000 2:42	1.55	1.80
11/03/2000 2:48	1.56	1.80
11/03/2000 2:54	1.55	1.80

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PLATE 3.19

Analyzed Data of 4 Monitoring Wells

Date/Time	Approx. Water Elev (ft MSL)	Approx. Water Elev (ft MSL)
11/03/2000 3:00	1.56	1.80
11/03/2000 3:06	1.56	1.80
11/03/2000 3:12	1.57	1.81
11/03/2000 3:18	1.57	1.81
11/03/2000 3:24	1.59	1.81
11/03/2000 3:30	1.59	1.82
11/03/2000 3:36	1.61	1.82
11/03/2000 3:42	1.62	1.83
11/03/2000 3:48	1.63	1.83
11/03/2000 3:54	1.64	1.84
11/03/2000 4:00	1.65	1.84
11/03/2000 4:06	1.66	1.85
11/03/2000 4:12	1.67	1.86
11/03/2000 4:18	1.68	1.86
11/03/2000 4:24	1.69	1.87
11/03/2000 4:30	1.70	1.87
11/03/2000 4:36	1.71	1.88
11/03/2000 4:42	1.73	1.89
11/03/2000 4:48	1.74	1.89
11/03/2000 4:54	1.75	1.90
11/03/2000 5:00	1.76	1.90
11/03/2000 5:06	1.77	1.91
11/03/2000 5:12	1.79	1.92
11/03/2000 5:18	1.80	1.93
11/03/2000 5:24	1.81	1.94
11/03/2000 5:30	1.82	1.94
11/03/2000 5:36	1.83	1.95
11/03/2000 5:42	1.83	1.96
11/03/2000 5:48	1.85	1.97
11/03/2000 5:54	1.85	1.97
11/03/2000 6:00	1.86	1.98
11/03/2000 6:06	1.87	1.99
11/03/2000 6:12	1.88	2.00
11/03/2000 6:18	1.88	2.00
11/03/2000 6:24	1.89	2.01
11/03/2000 6:30	1.89	2.01
11/03/2000 6:36	1.89	2.02
11/03/2000 6:42	1.90	2.02
11/03/2000 6:48	1.91	2.03
11/03/2000 6:54	1.92	2.03
11/03/2000 7:00	1.92	2.04
11/03/2000 7:06	1.92	2.05
11/03/2000 7:12	1.93	2.05
11/03/2000 7:18	1.94	2.06
11/03/2000 7:24	1.94	2.06
11/03/2000 7:30	1.95	2.07
11/03/2000 7:36	1.95	2.07

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PLATE 3.20

Analyzed Data of 4 Monitoring Wells

Date/Time	Approx. Water Elev (ft MSL)
11/03/2000 7:42	1.96
11/03/2000 7:48	1.84
11/03/2000 7:54	1.85
11/03/2000 8:00	1.97
11/03/2000 8:06	1.86
11/03/2000 8:12	1.97
11/03/2000 8:18	1.86
11/03/2000 8:24	1.98
11/03/2000 8:30	2.01
11/03/2000 8:36	2.03
11/03/2000 8:42	2.02
11/03/2000 8:48	2.03
11/03/2000 8:54	2.03
11/03/2000 9:00	2.04
11/03/2000 9:06	2.05
11/03/2000 9:12	2.05
11/03/2000 9:18	2.06
11/03/2000 9:24	2.07
11/03/2000 9:30	2.07
11/03/2000 9:36	2.08
11/03/2000 9:42	2.09
11/03/2000 9:48	2.09
11/03/2000 9:54	2.10
11/03/2000 10:00	2.11
11/03/2000 10:06	2.11
11/03/2000 10:12	2.11
11/03/2000 10:18	2.12
11/03/2000 10:24	2.12
11/03/2000 10:30	2.11
11/03/2000 10:36	2.12
11/03/2000 10:42	2.11
11/03/2000 10:48	2.11
11/03/2000 10:54	2.11
11/03/2000 11:00	2.10
11/03/2000 11:06	2.10
11/03/2000 11:12	2.11
11/03/2000 11:18	2.10
11/03/2000 11:24	2.09
11/03/2000 11:30	2.09
11/03/2000 11:36	2.07
11/03/2000 11:42	2.06
11/03/2000 11:48	2.07
11/03/2000 11:54	2.05
11/03/2000 12:00	2.04
11/03/2000 12:06	2.04
11/03/2000 12:12	2.03
11/03/2000 12:18	2.02

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PLATE 3.21

Analyzed Data of 4 Monitoring Wells

Date/Time	Approx. Water Elev (ft MSL)
11/03/2000 12:24	2.02
11/03/2000 12:30	2.00
11/03/2000 12:36	1.99
11/03/2000 12:42	1.97
11/03/2000 12:48	1.97
11/03/2000 12:54	1.96
11/03/2000 13:00	1.95
11/03/2000 13:06	1.93
11/03/2000 13:12	1.93
11/03/2000 13:18	1.91
11/03/2000 13:24	1.90
11/03/2000 13:30	1.90
11/03/2000 13:36	1.87
11/03/2000 13:42	1.86
11/03/2000 13:48	1.86
11/03/2000 13:54	1.84
11/03/2000 14:00	1.83
11/03/2000 14:06	1.82
11/03/2000 14:12	1.80
11/03/2000 14:18	1.79
11/03/2000 14:24	1.78
11/03/2000 14:30	1.77
11/03/2000 14:36	1.75
11/03/2000 14:42	1.74
11/03/2000 14:48	1.73
11/03/2000 14:54	1.72
11/03/2000 15:00	1.71
11/03/2000 15:06	1.69
11/03/2000 15:12	1.69
11/03/2000 15:18	1.68
11/03/2000 15:24	1.68
11/03/2000 15:30	1.66
11/03/2000 15:36	1.66
11/03/2000 15:42	1.64
11/03/2000 15:48	1.64
11/03/2000 15:54	1.63
11/03/2000 16:00	1.62
11/03/2000 16:06	1.61
11/03/2000 16:12	1.61
11/03/2000 16:18	1.60
11/03/2000 16:24	1.60
11/03/2000 16:30	1.59
11/03/2000 16:36	1.59
11/03/2000 16:42	1.58
11/03/2000 16:48	1.58
11/03/2000 16:54	1.58
11/03/2000 17:00	1.57

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PLATE 3.22



Analyzed Data of 4 Monitoring Wells

Date/Time	Approx. Water Elev (ft MSL)
11/03/2000 17:06	1.57
11/03/2000 17:12	1.59
11/03/2000 17:18	1.58
11/03/2000 17:24	1.57
11/03/2000 17:30	1.55
11/03/2000 17:36	1.55
11/03/2000 17:42	1.55
11/03/2000 17:48	1.55
11/03/2000 17:54	1.55
11/03/2000 18:00	1.55
11/03/2000 18:06	1.54
11/03/2000 18:12	1.54
11/03/2000 18:18	1.54
11/03/2000 18:24	1.53
11/03/2000 18:30	1.54
11/03/2000 18:36	1.52
11/03/2000 18:42	1.52
11/03/2000 18:48	1.52
11/03/2000 18:54	1.52
11/03/2000 19:00	1.53
11/03/2000 19:06	1.51
11/03/2000 19:12	1.52
11/03/2000 19:18	1.52
11/03/2000 19:24	1.52
11/03/2000 19:30	1.52
11/03/2000 19:36	1.52
11/03/2000 19:42	1.52
11/03/2000 19:48	1.52
11/03/2000 19:54	1.51
11/03/2000 20:00	1.51
11/03/2000 20:06	1.51
11/03/2000 20:12	1.51
11/03/2000 20:18	1.51
11/03/2000 20:24	1.51
11/03/2000 20:30	1.51
11/03/2000 20:36	1.51
11/03/2000 20:42	1.51
11/03/2000 20:48	1.50
11/03/2000 20:54	1.51
11/03/2000 21:00	1.51
11/03/2000 21:06	1.51
11/03/2000 21:12	1.51
11/03/2000 21:18	1.51
11/03/2000 21:24	1.51
11/03/2000 21:30	1.51
11/03/2000 21:36	1.52
11/03/2000 21:42	1.52

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PLATE 3.23

Analyzed Data of 4 Monitoring Wells

Date/Time	Approx. Water Elev (ft MSL)
11/03/2000 21:48	1.52
11/03/2000 21:54	1.52
11/03/2000 22:00	1.53
11/03/2000 22:06	1.52
11/03/2000 22:12	1.53
11/03/2000 22:18	1.54
11/03/2000 22:24	1.54
11/03/2000 22:30	1.54
11/03/2000 22:36	1.54
11/03/2000 22:42	1.55
11/03/2000 22:48	1.55
11/03/2000 22:54	1.55
11/03/2000 23:00	1.55
11/03/2000 23:06	1.56
11/03/2000 23:12	1.56
11/03/2000 23:18	1.56
11/03/2000 23:24	1.57
11/03/2000 23:30	1.57
11/03/2000 23:36	1.58
11/03/2000 23:42	1.58
11/03/2000 23:48	1.57
11/03/2000 23:54	1.58
11/04/2000 0:00	1.57
11/04/2000 0:06	1.58
11/04/2000 0:12	1.57
11/04/2000 0:18	1.57
11/04/2000 0:24	1.58
11/04/2000 0:30	1.58
11/04/2000 0:36	1.57
11/04/2000 0:42	1.57
11/04/2000 0:48	1.57
11/04/2000 0:54	1.57
11/04/2000 1:00	1.57
11/04/2000 1:06	1.57
11/04/2000 1:12	1.57
11/04/2000 1:18	1.57
11/04/2000 1:24	1.56
11/04/2000 1:30	1.56
11/04/2000 1:36	1.57
11/04/2000 1:42	1.56
11/04/2000 1:48	1.56
11/04/2000 1:54	1.55
11/04/2000 2:00	1.56
11/04/2000 2:06	1.56
11/04/2000 2:12	1.56
11/04/2000 2:18	1.56
11/04/2000 2:24	1.56

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PLATE 3.24

Analyzed Data of 4 Monitoring Wells

Date/Time	Approx. Water Elev (ft MSL)	Approx. Water Elev (ft MSL)
11/04/2000 2:30	1.57	1.50
11/04/2000 2:36	1.56	1.50
11/04/2000 2:42	1.57	1.50
11/04/2000 2:48	1.57	1.50
11/04/2000 2:54	1.57	1.50
11/04/2000 3:00	1.58	1.50
11/04/2000 3:06	1.58	1.50
11/04/2000 3:12	1.58	1.50
11/04/2000 3:18	1.59	1.51
11/04/2000 3:24	1.59	1.51
11/04/2000 3:30	1.60	1.51
11/04/2000 3:36	1.61	1.51
11/04/2000 3:42	1.61	1.51
11/04/2000 3:48	1.61	1.52
11/04/2000 3:54	1.61	1.52
11/04/2000 4:00	1.62	1.52
11/04/2000 4:06	1.63	1.53
11/04/2000 4:12	1.63	1.53
11/04/2000 4:18	1.64	1.54
11/04/2000 4:24	1.64	1.54
11/04/2000 4:30	1.65	1.54
11/04/2000 4:36	1.66	1.55
11/04/2000 4:42	1.66	1.55
11/04/2000 4:48	1.66	1.56
11/04/2000 4:54	1.66	1.56
11/04/2000 5:00	1.67	1.56
11/04/2000 5:06	1.67	1.57
11/04/2000 5:12	1.68	1.58
11/04/2000 5:18	1.68	1.58
11/04/2000 5:24	1.69	1.59
11/04/2000 5:30	1.69	1.59
11/04/2000 5:36	1.70	1.60
11/04/2000 5:42	1.70	1.60
11/04/2000 5:48	1.72	1.61
11/04/2000 5:54	1.73	1.62
11/04/2000 6:00	1.74	1.63
11/04/2000 6:06	1.74	1.63
11/04/2000 6:12	1.75	1.63
11/04/2000 6:18	1.76	1.64
11/04/2000 6:24	1.77	1.65
11/04/2000 6:30	1.78	1.66
11/04/2000 6:36	1.78	1.67
11/04/2000 6:42	1.79	1.68
11/04/2000 6:48	1.80	1.68
11/04/2000 6:54	1.81	1.69
11/04/2000 7:00	1.82	1.70
11/04/2000 7:06	1.82	1.70

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PLATE 3.25

Analyzed Data of 4 Monitoring Wells

Date/Time	Approx. Water Elev (ft MSL)	Approx. Water Elev (ft MSL)
11/04/2000 7:12	1.83	1.71
11/04/2000 7:18	1.83	1.71
11/04/2000 7:24	1.84	1.72
11/04/2000 7:30	1.84	1.72
11/04/2000 7:36	1.85	1.73
11/04/2000 7:42	1.85	1.73
11/04/2000 7:48	1.86	1.74
11/04/2000 7:54	1.86	1.74
11/04/2000 8:00	1.87	1.75
11/04/2000 8:06	1.88	1.75
11/04/2000 8:12	1.88	1.76
11/04/2000 8:18	1.89	1.76
11/04/2000 8:24	1.90	1.77
11/04/2000 8:30	1.90	1.78
11/04/2000 8:36	1.91	1.79
11/04/2000 8:42	1.91	1.80
11/04/2000 8:48	1.92	1.80
11/04/2000 8:54	1.94	1.81
11/04/2000 9:00	1.94	1.82
11/04/2000 9:06	1.95	1.83
11/04/2000 9:12	1.96	1.84
11/04/2000 9:18	1.96	1.84
11/04/2000 9:24	1.97	1.85
11/04/2000 9:30	1.98	1.86
11/04/2000 9:36	1.99	1.86
11/04/2000 9:42	2.00	1.87
11/04/2000 9:48	2.02	1.88
11/04/2000 9:54	2.01	1.88
11/04/2000 10:00	2.02	1.89
11/04/2000 10:06	2.03	1.89
11/04/2000 10:12	2.04	1.90
11/04/2000 10:18	2.04	1.90
11/04/2000 10:24	2.04	1.90
11/04/2000 10:30	2.05	1.91
11/04/2000 10:36	2.06	1.91
11/04/2000 10:42	2.06	1.92
11/04/2000 10:48	2.06	1.92
11/04/2000 10:54	2.06	1.92
11/04/2000 11:00	2.06	1.93
11/04/2000 11:06	2.06	1.93
11/04/2000 11:12	2.06	1.94
11/04/2000 11:18	2.06	1.94
11/04/2000 11:24	2.07	1.94
11/04/2000 11:30	2.06	1.94
11/04/2000 11:36	2.05	1.94
11/04/2000 11:42	2.05	1.94
11/04/2000 11:48	2.05	1.94

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GEOLABS, INC.

PLATE 3.25

Analyzed Data of 4 Monitoring Wells

Date/Time	Approx. Water Elev (ft MSL)
11/04/2000 11:54	2.04
11/04/2000 12:00	2.04
11/04/2000 12:06	2.03
11/04/2000 12:12	2.03
11/04/2000 12:18	2.02
11/04/2000 12:24	2.03
11/04/2000 12:30	2.02
11/04/2000 12:36	2.02
11/04/2000 12:42	2.02
11/04/2000 12:48	2.02
11/04/2000 12:54	2.00
11/04/2000 13:00	2.00
11/04/2000 13:06	1.99
11/04/2000 13:12	1.98
11/04/2000 13:18	1.97
11/04/2000 13:24	1.95
11/04/2000 13:30	1.94
11/04/2000 13:36	1.93
11/04/2000 13:42	1.91
11/04/2000 13:48	1.90
11/04/2000 13:54	1.90
11/04/2000 14:00	1.89
11/04/2000 14:06	1.87
11/04/2000 14:12	1.86
11/04/2000 14:18	1.84
11/04/2000 14:24	1.83
11/04/2000 14:30	1.83
11/04/2000 14:36	1.81
11/04/2000 14:42	1.80
11/04/2000 14:48	1.79
11/04/2000 14:54	1.79
11/04/2000 15:00	1.78
11/04/2000 15:06	1.76
11/04/2000 15:12	1.75
11/04/2000 15:18	1.74
11/04/2000 15:24	1.73
11/04/2000 15:30	1.72
11/04/2000 15:36	1.71
11/04/2000 15:42	1.70
11/04/2000 15:48	1.69
11/04/2000 15:54	1.67
11/04/2000 16:00	1.67
11/04/2000 16:06	1.65
11/04/2000 16:12	1.65
11/04/2000 16:18	1.65
11/04/2000 16:24	1.64
11/04/2000 16:30	1.63

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PLATE 3.27

Analyzed Data of 4 Monitoring Wells

Date/Time	Approx. Water Elev (ft MSL)
11/04/2000 16:36	1.62
11/04/2000 16:42	1.61
11/04/2000 16:48	1.61
11/04/2000 16:54	1.60
11/04/2000 17:00	1.59
11/04/2000 17:06	1.59
11/04/2000 17:12	1.58
11/04/2000 17:18	1.57
11/04/2000 17:24	1.57
11/04/2000 17:30	1.56
11/04/2000 17:36	1.56
11/04/2000 17:42	1.55
11/04/2000 17:48	1.55
11/04/2000 17:54	1.55
11/04/2000 18:00	1.54
11/04/2000 18:06	1.53
11/04/2000 18:12	1.52
11/04/2000 18:18	1.52
11/04/2000 18:24	1.51
11/04/2000 18:30	1.51
11/04/2000 18:36	1.50
11/04/2000 18:42	1.50
11/04/2000 18:48	1.51
11/04/2000 18:54	1.50
11/04/2000 19:00	1.49
11/04/2000 19:06	1.49
11/04/2000 19:12	1.49
11/04/2000 19:18	1.49
11/04/2000 19:24	1.48
11/04/2000 19:30	1.47
11/04/2000 19:36	1.47
11/04/2000 19:42	1.47
11/04/2000 19:48	1.47
11/04/2000 19:54	1.46
11/04/2000 20:00	1.46
11/04/2000 20:06	1.46
11/04/2000 20:12	1.47
11/04/2000 20:18	1.47
11/04/2000 20:24	1.47
11/04/2000 20:30	1.48
11/04/2000 20:36	1.48
11/04/2000 20:42	1.48
11/04/2000 20:48	1.49
11/04/2000 20:54	1.49
11/04/2000 21:00	1.49
11/04/2000 21:06	1.49
11/04/2000 21:12	1.50

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GEOLABS, INC.

PLATE 3.28

Analyzed Data of 4 Monitoring Wells

Date/Time	Approx. Water Elev (ft MSL)
11/04/2000 21:18	1.50
11/04/2000 21:24	1.51
11/04/2000 21:30	1.51
11/04/2000 21:36	1.51
11/04/2000 21:42	1.52
11/04/2000 21:48	1.52
11/04/2000 21:54	1.53
11/04/2000 22:00	1.54
11/04/2000 22:06	1.54
11/04/2000 22:12	1.54
11/04/2000 22:18	1.55
11/04/2000 22:24	1.55
11/04/2000 22:30	1.57
11/04/2000 22:36	1.57
11/04/2000 22:42	1.58
11/04/2000 22:48	1.58
11/04/2000 22:54	1.60
11/04/2000 23:00	1.60
11/04/2000 23:06	1.61
11/04/2000 23:12	1.61
11/04/2000 23:18	1.61
11/04/2000 23:24	1.63
11/04/2000 23:30	1.63
11/04/2000 23:36	1.63
11/04/2000 23:42	1.63
11/04/2000 23:48	1.64
11/04/2000 23:54	1.64
11/05/2000 0:00	1.65
11/05/2000 0:06	1.65
11/05/2000 0:12	1.65
11/05/2000 0:18	1.65
11/05/2000 0:24	1.66
11/05/2000 0:30	1.65
11/05/2000 0:36	1.65
11/05/2000 0:42	1.66
11/05/2000 0:48	1.66
11/05/2000 0:54	1.66
11/05/2000 1:00	1.66
11/05/2000 1:06	1.66
11/05/2000 1:12	1.66
11/05/2000 1:18	1.66
11/05/2000 1:24	1.66
11/05/2000 1:30	1.66
11/05/2000 1:36	1.66
11/05/2000 1:42	1.66
11/05/2000 1:48	1.66
11/05/2000 1:54	1.67

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GEOLABS, INC.

PLATE 3.29

Analyzed Data of 4 Monitoring Wells

Date/Time	Approx. Water Elev (ft MSL)
11/05/2000 2:00	1.56
11/05/2000 2:06	1.65
11/05/2000 2:12	1.65
11/05/2000 2:18	1.65
11/05/2000 2:24	1.64
11/05/2000 2:30	1.65
11/05/2000 2:36	1.63
11/05/2000 2:42	1.63
11/05/2000 2:48	1.63
11/05/2000 2:54	1.62
11/05/2000 3:00	1.62
11/05/2000 3:06	1.61
11/05/2000 3:12	1.61
11/05/2000 3:18	1.61
11/05/2000 3:24	1.61
11/05/2000 3:30	1.61
11/05/2000 3:36	1.61
11/05/2000 3:42	1.60
11/05/2000 3:48	1.60
11/05/2000 3:54	1.60
11/05/2000 4:00	1.60
11/05/2000 4:06	1.60
11/05/2000 4:12	1.60
11/05/2000 4:18	1.61
11/05/2000 4:24	1.60
11/05/2000 4:30	1.60
11/05/2000 4:36	1.60
11/05/2000 4:42	1.60
11/05/2000 4:48	1.60
11/05/2000 4:54	1.60
11/05/2000 5:00	1.60
11/05/2000 5:06	1.61
11/05/2000 5:12	1.62
11/05/2000 5:18	1.61
11/05/2000 5:24	1.61
11/05/2000 5:30	1.62
11/05/2000 5:36	1.62
11/05/2000 5:42	1.62
11/05/2000 5:48	1.63
11/05/2000 5:54	1.64
11/05/2000 6:00	1.65
11/05/2000 6:06	1.65
11/05/2000 6:12	1.65
11/05/2000 6:18	1.67
11/05/2000 6:24	1.67
11/05/2000 6:30	1.67
11/05/2000 6:36	1.68

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GEOLABS, INC.

PLATE 3.30

Analyzed Data of 4 Monitoring Wells

Date/Time	Approx. Water Elev (ft MSL)	Approx. Water Elev (ft MSL)
11/05/2000 6:42	1.69	1.61
11/05/2000 6:48	1.70	1.62
11/05/2000 6:54	1.72	1.62
11/05/2000 7:00	1.73	1.63
11/05/2000 7:06	1.73	1.63
11/05/2000 7:12	1.74	1.64
11/05/2000 7:18	1.74	1.65
11/05/2000 7:24	1.75	1.65
11/05/2000 7:30	1.76	1.66
11/05/2000 7:36	1.77	1.67
11/05/2000 7:42	1.78	1.68
11/05/2000 7:48	1.79	1.68
11/05/2000 7:54	1.79	1.69
11/05/2000 8:00	1.80	1.70
11/05/2000 8:06	1.81	1.70
11/05/2000 8:12	1.82	1.70
11/05/2000 8:18	1.83	1.71
11/05/2000 8:24	1.83	1.71
11/05/2000 8:30	1.84	1.72
11/05/2000 8:36	1.85	1.73
11/05/2000 8:42	1.85	1.73
11/05/2000 8:48	1.87	1.74
11/05/2000 8:54	1.87	1.75
11/05/2000 9:00	1.88	1.76
11/05/2000 9:06	1.89	1.76
11/05/2000 9:12	1.90	1.77
11/05/2000 9:18	1.91	1.78
11/05/2000 9:24	1.92	1.79
11/05/2000 9:30	1.93	1.80
11/05/2000 9:36	1.94	1.81
11/05/2000 9:42	1.95	1.82
11/05/2000 9:48	1.96	1.83
11/05/2000 9:54	1.97	1.84
11/05/2000 10:00	1.98	1.85
11/05/2000 10:06	2.00	1.86
11/05/2000 10:12	2.00	1.87
11/05/2000 10:18	2.02	1.88
11/05/2000 10:24	2.02	1.88
11/05/2000 10:30	2.03	1.89
11/05/2000 10:36	2.03	1.89
11/05/2000 10:42	2.03	1.89
11/05/2000 10:48	2.03	1.89
11/05/2000 10:54	2.03	1.90
11/05/2000 11:00	2.05	1.90
11/05/2000 11:06	2.05	1.91
11/05/2000 11:12	2.05	1.91
11/05/2000 11:18	2.04	1.91
11/05/2000 11:24	2.05	1.91
11/05/2000 11:30	2.05	1.91
11/05/2000 11:36	2.05	1.91
11/05/2000 11:42	2.05	1.92
11/05/2000 11:48	2.06	1.92
11/05/2000 11:54	2.06	1.92
11/05/2000 12:00	2.06	1.92
11/05/2000 12:06	2.06	1.93
11/05/2000 12:12	2.04	1.93
11/05/2000 12:18	2.05	1.92
11/05/2000 12:24	2.04	1.92
11/05/2000 12:30	2.04	1.92
11/05/2000 12:36	2.03	1.92
11/05/2000 12:42	2.03	1.91
11/05/2000 12:48	2.03	1.92
11/05/2000 12:54	2.03	1.92
11/05/2000 13:00	2.02	1.92
11/05/2000 13:06	2.02	1.91
11/05/2000 13:12	2.01	1.91
11/05/2000 13:18	2.00	1.91
11/05/2000 13:24	2.00	1.90
11/05/2000 13:30	1.98	1.90
11/05/2000 13:36	1.97	1.90
11/05/2000 13:42	1.97	1.89
11/05/2000 13:48	1.96	1.89
11/05/2000 13:54	1.95	1.89
11/05/2000 14:00	1.94	1.88
11/05/2000 14:06	1.94	1.88
11/05/2000 14:12	1.93	1.88
11/05/2000 14:18	1.92	1.87
11/05/2000 14:24	1.91	1.87
11/05/2000 14:30	1.90	1.86
11/05/2000 14:36	1.89	1.85
11/05/2000 14:42	1.88	1.85
11/05/2000 14:48	1.87	1.84
11/05/2000 14:54	1.86	1.84
11/05/2000 15:00	1.84	1.83
11/05/2000 15:06	1.83	1.82
11/05/2000 15:12	1.83	1.81
11/05/2000 15:18	1.81	1.80
11/05/2000 15:24	1.80	1.80
11/05/2000 15:30	1.79	1.79
11/05/2000 15:36	1.78	1.78
11/05/2000 15:42	1.76	1.77
11/05/2000 15:48	1.75	1.75
11/05/2000 15:54	1.75	1.74
11/05/2000 16:00	1.73	1.74

Analyzed Data of 4 Monitoring Wells

Date/Time	Approx. Water Elev (ft MSL)	Approx. Water Elev (ft MSL)
11/05/2000 6:42	1.69	1.61
11/05/2000 6:48	1.70	1.62
11/05/2000 6:54	1.72	1.62
11/05/2000 7:00	1.73	1.63
11/05/2000 7:06	1.73	1.63
11/05/2000 7:12	1.74	1.64
11/05/2000 7:18	1.74	1.65
11/05/2000 7:24	1.75	1.65
11/05/2000 7:30	1.76	1.66
11/05/2000 7:36	1.77	1.67
11/05/2000 7:42	1.78	1.68
11/05/2000 7:48	1.79	1.68
11/05/2000 7:54	1.79	1.69
11/05/2000 8:00	1.80	1.70
11/05/2000 8:06	1.81	1.70
11/05/2000 8:12	1.82	1.70
11/05/2000 8:18	1.83	1.71
11/05/2000 8:24	1.83	1.71
11/05/2000 8:30	1.84	1.72
11/05/2000 8:36	1.85	1.73
11/05/2000 8:42	1.85	1.73
11/05/2000 8:48	1.87	1.74
11/05/2000 8:54	1.87	1.75
11/05/2000 9:00	1.88	1.76
11/05/2000 9:06	1.89	1.76
11/05/2000 9:12	1.90	1.77
11/05/2000 9:18	1.91	1.78
11/05/2000 9:24	1.92	1.79
11/05/2000 9:30	1.93	1.80
11/05/2000 9:36	1.94	1.81
11/05/2000 9:42	1.95	1.82
11/05/2000 9:48	1.96	1.83
11/05/2000 9:54	1.97	1.84
11/05/2000 10:00	1.98	1.85
11/05/2000 10:06	2.00	1.86
11/05/2000 10:12	2.00	1.87
11/05/2000 10:18	2.02	1.88
11/05/2000 10:24	2.02	1.88
11/05/2000 10:30	2.03	1.89
11/05/2000 10:36	2.03	1.89
11/05/2000 10:42	2.03	1.89
11/05/2000 10:48	2.03	1.89
11/05/2000 10:54	2.03	1.90
11/05/2000 11:00	2.05	1.90
11/05/2000 11:06	2.05	1.91
11/05/2000 11:12	2.05	1.91
11/05/2000 11:18	2.04	1.91

Analyzed Data of 4 Monitoring Wells

Date/Time	Approx. Water Elev (ft MSL)
11/05/2000 16:06	1.72
11/05/2000 16:12	1.70
11/05/2000 16:18	1.68
11/05/2000 16:24	1.68
11/05/2000 16:30	1.66
11/05/2000 16:36	1.66
11/05/2000 16:42	1.64
11/05/2000 16:48	1.64
11/05/2000 16:54	1.63
11/05/2000 17:00	1.62
11/05/2000 17:06	1.61
11/05/2000 17:12	1.59
11/05/2000 17:18	1.59
11/05/2000 17:24	1.58
11/05/2000 17:30	1.56
11/05/2000 17:36	1.56
11/05/2000 17:42	1.55
11/05/2000 17:48	1.54
11/05/2000 17:54	1.54
11/05/2000 18:00	1.53
11/05/2000 18:06	1.52
11/05/2000 18:12	1.52
11/05/2000 18:18	1.52
11/05/2000 18:24	1.51
11/05/2000 18:30	1.50
11/05/2000 18:36	1.51
11/05/2000 18:42	1.51
11/05/2000 18:48	1.51
11/05/2000 18:54	1.51
11/05/2000 19:00	1.50
11/05/2000 19:06	1.50
11/05/2000 19:12	1.50
11/05/2000 19:18	1.50
11/05/2000 19:24	1.49
11/05/2000 19:30	1.50
11/05/2000 19:36	1.49
11/05/2000 19:42	1.50
11/05/2000 19:48	1.49
11/05/2000 19:54	1.50
11/05/2000 20:00	1.50
11/05/2000 20:06	1.51
11/05/2000 20:12	1.50
11/05/2000 20:18	1.50
11/05/2000 20:24	1.51
11/05/2000 20:30	1.51
11/05/2000 20:36	1.51
11/05/2000 20:42	1.51

Analyzed Data of 4 Monitoring Wells

Date/Time	Approx. Water Elev (ft MSL)
11/05/2000 20:48	1.52
11/05/2000 20:54	1.52
11/05/2000 21:00	1.53
11/05/2000 21:06	1.53
11/05/2000 21:12	1.54
11/05/2000 21:18	1.54
11/05/2000 21:24	1.55
11/05/2000 21:30	1.55
11/05/2000 21:36	1.56
11/05/2000 21:42	1.56
11/05/2000 21:48	1.57
11/05/2000 21:54	1.58
11/05/2000 22:00	1.59
11/05/2000 22:06	1.59
11/05/2000 22:12	1.61
11/05/2000 22:18	1.62
11/05/2000 22:24	1.62
11/05/2000 22:30	1.63
11/05/2000 22:36	1.64
11/05/2000 22:42	1.64
11/05/2000 22:48	1.65
11/05/2000 22:54	1.65
11/05/2000 23:00	1.66
11/05/2000 23:06	1.67
11/05/2000 23:12	1.68
11/05/2000 23:18	1.67
11/05/2000 23:24	1.69
11/05/2000 23:30	1.69
11/05/2000 23:36	1.69
11/05/2000 23:42	1.69
11/05/2000 23:48	1.70
11/05/2000 23:54	1.71
11/06/2000 0:00	1.72
11/06/2000 0:06	1.71
11/06/2000 0:12	1.73
11/06/2000 0:18	1.73
11/06/2000 0:24	1.73
11/06/2000 0:30	1.73
11/06/2000 0:36	1.74
11/06/2000 0:42	1.75
11/06/2000 0:48	1.75
11/06/2000 0:54	1.75
11/06/2000 1:00	1.75
11/06/2000 1:06	1.75
11/06/2000 1:12	1.75
11/06/2000 1:18	1.75
11/06/2000 1:24	1.76

Analyzed Data of 4 Monitoring Wells

Date/Time	Approx. Water Elev (ft MSL)
11/06/2000 1:30	1.76
11/06/2000 1:36	1.75
11/06/2000 1:42	1.76
11/06/2000 1:48	1.75
11/06/2000 1:54	1.76
11/06/2000 2:00	1.76
11/06/2000 2:06	1.75
11/06/2000 2:12	1.75
11/06/2000 2:18	1.74
11/06/2000 2:24	1.74
11/06/2000 2:30	1.74
11/06/2000 2:36	1.73
11/06/2000 2:42	1.73
11/06/2000 2:48	1.73
11/06/2000 2:54	1.72
11/06/2000 3:00	1.71
11/06/2000 3:06	1.71
11/06/2000 3:12	1.71
11/06/2000 3:18	1.71
11/06/2000 3:24	1.69
11/06/2000 3:30	1.69
11/06/2000 3:36	1.69
11/06/2000 3:42	1.68
11/06/2000 3:48	1.68
11/06/2000 3:54	1.67
11/06/2000 4:00	1.67
11/06/2000 4:06	1.67
11/06/2000 4:12	1.66
11/06/2000 4:18	1.67
11/06/2000 4:24	1.65
11/06/2000 4:30	1.66
11/06/2000 4:36	1.65
11/06/2000 4:42	1.65
11/06/2000 4:48	1.64
11/06/2000 4:54	1.64
11/06/2000 5:00	1.63
11/06/2000 5:06	1.64
11/06/2000 5:12	1.62
11/06/2000 5:18	1.62
11/06/2000 5:24	1.62
11/06/2000 5:30	1.62
11/06/2000 5:36	1.62
11/06/2000 5:42	1.62
11/06/2000 5:48	1.62
11/06/2000 5:54	1.62
11/06/2000 6:00	1.61
11/06/2000 6:06	1.62

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PLATE 3.35

Analyzed Data of 4 Monitoring Wells

Date/Time	Approx. Water Elev (ft MSL)
11/06/2000 6:12	1.62
11/06/2000 6:18	1.62
11/06/2000 6:24	1.62
11/06/2000 6:30	1.61
11/06/2000 6:36	1.62
11/06/2000 6:42	1.63
11/06/2000 6:48	1.63
11/06/2000 6:54	1.64
11/06/2000 7:00	1.64
11/06/2000 7:06	1.65
11/06/2000 7:12	1.65
11/06/2000 7:18	1.66
11/06/2000 7:24	1.67
11/06/2000 7:30	1.67
11/06/2000 7:36	1.68
11/06/2000 7:42	1.68
11/06/2000 7:48	1.69
11/06/2000 7:54	1.70
11/06/2000 8:00	1.71
11/06/2000 8:06	1.71
11/06/2000 8:12	1.72
11/06/2000 8:18	1.73
11/06/2000 8:24	1.74
11/06/2000 8:30	1.76
11/06/2000 8:36	1.77
11/06/2000 8:42	1.78
11/06/2000 8:48	1.78
11/06/2000 8:54	1.80
11/06/2000 9:00	1.81
11/06/2000 9:06	1.81
11/06/2000 9:12	1.82
11/06/2000 9:18	1.83
11/06/2000 9:24	1.83
11/06/2000 9:30	1.84
11/06/2000 9:36	1.84
11/06/2000 9:42	1.86
11/06/2000 9:48	1.87
11/06/2000 9:54	1.88
11/06/2000 10:00	1.88
11/06/2000 10:06	1.90
11/06/2000 10:12	1.91
11/06/2000 10:18	1.92
11/06/2000 10:24	1.92
11/06/2000 10:30	1.93
11/06/2000 10:36	1.94
11/06/2000 10:42	1.94
11/06/2000 10:48	1.95

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PLATE 3.36

Analyzed Data of 4 Monitoring Wells

Date/Time	Approx. Water Elev (ft MSL)
11/06/2000 10:54	1.96
11/06/2000 11:00	1.83
11/06/2000 11:06	1.97
11/06/2000 11:12	1.84
11/06/2000 11:18	1.98
11/06/2000 11:24	1.86
11/06/2000 11:30	1.99
11/06/2000 11:36	2.00
11/06/2000 11:42	1.87
11/06/2000 11:48	2.01
11/06/2000 11:54	2.02
11/06/2000 12:00	2.00
11/06/2000 12:06	2.02
11/06/2000 12:12	2.00
11/06/2000 12:18	2.02
11/06/2000 12:24	2.02
11/06/2000 12:30	2.02
11/06/2000 12:36	2.02
11/06/2000 12:42	2.01
11/06/2000 12:48	2.00
11/06/2000 12:54	2.00
11/06/2000 13:00	2.00
11/06/2000 13:06	2.00
11/06/2000 13:12	1.99
11/06/2000 13:18	1.99
11/06/2000 13:24	1.89
11/06/2000 13:30	1.98
11/06/2000 13:36	1.98
11/06/2000 13:42	1.89
11/06/2000 13:48	1.98
11/06/2000 13:54	1.99
11/06/2000 14:00	1.97
11/06/2000 14:06	1.97
11/06/2000 14:12	1.95
11/06/2000 14:18	1.94
11/06/2000 14:24	1.94
11/06/2000 14:30	1.93
11/06/2000 14:36	1.92
11/06/2000 14:42	1.91
11/06/2000 14:48	1.90
11/06/2000 14:54	1.89
11/06/2000 15:00	1.89
11/06/2000 15:06	1.88
11/06/2000 15:12	1.87
11/06/2000 15:18	1.86
11/06/2000 15:24	1.84
11/06/2000 15:30	1.83

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PLATE 3.37

Analyzed Data of 4 Monitoring Wells

Date/Time	Approx. Water Elev (ft MSL)
11/06/2000 15:36	1.83
11/06/2000 15:42	1.81
11/06/2000 15:48	1.80
11/06/2000 15:54	1.78
11/06/2000 16:00	1.77
11/06/2000 16:06	1.76
11/06/2000 16:12	1.74
11/06/2000 16:18	1.73
11/06/2000 16:24	1.71
11/06/2000 16:30	1.70
11/06/2000 16:36	1.70
11/06/2000 16:42	1.68
11/06/2000 16:48	1.67
11/06/2000 16:54	1.66
11/06/2000 17:00	1.66
11/06/2000 17:06	1.64
11/06/2000 17:12	1.64
11/06/2000 17:18	1.62
11/06/2000 17:24	1.61
11/06/2000 17:30	1.60
11/06/2000 17:36	1.58
11/06/2000 17:42	1.57
11/06/2000 17:48	1.56
11/06/2000 17:54	1.55
11/06/2000 18:00	1.54
11/06/2000 18:06	1.53
11/06/2000 18:12	1.53
11/06/2000 18:18	1.52
11/06/2000 18:24	1.51
11/06/2000 18:30	1.50
11/06/2000 18:36	1.50
11/06/2000 18:42	1.49
11/06/2000 18:48	1.50
11/06/2000 18:54	1.49
11/06/2000 19:00	1.48
11/06/2000 19:06	1.47
11/06/2000 19:12	1.47
11/06/2000 19:18	1.47
11/06/2000 19:24	1.47
11/06/2000 19:30	1.47
11/06/2000 19:36	1.47
11/06/2000 19:42	1.47
11/06/2000 19:48	1.46
11/06/2000 19:54	1.47
11/06/2000 20:00	1.47
11/06/2000 20:06	1.46
11/06/2000 20:12	1.47

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PLATE 3.38



Analyzed Data of 4 Monitoring Wells

Date/Time	Approx. Water Elev (ft MSL)
11/06/2000 20:18	1.47
11/06/2000 20:24	1.48
11/06/2000 20:30	1.48
11/06/2000 20:36	1.48
11/06/2000 20:42	1.48
11/06/2000 20:48	1.48
11/06/2000 20:54	1.48
11/06/2000 21:00	1.49
11/06/2000 21:06	1.50
11/06/2000 21:12	1.51
11/06/2000 21:18	1.52
11/06/2000 21:24	1.52
11/06/2000 21:30	1.53
11/06/2000 21:36	1.55
11/06/2000 21:42	1.55
11/06/2000 21:48	1.56
11/06/2000 21:54	1.58
11/06/2000 22:00	1.58
11/06/2000 22:06	1.60
11/06/2000 22:12	1.61
11/06/2000 22:18	1.62
11/06/2000 22:24	1.62
11/06/2000 22:30	1.64
11/06/2000 22:36	1.65
11/06/2000 22:42	1.65
11/06/2000 22:48	1.67
11/06/2000 22:54	1.68
11/06/2000 23:00	1.68
11/06/2000 23:06	1.69
11/06/2000 23:12	1.71
11/06/2000 23:18	1.72
11/06/2000 23:24	1.73
11/06/2000 23:30	1.74
11/06/2000 23:36	1.75
11/06/2000 23:42	1.76
11/06/2000 23:48	1.78
11/06/2000 23:54	1.77
11/07/2000 0:00	1.79
11/07/2000 0:06	1.79
11/07/2000 0:12	1.81
11/07/2000 0:18	1.81
11/07/2000 0:24	1.82
11/07/2000 0:30	1.83
11/07/2000 0:36	1.84
11/07/2000 0:42	1.84
11/07/2000 0:48	1.86
11/07/2000 0:54	1.89

Analyzed Data of 4 Monitoring Wells

Date/Time	Approx. Water Elev (ft MSL)
11/07/2000 1:00	1.88
11/07/2000 1:06	1.89
11/07/2000 1:12	1.90
11/07/2000 1:18	1.90
11/07/2000 1:24	1.91
11/07/2000 1:30	1.91
11/07/2000 1:36	1.92
11/07/2000 1:42	1.91
11/07/2000 1:48	1.91
11/07/2000 1:54	1.91
11/07/2000 2:00	1.91
11/07/2000 2:06	1.89
11/07/2000 2:12	1.90
11/07/2000 2:18	1.89
11/07/2000 2:24	1.88
11/07/2000 2:30	1.89
11/07/2000 2:36	1.88
11/07/2000 2:42	1.89
11/07/2000 2:48	1.88
11/07/2000 2:54	1.88
11/07/2000 3:00	1.87
11/07/2000 3:06	1.87
11/07/2000 3:12	1.87
11/07/2000 3:18	1.86
11/07/2000 3:24	1.86
11/07/2000 3:30	1.85
11/07/2000 3:36	1.85
11/07/2000 3:42	1.85
11/07/2000 3:48	1.84
11/07/2000 3:54	1.84
11/07/2000 4:00	1.83
11/07/2000 4:06	1.82
11/07/2000 4:12	1.82
11/07/2000 4:18	1.80
11/07/2000 4:24	1.79
11/07/2000 4:30	1.78
11/07/2000 4:36	1.78
11/07/2000 4:42	1.77
11/07/2000 4:48	1.76
11/07/2000 4:54	1.75
11/07/2000 5:00	1.74
11/07/2000 5:06	1.74
11/07/2000 5:12	1.72
11/07/2000 5:18	1.71
11/07/2000 5:24	1.71
11/07/2000 5:30	1.71
11/07/2000 5:36	1.69

Analyzed Data of 4 Monitoring Wells

Date/Time	Approx. Water Elev (ft MSL)
11/07/2000 5:42	1.68
11/07/2000 5:48	1.69
11/07/2000 5:54	1.68
11/07/2000 6:00	1.68
11/07/2000 6:06	1.67
11/07/2000 6:12	1.67
11/07/2000 6:18	1.66
11/07/2000 6:24	1.66
11/07/2000 6:30	1.65
11/07/2000 6:36	1.65
11/07/2000 6:42	1.65
11/07/2000 6:48	1.65
11/07/2000 6:54	1.65
11/07/2000 7:00	1.64
11/07/2000 7:06	1.64
11/07/2000 7:12	1.64
11/07/2000 7:18	1.64
11/07/2000 7:24	1.64
11/07/2000 7:30	1.65
11/07/2000 7:36	1.65
11/07/2000 7:42	1.65
11/07/2000 7:48	1.65
11/07/2000 7:54	1.66
11/07/2000 8:00	1.66
11/07/2000 8:06	1.66
11/07/2000 8:12	1.66
11/07/2000 8:18	1.67
11/07/2000 8:24	1.67
11/07/2000 8:30	1.67
11/07/2000 8:36	1.69
11/07/2000 8:42	1.69
11/07/2000 8:48	1.69
11/07/2000 8:54	1.70
11/07/2000 9:00	1.71
11/07/2000 9:06	1.72
11/07/2000 9:12	1.73
11/07/2000 9:18	1.74
11/07/2000 9:24	1.74
11/07/2000 9:30	1.75
11/07/2000 9:36	1.76
11/07/2000 9:42	1.77
11/07/2000 9:48	1.78
11/07/2000 9:54	1.79
11/07/2000 10:00	1.79
11/07/2000 10:06	1.81
11/07/2000 10:12	1.82
11/07/2000 10:18	1.83

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PLATE 3.41

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PLATE 3.42

Analyzed Data of 4 Monitoring Wells

Date/Time	Approx. Water Elev (ft MSL)
11/07/2000 10:24	1.84
11/07/2000 10:30	1.85
11/07/2000 10:36	1.86
11/07/2000 10:42	1.87
11/07/2000 10:48	1.88
11/07/2000 10:54	1.89
11/07/2000 11:00	1.90
11/07/2000 11:06	1.92
11/07/2000 11:12	1.92

11/07/2000 10:18 1.83

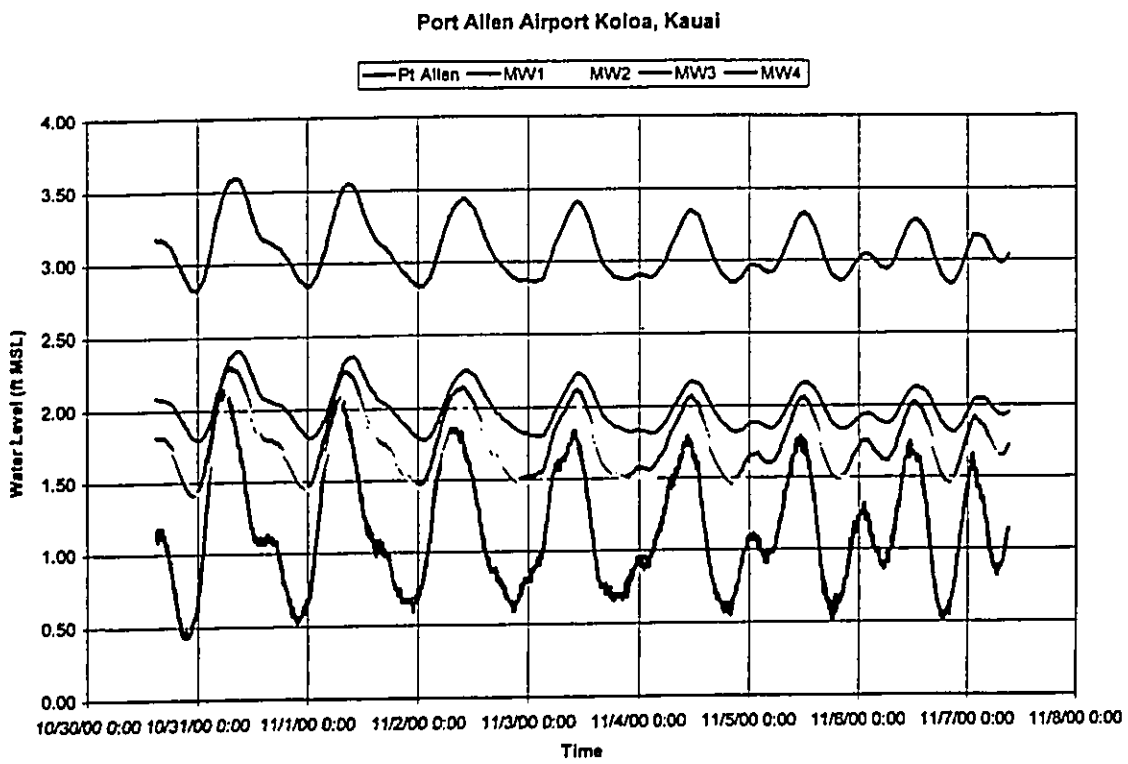


FIGURE C - 1

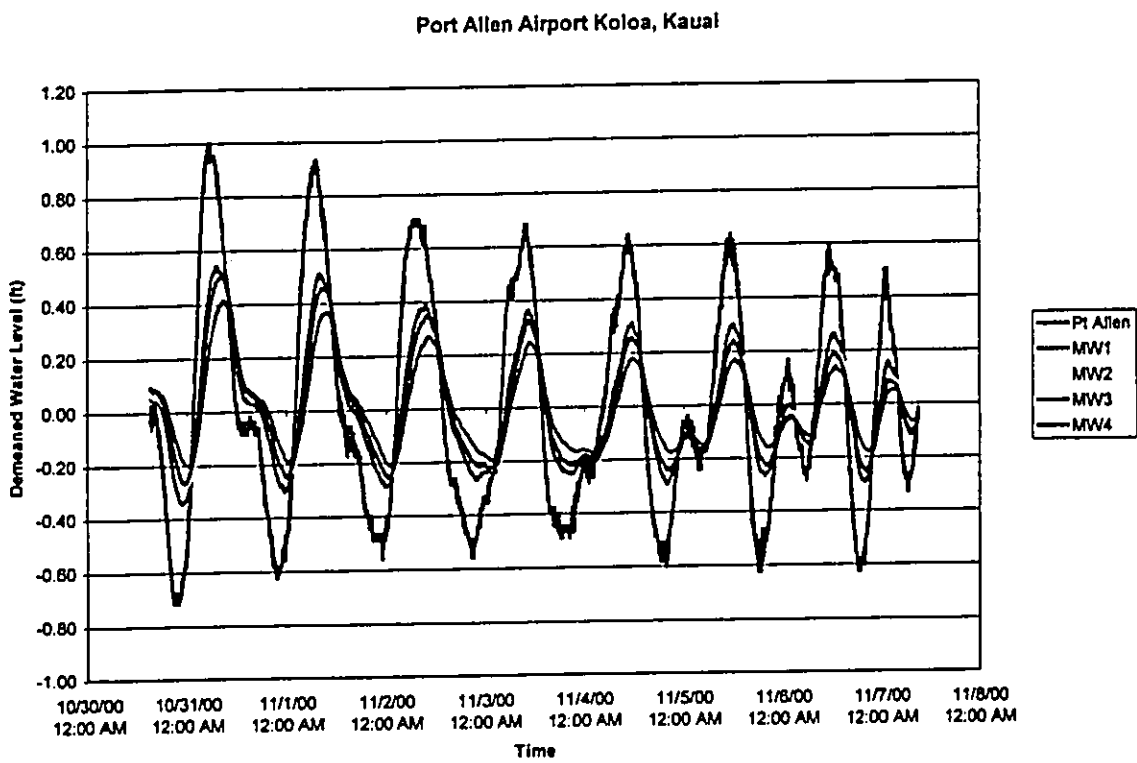


FIGURE C - 2

Phase Lag with Pt Allen Gage

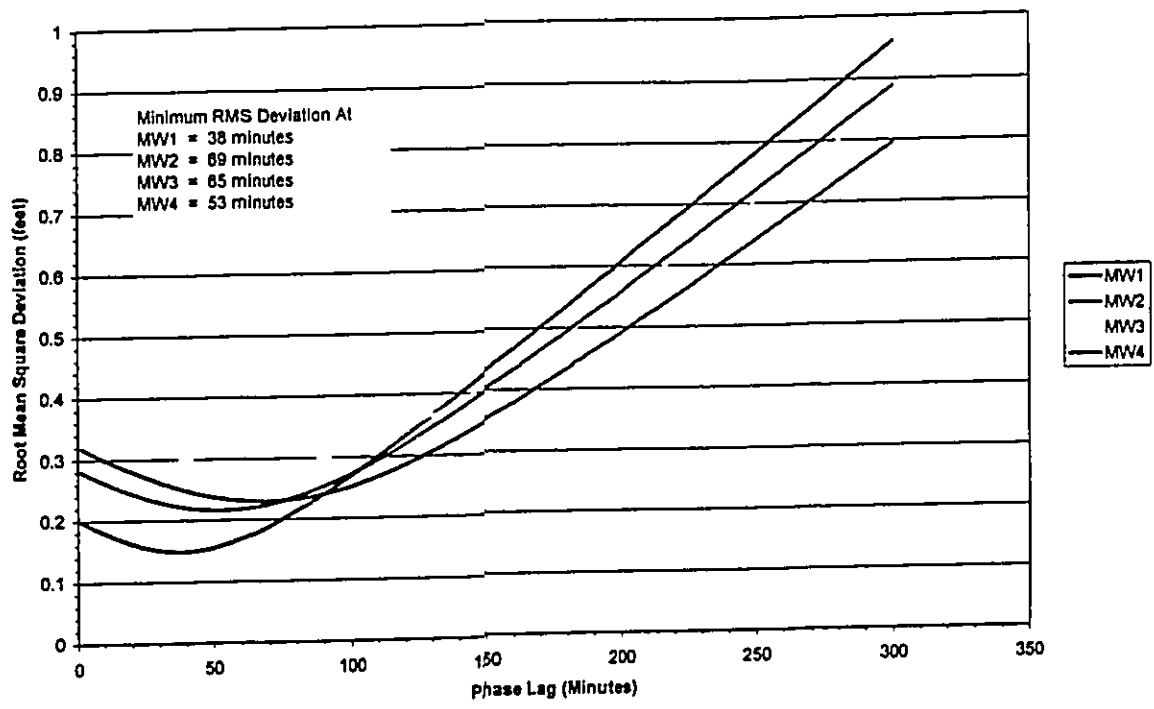


FIGURE C - 3

# Appendix D

---

## Aquifer Classification Explanation

## AQUIFER CLASSIFICATION EXPLANATION

## AQUIFER AND STATUS CODES\*

Aquifer Code = Island  
+ Aquifer Sector  
+ Aquifer System  
+ Aquifer Type

Thus, 20301122 = Aquifer Code  
where 2 = Kauai

03 = Waimca  
01 = Kekaha  
1 = basal  
2 = confined  
2 = dike

and

where (11111) = Status Code  
1 = currently used  
1 = drinking  
1 = fresh, <250 mg/l Cl<sup>-</sup>  
1 = irreplaceable  
1 = high vulnerability  
to contamination

IS.	AQUIFER SECTOR	AQUIFER SYSTEM
2	01 Lihuc	01 Koloa
		02 Hanamaulu
		03 Wailua
		04 Anahola
		05 Kilauea
02 Hanalei	02 Hanalei	01 Kalihiwai
		02 Hanalei
		03 Wainiha
		04 Napali
03 Waimca	02 Waimca	01 Kekaha
		02 Waimca
		03 Makaweli
		04 Hanapepe

\*Where aquifers are in vertical sequence, the Aquifer and Status Codes are separated by a division line in order of occurrence, with the uppermost aquifer appearing first.

## AQUIFER TYPE: Hydrology†

1 Basal	Fresh water in contact with seawater
2 High Level	Fresh water not in contact with seawater
1 Unconfined	Where water table is upper surface of saturated aquifer
2 Confined	Aquifer bounded by impermeable or poorly permeable formations, and top of saturated aquifer is below groundwater surface
3 Confined or Unconfined	Where actual condition is uncertain

## AQUIFER TYPE: Geology‡

1 Flank	Horizontally extensive lavas
2 Dike	Aquifers in dike compartments
3 Flank/Dike	Indistinguishable
4 Perched	Aquifer on an impermeable layer
5 Dike/Perched	Indistinguishable
6 Sedimentary	Nonvolcanic lithology

†1st two digits from hydrologic descriptors (pts. 1, 2).  
‡Last digit from geologic descriptor.

## STATUS CODE (GROUNDWATER)

## Development Stage

- 1 Currently used
- 2 Potential use
- 3 No potential use

## Utility

- 1 Drinking
- 2 Ecologically important
- 3 Neither

Salinity (mg/l Cl<sup>-</sup>)

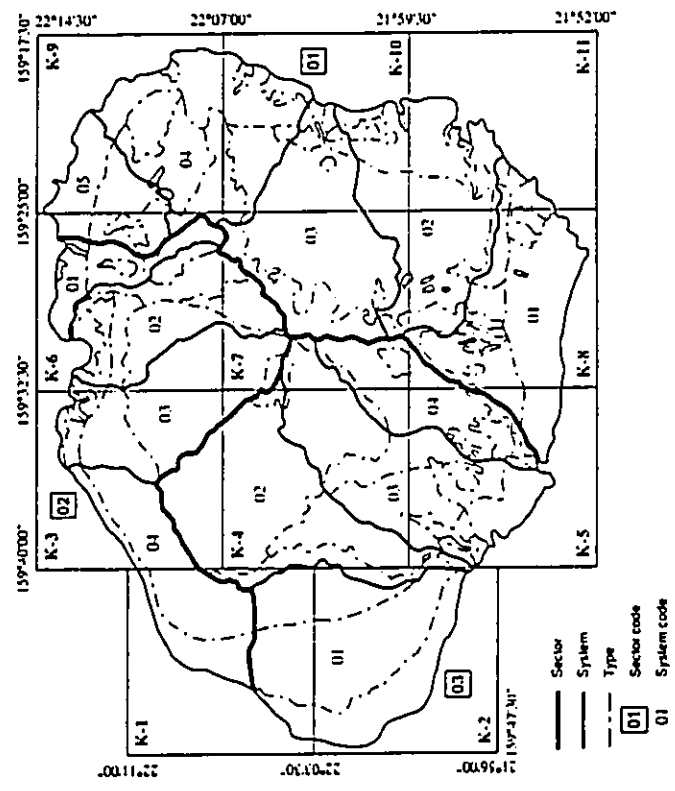
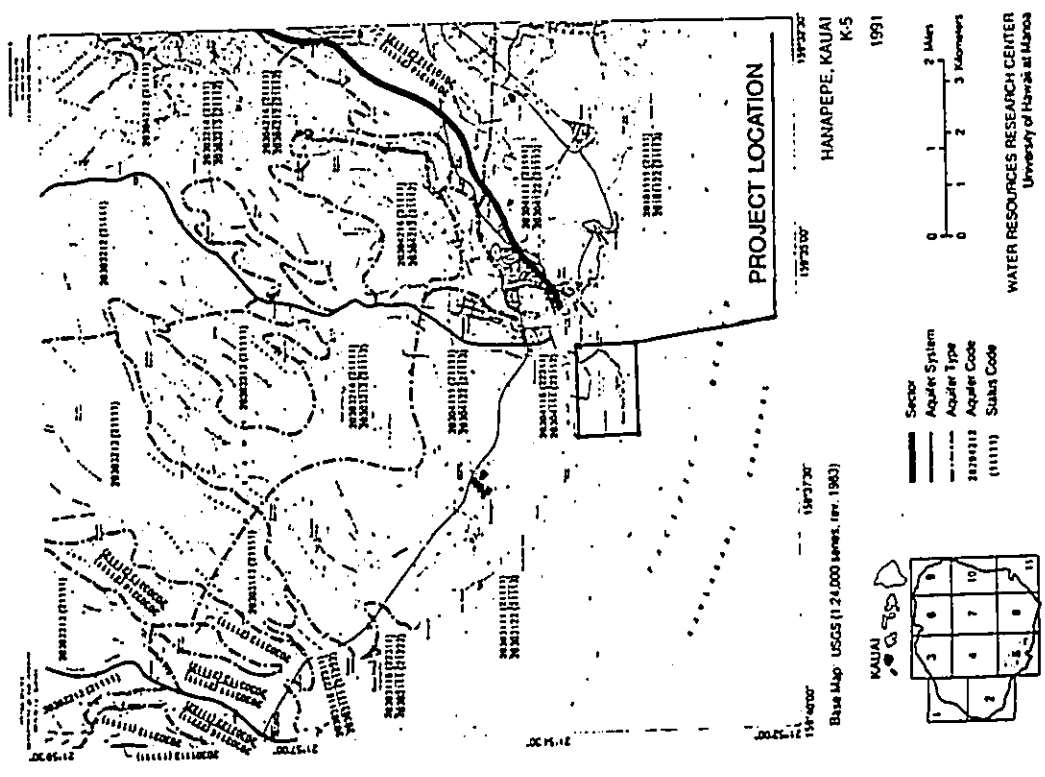
- 1 Fresh (<250)
- 2 Low (250-1000)
- 3 Moderate (1000-5000)
- 4 High (5000-15,000)
- 5 Seawater (>15,000)

## Uniqueness

- 1 Irreplaceable
- 2 Replaceable

## Vulnerability to Contamination

- 1 High
- 2 Moderate
- 3 Low
- 4 None



Appendix Figure A.1.0. Layout of Sectors, Systems, and Types for Kauai, Hawaii

Appendix Figure A.1.5. Aquifer classification map, Hanapepe, Kauai, Hawaii

**APPENDIX F**

**PORT ALLEN AIRPORT IMPROVEMENTS:  
AN ASSESSMENT OF HISTORIC PRESERVATION  
ISSUES**



**Port Allen Airport Improvements**  
**An Assessment of Historic Preservation Issues**  
**Hanapēpē, Kona, Kaua'i**

by  
Thomas S. Dye, Ph.D.

Final report prepared for  
Edward K. Noda and Associates, Inc.  
615 Piikoi Street, Suite 300  
Honolulu, Hawai'i 96814-3139

International Archaeological Research Institute, Inc.  
949 McCully Street, Suite 5  
Honolulu, Hawai'i 96826

December 1997

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no claim is made here for an exhaustive review of the possibly relevant historical and statutory materials.

#### Location

The project is proposed for the Port Allen Airport, which is located on 179.32 acres of the low, flat western headlands of Hanalei Bay, Kauai (Fig. 1). The airport takes its name from the harbor facilities at the east end of Hanalei Bay. In 1909, Port Allen was named in honor of Samuel Cresson Allen, a Honolulu merchant (Pukui et al. 1974). Previously, Port Allen was known as 'Ele'ele Landing, after the nearby village of 'Ele'ele.

The airport lands are part of Hanalei *ahupua'a* in the modern Waimea district. In traditional Hawaiian times, the modern districts of Waimea and Kōloa comprised the *moku* or *moku'āina* (district) of Kona, a name that refers generally in Hawaii to the leeward or south side of an island. Kona *moku* were found on the south sides of O'ahu, Molokai, and Hawaii islands. Kona *moku* is opposed conceptually to Kōloa *moku*, which refers generally to the windward or north side of an island. The ancient *moku* of Kōloa, which included the *ahupua'a* from Anahola to Kilauea on the northeast corner of Kauai, is now divided between the modern districts of Hanalei and Kawaihau (King 1935). Besides Kauai, there were Kōloa districts on O'ahu (Kōloaupoko and Kō'olauloa), Molokai, and Maui islands.

The *ahupua'a* of Hanalei is located at the midsection of the long southern coast of Kauai. It is dominated by a "magnificent steep-walled valley winding far into the uplands" (Handy and Handy 1972: 429). Surveys of the valley indicate that it was extensively developed for *kalo* (taro, *Colocasia esculenta*) cultivation in traditional Hawaiian times, with remnants of house sites and *lo'i* (agricultural ponds) on the alluvial flats up to seven miles from the sea (Bennett 1931; Handy and Handy 1972; Pearson 1960). Hanalei Valley supported the second largest population in Kona, after Waimea (Handy and Handy 1972: 429).

The western headlands of Hanalei Bay, on which the airport now stands, were formerly known as Ukūā. This is a peninsula of flat land—a feature augmented by grading for the runways of the Port Allen Airport—that projects about 1 km from the general line of the south coast. There are three named points on the headland, which are from east to west, Pū'akahi, Pū'olo, and Ku'unaka'iole (Armstrong 1973) (Fig. 1). At Pū'olo Point there are views for a considerable distance down the coast in either direction; to the west one can see all the way to Kekaha and to the east, to Po'ipū. The *mauka* (inland) vista takes in the lower Hanalei

## I. INTRODUCTION

At the request of Edward K. Noda and Associates, Inc. (EKNAI), an assessment of historic preservation issues associated with construction of proposed infrastructure at the Port Allen Airport was conducted by International Archaeological Research Institute, Inc. (IARI). The proposed infrastructure is designed primarily to support helicopter operations at the east end of the existing airport runway and includes four helicopter hangars, a helicopter apron, two fixed wing tie-downs, three parking lots, a maintenance shed, and a comfort station (Fig. 1).

Initially, the scope of this assessment was limited to a determination of the likely presence or absence of unrecorded historic sites within the project's area of potential effects, the boundaries of which were then defined by the chain-link fence that encloses the airport runway. At a public information meeting held in Kauai on August 13, 1997, members of the community raised concerns related to unrecorded human burials on the airport property outside of the chain-link fence, and to wider issues of possible effects of the project on traditional cultural practices. As a result, the scope of the assessment was broadened at an August 27, 1997 meeting among IARI, EKNAI, and Department of Transportation, Airports Division (DOTA). In order to include the location and status of human burials on airport property and cultural concerns expressed by the community. Community concerns include both the management of unrecorded historic properties on airport property and native Hawaiian access rights.

This document reports the results of research into the nature and location of historic sites in the vicinity of the proposed project area, traditional Hawaiian settlement patterns in Hanalei *ahupua'a* (land division), land records for the parcel presently occupied by the Port Allen Airport, and a one-day field trip to Hanalei that included interviews with Ms. Wilma Holi and Ms. Emma DeCosta. The issues raised by Ms. Holi and Ms. DeCosta are reported in Chapter III along with an outline of their historical and statutory context, where appropriate. Several of the issues that they raised are not directly related to historic properties, but deal instead with native Hawaiian rights. The issue of native Hawaiian rights is complex, having been visited by the State Supreme Court several times recently, and

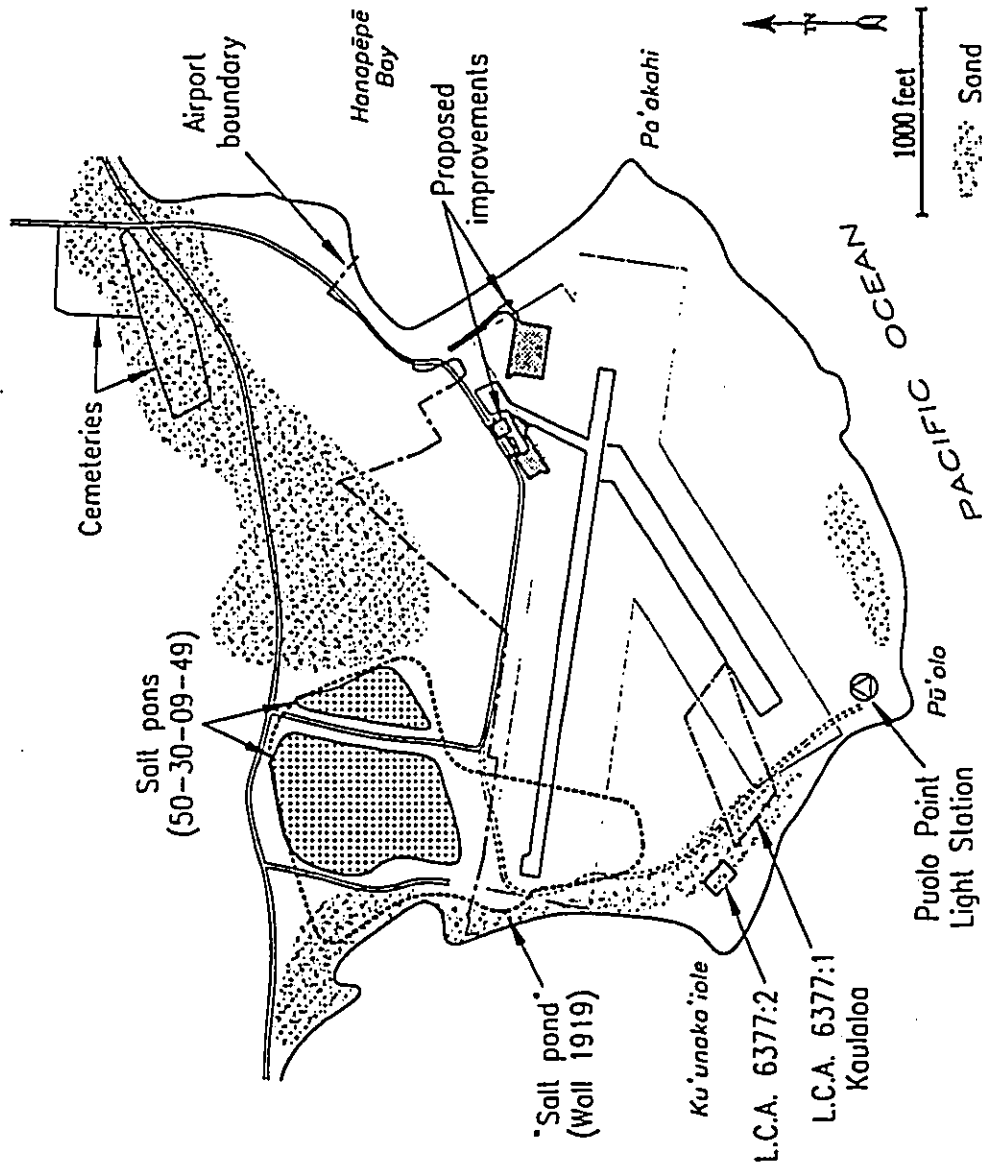


Figure 1. Port Allen Airport at Ukulā, Hanapēpē, showing the location of the proposed improvements, Land Commission Awards, and sandy soils.

valley and the kula (unirrigated plain) lands to either side, now mostly given over to sugarcane cultivation.

The Ukulā peninsula is formed of lavas of the Kōloa volcanic series (Macdonald and Abbott 1970). It is joined to the south coast of Kaula I by a series of shallow water salt pans on the west and an area of sand and sand dunes on the east (Footo et al. 1972). The Salt Pans (Pa'akai o Hanapepe), are maintained today by the Hui Hana Pa'akai o Hanapepe as a preserve under the auspices of the State Department of Land and Natural Resources, Historic Preservation Division.

A calcareous sand beach along the western side of the peninsula forms the seaward boundary of the Salt Pans. There are deposits of sand on either side of Pū'olo Point that are subject to erosion by large waves. The beach formed at the middle of the peninsula was known as Ka'ilili (Gay 1873), an apparent reference to the coarse, often pebble-sized sediments laid down at this high wave energy location.

Today, vegetation on most of the peninsula is maintained by DOTA at a height of a few inches, except for a few relict stands of *koa haole* (*Lucania leuccephala*) and shrubs along the coast.

#### Undertaking

The proposed project at Port Allen Airport is designed primarily to provide infrastructure support for helicopter operations. The proposed improvements are planned for the east end of the airport, mostly within the chain-link fence that encloses the runway. The dirt road that runs along the eastern edge of the airport will be paved for a short distance to a new entrance which will lead to automobile parking, helicopter hangars, and a helicopter apron. Near the present entrance to the airfield, two fixed wing tie-downs and a short taxiway are planned. Nearby are public and employee parking, a maintenance shed, and a comfort station (Fig. 1).

#### Methods

The assessment involved archival and limited field research, and interviews with two citizens concerned about potential effects of the proposed project.

Documents providing background on the history, environment, and historic resources of Hanapepe, and Ukulā in particular, were obtained from the library and site record files of the State Historic Preservation Division, the State Archives, and the IARI library. In addition, maps and the historic sites geographic

information system at the State Historic Preservation Division were also consulted. Discrepancies in the information gained from these various sources are identified and an attempt is made to resolve these where possible.

A brief field inspection of the airport lands proposed for improvements was made by the author on the afternoon of October 16, 1997. The coastal lands of Ukulā, from Pa'akai Point to the salt ponds were also inspected; first on foot and then from a four-wheel drive vehicle with the assistance of Ms. Emma DeCosta and Ms. Wilma Holi. These inspections were designed to gain familiarity with the land and did not constitute inventory level survey coverage. Areas of heavy brush were not investigated at all and only a very brief period was spent walking the areas where the vegetation is maintained by DOTA.

Approximately two hours were spent in an informal interview with Ms. Emma DeCosta and Ms. Wilma Holi. The first hour, Ms. DeCosta and Ms. Holi gave the author a tour of the peninsula, sharing information that they had gained from their own personal experiences at Ukulā and that had been passed down to them from ancestors and other family members with ties to the land. The second hour was spent in conversation at Hanapepe town. Here, the discussions ranged more widely, touching on issues of Hawaiian rights and their relationship to the proposed Port Allen Airport project.

No attempt was made to collect specific genealogical information concerning the connection of Ms. DeCosta or Ms. Holi to lands at Ukulā. It did come out in conversation, however, that Ms. DeCosta belongs to the Kali family, a member of which once had title to a parcel of land that is now part of the airport property. Ms. Holi is related to Ms. DeCosta. Both women speak with authority about the lands of Ukulā.

The interview was not recorded. No claim is made that the representation of the views of Ms. DeCosta and Ms. Holi presented in Chapter III is complete. Rather, information provided by Ms. DeCosta and Ms. Holi and issues that they believe should be taken into consideration in assessing the effects of the proposed project are presented in a context that should be useful to decision-makers.

#### Land Use History

The lower portion of Hanapepe Valley was described by the missionary Hiram Bingham in May, 1824 as "sterile, and ... little cultivated," a description that might also apply to Ukulā, which lacks a ready source of fresh water. However,

testimony to the Land Commission 24 years after Bingham's visit to Hanapepé, reviewed below, indicates that at least two *pā lanu* (walled gardens) were established at Ukula at that time. Perhaps Bingham was contrasting the dryland gardens of the lower valley with the irrigated *lo'i* of the main valley, for which Hanapepé was well known. He did note, however, that the lower valley "has a pleasant grove of cocconut trees" (Bingham 1847: 217-218), and these might also have grown on the calcareous sands along the *mauka* edge of the Ukula peninsula.

The *ahupua'a* of Hanapepé was awarded to Kauikeaouii (Kamehameha III) during the *māhūle* (land division of 1848), including most of the land presently occupied by the airport. These lands are now classified as Government (Crown) Land. There were at least 80 claims for more than 130 *'āpana* (portion of a *kulana* land division) in Hanapepé, from the shoreline to about 5 km into the valley (Creed and Hammatt 1995). Most of these claims included *lo'i* *kalo* lands along the broad, well-watered alluvial plain of the Hanapepé River.

Two parcels at Ukula were awarded on October 8, 1851 by Land Commission Award No. 6377 to Kaulaloa, the husband of the true claimant, Kekuamanoha. Land Patent No. 8460 was issued on June 25, 1936, confirming the award. These lands are described somewhat differently in the Native Testimony (Board of Commissioners to Quiet Land Titles 1846-1852: vol. 11, 114-115) and the Foreign Testimony (Board of Commissioners to Quiet Land Titles 1846-1853: vol. 11 supplement, 235). In the Native Testimony they are described as "Section 3," a house lot, and "Section 4," a garden and pasture. In the hand-written Foreign Testimony they are described as "N° 3," a *pā hale* (walled house lot) and "N° 4," a *pā lanu* and *kula*. On the State of Hawaii Tax Map for the Fourth District (TMK:1-8-08), Section 3 is indicated as *'āpana 2* and Section 4 as *'āpana 1*.

The two parcels were either received in 1843 from Kapuniai in Kekau'ōnohi's time, according to the statement of Kahalewai recorded in the Foreign Testimony, or simply from Kekau'ōnohi in 1843, as recorded in the Native Testimony. Kekau'ōnohi (d. 1851) was a Hawai'i Island *alii*' (chief), a grand-daughter of Kamehameha and niece of Kalaninōke.

In the Foreign Testimony the two *'āpana* are described as belonging to the land of "Ukula" (Ukula), but in the Native Testimony they are assigned to the *'ili* (division of an *ahupua'a*) of Kaauaeakahi, Hanapepé. It is possible that Ukula was a portion of Kaauaeakahi *'ili*, which comprised lands on the lower reaches of the Waimea bank of the Hanapepé River, extending about 3/4 km *mauka* of the bridge (Creed and Hammatt 1995).

Kaulaloa also claimed a *mō'o* (narrow piece of land) (Lucas 1995), in Kau-māhalaau *'ili* at Halepua, Waimea that he received from Kapuniai in Kekau'ōnohi's

time, and a *pā lanu* in Makaweli from Kekūānao'a in 1848. Kekūānao'a was a *kanihu alii*' (lesser chief) of O'ahu and Maui (Kame'eletitua 1992) who married well; with his wife Kina'u, Kamehameha's daughter by Kaheheimālie, he fathered both Alexander Liholiho (Kamehameha IV) and Lota Kapuāiwa (Kamehameha V). He served for a time as governor of Kaua'i.

The boundaries of the 0.25 acre (Wall 1919) *pā hale*, *'āpana 2*, were described in the Native Testimony. The boundary descriptions are presented below, with information from the Foreign Testimony included parenthetically where this augments or appears to differ from the boundary information in the Native Testimony.

Mauka government enclosure (*pōlanu* [*pā lanu*])

Wahiawa Hanaalawa pasture (*kūla*)

Makai Stream (Sea beach)

Waimea Kuunaakalo (Sea beach)

The boundaries of the *pā lanu* and *kūla*, *'āpana 1*, comprising 2.61 acre (Wall 1919), are described as follows.

Mauka Kapalawai pasture (*kūla*)

Wahiawa Kanniani pasture (*kūla*)

Makai Government enclosure (*pōlanu* [*pā lanu*])

Waimea Salt beds (Ukula salt marsh)

There is no description in the testimonies of what was grown in the *pā lanu*, although with no ready source of irrigation water these were probably dryland crops. The boundary testimony does indicate that there were at least two enclosures at Ukula in the mid-nineteenth century, one owned by the government in addition to the one claimed by Kaulaloa. It is likely that these *pā* (walls) were stone walls, although testimony to the Land Commission does not give details on construction materials.

The boundary testimony also indicates that the salt pond was once much larger than it is today, extending to a point south of the active runway. The full extent of the salt pond is shown on at least two early maps of Ukula (Fig. 1).

Kaulaloa's Ukulā lands devolved to his grandson, Samuel Kamaulele Poki, through his daughter, Kailipau (Hailipau). *ʻĀpana 2*, the *pā hale*, was conveyed by Poki to his grandson, Albert Liholilo Kali. Kali conveyed *ʻĀpana 2* to Kiyoshi Kimata in 1932 and Kimata conveyed half of the parcel to Yoshizo Yamagata in a series of transactions in 1932 and 1934. The Territory of Hawaii acquired Yamagata's land in 1937 and Kimata's in 1940.

*ʻĀpana 1*, the *pā lanu* and *kula*, was conveyed by Poki to his wife Maluahi and her son Oscar Paalua. They conveyed *ʻĀpana 2* to Yasue Enoki in 1935. The Territory of Hawaii acquired Enoki's land in 1937.

The airport lands were transferred to the State of Hawaii by operation of Section 5(b) of the Admission Act in 1959.

During interviews with Ms. DeCosta and Ms. Holi, it was related that a large house once stood on the *pā hale* land of Kaulaloa. According to them, the house served as a summer home for *aliʻi* and the pond *maka* of the *pā hale* was used as a fishpond to feed the *aliʻi*. The last caretaker of the pond passed away in the 1950s. This information differs from the testimony to the Land Commission that Kaulaloa's land was bounded by "salt beds" or the "Ukula salt marsh," but the difference does not necessarily indicate that one or the other is untrue. Aside from the great coastal *loka kuapa*, other types of Hawaiian fishponds—*loka puʻuote*, *loka uai*, *loka iʻa kolo*—were regularly put into and taken out of production as circumstances required. Given suitable access to sea water, which could have been effected by a channel cut through the sand berm that separates the pond from the ocean, the pond created when airport construction cut through the original salt pond, or the southern end of the large pond before that time, might have served as a fishpond.

Another award was made on the Waiimea side of the Salt Pans, outside of airport property. This is LCA No. 3654, Kamae claimant. It is called the houselot of Kaahewahewa in Kawiliwili.<sup>1</sup> This 0.69 acre parcel was received from Manu, who was *konohiki* (head man of an *āiupuaʻa* under the chief) in the time of Kaikioʻewa (d. 1839). Kaikioʻewa was a Hawaiʻi Island chief and a close associate of Kamehameha's clan who served as *tiaʻāina* (governor) of Kauaʻi (Kamehameha 1992: 99-100).

The Salt Pans northwest of the airport runway were, in the late 1920s, the largest of their type on Kauaʻi (Bennett 1931: 24), and would have been a major resource at Ukulā. The Salt Pans were formerly much larger than they are today, and once covered an area of approximately 13 hectares (31.5 acres) (Fig. 1).

<sup>1</sup>Kawiliwili is spelled Kuwiliwili by Wall (1919).

Construction of the airport was underway when Bennett surveyed the area in 1928 or 1929. The airport was expanded around 1940 when the Territory of Hawaii purchased the last of the remaining privately held lands on the peninsula. The airport once had two runways; in addition to the currently active runway, a shorter runway ran southwest from its east end to the shore (Fig. 1). Construction of the currently active runway cut through the Salt Pans, leaving a small remnant south of the runway and the current Salt Pans preserve north of the runway. A parking lot was built between the runway and the Salt Pans, and "the road across the salt pans was built by the County of Kauai sometime in the mid 1960s" (Miyamoto 1990).

Today, most of the activity at Ukulā is centered at the Salt Pans where salt is manufactured in the traditional Hawaiian way, at the sea beach fronting the ponds where recreational watercraft are launched, and at the east end of the runway where tour helicopters operate.

## II. HISTORIC SITES

Investigations over the years have generally documented the deterioration of historic sites at Ukulā; only the Salt Pans, used today much as they were in traditional Hawaiian times, are well preserved. Descriptions from the early decades of this century indicate that there were numerous walls and other structures near the Salt Pans, on the flat lands, and along the coast. Some of these, especially a *heiau* (temple) dedicated to Kāne and Kanaloa (Thrum 1906), were substantial structures. Some deterioration was evident in the late 1920s, but the number and density of remains were evidence for intensive use of the lands. By the early 1970s, when the State completed an inventory of its historic sites, the deterioration had advanced considerably and it was not possible to identify with confidence the locations of what were once large, imposing, stone structures. Today, it is probably not possible to identify most, if not all, of the stone structures that once were here.

### Hanapēpē Salt Pans—50-30-09-49

Wendell Bennett, a graduate student at the University of Chicago working out of Bishop Museum, briefly described the Salt Pans during a survey of traditional Hawaiian historic sites on Kaua'i in 1928 and 1929 (Fig. 2). His description supports the inference that they were not in use at the time he visited them, which would have been the case if he were there in the winter months.

[The site] is notable among the salt pans of Kauai in having no artificial divisions. It is merely a natural flat area on which the sea water could be let in to evaporate (Bennett 1931: 112).

Of the salt pans remaining to-day the largest is at Puolo point (Site 49). It is a large, shallow basin with neither internal divisions, nor any pans marked off around the edge. Whether the whole basin was used for evaporating salt in large quantities, or whether different areas were used cannot be accurately determined (Bennett 1931: 24-25).



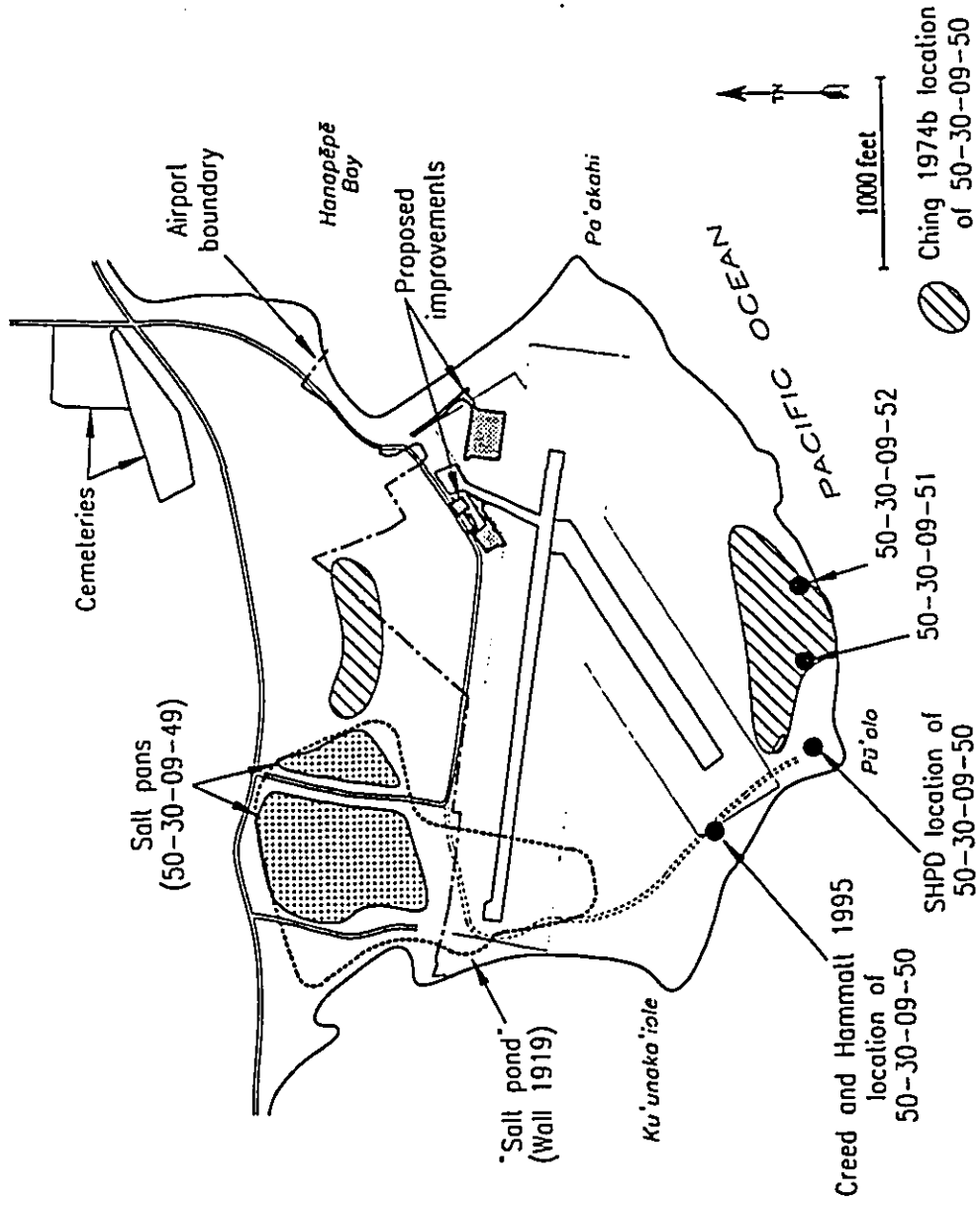


Figure 2. Historic sites at Port Allen Airport. Note the various locations for site 50-30-09-50.

The operation of the Salt Pans was described in detail by Francis Ching, who headed the Statewide Inventory of Historic Places on Kaua'i. Internal divisions of the pans, absent when Bennett visited the area in the late 1970s, were present in the early 1970s.

This is a natural flat area measuring 243.8 meters long by 213.4 meters wide. The plots on the west side of the flat are lined with a clay-like earth each measuring about 1.82 to 2.44 square meters and are approximately 25 centimeters deep. These pans are filled with salt water by wells and left to evaporate. The material remaining after months of care, is crystallized salt and is mixed with alae, a reddish dirt.

The original site has been altered. A road was built through the east side. A parking lot is now located to the south of the pond. However, the recent additions have only changed the appearance of the site, and have not hindered the continuance of salt manufacturing. Today these pans are still in use. The pans appear to be in good condition at this time. An organization, Hui Hana Pa'akai, was formed to preserve this ancient art of salt-making. Many members have been working these beds since they were children, continuing the art of their parents and their grandparents before them.

There has been little change in the traditional methods used in Hawaiian prehistory. Tin or plastic containers, instead of calabashes, are used today to fill the plots and also to bail out the excess water. This is the only known divergence from the ancient methods. Even some of the ancient kapus are now being observed. These are:

1. No hūkihūki (arguing or fighting).
2. The salt bed must be kept free of impurities. No smoking, no drinking signs are posted at the entrance.
3. Menstruating women may not enter the salt bed area.
4. Feather leis may not be worn in the area.
5. Some of the first salt made each year must be offered to Pele. Legendary tradition says that the salt beds were dug by Pele.

Salt manufacturing is seasonal and is carried out in the summer months. During inspection, the beds were flooded with rain water, which drains from the road and the canefields inland.

These salt pans are the only known representation of this type of salt making. This is the largest remaining salt manufacturing area in Hawaii (Ching 1974a).

The Salt Pans were placed on the Hawaii Register of Historic Places in 1974. They were removed in 1980 because of a procedural error in their registration, then replaced on the register in September, 1988. They are considered significant because they are the only remaining salt pans of their kind. This significance evaluation corresponds to the Federal criterion described in 36 CFR 60(c), which applies to

sites "that embody the distinctive characteristics of a type." The Hui Hana Pa'akai o Hanapēpē continues to maintain the salt ponds today.

#### House Sites—50-30-09-50

Bennett briefly recorded many stone structures that he described as "house sites" and "walls." These structures were located in the vicinity of the Salt Pans, but his published report describes their locations in rather vague terms. The large scale site map in Bennett (1931) shows the site immediately east of the Salt Pans and *mauka* of the other two sites Bennett recorded at Ukula. The signs of recent construction might refer either to maintenance of pre-existing structures or to new walls.

The remains of many house sites appear on the great flat lands near the salt pan (Site 49). Most of the house sites are surrounded by walls 2 to 3 feet high, many of which have been built up recently. Walls run everywhere. East of here the field has been cleared for an airport. Along the shore the tumbled remains of wind shelters used by fishermen can be seen (Bennett 1931: 112).

By the early 1970s, when the site was surveyed for the Statewide Inventory of Historic Places, many of the structures seen by Bennett had been destroyed. Nevertheless, two concentrations of remains were indicated in a general fashion and not to scale on the site map: one concentration was on the sandy soils directly east of the Salt Pans in an area that is now mostly part of the Salt Pans Preserve administered by DLNR, and the other was at, and to the east of, Pū'olo Point along the shoreline (Fig. 2). No remains are noted at Ku'unaka'iole Point.

It is suspected that many house sites have been destroyed completely by various land clearing operations: i.e., sugar cane, park, parking and airport. The air strip, Burns Field, covers a large portion of this area. It is still used today by small aircraft.

Most of the stone alignments noted by Bennett, along the shore, are now at ground level. It appears that many stones have been removed by islanders who use this type of stone (*pahoehoe*) to place in their fireplaces and other walls. The majority of these sites are covered by heavy Koa Haole, ground cover and assorted grasses. For the most part, the entire area is flat. . . .

Despite the deteriorated condition of these home sites, the area should be re-searched and excavated, as it is believed that more information can be obtained. These sites are even more significant because of their proximity of (sic) the salt pond (Site49) (Ching 1974b).

On the basis of Ching's recommendation, the house sites were placed on the Hawaii Register of Historic Places in December 1974 in the reserve category with local significance. The site was taken off the Register in 1980 due to a procedural error, but was replaced in 1988, pursuant to Senate Bill No. 3277, which was passed by the Legislature that year. The site location is now commonly shown as a point, rather than the two areas originally indicated by Ching (Fig. 2), although the locations vary according to the source.

The site was visited and briefly described by the Kaua'i Island archaeologist for the State Historic Preservation Division, Nancy McMahan, in September 1988. She notes that a heavy growth of vegetation west of the airport, which would include the area around Ku'unaka'iole Point, made it difficult to determine the presence or absence of house sites there.

...on the State Land (flat lands), many walls and tumbled wall remains can still be seen. On the USCG [United States Coast Guard] property [at the Puolo Point Light Station] remains of shelters are visible. Overgrowth on the land west of the airport makes it impossible to see if other house sites are present; abandoned cars and a resident occupy the area today (McMahan 1988).

The "resident" mentioned by McMahan was joined over the years by several other transients, who built make-shift homes beneath the dense vegetation (*makai* [ocean]) of the runway. This was perceived fairly generally as a problem and a few years ago DOTA cleared most of the area of vegetation and removed a large amount of trash. The vegetation is maintained at a height of a few inches over most of the area *makai* of the runway, so that structures resembling those described by Bennett would be easily identified. None, however, can be seen today. If the remains of structures are present in this area, then all that is left are foundation stones, possibly buried in the soil, which as Ching noted is quite deep in places and might contain evidence of past land uses.

It should also be noted that Bennett did not publish the reasons behind his interpretation of the structures as "house sites." As noted above, only one *pa'ahu* was claimed at Ukula during the *māhala*. There were at that time at least two garden enclosures, and it is possible that Bennett saw the remains of these and perhaps other gardens that were not claimed directly in the *māhala*. The persistence of numerous garden enclosures at Ukula might account for Bennett's statement that "[w]alls run everywhere."

Site 50-30-09-50 is listed on the Hawaii Register of Historic Places, where its significance is clearly indicated as having to do with additional research and excavation, especially given the site's association with the Salt Pans. The significance

statement on the register form (Ching 1974b) specifically points out "the deteriorated condition" of the site. This significance evaluation corresponds to the Federal criterion described in 36 CFR 60(d), which applies to sites "that have yielded, or may be likely to yield, information important in prehistory or history."

#### Kauakahiunu Heiau—50-30-09-51

Thrum recorded that Kauakahiunu Heiau was dedicated to Kāne and Kauloa (Thrum 1906).

When Bennett measured the site in the late 1970s it was already in ruins, its walls "now but slightly marked by crumbled stones" (Bennett 1931: 112). Francis Gay, a businessman who cofounded Gay and Robinson, a company with sugar and ranching interests on Kaua'i, visited the site between 1863, when he arrived in the islands from New Zealand and 1873, when he produced a manuscript of Kaua'i place names now held at Bishop Museum (Gay 1873). He described Kauakahiunu as a "small heiau or unu, close to Kailiiti," the sand beach in the middle of Ukula, or Pu'olo, Point.

Bennett was able to measure the extent of the *heiau*, which was "at the outside about 80 by 60 feet. The walls were said to have been about 4 feet high." (Bennett 1931: 112). The shape of the *heiau* or *unu* is apparently not recorded; Valeri has reviewed the available information on *unu* and concludes tentatively that the term refers to the horseshoe-shaped plan of certain temples, of sacrificial areas within temples, or even to temples in which the sacrificial area is horseshoe-shaped (Valeri 1985: 177).

Bennett appears to have written the last description based on direct observations of the *heiau* foundation. Ching and his crew on the Statewide Inventory of Historic Places were not able to identify any remains of the *heiau* and McMahan only found that "many large boulders are scattered through the area west of the lighthouse marker. Many of these stones make some alignments" (McMahan 1988).

There is some confusion about the location of the *heiau*. Bennett's map does not indicate locations precisely and it is possible to interpret the location of Kauakahiunu as anywhere from Ku'unaka'iole Point to Pu'olo Point (Bennett 1931: 96). Records at the State Historic Preservation Division place Kauakahiunu at Pu'olo Point (Coastal Zone Management 1979), but these records are based on the Statewide Inventory of Historic Places, which did not relocate the site (Fig. 2).

Kauakahiunu heiau is not registered on either the National or Hawaii Registers of Historic Places.

#### House Site or Fishing Shrine—50-30-09-52

This substantial site was recorded only by Bennett; it has not been definitely relocated since. He provides a perspective plan for it as one of four "specialized house sites" (Bennett 1931: 15). This plan is reproduced here as Figure 3. Elsewhere, Bennett refers to the site as a "house platform" (Bennett 1931: Fig. 29) and he does not develop the information that supports its possible interpretation as a fishing shrine.

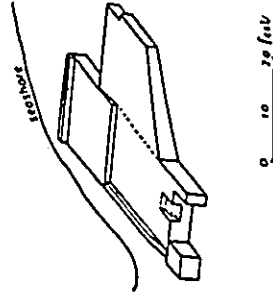


Figure 3. Perspective plan of site 50-30-09-52 from Figure 1 of Bennett (1931). The plan is augmented here with information about the orientation of the structure to the sea (see Bennett 1931: Fig. 29).

The front part of this structure rests on the beach stones above which it has been built up 5 to 8 feet. In rough weather the sea spray must have washed over it. ... It is composed of three sections with steps leading up to one. The paving on two sections is with very small beach pebbles. The other section is more torn down, and is paved with larger stones. A wall one foot high runs around the south side and across the front (sea side) (Bennett 1931: 112).

Bennett locates the site as "just east of site 51 [Kauakahiunu heiau] at the shore" (Bennett 1931: 112), but this is little help in fixing the site's position because it is now impossible to be certain where the heiau once stood. Site 52 was recorded during the Statewide Inventory of Historic Places, but the description makes it clear that the surveyors were not confident the remains they saw belonged to the site described by Bennett.

Intermittent stone alignments were found at Puolo Point in the ahupua'a of Hanapepe. These remains are believed to be the house site or fishing shrine elaborated upon by Bennett in his Archaeology of Kauai. A small unmanmade lighthouse apparently occupies the place which is thought to have been the area where the structure formerly stood. Not enough of this site remains to enable us to determine its exact location. ... No surface artifacts are found and only recent shell midden can be seen on the surface (Ching 1974c).

Site records at the State Historic Preservation Division, based on the Statewide Inventory of Historic Places, place the site east of Pu'olo Point on a southeast facing coast (Fig. 2). This placement appears to contradict information provided by Bennett, which indicates that the west end of the site, not the south end, was the sea side (Bennett 1931: 113). A location near Ku'unaka'iole Point on the southwest facing coast fits better with the description of the site's orientation provided by Bennett. If this speculation is correct, then the site is located either at, or very close by, the *pā hale* of Kaulaloa. This might not be coincidental. It makes sense that the most substantial structural remains at Ukula in the late 1920s would be located at the only *pā hale* awarded during the *māhale*. Bennett's maps of the site show that it was bounded on two sides by the sea shore, a circumstance that corresponds to the Land Commission testimony that the *pā hale 'āpana* claimed by Kaulaloa was bounded on the Waimea and *makai* sides by a sea beach. The structure recorded by Bennett as Site 52 might have been the foundation of a house in the *pā hale* awarded to Kaulaloa.

Site 50-30-09-52 is not listed on the National or Hawaii Registers of Historic Places.

#### Human Burials

There are several reports of human burials and grave markers in the vicinity of the Port Allen Airport. These are generally in the sandy areas preferred as burial grounds in traditional Hawaiian times. Bennett noted that burials are found "[i]n the sand on the northwest side of Hanapepe bay" (Bennett 1931: 112), opposite the Catholic and Veterans' Cemeteries. There are also reports from time-to-time of

A section of paved road is proposed to replace a section of the eroded dirt road between the chain-link fence and Hanapepe Bay.

Field inspection showed these lands to be completely cleared and graded flat. There are no traditional Hawaiian surface structures of any kind, nor were any indications of their former presence seen.

#### Determination of Effect

Currently, project planners do not anticipate any Federal involvement in the proposed Port Allen Airport project that might trigger the application of Federal historic preservation laws. The analysis below, however, proceeds as if the Federal laws apply. This tactic has the advantage of being able to refer to regulations that have been promulgated. The State regulations, which are modeled very closely on the Federal regulations, are in draft form and it is not possible to predict with confidence what their final form might be. It is likely, however, that an analysis based on the National Historic Preservation Act and its regulations will apply very directly to a situation in which the State historic preservation law is applicable. Also, the Federal law relating to burials, the Native American Graves Protection and Repatriation Act, is not applicable because the Port Allen Airport is located on State lands. In this case, the State's burial law, H.R.S. 65E-43 et seq., does apply and would specify the process by which treatment of human remains more than 50 years old is determined.

There are two significant historic sites at Ukula listed on the Hawaii Register of Historic Places: Hanapepe Salt Pans (50-30-09-49) and House Sites (50-30-09-50). Both of these sites are potentially eligible for listing on the National Register of Historic Places, as well, although it is not known if the House Sites retain sufficient integrity for listing. The Salt Pans, which are located outside of the airport property, are certainly eligible for listing on the National Register of Historic Places.

Additional research is needed to establish the location of, and traditions associated with, a leaping place for spirits. Such a place might very well qualify for listing on the National and Hawaii Registers of Historic Places as a traditional cultural property. If so, then it would be necessary to take into consideration the effects of the proposed project on this traditional cultural property.

Unrecorded human burials are likely present in the sandy soils north of the airport property and in the sandy coastal areas at the west end of the airport. A cross that appears to have marked a modern grave was recorded near Pū'olo Point in 1988. All of the burial sites greater than 50 years old are protected by the

bones eroding out of the sand in the vicinity of the Salt Pans (Holly McEldowney, personal communication, October 1997). Given the large population of Hanapepe in traditional Hawaiian times it is not at all surprising that burials are found in the sands here. It is certainly possible that many more human burials are located in the sandy soils mauka of the airport property.

In 1988, "west of the lighthouse... [a]n historic grave marker was... found amidst the stones" (McMahon 1988). A 35 mm color slide included in McMahon's report shows a simple cross of unfinished wood lath. No scale appears in the photograph, but the cross appears to be less than a meter tall. Its apparently rudimentary construction makes it unlikely that the cross would have stood for any length of time.

Ms. DeCosta and Ms. Holi reported that there are an undetermined number of human burials in the vicinity of the *pō hale* awarded to Kaulaloa. Exact burial locations are not known to them. This is a sandy area (Fig. 1) that would have been well-suited for use as a burial area in traditional Hawaiian times.

#### Leina-a-ka-'uhane

A: Pū'olo Point. Ms. Holi related that this was a place where spirits leapt to *pō*, the netherworld.

The Hawaiian teaching... is that death to the body (*kino*) does not entail death to the spirit (*uhane*) but follows separation between the two. The experiences of the soul after it leaves the body at death, according to the teachings of the *kahunas*, follow a traditional pattern based on very early traditional ideas... There is a place of the dead, reached at some leaping place, with which is connected a branching tree as roadway of the soul (Beckwith 1970: 154).

Such places, often named Leinaa'uhane (Pukui et al. 1974), are found on all of the islands, and Beckwith lists Hanapepe, Kaua'i as one of these, without specifying an exact location. In a general sense, the leaping places are "at a cleft on some high bluff overlooking the sea or in the edge of a valley wall" (Beckwith 1970: 155). The former could readily describe several places along the eastern coastline of Ukula.

#### Inspection of Lands Proposed for Improvements

Lands proposed for improvements are located at the east end of the active runway, mostly within the chain-link fence that encloses the runway and taxiway.

State burials law, H.R.S. 6E-43. The federal law regarding burial sites, the Native American Graves Protection and Repatriation Act, commonly known as NAGPRA, is not applicable because the lands at Ukula are not federally owned, nor are they administered for the benefit of Native Hawaiians pursuant to the Hawaiian Home Commissions Act, 1920, and section 4 of Public Law 86-3. Cemeteries or graves are not ordinarily considered eligible for the National Register (36 CFR 60.4(d)).

Kauakahiunu heiau (50-30-09-51) and the House Site or Fishing Shrine (50-30-09-52) were probably the most substantial traditional Hawaiian structures built at Ukula. Both sites, however, lack integrity. Kauakahiunu heiau was in ruins in the late 1920s, and the house site, recorded in detail by Bennett, has not been confidently relocated since then because its once substantial platforms and walls are no longer standing. These two sites have been evaluated as not eligible for listing on the Hawaii Register of Historic Places. Because these sites are "not significant" it is not necessary to evaluate the effects the proposed project might have on them.

There are no known historic sites at the location of the proposed improvements to Port Allen Airport. This area has been graded and it is unlikely that significant subsurface historic sites will be found. The project is also located away from the sandy northern portion of the Ukula peninsula, where it is likely that unrecorded burials will be found. Therefore, the proposed project will have no direct effect on significant historic sites.

The criteria of effect also include what are commonly known as "indirect" effects, those that occur later than or at a distance from the location of the undertaking. It is, thus, necessary to evaluate possible indirect effects of the proposed project on the two known significant historic sites at Ukula, the Salt Pans (50-30-09-49) and the House Sites (50-30-09-50), despite the fact that the Salt Pans are not located on airport lands. If further investigation verifies the location of the leaping place of the spirits near the airport, and information indicates that this is a traditional cultural property eligible for listing on the National or Hawaii Registers of Historic Places, then the effects of the proposed project on this site would need to be taken into account as well.

It is important to note that indirect effects must alter the qualities of the historic site that make it significant (36 CFR 800.9). These qualities might include the integrity of the site's location, design, setting, materials, workmanship, feeling, or association. In the case of the Salt Pans, significance is based on design and materials and the site's association with an on-going salt making tradition. The proposed project will alter neither the design nor the materials of the Salt Pans. Nor will it affect the ability of Hui Hana Pa'akai o Hanapepe to perpetuate the salt making tradition. In the case of the House Sites, the proposed project will not alter

the research potential of this site because the same opportunities for investigation and excavation that are present today will also be present if the proposed project is successfully completed. The association of this site with the Salt Pans is based on their proximity to one another. The proposed project will not alter this spatial relationship in any way.

#### Management Considerations

There are presently at least two historic preservation management considerations at the Port Allen Airport. The first has to do with the status and protection of the House Sites (50-30-09-50). This site is significant for its information potential, but there is considerable uncertainty over its location and the current condition of the structures described by Bennett almost 70 years ago. It seems likely that at least a portion of this site is in the maintained area *makai* of the airport runway, and the important question from an historic preservation point of view is whether or not maintenance practices have an effect on the site's research potential. Clearly, it is not possible to answer this question with the little information at hand and additional investigation would be needed to fix the boundaries and assess the status of this listed site.

The second management issue has to do with preservation of unmarked burials in the sandy coastal lands. According to Ms. DeCosta and Ms. Holi, the sandy area at Ku'unakaloiole Point was a burial location associated with the lands awarded to Kaulaloa. The field inspection of this area revealed substantial erosion of sand along the coast. Some of this erosion appears to be due to natural causes, primarily the action of large waves. Much of it, however, is due to inappropriate use of the area for sand mining and four-wheel drive motoring. At least two pits in the sand, one several meters in diameter, are the result of recent sand mining activities. During our inspection of the area we observed and spoke to an elderly couple loading sand into the back of a pickup truck. Sand mining has the very real potential to expose and disturb human burial remains and it would be wise for DOTM to take the necessary steps to ensure that this practice stops on airport lands. Four-wheel drive motoring is not as severe a threat to unmarked human burials as sand mining, but it does hasten the collapse of eroding sand faces. There is no practical reason to continue four-wheel drive vehicle access to the sandy shore—traffic could easily be routed behind the beach, away from the sandy shore—These two steps—actively prohibiting sand mining and rerouting motorized vehicles away from the sandy coast—would substantially reduce the probability that human burial remains will be disturbed on airport lands.

The reasons and special features differed from 'āina to 'āina and island to island, but the identification was everywhere an essential reality (Handy and Handy 1972: 42-43).

Ms. DeCosta and Ms. Holi have chosen to continue to honor the land with vigilance. Both are associated with Hui Hana Pa'akai o Hanapepe, which works to preserve the tradition of salt-making at the Salt Pans. Both are up-to-date on goings-on at Ukula and they frequently queried each other on the circumstances of small changes at the peninsula.

Ms. DeCosta and Ms. Holi expressed concern over continued access to the shoreline at Ukula should the Port Allen Airport expand. Their worry is that the proposed project represents the first of many small projects that will, eventually, transform the airport to a busy facility where access will be restricted for safety reasons. They cite the airport at Ahukini as an example of the effect that an airport can have on access to and use of the coast. They desire continued access to the coast so that they might exercise traditional fishing rights at Ukula and continue to visit the lands awarded to Kaulaloa which they believe to be a family burial ground.

The State Supreme Court has visited the question of native Hawaiian rights several times in the last decade, most recently in the case of Public Access Shoreline Hawaii, commonly known as the PASH case. These court cases together define what is meant by Article XII of the State Constitution when it says:

The State reaffirms and shall protect all rights, customarily and traditionally exercised for subsistence, cultural and religious purposes and possessed by ahupua'a tenants who are descendants of native Hawaiians who inhabited the Hawaiian Islands prior to 1778, subject to the right of the State to regulate such rights.

Against various challenges to these rights, the court generally has held that they survive intact. This is true even when native Hawaiians claiming access to an area within an ahupua'a no longer live in that ahupua'a. In his decision in the PASH case, Justice Klein wrote that

the right of each ahupua'a tenant to exercise traditional and customary practices remains intact, notwithstanding arguable abandonment of a particular site ... (1985).

This follows the court's decision in *Felo Defense Fund v. Pa'u* that "native Hawaiian rights protected by [the State Constitution] may extend beyond the ahupua'a in which a native Hawaiian resides."

### III. NATIVE HAWAIIAN RIGHTS

Discussions with Ms. DeCosta and Ms. Holi ranged over a variety of issues that are not properly historic preservation concerns because they do not deal with the management of historic sites. Instead, they have to do with Native Hawaiian rights and effects that the proposed project might have on continued exercise of those rights. These issues are presented below, along with some background material.

Both Ms. DeCosta and Ms. Holi are strongly opposed to the proposed project. Their ties to the land at Ukula extend back many generations. They fished the coast here when they were young and both of them have heard, remembered, and retold many stories about these lands. Both of them express sentiments that are today referred to as *aloha 'āina*, but which have for many generations been associated with native Hawaiians.

The German theory of Geopolitik emphasizes the concept of a mystical or spiritual identification of the population of a nation with the homeland—not just the "Vaterland" ideal, but the actual physical land on which they live and from which they draw their sustenance. In these days of transience and displacement, this reality may have become blurred. But the concept has very real relevance to the relationship which existed from very early times between the Hawaiian people, be they chiefs of commoners, and their homeland—perhaps peculiarly so between the commoner (*maka'āinana*) who was a planter and his land (*'āina*).

This is abundantly exemplified in traditional *mele* (songs), in *pūle* (prayer chants), and in genealogical records which associate ancestors, primordial and more recent, with their individual homelands, celebrating always the outstanding qualities and features of those lands. But it is equally exemplified by the strong attachments, evident even among the dislocations of today, which the *kama'āina* ("child of the [specific] land," or native) has for his place of origin, be it the lush, wild canyon-valley of Hanapepe on Kauai, the broad mountain slopes and plain below Haleakala on Maui, the shores of Punahou on Oahu, or the lava-strewn areas and forbidding coast of Ka'u on "the Big Island," Hawaii....

The courts have further held that traditional rights are passed on to descendants regardless of their ethnic mix.

Customary and traditional rights in these islands flow from native Hawaiians' pre-existing sovereignty. The rights of their descendants do not derive from their race *per se*, and were not abolished by their inclusion within the territorial bounds of the United States. (TVBSb)

These decisions support the claims of Ms. DeCosta and Ms. Holi for continued access to the Ukula coast for subsistence fishing and to take care of the land on which their family has banded its own. The clear intent of the court decisions is to protect the continued exercise of these rights down through the generations.

Although the State has the right to regulate exercise of native Hawaiian rights at Ukula in the public interest, it is guaranteeing continued public access to and use of the Ukula peninsula.

Ms. Holi is also concerned that the proposed project is designed to benefit individual business people, not native Hawaiians, and that this is not a proper use of the ceded lands on which the airport is situated. Although the ceded land issue is complex, public use of the ceded lands at Ukula is legal. Section 5(f) of the Act to provide for the admission of the State of Hawaii to the Union (Act of March 18, 1959, Public Law 86-3), which governs State use of lands transferred to it by operation of Section 5(b) of the Act, instructs the State to hold these lands

together with the proceeds from the sale or other disposition of any such lands and the income therefrom, ... as a public trust for the support of the public schools and other public educational institutions, for the betterment of the conditions of native Hawaiians, as defined in the Hawaiian Homes Commission Act, 1920, as amended, for the development of farm and home ownership on as widespread a basis as possible for the making of public improvements, and for the provision of lands for public use.

The proposed improvements are for public use and thus qualify under Section 5(f). The improvements will, of course, be used by private businesses in an arrangement that is common to airports throughout the nation. This arrangement does not alter the status of the airport as a public facility.



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#### IV. CONCLUSIONS

There are no known historic sites at the location of the proposed Port Allen Airport project, which is planned for an area at the eastern end of the airport, mostly within the chain-link fence that encloses the runway. This area was cleared and graded in the late 1920s and it is very unlikely that significant historic sites will be found beneath the ground surface.

There are two significant historic sites in the vicinity of the proposed project; Hanapōpō Salt Pans (50-30-09-49) and House Sites (50-30-09-50). These two sites are listed on the Hawaii Register of Historic Places. An analysis of the registration forms for these sites indicates that the Salt Pans are significant for their design and materials and the association with an on-going salt making tradition. The House Sites are significant for the information on history and prehistory that they contain, and because they are spatially associated with the Salt Pans.

Wilma Holi identified the Ukūla peninsula as one of the places where Hawaiian spirits leap to the netherworld of *pō*. Such places are found on all of the islands, one of which was known to have been in Hanapepe *aiupua'a*. Ms. Holi's identification appears to specify the location fairly precisely. This matter deserves more investigation because a place where spirits leapt to the netherworld is potentially eligible for listing on the National and Hawaii Registers of Historic Places as a traditional cultural property.

Two other known historic sites, Kauakahiunu Heiau (50-30-09-51) and the House Site or Fishing Shrine (50-30-09-52) have been evaluated as not eligible for listing on the Hawaii Register of Historic Places. Both sites have been destroyed and their locations appear to be lost.

Given the current status of information on historic sites at Ukūla, the proposed Port Allen Airport project will have "no effect" on historic sites. This determination might be changed if the place where spirits leapt to the netherworld is located near the airport. Further investigation of this possible site might conceivably indicate adverse effects of the project on the qualities that make the site significant.

A preliminary analysis of concerns expressed by Wilma Holi and Emma DeCosta over their ability to exercise traditional Hawaiian rights at Ukūla if activities at the Port Allen airport should increase indicates that these concerns have a legitimate basis, but that they anticipate conditions that will not be created by the proposed project. The State Constitution protects traditional Hawaiian rights subject to the State's right to regulate them in the public interest. Thus, it is conceivable that an increase of activities at the Port Allen Airport might lead to a situation in which the State chooses to regulate access to the Ukūla peninsula in the interest of public safety. The proposed project provides facilities to support the current level of activity at the airport. Furthermore, the State is prepared to guarantee continued access to the peninsula, so that traditional Hawaiian rights are protected.

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Ph.D. Anthropology, Yale University, 1987.  
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### POSITIONS HELD

Associate Archaeologist, Projects Manager, International Archaeological Research Institute, Inc., 1977--present  
Oahu Island Archaeologist, Department of Land and Natural Resources, State of Hawaii, 1991--1997  
Associate Professor of Anthropology, Hawaii Pacific University, 9/87--present (leave of absence)  
Research Associate, B.P. Bishop Museum, 9/87--present  
Associate Anthropologist, B.P. Bishop Museum, 12/84--12/85.  
Staff Contract Archaeologist, B.P. Bishop Museum, 6/77--6/78

### MEMBERSHIPS

Hawaiian Historical Society, Trustee for four year term, 1996-1999 and currently President  
Society for Hawaiian Archaeology, past President and currently editor of *Hawaiian Archaeology*  
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### ARCHAEOLOGICAL FIELD EXPERIENCE

#### Polynesia

1985 Field Director, Bishop Museum survey and excavations of adze quarries on Oahu and Molokai (Dye 1985)  
1984 Field Director, dissertation research, Kingdom of Tonga  
1979 Field Director, Bishop Museum survey of HC&D land near Kapa'a Quarry, Oahu (Dye 1979b)  
1978 Field Director, Bishop Museum survey at Kailua, Hawaii (Dye 1978a)

1977 Field Director, Bishop Museum survey at Haleakala, Maui (Dye 1977c, g)  
Field Director, Bishop Museum survey at Kahaui, Oahu (Dye 1977e)  
Field Director, Bishop Museum survey and excavation at Kapa'ala, Molokai (Dye 1977d)  
Field Director, Bishop Museum survey and excavation at North Halawa, Oahu (Dye 1977e)  
Field Director, Bishop Museum survey and excavation of HI-3 Highway corridor, Windward Oahu (Dye 1977b)  
Field Director, Bishop Museum excavation at Analelo onalu, Hawaii (Dye 1977a)  
1976 Field Assistant, Bishop Museum Tonga Expedition (Kirch and Dye 1979, Dye 1980, Dye 1983)  
1975 Field Director, Bishop Museum excavation at Kamakohou, Hawaii  
Field Director, Bishop Museum survey at Mountain View, Hawaii (Dye 1976)  
1968-1978 Supervised and assisted 22 archaeological projects throughout the Hawaiian Islands (Bevacqua and Dye 1972; Dye, Davis and Kam 1976).

### Micronesia

1980 Field Director, Bishop Museum survey and excavation at Arno Aioli, Marshall Islands (Dye 1981, in press)  
1979 Field Assistant, Bishop Museum survey of Mijuro Aioli, Marshall Islands.  
1978 Field Director, Bishop Museum Survey at Inarajan, Guam (Dye 1979a)  
Field Director, Pacific Studies Institute survey at Rull, Yap  
Field Supervisor, Bishop Museum survey of Ujeum River Valley, Guam (Dye et al 1978b)  
Field Assistant, Bishop Museum survey at Rull, Yap  
Field Assistant, Bishop Museum survey at Babsidaub and Pelehu, Palau

### Other

1982 Field Assistant, University of Illinois (Chicago Circle) survey of the Southern Sinai, Egypt

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**APPENDIX G**

**PORT ALLEN AIRPORT BOTANICAL SURVEY  
REPORT**

PORT ALLEN AIRPORT BOTANICAL SURVEY REPORT

FOR  
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615 PIKOI, SUITE 300  
HONOLULU, HAWAII 96814-3139

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1997



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## INTRODUCTION

The Port Allen Airport is located along the south shore of the island of Kauai on a small peninsula between Hanapepe Bay and Salt Pond Park. This sea level airport consists of approximately eighty acres of land. A botanical survey of this area, to discover what plants make up the vegetation cover of the site, to describe the vegetation, and to determine if any proposed or listed threatened or endangered plant species are growing in the area, was conducted in May 1997.

## BOTANICAL HISTORY

William Brackenridge who botanized the area from Koloa, Kauai to Waiimea, Kauai in 1840 described the region and its vegetation as "a number of sunburned hills...A few sorts of coarse grass with a number of annual plants and three or four Malvaceous shrubs include the principal vegetation" (Funk 1988).

Since that time a few environmental impact statements (e.i.s.) and several negative declarations (n.d.) have been prepared for projects in the Port Allen-Hanapepe area. In 1971, R. M. Towill (R. M. Towill 1971) in an e.i.s. for the Kikiula Gulch Drainage Channel, Hanapepe, Kauai, dismissed the flora of the area as follows: "all vegetation in the alignment strip will be grubbed and disposed of. The other vegetation will not be affected".

In 1974 the Kauai Department of Public Works (Dept. Public Works 1974), in describing the proposed Base Yard Site located just up Salt Pond Street from the Port Allen Airport, stated that "much of the site is covered with weeds and common shrubs and spotted with clusters of trees along the road and hillsides".

In a more recent environmental impact statement for the proposed Kauai Veterans Cemetery site, also just north of the Port Allen Airport (M&E Pacific 1997), without having carried out any field studies simply stated "no listed

endangered plants" are found on the site.

The most comprehensive description of the vegetation in the vicinity of the Port Allen Airport is found in the environmental impact statement for the Hanapepe Self-Help Project (Self-Help Housing Corporation of Hawaii 1995) which stated, "the coastal areas support a variety of indigenous plants like Beach Naupaka (*Scaevola taccada*), and the tree *Heiioitrope* (*Messerschmidia argentea*). However, much of the peninsula is covered with Koa-haole (*Leucaena leucoccephala*), Kiawe (*Prosopis pallida*) and Guinea grass (*Panicum maximum*). The Chinese banyan, coconut trees, and bouganvillia were also observed on the project site"

Beyond these reports there are several negative declarations for projects in the Port Allen-Hanapepe area that only refer to the vegetation as introduced weeds and grasses.

## METHODS

In May 1997 a two person team of field botanists carried out a reconnaissance of the Port Allen Airport site by way of a walk through survey which covered all parts of the fenced-in area. In addition, notes were made of the area outside the fence. The results of this reconnaissance are presented here.

## RESULTS

The plant cover of the Port Allen Airport site can be described as Mowed Mixed Vegetation. The dominant components of this mixed vegetation are the grasses. Three species, pitted beardgrass (*Bohrerichloa peruviana* (L.) A. Camus), buffelgrass (*Cenchrus ciliaris* L.), and common sandbur (*Cenchrus echinatus* L.) are most frequently found, but others such as swollen fingergrass (*Chloris barbaia* (L.) Sw.), stargrass (*Chloris divaricata*

R. Br.), and Bermuda grass (*Cynodon dactylon* (L.) Pers.) are common.

Intermixed throughout the grasses are patches or enclaves of various forbs such as Australian salt bush (*Atriplex semibaccata* R. Br.), wild bean (*Macropitium lathyroides* (L.) Urb.), *Macropitium atropurpureum* (DC) Urb., nodeweed (*Synedrella nodiflora* (L.) Gaertn.), golden crown-beard (*Verbesina enceliodes* (Cov.) Benth & Hook.), alfalfa (*Medicago sativa* L.), the native vine, pa'uohi'iaka (*Jacquemontia ovalifolia* (Choisy) H. Hallier subsp. *sandwicensis*), and scattered others. All of the area vegetation is trimmed to approximately one foot in height.

About two hundred and fifty feet from the western boundary fence and along the north fence, there is a rather barren area which is surrounded by several species of obligate or facultative wetland plants such as pickle weed (*Batis maritima* L.), false daisy (*Eclipta alba* (L.) Hassk.), and pluchea (*Pluchea indica* (L.) Less.), all wetland indicators. In addition, this area very strongly resembles the salt flats which are located next to the airport.

Outside The Fence. North of the Port Allen Airport there is a small undeveloped space which consists of about five to ten acres which is covered with buffel grass, Guinea grass, 'opiuna and ironwood trees, koa haole, and 'ilima bushes. This wild field abuts the Salt Pond Wetland. Because this area is fenced and there was no access, observations were made from along Salt Pond Road. The western end of the Port Allen Airport ends with a dirt road which passes close to the ocean. There is no vegetation in this area. Outside the fence on the south side of the Port Allen Airport is a very large open area that is covered with the obligate wetland plant, pickleweed. This indicates that at one time the western end of the airport may have been part of the Salt

Pond Wetland. East of the pickleweed is a broad field of buffelgrass with a few castor bean bushes surrounding it. The eastern end of the Port Allen Airport also abuts a dirt road which travels along the coast of Hanapepe Bay. The only vegetation here is small patches of pitted beardgrass and buffel grass.

#### RECOMMENDATIONS

If the western portion of the Port Allen Airport is to be changed in any way, a wetland delineation should be carried out. Especially in the areas where the pickleweed is found.

#### ENDANGERED SPECIES

No candidate, proposed, or listed threatened or endangered species as set forth in the Endangered Species Act of 1973, as amended (16 U.S.C. 1531-1543), are known from the Port Allen Airport area and none were found during this survey.

SPECIES LIST OF PLANTS FOUND ON THE PORT ALLEN AIRPORT SITE  
PORT ALLEN, KAUAI, HAWAII

The plant families in the following species list have been alphabetically arranged within two groups, Monocotyledons, and Dicotyledons. The genera and species are arranged alphabetically within families. The taxonomy and nomenclature follow that of St. John (1973) and Wagner, Herbst and Sohier (1990). For each taxon the following information is provided:

1. An asterisk before the plant name indicates a plant introduced to the Hawaiian Islands since Cook or by the aborigines.
2. The scientific name.
3. The Hawaiian name and or the most widely used common name.
4. Abundance ratings are for this site only and they have the following meanings:

Uncommon = a plant that was found less than five times.

Occasional = a plant that was found between five to ten times.

Common = a plant considered an important part of the vegetation.

Locally abundant = plants found in large numbers over a limited area. For example the plants found in grassy patches.

This species list is the result of an extensive survey of this site toward the end of the wet season (May 1997) and it reflects the vegetative composition of the flora during a single season. Minor changes in the vegetation will occur due to introductions and losses and a slightly different species list would result from a survey conducted during a different growing season.

Scientific Name	Common Name	Abundance
<b>MONOCOTYLEDONES</b>		
Cyperaceae - Sedge Family		
* <i>Cyperus rotundus</i> L.	Nut grass	Locally abundant
GRAMINEAE - Grass Family		
* <i>Boerhavia peruviana</i> (L.) A. Camus	Pitted beardgrass	Common
* <i>Cenchrus echinatus</i> L.	Buffelgrass	Uncommon
* <i>Chloris barbata</i> (L.) Sw.	Common sandbur	Common
* <i>Chloris divaricata</i> R. Br.	Swollen fingergrass	Common
* <i>Cynodon dactylon</i> (L.) Pers.	Stargrass	Occasional
* <i>Digitaria ciliaris</i> (Retz.) Koeler	Bermuda grass	Locally abundant
* <i>Eleusine indica</i> (L.) Gaertn.	Henry's crabgrass	Common
* <i>Eragrostis ciliaris</i> (All.) Link	Wiregrass	Common
* <i>Panicum maximum</i> Jacq.	Stinkgrass	Uncommon
* <i>Paspalum fimbriatum</i> Kunth	Guinea grass	Uncommon
* <i>Paspalum vaginatum</i> Sw.	Panama grass	Uncommon
* <i>Setaria verticillata</i> (L.) P. Beauv.	Seashore paspalum	Locally abundant
* <i>Sporobolus virginicus</i> (L.) Kunth	Bristly foxtail	Uncommon
	Seashore rushgrass	Locally abundant
<b>DICOTYLEDONES</b>		
AIZOACEAE - Fig-marigold Family		
<i>Sesuvium portulacastrum</i> (L.) L.	Sea purslane	Locally abundant
AMARANTHACEAE - Amaranth Family		
* <i>Alternanthera pungens</i> Kunth	Khaki weed	Occasional
* <i>Amaranthus spinosus</i> L.	Spiny amaranth	Locally abundant
* <i>Amaranthus viridis</i> L.	Slender amaranth	Occasional
ASTERACEAE - Sunflower Family		
* <i>Ageratum conyzoides</i> L.	Maile hohono	Locally abundant
* <i>Bidens alba</i> (L.) DC		Uncommon
* <i>Bidens cynapiifolia</i> Kunth		Common
* <i>Calypocarpus vialis</i> Less.		Common
* <i>Conyza canadensis</i> (L.) Cronq.	Horseweed	Occasional
* <i>Eclipta alba</i> (L.) Hassk.	False daisy	Uncommon
* <i>Emilia coccinea</i> (Sims) G. Don	Flora's painbrush	Common
* <i>Erechtites hieracifolia</i> (L.) Raf. ex DC		Uncommon
* <i>Gnaphalium purpureum</i> L.	Purple cudweed	Locally abundant
* <i>Pluchea indica</i> (L.) Less.	Pluchea	Locally abundant
* <i>Sonchus oleraceus</i> L.	Sow thistle	Occasional
* <i>Synedrella nodiflora</i> (L.) Gaertn.	Nodeweed	Locally abundant

<u>Scientific Name</u>	<u>Common Name</u>	<u>Abundance</u>	<u>Scientific Name</u>	<u>Common Name</u>	<u>Abundance</u>
ASTERACEAE - Sunflower Family con't			MALVACEAE - Hibiscus Family		
• <i>Verbesina encelioides</i> (Cav.) Benth & Hook.	Golden crown-beard	Common	• <i>Malvastrum comandelianum</i> (L.) Garcke	False marrow	Occasional
• <i>Veronica cinerea</i> (L.) Less.	Little ironweed	Uncommon	• <i>Sida fallax</i> Walp.	'Ilima	Occasional
BATACEAE - Saltwort Family			• <i>Sida rhombiflora</i> L.	Prickly sida	Occasional
• <i>Batis maritima</i> L.	Pickleweed	Locally abundant	• <i>Sida spinosa</i> L.		Occasional
BORAGINACEAE - Borage Family			NYCTAGINACEAE - Four-o'clock Family		
<i>Heliotropium anomalum</i> Hook. & Arnott	Hinahina	Locally abundant	• <i>Boerhavia coccinea</i> Mill.		Common
CARYOPHYLLACEAE - Pink Family			PORTULACACEAE - Purslane Family		
• <i>Spergularia marina</i> (L.)	Sand spurry	Occasional	• <i>Portulaca oleracea</i> L.	Pigweed	Occasional
CHENOPODIACEAE - Goosefoot Family			• <i>Portulaca pilosa</i> L.	'Akulikuli	Occasional
• <i>Atriplex semibaccata</i> R. Br.	Australian saltbush	Occasional	PRIMULACEAE - Primrose Family		
CONVOLVULACEAE - Morning Glory Family			• <i>Anagallis arvensis</i> L.	Scarlet pimpernel	Locally abundant
• <i>Convolvulus arvensis</i> L.	Field bindweed	Locally abundant	SOLANACEAE - Tomato Family		
• <i>Jacquemania ovalifolia</i> subsp. <i>sandwicensis</i>	Hairy merremia	Locally abundant	• <i>Lycopersicon pimpinellifolium</i> (Just.) Mill.		Uncommon
• <i>Merremia aegyptia</i> (L.) Urb.		Occasional	STERCULIACEAE - Cacao Family		
EUPHORBIACEAE - Spurge Family			• <i>Waltheria indica</i> L.	Uhaloa	Locally abundant
• <i>Chamaesyce hirta</i> (L.) Millsp.	Hairy spurge	Locally abundant	THYMELAEACEAE - 'Akia Family		
• <i>Chamaesyce hypericifolia</i> (L.) Millsp.	Graceful spurge	Occasional	<i>Wikstroemia pulcherrima</i> Skottsb.		Common
• <i>Chamaesyce prostrata</i> (Ait.) Small	Prostrate spurge	Occasional	VERBENACEAE - Verbena Family		
FABACEAE - Bean Family			• <i>Lantana camara</i> L.	Lantana	Occasional
• <i>Chamaecrista nictitans</i> (L.) Moench	Partridge pea	Occasional	• <i>Verbena littoralis</i> Kunth	Owi	Occasional
• <i>Crotalaria incana</i> L.	Fuzzy rattlepod	Occasional			
• <i>Desmanthus virgatus</i> (L.) Willd.	Slender mimosa	Occasional			
• <i>Leucaena leucocephala</i> (Lam. de Wit)	Koa haole	Occasional			
• <i>Macropitium airoopurpureum</i> (DC) Urb.	Wild bean	Common			
• <i>Macropitium lathyroides</i> (L.) Urb.	Bur clover	Locally abundant			
• <i>Medicago polymorpha</i> L.	Alfalfa	Occasional			
• <i>Medicago sativa</i> L.		Common			
• <i>Melilotus indica</i> (L.) all.	Sleeping grass	Common			
• <i>Mimosa pudica</i> L.	'Opiuma	Occasional			
• <i>Pithecellobium dulce</i> (Roxb.) Benth.					

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**APPENDIX H**

**AVIFAUNAL AND FERAL MAMMAL STUDY OF PORT  
ALLEN AIRPORT, KAUAI**

AVIFAUNAL AND FERAL MAMMAL SURVEY OF PORT ALLEN AIRPORT, KAUAI

Prepared for

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by

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30 July 1997



#### INTRODUCTION

The purpose of this report is to summarize the findings of a two day (22-23 July 1997) bird and mammal field survey of Port Allen Airport lands for the Port Allen Airport Environmental Assessment Plan State of Hawaii Project No. AK2010-01. Figure One shows the location of the property. Also included are references to pertinent literature as well as unpublished faunal reports from earlier studies in similar coastal habitat elsewhere on Kauai.

The objectives of the field survey were to:

- 1- Document what bird and mammal species occur on the property or may likely occur given the available habitats and limitations imposed by predators and disturbance.
- 2- Provide current baseline information on the relative abundance of each species.
- 3- Note the presence or likely occurrence of any native fauna particularly any that are considered "Endangered" or "Threatened".

The area within the boundary of the Port Allen Airport property consists of grasses, weeds and some low growing native plants. The area within the fence line appears to be periodically mowed. Vegetation around the site includes brush, open parklands of scattered trees and grass. At the west end Batis wetlands and salt collecting ponds occur on either side of the airstrip. These wetlands are outside of the airport fence line. Rainfall appears to be light along this section of the coast but the prevailing tradewinds are robust.

During the course of the survey mixed weather conditions occurred with passing showers in the mornings and clear windy afternoons.

#### STUDY METHODS

Numerous small roads surround the site. The level topography and low vegetation facilitated access and surveying. Field observations were made with binoculars and by listening for vocalizations. These observations were concentrated during the peak bird and mammal activity periods of early morning and late afternoon/dusk. Attention was also paid to the presence of tracks and scats as indicators of bird and mammal activity. The early evening hours of 22 July were devoted to looking for bats (Lasiorus cinereus semotus) and Barn Owls (Iyto alba).

All birds and mammals seen or heard were tallied. These data provide the basis for the relative abundance estimates given in this report. Published and unpublished reports from earlier studies in similar habitat elsewhere on Kauai were also consulted (Pratt et al. 1987; Bruner 1980, 1988a, 1988b, 1989, 1990a, 1990b, 1991, 1992; Hawaii Audubon Society 1993; State of Hawaii 1993). Observations of feral mammals were limited to visual sightings and evidence in the form of scats and tracks. No attempts were made to trap mammals in order to obtain data on their relative abundance and distribution. An effort of this magnitude was unnecessary for the purpose of this survey.

Scientific names used in this report generally follow those given in Hawaii's Birds (Hawaii Audubon Society 1993); A field guide to the birds of Hawaii and the Tropical Pacific (Pratt et al. 1987) and Mammal species of the World (Honacki et al. 1982). In the case of recent taxonomic changes the currently acceptable name is used and the appropriate citation for this new name is provided.

#### RESULTS AND DISCUSSION

##### Resident Endemic (Native) Land Birds:

The endemic Pueo or Short-eared Owl (Asio flammeus sandwicensis) is active during the day and forages over open fields as well as forest habitats and thus could potentially be found at this site. None were observed on this survey. Due to the elevation and type of habitat no other resident, endemic landbirds would be expected at this site. The Pueo is listed as endangered on the island of Oahu but not elsewhere in Hawaii by the State of Hawaii Department of Land and Natural Resources, Division of Forestry and Wildlife.

Hawaii's State Bird, the endangered Hene or Hawaiian Goose (Branta sandwicensis) (AOU 1993), has in recent years been reintroduced to Kauai. The Division of Forestry and Wildlife estimate that 100 Hene now occur on the island (State of Hawaii 1993). Hene have been recorded from Crater Hill at Kilauea Point National Wildlife Refuge to Poipu. None were recorded on this survey. Whether or not Hene eventually are seen at Port Allen Airport remains to be seen. This goose will utilize wetlands but also is adapted to non-wetland habitats.

##### Native Waterbirds:

On July 23 one Black-crowned Night Heron (Nycticorax nycticorax) was recorded in the Batis wetlands of the Salt Ponds located near the west end of the airport property. The bird appeared to be foraging for insects in the Batis.

.....

A pair of endangered adult Black-necked Stilt (Himantopus mexicanus knudseni) were recorded on both days of the survey in the same Batis wetland where the night heron was observed. The presence of people working their salt ponds did not seem to disturb the birds. They appeared habituated to this activity and continued to forage. This pair perhaps utilize this wetland frequently. No other waterbirds were observed. Data from The Nature Conservancy's Hawaii Natural Heritage Program data base indicate that Hawaiian Duck or Koloa (Anas wyvilliana) and Hawaiian Coot or 'Alae Ke'oke'o (Fulica alai) (AOU 1993), have also been observed at these Hanapepe Salt Ponds. These two species are also endangered. Koloa were last recorded in 1980 and Hawaiian Coot in 1989. Hawaii Natural Heritage Program data also show Black-necked Stilt at these salt ponds with the most recent record in 1990.

Resident Indigenous (Native) Seabirds:

No seabirds were recorded during this survey. The threatened Newell's Shearwater (Puffinus newelli) may fly over the property as it goes back and forth between its nesting burrows in the mountains and the open sea where it forages.

Migratory Indigenous (Native) Birds:

At this time of year most shorebirds are on the arctic nesting grounds. A few individuals, usually juveniles, may overwinter in Hawaii and not return to the arctic to breed until their second year of life (Johnson et al. 1981, 1989). Two Pacific Golden-Plover (Pluvialis fulva) were recorded on the survey. Both birds

were in non-breeding plumage and were likely over-summering birds. Pacific Golden-Plover are the most abundant migrant in Hawaii. Between mid-August and early May three other common migrants would be expected either on the airport lands or adjacent beaches, rocky shorelines or wetlands, they are the Sanderling (Callidris alba), Wandering Tattler (Heteroscelus incanus) and Ruddy Turnstone (Arenaria interpres). None of these birds are endangered or threatened. The Bristle-thighed Curlew (Numenius tahitiensis) is listed as a species of concern, which means the bird may at some future point in time need to be listed as threatened or endangered. This curlew primarily winters on islands south of Hawaii. A few birds stay in Hawaii each winter. They prefer open grassland habitat near the coast. Port Allen Airport and adjoining coastal habitats are regularly used by this species (pers. comm. from R.L. Pyle B.P. Bishop Museum).

Exotic (Introduced) Birds:

Table One lists a total of 15 exotic species found on the survey. Information provided in Pratt et al. (1987); Hawaii Audubon Society (1993); and Bruner 1980, 1988a, 1988b, 1989, 1990a, 1990b, 1991 and 1992 also confirm that the exotic species recorded on this survey are the ones that would be expected from this sector of the island. None of these introduced species is endangered or threatened.

The introduced Barn Owl was not seen during the evening of 22 July.

Feral Mammals:

Feral cats were observed on and near the property. No trapping was conducted in order to assess the relative abundance of these mammals at this site.

Records of the endemic and endangered Hawaiian Hoary Bat (Lasiorus cinereus semotus) are limited but the species is believed to be fairly common on Kauai (Tomich 1986; Kepler and Scott 1990). The ecology of this native bat is poorly understood. I have observed bats in a variety of habitats on Kauai including: native forest, agricultural lands, residential and urban areas as well as river valleys and bays. None were recorded at Port Allen Airport or nearby lands during the course of this faunal survey.

CONCLUSIONS

Port Allen Airport and nearby lands, including the Hanapepe Salt Pond wetlands, were surveyed for birds and feral mammals over a two day period (22-23 July 1997). Two native waterbirds were recorded at the Salt Pond complex adjoining the west end of the airport. One species was the endangered or threatened Black-necked Stilt and the other the non-endangered or threatened Black-crowned Night Heron. Data from earlier observations contained in the files of the Hawaii Natural Heritage Program show the endangered Hawaiian Duck and Hawaiian Coot have also utilized this wetland in the past. The only migratory species recorded was the Pacific Golden-Plover. However, at this time of year migrants are on their arctic

breeding grounds. A list of other common migrants likely to occur in this area at the appropriate time of year include the Ruddy Turnstone, Sanderling, Wandering Tattler and Bristle-thighed Curlew.

No native landbirds were observed but the Pueo and Nene were noted as possible species that could utilize this habitat.

Fifteen species of introduced birds were tallied. These birds are the ones that typically occur in this region of Kauai.

Only feral cats were noted. The endangered Hawaiian Hoary Bat was not seen. This species, however, occurs widely on Kauai and might on occasion use the area to forage.

No unusual or unexpected observations of either birds or mammals were obtained on this survey. The Batis wetlands located at the west end provide foraging opportunities for native waterbirds and migratory shorebirds. More frequent surveys of this area would likely increase our understanding of the value of this site for wildlife.

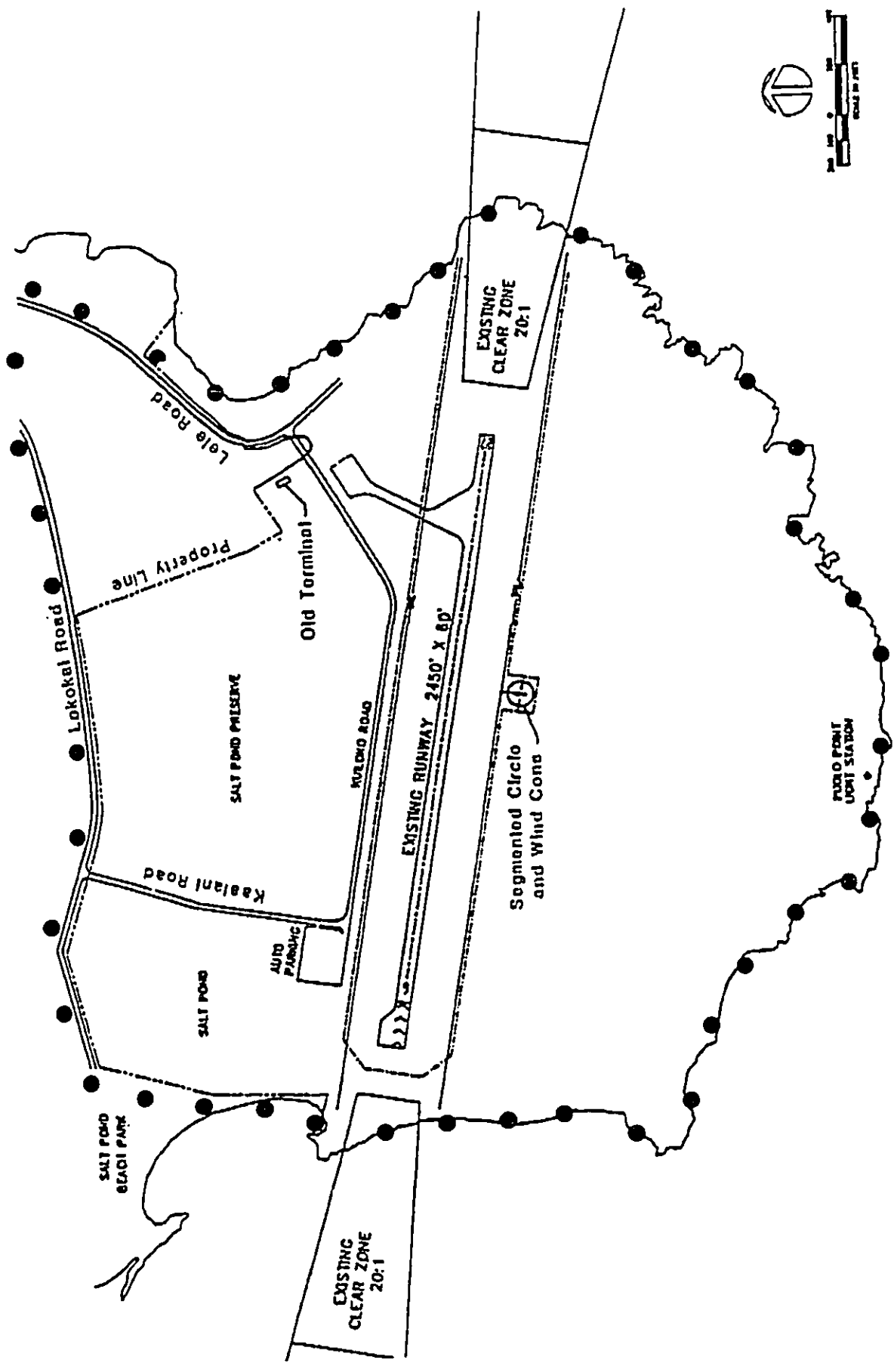


Fig. 1. Location of faunal survey at Port Allen Airport, Kauai. Area examined enclosed by solid dots.

TABLE 1

Exotic birds recorded at Port Allen Airport, Kauai.

<u>COMMON NAME</u>	<u>SCIENTIFIC NAME</u>	<u>RELATIVE ABUNDANCE*</u>
Cattle Egret	<u>Bubulcus ibis</u>	C
Feral Chicken	<u>Gallus gallus</u>	C
Ring-necked Pheasant	<u>Phasianus colchicus</u>	R=1
Spotted Dove	<u>Streptopelia chinensis</u>	A
Zebra Dove	<u>Geopelia striata</u>	A
Common Myna	<u>Acridotheres tristis</u>	A
Northern Mockingbird	<u>Mimus polyglottus</u>	U
Northern Cardinal	<u>Cardinalis cardinalis</u>	C
Red-crested Cardinal	<u>Paroaria coronata</u>	C
Hwamei	<u>Garrulax canorus</u>	U
Japanese White-eye	<u>Zosterops japonicus</u>	U
Nutmeg Mannikin	<u>Lonchura punctulata</u>	C
Chestnut Mannikin	<u>Lonchura maacca</u>	C
House Finch	<u>Carpodacus mexicanus</u>	A
House Sparrow	<u>Passer domesticus</u>	C

\*(see page 11 for key to symbols)

KEY TO TABLE 1

Relative abundance = number of times observed during survey.

- A = abundant (ave. 10+)
- C = common (ave. 5-10)
- U = uncommon (ave. less than 5)
- R = rare (actual number is given)

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**APPENDIX I**

**COMMENTS AND RESPONSE LETTERS, PORT ALLEN  
ENVIRONMENTAL ASSESSMENT, PUBLIC  
INFORMATIONAL MEETING, AUGUST 13, 1997**

FORT ALLEN AIRPORT ENVIRONMENTAL ASSESSMENT

COMMENT/REQUEST FOR INFORMATION FORM

Name: Steve D. Chillin, Date: 1/11 May 97, Company/Organization: IASTIC Island Hubs Chief Pilot, Address: P.O. Box 1514, Honolulu, HI 96814

- AIRPORTS DIV. AIR AIR-A AIR-E AIR-L AIR-R AIR-S

COMMENT/REQUEST: Hello Jerry, as the chief pilot of Loma I support the need of the runway in the airfield. Like any airfield expansion in the world aviation operations should be conducted there not out of the middle of town. Let me see the only company with overnight parking permits Baimi has deals in Loma. Just as the rest of the town operates the only airline operations in Honolulu is what the country your operations cost of like in the west minimums and fly across town in an attempt to land at Loma. This is not a complaint against me or IASTIC-ESIA. I'd appreciate in Honolulu what for a very few formal complaints, mainly is the sound of many and Environmentally Honolulu and it's people need help badly. It is a proven fact that our operation cannot be effectively

Please send to: Mr. Jerry Matsuda, P.E., Airports Administrator, State of Hawaii, Department of Transportation, Airports Division, Honolulu International Airport, 400 Rodgers Boulevard, Suite 700, Honolulu, Hawaii 96819-1880

FORT ALLEN AIRPORT ENVIRONMENTAL ASSESSMENT

COMMENT/REQUEST FOR INFORMATION FORM

Name: [blank], Date: [blank], Company/Organization: [blank], Address: [blank], City: [blank], State: [blank], Zip Code: [blank]

COMMENT/REQUEST: Plan out of Loma. Bring at Bagan Field will better facilitate us in the state and field work that we have conducted in this island. A sample of months ago a state police vehicle in the north shore was in disrepair and it makes transportation. Due to the fact of the major transportation and not being at the airfield I would not spend it out permission to transport from the Hanger to the Hanger. I was forced to wait 3 hours to depart for so as to get home to drive to the airfield to take off in my own. It is going to take a death to get your attention. Stop the operations, help the economy of the west side. Help us to better serve the community. Paul and the Hanger

Please send to: Mr. Jerry Matsuda, P.E., Airports Administrator, State of Hawaii, Department of Transportation, Airports Division, Honolulu International Airport, 400 Rodgers Boulevard, Suite 700, Honolulu, Hawaii 96819-1880

RECEIVED AUG 25 1997

RECEIVED AUG 25 1997

FORT ALLEN AIRPORT ENVIRONMENTAL ASSESSMENT

AIRPORTS: AIR, AIR-A, AIR-E, AIR-L, AIR-R, AIR-EP, AIR-S

COMMENT/REQUEST FOR INFORMATION FORM

NAME: David Dias, Jr. DATE: 8/24/97
COMPANY/ORGANIZATION: Bad Boy Cycles
P.O. Box 1017
ADDRESS: Hanapepe, HI 96716
CITY STATE ZIP CODE

COMMENT/REQUEST:

We support Inter-Island heli move to Burnsfield. Economically it will help Hanapepe, & noise complaints will be less than at inland.

MAJORITY REPORT: DIRECTOR DEPUTY DIRECTORS CLEMENS, ODOMOTO BRIAN K. MURAI

MINORITY REPORT: AIR-ER 97.1373



STATE OF HAWAII DEPARTMENT OF TRANSPORTATION AIRPORTS DIVISION 400 RODGERS BOULEVARD, SUITE 700 HONOLULU, HAWAII 96819-1880

October 1, 1997

Mr. Steve D. Chilton Chief Pilot Inter Island Helicopters P. O. Box 156 Hanapepe, Hawaii 96716

Dear Mr. Chilton:

Subject: Port Allen Airport Environmental Assessment (EA) State Project No. AK2010-01

Thank you for your comments on the EA currently being developed for the improvements at Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months from the Notice of Publication.

If you have any questions, please contact Lynn Becones, Planner, at (808) 838-8811.

Sincerely,

Jerry M. Matsuda JERRY M. MATSUDA, P.E. Airports Administrator

c: Edward K. Noda and Associates, Inc.

LB:nf

Please send to: Mr. Jerry Matsuda, P.E., Airports Administrator State of Hawaii, Department of Transportation, Airports Division Honolulu International Airport 400 Rodgers Boulevard, Suite 700 Honolulu, Hawaii 96819-1880

Please Note: No Fee Allowed We Willing To Provide Copies of AAs

RENUVAJ CASTIANO  
ENGINEER



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

September 25, 1997

Mr. David Dias, Jr.  
Bad Boys Cycles  
P. O. Box 1017  
Hanapepe, Hawaii 96716

Dear Mr. Dias:

Subject: Port Allen Airport Environmental Assessment (EA)  
State Project No. AK2010-01

Thank you for your comments on the EA currently being developed for the improvements at Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months from the Notice of Publication.

If you have any questions, please contact Lynn Becones, Planner, at (808) 838-8811.

Sincerely,

*Jerry M. Matsuda*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

cc: Edward K. Noda and Associates, Inc.

SAZUMAYASAKA  
DIRECTOR  
DENNY D'ARCIOS  
CLERK  
BRIAN K. MURRAY

IN REPLY REFER TO:  
AIR-EH  
97.1373

2179

PORT ALLEN AIRPORT  
ENVIRONMENTAL ASSESSMENT

COMMENT/REQUEST FOR INFORMATION FORM

NAME MARTY HOEFMAN DATE 8/13/97

COMPANY/ORGANIZATION WEST SIDE ACTIVITIES

ADDRESS P.O. BOX 926

CITY WAIMAEA STATE HI ZIP CODE 96796

COMMENT/REQUEST: I support the proposed Port Allen Airport improvements that were presented on 8/13/97. I operate the activity desk at Waimea Plantation Cottages. Many of our guests prefer to fly out of Port Allen to avoid the 1 1/2 hour commute to and from Lihou.

This plan will also bring more jobs to the West side.

Most importantly the rescue service provided by Lata Island Helicopters will be much more timely and effective. Currently with their hangar in Hanapepe they must trailer the helicopter to the airfield when a rescue is called for. This plan will allow them to respond in a shorter time which could make the difference between life & death.

Please send to: Marty Hoefman  
Mr. Jerry Matsuda, P.E., Airports Administrator  
State of Hawaii, Department of Transportation, Airports Division  
Honolulu International Airport  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

BENJAMIN J. CASTELLANO  
DIRECTOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

4120 MAWALEA  
DRIVE  
CLEVELAND, OHIO 44100  
BRUNN K. BIRNBAUM

WORKS REFERRED TO  
AIR-EN  
97-1373

September 25, 1997

Mr. Marty Hoffman  
West Side Activities  
P. O. Box 926  
Waimea, Hawaii 96796

Dear Mr. Hoffman:

Subject: Port Allen Airport Environmental Assessment (EA)  
State Project No. AK2010-01

Thank you for your comments on the EA currently being developed for the improvements at Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months from the Notice of Publication.

If you have any questions, please contact Lynn Becomes, Planner, at (808) 838-8811.

Sincerely,

*Jerry M. Matsuda*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda and Associates, Inc.

Keep Life On The Aloha  
Working Together in Friendly Competition

PORT ALLEN AIRPORT  
ENVIRONMENTAL ASSESSMENT

COPY 211

COMMENT/REQUEST FOR INFORMATION FORM

Dennis Imamura August 14, 1997  
NAME DATE

Kauai Police Department Patrol Sergeant  
COMPANY/ORGANIZATION

3060 Umi, St.  
ADDRESS

Lihue HI 96766  
CITY STATE ZIP CODE

COMMENT/REQUEST:

As a life long member of the westside community, Kekaha, I am in favor of having this heliport and small aircraft airport being built at Burns field, Hanapepe. Here are my reasons why we should have the heliport there. I was just recently transferred to the patrol bureau of KPD. Prior to that, I was the Vice Sergeant in charge of coordinating our green harvest operations on Kauai. I have over 25 years of service with KPD. We have about four green harvest missions on Kauai. It takes a lot of coordination with the 750th Infantry, the DEA, bocov helicopter, and another Hughes 500 to park at your Lihue airport. We finally ended up parking fronting the FEDEX building, c/c to the grass strip. We had to supply two security personnel to guard the helicopter overnight. This costs our department about \$1800.00 per week. I then had to coordinate with Kukui Grove management to land the helicopter by the golf driving range so that we could rig it up with our equipment for our missions. Space is getting mighty scarce in the Lihue area for us to do our job. The military also landed there for a safety briefing on the first day of the mission. By approving the heliport at Burns Field, all of the helicopter could land and stage right there at Burns Field. We could have our briefing and debriefing there at the hanger. Rigging the helicopter no problem, and we will be out of everyone's way. Your consideration approval in this matter will be greatly appreciated.

Please send to: Mr. Jerry Matsuda, P.E., Airports Administrator  
State of Hawaii, Department of Transportation, Airports Division  
Honolulu International Airport  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

BENJAMIN J. CASTELLANO  
DIRECTOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96813-1830

September 25, 1997

KAZUYASHIKA  
DIRECTOR  
DEPARTMENT OF  
TRANSPORTATION  
GLENN M. OKAMOTO  
BRIAN K. MURRAY

REPLY REFER TO:  
AIR-EN  
97-1373

2181

AIRPORTS DIV.  
AIR \_\_\_\_\_  
AIR-A \_\_\_\_\_  
AIR-E 1 K  
AIR-L \_\_\_\_\_  
AIR-R \_\_\_\_\_  
AIR-EP 2  
AIR-S \_\_\_\_\_

PORT ALLEN AIRPORT  
ENVIRONMENTAL ASSESSMENT

COMMENT/REQUEST FOR INFORMATION FORM

NAME Kelly Johnston DATE 8-22-97  
COMPANY/ORGANIZATION \_\_\_\_\_  
ADDRESS 2470 Kipuka St.  
CITY Koloa STATE HI ZIP CODE 96753

COMMENT/REQUEST:

We support Inter-Island Helicopters  
move to Burns field.  
If would facilitate rescue calls  
if police work is economically to  
Hanalei.  
The helicopter ~~set~~ activity will have no  
impact on Hanalei.

Mr. Dennis Imamura  
Patrol Sergeant  
Kauai Police Department  
3060 Umi Street  
Lihue, Hawaii 96766

Dear Mr. Imamura:

Subject: Port Allen Airport Environmental Assessment (EA)  
State Project No. AK2010-01

Thank you for your comments on the EA currently being developed for the improvements at Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months from the Notice of Publication.

If you have any questions, please contact Lynn Becones, Planner, at (808) 838-8811.

Sincerely,

*Jerry M. Matsuda*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda and Associates, Inc.

Please send to: Mr. Jerry Matsuda, P.E., Airports Administrator  
State of Hawaii, Department of Transportation, Airports Division  
Honolulu International Airport  
400 Rodgers Boulevard, Suite 700

244

KAUNIAKAWA  
DIVISION  
CITY DIRECTOR  
GLENN OSMUND  
808/414-1880



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BENJAMIN J. CASTELLANO  
CONFIDENTIAL

AIRPORTS DIV  
AIR   
AIR-A   
AIR-E   
AIR-L   
AIR-R   
AIR-REP-2   
AIR-S

PORT ALLEN AIRPORT  
ENVIRONMENTAL ASSESSMENT

COMMENT/REQUEST FOR INFORMATION FORM

EDWARD K. KAMIMOTO  
NAME  
F-19-97  
DATE

COMPANY/ORGANIZATION

PO Box 244  
ADDRESS

HAWAII STATE HI ZIP CODE 96769  
CITY

COMMENT/REQUEST:  
We represent the interisland Helicopter to be here at the bays field. Airport. And people has being saying that this Helicopter is causing the problem over a salt pond patch which is not true. Wind cause dirt. And the Helicopter is far away from the salt pond pate owner.

Ms. Kelly Johnston  
2490 Kipuka Street  
Koloa, Hawaii 96756

Dear Ms. Johnston:

Subject: Port Allen Airport Environmental Assessment (EA)  
State Project No. AK2010-01

Thank you for your comments on the EA currently being developed for the improvements at Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months from the Notice of Publication.

If you have any questions, please contact Lynn Becones, Planner, at (808) 838-8811.

Sincerely,

*Jerry M. Matsuda*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda and Associates, Inc.

Please send to:  
Mr. Jerry Matsuda, P.E., Airports Administrator  
State of Hawaii, Department of Transportation, Airports Division  
Honolulu International Airport  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
150 W. WASHINGTON STREET  
HONOLULU, HAWAII 96819-1500

October 1, 1997

STANDARD CONTACT

HONOLULU OFFICE  
CITY DIRECTOR  
CLEMM CRONOLD  
BRIAN K. UHAMA  
IN REPLY REFER TO  
AIR-EN  
97-1374

PORT ALLEN AIRPORT  
ENVIRONMENTAL ASSESSMENT

COMMENT/REQUEST FOR INFORMATION FORM

NAME Annex K Kawaiki DATE 8/19/97

COMPANY/ORGANIZATION

P.O. Box 269

ADDRESS

Makaweli

CITY

HI STATE

96769 ZIP CODE

Mr. Gordon Kaaumoana  
P. O. Box 294  
Makaweli, Hawaii 96769

Dear Mr. Kaaumoana:

Subject: Port Allen Airport Environmental Assessment (EA)  
State Project No. AK2010-01

Thank you for your comments on the EA currently being developed for the improvements at Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months from the Notice of Publication.

The control of the Salt Pond Preserve, an area of 41.768 acres, which includes the salt ponds, the parking lot, and Kaalani Road, is being transferred from the Department of Transportation to the Department of Land and Natural Resources. For the purpose of the EA, it will be assumed that the Salt Pond Preserve is outside the Port Allen boundary. However, the environmental impact of the proposed improvements to the Salt Pond Preserve will be addressed in the EA.

If you have any questions, please contact Lynn Becomes, Planner, at (808) 838-8811.

Sincerely,

*Jerry M. Matsuda*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

cc: Edward K. Noda and Associates, Inc.

212

AIRPORTS DIVISION  
AIR   
AIR-A   
AIR-E   
AIR-L   
AIR-R   
AIR-EP   
AIR-S

COMMENT/REQUEST:  
In going along with the Salt patch markers.  
In also going along with the Inter-Island Helicopter.  
to move to the Burns fields Airpord.

Please send to: Mr. Jerry Matsuda, P.E., Airports Administrator  
State of Hawaii, Department of Transportation, Airports Division  
Honolulu International Airport  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880



214



MAZUMBARWALA  
DIRECTOR

STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
1525 KALANIANA'OHU DRIVE  
HONOLULU, HAWAII 96813

GLENN OSMOTO  
ERIK K. MURAI  
IN REPLY REFER TO  
AIR-EP  
97.1374

PORT ALLEN AIRPORT  
ENVIRONMENTAL ASSESSMENT

COMMENT/REQUEST FOR INFORMATION FORM

AIRPORTS DIV  
AIR 2  
AIR-A 1  
AIR-E 1  
AIR-L  
AIR-R  
AIR-EP 2  
AIR-S

NAME DRISLO H. KANAHELE DATE 8-18-97

COMPANY/ORGANIZATION \_\_\_\_\_

ADDRESS P.O. Box 262

CITY HAWAII STATE HI ZIP CODE 96741

COMMENT/REQUEST:  
I request the interisland helicopter to be more  
at times fill Airport. And cases to salt pond patch cover  
thing they say is not true. About the dirt it is not  
very true. Because bird is always causing the dirt.  
But today it not that bad. But it truly say the  
it agree to help the interisland helicopter. No other  
reason is to say but the truth.  
Really the truth.  
But there is but there is when blame  
please people don't lie about the the salt pond patch  
about getting dirty on the salt which is not true.  
That all I have to say for now.  
Alton mahaia

Ms. Annie K. Kanahele  
P. O. Box 262  
Makaweli, Hawaii 96769

Dear Ms. Kanahele:

Subject: Port Allen Airport Environmental Assessment (EA)  
State Project No. AK2010-01

Thank you for your comments on the EA currently being developed for the improvements at Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months from the Notice of Publication.

The control of the Salt Pond Preserve, an area of 41.768 acres, which includes the salt ponds, the parking lot, and Kaalani Road, is being transferred from the Department of Transportation to the Department of Land and Natural Resources. For the purpose of the EA, it will be assumed that the Salt Pond Preserve is outside the Port Allen boundary. However, the environmental impact of the proposed improvements to the Salt Pond Preserve will be addressed in the EA.

If you have any questions, please contact Lynn Becones, Planner, at (808) 838-8811.

Sincerely,

*Jerry M. Matsuda*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda and Associates, Inc.

LS:nf

Please send to:  
Mr. Jerry Matsuda, P.E., Airports Administrator  
State of Hawaii, Department of Transportation, Airports Division  
Honolulu International Airport  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

BENJAMIN J. CATALANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1550

PAUMotuSOMO  
DIRECTOR  
SENIOR DIRECTOR  
GLENN M. OHMOTO  
BRIAN K. MURRAY  
IN REPLY REFER TO:  
AIR-EN  
97.1374

October 1, 1997

Mr. Donald H. Kanahahele  
P. O. Box 262  
Makaweli, Hawaii 96769

Dear Mr. Kanahahele:

Subject: Port Allen Airport Environmental Assessment (EA)  
State Project No. AK2010-01

Thank you for your comments on the EA currently being developed for the improvements at Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months from the Notice of Publication.

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If you have any questions, please contact Lynn Becones, Planner, at (808) 838-8811.

Sincerely,

*Jerry M. Matsuda*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

C: Edward K. Noda and Associates, Inc.

LB:nf

Hawaii State Archives

PORT ALLEN AIRPORT  
ENVIRONMENTAL ASSESSMENT

COMMENT/REQUEST FOR INFORMATION FORM

NAME George K. Kanahele DATE 8-19-97

COMPANY/ORGANIZATION \_\_\_\_\_

ADDRESS P.O. Box 262

CITY Makaweli

STATE H

ZIP CODE 96769

COMMENT/REQUEST: A Request interisland Helicopter.

213

AIRPORTS DIV. 2  
AIR \_\_\_\_\_  
AIR-A 1E  
AIR-E \_\_\_\_\_  
AIR-L \_\_\_\_\_  
AIR-R \_\_\_\_\_  
AIR-EP 2  
AIR-S \_\_\_\_\_

Please send to: Mr. Jerry Matsuda, P.E., Airports Administrator  
State of Hawaii, Department of Transportation, Airports Division  
Honolulu International Airport  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1550

AIRPORTS: AIR AIR-A AIR-E AIR-L AIR-R AIR-EP AIR-S

PORT ALLEN AIRPORT ENVIRONMENTAL ASSESSMENT

COMMENT/REQUEST FOR INFORMATION FORM

NAME: IDA K. KANAHELE DATE: 8-16-97

COMPANY/ORGANIZATION

ADDRESS: P.O. Box 289

CITY: LAIE STATE: HI ZIP CODE: 96241

COMMENT/REQUEST: I Represent interisland Helicopter. I Agree to Help interisland.

ALYU MATSUDA DIRECTOR

REPLY REFER TO: AIR-EN 97.1373



STATE OF HAWAII DEPARTMENT OF TRANSPORTATION AIRPORTS DIVISION

September 25, 1997

Mr. George K. Kanahele P. O. Box 262 Makaweli, Hawaii 96769

Dear Mr. Kanahele:

Subject: Port Allen Airport Environmental Assessment (EA) State Project No. AK2010-01

Thank you for your comments on the EA currently being developed for the improvements at Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months from the Notice of Publication.

If you have any questions, please contact Lynn Becones, Planner, at (808) 838-8811.

Sincerely,

Jerry M. Matsuda JERRY M. MATSUDA, P.E. Airports Administrator

c: Edward K. Noda and Associates, Inc.

Please send to: Mr. Jerry Matsuda, P.E., Airports Administrator State of Hawaii, Department of Transportation, Airports Division Honolulu International Airport 400 Rodgers Boulevard, Suite 700 Honolulu, Hawaii 96819-1880

AIRPORTS DIVISION  
AIR    
AIR-A    
AIR-E    
AIR-L    
AIR-R    
AIR-REP    
AIR-S

PORT ALLEN AIRPORT  
ENVIRONMENTAL ASSESSMENT

COMMENT/REQUEST FOR INFORMATION FORM

NAME Isaac A. Kanaha DATE 9-18-97

COMPANY/ORGANIZATION \_\_\_\_\_

ADDRESS P.O. Box 228

CITY HAWAII STATE HI ZIP CODE 96769

COMMENT/REQUEST:  
I agree to help interisland travelers.  
To be moved at the same field Airport  
It will be a good cause for the community.  
Reason why depending do anything with  
Emergency interisland in there to help.  
Hakaha aha.

ACTING DIRECTOR  
DEPUTY DIRECTOR  
GLENN DUNN  
BRUNN K. HANNA

IN REPLY REFER TO:  
AIR-EN  
97.1373



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

September 25, 1997

Mr. Ioa K. Kanaha  
P. O. Box 294  
Hakaweli, Hawaii 96769

Dear Mr. Kanaha:

Subject: Port Allen Airport Environmental Assessment (EA)  
State Project No. AK2010-01

Thank you for your comments on the EA currently being developed for the improvements at Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months from the Notice of Publication.

If you have any questions, please contact Lynn Becones, Planner, at (808) 838-8811.

Sincerely,

*Jerry M. Matsuda*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda and Associates, Inc.

Please send to: Mr. Jerry Matsuda, P.E., Airports Administrator  
State of Hawaii, Department of Transportation, Airports Division  
Honolulu International Airport  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

ELIJAH J. CAYSTEAD  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

KALUHAHAWESHA  
DIRECTOR  
DEPUTY DIRECTOR  
GLENN H. OKAMOTO  
BRIAN K. UHAMA

IN REPLY REFER TO:  
AIR-EN  
97-1373

September 25, 1997

Mr. Isaac A. Kanahela  
P. O. Box 225  
Makaweli, Hawaii 96769

Dear Mr. Kanahela:

Subject: Port Allen Airport Environmental Assessment (EA)  
State Project No. AK2010-01

Thank you for your comments on the EA currently being developed for the improvements at Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months from the Notice of Publication.

If you have any questions, please contact Lynn Becones, Planner, at (808) 838-8811.

Sincerely,

*Jerry M. Matsuda*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda and Associates, Inc.

Mahe Lila Au Kele Ala  
Working Together to Provide Greater Service

FORT ALLEN AIRPORT  
ENVIRONMENTAL ASSESSMENT

COMMENT/REQUEST FOR INFORMATION FORM

NAME Kay K. Kanahela DATE 8-18-97

COMPANY/ORGANIZATION \_\_\_\_\_

ADDRESS P.O. Box 225

CITY Makaweli STATE HI ZIP CODE 96769

COMMENT/REQUEST:  
I have a good comment. I agree to hub the interisland Helicopters to be based at Burns Field Airport. It is a good thing to have interisland Helicopters near by to help with an emergency with all Emergency. Please support interisland Helicopters.

Things like, Fire over the mountain Peoples getting hurt by Volking All the so we need to keep the interisland going. That all I have to say Makalo aloha.

Please send to: Mr. Jerry Matsuda, P.E., Airports Administrator  
State of Hawaii, Department of Transportation, Airports Division  
Honolulu International Airport  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

AIRPORTS DIVISION  
AIR \_\_\_\_\_  
AIR-A \_\_\_\_\_  
AIR-E \_\_\_\_\_  
AIR-L \_\_\_\_\_  
AIR-R \_\_\_\_\_  
AIR-EP \_\_\_\_\_  
AIR-S \_\_\_\_\_

BENJAMIN J. CADETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

KAZU MATSUDA  
DIRECTOR  
DEPUTY DIRECTORS  
GLENNIA OKUMOTO  
BRYANT K. MURRAY

IN REPLY REFER TO:  
AIR-EN  
97.1373

September 25, 1997

Ms. Kay K. Kanahale  
P. O. Box 228  
Makaweli, Hawaii 96769

Dear Ms. Kanahale:

Subject: Port Allen Airport Environmental Assessment (EA)  
State Project No. AK2010-01

Thank you for your comments on the EA currently being developed for the improvements at Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months from the Notice of Publication.

If you have any questions, please contact Lynn Becones, Planner, at (808) 838-8811.

Sincerely,

*Jerry M. Matsuda*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda and Associates, Inc.

Mahe Eia Ka Ke Ala Ala  
We are Together in Peace and Unity of Aloha

PORT ALLEN AIRPORT  
ENVIRONMENTAL ASSESSMENT

COMMENT/REQUEST FOR INFORMATION FORM

AIRPORTS DIV  
AIR 0  
AIR-A 11  
AIR-E 11  
AIR-L      
AIR-R      
AIR-EP 2  
AIR-S    

NAME KAY K. KANAHALE DATE 8/19/97

COMPANY/ORGANIZATION  
PO Box 208

ADDRESS  
Makaweli HI 96769

CITY STATE ZIP CODE

COMMENT/REQUEST:  
I represent the salt pith owners of about  
100 acres and I represent the Interisland Helicopter  
is causing the problem over the salt pond patch  
which is not true. wind cause dirt.  
And the Helicopter are really far away from the salt  
pond patches

Please send to:  
Mr. Jerry Matsuda, P.E., Airports Administrator  
State of Hawaii, Department of Transportation, Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

PORT ALLEN AIRPORT ENVIRONMENTAL ASSESSMENT

AIRPORTS DIV AIR AIR-A AIR-E AIR-L AIR-R AIR-EP AIR-S

COMMENT/REQUEST FOR INFORMATION FORM

NAME: David K. SPROAT; DATE: 8/10/77; COMPANY/ORGANIZATION: KAUAHAWA FIRE DEPT.; ADDRESS: 4444 RICE ST. MOLEKA BLDG SUITE 250; CITY: LYHAE; STATE: HI; ZIP CODE: 96766

COMMENT/REQUEST:

I AGREE WITH DOT'S PLAN FOR BURNS FIELD. I THINK DOT SHOULD MAKE A CONCERED EFFORT TO DO BORDER SOUNDINGS OF NATIVE PLANT REGS ALONG HIS NEW ROAD CORRIDOR AND ESTABLISH BETWEEN THE SALT POND AND THE AIR SPAN. ESTABLISH FLIGHT PATROLS (TIME OFF & WORKERS) WHICH ARE ONLY SEARCHED AND AVOID FROM AROUND THE TOWN AND RESIDENTIAL AREAS.

Please send to: Mr. Jerry Matsuda, P.E., Airports Administrator, State of Hawaii, Department of Transportation, Airports Division, Honolulu International Airport, 400 Rodgers Boulevard, Suite 700, Honolulu, Hawaii 96819-1880



STATE OF HAWAII DEPARTMENT OF TRANSPORTATION AIRPORTS DIVISION

October 1, 1977

RECEIVED AIR-EN 97.1374

Ms. Kathy N. Kaohelaullii, P. O. Box 208, Makaweli, Hawaii 96769

Dear Ms. Kaohelaullii:

Subject: Port Allen Airport Environmental Assessment (EA) State Project No. AK2010-01

Thank you for your comments on the EA currently being developed for the improvements at Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months from the Notice of Publication.

The control of the Salt Pond Preserve, an area of 41.768 acres, which includes the salt ponds, the parking lot, and Kaalani Road, is being transferred from the Department of Transportation to the Department of Land and Natural Resources. For the purpose of the EA, it will be assumed that the Salt Pond preserve is outside the Port Allen boundary. However, the environmental impact of the proposed improvements to the Salt Pond Preserve will be addressed in the EA.

If you have any questions, please contact Lynn Becones, Planner, at (808) 838-8811.

Sincerely,

Jerry M. Matsuda, P.E., Airports Administrator

c: Edward X. Noda and Associates, Inc.

LB:nf

PORT ALLEN AIRPORT  
ENVIRONMENTAL ASSESSMENT  
COMMENT/REQUEST FOR INFORMATION FORM

NAME Jean Souza DATE 13 August 1997

COMPANY/ORGANIZATION \_\_\_\_\_

ADDRESS P.O. Box 17

CITY Hanapepe STATE Hawaii ZIP CODE 96716

COMMENT/REQUEST: \_\_\_\_\_

HAZARD/INJURY  
SECTION  
ENVIRONMENTAL  
CLEANER ENVIRONMENT  
BUREAU OF AIRPORTS  
WASHER REFER TO  
AIR-EN  
97-1374



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 ROYAL WAIKANAHI DRIVE, 1ST FLOOR  
HONOLULU, HAWAII 96813-1100

October 1, 1997

Mr. David K. Sproat  
Kauai Fire Department  
4444 Rice Street, Suite 295  
Molokai Building  
Lihue, Hawaii 96766

Dear Mr. Sproat:  
Subject: Port Allen Airport Environmental Assessment (EA)  
State Project No. AK2010-01

Thank you for your comments on the EA currently being developed for the improvements at Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months from the Notice of Publication.

The control of the Salt Pond Preserve, an area of 41.768 acres, which includes the salt ponds, the parking lot, and Kaalani Road, is being transferred from the Department of Transportation to the Department of Land and Natural Resources. For the purpose of the EA, it will be assumed that the Salt Pond Preserve is outside the Port Allen boundary. However, the environmental impact of the proposed improvements to the Salt Pond Preserve will be addressed in the EA.

If you have any questions, please contact Lynn Becones, Planner, at (808) 838-8811.

Sincerely,

*Jerry M. Matsuda*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda and Associates, Inc.

LB:nf

Please send to:  
Mr. Jerry Matsuda, P.E., Airports Administrator  
State of Hawaii, Department of Transportation, Airports Division  
Honolulu International Airport  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1860



RECEIVED AUG 25 1997  
AIRPORTS DIV.  
AIR \_\_\_\_\_  
AIR-A \_\_\_\_\_  
AIR-E 1  
AIR-L \_\_\_\_\_  
AIR-R \_\_\_\_\_  
AIR-PP 2  
AIR-S \_\_\_\_\_



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

PLANNING DIRECTOR  
PORT DIRECTOR  
CLEANUP COORDINATOR  
BRIDGE MAINTENANCE  
WIRELESS REFER:  
AIR-EN  
97-1373

BENJAMIN J. CASTELLANO  
COMMISSIONER

September 25, 1997

PORT ALLEN AIRPORT  
ENVIRONMENTAL ASSESSMENT  
COMMENT/REQUEST FOR INFORMATION FORM

NAME: Fran Sumida  
COMPANY/ORGANIZATION: Bad Boy Cycles  
P.O. Box 1017

ADDRESS: Hanapepe, HI STATE: HI ZIP CODE: 96716  
CITY: \_\_\_\_\_

COMMENT/REQUEST:  
We support Inter-Island Helicopters  
move to Burns Field.  
Economically it will help Hanapepe  
if noise abatement complaints will be  
less than minimal.

Ms. Fran Sumida  
Bad Boy Cycles  
P. O. Box 1017  
Hanapepe, Hawaii 96716

Dear Ms. Sumida:

Subject: Port Allen Airport Environmental Assessment (EA)  
State Project No. AK2010-01

Thank you for your comments on the EA currently being developed for the improvements at Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months from the Notice of Publication.

If you have any questions, please contact Lynn Becones, Planner, at (808) 838-8811.

Sincerely,

*Jerry M. Matsuda*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda and Associates, Inc.

Please send to:  
Mr. Jerry Matsuda, P.E., Airports Administrator  
State of Hawaii, Department of Transportation, Airports Division  
Honolulu International Airport  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

2182

FORT ALLEN AIRPORT ENVIRONMENTAL ASSESSMENT

COMMENT/REQUEST FOR INFORMATION FORM

NAME: Corey Swartz DATE: 8-22-97

COMPANY/ORGANIZATION: 2490 Kipuka St. ADDRESS: Koloa CITY: Koloa STATE: HI ZIP CODE: 96756

COMMENT/REQUEST: We support Inter-Island Helicopters service to Punnahoa. If would facilitate rescue calls & police work & economically to Hawaii. The helicopter service activity will have no impact on Hanalei.

HAZUMAYASHI DIRECTOR DEPUTY DIRECTORS GLENN C. MOYO BRUNN K. MINAMI



STATE OF HAWAII DEPARTMENT OF TRANSPORTATION AIRPORTS DIVISION 400 RODGERS BOULEVARD, SUITE 700 HONOLULU, HAWAII 96819-1880

September 25, 1997

Corey Swartz 2490 Kipuka Street Koloa, Hawaii 96756

Dear Cory Swartz:

Subject: Port Allen Airport Environmental Assessment (EA) State Project No. AK2010-01

Thank you for your comments on the EA currently being developed for the improvements at Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months from the Notice of Publication.

If you have any questions, please contact Lynn Becones, Planner, at (808) 838-8811.

Sincerely,

Jerry M. Matsuda JERRY M. MATSUDA, P.E. Airports Administrator

c: Edward K. Noda and Associates, Inc.

Please send to: Mr. Jerry Matsuda, P.E., Airports Administrator State of Hawaii, Department of Transportation, Airports Division Honolulu International Airport 400 Rodgers Boulevard, Suite 700 Honolulu, Hawaii 96819-1880

MARYANNE W. KUSAKA  
SECRET



DIANE CROWELL  
PLANNING DIRECTOR  
IAN K. COSTA  
DEPUTY PLANNING DIRECTOR  
TELEPHONE (808) 541-4107  
FACSIMILE (808) 541-4109

PLANNING DEPARTMENT

Post Net Brand fax transmittal memo 7871 9/1/97 p. 3

TO: ADMINISTRATOR	FROM: PLANNING DEPT.
RE: DOT	Co. County of Kauai
ATTN: AIRPORTS	PHONE: 838-6677
NO: 838-0750	OR CORP.

August 29, 1997

Mr. Jerry M. Matsuda, P.E.  
Airports Administrator  
State of Hawaii  
Department of Transportation  
Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, HI 96819-1880

Subject: Environmental Assessment (EA) Preconsultation  
Port Allen Airport  
TRK: 1-9-08-1, Hanapepe, Kauai  
State Project No. AK2010-01

Dear Mr. Matsuda:

Thank you for the opportunity to comment on the proposed improvements to the Port Allen airport. The proposed project includes construction of four helicopter hangars, a helicopter apron, a maintenance shed, a comfort station, a fixed wing aircraft tie down area, driveways, and parking lots. It appears that the proposed improvements will result in an increase in activity at the airport, including increased helicopter and fixed wing aircraft take off and landings, and additional automobile traffic.

In evaluating the plan, the County urges DOT to take into careful consideration the historical/cultural assets surrounding Port Allen airport - particularly Salt Pond. Public Hearings in the Hanapepe community are necessary. Our Hawaiian community especially, would appreciate, and sincerely deserve, to hear the State's plans for this area, so they can comment appropriately.

In addition, the airport is located within the County of Kauai Special Management Area (SMA), and the proposed development will require an SMA permit. If the valuation of the improvements exceeds \$125,000, an SMA Use Permit and Public Hearing before the Planning Commission will be required.

Mr. Jerry M. Matsuda  
August 29, 1997  
Page 2

The County SMA Rules and Regulations require that development within the SMA conform to objectives, policies, and guidelines which are designed to protect coastal resources, and public access to those resources. Policies relevant to your proposal concern the provision of public access to and along the shoreline; protection of coastal recreational opportunities; protection of sensitive coastal ecological resources; protection of cultural and historic resources; and preservation of scenic and open space qualities.

The project site is located on the Puolo Point peninsula, a significant natural landmark. Regarding the peninsula, the 1989 Kauai Coastal View Study states:

"The low flat broad peninsula of Puolo Point also creates a vivid landmark, the profile of which is visible from promontories all along the south shore of the island."

The Coastal View Study classifies the peninsula as a "Significant Coastal Scenic/Open Space Resource".

Proposed structures such as the helicopter hangars, and the comfort station, should be sited and designed in a manner that does not detract from the scenic characteristics of the site. Structure height should be kept to a minimum. Structures should have non-reflective exteriors, painted with colors that blend with the surroundings. Use of landscaping to help screen the structures also should be considered.

The subject property contains salt ponds utilized by native Hawaiians for salt harvesting. Helicopter activity near the ponds may increase dust, noise and propeller wind, and interfere with the salt harvesting process. Such adverse impacts on the salt ponds may conflict with the requirements of the SMA Rules and Regulations regarding protection of cultural and historic resources.

Increased helicopter and fixed wing aircraft activity may also adversely impact the adjacent Salt Pond County Park, a popular coastal recreational resource. Flight paths should avoid the Salt Ponds and County Park areas as much as possible.

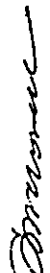
The shoreline around the perimeter of the airport is used for fishing and recreational purposes. The project should not restrict continued public use of this area.

Mr. Jerry M. Matauda  
August 29, 1997  
Page 3

The project site is on a probable flight path of the Federally listed Threatened Species, the Newell's Shearwater. Light glare that projects upward or laterally can disorient Shearwaters on their way to the sea, and cause them to run into objects or fall from exhaustion. Security and other outdoor lighting should be shielded or indirect and pointing downward to protect this sensitive coastal species. The Lihue District Office of the State Division of Forestry and Wildlife should be consulted during the EA process, so that they can identify measures to mitigate impacts of the project on the Shearwater.

Please contact George Kalisek of my staff at 241-6677 if you have any questions.

Sincerely,

  
Dee M. Crowell  
Planning Director

BENJAMIN J. CAYTELANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 FODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96818-1800

KAZU MATSUDA  
DIRECTOR  
CENTRAL DISTRICTS  
GLENN H. CHAMOTO  
BRUSH K. MATHAI

WILFRY FERRETO  
AIR-ER  
97.1376

September 25, 1997

Mr. Dee M. Crowell  
Director  
Planning Department  
Kepule Building  
4444 Rice Street, Suite 473  
Lihue, Hawaii 96766

Dear Mr. Crowell:

Subject: Port Allen Airport Environmental Assessment (EA)  
Project No. AK2010-01

Thank you for your letter of August 29, 1997 regarding the EA for the proposed improvements at Port Allen Airport. The control of the Salt Pond Preserve, an area of 41.768 acres, which includes the salt ponds, the parking lot, and Kaalani Road, is being transferred to the Department of Land and Natural Resources. For the purposes of the EA, it will be assumed that the Salt Pond Preserve is outside the Port Allen Airport Boundary. However, the environmental impact of the proposed improvements on the Salt Pond Preserve will be addressed in the EA.

The recreational aspects of the shoreline around the Port Allen Peninsula and the county park will also be addressed in the EA. The perimeter road around the Peninsula will be maintained for recreational uses. Additionally, we are also concerned with the visual aspects of the proposed developments and will require appropriate structures and landscaping as necessary.

The EA will be used as the basis for our application for Shoreline Management Use Permit from the County of Kauai. Currently, our subconsultant, International Archaeological Research Institute, Inc., is performing a historical and cultural survey of the proposed site and the results will be included in the EA.


Mr. Dee M. Crowell  
Page 2  
September 25, 1997

AIR-EM  
97.1376

Navigation lights are planned to be installed on the airfield for emergency operations. The Department of Land and Natural Resources' publication, "The Newell's Shearwater Light Attraction Problem, A Guide for Architects, Planners and Resort Managers," will be used as the criteria document for all lighting requirements for any improvements at Port Allen. We will also consult with the Lihue Office of the Department of Land and Natural Resources during the draft stages of the EA to identify any impacts of the project on the shearwater.

If you have any questions, please contact Lynn Becones, Planner, at (808) 838-8811.

Sincerely,

  
JERRY H. MATSUDA, P.E.  
Airports Administrator

c: ✓ Edward K. Noda and Associates, Inc.

September 19, 1997

Mr. Kazu Hayashida  
Director of Transportation  
State of Hawaii  
869 Punchbowl St.  
Honolulu, HI 968213

RE: Improvements at Burns Field, Kauai

Dear Mr. Hayashida,

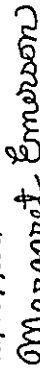
I am writing in opposition to the proposed expansion of facilities at Burns Field on Kauai. I understand that the State is planning to add improvements that will provide for four or five helicopter companies, each of which could operate more than one aircraft.

Kauai wrestles constantly with balancing helicopter noise and our population's desire for peace and relaxation in its recreational environment. Salt Ponds Park, next to Burns Field is very, very popular with local residents and visitors for family outings. It is also a popular camping location. I strongly believe that the impact of the proposed improvements will cause a major outcry by the public because Salt Ponds Park and the Salt Ponds themselves will become way too noisy to be enjoyed. That outcry would be justified. Proceeding with these improvements would be a travesty, especially when considering the fact that Lihue Airport has plans for heliport improvements that could accommodate all existing helicopter operations, including those that operate at Burns Field. In fact, why not simply close Burns Field?

In addition, increased helicopter operations in and out of Burns Field will result in far more overflights of residential areas. Already, helicopter operations on Kauai affect several residential communities with the consistent buzz of helicopter engines. It is something this island lives with in recognition of the contribution to the tourism industry made by helicopter operations. But, it doesn't mean that we like it. And, the thought of Burns Field's expansion allowing even more companies to fly Kauai tours makes me shudder. It also makes me sad because I believe that this action by the State Department of Transportation will be a major contributing factor to the probable ruin of this special island that is our home should this plan proceed.

Please hold a public hearing on this proposal and receive official testimony before you proceed any further, before you spend airport funds any more. I am willing to bet that the few who favor this move for reasons of economic development will be far outweighed by the many who would be fairly horrified by what the State of Hawaii is planning now.

Very truly yours,

  
Margaret Emerson  
P.O. Box 1025  
Kalaheo, HI 96741

c - Governor Ben Cayetano  
Senator Lehua Fernandes Salling  
Representative Bertha Kawakami  
✓Congresswoman Patsy Mink  
Senator Daniel Inouye

BENJAMIN J. CAYetano  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
859 FUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5037

October 8, 1997

KACUNIAWASA  
DIRECTOR  
QUALITY DIRECTOR  
BRIAN K. UHARA  
GENERAL MANAGER

REPLY REFER TO:  
AIR-EH  
97-1443

Ms. Margaret Emerson  
P. O. Box 1025  
Kalaheo, Hawaii 96741

Dear Ms. Emerson:

Subject: Port Allen Airport Environmental Assessment (EA)  
State Project No. AK2010-01

Thank you for your letter of September 19, 1997, with comments on the EA currently being developed for the improvements to Port Allen Airport. This project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months.

Please contact Benjamin Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Very truly yours,

KAZU HAYASHIDA  
Director of Transportation

- c: Hon. Benjamin J. Cayetano
- Hon. Lehua Fernandes Sailing
- Hon. Daniel K. Inouye
- Hon. Bertha Kawakami
- Hon. Patsy Mink
- Edward K. Noda and Associates, Inc.

LB:mf

**South Sea Helicopters**  
3901 Mokuulele Loop #6  
Lihue, Kauai, HI 96766

3901 Mokuulele Loop #6 Lihue, Kauai, Hawaii 96766  
Tel: (808) 245-7121 • Fax: (808) 245-7114 • 617 97 NOV 17 911-27

LOG NO. \_\_\_\_\_

TRK \_\_\_\_\_

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DOT-AIRPORTS  
KAUAI DISTRICT

November 12, 1997

Mr. Stan Sekimoto  
Airport District Manager  
Lihue Airport  
3901 Mokuulele Loop #6  
Lihue, Kauai, HI 96766

Re: Princeville/Burns Field Heliports

Dear Mr. Sekimoto,

We would be interested in obtaining 2 pads at the Princeville Airport and Burns Field Heliport. Please include South Sea Helicopters to the list of operators interested in these heliports.

Thank you very much,

Dennis M. Esaki  
President  
South Sea Helicopters, inc.

September 16, 1997

Mr. Kazu Hayashida  
Director of Transportation  
State of Hawaii  
869 Punchbowl St.  
Honolulu, HI 96813-5097

Dear Mr. Hayashida:

The State is proposing to build improvements at Burns Field to allow four or five helicopter companies to operate out of that airport. The improvements, as I understand, will allow each company to park several helicopters at each location. It is estimated that this could generate a booming business of 100 additional flights a day to the Burns Field area.

As a long time resident of Hanapepe, I have grave concerns about the impact of this business to the area. The Hanapepe Salt Pan is the only ancient cultural saltmaking area which exists in the state. I am a member of a family that has worked the salt pans for many years. The Salt Pond Beach Park is a popular recreational area for westside residents that also needs to be protected from noise and ecological pollution.

I request a public hearing before the State proceeds any further in order to express my concerns.

Sincerely,

*Nami Hill*

cc: Representative Bertha Kawakami  
Senator Lehua Fernandes Salling

P.O. Box 597  
Hanapepe, HI  
96716

AIR-K  
97.0954

November 24, 1997

Mr. Dennis Esaki, President  
South Sea Helicopters, Inc.  
3901 Mokulele Loop #32  
Lihue, Hawaii 96766

Dear Mr. Esaki:

Thank you for your 12 November 1997 letter concerning your interest in two pads at Princeville and Port Allen Airports.

By copy of this letter, we are forwarding your letter to our Airports Division Planning staff in Honolulu for their information and necessary action.

If you have any questions, please call me at 246-1400.

Sincerely,

SIGNED

Stan S. Sekimoto  
Airports District Manager  
bc: AIR-EP (Ben Schlapak) w/attachment

SSS:rn

BERNARD J. CASTELLO  
DIRECTOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819

REGISTRATION  
SECTION  
DEPUTY DIRECTOR  
CLARENCE GEMOND  
BRUNNEN, HAWAII  
HONOLULU, HAWAII  
AIR-EN  
97.1435

THE KAUAI  
**Humane Society**  
P.O. BOX 530, HANAPEPE, KAUAI, HAWAII 96716  
SHELTER - (808) 335-5255 FAX (808) 335-3947

October 3, 1997

September 15, 1997

Ms. Nani Hill  
P. O. Box 597  
Hanapepe, Hawaii 96716

Dear Ms. Hill:

Subject: Port Allen Airport Environmental Assessment (EA)  
Project No. AK2010-01

Thank you for your letter of September 16, 1997 on the EA currently being developed for the improvements at Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months.

The control of the Salt Pond Preserve, an area of 41.768 acres, which includes the salt ponds, the parking lot, and Kaalani Road, is being transferred to the Department of Land and Natural Resources. For the purposes of the EA, it will be assumed that the Salt Pond Preserve is outside the Port Allen Airport boundary. However, the environmental impact of the proposed improvements on the Salt Pond Preserve will be addressed.

If you have any questions, please contact Lynn Becones, Planner, at (808) 838-8811.

Sincerely,

*Jerry M. Matsuda*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda and Associates, Inc.

LB:mf

Mr. Jerry Matsuda, P.E.  
Airports Administrator  
State of Hawaii  
Department of Transportation  
Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, HI 96819-1880

Dear Mr. Matsuda:

RE: Environmental Assessment Preconsultation

As a representative for the Kauai Humane Society, our only concern has been and continues to be helicopters flying low and directly overhead of the animal shelter on Lokokai Road.

The noise stresses the dogs and oftentimes it takes 30 minutes or more to calm the dogs down. Only a few helicopter companies continue to fly directly above the shelter. I have contacted each company in the past, and I've pleaded for them to fly a distance to one side or the other. But for some, these pleas have fallen on deaf ears. Any help or suggestions will be greatly appreciated.

Sincerely,

*Sherry Hde*  
Sherry Hde  
Executive Director



KAUAI AVIATION  
CORPORATION



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

KAUAI AVIATION  
CORPORATION  
CERTIFIED DIRECTORS  
EDWARD K. NODA  
GLENN W. DUNN

MEMPHY REFER TO:  
AIR-EP  
97-1432

October 2, 1997

Ms. Sherry Hoe  
Executive Director  
Kauai Humane Society  
P. O. Box 530  
Hanapepe, Hawaii 96716

Dear Ms. Hoe:

Subject: Port Allen Airport Environmental Assessment

Thank you for your letter of September 15, 1997, regarding the Port Allen Airport Environmental Assessment. We will address your comments in the draft Environmental Assessment. The Project is on schedule and we will be submitting the draft Environmental Assessment to the Office of Environmental Quality Control within two months for notice of publication.

Please have your staff contact Lynn Becones, Planner, at (808) 838-8811 to clarify any questions you may have.

Sincerely,

*Jerry M. Matsuda*  
Jerry M. Matsuda, P.E.  
Airports Administrator

c: Edward K. Noda and Associates (J. Dittmar)  
Federal Aviation Administration (D. Welhouse)

Maryanne W. Kusaka  
Mayor



OFFICE OF THE MAYOR

November 18, 1997

Mr. Jerry M. Matsuda, P.E.  
Airports Administrator  
State of Hawaii  
Department of Transportation  
Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Dear Mr. Matsuda:

This letter is intended to clarify the County's position relative to the proposed Port Allen Airport improvements, as documented in the minutes from your August 13, 1997 public meeting.

Under "Summary of Issues", point 9, the minutes state: "The County of Kauai supports the proposed facilities at Port Allen since it will make their Search and Rescue Operations safer." Although the County's Fire Chief testified at that meeting, his comments should not be construed to speak for the County as a whole. The County's position is more accurately stated in Dee Crowell's letter dated August 29, 1997.

In that August 29, 1997 letter, we requested that public hearings be held in the Hanapepe community prior to any action on the part of DOT. Please advise when these hearings will be scheduled. We would like to insure that the Hanapepe community is adequately informed of any opportunity to comment, for the record, on the plan.

Thank you in advance for your response.

With warmest aloha,

*Maryanne W. Kusaka*  
Maryanne W. Kusaka

c: Dee Crowell, Planning Director  
Chief David Sproot, Kauai Fire Department

MWV/bt

Mo'ilaha Building • 4444 Rice Street, Suite 235, Lihue, Kauai, Hawaii 96766  
Phone (808) 241-6300 • Fax (808) 241-6877

Howe Elder & Kratochvil  
No. 108 Regent in Honolulu, Hawaii

BENJAMIN J. CAYETANO  
Governor



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

KAZU HAYASHIDA  
DIRECTOR  
DEPUTY DIRECTORS  
BRIAN K. LUKALAI  
GLENN M. OSHIRO

REFERENCE  
AIR-EP  
97.1576

December 11, 1997

The Honorable Maryanne W. Kusaka  
Mayor of Kauai  
Mo'ikeha Building  
4444 Rice Street, Suite 215  
Lihue, Hawaii 96766

Dear Mayor Kusaka:

Subject: Port Allen Airport Environmental Assessment  
Proposed Airport Improvement  
State Project No. AK2010-01

Thank you for your letter of November 18, 1997. We will clarify the "Summary of Issues" section by stating that the position on the improvements is that of the County Fire Chief. We will also reflect the County's position on the Port Allen Airport Proposed Improvements as well as address the concerns in Dee Crowell's letter of August 29 in the Draft Environmental Assessment.

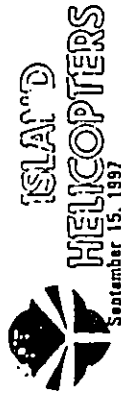
We plan to hold a Public Hearing on the Proposed Improvements after the Draft Environmental Assessment has been released and reviewed, which we anticipate will be in mid-February. We will notify your office of the Public Hearing date as well as advertise in the local newspapers.

Please have your staff contact Benjamin Schlapak, Head Planning Engineer, of the Airports Division at (808) 838-8821 to clarify any questions you may have.

Very truly yours,

KAZU HAYASHIDA  
Director of Transportation

c: Dee Crowell  
Kauai Fire Department (Chief David Sprout)  
Edward K. Noda & Associates (J. Dittmar)



RECEIVED  
AIRPORT OFFICE  
17 SEP 24 AM 9:34

Mr. Kazu Hayashida  
Director of Transportation  
889 Punchbowl Street  
Honolulu, HI 96813-5097

Subject: Proposed Improvements, Port Allen Airport  
State Project No. AK2010-01

Dear Mr. Hayashida:

Enclosed you will find, for the record, our comments and supporting documents related to the proposed improvements to the Port Allen Airport facilities.

Although it is true that these facilities have been used for over twenty years, it does not mean that they should continue to be allowed. You may not be aware of the fact that on a daily basis, the current limited use of the airport is a nuisance to the surrounding areas of the airport. This includes the Hanapepe Salt Beds and Salt Pond Park. This park is one of the few family beaches and camping areas that have been enjoyed by generations of the past, present and future. Requiring the current operators to move their operations to the Lihue Airport is long overdue.

Also, you must take into consideration, that improving this facility to accommodate more companies, would also require a considerable amount of improvements to the surrounding infrastructures, such as the roads leading into the Burns Field area. It would also induce many more cars onto Highway 50 through a very small town. The noise impact over all of the little communities on the wastside would be dramatically increased, to an intolerable level.

As you are well aware, the Department of Transportation has recently announced the long overdue improvements to the Lihue Heliport. There is ample room at the Airport to accommodate the operators currently using the Port Allen facility. The helicopter operator who provides the emergency rescue service to the County, has been offered space at the airport. This company does not choose to relocate to the Lihue Airport because he does not want to pay the substantial airport rent, landing fees and property taxes, that all of the other tenants pay. Inter-Island Helicopters prefers that the county and state support him versus him helping to support these agencies. As stated in our attached comments and supported in other related documents, all rescue operations begin and end at the Lihue Airport, where the ground personnel are picked up and dropped off. If this operator was located at the Lihue Airport, the continuous unnecessary overflights of Hanapepe, Kalaheo and Omao would be eliminated.

Mr. Kazu Hayashida  
September 15, 1997  
Page 2

We strongly encourage you to conduct public hearings, on Kauai, in the near future for all of the communities of Kauai to voice their concerns. The informational meeting held in Hanapepe in August was listed as an informational meeting only. The Kauai District Airports Manager stated that this was for the presentation of the proposed improvements and public hearings would be held at a later date; therefore, many people who are opposed to these improvements have not had a chance to make it known. Please allow us this chance. The residents of Kauai need to decide this issue, not the powers that be in Honolulu. We live here day to day and we want to have an integral part in the decision making process which will affect us forever.

Sincerely,

Curtis and Bonnie Lofstedt  
Owners, Island Helicopters Kauai, Inc.

cc: Governor Ben Cayetano  
Senator Lehua Fernandes Salling  
Senator Avery Chumbley  
Senator Cal Kawamoto, Co Chair Senate Transportation Standing Committee  
Senator Norman Sakamoto, Co-Chair Senate Transportation Standing Committee  
Representative Ezra R. Kanoho  
Representative Bertha Kawakami  
Representative Hermina Morita  
Representative Kenneth T. Hiraki, Chair House Transportation Standing Committee  
Representative Roy M. Takumi, Vice-Chair House Transportation Standing Committee  
Senator Daniel Inouye, U.S. Senate  
Representative Patsy Mink, U.S. House of Representatives  
Mayor Maryanne Kusaka  
Mary Thronas, Kauai County Chairperson  
Kaipo Asing, Kauai County Council  
Ron Kouchi, Kauai County Council  
Randall Valenciano, Kauai County Council  
James Tehada, Kauai County Council  
Brian Baptiste, Kauai County Council  
James Tokioka, Kauai County Council  
Stan Sakimoto, Kauai District Airports Administrator

RE: Comments on Proposed Improvements to BURNS FIELD AIRPORT, Hanapepe, Kauai

We are taking this opportunity to make it known to all concerned, that Island Helicopters Kauai, Inc., operating from the Lihue Airport, is strongly opposed to any expansion at the Port Allen Airport. It is particularly distressing to us that our monies are being used by the Department of Transportation at the request of one helicopter operator. As a tenant and operator out of the Lihue Airport, we pay rent and landing fees in the amount of over \$43,000 per year directly into the State of Hawaii, Airports Fund. In addition, we pay over \$3,000.00 per year in property taxes directly to the County of Kauai. Taking into consideration the amount of money we are generating directly into the State and County, this letter will address not only our concerns as a helicopter company, but also as a community member.

Island Helicopters is the second oldest helicopter company on Kauai, opening our doors in 1980. We are also the oldest helicopter tenant at the Lihue Airport. Our tenancy not only includes helicopter pads at the interim heliport, but we also have office space, aircraft tie-down space and hangar space as well. Since May 1991, when all helicopter companies operating from the Lihue Airport were forced to move their operation to the Interim Heliport, we have operated with a 300% increase in rent for parking our helicopters. During the last six years, no improvements to the heliport, such as public restroom facilities, have been made. Little or no maintenance has been required of our helipads. All helicopter companies are responsible for the mowing and weeding of the grass areas between the gates and the landing pads. We also experienced a 300% increase in landing fees in addition to a surcharge for Airport Terminal Fees. Considering the previous facts just stated, this increase has always appeared unjustified. It has only recently been announced that there will, in fact, be major improvements to the heliport with a projected budget in excess of \$10 million plus and additional \$12 million for T-hangers.

Island Helicopters alone has paid approximately \$250,000 in rents and fees as a tenant at the Lihue Airport directly into the State Airports Division Fund since 1991. In contrast, the operator seeking the improvements at the Burns Field Airport, namely Inter-Island Helicopters, has paid minimal rent in the amount of \$78 per month to the State of Hawaii for the last eighteen months and prior to that was paying minimal rent not exceeding \$100.00 per month. Neither helicopter company operating from this location pays property taxes to the County of Kauai for their operations at Burns Field. Why is it, then, that the State of Hawaii, namely the Department of Transportation feels the need to spend any money to upgrade this facility?

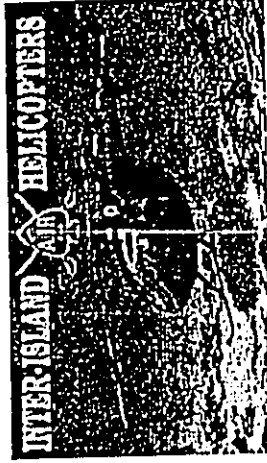
In September 1998, Inter-Island Helicopters solicited the County Council of Kauai to assist him in being allowed permanent tenancy and the ability to build permanent hangar space at the Burns Field Airport. It was under the premise of his contract with the County of Kauai's Fire Department and the Police Department and Federal Government contracts that he should be allowed to operate a facility at this location. Island Helicopters and numerous residents brought it to the Council's attention that Inter-Island was misleading the County and State, as he was conducting helicopter tours of Kauai from this location even though he didn't have a tour operator's permit. The owner, Ken D'Atillio, continually denied the fact that they were doing tours; however, we submitted copies of advertising stating that

they were in fact doing tours. In addition, Inter-Island was landing in areas that no other helicopter was allowed to land, including the North Shore and inside Mt. Waialeale Crater. It appeared that this was due to his exclusive contracts with the various government agencies. We put it on the record with the County Council that Inter-Island would use his exclusive arrangement with the State and County government as a sales tool to lure visitors away from other helicopter operators. Included with this statement is a copy of the home page of Inter-Island Helicopters that substantiates our concern. Also included with this statement is a copy of the home page of Bali Hai Helicopters which also confirms that these two companies have a definite competitive advantage over the helicopter operators at the Lihue Airport because they do not have the overhead that tenants of the D.O.T.

Why is a hanger at Burns Field so important? It has been stressed by everyone concerned that the reason Inter-Island Helicopters should be allowed permanent facilities at the Burns Field Airport is because he performs rescue operations for both the Fire and Police Departments. Since all rescue operations are coordinated out of the Lihue Fire Station or the Lihue Police Departments, etc. it would make better sense for the helicopter operations to be centralized in Lihue. Inter-Island's current flight path from Burns Field to Lihue and to the north shore to pick up the emergency fire and police stations play an integral part in the rescue and again time would be saved by flying from Lihue to Hanalei, versus Burns Field to Hanalei. Newspaper articles that Inter-Island and friends use to support his importance in rescues, confirms that the rescues begin at the Lihue Airport to pickup observers and emergency personnel. The air time over the bedroom communities is unnecessary. It is well documented that this company does not fly by the same rules as the other helicopter companies, i.e. they do not follow the same altitude requirements as all other operators on Kauai, nor are they limited to flying over neighborhoods during daylight hours only; therefore creating the most disturbances to the communities in their direct flight path. Communities such as Omao, Lawai and Kalaeo as well as north shore communities, are continually buzzed at treetop level while he flies under the guise of always doing search and rescue. Regardless of whether or not he is performing a rescue, his good deeds are far overshadowed by the fact that he is not a good neighbor.

After Hurricane Iniki in 1992, Island Helicopters very seriously considered investing into the equipment necessary to allow us the ability to competitively bid for County, State and Federal contracts. To our great dismay, we found that there was no competitive bid system in place, particularly in the County of Kauai. To this day, in fact, there is no competitive bid system for the Fire Department. During the period after the hurricane that we were making our inquiries, we were harassed by the owner of Inter-Island Helicopters as he was told by people in the county agencies that we were soliciting work.

There are many helicopter companies who are qualified and fly by the rules who would be more than willing to participate or have participated in past rescue missions. Most do not have slingload equipment or infrared equipment on their aircraft because while we were spending \$250,000.00 to the State for rents, Inter-Island Helicopters was spending \$250,000.00 on his own aircraft. In addition, it needs to be noted that the government contracts put out to bid on Kauai, are written specifically for a Hughes 500 helicopter, (see exhibits). Why is that? The only Hughes 500 helicopter on Kauai is owned by Inter-Island; therefore, these contracts are written specifically for his company. It should be noted that the military helicopters that participate in the marijuana eradication program are Bell Jet Rangers. Island Helicopters does in fact own a Bell Jet Ranger.



### Helicopter Adventure Tours of Kauai

Looking for maximum adventure on your next vacation to Kauai, Hawaii? Well then don't miss out on the opportunity of seeing over 80% of the island that is only accessible by helicopter. Take our 1 hour long super adventure helicopter ride around the entire island! When selecting your helicopter tour on the Garden Island of Kauai, it's your choice of aircraft. We fly the *Ferrari* of helicopters while the other companies here fly the "caravans" and "yugos". If having a guaranteed window seat is important to you, discover why the county of Kauai uses our helicopter and pilots for search and rescue missions here on the island of Kauai.

We are the only company on Kauai that features the *Hughes 500* helicopter with guaranteed window seating, no middle back seats! We fly with the **DOORS OFF** for the most awesome aerial adventure of a lifetime and unequal photo opportunities. Doors are available on request. Flying on the faster "Hughes 500" helicopters means more time spent hovering at waterfalls in the tropical rain forest, and less time getting to them.

### Inter-Island's Grand Tour

A 60 Minute Flight in *Paradise*

In closing, although we are against any improvements to the Burns Field Airport and strongly urge that a Public Hearing is warranted. In the event that these improvements do take place, as one of the oldest operators, we will aggressively compete for one of the four spaces available so that we will be able to compete in the lopsided market that the Airports Division will have created. With the tens of millions of dollars that is proposed to be spent on the new permanent facilities at the Lihue Airport for all helicopters, it behooves us that an additional project that would affect so many residential areas would even be considered. Before any further monies are spent in proposals, designs, etc. for the Burns Field Airport, every attempt should be made to force the operators currently operating at the Burns Field Airport to move their operations to the Lihue Airport, where they have been offered space, but do not want to pay the same monies as all the other operators.

We would like to bring to light the actual impact these additional helipads could have on Kauai's noise levels. There could be as many as five (5) operators allowed from Port Allen. Given an average of 2-3 helicopters for each operator, and an average of 5-8 flights per day (remember, flights depart and arrive). The minimum flights would be 100 times per day over the residential areas, and of course, a busy day would be three or more times this amount! Please, think about this development long and hard before creating an unnecessary situation.

Sincerely,

Curtis and Bonnie Lofstedt,  
Owners, Island Helicopters Kauai, Inc.

http://www.bali-hai-helicopter.com/bh-main.htm

Bali Hai Helicopters Home Page



**A warm ALOHA from**

**All of us from Bali Hai Helicopter Tours welcome you to the Garden Island.**

We would like to share with you the adventure of a lifetime in paradise.

Fly with Bali Hai Helicopter Tours for professional service with an immaculate safety record at an exceptional price. The owner and pilot, James Lee has flown over 20,000 helicopter hours. He is the most experienced helicopter pilot in the state.



Bali Hai headquarters is conveniently and strategically located on the sunny southwest region of Kauai, in the "Biggest Little Town" of Hanapepe on Highway 50, on the way to Waimea Canyon. Bali Hai holds an exclusive tour permit to operate from the secluded and unique location on the southwest side of the Island. The Port Allen Airport is a superior departure point because of its close proximity to the major scenic areas on Kauai. Bali Hai is the only company who can offer more of our island at less cost than any other air tour operator on Kauai.

Bali Hai flies a fleet of Bell 206B Jet-Rangers, an aircraft which is proven to be "the safest single turbine engine helicopter in the world". It is built for comfort, reliability, and superior visibility.

**Helicopters/AVIATION**

**KAUAI**

**Kaui Air Services**  
 808-275-3111  
 1111 Hanalei Ave  
 Hanalei, HI 96721  
 We provide helicopter services for all islands in the Hawaiian chain. Our fleet includes Bell 206B and Bell 440. We offer scenic tours, medical evacuations, and search and rescue services. Call us today for more information.

**10 Aviation Helicopters**  
 Big Is. 808-328-3031  
 Mid Is. Helicopters Big Is. 808-885-8400  
 Volcano Helicopters Big Is. 808-587-7578

**AIR-1 Inter-Island Helicopters**

808-335-5509  
 PO Box 114, Hanalei, HI 96721  
 We provide inter-island helicopter services between Kauai, Oahu, and Maui. Our fleet includes Bell 206B and Bell 440. Call us for more information.

**KAUAI**

808-275-3111  
 1111 Hanalei Ave  
 Hanalei, HI 96721  
 We provide helicopter services for all islands in the Hawaiian chain. Our fleet includes Bell 206B and Bell 440. We offer scenic tours, medical evacuations, and search and rescue services. Call us today for more information.

**Jack Hunter Helicopters, Inc.**  
 808-275-3111  
 PO Box 114, Hanalei, HI 96721  
 We provide helicopter services for all islands in the Hawaiian chain. Our fleet includes Bell 206B and Bell 440. We offer scenic tours, medical evacuations, and search and rescue services. Call us today for more information.

**Bali Helicopters Kauai, Inc.**

808-275-3111  
 PO Box 114, Hanalei, HI 96721  
 We provide helicopter services for all islands in the Hawaiian chain. Our fleet includes Bell 206B and Bell 440. We offer scenic tours, medical evacuations, and search and rescue services. Call us today for more information.

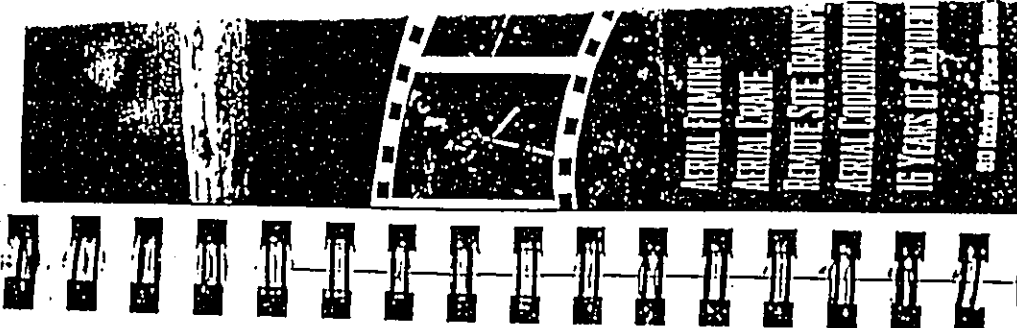
**INTER-ISLAND HELICOPTERS**

**EQUIPMENT AVAILABLE**  
 MD 500 FF  
 Light Capacity 2000 lbs  
 Night Sun Search Light  
 30 Million Canals Power  
 FLIR-Forward Looking Infrared  
 Thermal Imaging System  
 Camera Noise Mount  
 Double Muff Headers  
 Ground to Air Communications  
 Night Vision Goggles  
 ANVIS-6 3rd Generation

**CAPABILITIES**  
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 Cargo Area Slings  
 Parachute Drops/Snoot Drops  
 Rappelling/Snabro  
 Rigging for Snouts/Snarework  
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INVITATION FOR BID

SEALED OFFERS will be received up to and publicly opened at 2:00 P.M. on SEP 23 1997 in the Office of the Division of Purchasing, Department of Finance, 444 Rice Street, Room 303, Lihue, Kauai, Hawaii for the EMERGENCY AND DELIVERY OF HELICOPTER SERVICES FOR THE MARJANNA ERADICATION PROGRAM. County of Kauai, Lihue, Kauai, Hawaii.

The Director of Finance reserves the right to reject any or all the offers and to waive any defects in whole or in part, in said offer if deemed to be in the best interest of the County. Before any prospective bidder shall be entitled to submit a bid, he must comply with the provisions of Section 103-55, H.R.S., regulating the wages, hours and working conditions of Contractors supplying services to governmental agencies. Accordingly, all prospective bidders must submit a certificate as provided as Schedule "B" in this document.

Time is of the essence in execution of a contract for this service, therefore the Bidder must submit with their offer, a tax clearance from the Department of Taxation and the U.S. Internal Revenue Service. Reference Scope of Work and Award, Section VI, regarding this Tax Clearance Requirement.

Attention of bidder is particularly called to the Federal requirements which will obligate the Contractor and sub-contractors to comply in all respects with Federal contract provisions regarding Equal Employment Opportunity, Interest of Member of Congress and of Public Officials, Ineligible Contractor, Access and Records and Drug Free Workplace.

Solicitation documents may be obtained from the Division of Purchasing, upon application of Document No. 2125.

*Wallace G. Meenties, Jr.*  
WALLACE G. MEENTIES, JR.  
Director of Finance  
By Order of Maryanne Kusaka

...the minimum two (2) helicopters as specified hereinafter available on an on-call basis 24 hours, every day to the Police Dept. Shall have at the minimum two (2) pilots qualified as specified hereinafter available on an on-call basis 24 hours, every day to the Police Dept.

4. EQUIPMENT - AIRCRAFT: (NO SUBSTITUTION OF THIS ITEM)  
Aircraft and equipment specifications shall be as follows:

- A. Helicopter shall be Hughes 500 D, E, F, or NOTAR MODEL, set up with high skids for repelling and spraying. Maximum lift capacity shall be no less than 1200 pounds maximum rotor diameter of 28 feet. The helicopter shall be equipped with the following:
  - 1. Global Positioning System
  - 2. Above Ground level altimeter
  - 3. Above Sea level altimeter
  - 4. UHF & VHF-FM radio communications system
  - 5. Siren or P.A. System communications system
  - 6. Dual audio internal communication system
  - 7. Emergency locator & transmitter
  - 8. Approved by all FAA regulations
  - 9. Emergency fire saving equipment; ie life kit, fire extinguisher, life vest, survival kit
  - 10. Spray Rig
- B. All aircraft contracted shall be OAS certified.

5. INSPECTION OF EQUIPMENT

Prior to award and during the term of the contract, all equipment to be used by the Contractor for the services herein shall be available for inspection upon request by the Officer-in-Charge and within 48 hours of notification.

6. PILOT QUALIFICATIONS

The Pilot shall:

- A. Have a minimum of 5000 hours of helicopter flight time
- B. Have experience in helicopter long line and extraction flight techniques, 1000 hours sling load, and a minimum of 50 hours of repelling experience.
- C. All pilots shall possess a Part 133-Lenpline, 135-Air taxi, 137- Agricultural endorsement/certification for the purpose of aerial spraying and long line/sling load operation.
- D. Be drug free and submit to an immediate drug test upon request at their own expense
- E. Possess a positive attitude towards the goals and objectives of the marijuana eradication Program
- F. Possess a current FAA Helicopter Pilot's License
- G. Be certified by the Office of Aircraft Services
- H. Provide pilot qualification/history records upon request
- I. Pass a proficiency check test by the Domestic Cannabis Eradication/Suppression (DC/SE) Committee
- J. Be spray rig qualified

Report Of The COMMITTEE ON

PUBLIC SAFETY & SERVICES/ INTERGOVERNMENTAL RELATIONS

COMMITTEE REPORT NO CR-PSS/IGR-109-96

Page 1 of 3.

from the COUNTY COUNCIL LIHUE, HAWAII TO: X MAYOR Ed of Water Supply Civil Defense County Attorney Economic Development Elderly Affairs Finance Dept Health Dept Liquor Outreach Personnel Services Planning Dept Police Dept Prosecutor Public Information Purchasing Real Property Div Public Works County Engineer Building Division Fiscal Section Parks & Recreation

Honorable Ronald Kouchi Chair, Kauai County Council County of Kauai State of Hawaii

September 11, 1996 RE: PSS/IGR-52-96; PSS/IGR-55-96; and PSS/IGR-62-96

Sir: Your Committee on Public Safety and Services/Intergovernmental Relations to which was referred PSS/IGR-52-96 and PSS/IGR-55-96 and to which was added PSS/IGR-62-96, which are: PSS/IGR-52-96, PSS/IGR-55-96, and PSS/IGR-62-96. Communication (8/20/96) from Stan Sekimoto, Airports District Manager, Department of Transportation, submitting a response regarding Inter-Island Helicopter's request to locate its operations at Burns Field; and Communication (9/3/96) from Dorothea Hayashi, resident of Hanapepe, submitting comments regarding the helicopter rescue contract," begs leave to report as follows:

DATE: Governor D A G S Dept of Health D O T D L W B D E E D I

OTHERS:

The purpose of these communications is to discuss the current helicopter rescue contract situation the County has with Inter-Island Helicopters. Committee Chair Richard Minatoya stated that the current helicopter rescue contractor Inter-Island Helicopter is contemplating leaving the island, and Mr. Minatoya requested the status on the Administration going out for bid on this contract. County Attorney Hartwell Blake stated that their office and the Finance Department are working on a contract and developing the "Scope of Work". Bob Mullins, Administrative Assistant, stated that he is aware of the community concerns on the helicopter noise created from Inter-Island Helicopters. He also stated that the reason why a single operator is performing the rescue and drug enforcement missions is due to the fact that Inter-Island is the only company that has the equipment, however, he believes it's an open bid situation.

Report Of The COMMITTEE ON

PUBLIC SAFETY & SERVICES/ INTERGOVERNMENTAL RELATIONS

COMMITTEE REPORT NO CR-PSS/IGR-109-96

Page 2 of 3.

from the COUNTY COUNCIL LIHUE, HAWAII TO: X MAYOR Ed of Water Supply Civil Defense County Attorney Economic Development Elderly Affairs Finance Dept Health Dept Liquor Outreach Personnel Services Planning Dept Police Dept Prosecutor Public Information Purchasing Real Property Div Public Works County Engineer Building Division Fiscal Section Parks & Recreation

Several residents in the Hanapepe area testified on the noise and dust problems from Inter-Island Helicopters operations being located at the old Amfac site in Hanapepe now owned by Hawaiian Home Lands. It was questioned whether he was operating tours from that location since he only has permission to operate rescue missions as a government contractor.

Chair Minatoya wrote to Stan Sekimoto, Lihue Airport Administrator to inquire on Inter-Island Helicopters situation. Mr. Sekimoto response states Inter-Island has been offered an opportunity to relocate to the Lihue Airport pending the completion of the master plan for Burns Field where he currently lands and flies out from for rescue missions.

Judy Naumu Stewart, resident of Kekaha, pointed out that fairer should be granted to other helicopter companies in an open bid and that all flights should originate from the Lihue Airport. Currently, she stated Inter-Island leaves Burns Field and must pick-up an observer (Fire Department or Police Department personnel) and that he picks the up in Puh. Other companies must pay rent and landing fees at Lihue Airport but Inter-Island hasn't been paying fees due to his unique location and set-up at Burns Field.

Gilbert Mabriga, President of the Salt Pond Hui, stated that the Inter-Island helicopter flights creates a lot of dust and is a nuisance to Salt Pond especially when they are working in the ponds. He disagrees with the continuation of this helicopter service from Burns Field.

Elsie Godbey read a letter submitted by Dorothea Hayashi, Hanapepe resident, stating how the helicopter has affected her by flying over her home on numerous cases and how she has complained to the Fire Chief about the problem. She urged the County to put this contract out to bid.

Testimony was submitted by Curtis and Bonnie Lofstedt (as attached) as residents of Kalaheo and owners of Island Helicopter along with a photograph of an Inter-Island Helicopter hovering over their property and a copy of an advertisement for tours from Inter-Island Helicopter. They oppose granting Inter-Island Helicopters the ability to relocate its operations to Burns Field for several reasons.

Bonnie Tobin, a former Inter-Island Helicopter employee stated that when she worked there for two (2) years he operated tours. Your Committee pointed out the following concerns and requested the Administration follow-up on these matters:

- 1) Is Inter-Island Helicopters operating legally from the former Amfac site now owned by Hawaiian Home Lands?
2) What were the conditions imposed on his operations as specified by the Planning Commission?
3) Has his contract to provide services for the Fire and Police Departments been awarded through open bid?

DATE: Governor D A G S Dept of Health D O T D L W B D E E D I

OTHERS:



Report of The COMMITTEE ON PUBLIC SAFETY & SERVICES/ INTERGOVERNMENTAL RELATIONS

COMMITTEE REPORT NO. CR-PSS/IGR-108-96 Page 3 of 3.

From the COUNTY COUNCIL (LIMA, HAWAII)

- 1) Ad of Water Supply
2) Civil Defense
3) County Attorney
4) Economic Development
5) Elderly Affairs
6) Finance Dept
7) Fire Dept
8) Health Dept
9) Housing
10) Labor
11) Land Use
12) Law Enforcement
13) Planning Dept
14) Police Dept
15) Prosecutor
16) Public Information
17) Public Works
18) Real Property Div
19) Social Services
20) County Engineer
21) Building Division
22) Fiscal Section
23) Parks & Recreation

DATE: Governor
D A G S
Dept of Health
D O H S
D E S
D E S

STAN: Stan Sekimoto
Airports Admin.
391 Hokualele
P.O. Box 6
Lihue, HI 96766

- 4) Once the Attorney's Office develops the specifications and scope of services for the emergency rescue services and DEA mission, can a copy be submitted to Council?
5) When is the contract going out to bid?
6) The bid should state that the contractor operate from the Lihue Airport to allow fairness to all contractors.

Council Chair Ronald Kouchi stated that the only way to find out if other companies are willing to provide services of this nature is to go out to bid.
Upon motion duly made by Councilmember Correa, seconded by Councilmember Secretario, and unanimously carried, your Committee on Public Safety and Services/Intergovernmental Relations recommends that PSS/IGR-52, 55 and 62-96 be received for the IECO Respectfully submitted,

Richard E. Minatoya, Chair
Jesse Fukushima, Vice Chair

BILL "KAPO" ASING, Mayor
Maxine Correa, Mayor

HONORABLE KAPO ASING
Honorable Mayor, Correa
Honorable Member, Secretario

Minutes of the September 4, 1996, Public Safety and Services/Intergovernmental Relations Committee Meeting.

Upon motion duly made by Councilmember Asing, seconded by Councilmember Secretario, and unanimously carried, the Minutes were approved.

The Committee proceeded on its agenda items as shown in the following Committee Reports which are incorporated herein by reference.

PSS/IGR-53-96 Communication (8/5/96) from Councilmember Richard Minatoya, requesting that the County Attorney be present to discuss the status of the Nalioli Beach Park Volleyball Court relocation project. [This item was deferred.]

Upon motion duly made by Councilmember Asing, seconded by Councilmember Secretario, and unanimously carried, PSS/IGR-53-96 was deferred.

CR-PSS/IGR-113-96: see Bill No. 1796
A BILL FOR AN ORDINANCE ADOPTING ARTICLE 3A OF CHAPTER 16, OF THE KAUAI COUNTY CODE 1987 RELATING TO EMERGENCY USE OF PRIVATE REAL PROPERTY [Approved as amended, 5-0]

There being no objections, the Committee recessed at 9:55 a.m.

The Committee reconvened at 10:00 a.m. and proceeded as follows:

PSS/IGR-53-96: Communication (9/10/96) from Councilmember Richard Minatoya, requesting information from various departments relating to the Helicopter Rescue Contract. [This item was deferred.]

Richard Minatoya: The current helicopter contractor has requested to appear before the Committee on October 2, 1996. The representatives from the Police and Fire Department would also like to wait until October 2, 1996 to respond.

There being no objections, the rules were suspended.

Ronald Kouchi: Fire Chief, did you get our request to clarify what the equity would be if the current vendor relocated from Burns Field to Lihue? Would the vendor lose equity? We were a little confused last week as to what concern the County had about any equity that the private vendor may have.

David Sproat, Fire Chief: I am not sure if this is a question for me because I do not fully understand it.

Kouchi: If you haven't gotten the letter, I would like to forward the information to you. There was also a letter from Dorothea Hayashi regarding concerns with the vendor and she had indicated that in her discussions with you there was a reference between Burns Field and Lihue and some loss of equity that the vendor would have. It seemed kind of confusing because we were not aware that the County had any equity. All we were interested in was what the vendor could perform, what the contract required the vendor to do, and what equity anybody else has.

Sproat: I think I understand what you are asking now. I have not seen the communication but I think I can recall some discussion and it had to do with a request to move his operations to Lihue. My response was, "it was not with a position to tell any contractor where he should go and operate." He chooses to operate where he is located and how it is not our position to move him to any particular location. If he chooses to operate out of Burns Field, then he is allowed to because he has always operated out of that location. It was not our position to recommend his move or how it is done or why it should be done. It was solely a private matter so I didn't think the equity issue in this case had any bearing on what we were trying to achieve through a contract on rescue services.

RECEIVED  
DEPT. OF  
TRANSPORTATION  
OCT 29 10 05 AM '97



KAZUHIYASHIDA  
DIRECTOR  
STATE DEPARTMENT OF  
TRANSPORTATION  
CLEVELAND OHIO



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

October 23, 1997

Mr. Kazu Hayashida  
Director of Transportation  
State of Hawaii  
869 Punchbowl Street  
Honolulu, HI 96813-5097

Subject: Proposed Improvements, Port Allen Airport  
State Project No. AK2010-01

Curtis and Bonnie Lofstedt  
Island Helicopters Kauai, Inc.  
P. O. Box 811  
Lihue, Hawaii 96766

October 6, 1997

Dear Mr. and Mrs. Lofstedt:  
Subject: Port Allen Airport Environmental Assessment (EA)  
State Project No. AK2010-01

Thank you for your letter of September 15, 1997. Your comments will be incorporated into the EA for Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months.

If you have any questions, please contact Lynn Becones, Planner, of our Airports Division at (808) 838-8811

Very truly yours,

*Kazu Hayashida*  
KAZU HAYASHIDA  
Director of Transportation

c: Hon. Benjamin J. Cayetano  
Edward K. Noda and Associates, Inc.

LB:nf

RECEIVED  
OCT 09 1997

EDWARD K. NODA & ASSOCIATES

P.O. Box 831 • Lihue, Kauai, Hawaii 96766 • Telephone (808) 245-8560 • Fax (808) 245-0258

The purpose of this letter is to follow-up on our letter dated September 15, 1997. I have reviewed the attendance sheets for the "Informational" meeting held in Hanalei, Kauai on August 13, 1997 and several things are quite obvious.

1. There were 48 attendees who signed in.
2. Of the 48 attendees, 5 are employed or have relatives employed by Inter-Island Helicopters and 1 is Inter-Island's lawyer of record; 13 are County of Kauai Fire Department Employees and wives; 1 is a County of Kauai Police Officer; 3 State Department of Land and Natural Resources employees; and 7 State of Hawaii Transportation employees and husband. This amounts to 63% of the people present were in attendance because they have a direct relationship with Inter-Island Helicopters.
3. After eliminating those individuals from the total attendance numbers, this leaves eighteen (18) people who actually showed up. Considering the fact that the helicopter industry, including flight paths and heliport locations, has been a hot issue on Kauai and in the State of Hawaii, haven't you wondered why only 18 people showed up that evening? Is this another Hauapu Ridge, where the State conducts a meeting but nobody comes? I was personally told by the Lihue Airports Manager, Stan Sekimoto, that this meeting was for information only and that there would be public hearings held before any decision to go forward would be made. If this was the kind of information given everyone who called the Department of Transportation, no wonder no one showed up.
4. In reviewing the names and occupations of the individuals in attendance several things jumped right off the pages at me. Is there a possible conflict of interest with Juliet Aiu

Mr. Kazu Hayashida  
October 22, 1997  
Page 2

involved in this matter? I noticed that the DEA Representative that publicly supported Inter-Island Helicopters at the County of Kauai Council Meeting in September 1996 has the same last name. If there is a relationship between these individuals, I do believe that a conflict of interest becomes an issue. The fact that Inter-Island did have so many site personnel and State employees there in support of this issue, leads me to believe, that they had the inside track on the apparent importance of this meetings. Once again, the deck has been stacked in one helicopter operator's favor because of his connections to the County and State governments.

I find it quite amazing that this type of favoritism is occurring for one company, particularly when this company does not provide any economic advantages to the County or State. The helicopter operators that are tenants at the Lihue Airport, have made a substantial contribution to the Airports Division Fund, as well as Federal, State and County taxes. Inter-Island Helicopters, on the other hand, pays almost nothing in rent to the Airport Fund and next to nothing in other taxes as well.

For your information, Inter-Island Helicopters no longer has the contract with the County of Kauai for Marijuana Eradication. A company from Maui submitted a lower bid and thereby was awarded the contract. I wonder if anyone figured out how overpriced the Inter-Island contract has been over the years. Think about it, the Maui company has to ferry a helicopter from Maui, park it at the Lihue Airport over the period of several days in addition to the air time during the actual search and eradication, and then ferry the helicopter back to Maui. It is unfortunate that the only contract that goes out for bid in the County has always been specifically written for a Hughes 500 because up until now there was nothing to compare the contract to.

Another point I would like to make is that one of the comments throughout this ordeal over the last 12 months has been that Mr. D'Attilio is operating without any permanent facilities. Let's be realistic, every helicopter operator at the Lihue Airport has been operating without facilities also. As a tenant at the Lihue Airport for over eighteen years, we are still waiting for facilities. We have continually asked that the signage at the airport be improved, in particular, that a sign be placed at the entrance to the Commuter Terminal and even the name be placed on the building. Our requests have continually fallen on deaf ears. Why is that? Fly into any other airport in the State and there is great signage. When we were tenants at the Hilo Airport, one of the things we first noticed was the great signage throughout the airport. The lack of signage at the Lihue airport is just one of a number of obstacles our visitors incur on a daily basis at the airport. Last week, as I watched the news, I noticed Lt. Governor Hirono dedicate the facilities at the Honolulu Airport and even the stated that it is a priority of the State to make our facilities more visitor friendly.

Maybe it would make better sense to utilize the manpower and monies to improve the Lihue Airport facilities before tabing on another project.

Mr. Kazu Hayashida  
October 22, 1997  
Page 3

Thank you for time and attention to this matter.

Sincerely,

Bonnie E. Lofstedt

- cc: Governor Ben Cayetano
- Senator Lehua Fernandez Salling
- Senator Avery Chumbley
- Senator Cal Kawamoto, Co-Chair Senate Transportation Standing Committee
- Senator Norman Sakamoto, Co-Chair Senate Transportation Standing Committee
- Representative Ewa R. Kanoho
- Representative Berntha Kawakami
- Representative Hermina Morita
- Representative Kenneth T. Hiram, Chair House Transportation Standing Committee
- Representative Roy M. Takumi, Vice-Chair House Transportation Standing Committee
- Senator Daniel Inouye, U.S. Senate
- Representative Fairy Nink, U.S. House of Representatives
- Mayor Maryanne Kusaka
- Mary Thomas, Kauai County Chairperson
- Kaipo Asing, Kauai County Council
- Ron Kouchi, Kauai County Council
- Randall Valenciano, Kauai County Council
- James Tehada, Kauai County Council
- Brion Baptiste, Kauai County Council
- James Tokioka, Kauai County Council

BENJAMIN SCHLAPAK  
DIRECTOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
659 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

KAZUYASHIDA  
DIRECTOR  
DEPARTMENT OF TRANSPORTATION  
659 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

WHERE REFERED  
AIR-EP  
97.1553

Ms. Bonnie E. Lofstedt  
Page 2  
November 19, 1997

AIR-EP  
97.1553

Please contact Benjamin Schlapak, Head Planning Engineer, at the Airports Division at (808) 838-8821, to answer any questions you may have.

Very truly yours,

*Kazu Yashida*  
KAZUYASHIDA  
Director of Transportation

Ms. Bonnie E. Lofstedt  
Island Helicopters  
Post Office Box 831  
Lihue, Hawaii 96766

Dear Ms. Lofstedt:

Subject: Port Allen Airport Environmental Assessment  
Proposed Airport Improvements  
State Project No. AK2010-01

Thank you for your letter of October 22, 1997, concerning the proposed improvements for Port Allen Airport. The purpose of the public informational meeting held on August 13, 1997, was to present the proposed improvements to the interested public and to answer any questions as needed, as part of our effort to prepare the Environmental Assessment. We believe that our proposed improvements are modest and in accordance with the community concerns of Hanapepe and the needs of the airport.

I have requested my staff to hold a public hearing at Hanapepe after the public has had adequate time to review the draft Environmental Assessment. The notice of the public hearing will be advertised in the local newspapers, as was the public informational meeting. It is our intention to provide needed airport facilities for the users of State Airports with proper consideration of community and environmental concerns.

- c: Hon. William "Kaipo" Asing
- Hon. Brian Baptiste
- Hon. Ben Cayetano
- Hon. Avery Chumbley
- Hon. Lehua Fernandes Salling
- Hon. Kenneth T. Hiraki
- Hon. Daniel Inouye
- Hon. Ezra R. Kancho
- Hon. Bertha Kawakami
- Hon. Calvin Kawamoto
- Hon. Ronald Kouchi
- Hon. Maryanne Kusaka
- Hon. Patsy Mink
- Hon. Hermina Morita
- ✓ Edward K. Mada and Associates (J. Dittmar)
- Hon. Norman Sakamoto
- Hon. Roy M. Takumi
- Hon. James Tehada
- Hon. Mary Thronas
- Hon. James Tokioka
- Hon. Randall Valenciano



NATIVE HAWAIIAN LEGAL CORPORATION

1164 BISHOP STREET • SUITE 1225 • HONOLULU, HAWAII 96813 • TELEPHONE (808) 521-2302 • FAX (808) 537-4268

2739

Jerry M. Malsuda, P.E.  
August 29, 1997  
Page 2

August 29, 1997

Jerry M. Malsuda, P.E.  
Airports Administrator  
State of Hawaii  
Department of Transportation  
Airport Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

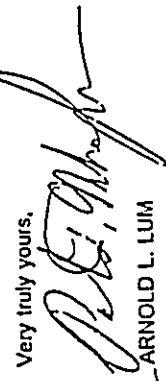
Re: Scope of Environmental Assessment for State  
Project No. AK 2010-01, Port Allen Airport

Dear Mr. Malsuda:

I write on behalf of certain members of the Kali family on Kauai, who gather salt from the Hanapepe salt pans, in response to your August 19, 1997 letter soliciting input from interested persons concerning the environmental assessment for Hawaii DOT's proposed improvements to the Port Allen Airport.

Our clients are concerned about the potential impact of the proposed improvements on the physical and cultural integrity of the Hanapepe salt pans, which are located near the western end of the existing runway. In particular, we request that the environmental assessment address the effects on the environment, including the area occupied in the salt pans, of increased air traffic that may result from the proposed improvements, the effect of aircraft operations and structural improvements on the water supply for the salt pans, and the alternative of relocating the proposed helicopter operations to Lihue Airport.

Please contact me at 521-2302 if you have any questions or concerns.

Very truly yours,  
  
ARNOLD L. LUM

ALL:cic  
cc Wilma H. Holi  
f06/mic-ar/malsuda21 aug

DIRECTOR'S OFFICE  
DEPT. OF  
TRANSPORTATION

AUG 26 3 17 PM '97

22 August 1997

Mr. Kazu Hayashida  
Director of Transportation  
State of Hawaii  
400 Rodgers Blvd, Suite #700  
Honolulu, HI. 96819

Dear Sir,

I am writing to express my deep concern over the possibility of further development of Burns Field located at Port Allen, Kaula.

Being a private pilot I am very familiar with this field and have used it as an auxiliary landing field.

As a tax payer I am alarmed to think that the state would spend half a million dollars or more to accomodate one or two helicopter operators. There is adequate room for many helicopter companies at the Lihue airport and they should be there. These Burns Field helicopter companies are in a commercial business with paying passengers who need the facilities of a tower and crash equipment that is already in place at the Lihue airport.

I think you would have to ask yourself if the State would be liable if a helicopter should crash upon take off or landing at Burns...no tower..no fire trucks--a long ambulance response time--long distance to a hospital and perhaps no one on the field to even report such an accident.

Our state schools are over-crowded and the state cannot find the funds to pay for additional teachers and yet the DOT has the audacity to even think of putting any improvements on a field where it is not needed.

Please put this question up for general citizen discussion here on Kaula before you make any decisions.

Sincerely,

Mr. Bob McCall  
2770 Millo Hae Ln.  
Koloa, HI. 96756

HAZUMATSUDA  
Director  
Senior Director  
GLENN M. OHIMOTO  
BRYAN K. UHAIKI  
IN REPLY REFER TO  
AIR-EN  
97-1374



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BLVD, SUITE #700  
HONOLULU, HAWAII 96819

October 1, 1997

Mr. Arnold L. Lum  
Native Hawaiian Legal Corporation  
1164 Bishop Street, Suite 1205  
Honolulu, Hawaii 96813

Dear Mr. Lum:

Subject: Port Allen Airport Environmental Assessment (EA)  
State Project No. AK2010-01

Thank you for your comments on the EA currently being developed for the improvements at Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months from Notice of Publication.

The control of the Salt Pond Preserve, an area of 41.768 acres, which includes the salt ponds, the parking lot, and Kaalani Road, is being transferred from the Department of Transportation to the Department of Land and Natural Resources. For the purpose of the EA, it will be assumed that the Salt Pond Preserve is outside the Port Allen boundary. However, the environmental impact of the proposed improvements to the Salt Pond Preserve will be addressed.

If you have any questions, please contact Lynn Becones, Planner, at (808) 838-8811.

Sincerely,

JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda and Associates, Inc.

LB:nf

STANDARD PRINTING COMPANY



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
865 PUNCHBOYL STREET  
HONOLULU, HAWAII 96813-5097

ADMINISTRATIVE SECTION  
AIR-EP DIRECTOR  
GLENN CHAMOTO  
Brian K. Minal

IN REPLY REFER TO:  
AIR-EP  
97.1330

Mr. Bob McCaig  
Page 2  
September 5, 1997

AIR-EP  
97.1330

Please contact Benjamin Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any further questions you may have.

Very truly yours,

RECEIVED

SEP 10 1997

Mr. Bob McCaig  
2770 Milo Hae Loop  
Koloa, Hawaii 96756

EDWARD K. HODA & ASSOCIATES

*Edward K. Hoda*

KAZU HAYASHIDA  
Director of Transportation

c: Federal Aviation Administration (D. Welhouse)  
Edward K. Hoda and Associates (B. Ishii)

September 5, 1997

Dear Mr. McCaig:

Subject: Port Allen Airport Environmental Assessment  
Proposed Airport Improvements  
State Project No. AK2010-01

Thank you for your comment letter of August 22, 1997, on the proposed improvements at Port Allen Airport (Burns Field). Your concerns will be taken into consideration, however, we would like to provide the following response to your comments.

The proposed improvements will not use taxpayer's money as it will be funded with airport funds. These airport funds are derived from income generated from fees on airline tickets, commercial aircraft landing at the State's airports, airport concessionaires' rents, and other aviation user fees. These funds can be used for airport purposes only, as stated in the Airport and Airway Improvement Act of 1982, as amended, 49 USC 47107 (b).

The helicopter operators have used Port Allen Airport for the last twenty (20) years or so, and will continue to use the Airport with or without the proposed airport improvements. Currently, one of the helicopter operator provides emergency rescue service from the airport for that part of the island.

In addition, the proposed improvements include parking facilities and restrooms for the public. Fixed wing aircraft owners will also benefit as two tie-downs are included in the proposed improvements.

PATSY T. MINK  
HONOLULU OFFICE

2124 Burns Field Drive, Honolulu  
Honolulu, HI 96815-1102  
TEL: (808) 534-4400  
FAX: (808) 534-4401  
www.house.gov/patsymink

DISTRICT OFFICE  
6104 Prince Kuhio Federal Building  
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Honolulu, HI 96826-4172  
TEL: (808) 534-4400  
FAX: (808) 534-4401

845 ISLAND ROAD 175-3734  
MALE 808-242-1818  
KUMU 808-242-1811

THE HONORABLE KAZU HAYASHIDA  
DIRECTOR  
HAWAII DEPT OF TRANSPORTATION  
869 PUNCHBOWL ST  
HONOLULU HI 96813

Dear Mr. Hayashida:

RE: Burns Field, Port Allen, Kauai

Enclosed is a copy of a letter to you from Bob McCaig of Koloa, Kauai, dated August 22, 1997.

Mr. McCaig relates his concerns about proposed improvements to Burns Field for the purposes of accommodating helicopter operators. I concur with his concerns about these proposed developments.

Please send me a copy of your response to his letter. Your response is very deeply appreciated.

Very truly yours,

PATSY T. MINK  
Member of Congress

COMMITTEE ON THE BUDGET  
COMMITTEE ON EDUCATION AND  
THE WORKFORCE

U.S. HOUSE OF REPRESENTATIVES  
2000 MICHIGAN AVENUE, N.W.  
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COMMITTEE ON GOVERNMENT REFORM  
AND OVERSIGHT

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STEWART J. CAHILL  
CO-CHAIR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

September 23, 1997

The Honorable Patsy T. Mink  
Representative, U. S. Congress  
5104 Prince Kuhio Federal Building  
P. O. Box 50124  
Honolulu, Hawaii 96850-4977

Dear Representative Mink:

Subject: Port Allen Airport Environmental Assessment  
State Project No. AK2010-01

In response to your letter of September 8, 1997, we are sending you a copy of our letter to Mr. Bob McCaig of Koloa, Kauai dated September 5, 1997, which addressed his concerns on the proposed improvements at Port Allen Airport.

Please have your staff contact Jerry M. Matsuda, Airports Administrator, at (808) 838-8600 to clarify any questions you may have.

Very truly yours,

KAZU HAYASHIDA  
Director of Transportation

Enclosure: Letter dated September 5, 1997

c: Edward K. Hoda and Associates (J. Dittmar)  
Federal Aviation Administration (D. Welhouse)

bc: AIR-K

LB:mf

FORM NO. 34 (REV. 11-29-90)



PATSY T. MINK  
SECOND DISTRICT, HAWAII

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THE HONORABLE KAZU HAYASHIDA, DIRECTOR  
HAWAII DEPT OF TRANSPORTATION  
859 PUNCHBOWL ST  
HONOLULU HI 96813

Dear Mr. Hayashida:

RE: Burns Field, Port Allen, Kauai

Following up to my September 8, 1997 letter, I have attached copies of two additional letters to you concerning the expansion of the Port Allen Airport facilities.

Please address the concerns expressed in these letters and send me a copy of your response. Thank you for your assistance.

Very truly yours,



PATSY T. MINK  
Member of Congress

Dir. 1024  
COMMITTEE ON THE RECEIPT  
COMMISSION ON EDUCATION AND  
THE WORKFORCE

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STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
859 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

October 27, 1997

The Honorable Patsy T. Mink  
Representative, U. S. Congress  
5104 Prince Kuhio Federal Building  
P. O. Box 50124  
Honolulu, Hawaii 96850-4977

Dear Representative Mink:

Subject: Port Allen Airport Environmental Assessment  
State Project No. AK2010-01

In response to your letter of October 7, 1997, we are sending you copies of our letter to Ms. Margaret Emerson of Kalaheo, Kauai and to Mr. & Mrs. Curt Lofstedt of Island Helicopters on the proposed improvements at Port Allen Airport.

Also attached is our response letter to you dated September 23, 1997, in the event that you did not receive it.

Thank you for your concerns on this project. Please have your staff contact Jerry M. Matsuda, Airports Administrator at (808) 838-8600 to clarify any questions you may have.

Very truly yours,



KAZU HAYASHIDA  
Director of Transportation

Attachments: As listed above

c: Federal Aviation Administration (D. Welhouse)  
Edward K. Moda and Associates (J. Dittmar)

cc: AIR-K

LB:mf

KAZU HAYASHIDA  
DIRECTOR  
DEPT. OF TRANSPORTATION  
859 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

KERRY FERRELL  
AIR-EP  
97.1512

2177

BENJAMIN C. CRISTIANO  
CHIEF



WIRELESS  
OFFICES  
STATE OFFICES  
GLENN CRANTO  
BRUNN K. MEHAI

STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BLVD., SUITE 700  
HONOLULU, HAWAII 96819-1880

WIRELESS REFER TO  
AIR-EN  
97-1373

September 25, 1997



HAWAII DEPARTMENT OF LAND AND NATURAL RESOURCES  
DIVISION OF FORESTRY AND WILDLIFE  
EJUAL DISTRICT  
3060 EIWA STREET, ROOM 306  
LUNGE, KAUAI, HAWAII 96741-1815

WE WANT REFER TO

August 22, 1997

Mr. Jerry Matsuda, P.E.  
Airports Administrator  
Dept. Of Transportation, Airports Division  
Honolulu International Airport  
400 Rodgers Blvd., Suite 700  
Honolulu, HI 96819-1880

Dear Mr. Matsuda:

We would like to endorse the proposed improvements to Port Allen Airport, Kauai, as were presented in the public informational meeting of August 13, 1997.

In the course of our work, some of which involves public safety and the provision of emergency services, we use the only helicopter operator on Kauai that meets our strict requirements. That operator is presently based in Hanapepe.

As the majority of our work is on the north and west sides of the island, it is more efficient, timely and cost-effective for us to fly from Port Allen. Having hangars and better infrastructure at the field would shorten the response time markedly, as the present operator has to trailer his aircraft from Hanapepe town.

We feel the proposed improvements are modest, and the increased benefits and efficiencies would be a significant benefit to the people of Kauai.

It makes logical sense to enable aircraft operations to be sited on airports.

Sincerely,

*Edwin Q. P. Petleys*  
Edwin Q. P. Petleys  
Branch Manager

Mr. Edwin Q. P. Petleys  
Branch Manager  
Kauai District  
Division of Forestry and Wildlife  
Department of Land and Natural Resources  
3060 Eiwa Street, Rcom 306  
Lihue, Hawaii 96766-1875

Dear Mr. Petleys:

Subject: Port Allen Airport Environmental Assessment (EA)  
State Project No. AK2010-01

Thank you for your comments on the EA currently being developed for the improvements at Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months from the Notice of Publication.

If you have any questions, please contact Lynn Becones, Planner, at (808) 838-8811.

Sincerely,

*Jerry M. Matsuda*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Roda and Associates, Inc.

How to Use the Public Comments of AAs  
Working Together to Protect Our Airports

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MARYANNE W. KUSAKA  
MAYOR



CESAR C. PORTUGAL  
COUNTY ENGINEER  
TELEPHONE 241-6600

RUSSELL SUGANO  
ACTING DEPUTY COUNTY ENGINEER  
TELEPHONE 241-6631

AN EQUAL OPPORTUNITY EMPLOYER  
COUNTY OF KAUAI  
DEPARTMENT OF PUBLIC WORKS  
4444 RICE STREET  
MOI KEHA BUILDING, SUITE 275  
LIHUE, KAUAI, HAWAII 96766

September 3, 1997

State of Hawaii  
Department of Transportation  
Airport Division  
400 Rodgers Blvd., Suite 700  
Honolulu, Hawaii 96819-1880

Attention: Mr. Jerry Matsuda

Gentlemen:

SUBJECT: ENVIRONMENTAL ASSESSMENT PRECONSULTATION  
PORT ALLEN AIRPORT, TMK: 1-8-08:1

We completed our review of subject environmental assessment preconsultation and we have no comments.

We would like to thank you for providing this opportunity to offer our comments. Should you have any questions, please feel free to contact Wallace Kudo of my staff at (808) 241-6620.

Very truly yours,

*Cesar C. Portugal*  
CESAR C. PORTUGAL  
County Engineer

WK/cu

BENJAMIN J. CAVETAWO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

September 25, 1997

Mr. Cesar C. Portugal  
County Engineer  
Department of Public Works  
County of Kauai  
4444 Rice Street  
Moi Keha Building, Suite 275  
Lihue, Hawaii 96766

Dear Mr. Portugal:

Subject: Port Allen Airport Environmental Assessment (EA)  
State Project No. AK2010-01

Thank you for your comments on the EA currently being developed for the improvements at Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months from the Notice of Publication.

If you have any questions, please contact Lynn Becones, Planner, at (808) 838-8811.

Sincerely,

*Jerry M. Matsuda*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

cc: Edward K. Noda and Associates, Inc.

AIRPORTS DIVISION  
STAFF OFFICES  
GENYU CHANG  
BRIAN K. LUKIANG

IN REPLY REFER TO  
AIR-EN  
97-1373

BENJAMIN CASTRINO  
DIRECTOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 ROGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1280

KAZUHIKASHIWA  
DIRECTOR  
SENIOR DIRECTOR  
GLENN M. CARRASCO  
BRUCE K. MURPHY

WIRENY REFERTO  
AIR-EH  
97.1373

Will Squyres Helicopter Tours  
P.O. Box 1770  
Lihue, HI 96766  
August 14, 1997

September 25, 1997

Jerry Matsuda  
400 Rodgers Blvd. #70  
Honolulu, HI 96719

Mr. Matsuda,

It has come to my attention that you're planning to re-open the master plan for Port Allen. As you know several of us old-time operators were told Port Allen was transit-only and we could not establish a permanent base or leave our helicopters there overnight.

If the State has decided to change this position I'm sure that several operators, including myself, will want at least a permanent pad. Since there was an existing list of permanent facilities, I'm curious as to how the State will handle it's change in position.

Respectfully,

Will Squyres

WS/km  
cc: Stan Sekimoto  
Ben Schlapak

Mr. Will Squyres  
Will Squyres Helicopter Tours  
P. O. Box 1770  
Lihue, Hawaii 96766

Dear Mr. Squyres:

Subject: Port Allen Airport Environmental Assessment (EA)  
State Project No. AK2010-01

Thank you for your comments on the EA currently being developed for the improvements at Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months from the Notice of Publication.

If you have any questions, please contact Lynn Becones, Planner, at (808) 838-8811.

Sincerely,

JERRY M. MATSUDA, P.E.  
Airports Administrator

c: /Edward K. Koda and Associates, Inc.

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BENJAMIN J. CASTELLANO  
GOVERNOR  
STATE OF HAWAII



STATE OF HAWAII  
DEPARTMENT OF HAWAIIAN HOME LANDS  
P O BOX 1519  
HONOLULU, HAWAII 96813

September 16, 1997

To: Jerry M. Matsuda, P.E.  
Airports Administrator, Department of Transportation

From: Kali Watson, Chairman  
Hawaiian Homes Commission

Subject: Environmental Assessment Preconsultation. Port Allen  
Airport, Koloa District, Kauai. TMK 1-8-08:01, State  
Project No. AK2010-01.

Thank you for including our input into your environmental  
assessment preconsultation for the Port Allen airport.

Port Allen airport exists south west of the Department of  
Hawaiian Home Lands (DHHL) Hanapepe residential lots. We suggest  
that VFR departure procedures be established for noise abatement  
and to prevent possible community nuisance. Otherwise, the DHHL  
has no objection to the proposed airport facility improvements.

Should you have any questions, please call Daniel Ornellas of our  
Planning Office at 586-1836.

2484

A DIVISION  
OF THE  
HAWAIIAN HOME LANDS COMMISSION  
JERICHO W. N. TANIGUCHI  
DIRECTOR OF THE COMMISSION

BENJAMIN J. CASTELLANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
669 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5087

October 16, 1997

TO: KALI WATSON, CHAIRMAN  
HAWAIIAN HOMES COMMISSION  
DEPARTMENT OF HAWAIIAN HOME LANDS

FROM: KAZU HAYASHIDA  
DIRECTOR OF TRANSPORTATION

SUBJECT: PORT ALLEN AIRPORT ENVIRONMENTAL ASSESSMENT (EA)  
STATE PROJECT NO. AK2010-01

Thank you for your comments in your letter of September 16, 1997,  
on the EA being developed for the improvements to Port Allen  
Airport. The project is on schedule and we will be submitting  
the draft EA to the Office of Environmental Quality Control  
within two months.

If you have any questions, please contact Benjamin Schlapak, Head  
Planning Engineer, at (808) 838-8821.

c: Edward K. Noda and Associates, Inc.

LB:nf

KAZU HAYASHIDA  
DIRECTOR

DEPUTY DIRECTORS  
BRANKI W. HANAU  
GLENN M. CHAMOTO

OCT 23 1997

IN REPLY REFER TO  
AIR-EN  
97-1445

RECEIVED  
OCT 22 1997

EDWARD K. NODA & ASSOCIATES

DIRECTOR'S OFFICE  
OFFICE OF  
TRANSPORTATION  
SEP 19 3 43 PM '97



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
P.O. BOX 621  
HONOLULU, HAWAII 96809

REGULATORY DEVELOPMENT  
PLANNING  
DESIGN AND RECORD REGISTRATION  
EVALUATION AND  
CONSTRUCTION PERMITS  
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LD-NAV

SEP 17 1997

REF.: AK201001.RCM

Jerry M. Matsuda, P.E.  
Airport Administrator  
State of Hawaii  
Department of Transportation  
Airport Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Dear Mr. Matsuda:

SUBJECT: Review : Environmental Assessment Preconsultation  
Project : Port Allen Airport Project No. AK2010-01  
Proposal : Construction of four (4) lease lots for hangars and accompanying aprons for helicopter operations, with an associated paved roadway, public comfort station and maintenance shed  
Applicant: State of Hawaii Department of Transportation, Airports Division  
Location : Port Allen Airport, Island of Kauai, Hawaii  
TXK : 4th/1-8-98: 01

Thank you for the opportunity to review and comment on the subject matter. We have the following comments on the proposed project:

Division of Aquatic Resources:

Has no objection to the proposed project provided that the proposed improvements are done carefully such that any pollutants and/or hazardous waste do not drain or blow down slopes and eventually leach into nearby coastal waters.

Land Division, Engineering Branch:

According to FEMA Community Panel Map No. 150002 0186 D, is located in Zone 2 (No shading). This is an area determined to be outside the 500-year flood plain.

Kauai District Land Office:

1. All improvements and flight patterns should be directed away from Salt Ponds to the west. All approaches and take off flights should be east or south of the facility over water; and
2. Will fixed wiring facilities be provided?

Page 2  
Review of Environmental  
Assessment Preconsultation  
Fort Allen Airport

Land Division Planning and Technical Services:

The proposed project is not within Conservation District.  
Should you have any questions, please feel free to contact  
Nicholas Vaccaro of the Land Divisions' Support Services Branch at  
587-0438.

HAWAII: Earth's best!

Aloha,

*MICHAEL D. WILSON*  
MICHAEL D. WILSON

C: Kauai Land Board Member  
At Large Land Board Member  
Kauai District Land Office

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STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
669 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

OCT 13 1997

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DIRECTOR  
OFFICE OF TRANSPORTATION  
669 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

WHERE REFERED.  
AIR-EN  
97-1444

TO: MICHAEL D. WILSON, CHAIRPERSON  
DEPARTMENT OF LAND AND NATURAL RESOURCES

FROM: KAZU HAYASHIDA  
DIRECTOR OF TRANSPORTATION

SUBJECT: PORT ALLEN AIRPORT ENVIRONMENTAL ASSESSMENT (EA)  
STATE PROJECT NO. AK2010-01

Thank you for your comments in your letter of September 16, 1997, on the EA being developed for the improvements to Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months.

We will be submitting to your office a request for the withdrawal of the Salt Ponds at Port Allen from Governor's Executive Order 931. This release of airport land is part of the Closure Agreement for the 1985 Land Exchange.

If you have any questions, please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821.

c: ✓ Edward K. Noda and Associates, Inc.

LB:nf

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OCT 21 1997

EDWARD K. NODA & ASSOCIATES

**APPENDIX J**

**COMMENTS AND MINUTES, PORT ALLEN  
ENVIRONMENTAL ASSESSMENT PUBLIC HEARING,  
FEBRUARY 19, 1998**



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PUBLIC HEARING ON DRAFT ENVIRONMENTAL ASSESSMENT FOR PORT ALLEN AIRPORT  
2-19-98

PAGE 1 TO PAGE 117

Ralph Rosenberg Court Reporters, Inc.

(808) 524-2090

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CONDENSED TRANSCRIPT AND CONCORDANCE  
PREPARED BY:

*RALPH ROSENBERG COURT REPORTERS, INC.*  
*1001 Bishop Street*  
*2460 Pacific Tower*  
*Honolulu, HI 96813*  
*Phone: (808) 524-2090*  
*FAX: (808) 524-2596*

DOCUMENT CAPTURED AS RECEIVED

Page 1  
 STATE OF HAWAII  
 DEPARTMENT OF TRANSPORTATION, AIRPORTS DIVISION

PUBLIC HEARING  
 ON THE DRAFT ENVIRONMENTAL ASSESSMENT  
 FOR PORT ALLEN AIRPORT

Held at Eleele School Cafeteria, 4750 Uliuli  
 Street, Eleele, Kauai, Hawaii, commencing at 7:00 p.m.  
 on Thursday, February 19th, 1998.

REPORTED BY: KATHY PEARSON, RPR-CSR No. 313  
 Notary Public, State of Hawaii

Page 2  
 RECORD OF PROCEEDINGS  
 JULIET AJU: Good evening, everybody.  
 Mahalo for being here. We're very happy to see so many of you, and we want you to give us your opinions and let us know how you feel about this. And then I'm sure we can have a good evening.  
 So it is now 7:08, and I hereby declare the public hearing concerning the draft environmental assessment for the Port Allen Airport now open here at Eleele School on February 19th, 1998 in accordance with the notice of public hearing advertised in the Garden Island, Honolulu Star Bulletin, and the Honolulu Advertiser.  
 My name is Juliet Aju, and I am a commissioner on transportation. I am commissioned by the director of transportation to chair this public hearing on his behalf. Can you all hear me?  
 The following guests are here tonight. We have Councilman Valenciano. Where is Councilman Valenciano? Aloha. Thank you for being with us. And representing Representative Bertha Kawakami, we have Sam Yoshioka. Mahalo.  
 The purpose of this hearing is to afford all interested persons an opportunity to submit data, views, or arguments orally or in writing with respect

Page 3  
 to the draft environmental assessment for Port Allen airport.  
 In order that each and every interested person may be given a fair opportunity to be heard at this public hearing, we request that you observe the following procedures, please. If you wish to speak and have not done so already, please enter your name on the testimony sign-in sheet together with your address, that's right there in the corner, the organization you represent, if any, and wait your turn.  
 When your name is called, please come forward before the microphone, state your name, address, organization, if any, and interest. Unless you are called to order by me or until your time is up, you may speak freely with respect to the subject matter in question.  
 We ask that you limit your testimony to five minutes so that others may have an equal opportunity to be heard. Those who represent large groups or want more time will be given an opportunity to speak further at a later time, at a reasonable length of time, after everyone else has been given a chance to speak for the allotted five minutes.  
 In order that the testimonies be kept

Page 4  
 relevant to the issues, we ask that you address yourself to the subject of this hearing. Written submissions will be received until March 10th, 1998 at the Airport Division, Honolulu International Airport, Honolulu, Hawaii.  
 First, Mr. Ben Schlapak of the Department of Transportation will present an introduction and introduce the consultants working on this program for the airports division. The consultant will then make a short presentation followed by your testimonies.  
 We are here tonight to solicit factual testimonies from you on this program. This hearing is not intended to be a popular referendum. The proceedings of this hearing will be recorded. It is important that you speak into the microphone and clearly state your testimonies. Testimonies will be factual, brief, unemotional, and free of any political references.  
 We will now get into the details of the environmental assessment for Port Allen Airport. I shall call upon Mr. Ben Schlapak to make a presentation for the Department of Transportation for the State of Hawaii.  
 BEN SCHLAPAK: Thank you, Commissioner. Good evening, ladies and gentlemen. Welcome

Page 5  
 to our public hearing. On behalf of Kazu Hayashida, our director, and Jerry Matsuda, our administrator, I welcome you, and we look forward to your comments. This draft environmental assessment has been filed with the Office of Environmental Quality Control in Honolulu, and it has been made available in the libraries here. It is not a terribly thick document to go through. We do not have extra copies available tonight, but if someone absolutely has to have one, we can mail one later on.  
 We have provided you with a handout which gives the key features of the improvements for the Port Allen airfield and airport that we propose and we talked about in a meeting here, a public meeting last August. The comments that we received during that public meeting are a part of this environmental assessment in the draft form, and we have answered the comments that we received in writing.  
 After we complete the testimony tonight, we will answer any questions that, any lingering questions that anybody has regarding the improvements that we have in mind or how we're going to go about any of these improvements.  
 Let me introduce the members of our airports team here tonight, so if you want to get somebody one

Page 6  
 on one afterward, you'll have the opportunity. The lady who signed you in is Lynn Becones. Lynn, please turn around. She's from our airports engineering planning office, and she's the state project manager for this particular environmental document.  
 Next to her is Brian Ishii from Edward K. Noda and Associates, who's been involved in preparing this document under the preparation of Jim Dittmar from Edward K. Noda and Associates.  
 With us tonight is our Kauai district airport manager, Stan Sekimoto, and his responsibility includes Lihue Airport, Port Allen Airport, and Princeville. And in the back is Tim Skinner, the assistant airport manager at Lihue.  
 Our court reporter is Kathy Pearson from the Ralph Rosenberg Court Reporters firm.  
 Again, the main purpose tonight here is to get your testimony. And after we're finished, we will answer any questions that may come up. These are modest improvements that we're proposing. And I'll ask Jim Dittmar to come up and give you a thumbnail sketch of what we have, which is a part of what's in your handout.  
 JAMES DITTMAR: Basically we're presenting

Page 7

(1) the same layout we showed last August. We're showing  
 (2) modest improvements to Port Allen.  
 (3) We have, we're showing some public parking  
 (4) up here, the roadway. This is in your handout.  
 (5) Showing the comfort station, the maintenance shed, and  
 (6) some employee parking here.  
 (7) Two fixed wing tie downs, helicopter hangar  
 (8) lease lots, the size of which we thought was  
 (9) approximately enough for one hangar. We're showing  
 (10) four hangars right now. We know there's two operators  
 (11) using the Port Allen right now. Also there's aprons.  
 (12) These lots are about 62 by 62, so they're a fairly  
 (13) good size. We're also looking at doing some modest  
 (14) improvements.  
 (15) One of the concerns that has been raised  
 (16) down at Port Allen is the dust situation. We've  
 (17) talked about, as a mitigation effort, is taking the  
 (18) road here to the site. Also this will allow the  
 (19) people using the peninsula to have better access to  
 (20) it. As part of the project, the peninsula will remain  
 (21) open for any users out there.  
 (22) Also down here there's been another change  
 (23) in the airport. In the past the salt ponds, the salt  
 (24) pans, this is part of the airport here. Recently we  
 (25) got approval from the FAA to release that land, so the

Page 8

(1) Airports Division, Department of Transportation has  
 (2) released this land back to the Department of Land and  
 (3) Natural Resources, where it should have been in the  
 (4) first place, probably.  
 (5) So the salt ponds and salt pans are now  
 (6) under the jurisdiction of the Department of Land and  
 (7) Natural Resources. So we've changed the airport  
 (8) boundary.  
 (9) There's concern raised also about the dust  
 (10) down here, so we're looking at some landscaping along  
 (11) here, probably some weliweli hedges maybe to see if we  
 (12) can control some of the dust, and also some  
 (13) landscaping here at the entryway to make it a little  
 (14) more presentable coming in.  
 (15) Those are the main things we're looking at  
 (16) right now. It's a very modest project.  
 (17) As far as the land situation, the majority  
 (18) of the land here is ceded land. The land is defined  
 (19) for public purpose, so therefore it's intended public  
 (20) purposes in the land use. We do have some fee simple  
 (21) land down here acquired in 1984 from the U.S. Coast  
 (22) Guard. The Coast Guard still maintains a light down  
 (23) there and also has an access road.  
 (24) I think that pretty well covers it.  
 (25) BEN SCHLAPAK: Thank you, Jim. We decided

Page 9

(1) to have this hearing because we had a couple of  
 (2) requests for it, and our director thought that  
 (3) everybody ought to have a chance to be heard on the  
 (4) subject, and maybe everybody didn't have a chance back  
 (5) in August. So let's begin with the first person.  
 (6) JULIET AIU: Okay. Let me remind you again,  
 (7) please, when you are called, please use the microphone  
 (8) to deliver your statement. Please speak into the  
 (9) microphone, stating your name and the organization you  
 (10) represent, if any. And the first one to be called on  
 (11) will be Wilma Holi.  
 (12) WILMA HOLI: Good evening. My name is Wilma  
 (13) Holi. I've lived most of my life in Hanapepe, and on  
 (14) my maternal side, have generational ties to the  
 (15) community. I speak on behalf of my family, in  
 (16) particular the descendants of Alfred Liholiho Kaihi.  
 (17) I do not represent any of the Kaihis. We're also  
 (18) represented by legal counsel, and through our  
 (19) attorney, additional comments will be submitted.  
 (20) Thank you for this opportunity to respond to  
 (21) the draft EA. The draft EA contains statements that  
 (22) support the idea that proposed improvements will have  
 (23) a beneficial impact on the community by relocating  
 (24) airport functions, mainly the helicopter operators,  
 (25) from Hanapepe town to the airport, as stated on page

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(1) 1-2 and other portions of the draft.  
 (2) This is far from the truth. I have been  
 (3) involved in discussions over the years of the issue of  
 (4) improving and developing the Burns Field for  
 (5) helicopter operators versus relocation of all  
 (6) helicopter operations to Lihue Airport. Helicopter  
 (7) operations out of Burns Field created its share of  
 (8) negative impact.  
 (9) The takeoffs and landings occur in an area  
 (10) that is heavily used for recreational activities, and  
 (11) for me and my family, a place where we gather to  
 (12) sustain our sense of cultural and spiritual  
 (13) connectedness. The noise from the operations intrudes  
 (14) upon the ambience that is desired. The flight  
 (15) patterns, takeoffs occur over the salt pans and the  
 (16) beach park, contrary to the flight pattern contained  
 (17) in the draft EA.  
 (18) We are agreed that the repair and  
 (19) maintenance operations in its present location is not  
 (20) suitable, and if it is not conforming use, then  
 (21) relocate to Lihue heliport, where existing facilities  
 (22) are adequate.  
 (23) In addressing the dust nuisance, as stated  
 (24) on page 3-3 and 4-7, the dust that is stirred up on  
 (25) the perimeter road on the east side of the air field

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(1) does not have a negative impact on salt making  
 (2) activities. The proximity of the road and the trade  
 (3) wind blows the dust away from the salt pans.  
 (4) The dust problem is created with the down  
 (5) wash from the propellers of the military helicopter as  
 (6) it lands and takes off from the air field. Dust is a  
 (7) problem in the salt making area, but this is  
 (8) attributed to the loose dirt and foot traffic and the  
 (9) strong winds.  
 (10) Also contained in the report was a statement  
 (11) that no nene has been sighted, on page 4-13, 4.10.1.  
 (12) Nene geese were sighted in the area during the salt  
 (13) making season during the summer of 1997 and during the  
 (14) wet season of fall/winter, 1997 to 1998.  
 (15) In the issue of Department of  
 (16) Transportation, Airports Division storage shed, stated  
 (17) on page 2-3, the draft makes mention of a DOTA storage  
 (18) shed not on the road. If it means in immediate area,  
 (19) then this is an error. There is no facility on the  
 (20) air field site. If the State is referring to the  
 (21) State and County base yard, then so state it.  
 (22) Otherwise it is misleading as to imply that there is  
 (23) some facility at Burns Field, thus qualifying as an  
 (24) airport.  
 (25) Some of the helicopter flights are of

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(1) emergency basis, as stated on page 4-3. Statistical  
 (2) data is needed to support this assertion. Where is  
 (3) the emergency? Where is the rescue from, rescue crew  
 (4) from? The frequency that these emergency flights  
 (5) occur.  
 (6) Any increase in operations at Burns Field  
 (7) would be caused by independent economic demand such as  
 (8) an increase in tourist oriented helicopter tours, as  
 (9) stated on page 2-4, and letters from Will Squyres and  
 (10) other operators. In the draft EA, helicopter  
 (11) operators presently situated at the Lihue heliport  
 (12) submitted letters stating that they desire to conduct  
 (13) operations from Burns Field, or stated their desire to  
 (14) conduct operations from Burns Field.  
 (15) In addition, it was stated at the August  
 (16) 13th, 1997 information meeting that all permitted  
 (17) operators can relocate to Burns Field if they so  
 (18) choose. It was implied that the operators want to fly  
 (19) out of Burns Field.  
 (20) However, due to the position that Department  
 (21) of Transportation, Airports Division, took to improve  
 (22) the Lihue facilities and not have any improvements at  
 (23) Burns Field, they remain at the Lihue facility. If  
 (24) and when the improvements are made at Burns Field, the  
 (25) opportunity to relocate is a possibility, and the

(1) migration will occur  
 (2) Also at this same meeting it was said that  
 (3) the relocated operators would erect their own  
 (4) facility. This leads me to believe that there will be  
 (5) a tremendous increase in operations, a possibility  
 (6) that is not adequately addressed in the draft EA.  
 (7) The forecast as stated on page 2-4 is not a  
 (8) true reflection of the increase due to the  
 (9) improvements. The analogy here is that what the  
 (10) boating industry is to the north shore, the helicopter  
 (11) operations will be to the Burns Field and surrounding  
 (12) communities.  
 (13) To the statement, no impact on scenic vistas  
 (14) or plane views, as written on page 6-3, presently  
 (15) there are no facilities on the Pu'olo peninsula.  
 (16) There is an unobstructed view of the coastline and the  
 (17) mountains in the background. Of course, with the  
 (18) facilities that will be built on the airport site, it  
 (19) will have a negative impact of the scenic vistas and  
 (20) view planes. Landscaping will not mitigate the  
 (21) problem.  
 (22) Social impacts, existing conditions as  
 (23) stated on page 4-6, item 4.4.1. And to me, this is  
 (24) the crux of this proposed draft. In particular, I  
 (25) want to emphasize these statements or these sentences

(1) that was contained in that paragraph. It says the  
 (2) proposed facilities are to support those aviation  
 (3) operators which are currently operating out of Port  
 (4) Allen Airport and in Hanapepe town.  
 (5) JULIET AIU: Excuse me. You have another  
 (6) minute.  
 (7) WILMA HOLI: Thank you. The proposed  
 (8) project is designed to accommodate the present  
 (9) helicopter operators and allow for limited growth of  
 (10) airport facilities in the future. Wow, that's pretty  
 (11) heavy. These statements summarize the purpose of this  
 (12) draft EA.  
 (13) In conclusion, there are too many mitigating  
 (14) situations that are not adequately addressed, and we  
 (15) reject the draft EA in a negative declaration. To  
 (16) mitigate the negative impact, it has been and it  
 (17) continues to be our position that these operations be  
 (18) relocated to the existing heliport facilities at the  
 (19) Lihue Airport. The position to relocate is reasonable  
 (20) and appropriate in light of the negative impact  
 (21) continued operations have had in the Burns Field and  
 (22) surrounding communities. Thank you.  
 (23) JULIET AIU: Thank you, Wilma. The next  
 (24) speaker will be Julia McGovern.  
 (25) JULIA MCGOVERN: Thank you. My name is

(1) Julia McGovern, and I live in Waimea. Although as the  
 (2) shelter manager for the Kauai Humane Society, I feel  
 (3) like I also live in Hanapepe. And I do want to voice  
 (4) my concerns. I appreciate this opportunity to voice  
 (5) my concerns on two different levels. First as a  
 (6) long-term resident of Waimea, and secondly, as the  
 (7) manager of the Kauai Humane Society shelter.  
 (8) On a personal level, I'm very concerned  
 (9) about the impact to the quality of life that any  
 (10) expansion will have. Not just to the visitor  
 (11) industry, which supposedly it is going to support, but  
 (12) especially to the people that live here. Because  
 (13) whether you're visiting or you live here, you want  
 (14) to be able to relax and enjoy what Salt Pond Park has to  
 (15) offer. Constant airplane, helicopter noise is not  
 (16) going to help that.  
 (17) I'll save for my written testimony how I  
 (18) feel about, or my concerns about tax dollars being  
 (19) used to support two specific organizations, two  
 (20) businesses.  
 (21) Most importantly, at least right now for me  
 (22) and the animals, as the shelter manager for the Kauai  
 (23) Humane Society, I am very concerned about how the  
 (24) expansion will impact those animals and the people  
 (25) that care for them.

(1) I would like to read a brief letter that my  
 (2) executive director, Sherry Hoe, wrote to Mr. Jerry  
 (3) Matsuda when he asked her feelings during the  
 (4) environmental assessment preconsultation.  
 (5) At the time Mrs. Hoe wrote that as a  
 (6) representative for the Kauai Humane Society, our only  
 (7) concern has been and continues to be helicopters  
 (8) flying low and directly overhead of the animal shelter  
 (9) on Loko Kai Road. The noise stresses the dogs, and  
 (10) oftentimes it takes thirty minutes or more to calm  
 (11) them down.  
 (12) Only a few helicopter companies continue to  
 (13) fly directly above the shelter. I have contacted each  
 (14) company in the past, and I pleaded with them to fly a  
 (15) distance to one side or the other. But for some,  
 (16) these pleas have fallen on deaf ears. Any suggestions  
 (17) will be greatly appreciated.  
 (18) We have actually been, Mrs. Hoe has been  
 (19) personally contacted by the representative of one  
 (20) helicopter company, assuring her that we need not be  
 (21) concerned. This latest call was on a Friday night.  
 (22) The very following Monday we were buzzed at low levels  
 (23) four times.  
 (24) I know that everyone, especially us, is  
 (25) looking forward to our move to Puhi. The new shelter

(1) will be a reality soon, I hope, but we're looking at  
 (2) at least a year, if not longer.  
 (3) In the meantime, we would also like it to be  
 (4) understood that ultimately we're investigating the  
 (5) possibility of maintaining the Hanapepe site as a  
 (6) satellite, and looking into the possibilities of  
 (7) developing something terribly needed on this island,  
 (8) which is low cost boarding for animals.  
 (9) We hope that this will be taken into  
 (10) consideration. Thank you.  
 (11) JULIET AIU: Thank you, Julia. The next one  
 (12) will be Olga Holi.  
 (13) OLGA HOLI: Aloha ahihi, Madam Chairman,  
 (14) and staff people of DOT. My concern today - well,  
 (15) let me retract my statement.  
 (16) I am with the DOE as a Hawaiian studies  
 (17) kupuna, and my kuleana or my responsibility is to  
 (18) teach your children, your grandchildren, and perhaps  
 (19) your great grandchildren the Hawaiian culture, in  
 (20) particular at Ukula, where this so-called Port Allen  
 (21) Airport is.  
 (22) Many times at school we are asked, what is  
 (23) salt making. I said, well, come down and visit with  
 (24) us. When you go to the coral reef excursions, you go  
 (25) there to pick limu, you go there to see whatever there

(1) is, the loli, the haukeuke, the wana. These things  
 (2) are very important to the children.  
 (3) Not only that, also the habitat, the birds'  
 (4) habitat in that area. The birds that frequent, like  
 (5) the Hawaiian stilt, the koloa birds that travel on the  
 (6) sand, beaches, the Hawaiian stilts that frequent the  
 (7) aina or alia paakai, the salt beds.  
 (8) And also I want to bring to your attention  
 (9) the matter of the pueo. And the pueo still exist.  
 (10) They still have their habitat between the area of the  
 (11) road that cuts through the loi, through the alia  
 (12) paakai, and the Humane Society area. We still see the  
 (13) pueos, and the children are flabbergasted when they  
 (14) see these birds, rather than seeing them in books.  
 (15) And also the kolohala, the pheasant birds, which my  
 (16) trua was a lei maker. They still exist there.  
 (17) With all these pollution, noise pollution,  
 (18) with all the traffic in there, I often wonder what  
 (19) will happen to these birds, that we will not be able  
 (20) to see them. That's my concern, the noise pollution.  
 (21) And we want to see that these birds remain there,  
 (22) because these are their habitat.  
 (23) I also want to mention to you, at the last  
 (24) hearing that we held, not the one in August, but it  
 (25) was sometime, I believe, in 1990, I testified on

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(1) behalf of the beaches. And I want to see those  
 (2) beaches left for us. Right now there are lots of  
 (3) outsiders. I probably sound a little cruel, but we  
 (4) need to have something for ourselves.  
 (5) There are no swimming beaches beyond the  
 (6) west side to the east side. Poipu is the next  
 (7) swimming home for us. And that's too far for us to  
 (8) travel, to take our children there or our moopunas or  
 (9) our great grandchildren. So that's another concern  
 (10) that I have.  
 (11) The other concern is the fishing ability of  
 (12) the local fishermen. I often wonder if there's any  
 (13) development of additional sheds for helicopter. Will  
 (14) DOT lock off that area that takes us all the way from  
 (15) Kapahuli, Kapakuhi all the way down to Pu'olo, to the  
 (16) end of Pu'olo where the lighthouse is.  
 (17) JULIET AIU: Another minute, please.  
 (18) OLGA HOLI: Yes.  
 (19) JULIET AIU: I'll let you go another  
 (20) minute.  
 (21) OLGA HOLI: Okay. These are my concerns.  
 (22) What will happen to these places. We need these  
 (23) places. We are fishing people, and we frequent those  
 (24) shores.  
 (25) Thank you for allowing me to say what I want

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(1) to say. Mahalo ioko a hui ho.  
 (2) JULIET AIU: The next person we have, I'm  
 (3) sure you can hear me, is Casey - how do you pronounce  
 (4) your last name?  
 (5) CASEY RIEMER: Riemer.  
 (6) JULIET AIU: Come right up.  
 (7) CASEY RIEMER: Good evening, my name is  
 (8) Casey Riemer. I represent myself and also Jack Harter  
 (9) Helicopters. I'm here tonight to voice our opinion  
 (10) for our own company and for my own personal opinion  
 (11) about the proposed development down here in Burns  
 (12) Field.  
 (13) For many years we maintained a lease and  
 (14) paid our lease fees, paid our taxes, and had a hangar  
 (15) down there on the facility owned by the State, not on  
 (16) the airport area itself, but across the road. After  
 (17) the hurricane, due to an unfortunate set of  
 (18) circumstances, that facility was bulldozed.  
 (19) We decided not to contest that and gave up  
 (20) our lease, because we were told at the time, and also  
 (21) in the years previous from Mr. Miyamoto, that there  
 (22) was going to be a moratorium on development down there  
 (23) at the airport, and there would be no future  
 (24) development of that facility for commercial  
 (25) helicopters or fixed wing use.

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(1) And that was the reason we decided not to  
 (2) contest the destruction of the facility we had down  
 (3) there, and didn't even try to get a lease in the  
 (4) future. We had maintained that facility for, oh,  
 (5) quite some years, from the early eighties after Jack  
 (6) got it from Mr. Lafelle.  
 (7) It's our position that if there is going to  
 (8) be future development at Burns Field airport, it has  
 (9) to be done in a way that is equitable and fair. And  
 (10) as we've dealt with the Lihue Airport over many years,  
 (11) in about the last eight years there's been some  
 (12) litigation over the allocation of the facilities there  
 (13) in Lihue. We really would like to see a set of rules  
 (14) established and also maintained for the allocation of  
 (15) any resources down there if in fact they become  
 (16) available.  
 (17) It's our personal opinion and my personal  
 (18) opinion and our company's opinion that there is not  
 (19) really a need for helicopter facilities at this  
 (20) airport. There are plenty of spaces up at the Lihue  
 (21) Airport, or if there's a place for more operators to  
 (22) operate from the Lihue Airport.  
 (23) All of the search and rescue operations have  
 (24) been performed in the past, prior to the current  
 (25) operator that does those things, from the Lihue area.

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(1) Or if need be, they can be moved to a temporary  
 (2) location. They don't need to be based at that  
 (3) location. We can do the same kind of work out there,  
 (4) and we have in the past. And it just doesn't need to  
 (5) happen at the Burns Field airport for any particular  
 (6) reason.  
 (7) JULIET AIU: Another minute.  
 (8) CASEY RIEMER: That's about all I have to  
 (9) say. Thank you.  
 (10) JULIET AIU: Thank you. Okay, our next  
 (11) speaker is Bob McCaig.  
 (12) BOB McCAIG: Thank you. My name is Bob  
 (13) McCaig. I'm retired. I moved to the Poipu area in  
 (14) 1981. I'm speaking in opposition to the change at  
 (15) Burns Field. My opposition is basically twofold.  
 (16) One, I think it would be a waste of funds,  
 (17) because of the facilities that we have at Lihue, which  
 (18) is, I consider very good and adequate, and space  
 (19) available, with good tower, crash facilities, fuel, et  
 (20) cetera.  
 (21) Two is that, because living on the south  
 (22) shore, I feel that if this expansion is allowed, there  
 (23) would be many, many helicopters based at Burns because  
 (24) it would be cheaper. Not necessarily better or safer,  
 (25) but cheaper. So that as they operate out of Burns, we

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(1) on the south shore would have considerably more  
 (2) traffic, air traffic to be concerned with. Thank  
 (3) you.  
 (4) JULIET AIU: Thank you. Okay, we have 34  
 (5) speakers tonight, so the next one up is Karen  
 (6) McGranahan.  
 (7) MR. McGRANAHAN: Good evening. We can only  
 (8) speak as people who come over every year. We're  
 (9) tourists.  
 (10) MRS. McGRANAHAN: And we've been here many  
 (11) years. This is our fourteenth trip. We're probably  
 (12) one of the first people back after Iniki went through  
 (13) in September. We came back because we wanted to put  
 (14) the money again back in the island even though we were  
 (15) told to stay away from Kauai. But we felt we wanted  
 (16) to put our money here rather than take the money some  
 (17) other place. We really like your island.  
 (18) And we really are concerned about the  
 (19) impacts, and we come back every year because we do  
 (20) like the quality of the life here and all of that.  
 (21) I was just saying that we've been here many  
 (22) times. This is our fourteenth trip to the island.  
 (23) Obviously we like it. We like the quality of life,  
 (24) and I think everybody does. And we have come back  
 (25) here numerous times, and we have taken helicopter

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(1) tours.  
 (2) And I think one of the things that we are  
 (3) trying to do is strike a balance here. And I share  
 (4) everybody's concerns, but all I can say is the many  
 (5) times that we have flown out of Burns Field, I have  
 (6) not been on board when they have gone over the land.  
 (7) They tend to go out over the water. They try and  
 (8) minimize the impact of the noise and everything. And  
 (9) I think they try and be very sensitive to the people  
 (10) who have to live there.  
 (11) We've been to Salt Pond. There is some  
 (12) noise when they do go over the water, but it's not  
 (13) something that I felt was really very detrimental.  
 (14) But we come over here to share our dollars  
 (15) with this island. I come over here to take a lot of  
 (16) beautiful pictures.  
 (17) Most of the island, you cannot enjoy its  
 (18) beauty unless you hike and backpack, and I think you  
 (19) have to look at that. If I were to go tromping  
 (20) through your beautiful lands back there, I'm afraid I  
 (21) would disturb a lot of your vegetation. That's a  
 (22) concern of mine, too. Disturbing the wildlife. And,  
 (23) unfortunately, I've seen people leave debris behind  
 (24) when they do leave, and I don't like that either.  
 (25) So we're just trying to present our

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(1) viewpoint that we like your island. We enjoy coming  
 (2) back here every year. I do take numerous trips in  
 (3) order to take beautiful pictures. We happen to share  
 (4) a lot of them with you. And we would like to come  
 (5) back here.  
 (6) And safety has always been a major concern.  
 (7) I think that's something that you have to look at,  
 (8) too, with people coming to helicopter pads and things  
 (9) of this nature. It's nice to have a facility where  
 (10) everything is under control. And again, I think that  
 (11) goes back to the four operators are very careful with  
 (12) how the people approach the aircraft.  
 (13) And I think you also have to look at the  
 (14) impact of how many people are employed and support the  
 (15) island. I do know I've seen them train the Kauai  
 (16) heli, or the fire rescue out there, because they do a  
 (17) lot of rappelling work and things of that nature. And  
 (18) I do know that they do a lot of the rescue.  
 (19) And these are people that also work for the  
 (20) helicopter operators, and they have an impact also on  
 (21) their livelihood here also.  
 (22) MR. McGRANAHAN: Karen is basing all this -  
 (23) we're both pilots. I'm a professional pilot. I fly a  
 (24) jet and I fly a turboprop. Karen's helicopter rated.  
 (25) I've been flying for almost forty years myself.

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(1) And the particular operator that we come to  
 (2) go with over here at Hanapepe, the one thing that I do  
 (3) base all my judgment on over the years that I've flown  
 (4) with this individual, is one thing that he does put  
 (5) above all is safety. And I speak from experience,  
 (6) from being a professional pilot myself. I used to be  
 (7) in the airlines.  
 (8) And I will say that the gentleman that we  
 (9) fly here with every year we come over will bend over  
 (10) backwards for safety. He'll bend over backwards to  
 (11) comply with any ingress or egress routes that the FAA  
 (12) determines necessary to keep the area as reasonably  
 (13) quiet as possible.  
 (14) MRS. McGRANAHAN: And I have to comment that  
 (15) I came out here and I hated flying. Due to your  
 (16) helicopter tour and falling in love with the beauty of  
 (17) the island, that's the only reason I went back and  
 (18) learned how to fly, and that's how I met George. So  
 (19) we appreciate it. Thank you.  
 (20) JULIET AIU: Thank you very much. Dennis  
 (21) Imamura.  
 (22) DENNIS IMAMURA: Good evening, Madam  
 (23) Chairman. My name is Dennis Imamura. I'm a lifelong  
 (24) resident of Kekaha, Hawaii. I'm going to act tonight  
 (25) first as a private citizen, and second, as an officer

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(1) of the Kauai police department.  
 (2) I wanted to just let you people know that I  
 (3) am in favor of the State opening up Burns Field. The  
 (4) reason is we have - I have lived here in an era where  
 (5) I have seen sugarcane as the biggest industry, and  
 (6) pineapple as the next, and tourism as the last. Now  
 (7) we have seen pineapple went out the door. If  
 (8) sugarcane last another five years, we'll be glad that  
 (9) it does. Now tourism is coming up.  
 (10) We need something on the west side of Kauai  
 (11) to attract these people to come over here. And they  
 (12) can, you know, take their flights, give the people on  
 (13) the west side more opportunity, you know, businesses,  
 (14) shops and whatever else.  
 (15) We need this expansion, because if we don't  
 (16) get it, what do our kids have to come back to? They  
 (17) have nothing, you know. We got to think about  
 (18) something like this. This is just a start for the  
 (19) tourism coming to Kauai. And we need to have this  
 (20) expansion. Very important.  
 (21) My second hat. As a former vice officer,  
 (22) Kauai police department, we practice rappelling, we do  
 (23) eradication and all that stuff. Our main staging area  
 (24) was at the Kukui Grove, on the west side of Kukui  
 (25) Grove, in that little green grass area over there in

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(1) back of all those new buildings that came up along the  
 (2) highway.  
 (3) Now that area is being choked out. We have  
 (4) no area for which to practice rappelling, rigging up  
 (5) our helicopters and everything else. If you open up  
 (6) Burns Field, we have all the area that we need to  
 (7) practice. I mean, practice makes perfect. We don't  
 (8) practice, somebody gets hurt, costs the State and  
 (9) County a lot of money.  
 (10) I'm just here to say I wish you people would  
 (11) open it up for the public to use.  
 (12) Now, one last thing. All of us people who  
 (13) live on the west side of Kauai, if the State puts  
 (14) runway lights on that runway over there like how they  
 (15) propose, it would benefit us, especially when we're  
 (16) getting in our old age.  
 (17) Everybody who has to be air ambulated out  
 (18) of Kauai has got to go all the way to Lihue Airport.  
 (19) Right? We go to Kauai Veterans Memorial Hospital,  
 (20) right there, the Burns Field, ten minutes. Get in an  
 (21) airplane, you're in Honolulu in forty, forty-five  
 (22) minutes rather than taking that ambulance all the way  
 (23) to Lihue, forty minutes, you know. You would be there  
 (24) faster, more service for us. Thank you very much.  
 (25) JULIET AIU: Thank you. Okay, Nani Hill.

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(1) NANI HILL: Good evening. My name is Nani  
 (2) Hill. I am a longtime resident of Hanapepe area. I  
 (3) live in Hanapepe Heights. And I'm here to represent  
 (4) myself and probably my family. The Kauai family is  
 (5) one of the long time families from the Hanapepe area,  
 (6) so I'm speaking for us.  
 (7) First of all, about May 12th of this year,  
 (8) it will be exactly ten years ago, that there was a  
 (9) citizens advisory committee that met to discuss a Port  
 (10) Allen master plan. And I can't believe it, it's here  
 (11) again. But that process was a good process, because  
 (12) there were committee members, and I was a part of that  
 (13) committee. And we talked about it. We had some  
 (14) hearings, and we had good input from the community.  
 (15) And Wilson Okamoto and Associates came up  
 (16) with two plans. And both plans were not recognized as  
 (17) possible plans, and there were even lower level than,  
 (18) I think one of them, than this plan that's presented  
 (19) here.  
 (20) So what I ended up doing is digging up my  
 (21) folder and coming forward again, because I don't think  
 (22) the scenario has changed that much. I think it's  
 (23) about the same.  
 (24) At that time the preference from the larger  
 (25) community was to move towards a more passive park,

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(1) which would provide for bicycle and pedestrian paths,  
 (2) camping areas, picnic areas, and preserve the fishing  
 (3) areas.  
 (4) So I have two concerns, that I'm looking at  
 (5) this in a holistic view. First of all, the impact on  
 (6) the salt pans. I mean, it just cannot be emphasized  
 (7) more that there's dust. And I've seen the dust. And  
 (8) the dust is not only coming from the airport where you  
 (9) have the airport plan, but you have traffic crossing  
 (10) on Kalani Road. And that creates dust, too, and that  
 (11) will increase. Besides noise pollution.  
 (12) Of course, at that time we talked about  
 (13) safety, crash fire, a crash, air crash, because there  
 (14) is the beach, Salt Pond park right there.  
 (15) Encroachment.  
 (16) As far as economic, I think we generate more  
 (17) tourists coming to the beach, the Salt Pond Park, than  
 (18) we would have tourists coming to fly on the  
 (19) helicopter. I think if we do the helicopter, then we  
 (20) have all of this noise, that it will no longer be a  
 (21) favorite beach for the local people as well as for the  
 (22) tourists.  
 (23) I think we need to - I notice you said that  
 (24) the Salt Pond area is now part of the DLNR.  
 (25) BEN SCHLAPAK: Yes.

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(1) NANI HILL: I'm not sure, but I wanted to  
 (2) make sure that we're following the federal  
 (3) environmental legislation, which we have the National  
 (4) Historic Preservation Act, we have the National  
 (5) Environmental Policy Act, and we also have, which  
 (6) would be very specific, section 4 F, Department of  
 (7) Transportation Act, which if we have indirect adverse  
 (8) effects on the salt pan area, then that should trigger  
 (9) some protection of that area.  
 (10) So then the second concern I would like to  
 (11) see is that we preserve the uniqueness of the quality  
 (12) of life of the Hanapepe community and the Hanapepe  
 (13) peninsula. I recognize the area is a bedroom  
 (14) community, a recreation area that's starting to expand  
 (15) from the harbor. We know all about that sports  
 (16) complex down there along the fishing area and then  
 (17) into the, with the Hanapepe bay and around the airport  
 (18) area to the Salt Pond park.  
 (19) We have a quaint little town of Hanapepe  
 (20) sitting right at the edge of the valley. The whole  
 (21) area is of historical significance. I think we need  
 (22) to preserve that. That alone, that uniqueness of  
 (23) Hanapepe is what would draw the tourists and economy.  
 (24) It's not just to have helicopters be available for  
 (25) people to fly out, but I think it's the uniqueness of

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(1) the area, the entire area.  
 (2) That's what I say.  
 (3) JULIET AIU: Thank you. Okay, next speaker,  
 (4) Doug Daruka.  
 (5) DOUG DARUKA: Good evening. My name is Doug  
 (6) Daruka. I'm with Travcomm Avionics. We're an  
 (7) avionics shop here, located here in Hanapepe. And we  
 (8) work on both helicopters and fixed wing aircraft, and  
 (9) the shop is only one of such four or five in the whole  
 (10) state. Now, we're currently located in Interisland's  
 (11) hangar facility on the old Amfac grounds, and we would  
 (12) be involved in any such move to Burns Field.  
 (13) And I'd like to say that the opportunity to  
 (14) move to Burns air field would immediately allow the  
 (15) shop to provide customers on this island and also  
 (16) throughout the state a chance to come to Burns Field  
 (17) for custom in-house installations and upgrades to  
 (18) their aircraft electronic equipment.  
 (19) Now, this function is normally conducted now  
 (20) on a ramp with weather permitting, and the hangar  
 (21) facility would obviously facilitate a much easier work  
 (22) area.  
 (23) And I believe an increase in the business  
 (24) here for my business would also necessarily mean that  
 (25) we would have a larger need for labor, which we would

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(1) draw from the local area.  
 (2) Now, there's a lot of small businesses on  
 (3) the west side that are struggling now, even more so  
 (4) than maybe even some of the other parts of the  
 (5) island. We feel, I feel an opportunity to move to  
 (6) Burns air field would allow us to offer our  
 (7) contribution to Hanapepe in advancing towards this new  
 (8) century's demands in this high tech area. There's  
 (9) been a lot of talk of high tech area, high tech  
 (10) business, high tech museum. Well, I just wanted to  
 (11) offer that this is one business that's here now, and  
 (12) we'd like to grow with you if you let us.  
 (13) Now, I have known Ken as a friend and  
 (14) business associate for the better part of this decade,  
 (15) and I've also seen a lot of the little contributions  
 (16) he has made to the welfare of this island, and  
 (17) especially to the people of the west side. These are  
 (18) things that are known quietly through families and  
 (19) friends and stories that have been shared.  
 (20) And believe me, I've seen a lot of the  
 (21) letters, and I've seen thanks for lives saved in rough  
 (22) seas or the middle of the night pickup of a local  
 (23) worker, say on the Na Pali coast just recently in the  
 (24) middle of the night. Now, a little of this does  
 (25) actually come to the attention of the general public.

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(1) Some of it does get published without acknowledgements  
 (2) as to who actually does the work.  
 (3) And I believe if we as citizens now have a  
 (4) chance to stand behind the efforts to further enhance  
 (5) the emergency response efforts for the entire island  
 (6) by giving support to this move to Burns air field,  
 (7) then let's do it.  
 (8) Now, Travcomm Avionics is tasked to maintain  
 (9) Ken's aircraft in peak operating condition at all  
 (10) times, day or night, and for whenever the aircraft is  
 (11) called into emergency situation, either daylight or  
 (12) nighttime conditions. Thus the shop actually does  
 (13) contribute in our way to his safety effort. And we  
 (14) believe the citizens of Kauai can make our own effort  
 (15) by supporting this move also. Thank you.  
 (16) JULIET AIU: Thank you. Okay, we have Judy  
 (17) Stewart. What is your desire, Judy?  
 (18) JUDY STEWART: I'll go. My name is Judy  
 (19) Naumu Stewart. I am a grass roots of Hanapepe, born  
 (20) and raised. And I left when I graduated to become a  
 (21) schoolteacher. Returned in '84 as a retired  
 (22) schoolteacher to find the desecration of our Hawaiian  
 (23) lands that have gone on over the years. And this is  
 (24) why I have become an advocate for the Hawaiian  
 (25) rights.

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(1) The salt pans of Hanapepe, when they built  
 (2) that airport for the military in 1941, which was  
 (3) executive order 931, which was declared illegal when  
 (4) Arioshi was governor, took away half of the Salt Pond  
 (5) that the Hawaiians used for their consumption.  
 (6) Many of you who do not know what salt  
 (7) ponding is all about, making salt, would not  
 (8) understand why the Hawaiian people here tonight are  
 (9) speaking and preserving the Salt Pond. And I can see  
 (10) over the years that the government has allowed the  
 (11) desecration to our Hawaiian lands.  
 (12) Now, I hear from the gentleman to my right  
 (13) that Salt Pond and that whole area is Department of  
 (14) Land and Natural Resources. It is ceded lands. Lands  
 (15) that belong to the native Hawaiians, who have the  
 (16) aboriginal blood and can trace their genealogy back to  
 (17) 1776, before Captain Cook explored the islands.  
 (18) We have been raped. We have been just  
 (19) stolen. The Hawaiian people have had no say.  
 (20) And that's why - I just came from a  
 (21) planning meeting, I'm with the County advisory  
 (22) committee. And in there Dee Crowell mentioned the  
 (23) Hawaiian rights, and it's going to be a reality. The  
 (24) Hawaiians are going to be self-governance. And  
 (25) they're going to claim their lands, compensation for

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(1) their lands, and make a better life for their Hawaiian  
 (2) people.  
 (3) And if we allow the government to tell us  
 (4) what to do on the land, like it's being done now -  
 (5) and I'm very curious if the Hawaiian community of  
 (6) Hanapepe or the west side was included in the planning  
 (7) of this so-called helicopter hangars.  
 (8) Because you Hawaiians are the landowners.  
 (9) Department of Land and Natural Resources has a  
 (10) fiduciary responsibility to you as native Hawaiians.  
 (11) And if you didn't participate in this planning, this  
 (12) planning should not go forward, because this is your  
 (13) land. You tell them what you want. The State don't  
 (14) come and tell us and shove it down our throats, like  
 (15) they've done over a hundred years.  
 (16) JULIET AIU: Judy, be careful. We're not  
 (17) shoving anything down your throat. We're here to  
 (18) accept your -  
 (19) JUDY STEWART: My reason for saying this is  
 (20) that -  
 (21) JULIET AIU: Just one second. I want you  
 (22) all to realize that we are here to take whatever you  
 (23) have to say. We're not here to cut anybody down. Be  
 (24) careful.  
 (25) JUDY STEWART: But, Juliet, it is reality.



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(1) It is really, Juliet. You got to understand that.  
 (2) JULIET AIU: I understand that. But you -  
 (3) JUDY STEWART: But no, no, we've been  
 (4) suppressed -  
 (5) JULIET AIU: I don't want you cursing the  
 (6) government or -  
 (7) JUDY STEWART: I'm not cursing. I'm stating  
 (8) a fact, Juliet. I'm stating a fact.  
 (9) Anyway, I'm opposed to this helicopter going  
 (10) down, because Pu'olo Point is a historical site for  
 (11) our Hawaiian people. There's lots - I can see if  
 (12) there wasn't any room at Lihue. I took a tour with  
 (13) Elsie Godbey with Stan Sekimoto of the Lihue Airport.  
 (14) There's plenty room for services, plenty room.  
 (15) And I don't see why we have to spend five  
 (16) hundred thousand dollars. They're saying now five  
 (17) hundred thousand dollars, but it will probably end up  
 (18) in the millions when it's done, when we have to cut  
 (19) our educational system for our children and cut back  
 (20) on human services.  
 (21) So I say, let's not have them here. Let  
 (22) them go to Lihue. Thank you.  
 (23) JULIET AIU: Judy, that was fine. We accept  
 (24) the second half of your speech, that was fine.  
 (25) Speaking your mind about how you feel about Burns

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(1) Field, that was fine.  
 (2) Okay, the next speaker is Dennis Alston.  
 (3) DENNIS ALSTON: Boy, that's a tough act to  
 (4) follow. I guess I'm one of those rapers. I'm a new  
 (5) employee of Interisland. I'm not from here. But that  
 (6) blew through me like you wouldn't believe. Oh, boy.  
 (7) I've known Ken for a couple of years. I'm  
 (8) supposed to be the new lead pilot, trying to keep  
 (9) things legal, and FAA safe, and all that kind of  
 (10) stuff. I was in the military flying H-3's at Barking  
 (11) Sands before that. And before that, I was over on  
 (12) Oahu flying H-2's out of Barbers Point.  
 (13) Just to address some of the issues, like I  
 (14) just kind of took down some notes. Of course, I'm for  
 (15) the program. And I don't think we should call it an  
 (16) expansion. I basically see it as just not making me  
 (17) have to drive a helicopter up and down the road every  
 (18) two hours. That's all I see it as.  
 (19) We're not planning on building the Empire  
 (20) State Building out there. We're not planning on  
 (21) bringing fifty helicopters. We're not increasing  
 (22) activities. We're already running two helicopters  
 (23) pretty much full-time. So the impact that's there is  
 (24) there. All we're talking about is not towing the  
 (25) aircraft up and down the road.

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(1) If Bali Hai happens to come along with us,  
 (2) that's fine. Jack Harter's representative opposes our  
 (3) move. I'm sure, though, that if he was offered a  
 (4) spot, he would be right there with us, and so he would  
 (5) be for us. So I don't, I don't know how to respond to  
 (6) his comment.  
 (7) But all we're talking about is making  
 (8) myself, Ed, Sam, the new pilot, and maybe Ken's job a  
 (9) little bit easier, not to drive up and down the road  
 (10) and damage the aircraft. Landing them on the trailer  
 (11) is pretty hard. I know as a pilot, you got a couple  
 (12) of inches of margin, and that's all we're talking  
 (13) about. We're just trying to simplify my job.  
 (14) I've lived in a lot of states where, you  
 (15) know, native Indians had a lot of these same issues  
 (16) that you're talking about.  
 (17) And I know when I give a tour around this  
 (18) island, I always point out the salt ponds, say that  
 (19) was passed down generation after generation.  
 (20) I guess if you dynamite out the road, the  
 (21) entire runway and all the fence, and return the earth  
 (22) to its pre 1941 status, I guess you could return the  
 (23) land to the way it was. But the way I see it, the  
 (24) runway is there and so is the airport, so is the  
 (25) fence. Without doing a lot of money worth of

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(1) reconstruction, I don't know how you can improve on  
 (2) any - I don't know how you can improve the Salt  
 (3) Pond.  
 (4) But anyway, to get to the point, I always  
 (5) point out the salt ponds.  
 (6) I try to avoid the kennel. You know, I  
 (7) always avoid the kennel. I never fly over it. And I  
 (8) know as lead pilot, if anyone flies over the kennel,  
 (9) you call me. It won't happen again, I know that. We  
 (10) can stand offshore as long as you want, we can fly in  
 (11) as high as we can within reason, reducing noise.  
 (12) I know for one thing, if the tourists were  
 (13) attracted to Salt Pond beach because its natural  
 (14) beauty, all the people at the hotels wouldn't have to  
 (15) ask directions to the airport, okay? They would  
 (16) already be there and they would know where it is.  
 (17) They call up the hangar and they go, Where is Salt  
 (18) Pond airport, is there an airport out there? And I  
 (19) go, You bet.  
 (20) As I take off I go, There's a lovely beach  
 (21) there. You should go and snorkel there, it's really  
 (22) nice. There's the Salt Pond, passed down generations,  
 (23) very historic, a source of pride. I fly around the  
 (24) island, you know. I brag about the entire island all  
 (25) the way around.

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(1) And when we come around I say, Port Allen  
 (2) used to be the main town on this island. It had the  
 (3) main shipping harbor, the main airport. And the  
 (4) tourists' question is always, Well, where did it all  
 (5) go? And I go, It went to Lihue. And they go, Well,  
 (6) why don't they do something out here? And I go, We're  
 (7) trying.  
 (8) And we're not trying to damage anyone's  
 (9) heritage or culture. We're just trying to make my job  
 (10) a little bit easier. It's already happening, we're  
 (11) already operating there, and we're just talking about  
 (12) not towing the aircraft up and down the road. That's  
 (13) all we're talking about. Thank you.  
 (14) JULIET AIU: Ed Wagner.  
 (15) ED WAGNER: Hi, my name is Ed Wagner. I  
 (16) work for Interisland Helicopters, and so obviously my  
 (17) opinion means very little to anybody right here. So  
 (18) maybe some of the opinions of people who have come to  
 (19) visit me might mean a little bit more.  
 (20) I get a lot of visitors coming to see me,  
 (21) friends and family. And usually come in pretty late  
 (22) at night, drive down through historic quaint Hanapepe  
 (23) late at night, you know, past the quaint beer bottles  
 (24) and McDonald's trash, and some other things, but  
 (25) past the burned out buildings and ghost town, you

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(1) know. Not much of anything going on there.  
 (2) And everybody seems to do the same thing.  
 (3) They kind of lean over and lock their doors. They  
 (4) don't know Hanapepe like I do. They don't know the  
 (5) folks like I do. And they look at me and think, what  
 (6) does this place look like; a bad section of Buffalo,  
 (7) New York.  
 (8) I guess there's some folks that would like  
 (9) to see Hanapepe become like a retirement community,  
 (10) with not much going on there. I'm not ready to retire  
 (11) yet. And I think, you know, we could do a lot to help  
 (12) the young folks that are hanging out, you know.  
 (13) Nothing to do on a Friday, Saturday night, just  
 (14) hanging around.  
 (15) And, you know, the whole area is depressed  
 (16) anyway, you know. Cane sugar is dead. We really do  
 (17) need something else to replace it.  
 (18) And there are ways we can get around a lot  
 (19) of the problems that people have raised, about noise  
 (20) pollution and problems with the salt ponds. I think  
 (21) we can come to a compromise, you know.  
 (22) I don't think there's anything wrong with  
 (23) letting the folks that are already there flying out of  
 (24) there at least build their hangars on the property,  
 (25) like Dennis was saying, so we don't have to truck them



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(1) back and forth. And so we're doing the flights  
 (2) anyway. We'd just like to have our hangars down there  
 (3) so we can operate out of the facilities that, you  
 (4) know, should be there in the first place.  
 (5) So basically that's all I got to say.  
 (6) Thanks.

(7) JULIET AIU: Thank you, Walter Briant.  
 (8) WALTER BRIANT: My name is Walter Briant,  
 (9) and I'm speaking for myself. I've been a resident  
 (10) here for nearly forty years. I've been a pilot for  
 (11) over fifty. I worked on the first general plan for  
 (12) the County of Kauai as an employee of the County.  
 (13) They originally planned to put a hotel on the west  
 (14) side of Salt Pond. The members of ILWU fought it,  
 (15) they shot it down, and I think they were right.  
 (16) I think this is time we have to look at some  
 (17) of the other things that are available on this  
 (18) island. Not only for tourists, but for the local  
 (19) residents.  
 (20) I used to have an airplane with some  
 (21) partners. Tried to get a hangar at Lihue. Was on a  
 (22) list for about six or eight years, maybe ten. Next  
 (23) thing I know, somebody else got the hangar. So they  
 (24) put me on the list again, because I was off the island  
 (25) and they said, Oh, we tried to contact you.

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(1) Well, I don't know if I'm still on the list,  
 (2) but I just found out fourteen hangars that are going  
 (3) to be built pretty soon are all called for, all  
 (4) taken.  
 (5) I think that the idea of putting a tie down  
 (6) in the area is kind of short-sighted. We have a  
 (7) little fence that I could jump over that would have no  
 (8) security for a person that owned an airplane to keep  
 (9) it there. There's plenty of room.  
 (10) And I would suggest that the purpose of this  
 (11) meeting is for planning, making a master plan.  
 (12) There's plenty of room to allow hangars to be built  
 (13) for fixed wing aircraft. Whether they be built on the  
 (14) hangar itself - excuse me, on the airport within the  
 (15) fence or across the road on the mauka side, they could  
 (16) be pulled across. The traffic will never be so heavy  
 (17) that we couldn't stop it for an airplane to go across  
 (18) into the airport area.  
 (19) I would suggest that the area be made  
 (20) available under lease to those people who wanted to  
 (21) put up their own hangar at no cost to the government.  
 (22) If this were done, I think that it would be an  
 (23) enhancement to the area. It would certainly make it  
 (24) so that many of us who would like to fly could justify  
 (25) owning an airplane that didn't sit out and rot. My

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(1) other airplane got corrosion so bad that it - I had  
 (2) to sell it for parts.  
 (3) When we talked to the Airports Division in  
 (4) the past about putting up hangars, the answer was,  
 (5) well, we're waiting for a master plan. Well, this is  
 (6) the day, and I hope they make some provision for  
 (7) hangars on this airport. Thank you.

(8) JULIET AIU: Marty Hoffman.  
 (9) MARTY HOFFMAN: My name is Marty Hoffman. I  
 (10) represent West Side Activities. I've operated an  
 (11) activities desk at Waimea Plantation Cottages for the  
 (12) past three years. It's definitely been a struggle,  
 (13) but we've somehow managed to stay afloat. I am  
 (14) providing jobs for two people who would otherwise be  
 (15) on welfare if they didn't have their jobs down there  
 (16) at the cottages.  
 (17) The majority of the people that we get down  
 (18) there don't really want to drive the hour and a half  
 (19) round trip to Lihue in order to do a helicopter tour.  
 (20) So as a result, about eighty percent of the helicopter  
 (21) tours we book go out of Burns Field.  
 (22) A lot of this is an economic situation where  
 (23) we're trying to create jobs. I'm creating jobs in  
 (24) Waimea. The helicopter companies are creating jobs in  
 (25) Hanapepe. If you make it all go away economically, I

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(1) think it kind of turns into a disaster  
 (2) The only other thing I want to say is that I  
 (3) spend three days a week swimming at Salt Pond Beach  
 (4) Park. I love Salt Ponds. It's one of the most serene  
 (5) places on the island, and I really don't think adding  
 (6) a couple of hangars to Burns Field is going to stop  
 (7) anybody from enjoying Salt Ponds, swimming, et  
 (8) cetera.  
 (9) I am in support of the plan. I think it's a  
 (10) very minor development, and I am in support of it.  
 (11) Thank you.

(12) JULIET AIU: Jed Bahouth.  
 (13) JED BAHOUTH: Good evening and aloha. Thank  
 (14) you, Madam Chairwoman. My name is Jed Bahouth. I'm  
 (15) speaking on behalf of myself this evening, and my  
 (16) friends and family here on the islands. We've been on  
 (17) the islands for about thirty-five years now, my  
 (18) family. I've only been here about twelve.  
 (19) But the issues at hand here tonight, I think  
 (20) are more about really public safety than anything  
 (21) else. I know of many rescue situations where the  
 (22) current rescue operators operating from the south  
 (23) shore here, where they've had slight delays in regards  
 (24) to getting to the rescue site due to the fact that  
 (25) they had to trailer their aircraft to the site.

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(1) So I just hope that all of you never have a  
 (2) child or a friend or a family member that's in peril  
 (3) in the surf when seconds count, when we're talking an  
 (4) extra ten minutes to get to the rescue site because  
 (5) they have to trailer that aircraft to the site.  
 (6) Economically, I think there's some  
 (7) benefits. Environmentally, I don't think the impact  
 (8) is as great as a lot of people think, frankly. The  
 (9) improvements that are scheduled to be made there are  
 (10) minor enough, where it's just going to enhance the  
 (11) current operations, and actually probably make it less  
 (12) of a burden and more of a positive impact than anyone  
 (13) would perceive really at this point.  
 (14) I feel that - obviously I'm a proponent of  
 (15) the increased facility down there at Port Allen and  
 (16) Barking Sands - or the aircraft moving to that  
 (17) location, I think would be beneficial to everybody.  
 (18) I just hope that I'm never in a situation  
 (19) where I'm in the surf and I'm counting my blessings,  
 (20) hoping the aircraft is going to show up, but it comes  
 (21) a few minutes too late. That's the part that I would  
 (22) hate to see happen for anybody's sake here.  
 (23) So basically, I hope it's something we can  
 (24) all agree on. And as far as the environmental impact,  
 (25) I'm sure the operators are going to be conscientious

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(1) enough to respect everybody's needs in the area.  
 (2) Thank you.

(3) JULIET AIU: Don Moses.  
 (4) BEN KALI: I remember the first meeting I  
 (5) attended was about ending part of last year. And I  
 (6) heard tonight that this meeting was called because  
 (7) certain individuals didn't attend the meeting, and the  
 (8) persons that was named that was at the meeting.  
 (9) I want to simply understand, you people  
 (10) understand me tonight, because when the writer came in  
 (11) the Garden Island that certain certain individuals was  
 (12) named in the meeting, and nobody named me. So I guess  
 (13) nobody know me. They just say one Hawaiian man say.  
 (14) I want to tell you people, my name is  
 (15) Benjamin K. Kali, Senior.  
 (16) I want to make this to be the last meeting  
 (17) that I will ever come to to back up Ken, helicopter.  
 (18) And I think the general public should look towards the  
 (19) issue in helping him get his hangar to Burns Field.  
 (20) And when I look at all these police  
 (21) officers, this fire department, they're crying for  
 (22) your support to do search and rescue for the people of  
 (23) this island.  
 (24) I get sons up Kokee go hunting, nephews,  
 (25) cousins. I got fishermen, my friends out there. And

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(1) whenever they need help, Ken is right in Burns Field.  
 (2) And he can get there a lot faster  
 (3) And I want to say this to the general  
 (4) public, I want to tell you right now. That it's been  
 (5) overlooked by Uncle Sam and the United States and  
 (6) everybody, but it's still in the kanakamole heart,  
 (7) right here. Passed on through generation  
 (8) What I'm talking about, this here, one pine  
 (9) tree grove here, and up Kanpon Bay, there's a pine  
 (10) tree in here, there's pine tree here, pine tree at the  
 (11) end of the Salt Pond where your back fields. They  
 (12) took away Salt Pond from us to make a County park.  
 (13) The pine trees still exist up by the building, and  
 (14) it's still there. And as you look up, there's another  
 (15) pine tree. And if you draw one imaginary line from  
 (16) Kanpon Bay to that Kaumakani, right up to the center  
 (17) of Alakai swamp, that's one district.  
 (18) And so going through the whole island on it,  
 (19) you get, it was made generations ago by our ancestors,  
 (20) every island had a kanakamole, chief of this same  
 (21) district. Kanakamole means caretaker of the land.  
 (22) And that's what I was performing ever since my  
 (23) father's death.  
 (24) And to be one kanakamole is a very hard  
 (25) thing to do. And until my father pass away 1964, and

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(1) I think 1956 or '57 Hawaii became a state. And to be  
 (2) one kanakamole when Hawaii became a state, when  
 (3) everybody tried to grab what we had, I was there to  
 (4) fight. And I still fighting till today.  
 (5) And I think I should be heard in this  
 (6) meeting tonight, what I talking about. I really want  
 (7) Ken to stay at Burns Field. And I have the rights to  
 (8) be heard.  
 (9) I'm employed by No Ka Oi Plants, and what I  
 (10) say tonight, I hope it won't interfere with my job,  
 (11) because I like my job and I like my life.  
 (12) I started sovereignty, back in 1995.  
 (13) JULIET AIU: You have one more minute.  
 (14) BEN KALI: I try to put a banner across Port  
 (15) Allen to respect all the comrades that lost their  
 (16) lives in the war. Two cops take me off the beach,  
 (17) okay. Ever since that time, I lost my license. I had  
 (18) to walk to work. Walk back home.  
 (19) Another two police officers, performing my  
 (20) sovereignty movement, they put me in a hang, hang neck  
 (21) hold that I pass out on the ground. And if I didn't  
 (22) have my soul - like Hawaiians, they believe the dog  
 (23) is ancestral. If that dog wasn't in front of me when  
 (24) I regained conscious, probably I would end up a  
 (25) vegetable or something and I wouldn't be in this

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(1) meeting tonight for talk to you.  
 (2) And I think I'm paying my price, and I still  
 (3) paying my price yet. I had to do 876 hours community  
 (4) service just because I was doing my sovereignty.  
 (5) I just want to say, please help our brothers  
 (6) over there.  
 (7) JULIET AIU: Mahalo. David Sproat  
 (8) DAVID SPROAT: Good evening, and aloha. My  
 (9) name is David Sproat. I'm the chief of the Kauai  
 (10) County fire department. And we do all of the search  
 (11) and rescue for this island.  
 (12) There's several issues I'd like to express  
 (13) and there's several things I'd like to say. That I am  
 (14) sensitive, we are sensitive to what the community  
 (15) needs are. And I think we all need to share our views  
 (16) and concerns, and yet there are several things that  
 (17) need to be pointed out.  
 (18) I don't think we're talking about a new  
 (19) facility, a new use in this area. We're talking about  
 (20) an airstrip that has been in use for many, many years,  
 (21) and we're talking about the proposed continued use of  
 (22) it. So it's not a new development in the area. It  
 (23) seemed to coexist in the past.  
 (24) The proposal I see takes the activity as far  
 (25) away from the salt ponds as possible. I think those

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(1) concerns can be mitigated  
 (2) My concerns that I wrote to the Department  
 (3) of Transportation was that screening should be done  
 (4) with native plantings along all of the borders, which  
 (5) could help mitigate. The flight patterns could be  
 (6) adjusted so that they're not flying over the salt  
 (7) ponds, they're not flying over the shelters, they're  
 (8) not flying over the residential areas. And I know as  
 (9) much as possible, this is being done today.  
 (10) We do utilize Interisland Helicopters for  
 (11) all of our long line rescue. He's the only one on  
 (12) Kauai that is qualified in long line and sling load  
 (13) rescue, a lot of which is used by us today. It makes  
 (14) it easier on the patients and on our people as well.  
 (15) The safety factor is better.  
 (16) Regarding safety with Interisland, we have a  
 (17) hundred percent safety record with him. We have been  
 (18) a hundred percent safe. He goes beyond us in  
 (19) obtaining equipment and being prepared and being  
 (20) trained, in training his people so that we can be safe  
 (21) and do safe rescues.  
 (22) Now, we have a commitment of public safety  
 (23) to this County, but we also have a commitment, I have  
 (24) a commitment to my employees that when we send them  
 (25) out on a rescue mission, I have a commitment to them

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(1) to bring them home safely. They have families and  
 (2) they have children that they need to return to. And I  
 (3) said this the last time, and I said with meaning, that  
 (4) we want to conduct as safe an operation as possible.  
 (5) My interest in supporting the development,  
 (6) in allowing the facilities to be constructed is that  
 (7) since we use Interisland on this type of operations,  
 (8) my interest is that he be as stable and as safe and  
 (9) well equipped as possible, because it affects the  
 (10) operations that we do. He needs to be satisfied. I  
 (11) try not to pick where he goes. This has worked well  
 (12) for us in the past. He's contributed many, many hours  
 (13) of training for free to the department.  
 (14) I think the concerns can be mitigated. I  
 (15) just want to share that with this community. I don't  
 (16) want to speak for the community, but this is the role  
 (17) that we play in this. And no matter where we are, we  
 (18) will conduct, continue to respond to the emergencies.  
 (19) I have spoken to Ken many times to try to  
 (20) mitigate the public concerns, and met with many of the  
 (21) critics of this operation. And I hope, and I think  
 (22) that a balance can be reached in all of these concerns  
 (23) and what operations, that the limitations can be met.  
 (24) And I think that we need to, we can strike a balance  
 (25) so that it can happen. It can happen for the benefit

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(1) of all concerned. Mahalo.  
 (2) JULIET AIU: Next speaker is George Kanna.  
 (3) GEORGE KANNA: I'm George Kanna. I'm  
 (4) usually known as the dentist. I have a preface, they  
 (5) call me Doctor, but quite often at occasions like this  
 (6) I don't like to be associated being a dentist, because  
 (7) people usually don't like dentists.  
 (8) But I speak here, and I'm glad I'm speaking  
 (9) after David. David Sproat and I are working very hard  
 (10) now to preserve an area of our island, the Na Pali  
 (11) Coast. And in this area, the same problems that we  
 (12) have here, the same philosophical problems that we  
 (13) have here, are proposed. And the same thing,  
 (14) individuals that come on out are still trying to  
 (15) express disagreement.  
 (16) I think what we need to do is to have  
 (17) agreement. I think we need to come together, and as  
 (18) David just said, that we can solve this problem of  
 (19) Burns Field.  
 (20) I think we can do this to the benefit of the  
 (21) future, of our future generation. And I speak of this  
 (22) really sincerely. That we all here have lived, pretty  
 (23) much lived our lives. Those that are coming up now  
 (24) that are growing, trying to enjoy some of the things  
 (25) that we already did enjoy.

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[1] Nani Hill has been part of this, grew up,  
 [2] father was there. When Brian came over and became  
 [3] part of us, a man that had some real contribution to  
 [4] make way back when, when we didn't have an engineer  
 [5] handling our water and so forth. I think our area  
 [6] here has been blessed by people who have really  
 [7] appreciated what we have naturally.  
 [8] And we come tonight, again to try to solve  
 [9] something, but actually what we're here is to testify  
 [10] against or for. And what we need to do is to have our  
 [11] philosophies clear.  
 [12] And I think the department needs to have  
 [13] public input, not only like this, but to have it down  
 [14] to earth, across the table, so that we can have areas  
 [15] of agreement using all of the positive aspects of  
 [16] every group that has testified in front of a public  
 [17] hearing such as this.  
 [18] And I myself served on a commission  
 [19] appointed by the Airports Division quite some time  
 [20] ago. There were some of us here that were in the same  
 [21] place. We met at the neighborhood center, and a  
 [22] proposal was made for an educational center, and so  
 [23] forth and so forth.  
 [24] And we turned it down. We said eliminate  
 [25] the airport, get rid of it. We don't need it. We

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[1] don't need a fixed wing airport in Burns Field. The  
 [2] environmental positive aspects of the Salt Pond, Burns  
 [3] Field area is too important an area to still be  
 [4] antiquated with an antiquated airport. Nobody flies  
 [5] fixed wing air besides, aircraft besides for  
 [6] pleasure. Now, helicopters, I agree, we need to have  
 [7] them. They do not need much of an area to use. But  
 [8] something needs to be worked out.  
 [9] There's a lot of land there. But there are  
 [10] important lands there that need to be preserved. And  
 [11] I think we all can understand and get together. And I  
 [12] think the department does have the funds. Probably  
 [13] Department of Transportation, probably the richest  
 [14] department in the state today. Then we can do  
 [15] something there, because all of us know there's a lot  
 [16] of land there that needs improvement. Thank you.  
 [17] JULIET AIU: Adam Killerman.  
 [18] ADAM KILLERMAN: Hi, my name is Adam  
 [19] Killerman. I live in Hanapepe valley. And I'm -  
 [20] One reference, a previous speaker talked  
 [21] about the owls, and I have to say this. That I went  
 [22] down to watch Haley's Comet one night, and there was  
 [23] five owls all along the fence. And it was a  
 [24] beautiful, beautiful experience, and my kids just  
 [25] loved it, and it was just something that really stuck

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[1] with me.  
 [2] But I'm here tonight, and I'm concerned  
 [3] about expansion of this helicopter port, because I  
 [4] feel as a resident that these helicopter companies  
 [5] have - they need some kind of flight path that can be  
 [6] monitored.  
 [7] And the constant buzzing of helicopters over  
 [8] my house, over the Hanapepe area, is, if it expands,  
 [9] will get out of control. And it was out of control  
 [10] before until they made the height limit a thousand  
 [11] feet, and then the hurricane knocked the rest of the  
 [12] companies out. But even with two companies in there,  
 [13] there's still a lot of helicopters buzzing where I  
 [14] live.  
 [15] I'm just concerned that if there is  
 [16] problems, and it is expansion, how do we address this,  
 [17] once the helicopters come in. And how can we prevent  
 [18] this constant buzzing of helicopters. And is there a  
 [19] flight path now when they come in? I don't know what  
 [20] their flight patterns are. Even today, 5:50 this  
 [21] evening, I was buzzed.  
 [22] So I'm just concerned that there is no  
 [23] definitive landing area or takeoff or tour area  
 [24] without disturbing everybody. And I just feel that  
 [25] there needs to be some way I can address, if I have a

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[1] problem, to address this problem. Thank you.  
 [2] JULIET AIU: The next one is Gery  
 [3] Charlebois? I must have mispronounced your name.  
 [4] GERRY CHARLEBOIS: Aloha. My name is Gery  
 [5] Charlebois.  
 [6] I feel the problem here tonight is a lot of  
 [7] people are equating this work to be done at Port Allen  
 [8] as an expansion, and that it's guaranteed a migration  
 [9] of helicopters from Lihue. If you look at the print  
 [10] and at the blueprints, it's for four hangars, and it's  
 [11] to provide facilities for the existing companies that  
 [12] are there, that have been working in the community,  
 [13] providing a service, bringing people to this side of  
 [14] the island, and been there for many years.  
 [15] And if there's a few, you know, a flight  
 [16] plan needs to be developed so a few people aren't  
 [17] bothered, then that's something that can be done.  
 [18] But I use the airport, I'm a pilot, I'm an  
 [19] instructor, I teach people how to fly ultralights.  
 [20] And the local people always come by to talk story with  
 [21] me. And the helicopters, the rescue part of it, hey,  
 [22] I'd sure like an extra ten minutes if I need to be  
 [23] rescued.  
 [24] And it's being called an expansion. I don't  
 [25] see it. I see a facility to be provided for the

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[1] existing companies that are there. Lihue now is  
 [2] expanding and building hangars down there for all the  
 [3] companies that are there already. I don't see where  
 [4] this supposed migration of twenty helicopters would be  
 [5] to this side of the island.  
 [6] And I'm for it. I see nothing but good out  
 [7] of it. My small business brings people to the town.  
 [8] And the rescue part of it is the main  
 [9] important thing. These guys need to be in the air to  
 [10] save someone's but when they need it. And it happens  
 [11] a lot over here, and a lot of times no one ever hears  
 [12] about these rescues that go on. The tourists and  
 [13] kamaainas alike get hurt a lot. We have dangerous  
 [14] trails and ocean, and they need to be saved.  
 [15] And I think, I just think the facilities  
 [16] there that need to be built are the ones they  
 [17] planned.  
 [18] And if you look closely and read it, it's  
 [19] not going to cause a migration of all the  
 [20] helicopters. And I'm against that also. I believe  
 [21] they're working fine there. The existing companies  
 [22] that are here, have been for years. I don't see the  
 [23] problem. Thank you very much.  
 [24] JULIET AIU: Gilbert Nobrega.  
 [25] GILBERT NOBREGA: Good evening. My name is

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[1] Gilbert Nobrega, and I'm president of the Hui Nana  
 [2] Paakai Hanapepe.  
 [3] I'm here to speak in opposition of this.  
 [4] When he's saying it's just not an expansion, it is an  
 [5] expansion. There is no hangars right now. There  
 [6] isn't anything right there right now. They just have  
 [7] the people coming in and putting in, pulling in their  
 [8] helicopters.  
 [9] I'm not in favor of this, because I'm a salt  
 [10] maker. And when we make salt down at the salt ponds,  
 [11] it affects us in our making of Hawaiian salt. This  
 [12] salt making area is, right now, into historical  
 [13] preservation, and we need to preserve what we have  
 [14] right now.  
 [15] We need to keep it the way it is now, and  
 [16] not to have an expansion where they say it's not going  
 [17] to be any bigger than this. Who knows? Ten years  
 [18] from now might be ten hangars, twenty hangars. We  
 [19] don't know. We want to stop this now and keep it the  
 [20] way it is. Thank you.  
 [21] JULIET AIU: Frank Santos. Do we have Frank  
 [22] Santos here?  
 [23] FRANK SANTOS: Frank Santos, resident  
 [24] Hanapepe, businessman, and also a salt maker.  
 [25] If I can show you guys this area where we're

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(1) talking about. We're talking about developing this  
 (2) area, but we're here. We're here. This is the salt  
 (3) patch. This is real clean beach area, it's nice and  
 (4) green, but it doesn't exist like this today right now.  
 (5) It's all brown. The whole vegetation has need of  
 (6) upkeep. And to come out and say that this doesn't  
 (7) affect us environmentalwise, wrong. Totally wrong.  
 (8) Totally wrong. It affects us.  
 (9) And if you want to understand how it affects  
 (10) us, come in the salt patch with us. Come learn how to  
 (11) make Hawaiian salt. Come learn how hard it is. Come  
 (12) learn our traditions. We're Hawaiians that have been  
 (13) pulling this tradition off for ages by means of  
 (14) ancient tools. We can't even use a water pump, and  
 (15) we're talking about developing the whole airstrip.  
 (16) I would like to see a culture center to  
 (17) promote, a historical culture center for Hawaiian salt  
 (18) makers. I would like to see that. With all the money  
 (19) we got, DOT, give us the money. Give us the money.  
 (20) Two years ago, two years ago we have a  
 (21) special meeting with the State now. The State telling  
 (22) us, this land, this land is turned over to historical  
 (23) preservation. And tonight, the opening statement,  
 (24) this land is up for lease. That's wrong. This land  
 (25) is historical preservation. It belongs to the

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(1) Hawaiians, period.  
 (2) I would like to see all this a camp site.  
 (3) Make this a camp site. A state park. Make it a  
 (4) park. Put up bathrooms, put up buildings, put water.  
 (5) Let's all enjoy the coastline.  
 (6) That's my presentation.  
 (7) JULIET AIU: Thank you. Okay, Ben Kali.  
 (8) Ben, are you here?  
 (9) BEN KALI: I'm Ben Kali, Junior. I have  
 (10) known Ken for five years, and I am for.  
 (11) Most of you that are anti, against, you come  
 (12) from pretty well-to-do families. Most of my family is  
 (13) employed by Ken. And most of you that are grumbling  
 (14) tonight, that are against, your kids are well taken  
 (15) care of, you know. I have a job. I support my  
 (16) family. The rest of my family work for Ken. I work  
 (17) part-time. And I'd like to see him relocate.  
 (18) You talk about preserving nature. They've  
 (19) been taking off out of Salt Pond for the last eight  
 (20) years. The pueo has never left. It's still there.  
 (21) So I feel it may have an effect, but not as much as if  
 (22) they would be totally shut down, relocated.  
 (23) Tourists wouldn't come here to Hanapepe to  
 (24) look at run-down buildings, because that's all we have  
 (25) to present to them. Plantation is gone. The salt, my

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(1) dad makes salt, and maybe someday I will. But we need  
 (2) to look, you know, long-term. What is there for  
 (3) Hanapepe to offer. Nothing. Nothing.  
 (4) So that's all I get to say.  
 (5) JULIET AIU: Okay, our next speaker is Ray  
 (6) Chuan, all the way from Hanalei.  
 (7) RAY CHUAN: When I look at the draft EA, the  
 (8) one glaring hole in it is that it has failed almost  
 (9) totally to address the social cultural issue, social  
 (10) cultural impact.  
 (11) And I think that your first speaker, Wilma  
 (12) Holi, couldn't have been more correct when she made a  
 (13) comparison between Hanalei and what could be  
 (14) Hanapepe. I hear the same words being spoken here  
 (15) tonight that we have been hearing for eighteen years  
 (16) in Hanalei. We hear the same excuses that the State  
 (17) and the County have used for these eighteen years.  
 (18) The kind of neglect that has resulted in  
 (19) what, I guess, the whole island knows as the Hanalei  
 (20) boating situation. I see the same cast of  
 (21) characters. We have Zodiac captains. We take  
 (22) pictures of them as they run out of Hanalei River. In  
 (23) fact, we did that today even. And you have helicopter  
 (24) pilots.  
 (25) And we hear the kanakamole talking about

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(1) threatened and lost cultural values. We hear about  
 (2) the loss of natural resources.  
 (3) This whole evening I've heard almost an  
 (4) exact repeat of what Hanalei has gone through the last  
 (5) eighteen years. I can see the equivalent of the  
 (6) characters. For every major character we have in  
 (7) Hanalei, I see one here.  
 (8) So it is a cultural social issue, and that  
 (9) is the one the DOT has not addressed, and is probably  
 (10) not capable of addressing, unfortunately.  
 (11) And in a more direct way, you talk about  
 (12) helicopters. Well, we happen to know a lot about  
 (13) helicopters, too. It took us five or six years to  
 (14) bring that situation partly under control. And for  
 (15) that, I will credit the aviation division. It was  
 (16) through these meetings that I met good friends from  
 (17) this area.  
 (18) But it took a long, long time even to  
 (19) resolve partially the problem with helicopters. And  
 (20) you, too, will have to go through that. It may take  
 (21) you five years or seven years.  
 (22) But basically when you talk, this situation  
 (23) here, just think about Hanalei, because it's a  
 (24) replay.  
 (25) And as a taxpayer, too, I would object to

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(1) the expansion plan, because why should the public  
 (2) money be used for essentially the sole benefit of one  
 (3) operator when the facilities exist in Lihue.  
 (4) Just remember, all of Oahu has only one  
 (5) civil airport. Why should we need any more here?  
 (6) Thank you very much.  
 (7) JULIET AIU: Elsie Godbey.  
 (8) ELSIE GODBEY: My name is Elsie Godbey. I'm  
 (9) a resident and have a business here in Hanapepe town.  
 (10) JULIET AIU: Aloha.  
 (11) ELSIE GODBEY: The purpose of this draft  
 (12) environmental assessment study is for the  
 (13) accommodation of airport facilities for two helicopter  
 (14) companies.  
 (15) This is the beginning of creeping  
 (16) development in spite of the fact that, quote, during  
 (17) the development of the master plan in 1990 there was  
 (18) considerable community opposition to the development  
 (19) of Port Allen Airport, unquote. So how could the,  
 (20) quote, proposed project be considered to be in concert  
 (21) with stated community desires and to fulfill the needs  
 (22) of the existing helicopter operators, unquote, be  
 (23) necessary.  
 (24) In the first place, the EA says one of the  
 (25) purposes for this project is to provide sites for the

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(1) facilities, because these operators have to truck  
 (2) their helicopters to the airport. Well, they don't  
 (3) have to. They are permitted to overnight park. And  
 (4) if trucking is such an inconvenience, they should move  
 (5) to Lihue where hangars and spaces are available, some  
 (6) with toilets, and lots of security.  
 (7) There is some kind of contradiction here  
 (8) when the helicopter companies do not want to be at  
 (9) Lihue because security is too much of a hassle. I  
 (10) would think security and safety would be of utmost  
 (11) concern to the aviation industry. Just because we're  
 (12) so country, I don't think we should slack off in that  
 (13) area.  
 (14) How much of a delay in an emergency is there  
 (15) when one has to go to Kukui Grove to pick up personnel  
 (16) from the Kauai fire and police department? We can  
 (17) drive to Kukui Grove in about twenty minutes on good  
 (18) days. How long does it take a helicopter to do that  
 (19) distance?  
 (20) How often are these emergencies? I  
 (21) understand that emergencies were few, like only twenty  
 (22) thousand dollars of the County budget, so that the  
 (23) fire department isn't required to go through the  
 (24) bidding process to hire a company, and can pick  
 (25) whomever they want.

[1] On page 33 of the EA, it says these  
 [2] helicopters create a nuisance for the surrounding  
 [3] neighbors, and that using Port Allen will allow them  
 [4] to take off and land in a less sensitive environment.  
 [5] I really don't understand that statement.  
 [6] Must have been by someone who doesn't live in  
 [7] Hanapepe. They do land and take off at Port Allen,  
 [8] and do create a nuisance now. Although about three  
 [9] weeks before this public hearing, they've been coming  
 [10] in at about fourteen hundred feet, I guess. Anyway,  
 [11] incoming landing heights have been unusually high.  
 [12] The proposed project will not help noise  
 [13] nuisance, for they have been flying out of there for  
 [14] years, and they do not fly on specified routes stated  
 [15] in your EA.  
 [16] Because of the location of the Port Allen  
 [17] Airport in the midst of Salt Pond Park, salt pans,  
 [18] wetlands, residential parcel, historical sites, flora  
 [19] and fauna, the airport should be relocated to Lihue.  
 [20] A ten million dollar project is slated for  
 [21] Lihue Airport. Now is the time to consolidate and run  
 [22] the helicopter operations as it should be;  
 [23] efficiently, safely, and control over the entire  
 [24] operation equitably. There should also be an airport  
 [25] policy for tour aircraft and helicopter sightseeing

[1] activities.  
 [2] How will the town benefit from the improved  
 [3] facilities. I'm sure the benefit will be only to the  
 [4] operators. If you're talking about economically  
 [5] helping the town, you must make improvements in the  
 [6] town. Lihue town has a big airport, and you know it's  
 [7] still not economically enough. They have to have the  
 [8] runway expansion. Where does it all end? Probably in  
 [9] Oahu.  
 [10] In Hanapepe town, we have a lot of  
 [11] properties managed by DLNR, who has done nothing to  
 [12] improve their lots when they were buildings, and after  
 [13] Hurricane Iniki when the buildings were bulldozed.  
 [14] The lots are vacant now, but unkempt. A lot it does  
 [15] for us in economic benefits. The visual effect is  
 [16] devastating.  
 [17] The visual effect at the airport will also  
 [18] be devastating. When you are on the shoreline looking  
 [19] to the mountains, the view line will be awful with  
 [20] this project.  
 [21] The EA report says, quote, There will be no  
 [22] impact on DOT land, which includes publicly owned  
 [23] land, the public park, recreational park, and wildlife  
 [24] and water fowl refuge of national, state, or local  
 [25] significance, or land of historic sites, or national,

[1] state, or local significance. No impact is expected  
 [2] as a result of proposed improvement on the Salt Pond  
 [3] and Salt Pond pans, unquote.  
 [4] You have to be kidding. The airport  
 [5] boundary is a kingdom within itself. This boundary  
 [6] has already committed a most serious negative impact.  
 [7] JULIET AIU: You have one minute.  
 [8] ELSIE GODBEY: In Chapter 2, historic sites,  
 [9] Figure 2, note that the airport boundary cut into the  
 [10] salt pans at the west end. I can't believe a report  
 [11] saying this has no impact when the worst transgression  
 [12] is the airport boundary itself. Let's not make those  
 [13] ignorant mistakes anymore.  
 [14] The development of this airport is a  
 [15] detriment. We have all these housing developments  
 [16] from Kalaheo to McBryde, Eleele, Hanapepe Cliffside 1  
 [17] and 2, and Hawaiian Homelands at the Heights. With  
 [18] reference to the subdivision next to the airport, when  
 [19] the County developed these housing subdivisions, the  
 [20] natural recreation, educational area became  
 [21] exceedingly important to the families, people who  
 [22] live, work, and play here. We have the tidepools and  
 [23] geological formations very close to the proposed  
 [24] facilities. They have always been of great interest  
 [25] and of educational value to tourists and locals and

[1] children alike  
 [2] The beach park. Only an idiot would say  
 [3] there would be no impact. We go there almost every  
 [4] day. Sometimes just a few minutes for a nice break or  
 [5] takeout lunch. Just looking at the water is the most  
 [6] healing and inexpensive way to deal with the body,  
 [7] mind, and spirit. I don't appreciate it one bit when  
 [8] helicopters come flying over sightseeing all of us at  
 [9] the beach park.  
 [10] I find the vision and sense of place of the  
 [11] EA to be short-sighted or of having none at all.  
 [12] There is no known, quote, there is no known  
 [13] historic sites at the location of the proposed  
 [14] improvements to the Port Allen Airport. This area has  
 [15] been graded, and it is unlikely that significant  
 [16] subsurface historic sites will be found. The project  
 [17] is also located away from the sandy northern portion  
 [18] of the Ukula peninsula where it is likely that  
 [19] unrecorded burials will be found. Therefore the  
 [20] proposed project will have no direct effect on  
 [21] significant historic sites, unquote.  
 [22] How do you know that? You don't. You  
 [23] cannot piecemeal this peninsula. The historic sites,  
 [24] the scenery, the coastline, the ocean, the tidepools,  
 [25] the wetlands, the flora and fauna, the salt pans and

[1] the Salt Pond beach park, and the view to the  
 [2] mountains are all part of the whole, and the airport  
 [3] does not fit in this place. The airport should be  
 [4] relocated to Lihue. Thank you.  
 [5] JULIET AIU: Margy Parker.  
 [6] MARGY PARKER: Aloha. My name is Margy  
 [7] Parker, and I'm a resident of Kalaheo.  
 [8] I do have to specify that a lot of people  
 [9] know me as heading up the Poipu Beach Resort  
 [10] Association. I'm not testifying on their behalf. My  
 [11] board has not sat down and considered the issues yet,  
 [12] so it's just me I'm testifying on behalf of, as a  
 [13] resident.  
 [14] Also I served for a number of years on the  
 [15] Department of Transportation, Airports, it was called  
 [16] the citizens technical advisory committee for  
 [17] helicopter system plans. We met for several years to  
 [18] discuss how to balance the attraction of helicopter  
 [19] rides with the needs of the citizens for peace and  
 [20] tranquility. And so I got to know a lot about  
 [21] helicopter issues and routes and things like that.  
 [22] And recently I also went and I studied this  
 [23] environmental assessment.  
 [24] First of all, I found what I felt was a  
 [25] fairly substantial mistake in the forecast numbers.

[1] The assessment based their forecast for future  
 [2] operations on twelve thousand operations in the year  
 [3] of 1992. And in that year we only really had  
 [4] two-thirds of our normal business, as everyone  
 [5] painfully recalls.  
 [6] So had that been a normal year, we probably  
 [7] would have been about eighteen thousand operations.  
 [8] And I think that the forecast would be better based on  
 [9] something more realistic than the year of Iniki or the  
 [10] hurricane.  
 [11] So then the forecast in the year 2000 will  
 [12] have fourteen thousand operations out of that field,  
 [13] which does not take into account either normal  
 [14] activities or expansion. It would probably be more  
 [15] like thirty-six thousand operations instead of  
 [16] fourteen, or a hundred operations a day. So I hope  
 [17] that's something that the State will look at when they  
 [18] address that assessment.  
 [19] I also found that the LDN measurements which  
 [20] were taken on August 23rd, 24th, and 25th, which  
 [21] happened to be a rainy weekend - and the only reason  
 [22] I can remember that is because it's my birthday, and I  
 [23] was at an outdoor party and it rained. So that  
 [24] weekend, while the measurements were being taken, it  
 [25] was based only on 62 total operations over three days.

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[1] which is less than half of what is being currently  
 [2] forecasted or was even forecasted based on these  
 [3] numbers  
 [4] And then the environmental assessment didn't  
 [5] really assess overflights, and that bothered me. I  
 [6] didn't see any information in there for overflights  
 [7] for Kalaheo, Omao, Eleele Nani, Hanapepe Heights, any  
 [8] of those areas. And that was a real big issue in the  
 [9] technical advisory committee, how do you regulate  
 [10] overflights. As it turned out, there's no way. Only  
 [11] the FAA has jurisdiction over that, and the State  
 [12] can't regulate them. So that's really sort of a tough  
 [13] issue.  
 [14] Now, the helicopter operators are really  
 [15] trying hard to follow a voluntary route, but it isn't  
 [16] something that can be regulated really, I don't  
 [17] think.  
 [18] But my personal opinion, if I take away the  
 [19] facts, and I hope my math is correct, is that serving  
 [20] on that committee, there were environmentalists and  
 [21] there were business people and there were helicopter  
 [22] operators and there were residents on that technical  
 [23] advisory committee. And we worked for two or three  
 [24] years, and there were long meetings in Lihue. And we  
 [25] really were trying to balance the attractiveness of

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[1] the helicopter flight, which a lot of visitors love,  
 [2] with the desire for peace and tranquility by the  
 [3] residents.  
 [4] And it became obvious, and it was really  
 [5] clear to everybody, including the operators, that the  
 [6] only way, the only way to regulate or really to set  
 [7] some limitations is through the numbers of pads on the  
 [8] ground. Even when we were talking about the inland  
 [9] heliport, it became obvious that if the inland  
 [10] heliport were built, the State would and should and  
 [11] did have to still keep their pads at the other  
 [12] airports.  
 [13] So there's really no way to set any  
 [14] guidelines or limitations except by keeping helicopter  
 [15] operations in one airport and setting the number of  
 [16] pads on the ground. There are laws right now that  
 [17] even say you can limit.  
 [18] So I think setting up developed and expanded  
 [19] satellite heliport facilities is a dangerous  
 [20] precedent, and I think it's contrary to what the  
 [21] citizens and the operators really wanted after all  
 [22] those long meetings in the mid eighties.  
 [23] So for those reasons, I do oppose this  
 [24] development, this expansion of Burns Field. Thank you  
 [25] very much.

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[1] JUJET AIU: T. N. Godbey.  
 [2] T. N. GODBEY: I am very strongly opposed to  
 [3] the expansion, because it puts the needs and desires  
 [4] of certain helicopter companies ahead of the best  
 [5] interests of the community of Hanapepe and the  
 [6] surrounding area. Establishing hangars on Burns Field  
 [7] will be the end of the peaceful area which we all  
 [8] love.  
 [9] I will be referring to the draft  
 [10] environmental assessment document completed by E. K.  
 [11] Noda and Associates in January of 1988. It says in  
 [12] the project purpose that during the development of the  
 [13] master plan in 1990, there was considerable opposition  
 [14] to expansion of the use of the airport. However,  
 [15] since that time there has been some support for such  
 [16] expansion. Therefore this study is to fill the needs  
 [17] of the existing helicopter companies.  
 [18] Also on page 24 of the draft EA report under  
 [19] existing uses, it states that any increase in  
 [20] operations will be caused by an increase in tourists  
 [21] or in the oriented helicopter tours.  
 [22] Following are reasons why this expansion  
 [23] should definitely not be allowed. There is adequate  
 [24] space provided for all helicopter companies at the  
 [25] airport in Lihue. However, the operators of

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[1] helicopter companies in Lihue have to pay far more in  
 [2] rent and fees than do the two companies located at  
 [3] Burns Field. This gives the companies at Port Allen  
 [4] Airport a financial advantage.  
 [5] Interisland Helicopters has many other  
 [6] advantages over other helicopter companies. They  
 [7] have exclusive, they have enjoyed exclusive government  
 [8] contracts to perform marijuana eradication, search and  
 [9] rescue, training for fire and police department  
 [10] personnel, and landing where other helicopter  
 [11] companies are not allowed to land.  
 [12] Interisland Helicopters is reported to be  
 [13] the only helicopter company on Kauai which can land  
 [14] tours inside the Waialeale crater, according to the  
 [15] Hawaiian Airlines tourist guide book, Pacific  
 [16] Connections.  
 [17] If the hangar should become allowed at Burns  
 [18] Field, it will be the beginning of the end of the  
 [19] small town atmosphere on the west side of Kauai. Many  
 [20] of the helicopter companies will also request to come  
 [21] to Burns Field to enjoy the same advantages which  
 [22] Interisland Helicopter does, including low rent, and  
 [23] also being able to operate with little or no FAA  
 [24] supervision, because Hanapepe is so far from the main  
 [25] Kauai airport located at Lihue.

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[1] Once the door is open and one or two  
 [2] helicopter companies are allowed to move onto Burns  
 [3] Field, on the basis of fairness and equal opportunity,  
 [4] it will become impossible to keep more helicopter  
 [5] companies out.  
 [6] It is not true that search and rescue  
 [7] operations are best conducted from Hanapepe. Curtis  
 [8] and Bonnie Lofstedt, owners of Island Helicopters,  
 [9] stated in their letter contained in this EA report  
 [10] that the rescue helicopter almost always has to go to  
 [11] Lihue to pick up rescue personnel and then fly to the  
 [12] rescue scene. On the basis of that, it would make  
 [13] better sense for the rescue helicopter to be located  
 [14] in Lihue.  
 [15] Page 1-2 of the EA report states that since  
 [16] the salt ponds are being transferred to the control of  
 [17] the DLNR, therefore they are considered to be outside  
 [18] the area of the Port Allen Airport.  
 [19] This is a travesty, because it will allow a  
 [20] great increase in helicopter flights, which will  
 [21] adversely affect the salt ponds and the Salt Pond  
 [22] Park. Tourists have consistently stated that what  
 [23] they liked most about the west side and the Salt Pond  
 [24] Park in particular is the peace and quiet.  
 [25] The letter from Island Helicopters states

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[1] that if the move of hangars to Burns Field is allowed,  
 [2] this will result in at least one hundred takeoffs and  
 [3] landings a day on the average, and on busy, good  
 [4] weather days, the number will be three or more times  
 [5] that. Can you imagine three hundred or four hundred  
 [6] flights a day over Burns Field, Salt Pond Park, and  
 [7] Hanapepe? That would be horrendous.  
 [8] A great number of the people who spoke in  
 [9] favor of the expansion at the 1990 meeting regarding  
 [10] the development of the master plan had clear conflicts  
 [11] of interest, and therefore their testimony should not  
 [12] be considered valid. Many of them were either  
 [13] employees or relatives of employees of Interisland  
 [14] Helicopters, or fire department or police department,  
 [15] or other government agency personnel involved in the  
 [16] contracts by Interisland Helicopters.  
 [17] These reasons show why this expansion should  
 [18] not be allowed. It would ruin the small town  
 [19] atmosphere of the west side and cater to the exclusive  
 [20] and unfair interests of certain helicopter companies,  
 [21] while destroying the sacred trust which we all have to  
 [22] preserve this earth for future generations.  
 [23] The only reasonable and logical solution to  
 [24] this problem is to require Interisland Helicopters and  
 [25] Bali Hai Helicopters to move to Lihue Airport with all



(1) the other helicopter companies  
 (2) Thank you for your consideration.  
 (3) JULIET AIU: Mr Figueroa?  
 (4) GARY FIGUEROA: Madam Chairman,  
 (5) representative of DOT, thanks. My name is Gary  
 (6) Figueroa. I'm a longtime resident here on the west  
 (7) side of Kauai.  
 (8) And I've got to tell you just right off the  
 (9) top here, and this might break a rule or two, I'm  
 (10) really tired of some of the citizens in this town of  
 (11) Hanapepe who come up here and attempt to character  
 (12) assassinate Ken D'Attilio and Interisland  
 (13) Helicopters. It's unsavory, unwarranted, and  
 (14) unnecessary, and I wish for once it would just, you  
 (15) know, fall away and die completely. It basically begs  
 (16) the issue. It's a waste of time.  
 (17) Anyway, what we have before us is a matter  
 (18) of whether or not we're going to approve this  
 (19) expansion on Port Allen Airport. I'm in favor of that  
 (20) expansion. And the reason that I'm in favor of that  
 (21) is largely due to the fact that what it represents is  
 (22) favorable economic activity in an area that's designed  
 (23) and slated for and currently used for the purposes of  
 (24) air traffic.  
 (25) Helicopters are here with us. It's 19, I

(1) believe 98. We're moving into the new millenium. And  
 (2) as much as I dislike the disruption of my peace and  
 (3) tranquility when I'm up in the mountains hiking or  
 (4) doing, riding my mountain bike or something, by some  
 (5) tour helicopters, the fact of the matter is, is that  
 (6) technology exists, technology prevails, and we need to  
 (7) learn to live with it.  
 (8) And what I learned here tonight is - there  
 (9) were a couple of men who spoke earlier this evening,  
 (10) and I thought were absolutely brilliant. What I heard  
 (11) them say basically is that we need to come together  
 (12) and compromise.  
 (13) It really, really hits me hard in my heart  
 (14) when issues of Hawaiian sovereignty are raised,  
 (15) because I'm a person of the land. I'm a farmer, is  
 (16) what I am. I'm a tropical horticulturalist. I've  
 (17) worked and done that all my adult life in Hawaii. And  
 (18) so I understand the value of the earth. I live that,  
 (19) I live that out one hundred percent year-round, day in  
 (20) and day out. So I understand that. And I also have a  
 (21) lot of sharp criticisms against our government.  
 (22) And so, you know, what I'd like to say is  
 (23) that I recognize the value of the salt pond and the  
 (24) salt pans, but I also see that we have a way, we have  
 (25) the ability to coordinate our planning and development

(1) which would mitigate the impact.  
 (2) I personally believe that the motor vehicles  
 (3) in the area do far greater damage to the salt pans  
 (4) than the aircraft ever will. And that has a lot to do  
 (5) with emissions and those kind of things, and the rate  
 (6) of traffic, and all that kind of stuff.  
 (7) The other thing is, is that Frank Santos  
 (8) brought up a great point. It's about the maintenance  
 (9) of this land. You know, the DLNR really needs to pay  
 (10) attention to men like myself and Frank Santos when it  
 (11) comes to the maintenance of the landscape, because  
 (12) we're people who understand that. And they could  
 (13) stand to gain from our input.  
 (14) So the bottom line is, is that what we have  
 (15) here is not a situation which ought to be turned into  
 (16) an us against them, you know, the haole versus the  
 (17) Hawaiian. I mean, that mentality right there defeats  
 (18) sovereignty in itself. It's not, I'm not against  
 (19) anybody. I stand with my brothers regardless of the  
 (20) color of their skin. All people have a right.  
 (21) And I think if we bear that in mind when we  
 (22) argue with respect to development, what's important to  
 (23) keep in mind is that we have the ability, like we're  
 (24) showing tonight, to put careful and prudent input into  
 (25) something that would be of value.

(1) No, we don't need to send everybody down  
 (2) into Lihue, and that's a nightmare in and of itself.  
 (3) What we do need to do is look at what the parameters  
 (4) of this development entail, realize that we're not  
 (5) looking to put second city Lihue Airport on Burns  
 (6) Field. We're looking to put a few hangars up to  
 (7) accommodate existing air services which impact our  
 (8) community, particularly in the way of search and  
 (9) rescue.  
 (10) I know a lot of people are into ocean  
 (11) recreation out here, a lot of fishermen, a lot of  
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 (13) comforting to know that we have a company like  
 (14) Interisland, qualified with pilots and aircraft and  
 (15) the accompanying tools and equipment to support the  
 (16) search and rescue efforts, because that ultimately  
 (17) results in the saving of lives. And life is to be  
 (18) cherished, not denied.  
 (19) Thank you very much.  
 (20) JULIET AIU: Bert Nishida.  
 (21) BERT HISHIDA: Hi, my name is Bert Nishida.  
 (22) I run a small auto repair business shop in Hanapepe,  
 (23) which is about sixty years old. I'd like to upgrade  
 (24) them with you folks' help.  
 (25) What I heard tonight is very important and

(1) very interesting. I'll make this very short and sweet  
 (2) and direct. We went through this before. My thing is  
 (3) - how many of you live on the west side? Can you  
 (4) guys show a raise of hand, a show of hands? Don't be  
 (5) ashamed. How many of you work in Lihue? How many of  
 (6) us here have small businesses on the west side?  
 (7) Who would like, if we develop the west side,  
 (8) to be able to drive to work on a bicycle rather than  
 (9) the mess that you go in to Lihue? This is what the  
 (10) bottom line is going to be.  
 (11) I was on Oahu. I saw the development. I  
 (12) left here in 1967. Burns Field was there. Came back  
 (13) in 1994. Burns Field is still there, less the  
 (14) buildings. Hanapepe town, it's still there, less the  
 (15) buildings, less the people. Communities are coming  
 (16) up.  
 (17) All of you live on the west side like  
 (18) myself. If I work - the bottom line is, if I work in  
 (19) Lihue, I'm not going to leave my car in Hanapepe to be  
 (20) repaired and walk to work. I'm going to have my car  
 (21) repaired in Lihue. Okay?  
 (22) Economically, I'm in favor of this heliport,  
 (23) because I think it will do us good. I don't think any  
 (24) one of us, business or otherwise, can look in the  
 (25) mirror tomorrow morning and say I don't need to go to

(1) work, and I love to drive the Lihue traffic. Okay?  
 (2) It's coming to be. Development is here. I  
 (3) said it once before, and I'm going to say it again.  
 (4) The train of progress is coming to town. Either you  
 (5) jump on it now, or step on the side and miss the  
 (6) train. But I'm for it. Thank you.  
 (7) JULIET AIU: Leah Pereira.  
 (8) LEAH PEREIRA: I submitted my testimony in  
 (9) writing, and I am opposed to this.  
 (10) But I think people should look at a  
 (11) solution, because there's PMRF. It's just eight  
 (12) minutes to the hospital at Kauai Veterans. And I  
 (13) think maybe they should try working in that area,  
 (14) because the facility is there. Thank you.  
 (15) JULIET AIU: Dawn Traina.  
 (16) DAWN TRAINA: Thank you very much for giving  
 (17) me this opportunity to speak.  
 (18) I have a small business in Hanapepe, and I  
 (19) also spend a lot of time at Salt Pond relaxing and  
 (20) recreating, and just getting peace of mind. So for  
 (21) me, I feel like I have to look at both sides of the  
 (22) issues. And it's hard to make a decision, because  
 (23) there sounds like there's a lot of pluses and minuses  
 (24) on both sides.  
 (25) Granted, I'd love to see more traffic and

[1] the other helicopter companies  
 [2] Thank you for your consideration.  
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 [9] the mess that you go in to Lihue? This is what the  
 [10] bottom line is going to be.  
 [11] I was on Oahu. I saw the development. I  
 [12] left here in 1967. Burns Field was there. Came back  
 [13] in 1994. Burns Field is still there, less the  
 [14] buildings. Hanapepe town, it's still there, less the  
 [15] buildings, less the people. Communities are coming  
 [16] up.  
 [17] All of you live on the west side like  
 [18] myself. If I work - the bottom line is, if I work in  
 [19] Lihue, I'm not going to leave my car in Hanapepe to be  
 [20] repaired and walk to work. I'm going to have my car  
 [21] repaired in Lihue. Okay?  
 [22] Economically, I'm in favor of this heliport,  
 [23] because I think it will do us good. I don't think any  
 [24] one of us, business or otherwise, can look in the  
 [25] mirror tomorrow morning and say I don't need to go to

[1] work, and I love to drive the Lihue traffic. Okay?  
 [2] It's coming to be. Development is here. I  
 [3] said it once before, and I'm going to say it again.  
 [4] The train of progress is coming to town. Either you  
 [5] jump on it now, or step on the side and miss the  
 [6] train. But I'm for it. Thank you.  
 [7] JULIET AIU: Leah Pereira.  
 [8] LEAH PEREIRA: I submitted my testimony in  
 [9] writing, and I am opposed to this.  
 [10] But I think people should look at a  
 [11] solution, because there's PMRF. It's just eight  
 [12] minutes to the hospital at Kauai Veterans. And I  
 [13] think maybe they should try working in that area,  
 [14] because the facility is there. Thank you.  
 [15] JULIET AIU: Dawn Traina.  
 [16] DAWN TRAINA: Thank you very much for giving  
 [17] me this opportunity to speak.  
 [18] I have a small business in Hanapepe, and I  
 [19] also spend a lot of time at Salt Pond relaxing and  
 [20] recreating, and just getting peace of mind. So for  
 [21] me, I feel like I have to look at both sides of the  
 [22] issues. And it's hard to make a decision, because  
 [23] there sounds like there's a lot of pluses and minuses  
 [24] on both sides.  
 [25] Granted, I'd love to see more traffic and



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(1) tourism in the Hanapepe area. That would benefit me  
 (2) as a business person. But Salt Pond area is also a  
 (3) very precious thing to me, too. I exercise there, and  
 (4) I go to the beach. It's very peaceful and quiet. I  
 (5) go to the cemetery and have quiet times there, too.  
 (6) And the thought of having that peace and  
 (7) tranquility disrupted saddens me, because there's not  
 (8) that many other places to go around this area.  
 (9) Somebody had mentioned it's a long way to go to Poipu  
 (10) to find that.  
 (11) There's also the precious salt ponds, and  
 (12) there's only one of those here on this island. It  
 (13) seems to me that helicopter pads can be built in an  
 (14) assortment of places, but there's only one place that  
 (15) you can make salt.  
 (16) And being an outsider, you know, I maybe  
 (17) don't have the best perspective, but I did have a  
 (18) chance to apprentice one time to learn how to make the  
 (19) salt. And it's a wonderful activity, and I would hate  
 (20) to see anything happen to destroy that.  
 (21) So I would advise or suggest that you look  
 (22) very, very carefully to make sure that none of this  
 (23) would do anything to damage the salt ponds, because  
 (24) there are no others. Once they're gone, they're  
 (25) gone.

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(1) I'm also, you know, I hear about the safety  
 (2) for people that are needing rescues, and I don't want  
 (3) to think of somebody losing their life because they  
 (4) can't get the proper rescue. But I think that maybe  
 (5) the suggestion of PMRF or another area.  
 (6) Or if it really is feasible to do it out of  
 (7) Lihue, if it is true that the paramedics need to be  
 (8) picked up in Lihue, it makes sense to have the  
 (9) helicopters leave from there. Or if it really is  
 (10) necessary for that one activity to take place out of  
 (11) Burns Field, then maybe there should be one hangar for  
 (12) one rescue helicopter so that the rescues can  
 (13) continue.  
 (14) I don't understand exactly why there needs  
 (15) to be four hangars and all the rest. It seems that  
 (16) that's just an invitation for more tourist oriented  
 (17) helicopter business to occur.  
 (18) While on the one hand it would bring  
 (19) business, like I said, I think that we stand to lose  
 (20) so much more in terms of the tranquility of the  
 (21) beautiful beach, where children can swim without  
 (22) getting knocked down by waves and where people can  
 (23) fish.  
 (24) I know that there's a lot of fishermen that  
 (25) would be very sad if their access was denied to the

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(1) rocky coastline. And I don't know if there's any  
 (2) guarantees that that wouldn't happen.  
 (3) And also the residents that are patiently  
 (4) waiting to have their homes built across from the  
 (5) veterans cemetery. I'm sure that they didn't have in  
 (6) mind an assortment of helicopters flying overhead when  
 (7) they had these high hopes to have these homes built.  
 (8) I don't know. It's a hard one, you know.  
 (9) It's like you see the benefits of both, and you see  
 (10) the detriments of both. And I just hope that whoever  
 (11) makes the final decision carefully weighs it all and  
 (12) can come to the best decision.  
 (13) JULIET AIU: Thank you. We have a Ben Kali,  
 (14) Senior? We have an Arius Hopman.  
 (15) ARIUS HOPMAN: Good evening. My name is  
 (16) Arius Hopman. And I'm sorry I came in late. I wonder  
 (17) if you would identify yourselves.  
 (18) JULIET AIU: I'm Juliet Aiu, Commissioner of  
 (19) Transportation for the island of Kauai. I'm  
 (20) performing tonight, taking the place of Kazu  
 (21) Hayashida, who is the department director.  
 (22) BEN SCHLAPAK: I'm Ben Schlapak,  
 (23) engineering, planning, Department of Transportation,  
 (24) Airports Division.  
 (25) ARIUS HOPMAN: And are you taking

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(1) testimony?  
 (2) BEN SCHLAPAK: Yes.  
 (3) JULIET AIU: Yes, it's being recorded right  
 (4) there.  
 (5) ARIUS HOPMAN: So you're not taking any  
 (6) tally or anything like that?  
 (7) JULIET AIU: No.  
 (8) ARIUS HOPMAN: All right. I'm a business  
 (9) owner in Hanapepe. I live here and I talk with  
 (10) tourists every day. And very often the topic comes  
 (11) around to the environment and to what makes Kauai a  
 (12) special place. And I would say nineteen out of twenty  
 (13) tourists come here because they enjoy the serenity,  
 (14) the beauty of the island, the nature here.  
 (15) And generally speaking, they abhor what  
 (16) happened, for instance, in Maui or Oahu. And they're  
 (17) wondering how can we possibly keep this island  
 (18) developing sustainably rather than unsustainably. We  
 (19) need to look at what, what is realistic in terms of  
 (20) sustainable development.  
 (21) We see that technology all over the world is  
 (22) creating incredible imbalances everywhere. Technology  
 (23) is not here to stay, I guarantee you that, because  
 (24) it's unsustainable the way it's now. Technology has  
 (25) to become sustainable. Appropriate technology is

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(1) sustainable.  
 (2) Helicopters at this point are not  
 (3) sustainable. The helicopters here are using a natural  
 (4) resource, which is our beautiful island, at the  
 (5) expense of local residents.  
 (6) I appreciate tourists coming into my  
 (7) gallery, and I know that there will be an increase in  
 (8) tourists if there's more helicopters here. However, I  
 (9) have to weigh in my conscience the actual fact of  
 (10) what's going on here.  
 (11) There are two precedents out at Salt Pond.  
 (12) The first one is the Salt Pond area, which has been  
 (13) badly violated by the airport, because the runoff from  
 (14) the airport goes directly into the salt base. So  
 (15) basically what's happening is all the nonpoint source  
 (16) pollution that's coming down from the airport itself  
 (17) is being eaten by people who make the salt there.  
 (18) This is unconscionable. It cannot continue.  
 (19) The other thing is a lot of residents here  
 (20) in Hanapepe, Eleele, Hanapepe Heights, and even areas  
 (21) outside of here, depend on Salt Pond Park for their  
 (22) recreation. Salt Pond Park area is a very largely  
 (23) used area. And the people that recreate there do not  
 (24) appreciate what's going on with the helicopters.  
 (25) There has to be a moratorium on helicopters

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(1) here on the island. We cannot keep expanding. We've  
 (2) got eighteen thousand flights per year? That's  
 (3) incredible. That's a violation of our local  
 (4) residents.  
 (5) At the expense of the local residents, some  
 (6) people, very few people, are making big bucks. Just  
 (7) like the boaters in Hanalei are making millions of  
 (8) dollars a year at the expense of the local people.  
 (9) Our environment is being deteriorated because some  
 (10) people want to make big profits. That's unfair, and  
 (11) it's unconscionable, and it's undemocratic. It has to  
 (12) change.  
 (13) Helicopters are noisy and they pollute.  
 (14) Hangars are ugly. It's very simple, you know.  
 (15) There's got to be a way of turning our  
 (16) unsustainable development around so that we can create  
 (17) sustainable development. We still have an island here  
 (18) that has a beautiful, beautiful environment. In a  
 (19) sense the two hurricanes have blessed this island,  
 (20) because it has slowed down development. This is our  
 (21) asset.  
 (22) Maui has squandered its resources, its  
 (23) natural resources. Look at Kihei. It's one parking  
 (24) lot from one end to the other. It's ugly. That's not  
 (25) what people come here to look for. Many of the

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[1] tourists I talk to say they prefer Kauai to Oahu and  
 [2] Maui, for instance, because there is more scenery  
 [3] here. There's more natural beauty. There's more  
 [4] place to recreate. In nature, you recreate.  
 [5] I grant you that it's an incredible trip to  
 [6] go up in a helicopter and look down at the beauty, and  
 [7] some people who might be handicapped, that's the only  
 [8] way they can see the island. But increasingly there  
 [9] are people who love to hike, love to ride bicycles,  
 [10] love to just be out on the beach.  
 [11] And I hike the Na Pali Coast a lot. And  
 [12] this constant barrage of helicopters that's going  
 [13] through, sometimes five in the air at the same time  
 [14] with the noise ricocheting off the cliffs -  
 [15] JULIET AIU: Excuse me. One more minute.  
 [16] ARIUS HOPMAN: Well, I guess you get my  
 [17] point, right?  
 [18] I think this area is a Hawaiian area. It  
 [19] has two precedences. One is the Hawaiian culture  
 [20] itself. They should be the ones to make the  
 [21] decision. The second is the community of people who  
 [22] actually are out there at Salt Pond Park and use the  
 [23] park every day. I speak for both of those groups.  
 [24] And I very much appreciate your listening to  
 [25] me. Thank you.

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[1] JULIET AIU: Okay, Lew Shortridge.  
 [2] LEW SHORTRIDGE: Good evening. My name is  
 [3] Lew Shortridge. I represent the Hanapepe Economical  
 [4] Alliance. I want to speak to you in two parts  
 [5] tonight, one for myself and one for the Alliance.  
 [6] What we have now, I think, is pretty clear.  
 [7] If I were DOT, I would certainly have the message by  
 [8] now. But what we're doing here is perpetuating a win  
 [9] lose situation. And that's really not productive. As  
 [10] a matter of fact, it's counterproductive.  
 [11] We have an opportunity here tonight to  
 [12] express to those who seem to have the control of our  
 [13] lives and make our decisions for us in what we stand  
 [14] for.  
 [15] In reality, there are needs for  
 [16] helicopters. We can't discount technology, and we  
 [17] can't discount where we are relative to the changes  
 [18] that are going on daily in our lives as technology  
 [19] takes over and computers run our world. Without  
 [20] electricity, we're fried. That's where technology  
 [21] is. It's a fact of life.  
 [22] The police do need to have facilities where  
 [23] they can exercise and perform those tasks that are  
 [24] required. The helicopter as a technology adds to the  
 [25] fire department as well.

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[1] So what we have here is a sore toe, if you  
 [2] will. Everybody keeps poking a needle in it, and I  
 [3] think it's kind of obvious at this point that this is  
 [4] not the place for further development.  
 [5] In my opinion, there are other alternate  
 [6] sites that could be explored, such as PMRF, where  
 [7] there are more thousands of flights a year than you  
 [8] can imagine, and carried out quite safely. Honolulu  
 [9] shares an airport with the military. There's  
 [10] certainly no reason why a heliport couldn't share the  
 [11] PMRF facility as well.  
 [12] Last night at our first meeting for the year  
 [13] of the Hanapepe Economical Alliance, a vote was taken,  
 [14] and the proposed expansion, if you will, of the Port  
 [15] Allen Airport Burns Field was rejected unanimously.  
 [16] We feel that DOT, the State, and others should take it  
 [17] back to the drawing board and consider alternate  
 [18] sites. Thank you.  
 [19] JULIET AIU: Warren Perry.  
 [20] WARREN PERRY: I'm against this project.  
 [21] And the only thing is, I wish we had a larger map of  
 [22] the whole island of Kauai, okay? And then however big  
 [23] that would be, maybe the whole front of the stage,  
 [24] then I wish we had a map of the whole state, okay? We  
 [25] get Oahu and Maui and Kauai and, you know, everything

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[1] else  
 [2] And make people realize that there was a  
 [3] time when everything, everything in this whole aina  
 [4] was the Hawaiians' house. It was owned, controlled,  
 [5] operated, manned, run by Hawaiians. Now here we are,  
 [6] and how many Hawaiians? Half a million? Eight  
 [7] hundred thousand, a million? And they did it. And  
 [8] they accommodated everybody. And it wasn't a  
 [9] question, well, it makes economic sense. Okay?  
 [10] So now we look all over here, all over  
 [11] here. Here's the maps of all the islands. Maybe it's  
 [12] even stretching outside. And tonight what we got the  
 [13] Hawaiians talking about is, gee, can we continue doing  
 [14] in this small little area?  
 [15] Look, here's all the map of all the states.  
 [16] This is all we're talking about. Let us continue what  
 [17] we've been doing for two, three hundred years in this  
 [18] small tiny little area. Don't let it, don't let any  
 [19] more development over here affect this place  
 [20] negatively.  
 [21] Now, I'm sorry, I'm really sorry about the  
 [22] poor guys that got to drive the helicopters over  
 [23] there, okay? Now, I don't have a helicopter, so I  
 [24] don't have to worry about that. I'm sorry about you  
 [25] guys who cannot tie your planes down, okay? I don't

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[1] have a plane, so I can't feel like you, okay? I'm  
 [2] really sorry. And you got to go park your plane  
 [3] outside someplace and the thing rots. I'm really  
 [4] sorry, okay?  
 [5] Now, I'd like to ask you, at the time that  
 [6] these people got their permission to use Burns Field  
 [7] for their helicopters, did they know that they had to  
 [8] tow their helicopters? You're damn right they did.  
 [9] Was that part of the approval? Hey, we not going to  
 [10] park there, we going to tow them. That's right,  
 [11] but a few, half a dozen years later when all  
 [12] that thing settles down, here comes our glorious  
 [13] leaders with the State. You know what would be a good  
 [14] idea, because we need safety and we need this and we  
 [15] need that. We ought to let the guys park over there.  
 [16] And then everybody come, hey, yeah, because I employ  
 [17] people and I employ that.  
 [18] You know something? Hey, we got the runway  
 [19] over there anyway. The runway was over there, so we  
 [20] can get helicopters that can be towed. Okay? Now,  
 [21] the runway was over there, we got helicopters that can  
 [22] be towed. Now we can build hangars for them. Now we  
 [23] can build tie downs.  
 [24] It's the old camel with the nose in the  
 [25] tent, yeah? Okay? It's the old Hawaiians two, three

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[1] hundred years ago. We owned this whole house, this  
 [2] whole place was our house. People came in, we invite  
 [3] them. Hey, how's it, take it easy.  
 [4] Pretty soon, what's happening? We in the  
 [5] back yard. Okay? Can we use our kitchen once in a  
 [6] while? Maybe. Hey, you know, can go pick fruit off  
 [7] of the tree? Maybe. Okay? The camel's nose under  
 [8] the tent.  
 [9] What else I got to say? Hey, rescue is  
 [10] good. I got no problems with rescue. If rescue is  
 [11] rescue, make rescue. Okay? Limit it to rescue.  
 [12] But no, it's the economics of solution. And  
 [13] technology is here. Well, as long as we get this, may  
 [14] as well get this. And as soon as we get this, may as  
 [15] well get this.  
 [16] We're all guessing right now what the  
 [17] effects of the increased use of helicopters will be on  
 [18] the salt ponds, okay, on the salt pans, and on the  
 [19] local people's use of the beach. Now, we're  
 [20] guessing. I don't know. The fumes, the dust. Okay?  
 [21] What's going to be the effect of all of that on the  
 [22] traditional users of this area?  
 [23] And if in effect, if it comes to pass that  
 [24] the effects are negative and the salt ponds become  
 [25] unproductive, will you take away what was put there?

BSA

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(1) Huh? Will you take away the be down areas? No.  
 (2) What's going to happen is, let's go spend a  
 (3) few hundred million dollars, going to make one study.  
 (4) Let's make one correction here, spend some money over  
 (5) here, spend some money here. Enough already. Leave  
 (6) them alone.  
 (7) And as far as the runway being there, does  
 (8) anybody right now with the State want to have a public  
 (9) hearing right now as to whether that runway should  
 (10) remain there or restore the salt beds. Okay? That  
 (11) was railroaded way back when. Okay? Anybody want to  
 (12) do it right now, have a public hearing on that?  
 (13) Enough.  
 (14) JULIET AIU: Okay, we have Nakulu Arquette.  
 (15) NAKULU AROUETTE: Whole different scene from  
 (16) in the front here.  
 (17) Anyway, I'm a resident of the islands for  
 (18) generations. I heard different guys say thirty years,  
 (19) forty years or whatever. I've been here for  
 (20) generations.  
 (21) What I wanted to talk about was how to -  
 (22) hard to follow Warren. I heard words in here said,  
 (23) words expressed in phrases like mild expansion, modest  
 (24) development. You guys ever seen that before? Mild  
 (25) expansions? There's no period after the word

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(1) expansion, there's no period after the word  
 (2) development. Everything that was expanded expands.  
 (3) Progress progresses. It doesn't regress unless you  
 (4) get another hurricane come along.  
 (5) I feel for the helicopter guys. Rescue, I  
 (6) understand that. There are alternatives to that. And  
 (7) I feel for the residents of Hanapepe, the people that  
 (8) got to live there. Obviously the people that's for it  
 (9) don't live there.  
 (10) And from what I know, the Honolulu airport  
 (11) is built on ceded land. So why not build the Kauai  
 (12) one on ceded land, too? To me, this is our land,  
 (13) ceded land. The Honolulu airport, I don't believe any  
 (14) Hawaiian got anything for that. So Kauai, I'm not for  
 (15) that.  
 (16) I'm also a lifeguard at Salt Pond. I hope I  
 (17) still have my job when I go tomorrow. Since 1990,  
 (18) I've worked approximately sixteen thousand hours  
 (19) there. Nobody has been there and witnessed, have  
 (20) seen, have heard, and have smelled the helicopters as  
 (21) much as me. I've been there.  
 (22) They fly directly over the park. I've  
 (23) called them in, I've called it in to FAA, I've called  
 (24) in the State, the park and recreation office, the  
 (25) County. I can see the pilot, I can see his numbers on

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(1) the chopper. He's flying directly over the middle of  
 (2) the park. And I know that's against the rules. Not  
 (3) all the pilots do that. You got some good pilots.  
 (4) And I talked to the tourists, and the  
 (5) tourists, they get disgusted with that. It's a serene  
 (6) beach, someone mentioned the word serenity. It's a  
 (7) serene beach. We sit there, we're relaxing, and these  
 (8) choppers, they're just buzzing back and forth.  
 (9) A few months ago we had the noise pollution  
 (10) people there from Honolulu, trying to regulate the  
 (11) noise, and not one helicopter went past. And that was  
 (12) for like two or three days. Not one helicopter  
 (13) passed.  
 (14) So the other lifeguard told me, hey, you  
 (15) notice something? And I couldn't understand what he  
 (16) said. He meant it was so quiet. They were going the  
 (17) other way. Or a couple of them went way, way out.  
 (18) But usually that's not the pattern.  
 (19) I see this as a start of something that we  
 (20) not going to be able to stop. And the reason why I  
 (21) came here - and I'm speaking on behalf of my brothers  
 (22) and in behalf of my children. They're young. I got  
 (23) three small kids. And if this turns against us, as  
 (24) residents in the future, they going to ask me, also  
 (25) tell me, I didn't know you had an opportunity back

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(1) then to say something to stop or maybe to regulate  
 (2) some type of compromise  
 (3) I don't see any compromise. Because, you  
 (4) know why? They got to drive the helicopter all the  
 (5) way down one road, about one mile probably, if that  
 (6) to get it to the site. The business will not be shut  
 (7) down. It will still be operable. So it's not like  
 (8) they're not in business now. This is steady  
 (9) financial gain.  
 (10) The smoke screen that we're seeing, the  
 (11) safety and all these other smoke screen things coming  
 (12) out, this is standard. Any time we got to go through  
 (13) these hearings, we going to get standard stuff, and we  
 (14) hearing all of these standard things, how good it is  
 (15) for us.  
 (16) And not only that, economically, going to  
 (17) help us with jobs. So how many helicopters going to  
 (18) end up getting? I mean, sugar is out, I heard sugar  
 (19) is out. Pineapple is out. So what? So what this  
 (20) going to do? Going to give, going to employ as many  
 (21) people that was in sugar in the helicopters? So how  
 (22) many helicopters we getting? How many more flights  
 (23) flying out? That's what I heard, and that's what I'm  
 (24) afraid of.  
 (25) Traffic, no parking at Salt Pond for your

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(1) local people, for our people. Something that we got  
 (2) to look at.  
 (3) If we're looking at that as one job  
 (4) opportunity thing, I don't see any Hawaiians flying  
 (5) the helicopters. You know?  
 (6) All I got to say is that we got to be  
 (7) careful of this. Nothing changes if nothing changes.  
 (8) And if we can stand by and let this happen, I believe  
 (9) that the changes that our children, and maybe in the  
 (10) future we're going to see, we might not be happy  
 (11) with.  
 (12) Unless they can employ all those workers  
 (13) that leave the plantations over there, but just keep  
 (14) maybe three helicopters, but hire three hundred  
 (15) people, then right on. I'm all for that. Thank you.  
 (16) JULIET AIU: David Bettencourt.  
 (17) DAVID BETTENCOURT: Good evening. I appear  
 (18) tonight as an aviation attorney. I represent the  
 (19) great majority of, at least tonight, of the helicopter  
 (20) operators at Lihue heliport. I also have a few words  
 (21) to say on behalf of myself and the Hawaii Hang Gliders  
 (22) Association.  
 (23) It is the position of the majority of the  
 (24) operators, if not all the operators at Lihue, that the  
 (25) environmental impact statement is required, the

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(1) declaration of no significant impact is erroneous, and  
 (2) I'd like to explain why.  
 (3) Because what the State is telling you  
 (4) regarding what will happen if this plan passed is  
 (5) simply incorrect. What the State doesn't tell you is  
 (6) that when they accept airport money from the federal  
 (7) government, and when they divert landing fees from the  
 (8) State airport system, primarily Honolulu, they have to  
 (9) guarantee certain rights.  
 (10) Now, all the operators at Lihue have looked  
 (11) at the situation at Port Allen, and they have decided  
 (12) that it is not in their interest, in the interest of  
 (13) the people of Kauai, for them to operate out of Port  
 (14) Allen on a permanent basis. Occasionally they may  
 (15) have a charter flight out of Port Allen. They may  
 (16) want to come down there to handle a special client.  
 (17) But what is now the permanent heliport in  
 (18) Lihue, and we're convinced there never will be an  
 (19) inland heliport, the permanent heliport is at Lihue.  
 (20) It has the facilities that are required for this kind  
 (21) of operation, and that's where the helicopter  
 (22) operation should remain.  
 (23) Port Allen has its own. It will remain an  
 (24) airport. There is no way that that is going to change  
 (25) in the foreseeable future.

BGA

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[1] It should, if a master plan is written  
 [2] correctly, if the DOT goes home and does its work  
 [3] correctly, they will find that this should be a  
 [4] recreational, general aviation airport with low impact  
 [5] recreation activities that would include some of the  
 [6] people we've had here tonight. The ultralights,  
 [7] soaring, hang gliders, and minimal amount of powered  
 [8] aviation activities  
 [9] The way the plan is written, I can't even,  
 [10] as I did in December - I flew my three grandchildren  
 [11] over here, landed at Port Allen in my plane. We  
 [12] walked over to Salt Pond. There won't even be a  
 [13] parking place left for those of us that have our own  
 [14] planes or want to come over for pleasure. There won't  
 [15] be any parking place. It will all be given to  
 [16] Mr. D'Attilio and his commercial operation.  
 [17] Let's not pretend this is about rescue. It  
 [18] is not. This is about a company wanting to get a  
 [19] niche market on the west side.  
 [20] And what will happen if the State allows  
 [21] that is then the operators in Lihue will bring down  
 [22] their helicopters by the day. They'll still be based  
 [23] in Lihue, but they will be forced by the market for  
 [24] helicopter tours to start matching the kind of tours  
 [25] that are operated out of Port Allen. And the

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[1] operators do not want to do that.  
 [2] They also feel that there's unfairness at  
 [3] Princeville. There's only one operator that's allowed  
 [4] to operate out of Princeville. The State's going to  
 [5] buy that airport and they're going to set up the same  
 [6] thing they want to do at Port Allen. A monopoly for  
 [7] one operator.  
 [8] The operators that operate out of Lihue will  
 [9] agree to stay out of Princeville if there's no  
 [10] helicopters in Princeville. But if the State again,  
 [11] through either mismanagement or lack of management or  
 [12] behind the scenes deals, decides that they're going to  
 [13] let a company operate out of Princeville, then the  
 [14] rest of the operators are going to try.  
 [15] So when the State tells you that this is  
 [16] only going to be four hangars and four helicopter  
 [17] operators, it simply will not work out that way. The  
 [18] rest of the operators, by litigation or by complaining  
 [19] to the federal government, will be forced to operate  
 [20] down there.  
 [21] I've heard a lot about Ken D'Attilio and his  
 [22] company tonight, about the safety. Those of you that  
 [23] think that this is a great addition to the County of  
 [24] Kauai should read, as I did, the two cases where the  
 [25] National Transportation Safety Board revoked

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[1] Mr. D'Attilio's pilot's license.  
 [2] And what happened when that happened? He's  
 [3] hired by the DEA to fly public employees. So when we  
 [4] have the police and the fire department telling us  
 [5] that they're concerned about safety, they should put  
 [6] their own operations up to bid. They should adopt  
 [7] fair specifications, and they should stop this one  
 [8] hand washes the other support for Ken D'Attilio.  
 [9] Now, particularly, Hawaiians have no reason  
 [10] to trust -  
 [11] JULIET AIU: Excuse me. This is not the  
 [12] meeting for you to be cutting down any individual.  
 [13] DAVID BETTENCOURT: Excuse me, this is a  
 [14] meeting of the First Amendment, lets me state whatever  
 [15] I like.  
 [16] Hawaiians have no reason to trust the DOT on  
 [17] anything, including Salt Pond. There has been a  
 [18] concession by the Airports Division that no OHA money  
 [19] is going to get paid out of the airport for ceded  
 [20] lands, for any of the money that's made off the  
 [21] airports. And our senator has now made that an act of  
 [22] Congress, so that there will be no airport money going  
 [23] to OHA.  
 [24] So what do they have? They have all the  
 [25] landing fees in Honolulu, they give it back to the

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[1] airlines, and they spend them on the outer island  
 [2] airports  
 [3] We should go back and plan for the  
 [4] millenium. Plan for the kind of aviation activities  
 [5] that local kids can get into. There's no local kids  
 [6] around here that are going to learn how to fly a  
 [7] helicopter, not unless they go away in the military.  
 [8] But they can learn how to fly a plane. There's no  
 [9] reason that we have to have Aloha and Hawaiian, 75  
 [10] percent of their pilots are born outside of this  
 [11] state.  
 [12] Now, let's get a master plan for airports  
 [13] that brings the jobs home, that creates recreational  
 [14] activities, serves the tourist market, but not  
 [15] creating a second heliport with eight or ten  
 [16] operators. Because that's what will happen down there  
 [17] every single day, because the State does not have the  
 [18] power under federal law to prevent that.  
 [19] We need a new environmental assessment. We  
 [20] need a new master plan. We need to address the issue  
 [21] of ceded lands on these airports once and for all.  
 [22] There's not even a discussion of the commitment of  
 [23] ceded lands in this environmental assessment. That is  
 [24] wrong. I know that -  
 [25] JULIET AIU: Sir you got one more minute.

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[1] DAVID BETTENCOURT: We've been in many  
 [2] battles in this state over airports. Many of you, I  
 [3] know the older people might remember, back in the  
 [4] early seventies we came - my law firm represented the  
 [5] Niimalu and Nawiliwili Tenants Association, trying to  
 [6] stop the expansion of Lihue Airport. Because we knew  
 [7] if they built a new runway then, which they did  
 [8] eventually, that sooner or later they would want to  
 [9] expand that to take 747s.  
 [10] Guess what, the airport master plan wants to  
 [11] expand that runway to land 747s. We fought the reef  
 [12] runway. We kept the H-3 stopped for nineteen years.  
 [13] Took an act of Congress to get around us.  
 [14] It is time for the State not just to use  
 [15] environmental impacts to give money to their favorite  
 [16] contractors, it's time to start studying the  
 [17] environmental impact.  
 [18] And this environmental assessment is so  
 [19] deficient as to what will happen. Our position is we  
 [20] should have transient pads, occasional use, no  
 [21] permanently based facilities at Port Allen.  
 [22] JULIET AIU: Dr. Monte Hull.  
 [23] MONTE HULL: My name is Monte Hull. I'm a  
 [24] resident of Kalaeo. Thank you very much for coming  
 [25] to listen to the testimony.

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[1] I think you can see that the people who are  
 [2] definitely speaking for the community are very  
 [3] adamantly opposed to this. And I can't be nearly as  
 [4] eloquent as several of the last speakers, but I would  
 [5] like to speak something from my own experience, which  
 [6] is that I grew up on Oahu. My family moved there in  
 [7] '57.  
 [8] I very seldom go back to Oahu. And you can  
 [9] guess the reason. I watched it die. How did it die?  
 [10] It died by increments. There were a lot of people,  
 [11] who I'm sure were very well intentioned people, who  
 [12] were concerned about jobs, who were concerned about  
 [13] their community. And they passed progressive  
 [14] incremental changes that none of them were supposed to  
 [15] really cause harm to Oahu. They were all supposed to  
 [16] help it. And you can see for yourself what the  
 [17] situation is like over there. Places where I used to  
 [18] go are totally unrecognizable.  
 [19] The community of Hanapepe is not some little  
 [20] run-down town. I think the people in Hanapepe and  
 [21] Eleele and so forth really love their community. I  
 [22] think they value it deeply.  
 [23] I think that they're presently being  
 [24] confronted with a set of false alternatives. They say  
 [25] you need to put in the helicopters, you need to add

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(1) the various different hangars and so forth for safety  
 (2) or for jobs. But I think it's very clear that there  
 (3) are a lot of other alternatives, and a lot of them  
 (4) have been mentioned.  
 (5) It's simply not the case that Elsie is  
 (6) somehow going to blossom into a wonderful place by  
 (7) putting in helicopter hangars.  
 (8) Now, it definitely will affect the quality  
 (9) of the life here. It will affect Salt Pond. It will  
 (10) affect the whole area. It's obvious. I mean, there  
 (11) are a few forms of pollution that are more intense,  
 (12) more disruptive and uncaring than sound pollution.  
 (13) It has the advantage that it appears clean if you  
 (14) don't see it. But it penetrates everywhere. It  
 (15) penetrates into your deepest part of your being.  
 (16) If you're at some beautiful spot with  
 (17) friends, family and so forth, and a helicopter flies  
 (18) over with the Doppler effect, which when it's coming  
 (19) towards you, increasingly intensifies the noise, you  
 (20) don't have to be a Vietnam veteran to have it rattle  
 (21) the inside of your soul. It's a very different sort  
 (22) of thing. It's not in keeping with the character of  
 (23) this area. And it isn't necessary.  
 (24) There are other alternatives. Why doesn't  
 (25) this amount of money be, I already forgot, but why

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(1) doesn't it be put somewhere more beneficial to the  
 (2) community of Hanapepe. It's clear that the uniqueness  
 (3) of Hanapepe is not in helicopters. It will not be  
 (4) improved by helicopters. The uniqueness is the  
 (5) people, the quality of life, the peace and quiet,  
 (6) which is increasingly rare.  
 (7) The small community developments that are  
 (8) occurring within downtown Hanapepe, these things are  
 (9) much more sustainable, they're much more lasting,  
 (10) they're much more human scale, they're much more  
 (11) friendly to the environment, they're much more  
 (12) appreciated by the visitors that come here from  
 (13) elsewhere. These are the sort of things we need.  
 (14) It's wonderful to get in a helicopter, I  
 (15) suppose. I haven't flown around the island in a  
 (16) helicopter. It's wonderful to get in there and see  
 (17) all the beautiful sites. You can see them many other  
 (18) ways as well.  
 (19) I'm sure that the people inside the  
 (20) helicopters don't realize the impact they're having  
 (21) when they fly over quiet peaceful places. They don't  
 (22) realize the impact on the wildlife, the residents, and  
 (23) so forth. It's a very disconnected sort of thing.  
 (24) And then they go home and they say Hawaii was  
 (25) beautiful. I had a wonderful helicopter ride.

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(1) Well, I'm sure that was the case, but there  
 (2) are people that live here, and it's not a beautiful  
 (3) thing when all of a sudden, whoop whoop whoop whoop  
 (4) comes pounding in on you when you're with your family  
 (5) at the beach, or in your own home. Sound has no  
 (6) respect for walls. It goes right through. If you're  
 (7) an older person, a child, it just goes right through  
 (8) you.  
 (9) So why don't we come up with some  
 (10) alternatives that are more friendly to the community,  
 (11) that are supported by the community rather than are  
 (12) obviously antagonistic, and they're much more friendly  
 (13) to the island. I'm sure that they will also be very  
 (14) much appreciated by the visitors.  
 (15) These are not the only alternatives, and we  
 (16) must not, you know, simply go along that this is the  
 (17) only way things are going to be safe, or this is the  
 (18) only way jobs are going to be developed. That's  
 (19) simply not true.  
 (20) JULIET AIU: Our last speaker, Dorothea  
 (21) Hayashi.  
 (22) DOROTHEA HAYASHI: My name is Dorothea  
 (23) Hayashi. I'm a third generation Hanapepe. My  
 (24) grandparents started here in Hanapepe.  
 (25) And the only thing I would like to say is

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(1) that I've had many, many problems. I'm not an  
 (2) endangered species, but I'm endangered because of where  
 (3) I'm located on the rim of Hanapepe Heights. I wish  
 (4) you would have these meetings often, because every  
 (5) time we have a meeting, the day after, I get buzzed.  
 (6) My house get buzzed.  
 (7) And I've tried to get help from the County,  
 (8) and they haven't been able to help me. So finally I  
 (9) went to the FAA. And when they came, I gave them  
 (10) permission to come to my property any time to do, how  
 (11) shall I say, checking up on the parties that love to  
 (12) buzz me.  
 (13) And I guess because of this master plan that  
 (14) came back into action, it's been really, really  
 (15) quiet. So that, I must thank you for, that I have  
 (16) really had peace.  
 (17) But the thing I'm here for today is that  
 (18) today I was all of a sudden, when I was down at my  
 (19) shop - I work in Hanapepe also, I have a business -  
 (20) there was a white chopper that was just, how shall I  
 (21) say, going back and forth for about fifteen minutes,  
 (22) and it was flying rather low. And so I called the  
 (23) Airports Division.  
 (24) And this is what always happens. You have  
 (25) to look for the number, you have to identify it. And

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(1) I'm not going to be there with the binoculars all of  
 (2) the time. And I can't see numbers. My eyesight is  
 (3) very bad. And so I've got to talk to Tim, because I  
 (4) thought it was a white chopper with a blue X, I think,  
 (5) on it, and that's the only way I can identify it.  
 (6) But it seems that we have got to do the  
 (7) monitoring of all this, you know, when we get  
 (8) Because like even night flights, they come over my  
 (9) house. They came over my home one evening, and it was  
 (10) like, I couldn't even listen to the TV. It was that  
 (11) bad. And my neighbor will also confirm it. I've had  
 (12) so many times that they've buzzed me deliberately.  
 (13) And the only thing I ask is that how would  
 (14) you - how am I to be protected, because I consider  
 (15) myself endangered. Because I know of a helicopter  
 (16) company, that two helicopters fell, one in Waimea, one  
 (17) in Hanapepe valley. And who had to pick up these  
 (18) helicopters? The PMRF.  
 (19) So I'm wondering, you know, is this, you  
 (20) know, this one rescue so vital when he has to be  
 (21) rescued by PMRF.  
 (22) And that's all I have to say. Thank you.  
 (23) JULIET AIU: Is there anyone else in the  
 (24) audience that did not speak? Okay, fine.  
 (25) HAROLD SHIMIZU: My name is Harold Shimizu.

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(1) I was born and raised in Hanapepe.  
 (2) After high school I went, left the island  
 (3) for education and work. In four years I came back. I  
 (4) was shocked to see the condition of Hanapepe town.  
 (5) And I tried to get the mayor to tear down a few  
 (6) buildings there, but at no avail, because they said it  
 (7) was historical.  
 (8) But anyway, my part was to help the  
 (9) community. So what I did was, I did clean up the  
 (10) bougainvillea hills. I never did see any of those  
 (11) guys who objected to the airport expansion there  
 (12) helping me. Yet they wanted the fruits of my labor.  
 (13) So if those longtime residents of Hanapepe  
 (14) remember, that airport and the closing of the Port  
 (15) Allen pier, that's what killed Hanapepe. So what we  
 (16) need is new business to come in and bring up  
 (17) Hanapepe.  
 (18) And people at Salt, the salt makers at Salt  
 (19) Pond are objecting to the helicopters. The  
 (20) helicopters is not one of the problems. You guys are  
 (21) the problems. You guys don't allow water in there,  
 (22) but still yet you guys bring gasoline driven pumps in  
 (23) that place to make salt. That's all, you know. Come  
 (24) on, old Hawaiians never had pumps.  
 (25) UNIDENTIFIED SPEAKER: You don't know

[1] nothing  
 [2] HAROLD SHIMIZU: Let me speak.  
 [3] But if you guys objecting to that, hey, the  
 [4] helicopters, it's not the commercial helicopters you  
 [5] guys look at, it's the military ones. They fly at  
 [6] nighttime down there, too. That's the one. Like  
 [7] today, it was the military, they were flying lower in  
 [8] Hanapepe bay there, they flew over Hanapepe Heights.  
 [9] I saw that. So you can't just blame the commercial  
 [10] guys.  
 [11] Hey, I know they've called Ken D'Attilio a  
 [12] jerk, and arrogant. Yeah, I agree at times. But if  
 [13] you talk to some of the Hawaiians in Hanapepe, he has  
 [14] helped them financially, too. He has some good  
 [15] sides. So you just can't say the bad sides about  
 [16] him.  
 [17] So I'm up here in favor of the airport. Not  
 [18] that expansion, but as an improvement, because the  
 [19] airport has been there. There was buildings there  
 [20] before. There was not military, there was the  
 [21] commercial there still yet -  
 [22] Anyway, there were buildings already there.  
 [23] Plus, I guess you guys don't know it, there's three  
 [24] helicopter companies flying out of Port Allen.  
 [25] There's Ohana coming in, bringing their people in the

[18]  
 [19]  
 [20]  
 [21]  
 [22]  
 [23]  
 [24]  
 [25]

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[1] vans and just taking off afterwards. They're not even  
 [2] driving through Hanapepe town.  
 [3] I don't see you guys objecting to that kind  
 [4] of stuff. You guys want that kind of stuff there? If  
 [5] we put the hangars down there, the guys will be  
 [6] driving down to the airport.  
 [7] UNIDENTIFIED SPEAKER: We don't want  
 [8] anything.  
 [9] HAROLD SHIMIZU: I know you don't want  
 [10] anything. But I say let those helicopters go down  
 [11] there safetywise.  
 [12] And also not only - the fire chief is  
 [13] here. The helicopter company down, Bali Hai down  
 [14] there, they got their trucks, gas tankers down there,  
 [15] right in town. Is that allowed? Isn't it safer to be  
 [16] maybe down at the airport?  
 [17] JULIET AIU: You have one minute.  
 [18] HAROLD SHIMIZU: That's all I have to say.  
 [19] BEN SCHLAPAK: Thank you for your comments.  
 [20] We will take all this into consideration when we do  
 [21] the final document.  
 [22] JULIET AIU: Okay, I have to apologize to  
 [23] Mr. Ken D'Attilio for remarks that were made against  
 [24] him. On behalf of the transportation department, we  
 [25] apologize to you for the inconsiderate remarks.

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[1] CERTIFICATE  
 [2] STATE OF HAWAII )  
 [3] )  
 [4] COUNTY OF KAUAI )  
 [5] I, Kathy Pearson, CSR, a Notary Public in  
 [6] and for the State of Hawaii, do hereby certify:  
 [7]  
 [8] That on Thursday, the 19th of February,  
 [9] 1998, commencing at 7:00 p.m., that the aforementioned  
 [10] proceedings were taken by me in machine shorthand and  
 [11] thereafter reduced to typewriting under my  
 [12] supervision; that the foregoing represents, to the  
 [13] best of my ability, a true and correct transcript of  
 [14] the proceedings had in the foregoing matter.  
 [15]  
 [16] I further certify that I am not an attorney  
 [17] for any of the parties hereto, nor in any way  
 [18] interested in the outcome of the cause named in the  
 [19] caption.  
 [20]  
 [21] DATED:  
 [22]  
 [23]  
 [24]  
 [25] Kathy Pearson, CSR No. 313  
 Notary Public, State of Hawaii  
 My commission expires:  
 July 12, 1998

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Table with 4 columns: Look-See Concordance Report, Unique Words, Noise Words, Total Words in File. Rows include categories like '5-50', '6-3', '7-4', '8-1', '9-1', '10-1', '11-1', '12-1', '13-1', '14-1', '15-1', '16-1', '17-1', '18-1', '19-1', '20-1', '21-1', '22-1', '23-1', '24-1', '25-1', '26-1', '27-1', '28-1', '29-1', '30-1', '31-1', '32-1', '33-1', '34-1', '35-1', '36-1', '37-1', '38-1', '39-1', '40-1', '41-1', '42-1', '43-1', '44-1', '45-1', '46-1', '47-1', '48-1', '49-1', '50-1'.

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Table with 4 columns: word, page numbers, word, page numbers. Includes entries like 'chopper', 'choppers', 'CHUAN', 'circumstances', etc.

...PUBLIC HEARING ON DRAFT ENVIRONMENTAL ASSESSMENT FOR PORT ALLEN AIRPORT... 2-19, 500...

Table with 4 columns: word, page numbers, word, page numbers. Includes entries like 'Department', 'DIVERSION', 'Division', 'economically', etc.

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 whoop [1] 111 3  
 whiffle [1] 24 22, 69 23;  
 110 20  
 WILMA [1] 9 12, 14 7  
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 Zodiac [1] 63 21

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 Zodiac [1] 63 21

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## ATTENDANCE SHEET 1

Page 1 of 12

Subject: PUBLIC HEARING - Port Allen Airport  
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Place: Eleele School

Date: February 19, 1998 Time: 7:00 P.M.

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No.	Name	Organization	Address, City, State, Zip Code	Phone No.
	TIM SKINNER	LITTLE AIRPORT	LITTLE, HI 96766	246-1400
	Wituna Hali		HANALEI 96716	
	Jim Dittman	ERWA	605 Pili Kai St. Han 96812	591-5557
	Brian Ishii	"	"	
	HAROLD SHIMIZU		P.O. Box 1004 HANALEI	335-3260
	Julia McCouzen	KAWAII HULLANE SOCIETY	P.O. Box 530 HANALEI 96716	335-5555
	S. Yoshida / Mr. Kawakami	REP. SENATOR STATE HOUSE REP		
	Rob. Renner	CITIZEN	PO Box 1521 Lihue HI 96716	639-0555
	Bonnie Lofstedt	"	Bx 831 Lihue, HI.	
	Garrett Lofstedt	"	Bx 831 Lihue, HI	

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Page 2 of 12

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No.	Name	Organization	Address, City, State, Zip Code	Phone No.
	JUDY NAUMU-STEWART	STATE COUNCIL OF HAWAII	P.O. Box 401, 1015 KEKAHA, HI 96752	
	DENNIS ALSTON	INTERISLAND, HCL.	P.O. Box 1320 KEKAHA, HI 96752-1320	337-1794
	Squire Houlton	Interisland, HI	PO Box 1431 KEKAHA, HI 96752	337-1698
	Dee Lee Cook	Retired	00000	
	Keone Garma	Will Squire Helicopt	3222 Kuhio Hwy Lihue, HI 96716	245-8811
	DAVE MORGAN	KAWAII ELECTRIC	463 PAAEE ST LIHUE 96766	335-6233
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	DENISE YEE	SELF	PO Box 842 Hanalei, HI 96716	335-5255
	MIKE STONEY	OHANA HELI	PO Box 471 LIHUE HI 96766	
	WILSON KITTA	SELF	P.O. Box 159 KAWAII, HI 96796	

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No.	Name	Organization	Address, City, State, Zip Code	Phone No.
	Adon Killermann		P.O. Box 738 Kalaheo	335-5551
	CHARLOT KANNA		Box 230 Hanapepe	335-5558
	Edwin Petteg	SOH KODRAL	3060 Ewa St Lihue 96766	271-5433
	FRANK SANTOS	HANAPEPE	P.O. Box 879 HANAPEPE	
	S.C. Remouldo	self	PO Box 315, Eleele, HI 96705	335-5520
	CALVIN K. MURPHY		PO Box 1246 Lihue	245-3361
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	Walter Brown	KFD	PO 425 Lihue	377-8178
	Rhonda L. Kapuni		PO Box 1016 Kalaheo	337-9014
	LAWYENA K. KAPUNI		"	"

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	ONE NAZARINE		P.O. Box 412 Eleele HI 96705	335-5576
	Miss Case		P.O. Box 977 Kalaheo	335-5266
	DAVID SPONT	KAMA FIRE DEPT.	4440 KEE ST. 2ND FLS Lihue, HI. 96766	244-6500
	DANNY D. SMITH	" " "	" " " " "	241-6517
	RANDY HISE		P.O. Box 120 KETAHIA, HI 96752	335-6262
	DAVID PETERSON	QUATION	41-031 HIBI MALL 91 WAIMANILU, HI. 96795	259-8444
	GILBERT NOBREGA	HUI HANA PAKA I O HANAPEPE	PO BOX 445 HANAPEPE, 96766	335-5564
	Rosalyn Nobrega		Box 465 Hanapepe	335-5574
	David H Leopold		PO Box 790 Kalaheo, HI	335-8505
	ABBY SANTOS	HANAPEPE ECONOMIC ALLIANCE	PO BOX 879 HANAPEPE HI 96766	335-5587

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No.	Name	Organization	Address, City, State, Zip Code	Phone No.
	D.C. Mills	PMRF	P.O. Box 128 96752	335-4738
	Miliveria K. Kauli		P.O. Box 343 Hanalei	335-5181
	TONY SARASIA		P.O. Box 391 KAPAA	822-5156
	OTIS INGRAM		1975 Hanalei St 5205 Hanalei	215-5906
	Gregory A. KANA	Citizen	P.O. Box 230 Hanalei	335-5554
	Norotaka Hayashi		P.O. Box 76 96716 Hanalei HI 96716	325-5401
	GERRY CROCCONE	Biers in Process	P.O. 556 Kapaa, HI 96746	822-5309
	Paul Kulkoni		Box 686 Waimea 96791	—
	Jan K. Hender		P. Box 215 Kapaeha	—
	Akuneon K. Martin		P. Box 965 Kapaeha	—

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No.	Name	Organization	Address, City, State, Zip Code	Phone No.
	Elija Niemi		P.O. Box 194 Puukohala	335-1012
	Walter Brant	Self	2781 KIPUKA ST KOLOA	742-6523
	EMMA KALI DELCOSTA	Self	3846 OMAO RD KOLOA	
	Gwendolyn P. Holi	Self	4541-H Ulahe Rd, LIHUE	
	Kamalino Wadeneyer	Self	3846 OMAO RD, KOLOA	
	MARTY HOFFMAN	WEST SIDE ACTIVITIES	P.O. BOX 926 WAIMEA, HI 96796	332-0252
	JOE BARTOUTH	SELF	3940 OMAO RD KOLOA HI	742-7983
	Devon Smith	KSC Activities Self	4246 Kaana St Lihae HI 96746	245-1920
	Genesieve Tamachino		P.O. Box 37 Elele 96705	
	Ron T. Tamashiro		" "	



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No.	Name	Organization	Address, City, State Zip Code	Phone No.
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	Casey Riemer	Jack Hunter Helicopters	Box 306, Lihue, HI 96766	245-3774
	JEROME FRETAT	STATE OF HAWAII D.O.T. Airport Div.	5921 Puka St, Kapaa	822-6933
	JAMES V. LE	BALI HAWAII HEL.	P.O. Box 626, Hanalei, HI 96716	335-3166
	Emily McCaig		2770 Milo Hae Ln. Kapa, HI.	742-9470
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	MARK LUNDKEN	Jack Hunter HELICOPTERS	4431 KAE KEWA ST Kalahao HI 96741	732-5617
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	Henry G. Kamehikaha		918 KONA. HI 96753	337-9106
	Donald Kamahala			

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	MARCIA SOULS	"	KALAHEO - KOLOA	332-5109
	Olga K. Holi	Resident of Hanae	Hanae	-
	George Ream	Self	Cleveland OH	440-522-1600
	Karen McGrath	SELF	Strongsville, Ohio	440-522-3600
	Nolan H. Holi	SELF	P.O. Box 421 Hanalei	
	Elizabeth Kali		P.O. Box 534 Koloa	

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	DIANE LUNDEREN	Jack Harter Helicopters	Ahukini Road / Kii Kona Drive	245-4441
	KEN D'ATTILIO	AIR-1	PO Box 156 Hanalei HI	335-5009
	Don G. DARUKA	TRANSCOM AVIATION	P.O. Box 55 Hanalei HI	96776
	Nani Hill	Self	P.O. Box 597 Hanalei	335-6143
	Kathy D. Kooheaulii		P.O. Box 208 Makena HI	357-2074
	Abel + Alan Niemi		P.O. Box 194 Makena HI	335-0012
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No.	Name	Organization	Address, City, State, Zip Code	Phone No.
	ERIC NORDMEIER		P.O. Box 11 Hanalei	335-0172
	Judy Dalton	Sierra Club	4330 Kawai Beach Dr. Lihue, HI 96766	246-9067
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	Barbara Kaiwi		3-4280 Kuhio Hwy. #5 Lihue, HI 96766	
	MIKE HANSEN	KII KONA HELICOPTERS		335 3500

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12 of 12

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PAUL MASUDA	SALT MAKER HANGAPE	885-8164
KAYMOND TREMBINE	Electric	335-5363
Mano Rodriguez Sr.	Hangape	335-6082
Luella Balmaino	Laipini	332-0605
Romy Wilton	Elesale-Kauea	335-5882
Gene Kalala Lomo	F. M. M. M. M.	335-5522
Ray Chuan	Lim Oal'ha	826-6814
TONA BAFA		338-9961
Elvie Godbey	Resident Hangape - business	335-5522
Rudy Pagan	Inter-Islands travel	335-5009
Mary O'Neil	Resident - Kalahe	532-7337
BARBARA BENNETT	THIS WEEK MAGAZINE	246-7340
Neve Koyala	Resident Hangape Business	
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Kai Opua Zolt		
JOHN MASUDA	BUS AUTO RENT	335-5472
Kawika Kilar	INTER-ISLAND HELICOPTERS	332-6104
HECK PEREIRA	WEST SIDE CITIZENS	337-1258
Mitchell Young	HANGAPE UNITED CHURCH OF CHRIST	335-5135
Leah Perera	Kalahe & Lauitina Household Science	337-1258

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MARION C. R. PEREZ		245-5822 (1)
Wally Mawick	KPD	241-0711
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JANN JORDAIVA	P.V. 1	742-8768
DAVID TRAINA		335-3993
Ben Kae	Inter-Island	
AVIUS HOPUAN	Hangape Art Community	335-0227
RC Kounach		332-5331

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No.	Name	Organization	Address, City, State, Zip Code	Phone No.
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X 2	Julia <sup>McGovern</sup> Gousser	KAWAIIAN SOCIETY	SALT PANS HANAPEPE	535 5255
X 3	Olga K. Holi	Resident	Hanapepe	-
X 4	Casey Riemel	Jack Harter Helicopters	BMT 506 Lihue, HI 96766	245-4661
X 5	Bob Mc CAIG	RETIRED	PAIPU -	7429470
X 6	George Beam	Self	Cleveland OHIO	216-521-3606
X 7	Karen McGrawher	Self	Strongsville, Ohio	440-522-3606
X 8	<del>Jane K. K...</del>			
X 9	Doreis M... ..	SELF (KPD)	P.O. BOX 2 KOLAHI	237-1861

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No.	Name	Organization	Address, City, State, Zip Code	Phone No.
	<del>Nolan</del>	<del>SELF</del>	<del>P.O. Box 621 Hanapepe</del>	
	<del>Elizabeth</del>	<del>"</del>	<del>P.O. Box 534 Koloa</del>	
X 9	Nani Hill	Self	P.O. Box 597 Hanapepe, HI PO Box 156	336-7557
X 10	Doug DAWKA	Interisland Helicopters	HAWAII, HI	
X 11	JUDY NAUMU-STEINMETZ	ICHA	P.O. Box 40 KOLAHI, HI	96752
X 12	Dennis ALSTON	INTERISLAND, HEL	P.O. Box 1320 KEKONA, HI 96752-1320	537-1774
X 13	Ed Wagner	Interisland Hel	PO Box 831 Hanapepe HI 96716	335 6023
X 14	WALT BEYANT	SELF	2781 KIPUKAST KOLAHI	742 6523
X 15	MARTY HOFFMAN	WEST SIDE ACTIVITIES	P.O. Box 793 LAWAI, HI 96765	332-0052
X 16	Jed BANTOULT	SELF	3940 OMAO RD KOLAHI HI	742 7823

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X 17	Don Moses	Hitech Fireplaces	Kekaha HI	337-9641
X 18	DAVID SPROAT	KAUAI FIRE DEPT	LITTLE, HI.	241-6500
X 19	George A. KANNAN	Citizen	HANAPEPE HI.	355-5241
X 20	Adam P. K. Hermann		P.O. Box 738 Kalkeo	335-5551
X 21	GERRY CHARLES BOISY	BIROSIA PARADE	PO Box 556, KAPA HI	822-5307
X 22	GILBERT NOGUEIRA	HUI HANA PAKAHI HANAPEPE	PO Box 405 HANAPEPE	335-5514
X 23	FRANK SANTOS	HUI HANA PAKAHI HANAPEPE	P.O. Box 879 Hanapepe	335-5557
X 24	BEN KALIQUY	SALT MAKER	HANAPEPE	
X 25	Ray Chuan	Limu Coalition	POB 1183, Hanalei 96714	826-6814
X 26	Elise Godbey	Resident - Pruniers	P.O. Box 625 <sup>Hanapepe</sup> 96716	335-5562

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X 27	MARSHY PARKER	SEA	4400 KAI IKAHA DR KALAEHO	532-7339
X 28	T. H. Godbey	Hanapepe	Box 628 Hanapepe, HI 96716	335-5562
X 29	Gary J. Figueroa	Citizen	PO Box 673 Hanapepe, HI 96716-0673	338-1598
X 30	BURT HISHIDA	CITIZEN: BTE	Hanapepe HI - 96716	335-5492
X 31	Pereira, Leah K.	Kekaha Hawaii	Honolulu, Hawaii	337-1258
X 32	Dawn Traina		P.O. Box 654 Hanapepe HI 96716	335-3977
X 33	<del>Burt Hishida</del>	Hanapepe	PO Box 302 Hanapepe HI 96716	335-5876
X 34	Arius Hopman	Hanapepe Art Community	PO Box 1032 Hanapepe	335-0227





U.S. Department  
of Transportation  
Federal Aviation  
Administration

Western-Pacific Region  
Honolulu Flight Standards District Office


135 Nihoa Place  
Honolulu HI 96819-1845 USA

Phone (808) 837-8300  
FAX (808) 837-8399

U-785

If you have any questions concerning this matter please contact Sieve Dahlen of  
this office at (808) 837-8340

Sincerely,

  
Peter E. Beckner  
Manager, Honolulu Flight Standards  
District Office

March 3, 1998

Mr. Jerry Matsuda, P.E., Airports Administrator  
State of Hawaii, Department of Transportation,  
Airports Division  
Honolulu International Airport  
400 Rodgers Boulevard, Suite 700  
Honolulu, HI 96819-1880

Dear Mr. Matsuda:

Port Allen Environmental Assessment

We would like to go on record in support of maintenance facilities as described  
in the Port Allen Draft Environmental Assessment insofar that operators having  
ready access to maintenance facilities will enhance safety. Although current  
regulations do not mandate any particular type or location of maintenance  
facilities, studies have shown that any hindrance, including a lack of physical  
facilities, can have a negative impact on safety.

It is nearly inconceivable to us, that a helicopter operator at an airport would be  
forced to hangar their aircraft off airport. Although it can be argued that this  
practice is adequate, it is certainly not ideal. Action should be taken to reduce  
such obstacles in order to enhance safe maintenance practices.

Again, we support the recommended improvements for the construction of  
maintenance facilities at Port Allen Airport in an effort to reduce obstacles in the  
performance of maintenance and therefore increasing the safety margin of  
aircraft operations.

STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
HONOLULU, HAWAII 96819



STATE OF HAWAII  
DEPARTMENT OF HAWAIIAN HOME LANDS  
P.O. BOX 1975  
HONOLULU, HAWAII 96819

BENJAMIN J. CAVEY, MAO  
GOVERNOR

KAZU MATSUDA  
DIRECTOR  
QUALITY DIRECTORS  
BRANCH KAWAII  
OLELOA, OAHU

IN REPLY REFER TO:  
AIR-P  
99-0593



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 ROGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BENJAMIN J. CAVEY, MAO  
GOVERNOR

February 9, 1998

September 27, 1999

To: Honorable Kazu Hayashida  
Director of Transportation

Attn: Jerry Matsuda, Airports Administrator  
Department of Transportation

From: *Kali Watson*  
Kali Watson, Chairman  
Hawaiian Homes Commission

Subject: Port Allen Airport, Draft Environmental Assessment.  
State Project No. AK2010-01.  
TMK 1-8-08:04, 33, 80, 83, 85, Waimea, Kauai.  
Dated January, 1998

Mr. Peter E. Beckner, Manager  
Honolulu Flight Standards District Office  
Federal Aviation Administration  
Western-Pacific Region  
135 Makoao Place  
Honolulu, Hawaii 96819-1845

Dear Mr. Beckner:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,  
*Jerry M. Matsuda*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Koda & Associates, Inc. (B. Ishii)



2002-01-23-KA-FAA-

JAN 23 2002

FILE COPY

FINAL ENVIRONMENTAL ASSESSMENT  
AND  
FINDING OF NO SIGNIFICANT IMPACT

PORT ALLEN AIRPORT IMPROVEMENTS

STATE PROJECT NO. AK 2010-01

District of Waimea, County of Kauai  
Tax Map Key: 1-8-08: 4, 33, 80, 83, and 85

Proposing Agency:

STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819

UFC OF ENVIRONMENTAL  
QUALITY CONTROL

02 JAN -9 P3:03

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Responsible Official: *Brian K. Minaai*

Brian K. Minaai  
Director of Transportation

DEC 28 2001

Date

Prepared By:

Edward K. Noda and Associates, Inc.  
615 Piikoi Street, Suite 300  
Honolulu, Hawaii 96814

December, 2001

This document is prepared pursuant to Chapter 343, HRS and the Administrative Rules, Title 11, Chapter 200 of the Hawaii Department of Health

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## SECTION 1.0 INTRODUCTION

### 1.1 PURPOSE

This Environmental Assessment (EA) is prepared for the proposed Port Allen Airport Improvements pursuant to Chapter 343, Hawaii Revised Statutes (HRS) and the rules and regulations established by the Department of Health, Administrative Rules, Title 11, Chapter 200. The purpose of the EA is to disclose the environmental, economic and technical consequences of the proposed project (improvements) to the public officials responsible for approving the action. Typically, for those actions which do not have a significant effect, a Finding of No Significant Impact (FONSI) can be determined. For those actions which will have a significant effect, an Environmental Impact Statement must be completed. The proposing agency is the Department of Transportation, Airports Division (DOT-AIR) and the accepting authority is the Department of Transportation. This EA is prepared because the proposed project will use State of Hawaii land and funds, and involves modification of an existing helicopter facility. This EA is also prepared pursuant to the Court Order filed on May 11, 2000, which states that the Department of Transportation, Airports Division (DOT-AIR) shall prepare "*a new draft environmental assessment which includes an analysis of the relocation of helicopter operations from the Port Allen Airport to Lihue Airport.*"

This EA will be used for the application of County permits required for the project such as the Special Management Area (SMA) Permit and other applicable permits required by the County of Kauai.

### 1.2 SUMMARY OF THE PREFERRED PROJECT

The proposed project is one which is consistent with the needs of the Airport and community desires. The Preferred Alternative consists of the following improvements (see Figures 1.1 and 1.2):

- Construction and preparation of up to four lease lots for helicopter use and accompanying aprons for helicopter operations, with an associated paved roadway;
- Two fixed wing tie-down areas with an associated taxilane;
- Public comfort station and DOT-AIR maintenance shed;
- Public and employee parking;
- Associated infrastructure improvements;



- Runway End Indicator Lights (REIL), Precision Approach Path Indicators (PAPI), and lighted segmented circle/wind cone to aid air navigation;
- Runway lights for emergency use; and
- Landscaping for beautification and dust control.

During the development of the Port Allen Airport Master Plan in 1990, there was considerable community opposition to the development of Port Allen Airport. However, since that time there has been growing support for modest improvements to the facilities for existing operations at the Airport and the associated infrastructure necessary to support the improvements. Therefore, the proposed project will be in concert with the growing support of the community for the development and objectives of the DOT-AIR, and will fulfill the needs of the existing helicopter operators. It is noted that the Salt Ponds located north of Runway 9 are being transferred to the control of the Department of Land and Natural Resources.

During the preparation of the previous Environmental Assessment (October 1999) for the proposed project, a public information meeting and a public hearing were held. The public information meeting was held by the DOT-AIR in Hanapepe, Kauai on August 13, 1997. The public hearing on the project and the Draft Environmental Assessment (January 1998) was held on February 19, 1998. The comments, testimony and minutes for both the public information meeting and the public hearing for the previous Environmental Assessment are included in Appendices I and J respectively.

In the preparation of this EA, the comments on the previous Environmental Assessment were reviewed. Additional comments were received during the pre-consultation period and during the public review of the Draft Environmental Assessment. The pre-consultation comments and comments on the Draft Environmental Assessment are included in Appendices A and B, respectively.

### 1.3 SUMMARY OF MAJOR IMPACTS AND MITIGATION

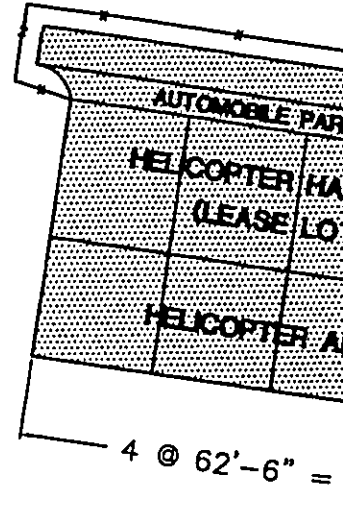
The proposed improvements included in the Preferred Alternative at Port Allen Airport is in keeping with the nature and character of the Airport. The major impact of the project (Preferred Alternative) will be the grading of the site for the construction of the proposed improvements, including the hangars which will be constructed by the helicopter operators, and maintenance shed, which will be constructed by the DOT-AIR. The contractor will adhere to the provisions of Chapter 11-60.1 of the State of Hawaii Administrative Rules, Section 11-60.1-33 to mitigate dust generated during construction. In addition, DOT-AIR will pave a portion of the east shoreline access road to



MAINTENANCE SHED  
COMFORT STATION  
EMPLOYEE PARKING

PUBLIC  
PARKING

FIXED WING  
TIEDOWNS



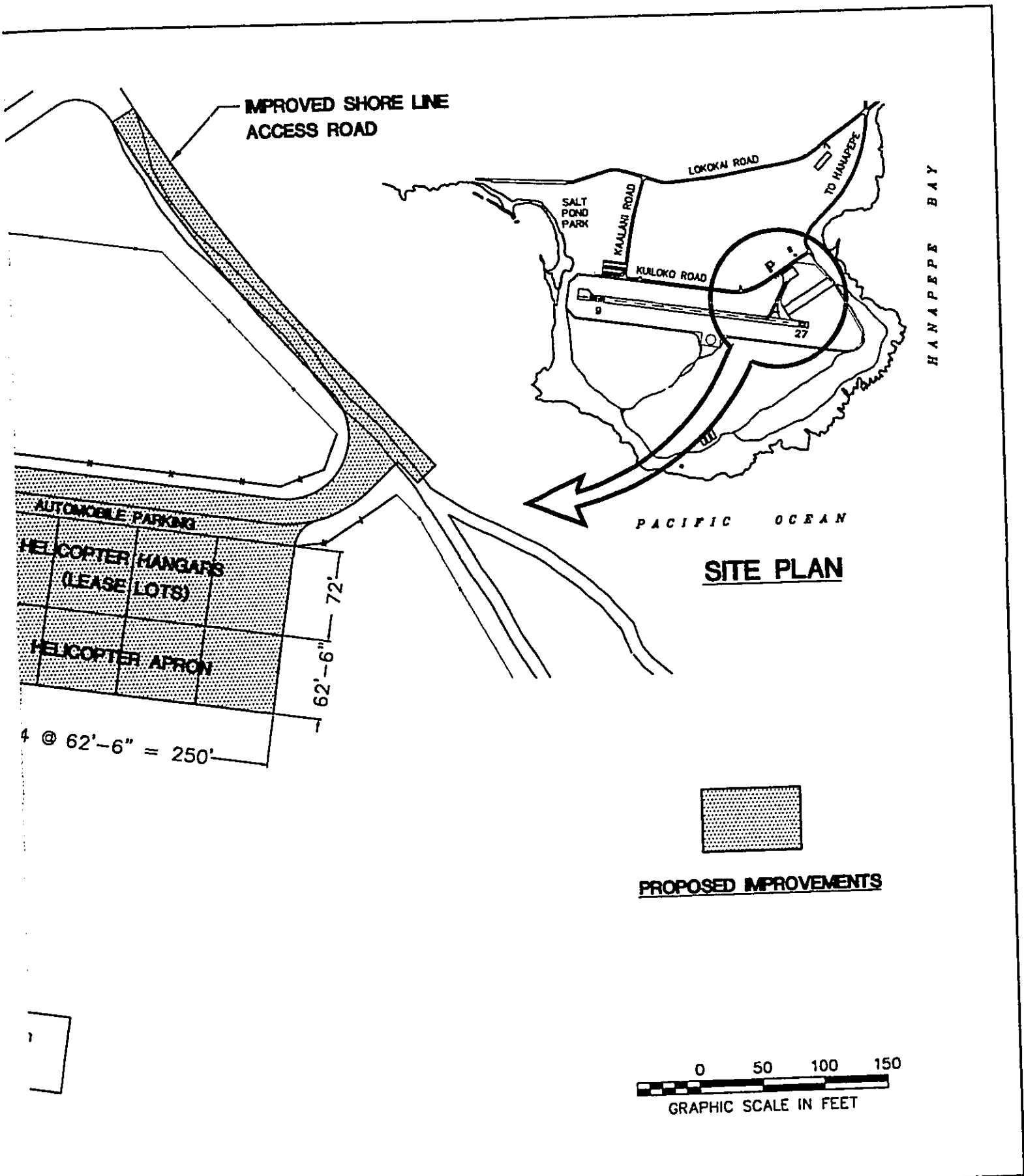
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Airports Division

**PORT ALLEN AIRPORT  
ENVIRONMENTAL ASSESSMENT**

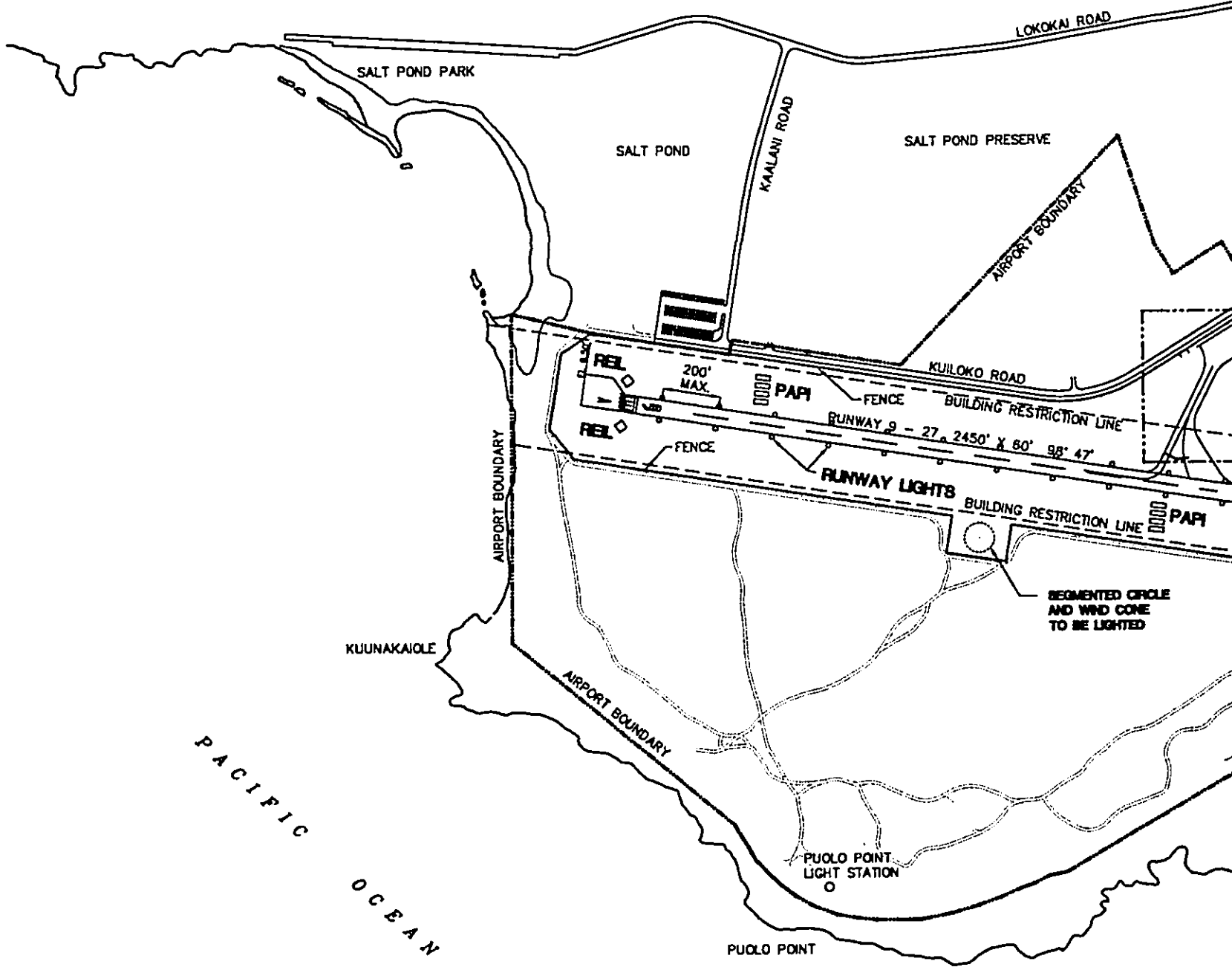
Prepared by : Edward K. Noda and Assoc



**AIRPORT  
ASSESSMENT**

*Ioda and Associates, Inc.*

**PROPOSED  
PORT ALLEN AIRPORT  
IMPROVEMENTS I  
APRIL, 2001 FIGURE 1.1**



**Airports Division**

**PORT ALLEN AIRPORT  
ENVIRONMENTAL ASSESSMENT**

Prepared by : Edward K. Noda and Associates, Inc.

BENJAMIN CAVETTINO  
DIRECTOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

KAZU HAYASHIDA  
DIRECTOR  
SENIOR PROJECTS  
MANAGEMENT  
GLENNIE O'NEILL

WIRELESS REFERED  
AIR-P  
99-0654

October 7, 1999

TO: RAYNARD SOON, CHAIRMAN  
HAWAIIAN HOMES COMMISSION

FROM: KAZU HAYASHIDA  
DIRECTOR OF TRANSPORTATION

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT  
PORT ALLEN AIRPORT PROPOSED IMPROVEMENTS  
STATE PROJECT NO. AK2010-01

Thank you for your written comment for the Port Allen Airport  
Draft Environmental Assessment (EA).

Your comment will be included in the Final EA. Please contact  
Ben Schlapak, Head Planning Engineer, at 838-8821 to clarify any  
other questions you may have.

C: Edward K. Moda & Associates, Inc. (B. Ishii)



HAWAII DEPARTMENT OF LAND AND NATURAL RESOURCES  
DIVISION OF FORESTRY AND WILDLIFE

KAUAI DISTRICT  
2000 EWA STREET, ROOM 200  
LIMUHI, KAUAI, HAWAII 96741-0101

February 23, 1998

NO REPLY REFER TO

Mr. Jerry Matsuda, P.E.  
Airports Administrator  
Department of Transportation  
Airports Division  
400 Rodgers Blvd., Suite 700  
Honolulu, HI 96819

Dear Mr. Matsuda:

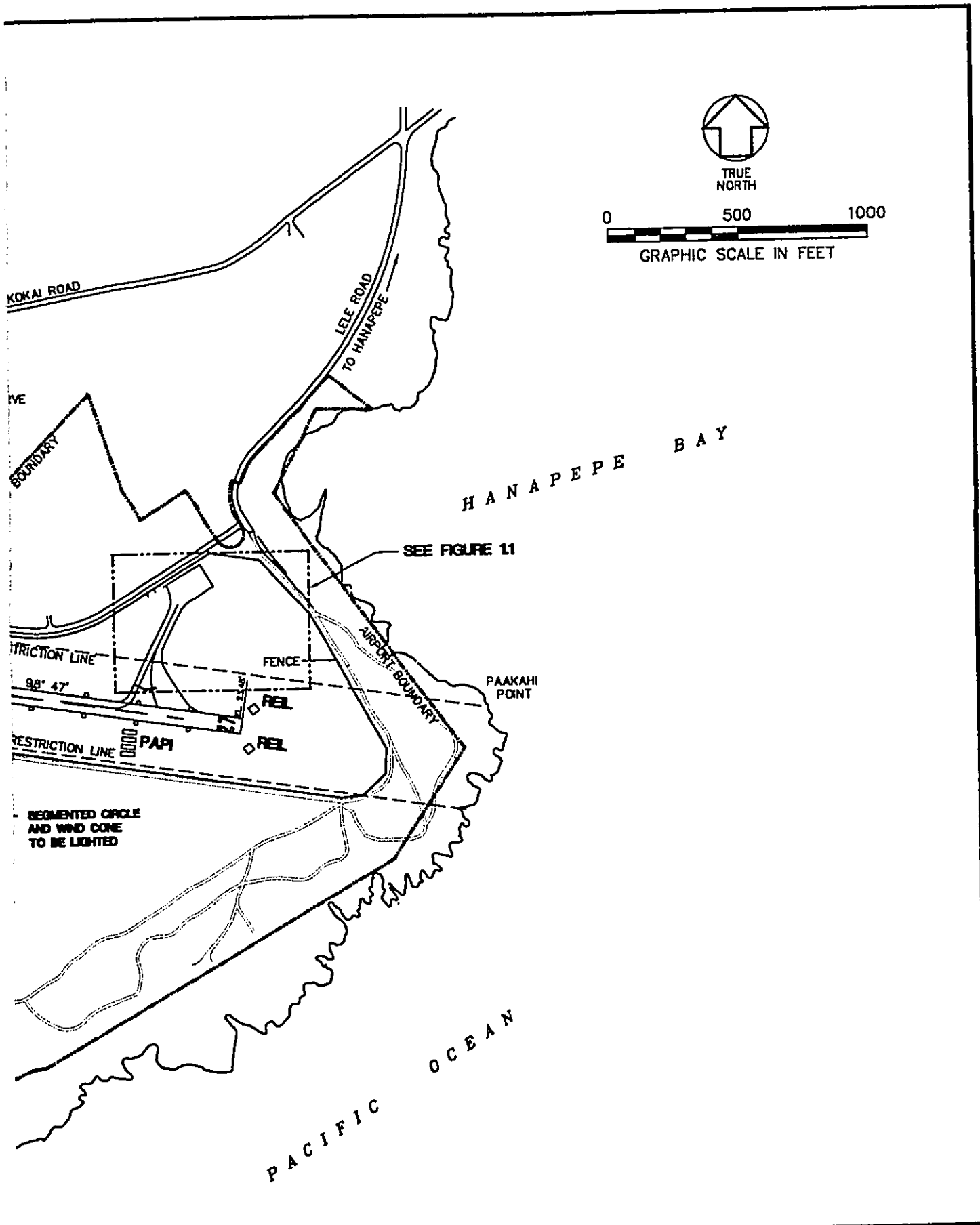
This serves as our comments to the Port Allen Draft Environmental Assessment.

It is our feeling that your Draft EA adequately address the range of issues for the proposed  
improvements at Port Allen.

As we noted in earlier correspondence, we support those proposed improvements. Given  
the fact that the airport is already there, we feel the improvements will enable it to be more  
efficiently and safely used. In terms of our own operational requirements, the gains from a  
more rapid response to emergency situations will be very welcome.

Sincerely,

Edwin Q.P. Pelley  
Branch Manager



PORT  
 SSMENT

and Associates, Inc.

PROPOSED  
 PORT ALLEN AIRPORT  
 IMPROVEMENTS II  
 APRIL, 2001 FIGURE 12

RECEIVED  
SEP 27 1999



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

September 27, 1999

Mr. Edwin O.P. Petteys  
Branch Manager  
Department of Land and Natural Resources  
Division of Forestry and Wildlife  
3060 Ewa Street, Room 306  
Lihue, Hawaii 96766-1875

Dear Mr. Petteys:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

*Jerry M. Matsuda*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

C: Edward K. Noda & Associates, Inc. (B.Ishii)

bc: AIR-K; -L; -PM

Please Enter This File Into 410-410-4  
Working Together in Friendly Competition of All

KAZUHIYASHIKI  
DIRECTOR  
AIRPORTS DIVISION  
BUREAU OF AIRPORTS  
GLENNVILLE OAKMOTO

IN REPLY REFER TO:  
AIR-P  
99-0593



HAWAII DEPARTMENT OF LAND AND NATURAL RESOURCES  
DIVISION OF FORESTRY AND WILDLIFE  
KAUAI DISTRICT  
200 EWA STREET, ROOM 306  
LIHUE, KAUAI, HAWAII 96766-1875

February 18, 1999

IN REPLY REFER TO

Mr. Jerry Matsuda, P.E.  
Airports Administrator  
Dept. of Transportation, Airports Division  
Honolulu International Airport  
400 Rodgers Blvd., Suite 700  
Honolulu, HI 96819-1880

Dear Mr. Matsuda:

I endorse the proposed improvements to Port Allen Airport, Kauai.

I am the Protection Forester for the Division of Forestry and Wildlife. My primary job responsibility is wildlife suppression on state-owned forest reserve lands and public hunting areas. Protection of life and property is accomplished through quick response times and efficient use of emergency resources. The development of hangar facilities and emergency lighting for the airport will help provide for improved public safety and limiting the damage to our natural resources.

The division's contract helicopter company, Inter-Island Helicopters, currently has to tow its helicopter to the airport creating an unsafe and delaying situation during an emergency incident response. In providing firefighting assets, the time lost due to traffic congestion and hazards in getting to the airport can comprise a timely fire response. A rapid response can mean the difference between saving natural and developed resources or losing them.

The west and north side of Kauai continue to be areas of greatest fire threat and potential for loss of facilities. During 1997 the division responded to four fires in the Kokee area, two of which required helicopter flights (inter-island) with a water bucket to suppress the fires. Helicoptered access by Division of Forestry and Wildlife firefighters into these remote sites was used to contain and control the fires. Responding from the Port Allen Airport saved many man hours of response time.

I commend the DOT-Airports Division in advancing the planned upgrade of facilities at Port Allen Airport.

Sincerely,

*Galen Kawakami*  
Galen Kawakami  
Protection Forester

01063

help control dust emissions after construction. Construction of the proposed improvements will also adhere to Section 103D-407, Hawaii Revised Statutes (HRS), regarding the use of recycled glass, and with Section 103D-408, HRS, regarding the use of indigenous and Polynesian introduced plants in public landscaping. The helicopter hangars may have some visual impact; therefore, the DOT-AIR will require that the area around the hangars be landscaped by the tenants to minimize the impact.

The proposed improvements will have a beneficial impact on the community by relocating airport functions, mainly the maintenance and transport of helicopters, from Hanapepe Town to the Airport. In addition, the proposed runway lights will allow the use of the Airport at night for emergencies. The access to the shoreline for the community will be maintained and will not be impacted by the proposed improvements.

#### 1.4 LIST OF PERMITS AND APPROVALS

The only major permit needed for the proposed project is a Special Management Area (SMA) Permit from the County of Kauai. Other permits which may be required from the County of Kauai are a building permit before construction can begin and a grading permit for the borrow site and/or disposal site for excess wasted excavated material. The Department of Water would also have to grant an allocation for the project.



BENJAMIN J. CAYETANO  
Governor



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
450 ROGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1280

September 27, 1999

Mr. Galen Kawakami  
Protection Forester  
Department of Land and Natural Resources  
Division of Forestry and Wildlife  
Kauai District  
3060 Ewa Street, Room 306  
Lihue, Hawaii 96766-1875

Dear Mr. Kawakami:

Subject: Draft Environmental Assessment  
Port Allen Improvements  
State Project No. AK2010-01

Thank you for your letter supporting the proposed improvements at Port Allen Airport. Your comments will be reflected in the Final Environmental Assessment.

Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any further questions you may have.

Sincerely,

JERRY M. MATSUDA, P.E.  
Airports Administrator

C: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K  
AIR-L  
AIR-PH

LB:nf

KAZU MATSUDA  
DIRECTOR  
DEPUTY DIRECTOR  
BILLY K. UHARA  
CLEMENS OKAMOTO

IMMEDIATE REFERENCE  
AIR-P  
99-0598

## SECTION 2.0 DESCRIPTION OF PROPERTY

### 2.1 LOCATION

Port Allen is located on the south shore of the island of Kauai in the District of Waimea, County of Kauai (see Figure 2.1). The Airport is located adjacent to the town of Hanapepe south of Kaumualii Highway, State Highway 50. The Airport is located on Tax Map Key (TMK) 1-8-08: 4, 33, 80, 83, and 85. Port Allen Airport's Reference Point is 21° 53' 49" North and 159° 36' 11" West. Port Allen is situated on the western edge of Hanapepe Bay on the Puolo Point peninsula. The Puolo Point Light Station is located at the end of the peninsula. Due to its geographic location on the leeward side of Kauai, Port Allen has clear weather most of the year with almost no visibility problems. Port Allen is located ten miles from the resort center of Poipu and seventeen miles from Lihue, a thirty-five minute drive. Access to Port Allen Airport is from Kaumualii Highway on Lele Road, the Airport access road. A secondary access is through the Salt Ponds on Kaalani Road.

### 2.2 HISTORY

Port Allen Harbor was named after Samuel C. Allen, a Honolulu businessman, who financed much of its development, and has been in use from the early 1900's. Port Allen, Ahukini, and Nawiliwili were the three ports on Kauai vying to become the main Kauai port. Nawiliwili Harbor was eventually selected as the main port. Port Allen continues to serve as the second largest port for Kauai. In the 1930's, Puolo Point was designated as a United States Army Military Reservation and was known as the Hanapepe Military Reservation, Port Allen Military Reservation, and the Puolo Point Military Reservation. The airfield was developed by the Army Air Corps on the military reservation in the early 1930's.

The airfield was designated an auxiliary flying field and was named Burns Field for Lieutenant J. S. G. Burns of the Army Air Corps. Small fixed wing aircraft and glider operations were conducted at Burns Field by the Army Air Corps. Burns Field was the first airport on Kauai and served the needs of the island until Lihue Airport was developed. On March 29, 1941, under the Governor's Executive Order (GEO) 931, Port Allen Airport was designated as a territorial airport with a total of 179.32 acres. This is the first formal State reference to Burns Field.

0667

AIRCRAFT, B. MILROY, DIVISION  
 8003 OF LAND AND NATURAL RESOURCES  
 DIVISION  
 SYSTEM FOR THE STATE  
 AQUACULTURE DEVELOPMENT  
 PROGRAM  
 AQUACULTURE DEVELOPMENT  
 CONSERVATION AND  
 RESTORATION DIVISION  
 FORESTRY AND WILDLIFE  
 DIVISION  
 LAND DIVISION  
 STATE PLANNING  
 DIVISION



STATE OF HAWAII  
 DEPARTMENT OF LAND AND NATURAL RESOURCES  
 STATE HISTORIC PRESERVATION DIVISION  
 53 SOUTH KING STREET, 8TH FLOOR  
 HONOLULU, HAWAII 96813

March 10, 1998

Mr. Jerry Matsuda, P.E.  
 Airports Administrator  
 Department of Transportation/Airport Division  
 400 Rodgers Blvd., Ste. 700  
 Honolulu, Hawaii 96819-1880

LOG NO: 21095 ✓  
 DOC NO: 9802NH14

Dear Mr. Matsuda:

SUBJECT: Historic Preservation Review--Port Allen Airport DEA  
 State Project No. AK2010-01  
 Hanapepe, Kauai

This report states that this project will have "no effect" on significant historic sites due to the fact that the area was bulldozed in the late 1920's for the construction of a runway. Although the probability of there being sites under the runway is unlikely, the community has voiced concerns over the impact that this project might have on the nearby saltpond area. Our office concurs with the community's findings that this undertaking could have an effect on the saltpond area.

Several members of the salt makers group, Hui Hana Pa'akai o Hanapepe, voiced these concerns at a community hearing held on February 19, 1998. In light of the fact that the saltpond area is of exceptional cultural significance, being the last salt production area still being used today, we recommend that DOT consult with Hui Hana Pa'akai o Hanapepe (Gilbert Nobrrega, President, at 245-2412) to work out a mitigation plan that will address their concerns.

On the cover sheet for Appendix E, the author's name needs to be followed by his academic credentials so that we can confirm that a qualified archaeologist wrote this report.

In addition, informant Wilma Holi's testimony states that Ukala Point was a leina or a traditional departure point for the spirits. These claims need to be addressed. Can the actual location of the leina be documented? Can the informant or other cultural experts determine what affect this undertaking might have on the leina?

J. Matsuda  
 Page 2

Please let us know when you plan to meet with the Hui. If you have any questions call Nancy McMahon 742-7033.

Aloha

DON HUBBARD, Administrator  
 State Historic Preservation Division

NM:amk

### 2.3 LAND OWNERSHIP

As stated above, Port Allen Airport originally encompassed approximately 179 acres of land when it was designated a territorial airport in 1941. Since then, portions of the property have been transferred to Kauai County for other uses such as roadways and the Salt Pond Park. In 1997, nearly forty-two acres of the Salt Ponds area of the Port Allen Airport was transferred to the State Department of Land and Natural Resources (DLNR) pursuant to the 1984 Land Exchange agreement. These lands include the area on which the Salt Ponds' auto parking lot and Kaalani Road are now situated.

Approximately twelve acres of lands have also been added to the property by the Territory of Hawaii and the State of Hawaii. Of these added lands, approximately two acres were kuleana lands. The remaining ten acres, former U.S. Coast Guard land at Puolo Lighthouse, was transferred by the U. S. General Service Administration (GSA) on December 17, 1990 to the State of Hawaii for airport purposes; the GSA retained approximately 1,600 square feet of land upon which the Coast Guard light station is situated. Today, the Port Allen Airport has a net acreage of approximately 134 acres as a result of these land transactions (Figure 2.2).

Approximately 122 acres of the Port Allen Airport property is on ceded land. Under the Admission Act of March 18, 1959, Public Law 86-3, 73 Statute 4, ceded lands "*shall be held by said State as a public trust for the support of the public schools and other public educational institutions, for the betterment of the conditions of native Hawaiians, as defined in the Hawaiian Homes Commission Act, 1920, as amended, for the development of farm and home ownership on as widespread a basis as possible for the making of public improvements, and for the provision of lands for public use.*" The use of the ceded land at Port Allen Airport, as part of the public trust, is within the category of making public improvements and the provision for public use.

As noted previously, as part of the 1984 Land Exchange between the Department of Transportation (DOT), Department of Land and Natural Resources (DLNR) and the Department of Hawaiian Home Lands (DHHL), DOT agreed to release the approximately forty-two acres of the Salt Ponds area to DLNR.

### 2.4 EXISTING USES AND FACILITIES

Port Allen Airport is in an Urban Land Use category as designated by the State Land Use Commission (see Figure 2.3), and has been operated as an Airport since 1927. In fact, Port Allen Airport is eligible for consideration as a historic site. The Airport is situated on lands designated

BENJAMIN J. CAVETIANG  
DIRECTOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 ROOGERS BOULEVARD, SUITE 750  
HONOLULU, HAWAII 96819-1860

September 28, 1999

KAZUHIYASUDA  
DIRECTOR  
DEPT. OF TRANSPORTATION  
AIRPORTS DIVISION  
400 ROOGERS BOULEVARD

WIPU/RETERO  
AIR-P  
99.0603

Mr. Don Hibbard  
Page 2

AIR-P  
99.0603

It is our conclusion that since Port Allen Airport has operated for over 60 years and the proposed improvements are within an already developed area of the airfield, that Ukula Point will not be impacted. We feel it is beyond the scope of this EA to pursue additional cultural studies at this time since our development will occur within the airport at previously developed areas.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at 838-8821 to clarify any questions you may have.

C: Edward K. Noda and Associates, Inc. (B. Ishii)

bc: AIR-K  
AIR-L  
AIR-PM

LB:nf

TO: DON HIBBARD, ADMINISTRATOR  
STATE HISTORIC PRESERVATION DIVISION  
DEPARTMENT OF LAND AND NATURAL RESOURCES

FROM: JERRY M. MATSUDA, P.E.  
AIRPORTS ADMINISTRATOR

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT  
PORT ALLEN AIRPORT  
STATE PROJECT NO. AK2010-01

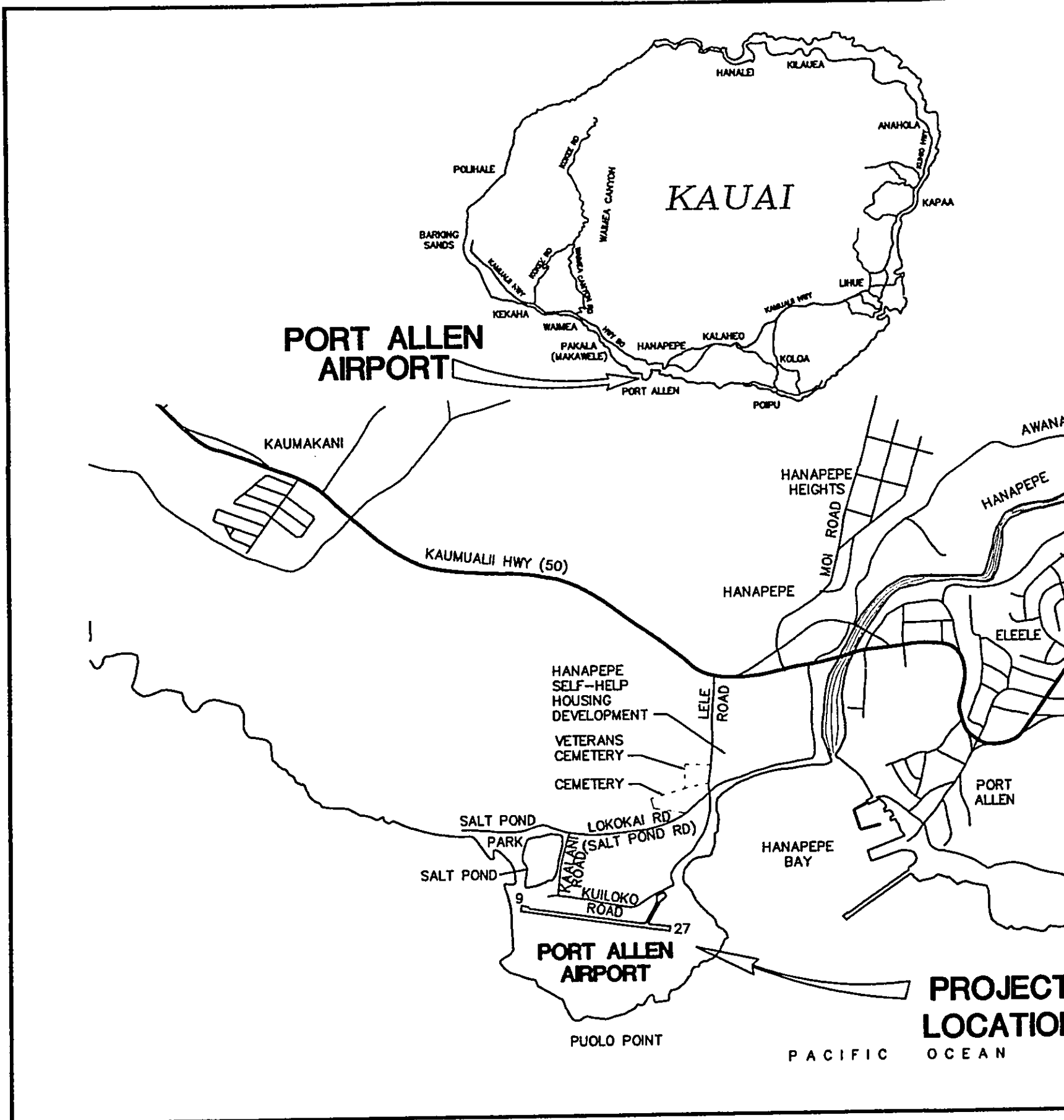
Thank you for your comment on the Port Allen Airport Draft Environmental Assessment (EA). At your suggestion, we have attempted over the last year to meet with Mr. Gilbert Nabrigo and Hui Hana Pa'akai o Hanapepe. Except for telephone conversations, we have been unsuccessful. The Department of Transportation, Airports Division (DOTA) welcomes the opportunity to meet with the Hui at anytime to discuss mitigation measures.

The DOTA recognized the importance of the Salt Pond area and have released the Salt Ponds from the airport obligations and have transferred the control of the Salt Ponds back to the Department of Land and Natural Resources.

We understand from public testimony that the salt makers are concerned about runoff from the airport. The improvements will be designed to keep associated storm water runoff away from the Salt Ponds. The road on the east end of the Peninsula will also be paved to help control dust and DOTA will undertake adequate precautions to control the dust during construction.

DOTA will, to the extent possible, request that the flight paths of aircraft using Port Allen be away from the Salt Ponds.

The academic qualifications of the author of the "Port Allen Airport Improvements An Assessment of Historic Preservation Issues, dated December 1997," will be included.



**Airports Division**

**PORT ALLEN AIRPORT  
ENVIRONMENTAL ASSESSMENT**

Prepared by : Edward K. Noda and Associates

BENJAMIN J. CAVETANO  
Director



STATE OF HAWAII  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

228 SOUTH BERETANIA STREET  
HONOLULU, HAWAII 96813  
TELEPHONE (808) 531-4100  
FACSIMILE (808) 531-4100

March 9, 1998

Mr. Kazu Hayashida, Director  
State Department of Transportation  
869 Punchbowl Street  
Honolulu, Hawaii 96813

Dear Mr. Hayashida:

Subject: Draft Environmental Assessment for the Port Allen  
Airport, Kauai

Thank you for the opportunity to review the above project. We have  
the following questions and comments.

1. According to page 4-2 of the environmental assessment, "The  
1996 DOT statistics show that there were approximately 4,000  
operations at the airport." The 1994 Update of Hawaii  
Aviation Demand Forecast shows 13,000 operations for the year  
1992 and an estimated 15,000 operations for the year 2000.  
Since existing numbers are significantly below year 1992 and  
projected year 2000 figures, please justify the need for this  
project.
2. According to page 4-17 of the environmental assessment, "It is  
expected that the runway lights will only be used in emergency  
situations. The improvements to be built by the helicopter  
companies will include ramp lighting." Please describe in  
detail the extent of proposed nighttime operations at the  
airport. What controls will be in place to prevent future  
non-emergency nighttime operations at the airport? If DOT  
will not prohibit all future non-emergency nighttime  
operations, the social and environmental impacts of nighttime  
operations must be disclosed in this environmental assessment.
3. Helicopter and aircraft operations generate a significant  
amount of dust which may then adversely affect the adjacent  
salt ponds. Please consider the following additional  
mitigation measures to reduce dust generation:
  - watering areas which generate dust during take-off  
and landings
  - erecting dust screens

Mr. Hayashida  
Page 2

4. Please consult with the Office of Hawaiian Affairs regarding  
the use of ceded lands.

5. Since Port Allen Airport has been in operation since the early  
1930's, it is eligible for consideration as an historic site.  
Please consult with the State Historic Preservation Division,  
regarding this issue.

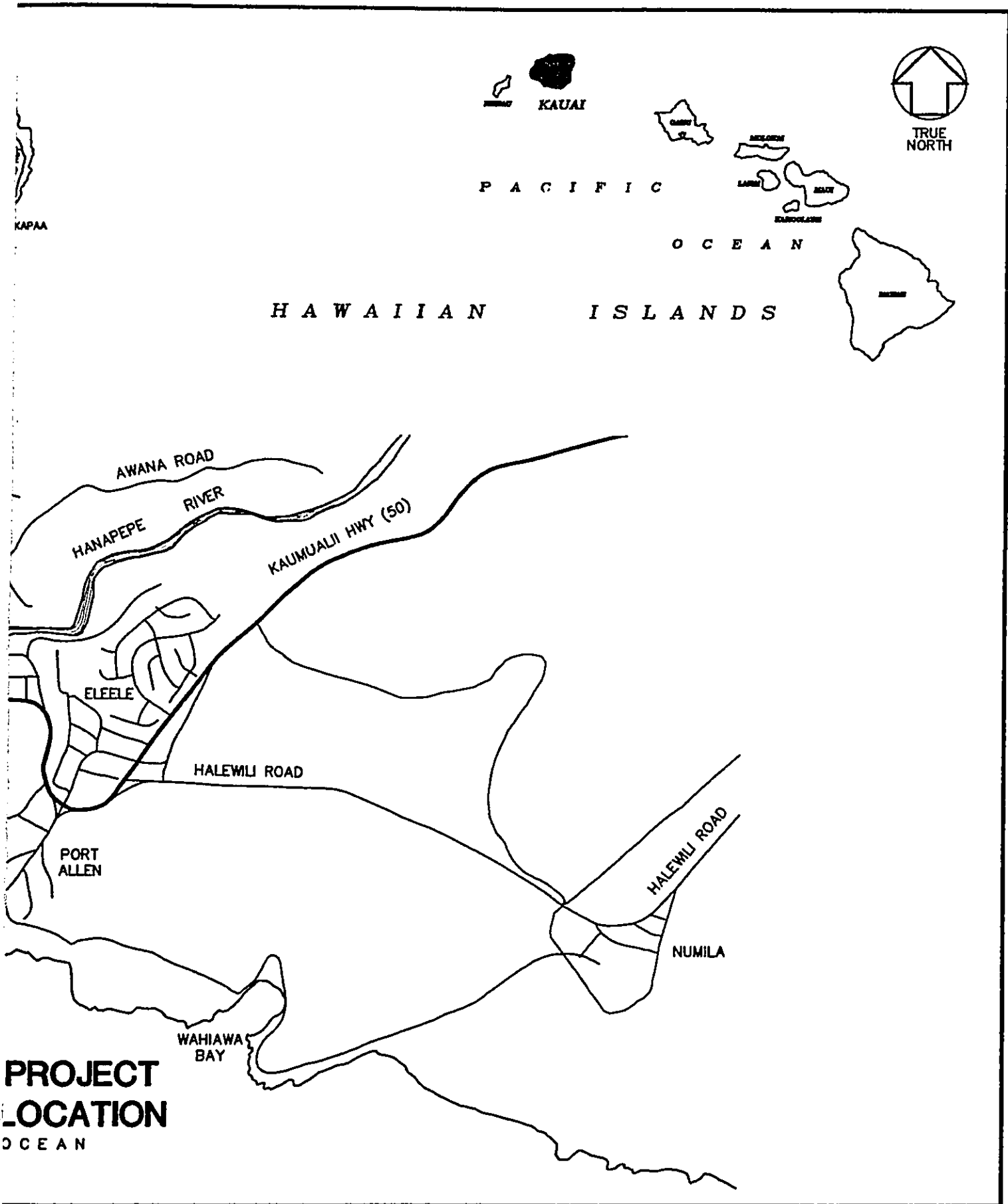
6. According to page 4-2 of the environmental assessment, "the  
proposed improvements are those requested by the community."  
Please identify this "community" and explain how community  
consensus was reached in this matter.

Should you have any questions, please call Jeyan Thirugnanam at  
586-4185. Mahalo.

Sincerely,

Gary Gill  
Director

c: Edward Noda and Associates



**AIRPORT  
ASSESSMENT**

**VICINITY MAP**

*oda and Associates, Inc.*

**APRIL, 2001 FIGURE 21**



EDUARDO CASTILLO  
604-4008



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

REPLY REFERED TO  
AIR-P  
99.0631

KAZU HAYASHIDA  
DIRECTOR  
DEPT. DIRECTORS  
BRIAN K. UHAMA  
CLEMENS OKEMOTO

October 6, 1999

GENEVIEVE SALMONSON, DIRECTOR  
Page 2  
AIR-P  
99.0631

TO: GENEVIEVE SALMONSON, DIRECTOR  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

FROM: KAZU HAYASHIDA *KH*  
DIRECTOR OF TRANSPORTATION

SUBJECT: ENVIRONMENTAL ASSESSMENT  
PORT ALLEN AIRPORT PROPOSED IMPROVEMENTS  
STATE PROJECT NO. AK2010-01

Thank you for your letter regarding the proposed improvements to Port Allen Airport. Our responses to your questions are listed below.

1. The need for the proposed improvements is listed on page 3-2 of the Environmental Assessment (EA)

The proposed improvements are modest to meet the existing demand and not to meet the forecast demand and will allow those airport functions currently being performed off the airport to be relocated to Port Allen Airport.

Port Allen Airport also provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was shutdown. The proposed improvements will provide sites for facilities for the existing helicopter operators at the airport with room for modest expansion.

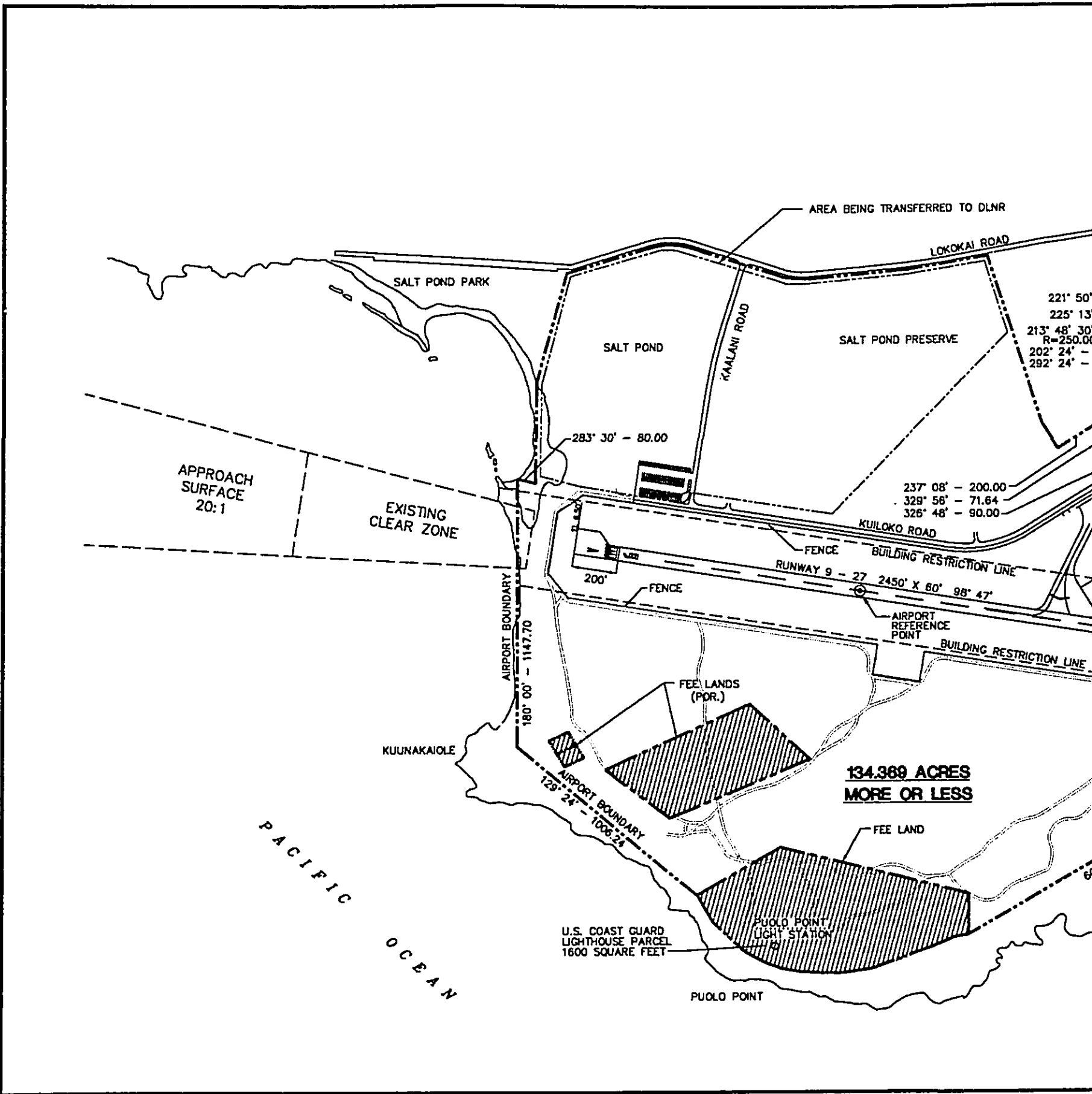
2. The proposed improvements include runway lights for emergency use only. There will be no routine airplane operations. During the planning of the Kalaupapa Airport, similar concerns were raised about the frequency of the use of proposed runway lights. It was resolved, by the local community, by having a designated attendant turning the lights on when necessary. A similar agreement could be reached when say an air ambulance needs to use the runway at

night. It is expected that there may be some night time operations at the proposed helicopter hangers. The hangers will be built by the operators and the Department of Transportation, Airports Division (DOTA), will require all outdoor lighting to be in accordance with the Department of Land and Natural Resources design criteria, "The Newell's Shearwater Light Attraction Problem, A Guide for Architects, Planners and Resort Manager."

3. DOTA will require the contractor during construction of the improvements to adhere to provisions of Chapter 11-60.1 of the State of Hawaii Administrative Rules, Section 11-60.1-33 on fugitive dust. DOTA will also pave the access road at the east end of the airfield to control dust. DOTA will also meet with the Hui Hana Paakai o Hanapepe to develop mitigation efforts for the Salt Pond Pans.
4. We have consulted with the Office of Hawaiian Affairs.
5. We will consult with the State Historic Preservation Office on the historic aspects of Port Allen Airport.
6. The community is identified as residents, business people, government employees and legislative officials of West Kauai. The proposed improvements were requested by representative of the community.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, of the Airports Division at 838-8821 to clarify any questions you may have.

c: Edward K. Noda & Associates, Inc. (B. Ishii)



**Airports Division**

**PORT ALLEN AIRPORT  
ENVIRONMENTAL ASSESSMENT**

Prepared by : Edward K. Noda and Associates, Inc.



STATE OF HAWAII  
OFFICE OF HAWAIIAN AFFAIRS  
711 KAPOLIOLANI BOULEVARD, SUITE 500  
HONOLULU, HAWAII 96813-5249  
PHONE (808) 594-1889  
FAX (808) 594-1885

March 05, 1998

Mr. Edward K. Noda and Associates, Inc. Doc. No. EIS-140  
615 Piikoi Street, Suite 300  
Honolulu, HI 96814

Subject: Draft environmental assessment (DEA) and Anticipated Finding of No  
Significant Impact for Port Allen Airport, State Project No. AK  
2010-01, Waimea, Island of Kauai

Dear Mr. Noda:

Thank you for the opportunity to review the draft environmental assessment (DEA) and Anticipated Finding of No Significant Impact for Port Allen Airport, State Project No. AK 2010-01, Waimea, Island of Kauai. The State of Hawaii proposes to construct a set of structures and facilities for helicopter operations at Port Allen Airport.

The Office of Hawaiian Affairs (OHA) has some serious concerns pertaining to the proposed development. For one thing, Port Allen Airport is located on ceded lands. Therefore, the State must consult Native Hawaiians on any modifications pertaining to the use of ceded lands. In addition, OHA is also concerned with noise pollution and potential adverse impacts on nearby salt pond activities.

Noise levels recorded during a brief period in the summer of 1997 (see Table 3 of Appendix B of DEA) indicate that (i) maximum noise levels from helicopter takeoff and landing were below 80 dBA in all but six instances, (ii) the highest maximum noise levels were recorded at Location 3, and (iii) the average duration was about 1 to 2 minutes.

Letter to Mr. Edward K. Noda  
March 05, 1998  
Page 2

If a sound level of 55 dBA, which is equivalent to a level typical of rural and suburban areas, is used to assess potential adverse impacts of noise from helicopter operations, then it can be concluded from the data in Table 3 that if the proposed development takes place, ambient sound levels at the project location during takeoff and landing will (i) be increased by 20 dBA or more, and (ii) be above noise thresholds for rural areas. Since no other sound measurements are included in the DEA, it is unknown what the sound levels will be during takeoff and landing at either Salt Pond Park or nearby areas or at Port Allen across the Hanapepe Harbor. In order to address growing community concerns regarding excessive noise, OHA urges the applicant to provide data supporting the contention that helicopter operations will not increase noise levels in nearby areas beyond rural or suburban thresholds.

The Office of Hawaiian Affairs is truly concerned with restricted access to nearby salt ponds and shoreline because of added public safety measures. OHA is aware of the presence of a fence and a gate which currently preclude access to the shoreline. OHA wonders if such fence was built with full knowledge of the local community following the required permit process. Overall, OHA urges the applicant to address two issues: (i) access and customary and traditional gathering rights of Native Hawaiians, and (ii) potential adverse effects of helicopter operations on salt pond activities. Specifically, OHA wants to know (i) what are the adverse impact of fuel pollutants on air quality, soils, vegetation, salt ponds, and coastal waters, and (ii) how the applicant plans to manage these adverse impacts.


Finally, OHA is concerned with the lack of information in the DEA on proposed flight densities and paths and implementation procedures. OHA strongly believes agencies and mechanisms regulating and enforcing flight densities and paths must be clearly spelled out in the DEA to provide reviewers with an overall picture of the impacts of the proposed project at Port Allen Airport. Specifically, OHA urges the applicant to clearly describe flying paths and their impacts on rural and suburban areas, wetlands, and bird habitats. Without that information, OHA finds the DEA inadequate to warrant an "anticipated finding of no significant impact."

Letter to Mr. Edward K. Noda  
March 05, 1998  
Page 3

Please contact Colin Kippen (594-1938), LNR Officer, or Luis Manrique  
(594-1758), should you have any questions on this matter.

Sincerely yours,

  
Randall Ogata  
Administrator

  
Colin Kippen  
Officer, LNR Division

cc: Board of Trustees  
CAC, Island of Kauai

BERNARD J. CAYRE, MD  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
420 ROGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1800

April 2, 1998

KAZUHIKO YAMASAKI  
DIRECTOR  
DEPUTY DIRECTOR  
GENERAL COUNSEL  
GENERAL COUNSEL

IN REPLY REFER TO:

AIR-EP  
98-0295

Mr. Colin Kippen  
LNR Officer  
Office of Hawaiian Affairs  
711 Kapiolani Boulevard, Suite 500  
Honolulu, Hawaii 96813-5249

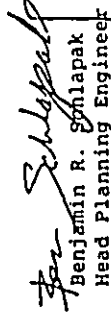
Dear Mr. Kippen:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

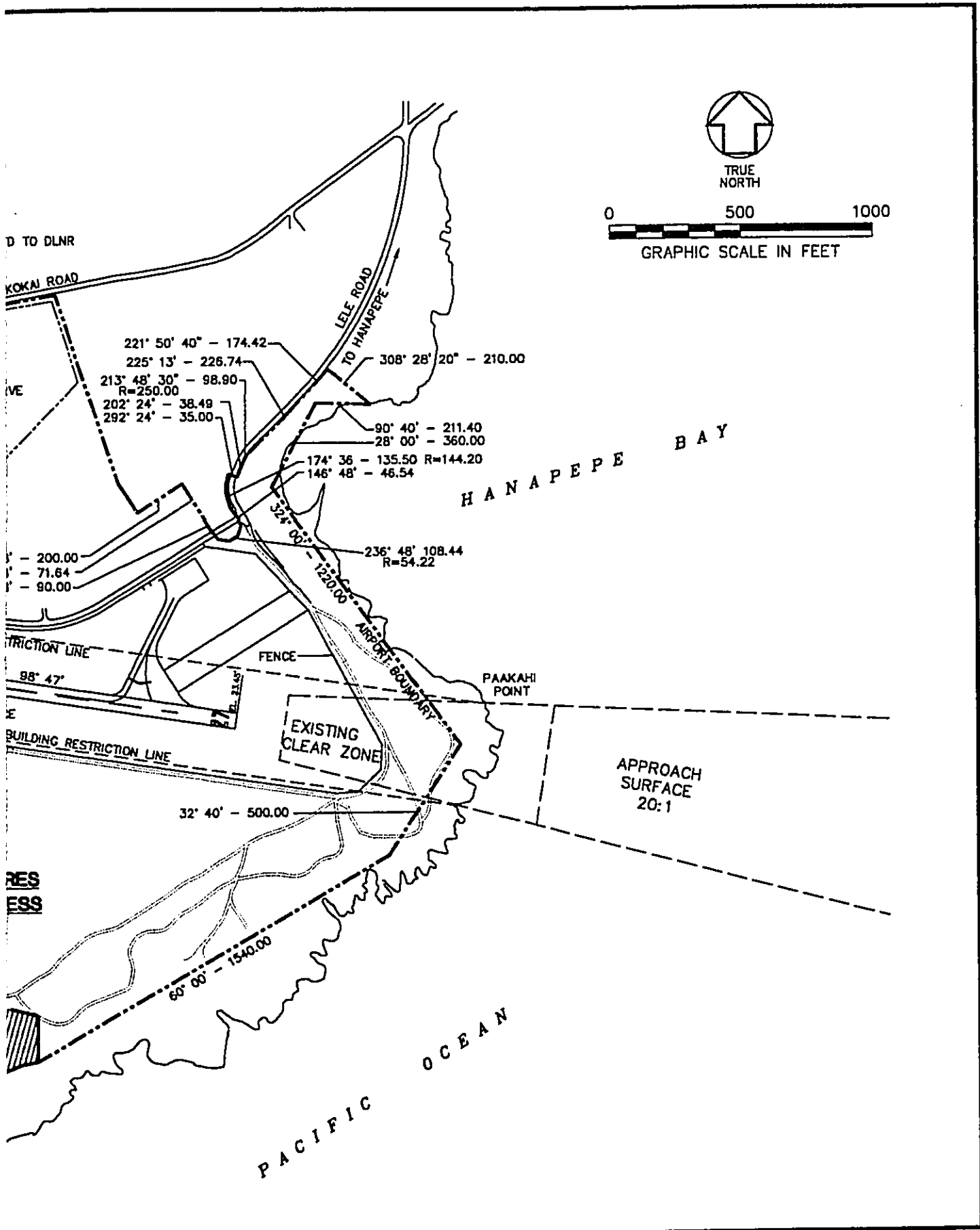
Thank you for your letter of March 5, 1998, on the Port Allen  
Airport Draft Environmental Assessment. We will be happy to meet  
with you and your staff on the concerns stated in your letter.

Please coordinate the date and time with Lynn Becones, Planner,  
at 838-8811.

Very truly yours,

  
Benjamin R. Schlapak  
Head Planning Engineer

c: Edward K. Noda and Associates (J. Dittmar)



PORT  
ASSESSMENT

and Associates, Inc.

PROPERTY MAP

DEC, 2001 FIGURE 2.2

BENJAMIN J. CAYTEIANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 ROGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96805

KAZUHIKASHIRO  
DIRECTOR  
DEPUTY DIRECTORS  
BRUCE K. MURRAY  
GLENN M. OCHIMOTO

IN REPLY REFER TO:  
AIR-P  
99-0593

BENJAMIN J. CAYTEIANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 ROGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1800

IN REPLY REFER TO:  
AIR-P  
99-0635

September 27, 1999

Mr. Randall Ogata  
Administrator  
Office of Hawaiian Affairs  
P. O. Box 1879  
Honolulu, Hawaii 96805

Dear Mr. Ogata:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 836-8821 to clarify any questions you may have.

Sincerely,

JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (E. Ishii)

bc: AIR-K; -L; -PM

October 6, 1999

TO: RANDALL OGATA, ADMINISTRATOR  
OFFICE OF HAWAIIAN AFFAIRS

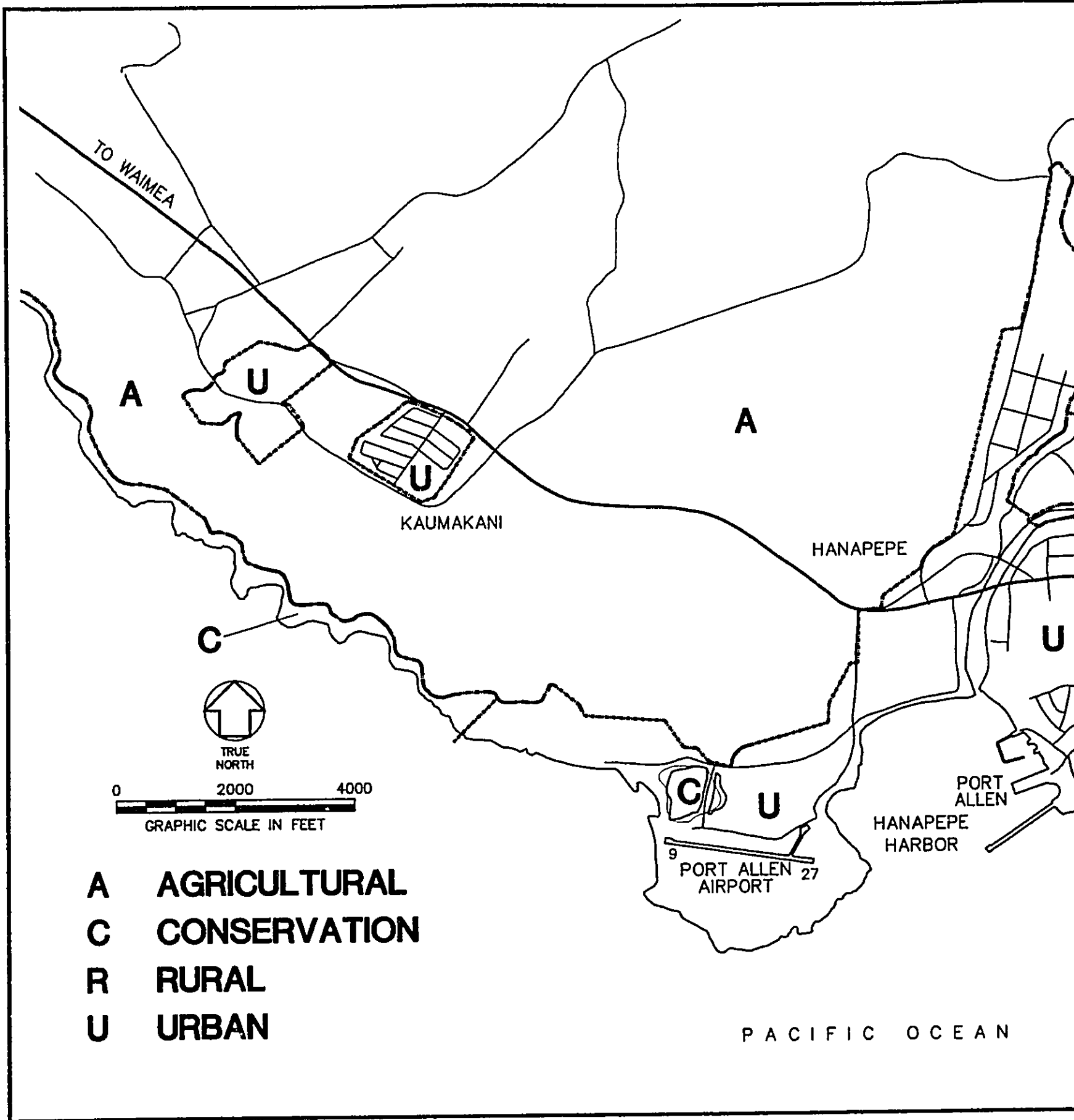
FROM: JERRY M. MATSUDA, P.E. *J. Matsuda*  
AIRPORTS ADMINISTRATOR

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT  
PORT ALLEN AIRPORT PROPOSED IMPROVEMENTS  
STATE PROJECT NO. AK2010-01

This letter is in response to your comment on the Draft Environmental Assessment (EA). The EA has received wide attention on Kauai and public and written comments were received on the proposed improvements at the Public Informational Meeting on August 14, 1997, and again at the Public Hearing on February 19, 1998. A number of the people testifying and submitting comments identified themselves as Native Hawaiians and spoke about the use of ceded land and the proposed project.

The Department of Transportation, Airport Division (DOTA) will work with the Hui Hana Paakai o Hanapepe to develop a mitigation program for ongoing airport operations at Port Allen Airport. Repeated requests to meet with Hui Hana Paakai o Hanapepe to discuss the proposed project at this time have been unsuccessful. However, we are willing to work with the Hui on developing a reasonable mitigation program which would satisfy their concerns. The Salt Pans and Port Allen Airport have co-existed for over 60 years and I am confident that we can continue to do so in the future. It should be noted that Port Allen is a public airport and open to all private and commercial aviation users. The proposed project itself will not increase aviation operations at Port Allen. Any increase in aircraft operations will be the result of other economic conditions.

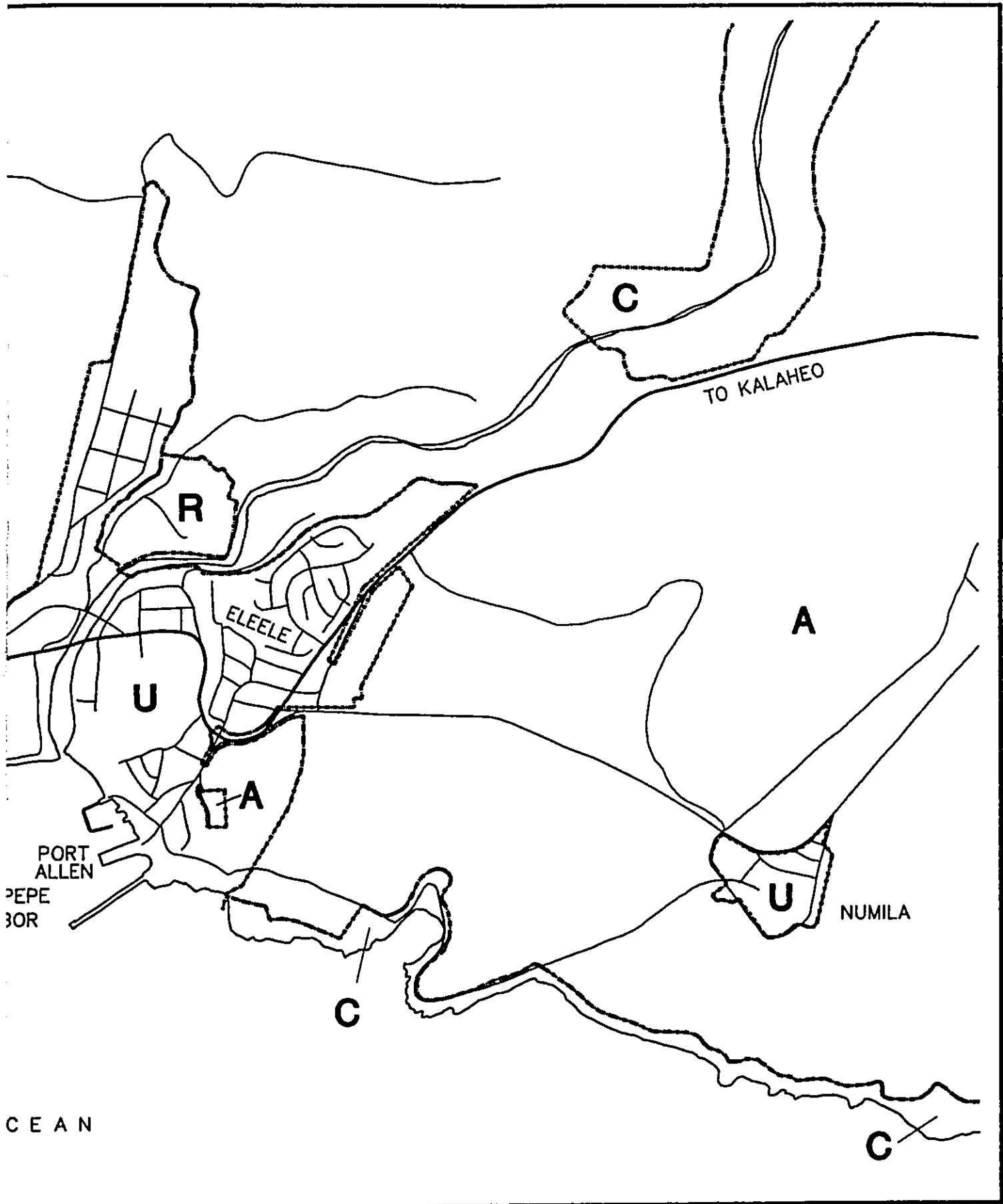
The Airports Division will, to the extent possible, request that the existing operators at Port Allen Airport develop flight paths which will limit the impact of aircraft over the salt ponds, the public park and other noise sensitive areas.



**Airports Division**

**PORT ALLEN AIRPORT  
ENVIRONMENTAL ASSESSMENT**

*Prepared by : Edward K. Noda and Associates*



AIRPORT  
ASSESSMENT

da and Associates, Inc.

LAND USE

APRIL, 2001 FIGURE 2.3



Mr. Randall Ogata  
Page 2

AIR-P  
99.0635

Port Allen Airport provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was shutdown. Therefore, the Airports Division will continue to maintain and operate Port Allen Airport for the public good.

Currently, fixed wing and helicopters operate from Port Allen Airport. It is not anticipated that the operations will increase with the proposed project. The Aircraft Noise Levels outside the Airport Boundary are not expected to exceed the 55 Day-Night Average Sound Level (DNL). DNL is used to determine compatible land uses. In the DOTA Guidelines for compatible land usage, the 55 DNL is used as a guide for residential housing. This is based upon the noise measurements taken for our EA and the previous 1990 EA. As a result of concerns raised at the public hearing, an additional noise study was conducted at Port Allen. The Study showed that at the Salt Pans and Salt Pond Park, the helicopter noise was within the background noise levels. This study will be included in the Final EA. Therefore, noise from airport operations will remain the same and in accordance with the rural nature of the airport environs.

For a short time there was a gate on the eastern shoreline of Port Allen Airport. However, this has been removed and there are no fences or gates at Port Allen Airport which would restrict or preclude access to the shoreline. The EA stated on page 5-2, paragraph 7, "DOTA recognizes that access to the shoreline of the peninsula is an important cultural and recreational activity and will maintain access to the peninsula for the people of Kauai." The proposed project will have no impact on access or customary and traditional gathering rights of Native Hawaiians.

The flight paths of arriving and departing aircraft using Port Allen Airport are shown on Figure 4.2 of the Draft EA and considered reliable and are currently in use. Due to the low number of annual aircraft operations, an air quality analysis is not required for Port Allen and air pollutants are considered to be negligible.

It is our conclusion that the proposed project will not have a significant impact since the status of the rural environs will be maintained, the wetlands within or the Salt Ponds nearby will not be impacted in regard to the salt making activities, nor will the wildlife be disturbed.

Mr. Randall Ogata  
Page 3

AIR-P  
99.0635

I appreciate the time you took to express your concerns over the proposed improvements to Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at 838-8821 to clarify any further questions you make have.

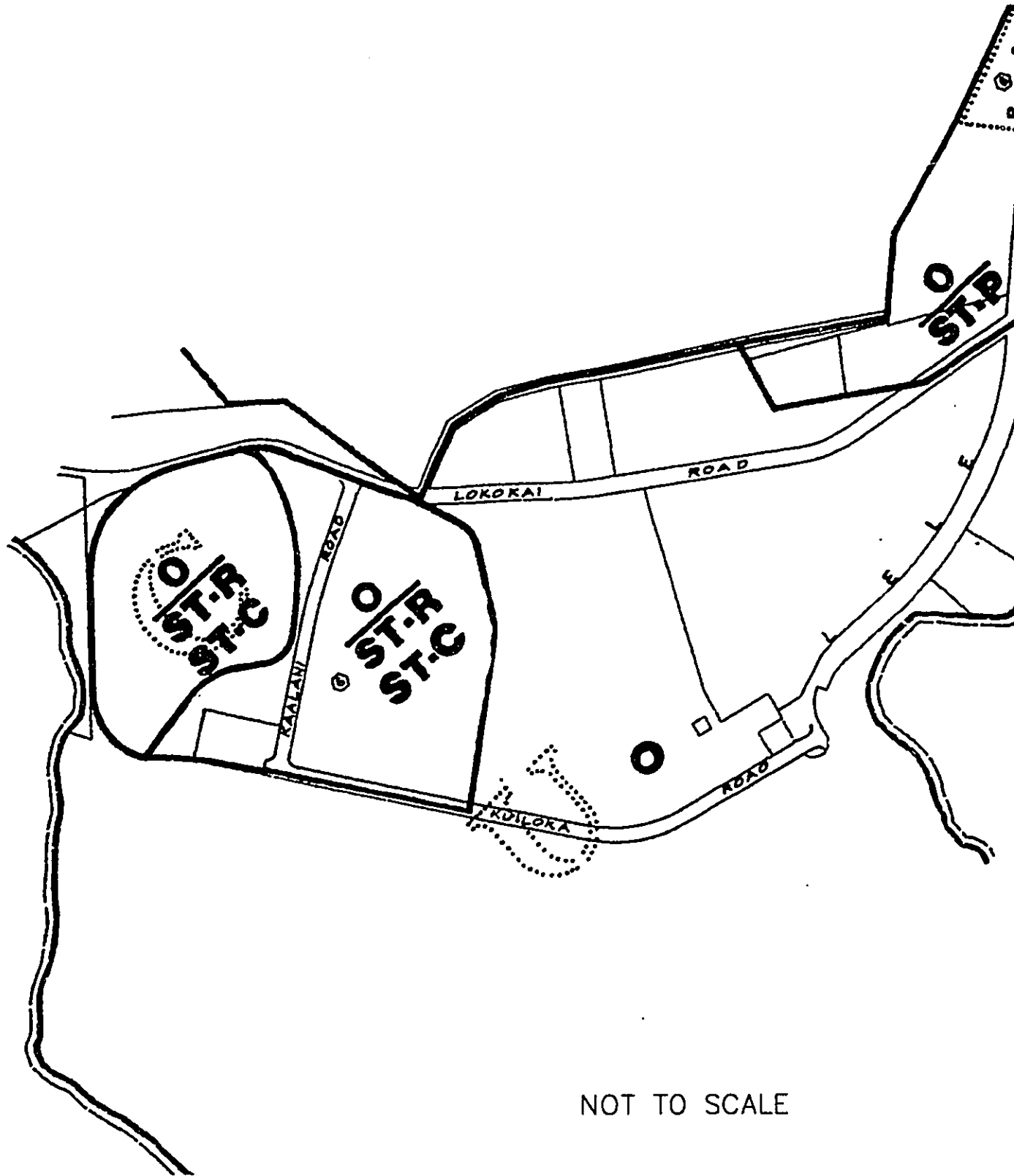
c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K  
AIR-L  
AIR-PM

LB:nf



TRUE  
NORTH



NOT TO SCALE



Airports Division

**PORT ALLEN AIRPORT  
ENVIRONMENTAL ASSESSMENT**

Prepared by : Edward K. Noda and Associates, Inc.

MARYANNE W. KUSAKA  
MAYOR



CESAR C. PORTUGAL  
COUNTY ENGINEER  
TELEPHONE 241-5800

RUSSELL SUGANO  
ACTING DEPUTY COUNTY ENGINEER  
TELEPHONE 241-6031

AN EQUAL OPPORTUNITY EMPLOYER  
COUNTY OF KAUAI  
DEPARTMENT OF PUBLIC WORKS  
4444 RICE STREET  
MOIWA BUILDING, SUITE 273  
LIMU E KAUAI, HAWAII 96768

PW2.039

February 10, 1998

State of Hawaii  
Department of Transportation  
Airports Division  
400 Ruigers Boulevard, Suite 700  
Honolulu, Hawaii 96819

Attention: Mr. Jerry Matsuda, Airports Administrator

Gentlemen:

SUBJECT: PORT ALLEN AIRPORT  
DRAFT ENVIRONMENTAL ASSESSMENT

We reviewed the subject draft environmental assessment and offer the following comments in regards to grading:

- A. Grading
  1. Page 1-3 of the Draft Environmental Assessment states, "Also required from the County of Kauai, will be the grading and building permits before construction can begin on the proposed project." A permit is not required for the project since the grading will be occurring within a self-contained government controlled area. We expect the State Airport Division to monitor its grading work to comply with project specification as well as controlling erosion and dust problems.
  2. A grading permit may be required for the disposal of the excess wasted excavation material and/or borrow site if the lands are not in a self controlled government area.

Mr. Jerry Matsuda  
Department of Transportation  
Airports Division  
February 10, 1998  
Page 2

Thank you for the opportunity to review and offer our comments. Should you have any questions, please feel free to contact Mr. Wallace Kudo of my staff at (808) 241-6620.

Very truly yours,

CESAR C. PORTUGAL  
County Engineer

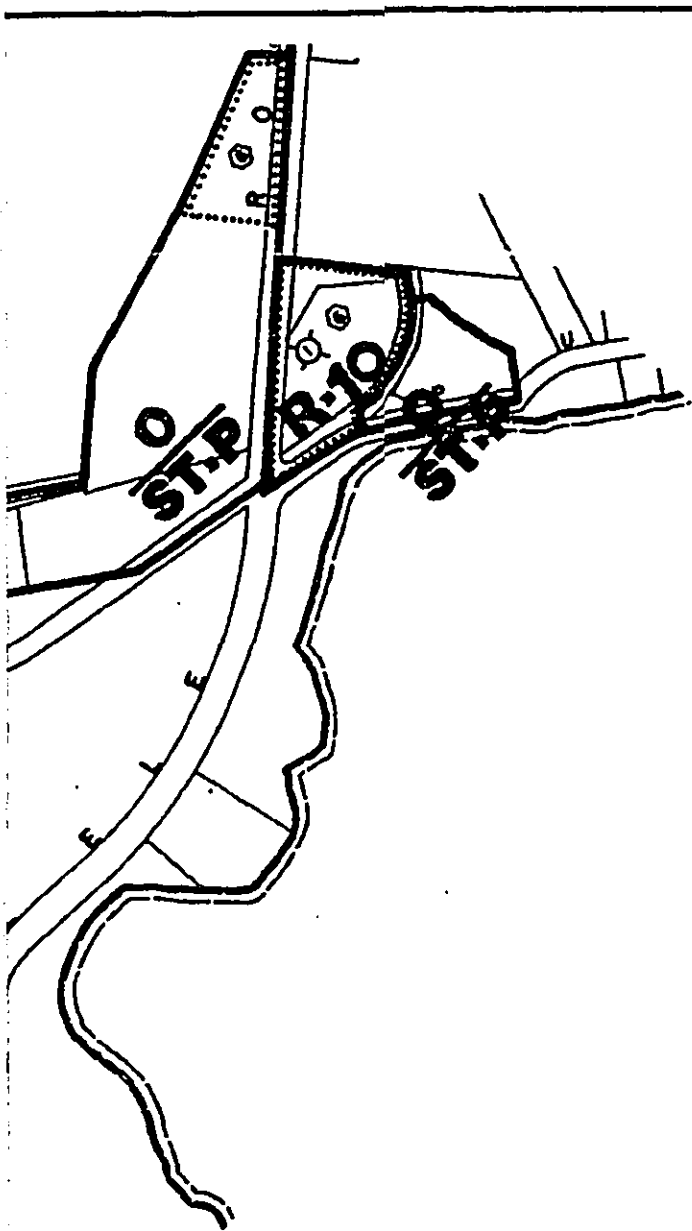
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attachment

STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION

98 FEB 23 AM 11:41

STATE OF HAWAII



LEGEND

- C-CONSERVATION
- U-URBAN
- O-Open
- R10-Residential
- ST-C-Special Treatment,  
Cultural/Historic
- ST-R-Special Treatment,  
Scenic/Ecologic  
Resources
- ST-P-Special Treatment,  
Public Facilities

SEUNGJUNG CHAYETMOO  
DEPUTY DIRECTOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1860

KAZUMAYASHIRO  
DIRECTOR  
DEPUTY DIRECTOR  
CLARENCE OHSUGO

REPLY REFER TO:  
AIR-P  
99-0638



MARVANN W. KUSAKA  
MAYOR

PLANNING DEPARTMENT

DIE M. CROWELL  
PLANNING DIRECTOR  
IAN K. COSTA  
DEPUTY PLANNING DIRECTOR  
TELEPHONE: (808) 741-4477  
FAX: (808) 741-4494

October 6, 1999

Mr. Cesar C. Portugal  
County Engineer  
County of Kauai  
Department of Public Works  
4444 Rice Street  
Moikeha Building, Suite 275  
Lihue, Hawaii 96766

Dear Mr. Portugal:

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements  
State Project No. AK2010-01

Thank you for your letter regarding the proposed improvements to Port Allen Airport. It is anticipated that all grading for the proposed improvements will be within the airport boundary of Port Allen Airport. Thank you for clarifying that a permit will not be required. Also any excess wasted excavation material will be disposed of within the airport.

Please contact Ben Schlapak, at (808)838-8821 to clarify any further questions you may have.

Sincerely,

*Daryl Jany*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K  
AIR-L  
AIR-FH

LB:nf

February 18, 1998

Mr. Jerry M. Matsuda, P.E.  
Airports Administrator  
State of Hawaii  
Department of Transportation  
Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, HI 96819-1860

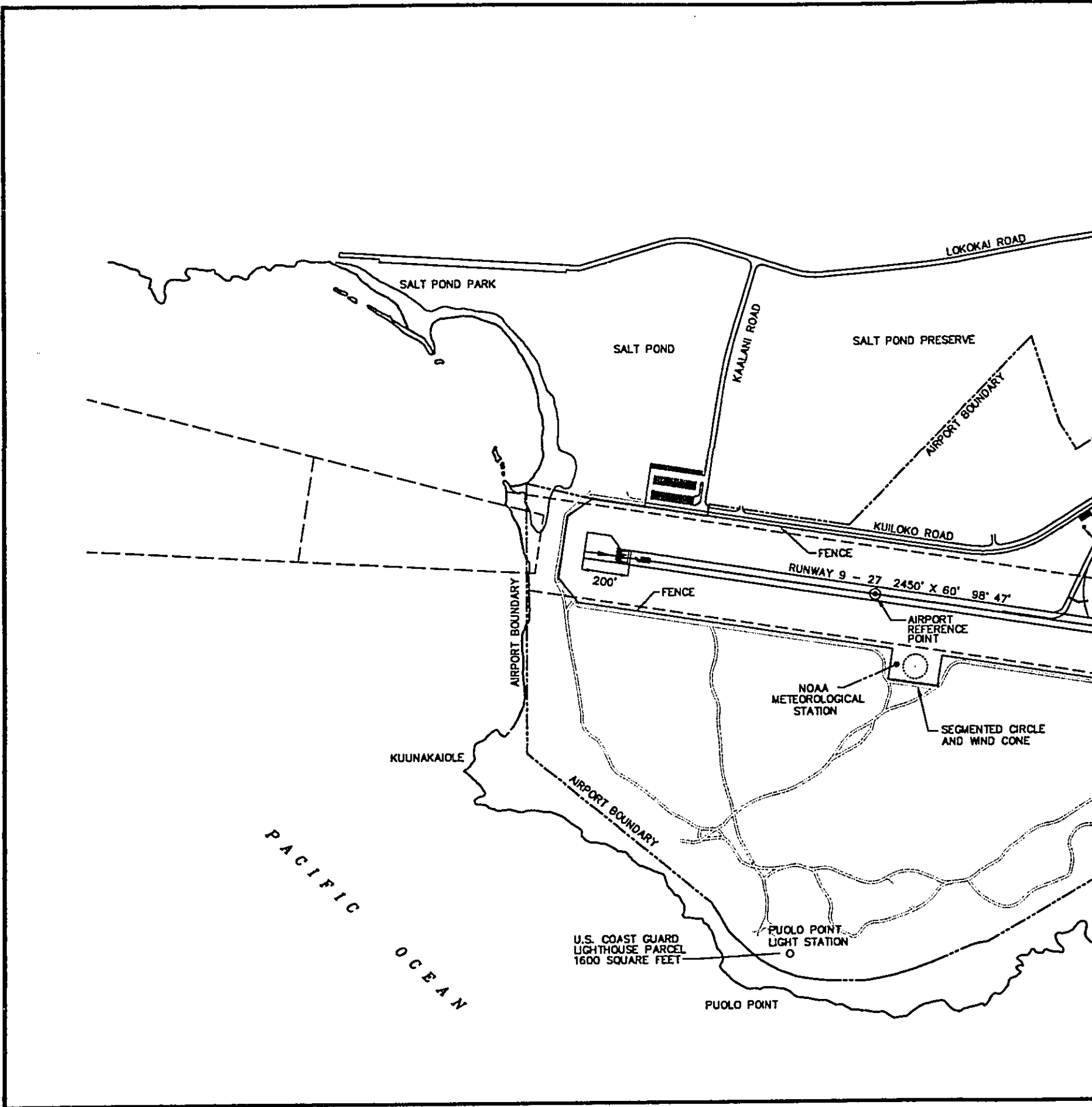
Subject: Environmental Assessment  
Port Allen Airport Improvements  
TWK: 1-8-08-1, Hanapepe, Kauai  
State Project No. AK2010-01

Dear Mr. Matsuda:

Thank you for the opportunity to comment on the Environmental Assessment for the proposed improvements to the Port Allen Airport. Our comments submitted during the preconsultation phase were included in the Draft EA, and our concerns have generally been addressed. The following additional comments are submitted for your consideration.

The EA states that the Department of Transportation, Airports Division (DOTA) will minimize noise impacts by seeking a voluntary effort for aircraft operations to be directed away from the Salt Pond, Salt Pond Park, and the Humane Society. While a voluntary effort is desirable, it may be appropriate to establish an alternative approach should the voluntary effort prove unsuccessful.

The EA states that the operators will construct and maintain the lease lots, provide lighting, and landscape the site. DOTA should consider establishing guidelines to insure that appropriate structure siting and design, colors, lighting, and landscaping are utilized to protect the unique scenic and cultural values of the area. Plans for site development should be reviewed by DOTA for consistency with the guidelines, and measures should be established to insure that structures and landscaping are properly maintained.



**Airports Division**

**PORT ALLEN AIRPORT  
ENVIRONMENTAL ASSESSMENT**

*Prepared by : Edward K. Noda and Associates,*

Mr. Jerry Matsuda  
February 18, 1998  
Page 2

As you are aware the project site is located within the County of Kauai Special Management Area (SMA), and any development as defined in the County SMA Rules and Regulations will require an SMA Permit. Feel welcome to contact George Kalisik of my staff at 241-6677 if you wish to discuss this matter further.

Sincerely,



Dee M. Crowell  
Planning Director

REUNIONA CAVEIHO  
CONTING



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

October 6, 1999

KAZUHIYASHIMA  
DIRECTOR  
DEPUTY DIRECTORS  
BRIAN K. UHAIKU  
CLEMENS OHSATO

PLEASE REFER TO:  
AIR-P  
99-0633

Mr. Dee M. Crowell  
Planning Director  
Country of Kauai  
Planning Department  
Kapule Building  
4444 Rice Street, Suite 473  
Lihue, Hawaii 96766

Dear Mr. Crowell:

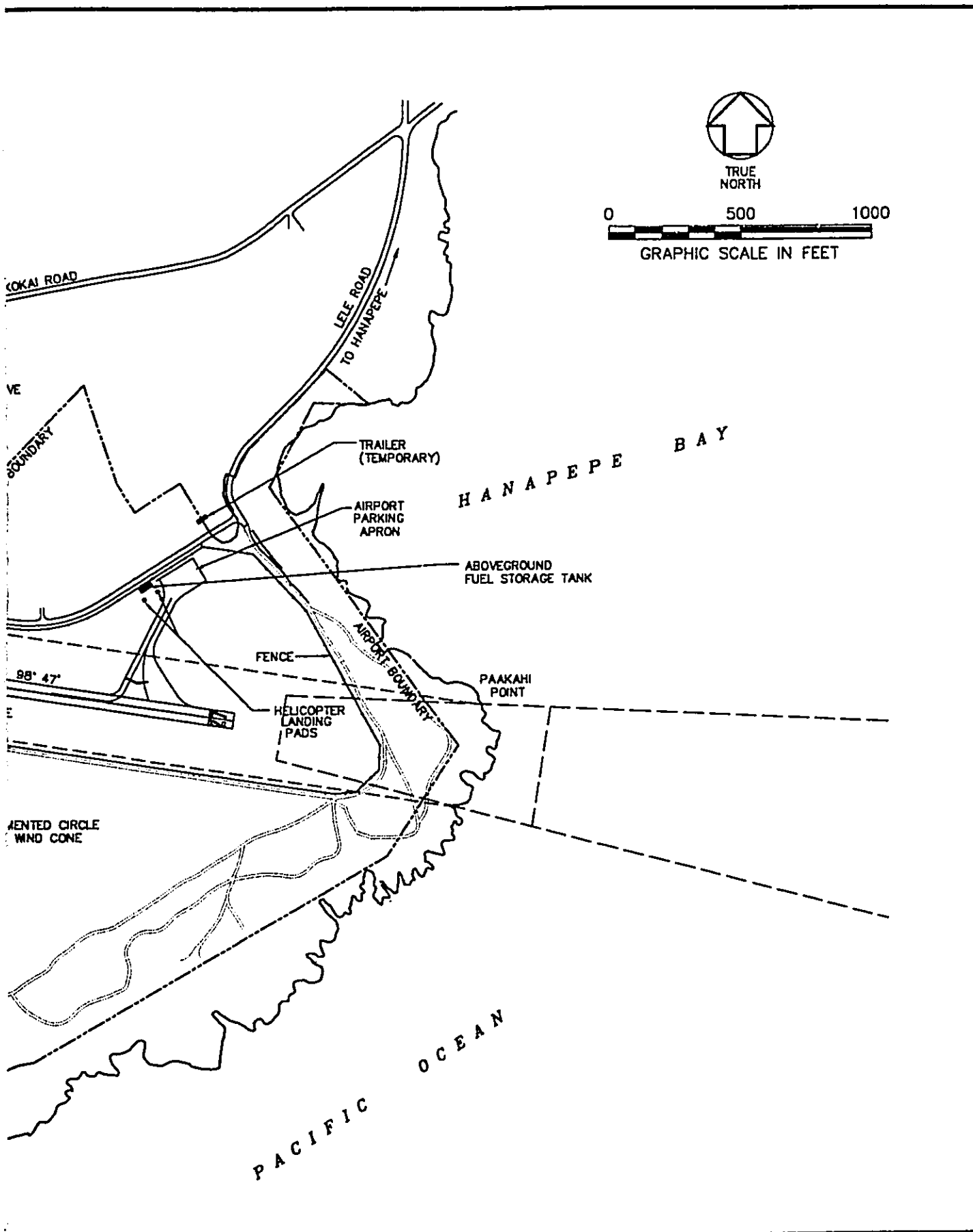
Subject: Draft Environmental Assessment  
Port Allen Airport Improvements  
State Project No. AK2010-01

Thank you for your letter concerning the proposed improvements for Port Allen Airport. The Department of Transportation, Airports Division (DOTA), will to the extent possible, request that the existing operators at Port Allen Airport develop flight paths which will limit the impact of aircraft over the salt ponds, the public park and other noise sensitive areas. If our voluntary efforts are not successful, the DOTA will meet with the County and the Community to develop an alternative approach.

As result of concerns raised at the public hearing, an additional Noise Study was conducted at Port Allen. The Study showed that at the Salt Pans and the Salt Pond Park, the helicopter noise was within the background noise levels. This Study will be included in the Final Environmental Assessment (EA).

DOTA will develop guidelines for lighting, landscaping, design and colors for the facilities to be sited at Port Allen Airport. Understanding the County's concern, the development of these guidelines will be coordinated with the Planning Department.

Our staff is currently working on the Special Management Area Permit and will review the draft Permit with your office before it is submitted formally.



PORT  
 ISMENT

nd Associates, Inc.

**EXISTING FACILITIES**

APRIL, 2001 FIGURE 2.5



PORT ALLEN AIRPORT  
DRAFT ENVIRONMENTAL ASSESSMENT  
PUBLIC HEARING COMMENTS

*K. Sigil Ambrosio*      *2/21/98*  
NAME      DATE

*B. J. R.*  
COMPANY/ORGANIZATION  
*PIPER 152*  
*ALBIE A WELLS*

ADDRESS      STATE      ZIP CODE  
*Hawaii*      *HI*      *96769*  
CITY

COMMENTS/REQUEST:  
*In Favor of Minor Improvements to*  
*Access Route Inter-Island AT SUANI FIELD*

AIR-P  
99.0633

Mr. Dee M. Crowell  
Page 2

Please contact Ben Schlapak, Head Planning Engineer, of the  
Airports Division at (808)838-8821 to clarify any questions you  
may have.

Very truly yours,

*Kazu Hayashida*

KAZU HAYASHIDA  
Director of Transportation

c: Edward K. Hoda & Associates, Inc. (B. Ishii)

Please send to:      Mr. Jerry M. Matsuda, P.E., Airports Administrator  
State of Hawaii, Department of Transportation, Airports Division  
Honolulu International Airport  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.

as an Open District on the Kauai County Zoning Map (see Figure 2.4), and is within the County's Special Management Area.

Port Allen Airport is a single runway, general aviation airport<sup>1</sup>, one of four general aviation airports within the State of Hawaii Airport System. The Airport is also known by its national station designator, "PAK". Port Allen Airport is part of the Kauai District of Airports, provides minimal facilities to accommodate transient general aviation aircraft, and is currently used regularly by three helicopter operators. Besides the three regular helicopter operators, an ultralight airplane also operates at the airfield. On occasion, general aviation aircraft, military aircraft, and other helicopter operators also use the Airport.

Port Allen Airport is unmanned and has no terminal facilities, runway lights, airport services or tower. An abandoned terminal building was recently demolished due to its unsafe condition. There is a single runway, Runway 9-27, which is 2,450 feet long by 60 feet wide and is paved with bituminous concrete (Figure 2.5). There is an unlighted segmented circle and wind cone located near the mid-point of the runway. Adjacent to this is an automated weather station maintained by the National Oceanic and Atmospheric Administration (NOAA). The segmented circle and wind cone is used to determine wind direction and force when an aircraft is taking off or landing. There are no other navigational aids at the Port Allen Airport. All operators fly under Visual Flight Rules maintaining visual contact with other aircraft in the vicinity. There is a short taxiway between the runway and the paved general aviation parking area to the northeast. There are two helicopter landing pads, approximately 10-feet by 10-feet each, located near the aircraft parking area. An 8,000-gallon, double-walled aboveground storage tank for jet fuel (Jet-A) is located near the landing pads; the tank is owned and operated by Inter-Island Helicopters. The remainder of the Airport consists of open, undeveloped grass-covered land surrounding the runway. The runway, taxiway, aircraft parking area, helicopter landing pads, segmented circle, wind cone, weather station, and grassy areas are all part of the Airport Operations Area (AOA), and a perimeter fence encloses the entire AOA.

To the north of the Airport is Kuiloko Road which runs east to west and connects Kaalani Road with Lele Road. The shoulders of Kuiloko Road provides parking for Airport visitors. In the early 1990's, approximately one-half of Kuiloko Road was repaved starting from the junction of Lele Road. There is an unpaved road encircling the east, south, and west portions of the AOA outside of the Airport perimeter fence. An unpaved, shoreline access road follows the coastline of the Puolo Peninsula. The road is used by Kauai residents for shoreline access and recreational uses, such as fishing. The U.S. Coast Guard also uses the road to maintain its Puolo Point Light Station located

---

<sup>1</sup> A general aviation airport does not receive scheduled commercial air service.

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STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

September 27, 1999

Mr. Rizall Antonio  
P. O. Box 152  
Makaweli, Hawaii 96769

Dear Mr. Antonio:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

The purpose of an Environmental Assessment is to allow government to give systemic consideration to the environmental, social, and economic consequences of the proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community. I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

*Jerry M. Matsuda*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

C: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K; -L; -PM

Honolulu, Hawaii  
Working for a Better Hawaii

PORT ALLEN AIRPORT  
DRAFT ENVIRONMENTAL ASSESSMENT  
PUBLIC HEARING COMMENTS

NAME: Mykon Arakaki DATE: 2-21-98  
PS?D  
COMPANY/ORGANIZATION: SH.  
4004 RICE  
ADDRESS: LiHue STATE: HI. ZIP CODE: 96766  
CITY:

COMMENTS/REQUEST:

In favor of minor improvements  
at Burns Field.  
to accommodate Lihue-Island

Please send to: Mr. Jerry M. Matsuda, P.E., Airports Administrator  
State of Hawaii, Department of Transportation, Airports Division  
Honolulu International Airport  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.

at the southern tip of the Puolo Peninsula. The vegetation in the area crossed by the unpaved roads has been cut for maintenance purposes, to provide better visual views, and to discourage long-term camping in the area.

Currently, three helicopter operators regularly operate at Port Allen Airport: Bali Hai Helicopters, Niihau Helicopter, and Inter-Island Helicopters. Bali Hai and Niihau Helicopter operate as air-tour helicopter operations. Inter-Island Helicopters provides helicopter services to various government agencies on a scheduled and emergency basis, and also performs air-tour helicopter operations. Bali Hai currently transports its aircraft by trailer daily from its facilities in Hanapepe Town, northeast of the Airport, to the Airport; the aircraft are returned to Hanapepe each evening for maintenance and overnight parking. Inter-Island Helicopters leases the two helicopter landing pads at Port Allen Airport, and parks its helicopters on the landing pads; the aircraft are covered with tarpaulins for overnight storage. Niihau Helicopter flies its aircraft to the Airport from its base at the Robinson family settlement at Pakala (Makaweli), and upon arrival, uses the aircraft-parking apron to park its helicopter. Inter-Island Helicopters has an office trailer (approximately 12 feet by 40 feet) on the north side of Kuiloko Road opposite the main gate at the northeast end of the Airport, but this only a temporary use and therefore not considered a permanent facility.

Bali Hai refuels its helicopters with fuel trucks operated by the company. Inter-Island Helicopters refuels its aircraft from its aboveground fuel storage tank; Niihau Helicopter also uses Inter-Island's tank for refueling. The refueling of the aboveground storage tank is performed by Chevron on an as-needed basis.

An ultralight airplane also operates at the Port Allen Airport, and general aviation aircraft occasionally use the Airport. Because the Airport is located on a peninsula, almost all landings and takeoffs are performed over the ocean.

## 2.5 SURROUNDING LAND USES

The County of Kauai Veteran's Cemetery, the Hanapepe Refuse Transfer Station, and the Hanapepe Self-Help Housing Development, are located north of the Airport. The Kauai Humane Society was located near the Airport, but has since moved to the Puhi area. The Salt Ponds, located approximately 2,350 feet (nearly one-half mile) to the northwest of the site of the proposed improvements, have a Conservation State Land Use classification, and the land to the north and west of the Airport is classified as Agriculture (Figure 2.3). On the Kauai County Zoning Map (Figure 2.4), the Salt Ponds and adjacent area northwest of the Airport are designated Open, Special Treatment - Scenic/Ecologic Resources and Special Treatment - Cultural/Historic Districts. The

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SEP 27 1999



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

September 27, 1999

Mr. Myron Arakaki  
4004 Rice Street  
Lihue, Hawaii 96766

Dear Mr. Arakaki:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

The purpose of an Environmental Assessment is to allow government to give systemic consideration to the environmental, social, and economic consequences of the proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community. I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

*Jerry M. Matsuda*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

C: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K; -L; -FM

Honolulu, Hawaii  
W. A. G. P. A. State of Hawaii, Department of Transportation

FORT ALLEN AIRPORT  
DRAFT ENVIRONMENTAL ASSESSMENT  
PUBLIC HEARING COMMENTS

Richard Arakaki  
NAME  
2/21/98  
DATE

P.O. Box 104  
COMPANY/ORGANIZATION  
Koloa  
ADDRESS  
Newell  
CITY  
96754  
STATE  
ZIP CODE

COMMENTS/REQUEST:  
Please allow inter-Island Helicopters to  
have their hangar to West Field.

*Jerry Matsuda*

Please send to: Mr. Jerry M. Matsuda, P.E., Airports Administrator  
State of Hawaii, Department of Transportation, Airports Division  
Honolulu International Airport  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.

lands north of the Airport and Lokokai Road is zoned Agricultural; the lands northeast of the Airport and Lokokai Road are zoned Open/Special Treatment - Public Facilities and Residential (R-10) Districts.

The Puolo Light Station, operated by the U.S. Coast Guard, is located south of the runway, with the Puolo Triangulation Station located next to the Light Station. The County of Kauai's Salt Pond Park is located to the west of the Port Allen Airport and incorporates some of the original Airport property. The Park is a popular regional recreational beach park for the west side of Kauai. There are restrooms, showers, picnic tables and shaded pavilions, campgrounds and a paved parking lot at the Park. While the Park property stops north of the Airport, the public uses the beach west of the Airport as an extension of the Park because it provides a sheltered area for waders and non-swimmers. The Salt Ponds are located to the northwest of the Airport and historically have been included within the Airport boundary. As noted earlier, this area of approximately forty-one acres is in the process of being transferred to the DLNR.

The town of Hanapepe, located northeast of Port Allen Airport, is the center of commerce for west Kauai. Hanapepe Heights is a single family residential area which is located on the west ridge of Hanapepe Valley overlooking the town of Hanapepe. The community of Eleele is located on the heights overlooking Hanapepe Valley, the town of Hanapepe, and Port Allen Harbor. Hanapepe Valley is north of Port Allen Airport, with a geologic history of erosion of the volcanic flows by the Hanapepe River. The Hanapepe River is 13.3 miles long.

The floor of Hanapepe Valley widens as it approaches the coast. The river eroded the valley when Kauai stood higher than it does today. As the island sank, the mouth of the valley became Hanapepe Bay. Sediment deposited in the Bay built the low plain where Port Allen stands. Today, the Hanapepe Valley contains scattered residential lots and also has taro, vegetable and sugar cane cultivation. Gay and Robinson is the only sugar company operating in the area near Port Allen, with sugar cane cultivation to the west of Port Allen Airport.

Port Allen Harbor is a light industrial area and a State-owned deep draft harbor. It is Kauai's second harbor, with Nawiliwli Harbor being the primary harbor for Kauai. The facilities at Port Allen are used by the U.S. Navy, as well as for liquid bulk handling, commercial fisheries activities, and other maritime commercial activities. Also, Port Allen Harbor is now the commercial boat center for the Na Pali boat tours, and an alternative port-of-call for smaller passenger vessels.

Kaumakani, a small town west of Port Allen, once was the Olokelee Sugar Mill. The town still has plantation housing. Pakala (Makaweli) is a Robinson family settlement consisting mainly

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STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 ROOFS ROAD, SUITE 700  
HONOLULU, HAWAII 96819-1840

KAZU MATSUDA  
DIRECTOR

DEPUTY DIRECTORS  
BRUNN K. ABRAHAM  
OLETHA M. OYAMAOTO

IN REPLY REFER TO:  
AIR-P  
99-0593

September 27, 1999

Mr. Richard Arakaki  
P. O. Box 104  
Koloa, Hawaii 96756

Dear Mr. Arakaki:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,  
*Jerry M. Matsuda*

JERRY M. MATSUDA, P.E.  
Airports Administrator

C: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K; -L; -PM

LB:nf

28-575-92  
0578  
Dear Mr. Matsuda:  
I am concerned that the proposed airport project for Burns Field may be too expedited for the small town of Hanapepe. The plan in itself is not a bad idea but I am worried that too many helicopters will cause a noise disturbance for the island. It is important to have tourist activities on Kauai but they always seem to get out of hand. Restricting the use of the airfield is vital for our environment & rural lifestyle. As you know, helicopters have been a vital issue on our tiny island, too much traffic is not acceptable. Please use care in whatever plan you come up with, esp. with how many landing pads are allowed... (The amount of flights allowed)  
P.M. 11:00 AM 10/1/99

Save our limited funds &  
BE SIMPLE

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
450 HODGKINS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

October 6, 1999

KAZUHIKO NAKA  
DIRECTOR  
DEPUTY DIRECTORS  
SHINJI KIMURA  
GLENN H. OKAMOTO

IN REPLY REFER TO  
AIR-P  
99-0612

The following person commented on the Draft Environmental Assessment, but did not give an address

Ms. Andrea Cronrod

Dear Ms. Cronrod:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2020-01

Thank you for your letter regarding the proposed improvements at Port Allen Airport. Our responses to your comments are listed below:

The purpose of the proposed improvements discussed in the Draft Environmental Assessment (EA) is to provide four (4) lease lots for helicopter hangers and other infrastructure improvements. The proposed improvements are modest and will allow those airport functions currently being performed off the airport to be relocated to Port Allen Airport. Port Allen is a public airport and the proposed improvements will provide safe and efficient air transportation facilities for the flying public.

It is agreed that helicopters can be intrusive and noisy. That is why the Department of Transportation, Airports Division (DOIA) undertook the Hawaii State Helicopter Plan in 1989, which includes the Helicopter Master Plan for Port Allen Airport. With the proposed improvements to Port Allen Airport, DOIA will, to the extent possible, request the operators develop flight patterns which avoid noise sensitive areas. As a result of concerns raised at the public hearing, an additional Noise Study was conducted at Port Allen. The Study showed that at the Salt Pans and the Salt Pond Park, the helicopter noise was within the background noise levels. This Study will be included in the Final EA.

STATE OF HAWAII

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DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION



of Hawaiians from Niihau residing on Kauai (see Kauai inset, Figure 2.1). The Robinsons maintain an amphibious personnel carrier at Pakala for the weekly trip to Niihau.

## 2.6 CURRENT AND FUTURE AVIATION DEMAND

Table 2-1 shows the number of aircraft operations at Port Allen Airport for 1998 and 1999, and the forecast of future aircraft operations. The figures are from the statewide *Hawaii Aviation Demand Forecasts*, January 2001, prepared by ARJES Consultants, Ltd. for the DOT-AIR.

Table 2-1  
ACTUAL AND FORECAST AVIATION DEMAND FOR PORT ALLEN

Annual Forecasts	Actual <sup>a</sup>		Forecast			
	1998	1999	2005	2010	2015	2020
<b>Aircraft Operations:</b>						
Commuter/air taxi <sup>b</sup>	5,514	5,082	6,500	7,000	7,400	7,800
General aviation	700	700	700	800	900	1,000
Military	110	110	100	100	100	100
<b>Total</b>	<b>6,324</b>	<b>5,892</b>	<b>7,300</b>	<b>7,900</b>	<b>8,400</b>	<b>8,900</b>
<b>Based Aircraft:</b>						
Single-engine	0	0	0	0	0	0
Multi-engine	0	0	0	0	0	0
Helicopter	5	5	6	7	8	9

<sup>a</sup>State of Hawaii, Department of Transportation and FAA Airport Master Records, Form 5010-1

<sup>b</sup>Includes sightseeing helicopter, glider and tow plane air taxi operations

As shown in Table 2-1, the dominant activity at Port Allen Airport is helicopter operations, representing over 85 percent of the total operations at the Airport in 1999. This will continue to be the case in the foreseeable future. The Demand Forecasts indicates that helicopter operations at the Airport will increase to 6,500 by the year 2005, a 28 percent growth from 1999 and representing an average increase of 5 percent per year. The average growth rate for helicopter operations will begin to slow to 2 percent per year between 2005 and 2010, and level off at 1 percent per year during the

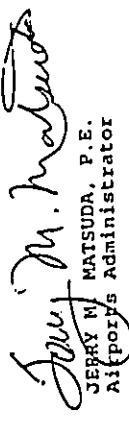
Ms. Andrea Cronrod  
Page 2  
October 6, 1999

AIR-P  
99.0612

The purpose of an EA is to allow government to give systemic consideration to the environment, social, and economic consequences of the proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community. I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport.

Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

PORT ALLEN AIRPORT  
DRAFT ENVIRONMENTAL ASSESSMENT  
PUBLIC HEARING COMMENTS

NAME Fran & David Digs, Jr. DATE 2/24/98

COMPANY/ORGANIZATION Bad Boy Cycles

ADDRESS P.O. Box 1017

Hanapepe HI 96716

CITY STATE ZIP CODE

COMMENTS/REQUEST:

We are in favor of accommodating Inter Island  
Helicopters @ Bunnu Div Field. It is of  
no bother to anyone else.

Please send to: Mr. Jerry M. Matsuda, P.E., Airports Administrator  
State of Hawaii, Department of Transportation, Airports Division  
Honolulu International Airport  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.

periods 2010-2015 and 2015-2020 respectively. The Demand Forecasts also indicate no growth in general aviation operations until 2005 and a modest growth rate of 2 percent to 3 percent a year from 2005 through 2020.

The forecasted growth in operations at Port Allen Airport is based on future demand independent of the proposed improvements. There are no permanent helicopter facilities at the Airport, yet three helicopter tour companies currently operate regularly there because of public demand for their services. And, in spite of the lack of helicopter facilities, the total number of helicopter operations at Port Allen is projected to grow by 28 percent by the year 2005. Changes in the number of operations at the Airport from year to year is due to fluctuations in user demand and economic climate, such as an increase in the number of tourists who desire to board helicopter tours at Port Allen. According to the *Hawaii State Helicopter System Plan, Final Technical Report*, April 1989, prepared by Wilson Okamoto & Associates, Inc., et. al. for the DOT-AIR, one out of five of the reported number of visitors to Kauai take a helicopter tour while visiting the island. In addition, it was estimated that the helicopter industry on Kauai generates \$30 million in annual revenues and employs approximately 230 persons.

## SECTION 3.0 DESCRIPTION OF THE PROPOSED PROJECT

### 3.1 BACKGROUND

In the late 1980's and early 1990's, DOT-AIR went through a master planning process at Port Allen Airport. As a result of this planning process, DOT-AIR produced two documents, *The Port Allen Master Plan*, May 1990, and the *Port Allen Airport Environmental Assessment*, May 1990. Due to the concerns of local residents and the County of Kauai over the scale of the proposed development, DOT-AIR elected at that time not to proceed with any development at Port Allen Airport. However, three helicopter companies, Inter-Island Helicopters, Bali Hai Helicopters and Niihau Helicopter, currently operate from Port Allen Airport. Other helicopter operators use Port Allen Airport on an intermittent basis for air tour flights. Currently, Bali Hai Helicopters have a facility located in Hanapepe Town, and trailer their helicopters to Port Allen Airport to perform flight operations. Inter-Island Helicopters leases the two helicopter landing pads at the Airport, and currently parks its helicopters on the pads overnight. Niihau Helicopter flies its aircraft to the Airport from its base at the Robinson family settlement at Pakala (Makaweli), and upon arrival, uses the aircraft-parking apron to park its helicopter.

Port Allen Airport has been an active airport since the early 1930's when it was developed by the U.S. Army Air Corps. Since 1941, Port Allen Airport has been a civilian airport for the territory of Hawaii and the State of Hawaii. It was the first airport on Kauai and served the aviation needs of Kauai until the Lihue Airport was developed. The Airport has been continually used as an airport for over seventy years, and serves the needs of west Kauai for general aviation flights, emergency helicopter operations and air tour helicopter flights.

### 3.2 PURPOSE AND NEED

The purpose of the proposed project is to construct those facilities that will provide more efficient and safer aircraft operations at Port Allen Airport. The project will allow the helicopter companies to base, operate and maintain their aircraft at Port Allen Airport. It will allow the Airport to provide a better aviation environment to accommodate existing and forecast aviation demand, and an airport infrastructure to accommodate and encourage aviation in West Kauai. The project will provide the capability to allow emergency aviation activities to be conducted at the Airport during night time hours (sunset to sunrise). It should be noted that the project will not increase or decrease



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 ROGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

September 27, 1999

Mr. and Mrs. David Dias, Jr.  
Bad Boy Cycles  
P. O. Box 1017  
Hanapepe, Hawaii 96716

Dear Mr. and Mrs. Dias:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

*Jerry M. Matsuda*

JERRY M. MATSUDA, P.E.  
Airports Administrator

C: Edward K. Hoda & Associates, Inc. (B. Ishii)

bc: AIR-K; -L; -PM

LB:nf

STANDARD LETTERHEAD

KAZUHIYASUGA  
DIRECTOR  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 ROGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

PER COPY REFERRED TO:  
AIR-P  
99-0593

PORT ALLEN AIRPORT  
DRAFT ENVIRONMENTAL ASSESSMENT  
PUBLIC HEARING COMMENTS

Sam Dias 2/21/98  
DATE

NAME PS ED  
COMPANY/ORGANIZATION  
M. Park  
ADDRESS Ocean View  
CITY Honolulu STATE HI ZIP CODE 96706

COMMENTS/REQUEST:  
In Favor of Minor Repairs  
and Improvements to Assessmate Inter-  
Island

Please send to: Mr. Jerry M. Matsuda, P.E., Airports Administrator  
State of Hawaii, Department of Transportation, Airports Division  
Honolulu International Airport  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.

the Airport capacity to accommodate aircraft operations. Any increase of aircraft operations would be due to other factors which would occur with or without the proposed project.

### 3.3 PROJECT DESCRIPTION - PREFERRED ALTERNATIVE

The Preferred Alternative (the proposed project) consists of the following improvements to the Port Allen Airport.

- Construction of up to four lease lots (4,500 sq. ft. each) for hangars and accompanying aprons (3,900 sq. ft. each) for helicopter operations, with an associated paved access roadway.
- Two fixed wing tie-down areas (3,600 sq. ft.) with an associated taxilane.
- Public comfort station and DOT-AIR maintenance shed (1,200 sq. ft.)
- Public (20 spaces) and employee (2 spaces) parking.
- Runway End Indicator Lights (REIL), Precision Approach Path Indicators (PAPI), and lighted segmented circle/wind cone to aid air navigation.
- Runway lights for emergency use.
- Associated infrastructure improvements for water, wastewater, electricity and telecommunications, and associated roadways.
- Landscaping for beautification and dust control.

The tenants of the lease lots would be required to provide landscaping for any facilities to be constructed and prior DOT-AIR approval. Additionally, as part of the infrastructure improvements, a portion of the coastal access perimeter road on the east side of the Airport would be paved. This improved portion of the road would provide better shoreline access. The proposed improvements are shown on Figures 1.1 and 1.2.

DOT-AIR will lease the lots and the helicopter operators will be responsible for constructing and maintaining the lease lots. Fuel storage would be allowed at each lease lot, either by a privately-owned fuel tanker truck or aboveground fuel storage tank (AST). DOT-AIR will provide utilities to the lease lots and will be responsible for constructing the fixed wing tie-downs, public parking, employee parking, DOT-AIR's maintenance shed and the public comfort station. The tenant improvements will include landscaping to minimize visual impact and lights. All applicable lights will be designed in accordance with the Department of Land and Natural Resources publication, *The Newell's Shearwater Light Attraction Problem, A Guide for Architects, Planners and Resort Managers*.

PORT ALLEN AIRPORT  
DRAFT ENVIRONMENTAL ASSESSMENT  
PUBLIC HEARING COMMENTS

NAME Linda Anne M. Donley DATE 3/3/98

COMPANY/ORGANIZATION KAWAI PRINTED 3/26

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP CODE \_\_\_\_\_

COMMENTS/REQUEST:  
Inter-Island Helicopters should be allowed to operate out of Burns Field on Kawai as they are currently operating from Hanalei.

Please send to:  
Mr. Jerry M. Matsuda, P.E., Airports Administrator  
State of Hawaii, Department of Transportation, Airports Division  
Honolulu International Airport  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1860

Please submit your comments by March 10, 1998.

STATE OF HAWAII  
DIRECTOR

REFER TO:  
AIR-P  
99-0597



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1860

September 27, 1999

Mr. Sam Dias  
Pacific Service & Development  
Hanalei, Hawaii 96716

Dear Mr. Dias:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

The purpose of an Environmental Assessment is to allow government to give systemic consideration to the environmental, social, and economic consequences of the proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community. I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

JERRY M. MATSUDA, P.E.  
Airports Administrator

C: Edward K. Hoda & Associates, Inc. (B. Ishii)

bc: AIR-K; -L; -PM

Honolulu, Hawaii 96819-1860

One of the purposes of the proposed improvements is to provide facility sites for those helicopter operators who are presently operating out of Port Allen Airport. Presently, one of these operators must truck their helicopters to the Airport from Hanapepe Town to perform their flight operations. Once their operations are completed, the helicopters must be trucked back into Hanapepe Town. While the transportation of the helicopters is safe, it is recognized that having the helicopter hangars at Port Allen Airport would be safer and more efficient. The second helicopter operator currently leases the two helicopter landing pads at the Airport and parks its helicopters on the pads overnight; the operator also has a temporary office trailer outside the Airport perimeter fence on the north shoulder of Kuiloko Road. The third helicopter company is based at the Robinson family settlement at Pakala (Makaweli), and flies its aircraft to the Airport to conduct its air tour operations. In the past, other helicopter operators have intermittently used the Port Allen Airfield for air tour operations. It is anticipated that this practice will continue in the future, depending on the air tour demand.

Port Allen Airport is a public airport and airport operations such as hangars and maintenance of aircraft belong on the Airport and not in Hanapepe Town. The proposed project will fulfill the airport function by providing facilities for existing demand, and the facilities to be provided are primarily for existing helicopter operators with capacity to meet the modest growth (8,900 operations per year) projected by the year 2020. It is anticipated that these helicopter operators would apply for leases at Port Allen Airport if the facilities are built.

Additionally, the other improvements will serve the general aviation community, the public and tourists using the Airport. In order to aid air navigation, Runway End Indicator Lights (REIL), Precision Approach Path Indicators (PAPI), and lighting for the segmented circle and wind cone are proposed to be installed at the Airport. For emergencies, runway lighting will be added to the airfield which would allow night time emergency operations by all suitable aircraft. With the improvements, it will be necessary for a full-time maintenance person from DOT-AIR to be stationed at Port Allen Airport. This additional personnel will also provide added security for the Airport.

The modest improvements proposed under the Preferred Alternative is in conformance with community planning and simply moves airport operations back to the Port Allen Airport. The proposed improvements under the Preferred Alternative will not affect the number of aircraft operations at the Airport. Since the Port Allen Airport is a public facility, all general aviation aircraft, including helicopters, have a right to use the Airport as long as they do so in a safe manner. Helicopter tour operators are currently using Port Allen Airport without the proposed improvements, and will continue to do so as long as there is a demand for their services at the Airport and it is in their business interest to provide the services. And as the Demand Forecasts





STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 ROGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1680

September 27, 1999

Ms. Linda Anne M. Donley  
Kauai Screen Prints  
3116 Hoolako Street, Building G  
Lihue, Hawaii 96766

Dear Ms. Donley:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

*Jerry M. Matsuda*

JERRY M. MATSUDA, P.E.  
Airports Administrator

C: Edward K. Noda & Associates, Inc. (B.Ishii)

bc: AIR-K; -L; -PM

LB:nf

KAZUHIYASUKA  
DIRECTOR

DEPUTY DIRECTORS  
SHINJI K. IMAI  
CLARENCE C. O'NEILL

WHERE REFER TO  
AIR-P  
99-0593

May 7, 1998

Edward K. Noda & Associates  
615 Piikoi Street Suite 300  
Honolulu Hawaii 96814-3139

Dear Sirs:

In regard to the proposed facility to be built at Puolo Point, Hanalei - my husband and I often visited the area for spiritual rejuvenation and to enjoy being at the shore. I am proudly opposed to any development on this point. The State must refrain from extinguishing the serene quality of the area. What Puolo Point is there in the proposed construction when the beauty that draws visitors to Kauai is destroyed by such an inappropriate development.

A visitor recently said to me "I feel as though I have arrived in another world!"

Make the whole point in to a park

Bless!

Francis A. Frasier

P.S. Mr. Navaian's action don't like it either.

discussed in Section 2.6 indicates, the number of helicopter operations at Port Allen Airport is expected to grow, independent of the proposed improvements. Thus, there is no causal relationship between the proposed improvements and the number of helicopter tour operations occurring at the Airport.

An example of how the volume of aircraft operations is affected by economic demand rather than facilities is the Hilo International Airport (previously known as General Lyman Field). In the 1970s, prior to Federal deregulation of the airline industry, air carriers flying to the Big Island were required to land at Hilo International Airport. To accommodate the high volume of air traffic at the Airport, the facilities at Hilo International Airport were greatly expanded. Subsequently, the deregulation of the industry freed the air carriers to respond to economic demand, and the air carriers were no longer required to land at Hilo International Airport. Due to the demand for flights to the Kona International Airport at Keahole, a significant portion of the air traffic at Hilo International Airport was shifted to Kona International Airport at Keahole, and today, the facilities at Hilo International Airport are underutilized.

Thus, construction of up to four helicopter lease lots will not affect the demand for helicopter tours or the decision of tour operators to operate at the Port Allen Airport. Consumers demanding tours and operators providing tours currently use the Airport without the lease lots and will continue to do so according to the Demand Forecasts. Similarly, construction of the two fixed wing tie-downs will not affect aviation users' decision to operate at the Airport; fixed wing aircraft already use Port Allen Airport without the proposed tie-down areas, and will continue to do so according to the Demand Forecasts. Provision of a public comfort station will not affect the demand for helicopter tours or tour operators' decision to provide tours at the Airport; consumers demanding tours and operators providing tours currently use the Airport without the comfort station and will continue to do so. Provision of the proposed parking spaces will not affect the demand for helicopter tours or tour operators' business decisions; aviation users at Port Allen Airport currently park on the shoulder of Kuiloko Road and would continue to do so if no parking spaces were provided. Provision of the proposed DOT-AIR maintenance shed and navigational aids will likewise have no effect on the demand for helicopter tours or tour operators' business decisions. Provision of the proposed runway lights would allow night operations at the Airport, but since the lights would be used only in emergencies, safety considerations would outweigh the occasional night operation. The proposed infrastructure improvements and landscaping are incidental to the other proposed improvements and would not affect consumer demand or tour operators' business decisions.

HALEKUA, HAWAII  
CONTACT



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 ROGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96813-1680

September 28, 1999

HALEKUA, HAWAII  
CONTACT

HALEKUA, HAWAII  
CONTACT

Ms. Frances Frazier  
Page 2

AIR-P  
99.0601

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any further questions you may have.

Sincerely,

JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda and Associates, Inc. (B. Ishii)

bc: AIR-K  
AIR-L  
AIR-PM

LB:nf

The following person commented on the Draft Environmental Assessment, but did not give an address.

Ms. Frances Frazier

Dear Ms. Frazier:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your letter on the proposed Port Allen Airport improvements. The purpose of the proposed improvements, discussed in the Draft Environmental Assessment (EA) is to provide four (4) lease lots for helicopter hangers and other infrastructure improvements. The proposed improvements are modest and will allow those airport functions currently being performed off the airport, to be relocated to Port Allen Airport. We will investigate any reasonable and feasible measure to minimize the visual impact of the structures.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was shutdown. The Department of Transportation, Airports Division will, therefore, continue to operate Port Allen Airport for the public good.

The purpose of an EA is to allow government to give systemic consideration to the environmental, social, and economic consequences of the proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community.

### 3.4 COURT ORDERED ALTERNATIVES

Due to the Court Order, filed May 11, 2000, the DOT-AIR is required to include "*an analysis of the relocation of helicopter operations from the Port Allen Airport to Lihue Airport.*" A supporting statement in the Court Order stated that the "*...Port Allen EA failed to adequately consider and discuss the alternative of moving the helicopter facilities to Lihue Airport on Kauai.*" The relocation of helicopter operations to Lihue Airport is discussed in Section 3.4.1, and the relocation of tenant helicopter facilities to Lihue Airport is discussed in Section 3.4.2 and analyzed in this EA.

#### 3.4.1 Court Ordered Alternative - Relocation of Helicopter Operations to Lihue Airport

During the public comment period, several commentators raised the possibility of moving helicopter operations from Port Allen Airport to Lihue Airport. In addition, this Alternative is analyzed pursuant to the Court Order filed May 11, 2000 which states: "*...includes an analysis of the relocation of helicopter operations from the Port Allen Airport to Lihue Airport.*" Under this Alternative, all helicopter operations at Port Allen Airport would be relocated to Lihue Airport. Port Allen Airport would continue to be used by military helicopters, fixed-wing aircraft and ultra-lights, and the proposed improvements related to these activities would be as follows:

- Two fixed wing tie-down areas (3,600 sq. ft.) with an associated taxilane;
- Public comfort station and DOT-AIR maintenance shed (1,200 sq. ft.);
- Public (twenty spaces) and employee (two spaces) parking;
- Runway End Indicator Lights (REIL), Precision Approach Path Indicators (PAPI), and lighted segmented circle/wind cone to aid air navigation;
- Runway lights for emergency use;
- Associated infrastructure improvements for water, wastewater, electricity and telecommunications; and
- Landscaping for beautification and dust control.

However, the DOT-AIR cannot prevent the use of the Port Allen Airport by helicopter operators or other aviation users, providing the user operates in a safe manner. In 1991, because of complaints against helicopter tours operating at the Lihue Airport, DOT-AIR investigated the possibility of relocating these operations to an inland helicopter facility. The Federal Aviation Administration (FAA) stated that the State of Hawaii cannot ban air tour helicopters from Lihue

P O. Box 688  
Hanalei, HI 96716  
February 19, 1998

Mr. Kazu Hayashida  
Director of Transportation  
869 Punchbowl Street  
Honolulu, HI 96813-5097

Subject: Draft Environmental Assessment for Proposed  
Improvements, Port Allen Airport, State Project No. AK2010-01

Dear Mr. Hayashida:

The purpose of this Draft Environmental Assessment is for the accommodation of airport facilities for 2 helicopter companies. This is the beginning of creeping development in spite of the fact that: "During the development of the Master Plan in 1990, there was CONSIDERABLE community opposition to the development of the Port Allen Airport." So how could the proposed project (be considered to be) in concert with stated community desires and (to) fulfill the needs of the existing helicopter operators? be necessary? In the first place the EA says one of the purposes for this project is to provide sites for the facilities, because these operators have to truck their helicopters to the airport. Well, they don't have to. They are permitted to overnite park, and if trucking is such an inconvenience they should move to Lihue where hangars and spaces are available, some with toilets and lots of security. There is a some kind of contradiction here when the helicopter companies do not want to be at Lihue because security is too much of a hassle. I would think security and safety would be of utmost concern to the aviation industry. Just because we're so "country" out here, I don't think we should slack off in that area. How much of a delay in an emergency is there when one has to go to Kukui Grove to pick up personnel from the Kauai Fire and Police Department? We can drive to Kukui Grove in about 20 minutes. How long does it take a helicopter to do that distance? How often are these emergencies? I understand that the emergencies were few like only \$20,000 of the county budget so that the fire department isn't required to go through the bidding process to hire a company and can pick whomever they want.

On page 3-3 of the Draft EA it says these helicopters create a nuisance for the surrounding neighbors and that using Port Allen will allow them to take off and land in a less sensitive environment. I really don't understand that statement - must have been by someone who doesn't live in Hanalei. They DO land and take off at Port Allen and DO create a nuisance now - although about three weeks before this public hearing they've been coming in at 1500 feet. I guess, anyway incoming

landing heights have been unusually high. The proposed project will not help reduce nuisance for they have been flying out of there for years and they do not fly on specified routes as stated in your Draft EA.

Because of the location of the Port Allen Airport - in the midst of Salt Pond Park, Salt Pans, Wetlands, Residential parcel, historic sites and fauna, the airport should be relocated to Lihue! A \$10,000,000 project is slated for Lihue Airport. Now is the time to consolidate and run the helicopter operations as it should be - efficiently, safely, and control over the entire operation suitably. There should also be an airport policy for tour aircraft and helicopter sightseeing activities.

How will the town benefit from the improved facilities? I'm sure the benefit will be only to the operators. If you're talking about economically helping the town, you must make improvements IN the town. In Hanalei town we have a lot of properties managed by DLNR who has done nothing to improve their lots when there were buildings, and after Hurricane Iniki when the buildings were bulldozed. The lots are vacant now but unkempt - a lot it does for us in ECONOMIC benefits! The visual effect is devastating. Lihue town has a big airport - and you know, evidently it's still not economically enough. They have to have a runway expansion. Where does it all end? (Probably on Oahu).

The visual impact at the Port Allen Airport with hangars would be devastating. When you are on the shoreline looking to the mountains, the view line will be awful with THIS project. The EA report says, "there will be no impact on DOT (section 4) land which includes publicly owned land from a public park, recreation park, or wildlife and waterfowl refuge of national, state, or local significance or land of an historic sites or national, state or local significance. No impact is expected as a result of proposed improvement on the Salt Pond and Salt Pond Pans." You have to be kidding. The airport boundary is a kingdom within itself? This boundary has already committed the most serious negative impact in this area. In Chapter II, Historic Sites, figure 2, note that the airport boundary cut into the Salt Pans at the west end. I can't believe a report saying this is of no impact when the worst transgression is the airport boundary itself. Let's not make those ignorant mistakes anymore. The development of this airport is a detriment. We have all these housing developments from Kalaeo to McBryde, Eleale, Hanalei Cliffsides I, II and Hawaiian Homelands at the Heights, and the Enoki piece right next to the airport. When the county develops these housing subdivisions the natural recreational-educational area became exceedingly important to the families, people who live, work, and play here. We have the tide pools, and geological formations. Very close to proposed facilities, they have always been of great interest and educational value to tourists.

Airport. In an April 12, 1991 letter (see Appendix C), the FAA cited Section 105 of the Federal Aviation Act of 1958, as amended (FAAct), which provides that *"no State...shall enact or enforce any law, rule, regulation, standard, or other provision having the force or effect of law relating to rates, routes, or services of any air carrier having authority under [Title IV of the FAAct] to provide air transportation,"* and stated that the air tour function is a *"service"* for the purpose of Section 105 and that Section 105 applies to air tour helicopter operators at Lihue Airport. Thus, the State's proposed ban *"would therefore be prohibited."* In addition, the FAA stated that because Hawaii receives Federal funds through the Airport and Airway Improvement Act of 1982, as amended, it is subject to Federal sponsor assurances. *"These assurances include the requirement that Hawaii 'make its airport available as an airport for public use on fair and reasonable terms and without unjust discrimination, to all types, kinds, and classes of aeronautical uses.'"* Failure to comply with the Federal assurances would jeopardize the use of Federal funds for State airports.

During the pre-consultation period for this EA, a commentator cited FAA Order 5190.6A, 1989, and asked why the DOT-AIR could not relocate helicopter tour operations from Port Allen Airport to Lihue Airport under this provision (see comment from Mr. Arnold Lum, Esq., July 12, 2000, Appendix A). FAA Order 5190.6A, 1989 states, *"An airport owner for certain justifiable environmental reasons may designate a certain airport in a multiple airport system under the same ownership and serving the same community for use by a particular class or classes of aircraft"* (page 19, paragraph 4-8f). The remainder of paragraph 4-8f states: *"Airport use restrictions: (1) must be reasonably consistent with reducing noncompatibility of land uses around the airport; (2) must not create an undue burden on interstate or foreign commerce; (3) must not be unjustly discriminatory; (4) must not derogate airspace; (5) meet both local needs and the needs of the national air transportation system to the extend practicable; and (6) must not adversely affect any other powers or responsibilities of the FAA Administrator prescribed by the law or any other program established in accordance with the law."* Paragraph 4-8f denotes restrictions generally done as part of an FAR (Federal Aviation Regulation) Part 150 study. Paragraph 4-8f also states that the determination on compatibility with Federal agreements will be made by the FAA.

In response to a letter from DOT-AIR posing the question raised by the commentator, the FAA stated on November 3, 2000:

*Your letter also transmitted a copy of our April 12, 1991 letter regarding the proposed prohibition of tour helicopter operations at Lihue Airport by accommodating them at a new inland heliport. Our letter explained why the State DOT would be prohibited from banning helicopter operations at Lihue Airport by Section 105 of the FAA Act.*

BENJAMIN J. CAVETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 ROGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1800

HAZIMAHUADECA  
DIRECTOR  
DEPUTY DIRECTOR  
BRUNO K. MARUJI  
CLEVELAND OROGOTO

BY REPLY REFER TO  
AIR-P  
99-0604

September 28, 1999

Ms. Elsie T. Godbey  
P. O. Box 688  
Hanapepe, Hawaii 96716

Dear Ms. Godbey:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your letter regarding the proposed improvements at Port Allen Airport. Our responses to your comments are listed below:

The purpose of the proposed facilities, discussed in the Draft Environmental Assessment (EA) is to provide four (4) lease lots for helicopter hangers, tie-downs for general aviation and other infrastructure improvements. The proposed improvements are modest and will allow those airport functions currently being performed off the airport to be relocated to Port Allen Airport. Port Allen is a public airport and the proposed improvements will provide safe and efficient air transportation facilities for the flying public.

It is agreed that helicopters can be intrusive and noisy. This is why the Department of Transportation, Airports Division (DOTA) undertook the Hawaii State Helicopter Plan in 1989, which includes the Helicopter Master Plan for Port Allen Airport. DOTA will, to the extent possible, request that the flight paths of aircraft using Port Allen avoid noise sensitive areas. As a result of concerns raised at the public hearing, an additional Noise Study was conducted at Port Allen. The Study showed that at the Salt Pan and the Salt Pond Park, the helicopter noise was within the background noise levels. This Study will be included in the Final EA.

locals and children alike. The Beach Park - only an idiot would say there would be no impact. We go there almost every day - sometimes just a few minutes for a nice break or a take out lunch. Just looking at the water is the most healing and inexpensive way to deal with body and mind and spirit. I don't appreciate it one bit when helicopters come flying over SIGHTSEEING all of us at the Beach Park.

I find the vision and sense of place of the EA to be short-sighted or having none at all. There is no known historic sites at the location of the proposed improvements to Port Allen Airport. This area has been graded and it is unlikely that significant subsurface historic sites will be found. The project is also located away from the sandy northern portion of the Ukula peninsula where it is likely that unrecorded burials will be found. Therefore, the proposed project will have no direct effect on significant historic sites. How do you know that? - You don't. You cannot piecemeal this peninsula. The historic sites, the scenery the coastline, the ocean, the Tide Pools, the Wetlands, the Flora and Fauna, the Salt Pans, and The Salt Pond Beach Park, and the view to the mountains from the shoreline are all part of the whole and the airport does not fit in this place. The airport should be relocated to Lihue.

Sincerely,

*Elsie T. Godbey*  
Elsie T. Godbey

*Based upon reasons included in our April 12, 1991 letter, the State would also be prohibited from restricting Port Allen Airport to tour helicopter operations. There does not appear to be any justifiable environmental reasons to relocate these operations to Lihue Airport. (See Appendix C.)*

Thus, DOT-AIR has no authority to prevent the use of the Port Allen Airport by helicopters.

DOT-AIR previously investigated the feasibility of consolidating helicopter operations at one location on Kauai in the *Site Selection Study for a Kauai Inland Helicopter Facility*, February 1991. The study identified and evaluated potential sites for the development of an inland helicopter facility on Kauai, which was to replace Lihue Airport as the primary base of operations. The study evaluated six sites and concluded that three of the six sites were feasible for the development and long-term compatible operation of an inland heliport. However, the concept was deemed unfeasible for two reasons: i) the helicopter operators realized that an inland helicopter facility and other airports would be open to all helicopter operators, not just the existing operators; and ii) as stated above, DOT-AIR has no authority to prevent helicopter operations at any public airport since it cannot discriminate against aviation use at public airports. Therefore, the inland helicopter facility plan was not implemented by the DOT-AIR.

Other DOT-AIR planning efforts for helicopters on Kauai included the *Hawaii State Helicopter System Plan*, April 1989, which recognized Port Allen Airport as a helicopter site to meet existing aviation demand. DOT-AIR is currently contemplating development of a helicopter facility at Lihue with approximately twenty helicopter pads for which long-term leases would be issued. (There are currently twenty existing helipads, of which nine are vacant; the remaining eleven are rented on a thirty-day revocable permit basis.)

Because DOT-AIR has no authority to relocate helicopter operations and/or tenant facilities from Port Allen Airport to Lihue Airport and because relocation of helicopter operations does not meet the purpose and need of the proposed project, which is to accommodate the existing helicopter and aviation demand at Port Allen Airport, the relocation of helicopter operations alternative is not feasible and will not be considered further.

#### 3.4.2 Court Ordered Alternative - Relocation of Helicopter Facilities to Lihue Airport

Under this Alternative (Off-PAK Alternative), although helicopter operations would continue at Port Allen Airport, the helicopter facilities would be located at Lihue Airport. Port Allen Airport would continue to be used by helicopters, fixed-wing aircraft, ultra-lights, and military



Ms. Elsie T. Godbey  
Page 2

AIR-P  
99.0604

Port Allen provides a vital link for West Kauai and the remainder of the state which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. Therefore, it is the intention of DOTA to continue to maintain and operate Port Allen Airport for the public good.

Relocating the present helicopter maintenance functions from Hanapepe town to the airport will benefit Hanapepe since it will provide for compatible land usage of the helicopter maintenance operations.

We will investigate any reasonable and feasible measure to minimize the impact of the structures. DOTA will continue to attempt to meet and work with the Hui Hana Paakai o Hanapepe to develop mitigation measures for the current and future airport aircraft operations. The Salt Pond Beach Park and the Port Allen Airport have coexisted for over 50 years, and with proper controls I believe they can continue to coexist.

The purpose of an EA is to allow government to give systemic consideration to the environmental, social, and economic consequences of the proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community. I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport.

Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,



JERRY M. MATSUDA, P.E.  
Airports Administrator

C: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K  
AIR-L  
AIR-PM

LB:nf

P.O. Box 688  
Hanapepe, HI 96746

February 23, 1998

Mr. Kazu Hayashida  
Director of Transportation  
889 Punchbowl Street  
Honolulu, HI 96813-5097

Subject: Proposed Improvements, Port Allen Airport  
State Project No. AK2010-01

Dear Mr. Hayashida:

I am writing in response to the proposed expansion of facilities at Burns Field on Kauai. I am very strongly opposed to this expansion because it puts the needs and desires of certain helicopter companies ahead of the best interests of the community of Hanapepe and surrounding area. Establishing hangars at Burns Field will be the end of the peaceful area which we love. It will literally destroy the attractiveness and therefore the economic livelihood and income potential of this area. The correct solution to this continuing problem is to close Burns Field and locate all Kauai helicopter operations together at the airport in Lihue.

I will be referring to the Draft Environmental Assessment Document completed by E.K. Noda and Associates in January of 1998. I will discuss pertinent subject areas.

#### COMMUNITY NEED AND RESPONSE

The project purpose is defined on page 1-2 of the Draft EA. It says that "during the development of the Master Plan in 1990, there was considerable opposition to expansion of the use of the airport. However, since that time there has been some support for such expansion. Therefore, this study is to fill the needs of the existing helicopter companies."

There has been strong opposition to use of this airport from the start. That is why the restriction was placed on the two helicopter companies that they cannot have hangars on Burns Field, but must trailer their helicopters to and from this field. Both Interisland Helicopters and Bali Hai Helicopters agreed to these terms. However, ever since Interisland Helicopters has been trying to throw out their agreement and have their helicopters sited in hangars at Burns Field. This shows that they must not have negotiated in good faith.

The subject purpose is to "fill the needs of the existing

aircraft, and the proposed improvements related to these activities would be constructed at Port Allen Airport (see Figures 3.1 and 1.2):

- Two (2) fixed wing tie-down areas (3,600 sq. ft.) with an associated taxilane;
- Public comfort station and DOT-AIR maintenance shed (1,200 sq. ft.);
- Public (20 spaces) and employee (2 spaces) parking;
- Runway End Indicator Lights (REIL), Precision Approach Path Indicators (PAPI), and lighted segmented circle/wind cone to aid air navigation;
- Runway lights for emergency use;
- Associated infrastructure improvements for water, wastewater, electricity and telecommunications; and
- Landscaping for beautification and dust control.

Currently, there are no helicopter facilities at Port Allen Airport to relocate; there are no helicopter hangars at the Airport as the current users are based at Princeville Airport, Hanapepe Town, or park their helicopters overnight on the leased helicopter landing pads. Under this Alternative, the helicopter companies operating at Port Allen Airport would have hangars at Lihue Airport instead of at Port Allen Airport.

For the reasons discussed previously in Section 3.4.1, the DOT-AIR cannot force all helicopter companies operating at Port Allen to build hangars at Lihue Airport. The helicopter operators would have to make a business decision as to whether or not to build facilities at Lihue Airport. Factors which may influence an operator's decision include proximity to their customers, helicopter operational constraints (such as airspace restrictions, space allocation and obstructions), and rental cost. For example, Bali Hai Helicopters currently rents a helicopter pad at Lihue Airport from the State. However, at this time Bali Hai also chooses to operate at Port Allen Airport by trucking its helicopters to and from the Port Allen Airport from its maintenance base in Hanapepe Town. Inter-island Helicopters has publicly stated that it will not move to Lihue Airport.

DOT-AIR cannot require helicopter operators to build facilities at Lihue Airport, and the location of helicopter facilities at Lihue does not meet the purpose and need of the proposed project to provide a safer and more efficient Port Allen Airport facility for helicopters. This Alternative partially meets the proposed project's purpose and needs in that helicopter operations would continue at Port Allen and proposed improvements for non-helicopter activities at the Airport

helicopter companies. That is obviously the case, and it will subject the Hanapepe area to increased adverse impacts in many areas, primarily noise.

Page 2-4 of the Draft EA report states that "any increase in operations will be caused by an increase in helicopter tours." This is illogical and circular reasoning. First, the hangars are only to meet the needs of the existing helicopter companies. Then, increases in operations will be in response to increases in helicopter tours. At this rate, helicopter operations could increase without limit.

#### SALT PONDS

Page 1-2 of the Draft EA states that "since the Salt Ponds are being transferred to the control of the DLNR, therefore they are considered to be outside the area of the Port Allen Airport." This is a travesty because it will allow a great increase in helicopter flights which will adversely affect the Salt Ponds, and Salt Pond Park and surrounding area. This entire area must be preserved as a whole.

#### SEARCH AND RESCUE

A letter in the Draft EA by Curtis and Bonnie Lofstedt, owners of Island Helicopters, Inc., states "It has been stressed by everyone concerned that the reason Interisland Helicopters should be allowed permanent facilities at the Burns Field airport is because he performs rescue operations for both the Fire and Police Departments." They disagree with this reason because they state that rescue helicopters have to go to Lihue to pick up rescue personnel, and then fly to the rescue scene. Thus, it obviously would make better sense for the rescue helicopters to be located in Lihue.

#### AIRPORT FACILITIES AVAILABLE AT LIHUE

There is adequate space provided for all helicopter companies at the airport in Lihue. However, the operators of helicopter companies in Lihue have to pay far more in rent and fees than do the two companies located at Burns Field. This gives the companies at Port Allen Airport an enormous financial advantage. This creates a pressure which will cause more helicopter companies to request to locate at Burns Field. Contained in the Draft EA is a letter from Will Szyrers Helicopter Tours to locate at Burns Field, and undoubtedly there will be many more such requests due to the economic imbalance. Even if a limit is set that no more than the two companies presently using Burns Field will be allowed, this won't work either. Other helicopter companies will simply bring customers to Burns Field by van, and then have helicopters fly in from Lihue to pick them up. The noise and volume will become extreme. You cannot artificially control a market, because someone will always find a way to

get around it.

#### INTERISLAND HELICOPTERS

Besides the economic imbalance, Interisland Helicopters has other unfair advantages over other helicopter companies. They have enjoyed exclusive government contracts to perform marijuana eradication, search and rescue, training for fire and police department personnel, and landing where other helicopter companies are not allowed to land.

Helicopter companies doing tours on Kauai are not supposed to land during the tour around the island, with the possible exception of landing on private property with the property owner's permission. However, Pacific Connections, the Fall 1997 magazine of Hawaiian Airlines says on page 30 "Every passenger gets a window seat on Air-1 Inter-Island's helicopter tours, and D'Attilio lays claim to the only remote landing site by a waterfall on the Garden Island". And, The Ultimate Kauai Guidebook, Second Edition, 1997, states on page 120: "Our personal favorite is Interisland. They have the coolest helicopter trip on the island. It almost belongs in the Adventure section. When you get into the Hughes from Hanapepe's Port Allen Airport (a good take-off point), the first thing you notice is that the doors are off. During the flight, near the center of the island, they do something no one else was doing at press time-they LAND at the totally inaccessible 300 foot high Hinalele Falls."

It is quite apparent that Interisland Helicopters constantly breaks the rules.

Also, helicopter companies based at Burns Field can operate with little or no FAA supervision, because Hanapepe is so far from the main Kauai airport at Lihue.

#### EFFECT ON THE ENVIRONMENT

Tourists consistently state that what they like most about the westside of Kauai is the peace and quiet. However, there is already too much noise caused by helicopters in the Salt Ponds, Salt Pond Park, and Hanapepe area, and it is constantly increasing. The impact of helicopter noise and overflights is rapidly destroying the beauty and desirability of this place. Also, at the hearing on February 17, the noise impact study was seriously challenged. Margy Parker stated that she remembers the weekend the noise study was done, there was very little helicopter activity, compared to normal. The reason she remembers is that it rained that weekend, and that was her birthday, making it very easy to remember.

Hanapepe and the westside community have consistently been opposed to helicopter operations at Burns Field. But, Island

HAZU HAYASHIDA  
DIRECTOR  
CHIEF OFFICERS  
SHINYUKI URAHAI  
GLENNAM OKAMOTO

BENJAMIN J. CATELANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 ROGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1940

WE'REPLY REFER TO  
AIR-P  
99-0605

September 28, 1999

Helicopters noted in their letter in the Draft EA that many of the people who spoke in favor of the expansion at the 1990 meeting regarding the development of the Master Plan had clear conflicts of interest, and therefore their testimony should not be considered valid. Many of them were either employees or relatives of employees of Interisland Helicopters, or Fire Department or Police Department or other government agency personnel, involved in the exclusive contracts enjoyed by Interisland Helicopters.

The letter from Island Helicopters in the Draft EA states that if the move of hangars to Burns Field is allowed, this will result in at least 100 takeoffs and landings a day on the average, and on busy good weather days, the number will be three or more times that. Can you imagine 300 or 400 flights a day over Burns Field, Salt Pond Pak and Hanapepe? That would be horrendous!

THE ABOVE REASONS SHOW WHY THIS EXPANSION SHOULD DEFINITELY NOT BE ALLOWED;

It would ruin the small town atmosphere of the westside, and cater to the exclusive and unfair interests of certain helicopter companies, while destroying the sacred trust which we all have to preserve this earth for future generations.

The only reasonable and logical solution to this problem is to require Interisland Helicopters and Bali Hai Helicopters to move to Lihue Airport with all the other helicopter companies. It is extremely important that this be accomplished before it is too late, and our environment is ruined.

Thank you for your consideration.

Sincerely,

*Thomas N. Godbey*  
Thomas N. Godbey

Mr. Thomas N. Godbey  
P. O. Box 688  
Hanapepe, Hawaii 96716

Dear Mr. Godbey:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvement  
State Project No. AK2010-01

Thank you for your letter regarding the proposed improvements at Port Allen Airport. We have considered your comments and we have limited our answers below to the Draft Environmental Assessment (EA):

Port Allen Airport provides a vital link to West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. Therefore, the Department of Transportation, Airports Division (DOTA) will continue to maintain and operate Port Allen Airport for the public good.

The purpose of the proposed improvements, as discussed in the Draft (EA), is to provide four (4) lease lots for helicopter hangars, tie-downs for general aviation and other infrastructure improvements. The proposed improvements are modest and will allow those airport functions currently being performed off the airport to be relocated to Port Allen Airport with room for modest expansion. Port Allen is a public airport and the proposed improvements will provide safe and efficient air transportation facilities for the flying public. The proposed improvements are modest in nature as compared to previously propose developments and are supported by a portion of the community and government.



MAINTENANCE SHED  
COMFORT STATION  
EMPLOYEE PARKING

PUBLIC  
PARKING

FIXED WING  
TIEDOWNS



Airports Division

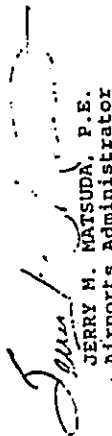
PORT ALLEN AIRPORT  
ENVIRONMENTAL ASSESSMENT

Prepared by : Edward K. Noda and Assoc

Mr. Thomas N. Godbey  
Page 3

Please contact Ben Schlapak, Head Planning Engineer, at  
(808) 838-8821 to clarify questions you may have.

Sincerely,

  
JERRY M. MATSUDA, P.E.  
Airports Administrator

C: Edward K. Noda and Associates, Inc. (B. Ishii)

bc: AIR-K  
AIR-L  
AIR-PM

LB:nf

Mr. Thomas N. Godbey  
Page 2

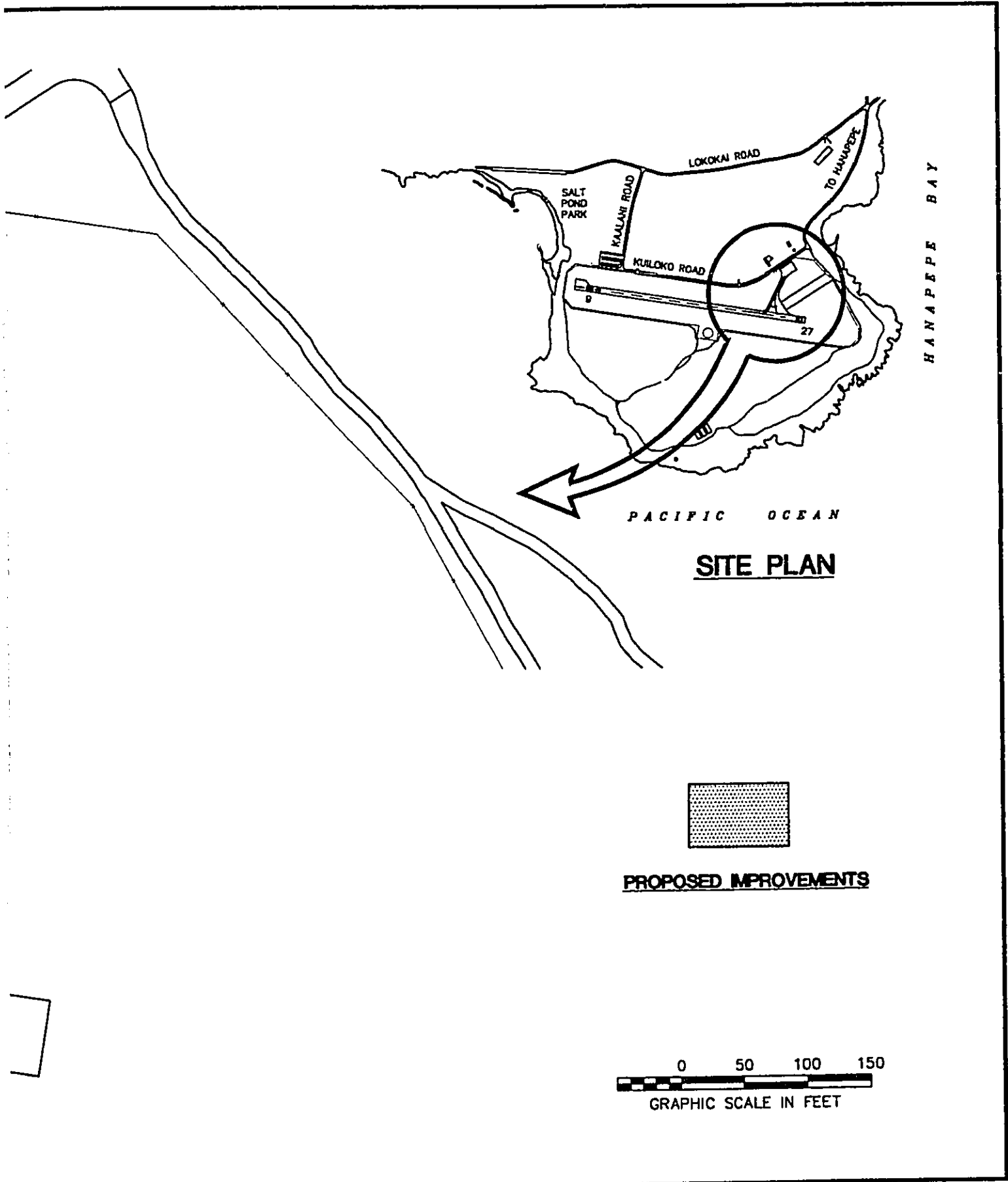
As stated in the Draft EA the proposed improvements will allow the present operators to relocate their maintenance hangers to the airport and provide for modest growth in the future. As stated, if the demand for helicopter tour services increases, it will be the result of other economic demands.

We have recognized the unique historic value of the Salt Ponds and undertook the actions necessary to transfer the Salt Ponds from DOTR to the Department of Land and Natural Resources (DLNR) for their control and management. DOTR will meet and work with the Hui Hana Paakai o Hanapepe to develop mitigation measures for the current and future airport operations.

Port Allen Airport is a public airport and DOTR cannot discriminate against other aircraft or helicopters from using the airport. Other helicopter companies can now operate out of Port Allen Airport, but have chosen not to. At this time we have received only two (2) requests for hangers at Port Allen. It is our intention to allow only hangers at those sites indicated in the EA. DOTR will, to the extent possible, request that the flight paths of aircraft using Port Allen avoid noise sensitive areas in the Hanapepe community. Our projections for future operations at Port Allen are included in the Draft EA and we do not agree with some of the projections of aircraft operations proposed by other public members.

The Salt Pond Park, the Salt Pond Pans and Port Allen Airport have coexisted for over 50 years and I believe with the proper controls, they can continue to coexist.

The purpose of an EA is to allow government to give systemic consideration to the environmental, social, and economic consequences of the proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community. I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport.



would be constructed. Therefore, the environmental impacts of this Off-PAK Alternative on the Port Allen environs will be evaluated in Section 4.0.

### 3.5 PORT ALLEN AIRPORT CLOSURE ALTERNATIVE

Some commentators have suggested that the Port Allen Airport be closed, and the newly-adopted General Plan for Kauai County asks the State government to plan for the long-range decommissioning of the Airport and redevelopment of the Puolo Point lands as a resource park. The closing of the Port Allen Airport is the only means by which the DOT-AIR can stop helicopter operations at the Airport. This would force all current Port Allen Airport users to Lihue Airport or to Princeville Airport, which is privately-owned. The DOT-AIR does not consider closing Port Allen Airport to be in the public interest because the Airport is deemed a public necessity and serves the needs of the West Kauai area, other aviation users, and for emergency services (including serving as a secondary airport for Lihue). Other aviation users include flights by fixed-wing air tour operators, general aviation aircraft owners, emergency air service and the military. It is the State's position that the Port Allen Airport has been compatible with the recreational use of Puolo Point, such as the County's Salt Pond Park, for more than 70 years, and that there is considerable support for continued use of Port Allen Airport from the County of Kauai and the Hanapepe community for health and safety reasons as well as economic reasons. At this point in time, the Airport will continue to serve the flying public at Port Allen Airfield as part of the statewide system.

The closing of the Airport would eliminate an emergency landing site and constrain the aviation emergency services to Kauai, especially the west side. In addition, the closing of the Airport is contrary to HRS, Chapter 261-2, which states "*It [DOT] shall encourage, foster, and assist in the development of aeronautics in the State and encourage the establishment of airports and air navigation facilities.*" Furthermore, the Port Allen Airport is recognized by the FAA as a public general aviation airport, and the State of Hawaii is subject to Federal Grant Assurance to keep Port Allen as a public airport for at least twenty years. Therefore, the closing of Port Allen Airport does not meet the purpose and need of the project, as the Airport would not be able to meet the existing and forecast aviation demand at the Airport. Consequently, this Alternative will not be considered further.

### 3.6 OTHER AIRPORT DEVELOPMENT ALTERNATIVES

No other development alternatives were considered due to the location of the Airport, existing land use constraints, such as the Salt Pond Park, the Salt Ponds, and aircraft operating



BEAUMON J. CAVETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 FODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96813-1800

September 28, 1999

Ms. Dorothea Hayashi  
P. O. Box 76  
Hanapepe, Hawaii 96715

Dear Ms. Hayashi:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your letter regarding the proposed improvements at Port Allen Airport. The Department of Transportation, Airports Division (DOTA) recognized the historic value of Port Allen Airport and contracted with the International Archaeological Research Institute, Inc. (IARI) to conduct an archaeological, historic and cultural survey of the Port Allen Airport environs. At the public informational meeting held in August 13, 1997, a concern was raised about Native Hawaiian Burials, by Ms. Wilma Holi and Ms. Emma DeCosta on the Ukula Peninsula. As a result of that concern, we directed Dr. Thomas S. Dye, Ph.D. of IARI to contract and interview Ms. Holi and Ms. DeCosta of Hanapepe on the historic significance of the Peninsula. The result of these interviews are in the Appendix of the Draft Environmental Assessment (EA), An Assessment of Historic Preservation Issues, Hanapepe, Kona, Kauai.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the DOTA, to continue to operate Port Allen Airport for the public good.

DOTA recognizes the unique historic value of the Salt Ponds and undertook the actions necessary to transfer the Salt Ponds from DOTA to the Department of Land and Natural Resources (DLNR) for their control and management. DOTA will meet and work with the

Environmental Assessment - Comment/Inquiry  
Dorothea Hayashi  
P.O. Box 76 Hanapepe, Kauai, HI. 96715

Once again, we the residence of Hanapepe are asked to comment on yet again another project to use added usage of the airfield. Once again I am against this project. Again we are told there are only minor historical areas on this airfield, however the remaining families of this area have always told some of us about the importance of this area & how it must be preserved so that no later comes to the Salt Ponds. This whole area should be thoroughly surveyed by knowledgeable parties to see how far the water tables are involved under the air strip. These people should only be those who have a tie to this land & not people out of our so-called educational system, but our Kupunas who have the history to this area. They basically should be the consulted Co. & not Naha & Co.

As we all can see Kauai is an island circular in dimension. Because of Her form Hanapepe is not the only viable area to stage a rescue. Mana is actually better situated considering how close Pahole takes to the Kapali Coast are situated. However we all know, to conduct rescue work it is not as to prelay a spotter from Kukuini Grove & some it was where seen his helicopters coming out of the field in back of the Police Dept. We the public should be given information pertaining to these rescue works. How often are they called, where & why (conditions of victims).

Also included in the comment section were the names Jordan & Kaunimono, Donald H. Kanahale, Berry Kanahale, Ica Kanahale, Isaac B. Kanahale, their letters seem to be written by the same person. Isaac's letters were written by them request I believe the author should be recognized.

Don E. Yew

constraints. In addition, given the community's objection to larger developments, only the modest and limited development alternative is considered.

### 3.7 NO-ACTION ALTERNATIVE

The No-Action Alternative to the proposed action would leave the Airport in its present state, i.e., the proposed airport improvements would not be built. Under the No-Action Alternative, two of three helicopter companies currently operating regularly at Port Allen Airport would continue to be located off of the Airport, and one would continue to truck its helicopters to Port Allen to conduct air tour operations, while the other would continue to fly its aircraft to the Airport for its air tour operations. The third regular helicopter operator would continue to use the helicopter landing pads for overnight aircraft parking and continue to maintain a temporary office trailer at the Airport. Flight tracks would remain unchanged, and the existing complaints regarding helicopters operations would not be addressed. The number of helicopter operations at Port Allen is dependent on aviation demand for air tours because the growth of helicopter operations is not limited by the current facilities; growth would be a function of the economics or popularity of air tour operations. Under the No-Action Alternative, the Aviation Demand Forecasts for Port Allen Airport would continue to project a growth in helicopter air tour operations from 5,082 in 1999 to 7,800 by the year 2020 (see Section 2.6).

The No-Action Alternative does not meet the purpose of the proposed project to promote increased safety and efficiency, nor is it consistent with the growing community desire for limited Airport development. The No-Action Alternative promotes a less efficient operating environment for the local aviation community, and would not allow for night time emergency use of the airfield. However, pursuant to HRS Chapter 343, the environmental impacts of the No-Action Alternative will be analyzed and documented.

Ms. Dorothea Hayashi  
Page 2

AIR-P  
99.0606

Hui Hana Paakai o Hanapepe to develop mitigation measures for the current and future operations. The Salt Ponds and the Port Allen Airport have coexisted for over 50 years and with proper controls, I believe they can continue to coexist.

The purpose of an EA is to allow government to give systemic consideration to the environmental, social, and economic consequences of proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community. I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport.

If you have other concerns, please don't hesitate to contact Ben Schlapak, Head Planning Engineer, at 838-8821.

Sincerely,



JERRY M. MATSUDA, P.E.  
Airports Administrator

C: Edward K. Mota & Associates, Inc. (B. Ishii)

bc: AIR-K  
AIR-L  
AIR-PH

LB:mf

PORT ALLEN AIRPORT  
DRAFT ENVIRONMENTAL ASSESSMENT  
PUBLIC HEARING COMMENTS

NAME GREG HIRANO DATE 3/4/98

COMPANY/ORGANIZATION

ADDRESS

CITY STATE ZIP CODE

COMMENTS/REQUEST:

I THINK THAT INTER ISLAND HELICOPTERS  
SHOULD BE ABLE TO OPERATE OUT OF  
RIVERS FIELD

Please send to: Mr. Jerry M. Matsuda, P.E., Airports Administrator  
State of Hawaii, Department of Transportation, Airports Division  
Honolulu International Airport  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.

**SECTION 4.0**  
**DESCRIPTION OF THE AFFECTED ENVIRONMENT,**  
**POTENTIAL ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

**4.1 NOISE**

**4.1.1 EXISTING CONDITIONS**

Noise measurements were taken at Port Allen Airport from August 23, 1997 through August 25, 1997, and on August 11, 1999 by the acoustical consultant, D. L. Adams Associates, Ltd., dba (doing business as) Darby & Associates. Both reports are presented in Appendix D. The following summarizes the results of the study.

The August 1997 noise measurements were performed at seven stations as shown on Figure 4.1. The noise measurements were on seventy aircraft operations (sixty-two involved a helicopter and eight involved a single-engine, fixed-wing aircraft); an operation is either an arrival (landing) or departure (take-off) of an aircraft. Table 4-1 shows the number of operations for each type of aircraft. The August 1999 measurements were performed at two locations (Figure 4.1) on sixty-two helicopter operations (Table 4-1).

Table 4-1  
**NUMBER OF OPERATIONS FOR EACH TYPE OF AIRCRAFT \***

Date	Bali Hai Helicopters	Inter-Island Helicopters	Will Squyres Helicopters	Hawaii Helicopters	Fly Kauai Single-engine (Fixed-wing)
August 23, 1997	16	8	0	0	0
August 24, 1997	14	0	4	0	0
August 25, 1997	12	8	0	0	8
August 11, 1999	26	16	0	20	0

\* Each operation consists of one arrival or one departure

REUNIONAIRE CANTIERNO  
804-1-2024



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

KAZUHIKASHIROA  
DIRECTOR  
DEPT. DIRECTOR  
GENERAL INVESTIGATOR

IN REPLY REFER TO  
AIR-P  
99-0593

September 27, 1999

Mr. Greg Hirano

Dear Mr. Hirano:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schiapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

*Jerry M. Matsuda*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

PORT ALLEN AIRPORT  
DRAFT ENVIRONMENTAL ASSESSMENT  
PUBLIC HEARING COMMENTS

NAME Steven Hirano DATE 3/2/98

COMPANY/ORGANIZATION KAWAI AIRPORT PARTNERSHIP

ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP CODE \_\_\_\_\_

COMMENTS/REQUEST:  
OK FOR Inter Island Helicopter  
to operate out of Burns Field  
Kauai, since Above Company is  
already operating from Hanalei.  
Steve Johnson

Please send to: Mr. Jerry M. Matsuda, P.E., Airports Administrator  
State of Hawaii, Department of Transportation, Airports Division  
Honolulu International Airport  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.

The measurement stations were either attended or unattended. At each of the unattended stations, a sound level meter was left in place from sunrise to sunset or for 24 hours, and programmed to measure the hourly equivalent sound levels ( $L_{eq}$ ), exceedence levels (e.g.,  $L_1$ ,  $L_{10}$ ,  $L_{50}$ , and  $L_{90}$ ), minimum sound levels ( $L_{min}$ ), maximum sound levels ( $L_{max}$ ) and Sound Exposure Levels (SEL). The noise is measured in A-weighted decibels (dBA) since this noise scale most closely resembles the sound which humans hear. At each of the attended stations,  $L_{eq}$ s,  $L_{min}$ s,  $L_{max}$ s and SELs from aircraft operations, departure or arrival or flyover aircraft operations, were obtained and visual identification of aircraft types was made to correspond with the measurements.

For airports, the noise metric used to determine the level of aircraft noise is the Day-Night Sound Level (DNL). DNL is used to relate various land uses within and around an airport and provides a basis to determine noise compatibility with airport operations. DNL represents the 24-hour average sound level for a typical day. For airports with night time aircraft operations, a penalty of 10 dBA is assigned to operations between 10:00 p.m. and 7:00 a.m. However, since Port Allen Airport does not have night time operations, this is not applicable. For reference purposes, DNL exposure levels of 55 or less are equal or typical of quiet rural or suburban areas, DNL exposures of 55 to 65 are typical of urban areas with high levels of activity or street traffic, and DNL exposures of 65 or more are representative of densely developed urban areas and areas fronting high volume roadways. The DOT-AIR has adopted guidelines for aircraft noise to be less than 60 DNL as a planning level for residential housing developments and up to 75 DNL for recreational uses.

The August 1997 noise measurements at Stations 1 through 4 and the August 1999 noise measurements at locations 1 and 2 are shown in Table 4-2. The Table compares background noise with noise from aircraft operations. As can be seen, the DNLs are higher closer to the runway and fall off away from the Airfield. Also, based on the August 1997 noise measurements at Station 7, located in Hanapepe Town, a 44 DNL was calculated. This noise level reflects noise generated during times of aircraft operation and is equivalent to the ambient noise level. However, since the DNL at Station 7 was derived from an unattended 24-hour measurement only and background noise levels without aircraft operations could not be differentiated, Station 7 is not listed in Table 4-2.



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

September 27, 1999

Mr. Steven Hirano  
Kauai Screen Prints  
3116 Hoolako Street, Building G  
Lihue, Hawaii 96766

Dear Mr. Hirano:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

*Jerry M. Matsuda*

JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B.Ishii)

bc: AIR-K; -L; -PM

LB:nf

KATHY HANAUSSA  
DIRECTOR  
DEPT. DIRECTOR  
PUBLIC SAFETY  
OFFICE OF THE ATTORNEY GENERAL

INQUIRY REFERENCE:  
AIR-P  
99-0593

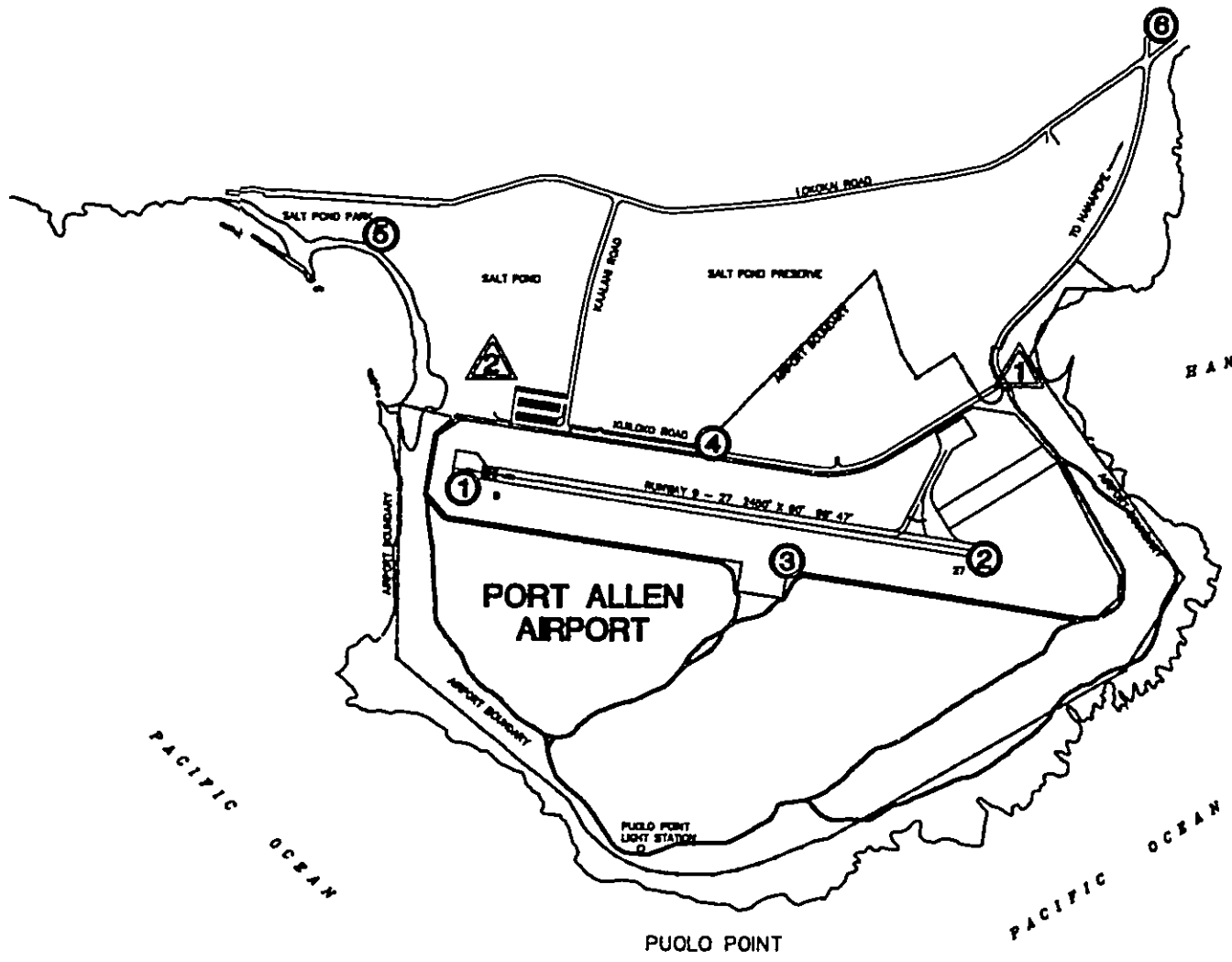
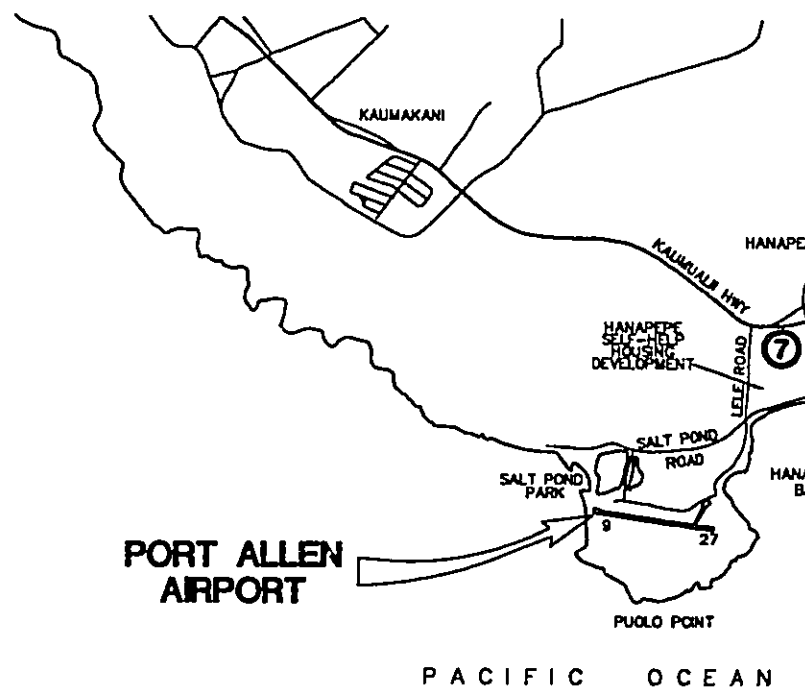
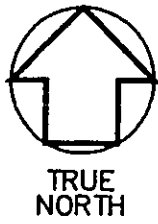
PORT ALLEN AIRPORT  
DRAFT ENVIRONMENTAL ASSESSMENT  
PUBLIC HEARING COMMENTS

NAME: MARTY HOFFMAN DATE: 2/20/98  
COMPANY/ORGANIZATION: WEST SIDE ACTIVITIES  
ADDRESS: P.O. Box 793  
CITY: LAWAIA, HI. STATE: 96765 ZIP CODE

COMMENTS/REQUEST:  
ATTACHED

Please send to: Mr. Jerry M. Matsuda, P.E., Airports Administrator  
State of Hawaii, Department of Transportation, Airports Division  
Honolulu International Airport  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.



**Airports Division**

**PORT ALLEN AIRPORT  
ENVIRONMENTAL ASSESSMENT**

Prepared by : Edward K. Noda and Associates



BENJAMIN J. CAVETTINO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
409 ROOSEVELT BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96813-1880

IN REPLY REFER TO  
AIR-P  
99-0593

KAZUMATSUDA  
DIRECTOR  
DEPUTY DIRECTORS  
BRUNO K. BRUNO  
OLENMIJI CONMOTO

September 27, 1999

Mr. Matsuda,

I have operated an activity desk at Waimoa Plantation Cottages for the past 3 years. As is the case with many other businesses on Kauai's west side, it has been a struggle. But we have managed to stay afloat and have provided jobs to several individuals who would otherwise be forced to collect welfare.

The visitors staying on the west side prefer boating excursions and air tours departing from west side locations to avoid the 1 1/2 hour travel time to and from Lihue. Because of this approximately 80% of our guests choose to fly from Burns field in Hanalei. Currently there are no facilities at Burns field to provide rest rooms, shelter, or information to our visitors coming from Waimoa. Facilities are desperately needed to provide our guests with a quality experience that will leave them with a good feeling about our island and its aloha toward our visitors.

I am in support of the plan to allow this minor development at Burns field. It would allow small businesses like mine to continue to operate and provide desperately needed jobs here on the west side.

In addition to the economic reasons for allowing this airport plan are safety concerns to the community. Currently rescues are delayed because helicopters, rescue and fire fighting equipment are not located at the airport. This delay could be the difference between life and death, and major property loss. Having all of the equipment at the airfield and available only makes common sense.

I urge you to approve this plan.

Sincerely,

*Marty Hoffman*

Marty Hoffman  
P.O. Box 793  
Lawai, HI 96765

Mr. Marty Hoffman  
West Side Activities  
P. O. Box 793  
Lawai, Hawaii 96765

Dear Mr. Hoffman:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

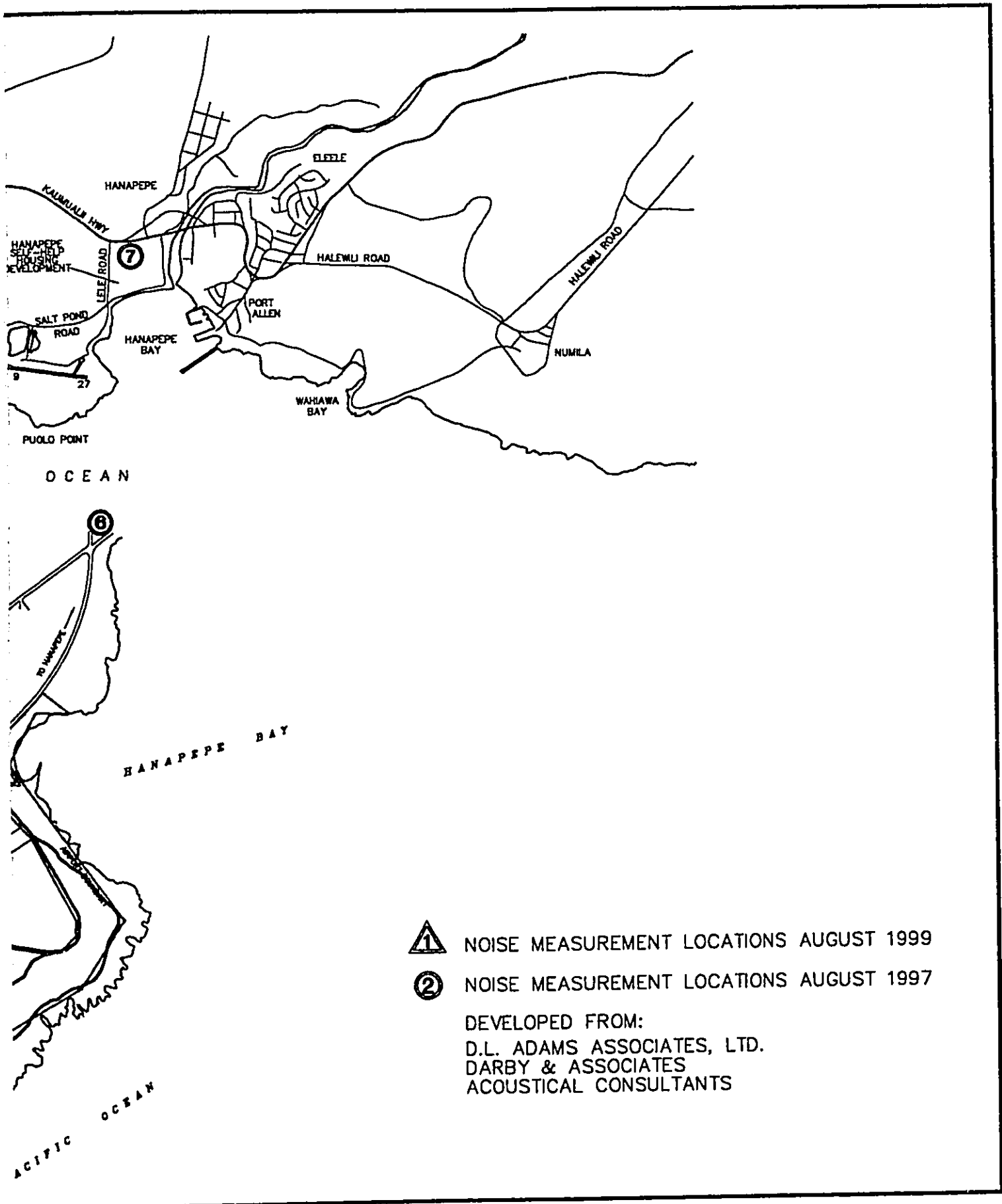
*Jerry M. Matsuda*

JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B.Ishii)

bc: AIR-K; -L; -PM

LB:nf



**AIRPORT  
ASSESSMENT**

*oda and Associates, Inc.*

**NOISE MEASUREMENT LOCATIONS**

**APRIL, 2001 FIGURE 4.1**

FEB 26 1992

MR. KEVIN HIRASHIMA  
 DIRECTOR OF TRANSPORTATION  
 STATE OF HAWAII  
 849 PUNCHBOWL ST.  
 HONOLULU, HI. 96813

RE: DRAFT ENVIRONMENTAL ASSESSMENT AND NEGATIVE  
 DECLARATION, PORT ALLEN AIRPORT STATE PROJECT  
 NO. AK-2010-01

UPON REVIEWING THE PORT ALLEN AIRPORT DRAFT  
 ENVIRONMENTAL ASSESSMENT AND NEGATIVE DECLARATION  
 I FOUND A NUMBER OF DISCREPANCY

1 Biotic Communities:  
 4.9.1.2 Fauna

Port Allen Airport and the Environ, inclu-  
 ing the Salt Pond Wetland, were surveyed by  
 BREYNER in July 1997.

This would be the dry summer months, when  
 the salt ponds are not under water but during  
 the winter months the salt ponds are under  
 water. This is the months when a large population  
 of the endangered Black-necked stilts, Black-crown  
 night heron, the Keokeo and the Koloa, fesc, nest

(2)

made and when their flights are the heaviest  
 I find this survey to be short lived and  
 conducted at the inappropriated time

2. SECTION 5  
 Summary of Issues

6- Issues: Will the high way traffic increase  
 Response: Since the Primary Purpose of  
 the Proposed Project will be to relocate Helicopter  
 Facilities in Hanapepe town. The traffic should  
 Remain the same or increase slightly.

With the approved housing development of the  
 Hanapepe heights area, and the former Eno  
 Housing, traffic will increase from Kaunimui  
 Hwy on to Lele Rd, leading to Salt Pond Beach  
 Park (which is very popular and the only white  
 sand beach serving the community) and other  
 recreation area on the peninsula.

With this Proposed Airport Project, traffic will  
 increase not slightly, but rather heavily.

I find this Response, to be, misleading and  
 and without consideration, to the approved  
 housing development in the Hanapepe Area.

Table 4-2  
ESTIMATED DAY-NIGHT SOUND LEVELS (DNL)

MEASUREMENT LOCATION (August 1997)	DNL AT MEASUREMENT LOCATIONS (in dBA)	
	Background (Without Aircraft Operations)	With Aircraft Operations
1	51	55
2	50	56
3	50	60
4	46	46
5	undetermined*	undetermined*
6	undetermined*	undetermined*
(August 1999)		
1	51-52 (Leq - light wind conditions) 54-56 (Leq - high wind conditions)	60
2	44-46 (Leq - light wind conditions) 48-51 (Leq - high wind conditions)	46

\* DNL could not be determined due to the limited noise data obtained.

As stated previously, a noise level of 44 DNL was calculated from the data collected at the noise measurement station in Hanapepe Town, which is also the measurement location nearest to the Self-Help Housing Development, the closest residential neighborhood to the Airport (shown on Figure 4.1). Forty-four (44) DNL is within the typical ambient noise level range (47 DNL during the day, 34 DNL during the night) for rural and undeveloped land, and well below DOT-AIR's planning level guideline of 60 DNL for residential neighborhoods. Therefore, these surrounding uses are currently compatible with the Port Allen Airport.

During the public involvement process, the public's concern over the single-event impact of aircraft noise, mainly helicopters, became apparent. In general, a single intrusive aircraft noise event may not significantly affect the DNL since the DNL represents an average daily noise level over one year. Due to the low levels of activity at Port Allen Airport, the existing overall

(3)

3 Section 5

Summary of Issues

8. Issue: What will the Flight Paths be for Port Allen?

Response: DOTA will direct that helicopter and fixed wing aircraft operations should avoid the salt pond Park, Kawai Humane Society, Kauli and Hanapepe town as part of the proposed project, a data employee will be at Port Allen Airport from Monday thru Friday and will provide a greater degree of control at the Airport.

In this issue, the concern is overflights the response does not mention the salt marsh area and the surrounding communities. It also states an employee will be there from Monday thru Friday and will provide a greater degree of control at the airport. What happens to Saturday and Sunday? Is this a data airport division maintenance personnel to provide greater degree of control to the vegetative growth?

From the past we know that DOTA does not have the power to control flights, it lies within the F.A.A

(4)

I find it again, to be very misleading and inaccurate.

4. and also, for the record, Kathy N. Kaohelauli stated in the comment and response letter Port Allen Environmental Assessment Public Informational meeting held on August 13 1997 at Hanapepe Neighborhood Center, that she represents, the salt Patch owner of Hanapepe.

I find this statement to be untrue and it does not have any bearing. I am a life long resident and salt maker at Hanapepe. Kathy N. Kaohelauli does not represent me or any member of the family.

(DNL) aircraft noise impact is slight, but a single event noise level may still be intrusive. Concerns were raised by the Kauai Humane Society with overflights by aircraft<sup>2</sup>. Presently, all aircraft arrive and depart over the ocean at Port Allen Airport. Noise generated by aircraft operations is normally loudest during departures and approaches. The typical helicopter flight tracks are shown on Figure 4.2. However, some of the helicopter flights are of an emergency basis and these flights may overfly noise sensitive areas from time to time, depending on the location of the emergency.

#### 4.1.2 PREFERRED ALTERNATIVE

The improvements proposed under the Preferred Alternative will have no impact on the Aviation Demand Forecasts at Port Allen Airport (as discussed previously in Sections 2.6 and 3.3). Therefore, noise impacts around the Airport will be the same as the No-Action Alternative. The proposed improvements will encourage helicopter operators who currently fly their aircraft to the Port Allen Airport to conduct tour operations to relocate their hangars to the Airport. This would reduce the number of operations and noise impacts at the Airport since the operator would no longer have to transit to the Airport at the start of the tour day or takeoff from the Airport at the end of the day.

The DOT-AIR is considering mitigating the impact of single noise events generated by helicopters at Port Allen Airport by asking the helicopter tour operators to institute a voluntary noise abatement measure. This measure would direct all flight tracks to avoid the residential areas, beach park and the Salt Ponds to the extent possible (e.g., without jeopardizing aviation safety). Although this noise abatement measure would not remove all noise impacts, it may reduce the annoyance potential by increasing the separation between the aircraft and receptors such as the residences, users of the beach, and Salt Ponds users.

#### 4.1.3 OFF-PAK ALTERNATIVE (Relocation of Helicopter Facilities To Lihue Airport)

Under the Off-PAK Alternative, Port Allen Airport would continue to be used by helicopters, fixed-wing aircraft, ultra-lights, and military aircraft, but helicopters would not be based at Port Allen. Under this Alternative, the number of helicopter operations at Port Allen Airport would increase as the helicopter companies would need to ferry helicopters from Lihue Airport to Port Allen Airport. There would be two additional flight operations per helicopter to transit from Lihue Airport to Port Allen Airport at the start of the tour day and from Port Allen Airport to Lihue Airport at the end of the tour day. With the added number of operations, the increased noise impacts

---

<sup>2</sup> The Kauai Humane Society relocated to the Puhi area in 1999.

KAUAI HAWAIIANCA  
DIRECTOR  
DEPUTY DIRECTORS  
BRUCE K. LUNAI  
CLEVELAND CROMBIE

REPLY REFER TO  
AIR-P  
99-0608



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 ROGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1180

September 28, 1999

BENJAMIN J. CAFFREY  
COUNCILMAN

Mr. Nolan Holi  
P. O. Box 621  
Hanapepe, Hawaii 96716

Dear Mr. Holi:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your letter regarding the proposed improvements to Port Allen Airport. The responses to your comments are listed below:

We will revise the Fauna Section to reflect your comments on the Hawaiian Stilt (Aeo), Hawaiian Coot (Alae Keokeo), Black-Crowned Night-Heron (Aukuu) and the Koloa.

Our Draft Environmental Assessment (EA) dealt with the traffic caused by the proposed improvements at Port Allen Airport. It is probable that the proposed new housing in the Hanapepe community may cause traffic in the area to increase; however, no additional traffic is expected to be generated by the airport improvements.

The Department of Transportation, Airports Division (DOTA) will, to the extent possible, request that the flight paths of aircraft using Port Allen avoid noise sensitive areas, including the Salt Ponds. It is understood that any such flight patterns would have to be voluntary on the part of the aircraft operators. As a result of concerns raised at the public hearing an additional Noise Study was conducted at Port Allen. The study showed that at the Salt Ponds and the Salt Pond Park, the helicopter noise was within the background noise levels. This study will be included in the Final EA.

⑤ In closing this written testimony, I stand in opposition to the proposed project due to inappropriateness, misleading, inaccurate and without consideration reports.

Your truly  
Concern Citizen  
Nolan Holi

cc. Representative Bernia Kawakami  
Senator Ichua Fernandes  
Mr. Dee W. Crowell, Director, Planning Department  
Maryanne W. Kinsaka, Mayor

Mr. Nolan Holi  
Page 2

AIR-P  
99.0608

PUBLIC TESTIMONY IN RESPONSE TO THE  
DRAFT ENVIRONMENTAL ASSESSMENT AND NEGATIVE DECLARATION

PORT ALLEN AIRPORT  
STATE PROJECT NO. AK2010-01

The purpose of an EA is to allow government to give systemic consideration to the environmental, social, and economic consequences of proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community. I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,



JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K  
AIR-L  
AIR-PM

LB:nf

Feb. 19, 1998  
Eleele School Cafetorium

Good evening. My name is Wilma Holi. I've lived most of my life in Hanapepe and on my maternal side have generational ties to this community. I speak on behalf of my family. We are also represented by legal counsel, and through our attorney, additional comments will be submitted. Thank you for this opportunity to respond to the Draft EA.

- The Draft EA contains statements that supports the idea that the proposed improvements will have a beneficial impact on the community by relocating airport functions, mainly the helicopter operators, from Hanapepe Town to the airport. (1-2; etc.)

This is far from the truth. I have been involved in discussions over the years over the issue of improving and developing the Burns Field for helicopter operations versus relocation of all helicopter operations to Lihue Airport.

Helicopter operations out of Burns Field created its share of negative impact. The takeoffs and landings occur in an area that is heavily used for recreational activities, and for me and my family, a place where we gather to sustain our sense of cultural and spiritual connectedness. The noise from the operations intrudes upon the ambience that is desired.

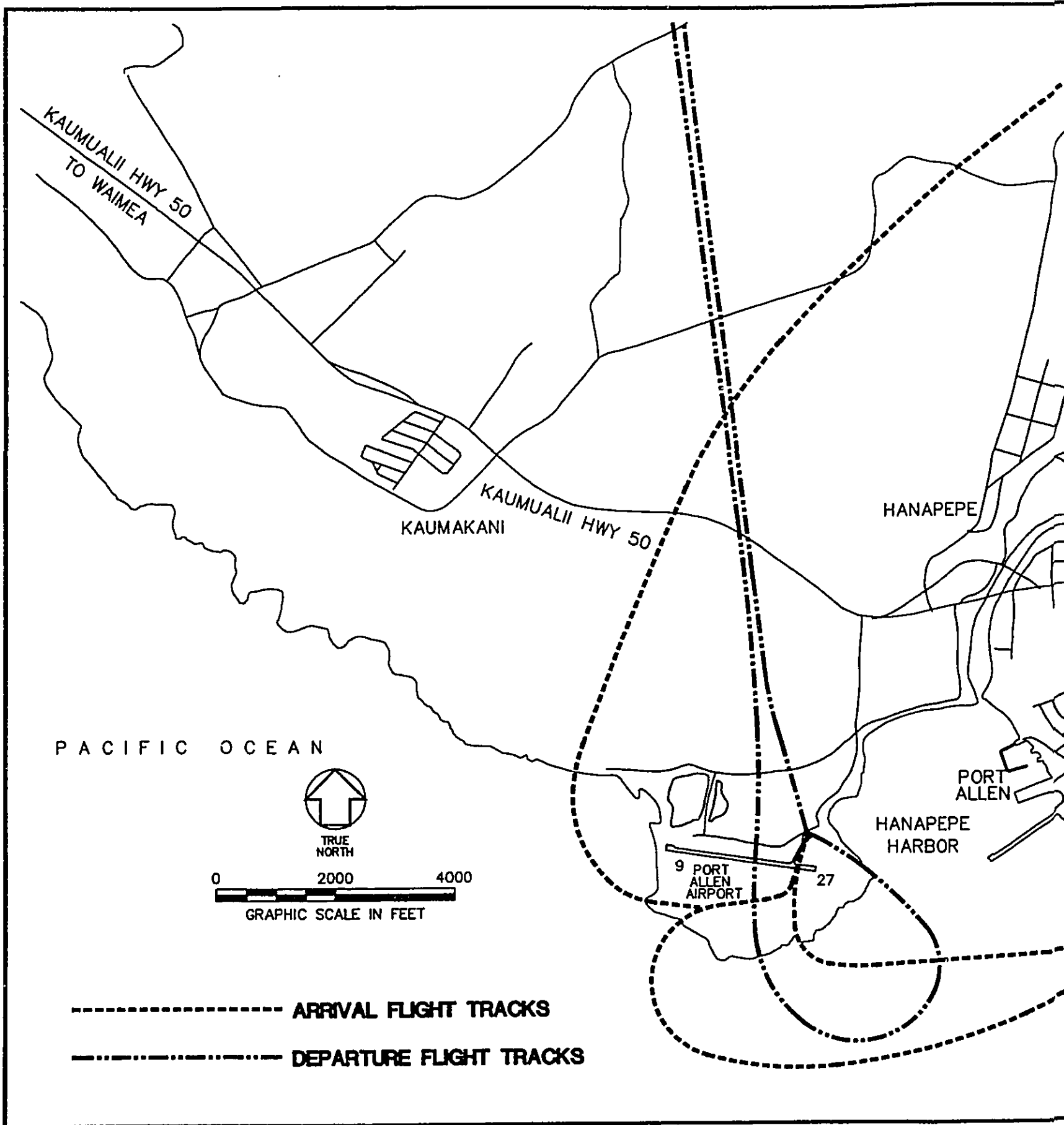
The flight pattern (takeoffs) occur over the salt pans and the beach park, contrary to the flight pattern contained in the draft EA.

We agree that the repair and maintenance operations in its present location is not suitable, and if it is non-conforming use, than relocate to Lihue Heliport where existing facilities are adequate.

- Dust nuisance (3-3; 4-7)

The dust that is stirred up on the perimeter road on the east side of the airfield doesn't have a negative impact on salt making activity. The proximity of the road and the trade wind blows the dust away from the salt pans. The dust problem is created with the down wash from the propellers of the military helicopter as it lands and takes-off from the airfield. Dust is a problem in the salt-making area, but this is attributed to the loose dirt and the foot traffic, and the strong winds.





**Airports Division**

**PORT ALLEN AIRPORT  
ENVIRONMENTAL ASSESSMENT**

*Prepared by : Edward K. Noda and Associates*

- No Nene have been sighted (4-13: 4.10.1)

Nene geese were sighted in the area during the salt-making season (summer 1997) and during the wet season (fall/winter 1997-98).

- DOTA storage shed(2-3)

The draft makes mention of a DOTA storage shed north of the road. If it means in the immediate area, then this is in error. There is no facility on the airfield site. If the statement refers to the state and county base yard, then so state it. Otherwise, it is misleading as it implies that there is some facility at Burns Field, thus qualifying as an airport.

- Some of the helicopter flights are of emergency basis (4-3)

Statistical data is needed to support this assertion. Where is the emergency? Where is the rescue crew from? The frequency that these emergency flights occur?

- Any increase in operations at Burn Field would be caused by independent economic demand, such as an increase in tourist oriented helicopter tours. (2-4; letter from Will Squyres, etal)

In the Draft EA helicopter operators presently situated at the Lihue heliport submitted letters stating their desire to conduct operations from Burns Field. In addition, it was stated at the Aug. 13, 1997 informational meeting, that all permitted operators can relocate to Burns Field if they so choose. It was implied that the operators want to fly out of Burns Field, however, due to the position that DOTA took to improve the Lihue facilities, and not have any improvements at Burns Field, they remain at the Lihue facility. If and when, the improvements are made at Burns Field, the opportunity to relocate is a possibility, and the migration will occur. Also, at this same meeting, it was said that the relocated operators would erect their own facility. This leads me to believe that there will be a tremendous increase in operations. A possibility that is not adequately addressed in the Draft EA. The forecast (2-4) is not a true reflection of the increase due to the improvements.

The analogy here is that: what the boating industry is to the North shore, the helicopter operations will be to the Burns Field and surrounding communities.

- No effect on scenic vistas or view planes (5-3)

Presently, there are no facilities on the Puolo Peninsula. There is an unobstructed view of the coastline and the mountains in the background. Of course with the facilities that will be built on the airport site, it will have a negative impact of the scenic vistas and view planes. Landscaping will not mitigate the problem.

- Induced Social Impacts; Existing Conditions (4-6:4.4.1)

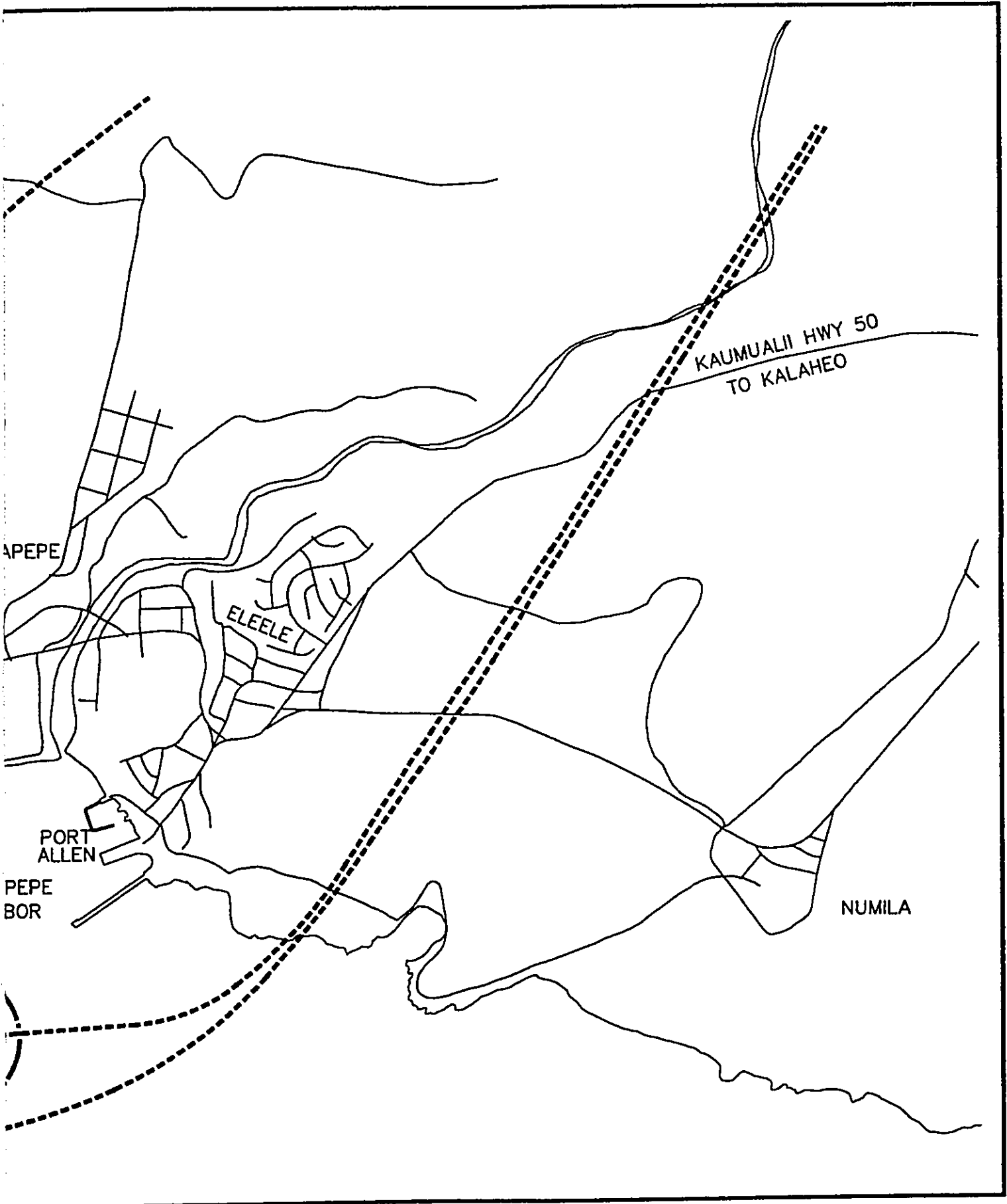
Paragraph with emphasis on:

The proposed facilities are to support those aviation operators which are currently operating out of Port Allen Airport and in Hanapepe Town.

The proposed project is designed to accommodate the present helicopter operators and allow for limited growth of airport facilities in the future.

These statements summarize the purpose of this Draft EA.

In conclusion, there are too many mitigating situations that are not adequately addressed, and we reject the Draft EA and the Negative Declaration. To mitigate the negative impact, it has been, and it continues to be our position, that these operations be relocated to the existing heliport facilities at the Lihue Airport. The position to relocate is reasonable and appropriate, in light of the negative impact continued operations have had in the Burns Field and surrounding communities.



**AIRPORT  
ASSESSMENT**

*oda and Associates, Inc.*

**HELICOPTER FLIGHT TRACKS**

**APRIL, 2001 FIGURE 4.2**

at the Port Allen Airport would be significant since the increase in operations would be a significant percentage of the overall number of operations.

#### 4.1.4 NO-ACTION ALTERNATIVE

Under the No-Action Alternative the number of operations would not increase beyond what is forecast at Port Allen Airport. The existing and future noise impact created by aircraft operations would not change.

## 4.2 LAND USE

### 4.2.1 EXISTING CONDITIONS

Port Allen Airport is in an Urban Land Use category as designated by the State Land Use Commission (Figure 2.3), and has been operated as an airport since 1927. Port Allen Airport is eligible for consideration as a historic site. The Airport is situated on lands designated as an Open District on the Kauai County Zoning Map (Figure 2.4), and is within the County's Special Management Area (SMA).

The Airport is a single runway, general aviation airport, one of four general aviation airports within the State of Hawaii Airport System. Port Allen Airport is part of the Kauai District of Airports, provides minimal facilities to accommodate transient general aviation aircraft, and is currently used regularly by three helicopter operators. One of these operators is based in Hanapepe Town and one is based at the Robinson family settlement at Pakala (Makaweli). Other helicopter operators use Port Allen Airport on an intermittent basis.

Regarding future land use, the newly-adopted General Plan (GP) for Kauai County cites Puolo Point's unique natural and cultural features, and identifies the Point as a potential resource park. The GP designates Puolo Point as "Open" on the General Plan Land Use Map, and requests that the State government "plan for the long-range decommissioning of the airport and redevelopment of Puolo Point to a natural resource park" (Sec. 6.5.4.2 (d)). The Open designation is the most restrictive General Plan land use designation, and the intended policy is as follows:

#### *5.3.1 Policy*

- (a) *The intent of the Open designation is to preserve, maintain or improve the natural characteristics of non-urban land and water areas that:*

81-111111-111111



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 ROGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96813

September 28, 1999

HAZUMAYASHIDA  
DIRECTOR  
SENIOR DIRECTORS  
BRUCE K. LINDAU  
GLENN M. OKUMOTO

IN REPLY REFER TO  
AIR-P  
99-0609

Ms. Wilma Holi  
Page 2

AIR-P  
99-0609

impact to the community. But, we must recognize that during emergency missions dust control becomes a secondary consideration. Since Port Allen is unmanned, we do not have accurate counts of actual air traffic or emergency traffic. However, the present usage is sufficient to continue to maintain the airport for the public good.

Since the proposed improvements will serve the present helicopter operators at Port Allen Airport, no increase in operations is anticipated. However, in the future, there could be outside factors which could increase airport operations.

We will include your sighting of Nene Geese at Port Allen during the summer 1997, and the wet season (fall/winter) of 1997-98 in the Final EA.

DOTA formally had a storage shed and a Terminal Building on the north side of the airfield road which runs to the beach. These facilities were demolished before the Draft EA was published. The Final EA will be corrected.

It is agreed the visual plane of Port Allen Airport will be obstructed; however, with landscaping, some of the obstruction will be mitigated.

Appendix E, of the Draft EA, entitled "Port Allen Airport Improvements An Assessment of Historic Preservation Issues, dated December 1997," recognized the cultural aspects of the Ukula Peninsula. DOTA will insure access to all residents which desire to use the peninsula for native gathering or other cultural uses.

The purpose of an EA is to allow government to give systematic consideration to environmental, social, and economic consequences of a proposed improvement project before granting the permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community. I appreciate the time you took to express your concerns over the proposed improvements.

Ms. Wilma Holi  
P. O. Box 621  
Hanapepe, Hawaii 96716

Dear Ms. Holi:

Subject: Draft Environmental Assessment  
Port Allen Airport Improvement Project  
State Project No. AK2010-01

Thank you for your comments regarding the proposed improvements for the Port Allen Airport. We have considered your comments and our responses will deal only with those comments concerning the Draft Environmental Assessment (EA).

The purpose of the proposed improvements, as discussed in the Draft EA, is to provide four (4) lease lots for helicopter hangers, tie-downs for general aviation and other infrastructure improvements. The proposed improvements are modest and will allow those airport functions currently being performed off the airport to be relocated to Port Allen Airport and allow for some future growth.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shut down. Therefore, the Department of Transportation, Airports Division (DOTA) will continue to operate Port Allen for the public good.

As part of the proposed improvements, a portion of the access road to the peninsula will be paved to help control dust. We realize that this will not control all the dust. It is our understanding that the military helicopters who use Port Allen do so usually on an emergency basis and for occasional training missions. We will have our Kauai Airport District Manager work with the Military users to develop procedures to minimize the

- (1) *are of significant value to the public as scenic or recreation resources;*
- (2) *perform essential physical and ecologic functions important to the welfare of surrounding lands, waters, and biological resources;*
- (3) *have the potential to create or exacerbate soil erosion or flooding on adjacent lands;*
- (4) *are potentially susceptible to natural hazards such as flood, hurricane, tsunami, coastal erosion, landslide or subsidence; or*
- (5) *form a cultural, historic or archaeological resource of significant public value.*

(b) *Lands designated Open shall include: important landforms such as mountains, coastal bluffs, cinder cones, and stream valleys; native plant and wildlife habitat; areas of predominantly steep slopes (20 percent or greater); beaches and coastal areas susceptible to coastal erosion or hurricane, tsunami, or storm-wave inundation; wetlands and flood plains; important scenic resources; and know natural, historic and archaeological resources. Open shall also include parks, golf courses, and other areas committed to outdoor recreation.*

(c) *Lands designated Open shall remain predominantly free of development involving buildings, paving and other construction. With the exception of kuleanas and other small lots of record, and construction that is permitted shall be clearly incidental to the use and open character of the surrounding lands.*

As related policy objectives to the long-range development of Puolo Point as a resource park, the new General Plan expresses support for *"improvements to Lihue Airport as necessary to provide for the desired level of visitor industry development and the export of agricultural products to the mainland"* and for *"centralization of State-owned helicopter facilities and operations at Lihue Airport"* (Sec. 4.7.3).

However, the Port Allen Airport is recognized by the FAA as a public general aviation airport, and the State of Hawaii is subject to Federal Grant Assurance to keep Port Allen a public airport for at least twenty years.

#### 4.2.2 PREFERRED ALTERNATIVE

The proposed improvements are compatible with the Airport and the existing State land use. Moving the existing helicopter facility in Hanapepe Town to Port Allen Airport would bring the maintenance hangar (baseyard) in conformance as airport-related use. There would be

TESTIMONY, BURNS AIRFIELD, HANAPEPE  
by Arius Hopman, 808-335-0227  
PO Box 1032, Hanapepe, HI 96718

AIR-P  
99.0609

Ms. Wilma Holi  
Page 3

Please contact Ben Schlapak, Head Planning Engineer, at  
(808) 838-8821 to clarify any other questions you may have.

Sincerely,



JERRY M. MATSUDA, P.E.  
Airport Administrator

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K  
AIR-L  
AIR-PM

LB:mf

I am strenuously opposed to the expansion of Burns Airfield for commercial use for the following reasons:

- There are already far too many helicopter flights over Kaua'ii
- Helicopters exploit the publicly held trust asset: the natural beauty and serenity of this island at the public's expense, at the expense of the very beauty and serenity that attracts visitors to this island and at the environment's expense.
- Noise pollution is one of the most obnoxious forms of pollution because one cannot escape it or even shut it out of one's home!
- Helicopter companies have a vested interest and therefore greed incentive to keep expanding their operations. Private citizens gain no money by resisting exploitation; they are simply taking personal responsibility for the integrity of the island. Unsustainable expansion by money interests must stop! Such expansion is NOT to the best interest of the general public!
- The Salt Pond area has two uses that have HISTORICAL precedence and are in conflict with the helicopter operations:
  - 1) the Traditional Hawaiian salt-making area. THIS IS THE LAST TRADITIONAL SALT-MAKING AREA LEFT IN ALL OF HAWAII. ALL THE OTHERS HAVE BEEN DISPLACED BY "PROGRESS". THIS IS ABSOLUTELY UNACCEPTABLE! The runoff from the airstrip flows directly into the salt-making area. This means that any asphalt, spits, pollution, garbage, filth etc. in the runway area ends up in the salt for human consumption.
  - 2) The Salt Pond Park is DIRECTLY impacted by helicopter noise immediately adjacent to the park. Helicopters frequently overfly the park. Any noise or overflights shatter the serenity of the park. THIS IS THE ONLY PARK FOR RESIDENTS FROM ELE ELE, ELE ELE NANI, HANAPEPE AND HANAPEPE HEIGHTS. IT IS ALSO A PUBLIC CAMP GROUND AND IS VERY ACTIVELY USED.

**RECOMMENDATIONS:**

1. Consolidate ALL helicopter flights to the Lihue Airport. Helicopters at Hanapepe and Princeville are unnecessarily disturbing to local residents and have an unfair advantage to the decent and orderly helicopters that fly out of Lihue. Hanapepe residents should have a right to decide about what goes on at the airstrip adjacent to their own park!
2. Put a moratorium on all new helicopter flights and slowly reduce the number of flights. ENOUGH IS ENOUGH!
3. Create no-fly zones over all residential areas
4. Create a no-fly time on the weekends: local residents should have the PUBLIC

beneficial effects on Hanapepe Town since the existing helicopter operation is a non-conforming use.

Port Allen Airport is within the SMA and any development at the Airport requires a SMA permit from the County of Kauai. Any future development at Port Allen Airport beyond what is proposed in this EA would require additional environmental planning, analysis and documents.

Although the County of Kauai's newly-adopted General Plan projects the long-term development of Puolo Point as a resource park and asks the State government to plan for the eventual decommissioning of the Port Allen Airport, the GP acknowledges the Airport's current lack of physical facilities or buildings to adequately accommodate the needs of helicopter operators; the GP also acknowledges DOT-AIR's proposed improvements. It is the State's position that the Port Allen Airport has been compatible with the recreational use of Puolo Point, such as the County's Salt Pond Park, for more than 70 years, and that there is considerable support for continued use of Port Allen Airport from the County of Kauai and the Hanapepe community for health and safety reasons as well as economic reasons. Furthermore, the Port Allen Airport is recognized by the FAA as a public general aviation airport, and the State of Hawaii is subject to Federal Grant Assurance to keep Port Allen a public airport for at least twenty years.

#### 4.2.3 OFF-PAK ALTERNATIVE (Relocation of Helicopter Facilities To Lihue Airport)

Port Allen Airport is within the SMA and the proposed improvements at the Airport under this Alternative require a SMA permit from the County of Kauai. Any future development at Port Allen Airport beyond what is proposed under the Off-PAK Alternative would require additional environmental planning, analysis and documents.

#### 4.2.4 NO-ACTION ALTERNATIVE

The No-Action Alternative would not allow the relocation of airport/airfield-related activities from Hanapepe Town to the Port Allen Airport. The existing helicopter baseyard in Hanapepe Town would remain, and the helicopter operations would continue to be a non-conforming land use.



RIGHT TO ENJOY THEIR ISLAND AT LEAST TWO DAYS OUT OF THE WEEK WITHOUT THE CONSTANT RACKET OF HELICOPTERS! Why should helicopters be allowed to work when everyone else is taking a break? Especially the remote wilderness areas are spoiled by helicopter racket, and peaceful weekends are the most likely times that local residents will be able to enjoy their wilderness!

5. Since helicopters exploit a public asset at the public's expense, they should be taxed accordingly, and the tax money should be made available for environmental defense, since there is no economic incentive now to defend the environment.

6. ALL helicopters should be IDENTIFIABLE from the ground with two or three LARGE LETTERS on the underbelly of the craft. This is the most basic safety measure and common courtesy that is assumed with any other vehicles (license plates). Helicopters get away with murder because they know they can usually not be identified from the ground. Those small numbers on the tail are OBVIOUSLY not enough.

7. IF helicopters are allowed to continue at Burns Airstrip, they should be limited to the existing number of flights per weekday and prohibited on the weekends.

SENUMA J. CAUSTANO  
COMMUNITY



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 FIDGERS BOWLER BUILDING, SUITE 200  
HONOLULU, HAWAII 96819-1880

October 6, 1999

KAJU HAYASHIDA  
DIRECTOR  
DEPUTY DIRECTORS  
SALAH K. BUKHAI  
GLENN M. ORIMOTO

WHEREBY REFER TO  
AIR-P  
99-0610

Mr. Arius Hopman  
P. O. Box 1032  
Hanapepe, Hawaii 96716

Dear Mr. Hopman:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your letter regarding the proposed improvements at Port Allen Airport. We have considered your comments and our answers are listed below:

We are very much concerned over the benefits and deficits of the helicopter industry in Hawaii which is why the Department of Transportation, Airports Division (DOTA), undertook the Hawaii State Helicopter System Plan in 1989. By no means did this plan solve the helicopter problem in Hawaii, but was a first step for DOTA to attempt to resolve the helicopter problem within our jurisdiction. It is agreed that a better system of identifying helicopters is needed.

Port Allen provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was shutdown. Therefore, DOTA will continue to maintain and operate Port Allen Airport for the public good.

DOTA is responsible for the planning, design, construction, operation and maintenance of the State Airports System. The Federal Aviation Administration is responsible for the control of the aircraft in flights. Under the federal system, the State airports have to be open for use by all aviators. However, with the proposed improvement to Port Allen Airport, DOTA will, to the extent possible, request that the operators develop flight patterns which avoid noise sensitive areas. DOTA will also meet with the Hui Mana Paakai o Hanapepe to develop mitigation

### 4.3 AIR QUALITY

#### 4.3.1 EXISTING CONDITIONS

Air quality statewide is in general, relatively clean and low in pollution. Potential sources of air pollution in the Port Allen Airport vicinity include motor vehicles, ash and smoke from agricultural burning, aircraft exhaust, and vagrant dust. Due to the dry nature of the Airport location, a certain amount of dust is generated by natural conditions such as wind. Some of the dust can be generated by helicopter operations, but a significant amount of dust is generated by vehicular traffic using the perimeter road on the east side of the Airport. Specific concerns have been raised regarding dust, particularly in the Salt Ponds area, being generated by airport operations and by cars using the perimeter road around Port Allen. At the Port Allen Airport, predominant trade winds from the northeast tend to blow emissions out to sea and away from populated areas. Due to the low number of annual operations and future projected operations at Port Allen Airport (see Sections 2.4 and 2.6), an air quality analysis is not required.

#### 4.3.2 PREFERRED ALTERNATIVE

The Preferred Alternative would have a positive impact since the dust would be controlled by additional paving of taxiway and access roads. These paved roadways and taxiways should minimize or reduce the dust generated by the helicopter hovering and by vehicle traffic on the perimeter road.

#### 4.3.3 OFF-PAK ALTERNATIVE (Relocation of Helicopter Facilities To Lihue Airport)

Under the Off-PAK Alternative, the existing dust impact would be reduced due to landscaping and the paving of portions of the Airport for the aircraft tie-downs and parking. However, the perimeter road would not be paved since access to the helicopter lease lots would no longer be necessary if the lots are not developed. Some dust would continue to be generated by aircraft because, as previously discussed, aircraft operators would continue to use the Airport. However, given the direction of the trade winds and the low number of future projected operations at the Airport, this would not be a significant impact.

#### 4.3.4 NO-ACTION ALTERNATIVE

The No-Action Alternative would continue to subject portions of the Airport and surrounding areas to dust impacts, because as previously discussed, aircraft operators would

Mr. Arius Hopman  
Page 2  
October 6, 1999


AIR-P  
99-0610

measures for the current and future airport aircraft operations. The Salt Pond Park, the Salt Pans and Port Allen Airport have coexisted for over 60 years and with proper controls I believe they can continue to coexist.

The purpose of an Environmental Assessment is to allow government to give systemic consideration to the environmental, social, and economic consequences of proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community. I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport.

Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

March 9, 1998

Jerry Matsuda  
Administrator, Airport  
Airport Division

Sir,  
As a business person in this area, I am in favor of limited use (3) as originally proposed.

The business they generate in this area is healthful for service industry such as ours (orchids). Also, the State of Hawaii should foster this type of activities in time of economic slump.

The two companies in this area should be given the chance to continue their business so as not to concentrate all helicopter venture in Lihue.

Sincerely,  
  
Ben Schlapak  
President, Flowers West

continue to use the Airport. In addition, the Airport would not have the benefit of landscaping and additional paving to mitigate the generation of dust.

#### 4.4 SOCIAL IMPACTS

##### 4.4.1 EXISTING CONDITIONS

The population center closest to Port Allen Airport is the town of Hanapepe, located north and east of Port Allen, and the center of commerce for west Kauai. Hanapepe Heights is a single family residential area located on the west ridge of Hanapepe Valley overlooking the town of Hanapepe. The community of Eleele is located on the heights overlooking Hanapepe Valley, the town of Hanapepe, and Port Allen Harbor. Similar to the rest of the State, sugarcane was the major industry of this area.

At Port Allen Airport, aircraft operators use the east side of the airfield for aircraft parking, enplaning and deplaning of passengers, and aircraft refueling. Neighboring the airfield to the northwest are the Port Allen Salt Ponds. This area has been harvested for salt since prehistoric times. Users of the Salt Ponds have raised concerns about dust being generated by airport operation and aircraft noise. Due to the dry nature of the Airport location, a certain amount of dust is generated by natural conditions, such as wind, and by sugar cane or other agricultural production. At the Port Allen Airport, predominant trade winds from the northeast tend to blow emissions out to sea and away from populated areas. Some of the dust can be generated by helicopter operations, but a significant amount of the dust is generated by vehicular traffic using the perimeter road on the east side of the Airport. Most of this traffic is generated by recreational uses in the area such as fishing.

Based on the Aviation Demand Forecasts, public demand for helicopter tour operations at Port Allen Airport is projected to increase, independent of the proposed project. If this demand materializes, it is expected that vehicular traffic to and from the Airport will increase.

##### 4.4.2 PREFERRED ALTERNATIVE

The modest development proposed by the DOT-AIR under the Preferred Alternative has support within the community. In response to community and County of Kauai concerns, the Preferred Alternative would not limit the existing access to the shoreline or develop any areas not currently used for Airport purposes.

ERNEST J. CATELINO  
Governor



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

KAZUHIKASHICA  
DIRECTOR  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD  
HONOLULU, HAWAII 96819-1880

IN REPLY REFER TO  
AIR-P  
99-0593

September 27, 1999

Mr. Ralph Ishikawa  
P. O. Box 7  
Eleele, Hawaii 96705

Dear Mr. Ishikawa:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8921 to clarify any questions you may have.

Sincerely,

JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K; -L; -PM

PORT ALLEN AIRPORT  
DRAFT ENVIRONMENTAL ASSESSMENT  
PUBLIC HEARING COMMENTS

2/20/98  
DATE

NAME WESTERN MOTORING SERVICE, INC.

COMPANY/ORGANIZATION

ADDRESS HAWAII CITY HAWAII STATE HI ZIP CODE 96716

COMMENTS/REQUEST:

PLEASE ADVISE OF ANY IMPROVEMENTS AT QUINN FIELD  
Quinn Keenestepu - Western Motoring Serv.

Please send to: Mr. Jerry M. Matsuda, P.E., Airports Administrator  
State of Hawaii, Department of Transportation, Airports Division  
Honolulu International Airport  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.

In addition, the proposed improvements would not significantly increase the use of Port Allen beyond the No-Action Alternative or change the social characteristics of the peninsula or Hanapepe. The proposed project will have no impact on major population centers. Construction of the proposed improvements would create short-term jobs, but no new, permanent jobs would be created; helicopter tour employees would be transferred from existing base operations off of the Port Allen Airport to the Airport if helicopter tour operators build hangars on the proposed lease lots. The additional traffic in the area generated by helicopter tour employees commuting to and from work would have minimal impact. The Preferred Alternative will have no impact on traffic generated by the general public; demand for helicopter tour operations at Port Allen Airport is projected to increase independent of the proposed improvements.

As stated in Section 4.3.2, the Preferred Alternative will have no adverse health impact on the air quality in the area; to help mitigate the dust nuisance impact on the Salt Ponds operation, DOT-AIR will pave those portions of the Airport and perimeter road as part of the proposed project. This will minimize dust generation and reduce dust blowing across the Airport.

Therefore, no adverse social impact is expected for the proposed improvements at Port Allen Airport.

#### 4.4.3 OFF-PAK ALTERNATIVE (Relocation of Helicopter Facilities To Lihue Airport)

Under this Alternative, the employees of the helicopter companies would be impacted by the relocation of businesses. However, since there would be no change in major centers of employment nor would there be a significant increase in transportation movements, the impact is not anticipated to be significant.

Under the Off-PAK Alternative, the existing access to the shoreline would not be impacted. Dust generated by vehicular traffic would be reduced with the paving of the aircraft tie-downs, associated taxiway, and parking spaces. Since this Alternative does not include the helicopter lease lots, paving of the perimeter road on the east side of the Airport would not be necessary. However, the impact is not expected to be significant. Since helicopters would still use the Airport, the Off-PAK Alternative would have no impact on the Aviation Demand Forecasts which project increasing demand for helicopter tour operations; therefore, increased traffic at the Airport generated by consumers of air tours would occur.



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

September 27, 1999

Western Motors Service, Inc.  
Hanapepe, Hawaii 96716

Gentlemen:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K; -L; -PM

PORT ALLEN AIRPORT  
DRAFT ENVIRONMENTAL ASSESSMENT  
PUBLIC HEARING COMMENTS

NAME Annie K. Kamoheli DATE 2/28/98

COMPANY/ORGANIZATION \_\_\_\_\_

ADDRESS P.O. Box 262

CITY Mohakeli STATE HI ZIP CODE 96769

COMMENTS/REQUEST:

We want Kent to move his Helicopter Hangar to the airport Port Allen airport

Sign Salt Makers

Please send to: Mr. Jerry M. Matsuda, P.E., Airports Administrator  
State of Hawaii, Department of Transportation, Airports Division  
Honolulu International Airport  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.

#### 4.4.4 NO-ACTION ALTERNATIVE

Under the No-Action Alternative dust and noise from present and future aircraft operations would continue to be generated. Vehicular traffic at the Airport will increase if, as forecast, consumer demand for helicopter tours increases. In addition, vehicular traffic on the peninsular access road would continue to impact the Salt Ponds with dust generation.

#### 4.5 INDUCED SOCIAL IMPACTS

##### 4.5.1 EXISTING CONDITIONS

In addition to the runway, there are currently two designated landing pads for helicopters and an aircraft parking area at the east end of the Airport. The east end is considered the main activity area for the Airport. There are no hangars, aircraft tie-downs, paved automobile parking, or restrooms. The community has expressed a concern that Port Allen Airport will become a major helicopter center for tourist flights.

##### 4.5.2 PREFERRED ALTERNATIVE

No induced social impact would result from the Preferred Alternative since it is planned to accommodate the existing and forecast operations at the Airport. The proposed facilities are to support those aviation operators who are currently operating at Port Allen Airport and allow for modest growth to accommodate the projected forecast demand. No significant increase in aviation demand is expected due to the proposed project, and any increase in helicopter/airplane operations would be the result of increased economic demand from the tourist industry. Much of the concern over the proposed project appears to be a concern over growth and the subsequent loss of the present lifestyle of rural Kauai. Any induced growth in the Hanapepe area would be the result of other economic demands. The proposed project is designed to accommodate the present Airport users and allow for limited growth of Airport facilities in the future.

##### 4.5.3 OFF-PAK ALTERNATIVE (Relocation of Helicopter Facilities To Lihue Airport)

This Alternative would require the relocation of facilities to Lihue, which is not a location desired by the helicopter companies operating at Port Allen Airport. Factors which may influence an operator's decision to relocate includes proximity to their clients, helicopter operational constraints (such as airspace restrictions, space allocation and obstructions), and rental cost. There would be indirect social impacts on the affected companies and their employees due to the relocation



BERNARD J. CAVETTINO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1860

September 27, 1999

KAZU HAYASHIDA  
DIRECTOR  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1860

MEMO REFER TO:  
AIR-P  
99-0593

Ms. Annie K. Kanahale  
P. O. Box 262  
Makaweli, Hawaii 96769

Dear Ms. Kanahale:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

*Jerry M. Matsuda*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B.Ishii)

bc: AIR-K; -L; -PM

LB:nf

Howe Eke No Ke Ala Aikua  
Walking Together in Purposeful Cooperation of AHA

PORT ALLEN AIRPORT  
DRAFT ENVIRONMENTAL ASSESSMENT  
PUBLIC HEARING COMMENTS

NAME Raymond A. Kanahale DATE 3/1/98  
COMPANY/ORGANIZATION Ray's Robinson Makaweli  
P.O. Box 156  
ADDRESS Makaweli STATE HI ZIP CODE 96769  
CITY

COMMENTS/REQUEST:

I'm for inter island helicopters moving these three hanger and office to the Hanapepe Airport because it would be good for emergency call or Rescue call, would be better because its closer for the pilot to fly out in case of Rescue or emergency call.

Please send to: Mr. Jerry M. Matsuda, P.E., Airports Administrator  
State of Hawaii, Department of Transportation, Airports Division  
Honolulu International Airport  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1860

Please submit your comments by March 10, 1998.

of their businesses. In addition, vehicular and aviation traffic at Lihue Airport would increase. However, this is not anticipated to be a significant impact.

#### 4.5.4 NO-ACTION ALTERNATIVE

The No-Action Alternative would maintain the existing conditions. In addition to the lack of hangars at the Airport, there are no aircraft tie-downs, paved automobile parking, or restrooms.

### 4.6 GEOLOGIC AND GROUNDWATER CONDITIONS

#### 4.6.1 EXISTING CONDITIONS

In the preparation of this EA, a hydrogeological study was conducted at Port Allen Airport to determine the subsurface hydrogeological conditions at the site and to assess the potential impact of airport operations on the nearby historic Salt Ponds. The hydrogeological report is presented in Appendix E.

The Port Allen Airport has no drainage system. Precipitation falling onto the site follows the surface topography to eventually discharge into the ocean. As Figure 4.3 shows, general drainage is to the east, south and west of the Airport, away from the Salt Ponds. The Port Allen Airport area has an average annual rainfall of less than thirty inches per year. Ground water recharge or replenishment in such an area is either minimal or deficit, i.e., evaporation and transpiration rates frequently exceed recharge. Localized recharge may occur during periods of wet weather.

The Puolo Point peninsula, on which the Airport is situated, was created when a finger of Koloa Volcanic Series lava extended into the ocean on the western side of Hanapepe Bay. Weathering of the surface layer of the lava flow produced the thin surface soils within most of the Airport area today. At the western end of the Airport property, shoreline sediment and wind-borne deposits cover the underlying Koloa rock. An embayment, a bay or a bay-like formation, in the lava flow appears to lie under the Salt Ponds area, north of the Airport boundary. Over time, shoreline deposits across the mouth of this embayment in the lava flow isolated the Salt Ponds from the ocean forming a salt marsh area.

In Hawaii, ground water flow directions typically parallel the topography, moving from the recharge (replenishment) areas in the upper slopes to discharge to the ocean along the

BENJAMIN J. CAYETANO  
0001-3000



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

September 27, 1999

KAZU MATSUDA  
DIRECTOR  
DEPUTY DIRECTORS  
BRUCE K. MAHAI  
GLENN A. OKUMOTO

DEPUTY REFER TO:  
AIR - P  
99-0593

Mr. Bernard O. Kanahele  
P. O. Box 156  
Makaweli, Hawaii 96769

Dear Mr. Kanahele:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K; -L; -PM

LB:nf

Hana Eia Ki Ke Ala Akua  
Working Together to Provide Care and Support of Aloha

PORT ALLEN AIRPORT  
DRAFT ENVIRONMENTAL ASSESSMENT  
PUBLIC HEARING COMMENTS

NAME Diane H. Kanahele DATE 9/1/98  
COMPANY/ORGANIZATION Nihoa School in Kekaha  
P.O. Box 156  
ADDRESS Makaweli CITY Hi STATE HI ZIP CODE 96769

COMMENTS/REQUEST:

I am for inter island helicopters hangar moving to Hanapepe port Allen Airport because it much more better for inter island if he has a emergency call or a Rescue call that's better way via helicopters will be right there for him to take the call.

Please send to: Mr. Jerry M. Matsuda, P.E., Airports Administrator  
State of Hawaii, Department of Transportation, Airports Division  
Honolulu International Airport  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.

FRANCIS J. CAVITANO  
GOVT BOOK



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96813-1880

September 27, 1999

Ms. Diane H. Kanahele  
Niihau School in Kekaha  
P. O. Box 156  
Makaweli, Hawaii 96769

Dear Ms. Kanahele:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Koda & Associates, Inc. (B.Ishii)

bc: AIR-K; -L; -PM

LB:nf

PORT ALLEN AIRPORT  
DRAFT ENVIRONMENTAL ASSESSMENT  
PUBLIC HEARING COMMENTS

NAME Donald H. Kanahele /DATE 2/24/98

COMPANY/ORGANIZATION  
P.O. Box 200

ADDRESS Makaweli CITY HI STATE Hawaii ZIP CODE 96769

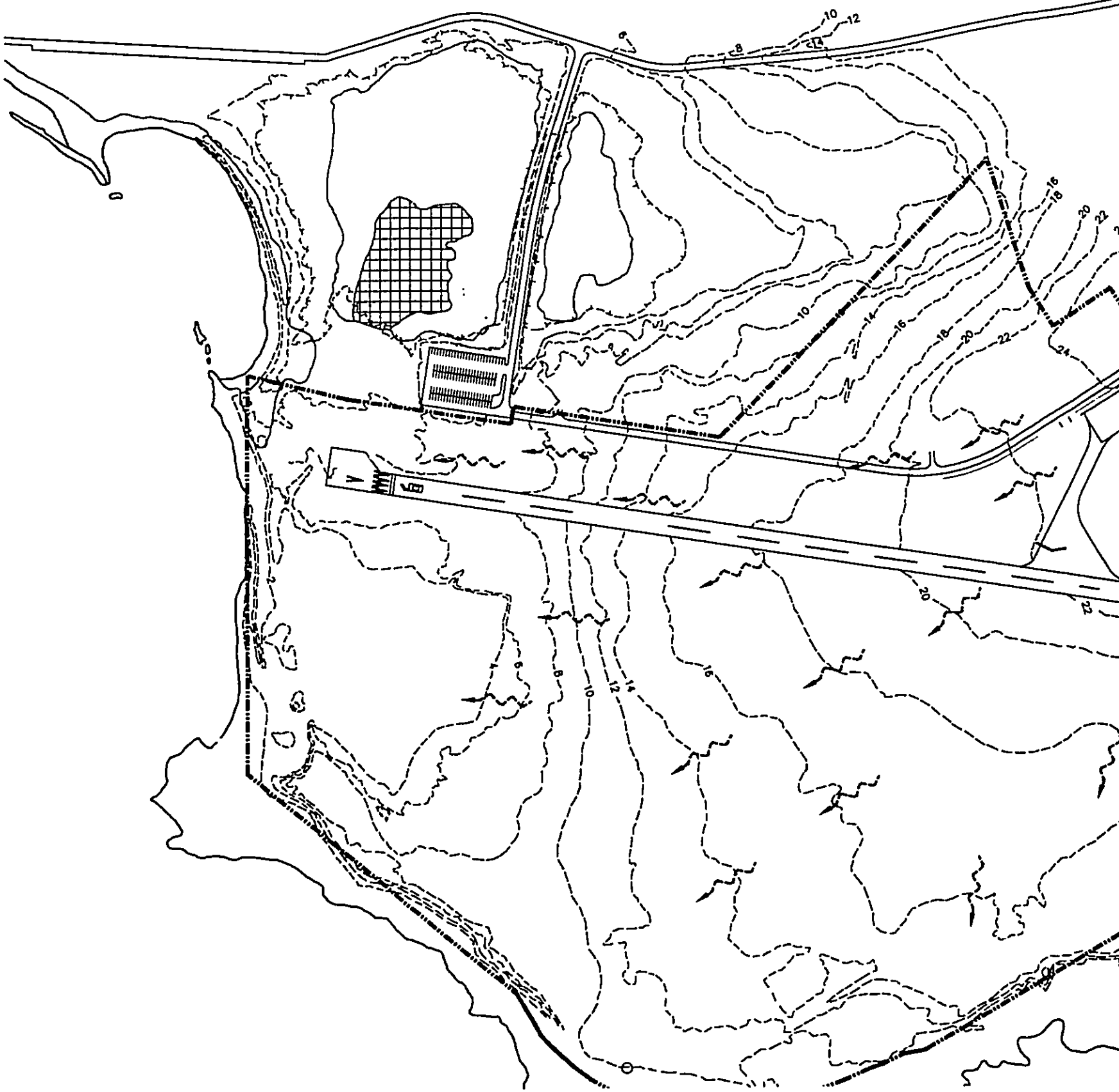
COMMENTS/REQUEST:

Please Move Seats if Chapter office on the airport but don't destroy our call patches.

Sign safe maker

Please send to: Mr. Jerry M. Matsuda, P.E., Airports Administrator  
State of Hawaii, Department of Transportation, Airports Division  
Honolulu International Airport  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.



**Airports Division**

**PORT ALLEN AIRPORT  
ENVIRONMENTAL ASSESSMENT**

*Prepared by : Edward K. Noda and Associates*

BENJAMIN J. CAYetano  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

September 27, 1999

Mr. Donald H. Kanahahele  
P. O. Box 262  
Makaweli, Hawaii 96769

Dear Mr. Kanahahele:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K; -L; -PM

LB:nf

Hawai'i Eia  
Ma'uia  
Working Together to Preserve the Values of Aloha

PORT ALLEN AIRPORT  
DRAFT ENVIRONMENTAL ASSESSMENT  
PUBLIC HEARING COMMENTS

NAME George Kanahahele DATE 10/9/98

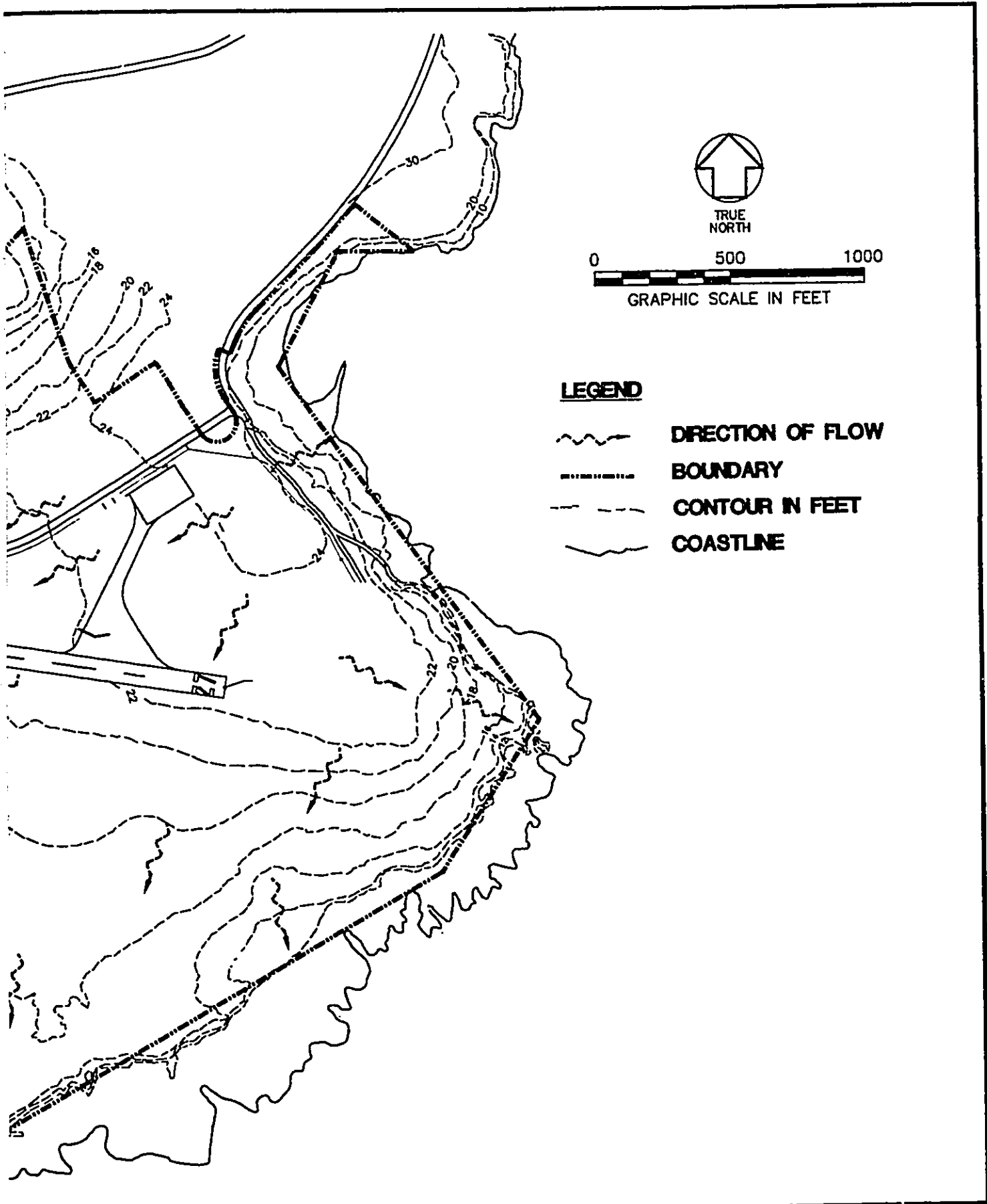
COMPANY/ORGANIZATION  
NONE

ADDRESS Makaweli CITY hi STATE hi ZIP CODE 96769

COMMENTS/REQUEST:  
We want Kent to move his Helicopter Hanger to the airport Port Allen airport  
Sign Salt markers

Please send to: Mr. Jerry M. Matsuda, P.E., Airports Administrator  
State of Hawaii, Department of Transportation, Airports Division  
Honolulu International Airport  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.

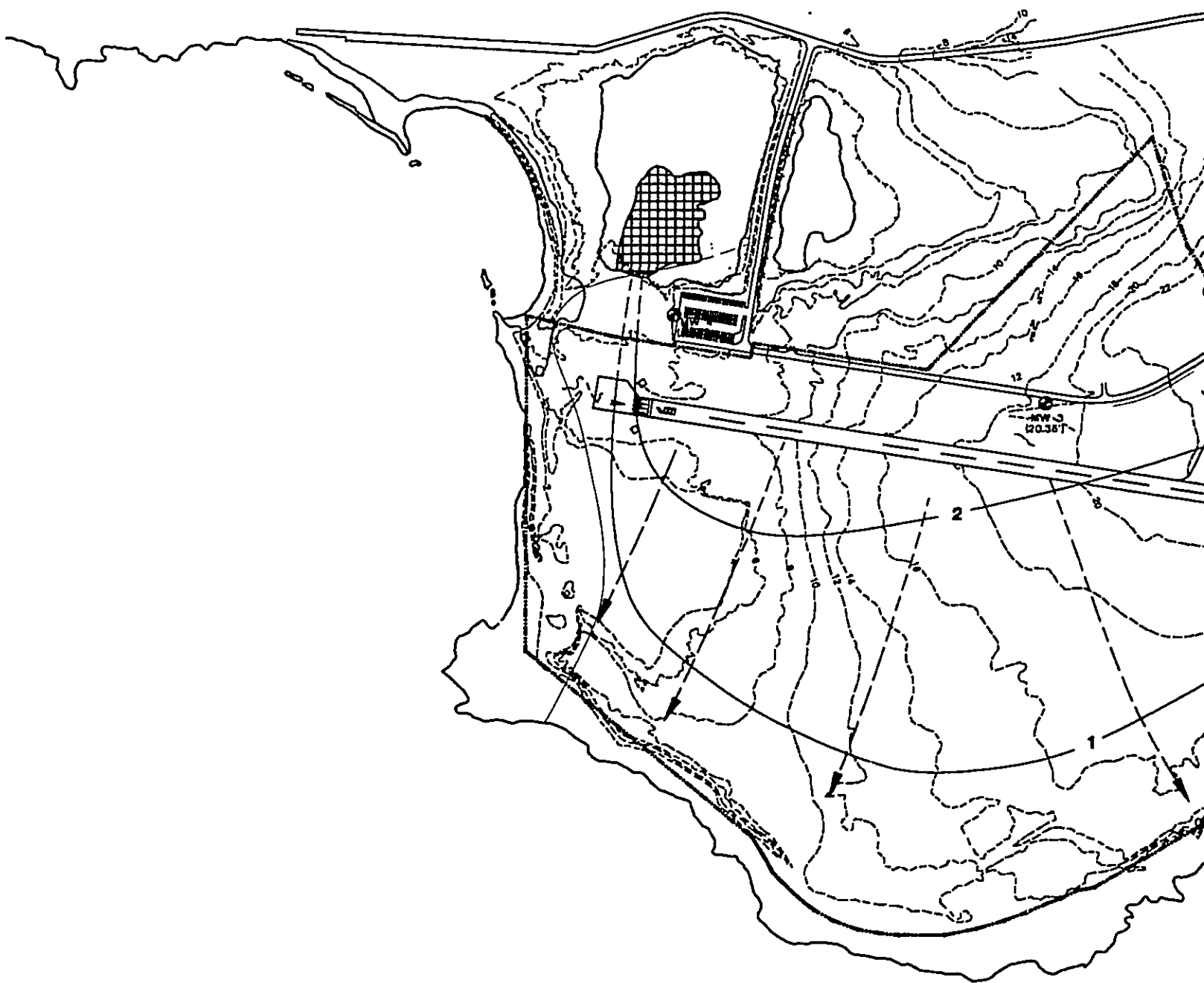


**REPORT  
ASSESSMENT**

*and Associates, Inc.*

**DRAINAGE MAP**

**APRIL, 2001    FIGURE 4.3**



Airports Division

**PORT ALLEN AIRPORT  
ENVIRONMENTAL ASSESSMENT**

*Prepared by : Edward K. Noda and Associates*





STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1860

September 27, 1999

Mr. George Kanahahele  
Makaweli, Hawaii 96769

Dear Mr. Kanahahele:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

*Jerry M. Matsuda*

JERRY M. MATSUDA, P.E.  
Airports Administrator

C: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K; -L; -PM

LB:nf

KAZUYUKI NODA  
DIRECTOR

DEPUTY DIRECTOR  
SHUN-ICHI MIYAKI  
GLENN M. OKAMOTO

WORKY REFERENCE:  
AIR-P  
99-0593

PORT ALLEN AIRPORT  
DRAFT ENVIRONMENTAL ASSESSMENT  
PUBLIC HEARING COMMENTS

NAME CAROL T. KANNA DATE 3-6-98

COMPANY/ORGANIZATION Concerned citizens

ADDRESS 4834 Alii Rd. P.O. Box 230  
CITY Hanalei STATE HI ZIP CODE 96716-0230

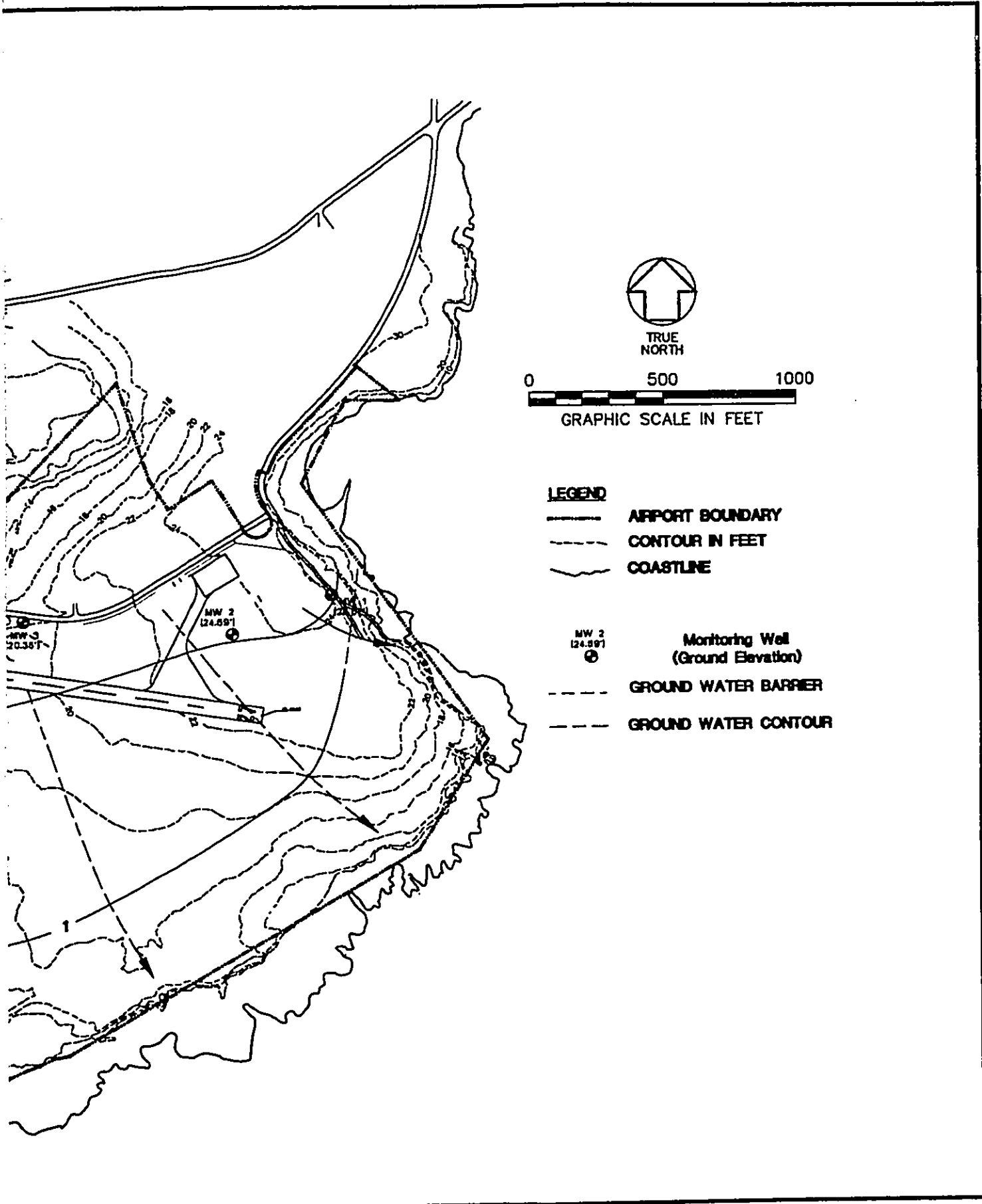
COMMENTS/REQUEST:  
1. I would like to see the <sup>inter</sup>mission the Burnsville Park  
Perimeter as an extension to Salt Pond Park  
and the Salt Pond with defined walking paths  
& bridges similar to that of the Burnsville Park.  
I would like to see the west side of the  
Perimeter as a perimeter and to not allow  
to believe this entire area should be  
approved for the people.

2. I think no more to the airport plan  
the DOT should limit the number of the airport  
to existing helicopters only and no flying  
aircraft. There should be no parking  
areland space.

3. I would like to see DOT Drop-off land to DEIR  
on the west end of the runway to eliminate a Park.

It is extremely dangerous for children to be allowed to fly  
the area off limits of all airports & aircraft.  
Please send to:  
Mr. Jerry M. Matsuda, P.E., Airports Administrator  
State of Hawaii, Department of Transportation, Airports Division,  
Honolulu International Airport  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1860

Thank you  
*Carol Kanna*



REPORT  
ASSESSMENT

and Associates, Inc.

ESTIMATED GROUND WATER CONTOURS  
AND FLOW DIRECTIONS

APRIL, 2001 FIGURE 4.4

BENJAMIN J. CAYetano  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 ROGERS BOULEVARD, SUITE 703  
HONOLULU, HAWAII 96817-1800

October 6, 1999

Ms. Carol T. Kanna  
P. O. Box 230  
Hanapepe, Hawaii 96716-0230

Dear Ms. Kanna:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your written comment for the Port Allen Airport Draft Environmental Assessment (EA). Your support for the proposed improvements is appreciated. Port Allen Airport provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was shutdown. Therefore, the Department of Transportation, Airports Division (DOTA) will continue to maintain and operate Port Allen Airport for the public good.

DOTA recognized the unique historic value of the Salt Ponds and undertook the actions necessary to transfer the Salt Ponds from DOTA to the Department of Land and Natural Resources for their control and management. DOTA will work with the Hui Hana Paakai o Hanapepe to develop mitigation measures for the current and future operations at Port Allen Airport. The Salt Pond Park, the Salt Pond Pans and Port Allen Airport have coexisted for over 60 years and with proper controls I believe they can continue to coexist.

Honolulu, Hawaii  
Working Together to Build a Better State of Hawaii

KAZUYASUDA  
DIRECTOR  
DEPUTY DIRECTOR  
AIRPORTS DIVISION  
CIVIL ENGINEER

REFERS TO:  
AIR-P  
99-0616

Ms. Carol T. Kanna  
Page 2  
October 6, 1999  
AIR-P  
99-0616

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

*Jerry M. Matsuda*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

coast. Where there are embayments in the coastline, such as the Salt Ponds, ground water flow converges to discharge along the coast. For headlands, or peninsulas such as Puolo Point as a whole, the ground water flow diverges (see Figure 4.4). However, the shoreline and wind-borne deposits at the western end of the Airport is believed to prevent the flow of ground water in that direction. Thus, ground water flow at the Airport is towards the ocean to the south and east.

The ground water under the northeastern portion of the Airport (the site of the proposed improvements) is part of a fresh to brackish water aquifer in the Koloa rock, and originates from a relatively fresh water source well north and up-slope of the Airport. The ground water at the Salt Ponds is part of a saline ground water aquifer in the salt marsh sediments; ground water at the Salt Ponds appears to be saline ocean water with an elevated degree of salinity. These two aquifers are separated by a third subaquifer consisting of shoreline deposits in the area of the Salt Ponds parking lot.

There is no direct connection between the two aquifers except for possible mixing in the subaquifer. However, since the subaquifer consists of shoreline deposits which are sandy in nature, ground water in the aquifer under the Airport property would flow through the shoreline deposits to the ocean rather than toward the Salt Ponds aquifer. This is because the marsh deposits under the Salt Ponds is less permeable in nature than sand and because the higher salinity of the ground water under the Salt Ponds gives it a greater density than the fresh to brackish ground water underlying the northeast portion of the Airport.

In addition, there appears to be a hydrogeological barrier between the Airport property and the Salt Ponds, which would divert ground water flow away from the Salt Ponds. The specific nature of this barrier has not been identified; typical barriers are dense rock or an interface between two different types of subsurface material.

#### 4.6.2 PREFERRED ALTERNATIVE

The proposed improvements under the Preferred Alternative will not alter the existing geologic or ground water conditions at the Airport or the nearby Salt Ponds. Ground water under the Salt Ponds will continue to flow westward and the ground water under the Airport will continue to flow toward the east and south. The aquifer under the site of the proposed improvements will continue to be separate and distinct from the aquifer under the Salt Ponds, and a third subaquifer, which impedes ground water flow from the project site to the Salt Ponds, will continue to separate the two. The marsh deposits under the Salt Ponds will remain denser than the sand subaquifer and the ground water under the Salt Ponds will remain more saline than the ground water under the project site; these factors will continue to impede the flow of ground water from the

PORT ALLEN AIRPORT  
DRAFT ENVIRONMENTAL ASSESSMENT  
PUBLIC HEARING COMMENTS

NAME Peggy W. Kaohelaullii DATE 03/01/98  
Kekaha Niihau School  
 COMPANY/ORGANIZATION  
P.O. Box 250  
 ADDRESS  
Makaweli STATE HI ZIP CODE 96769  
 CITY

COMMENTS/REQUEST:

Would be good because inter island helicopters  
take emergency and rescue call  
Would be good because his always  
taking emergency and rescue call  
Closer to fly out in case  
of emergency.

Please send to:  
 Mr. Jerry M. Matsuda, P.E., Airports Administrator  
 State of Hawaii, Department of Transportation, Airports Division  
 Honolulu International Airport  
 400 Rodgers Boulevard, Suite 700  
 Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.

BENJAMIN CASTRINO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

September 27, 1999

Ms. Peggy W. Kaohelaullii  
Kekaha Niihau School  
P. O. Box 250  
Makaweli, Hawaii 96769

Dear Ms. Kaohelaullii:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,  


JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K; -L; -PM

LB:mf

KAZUMATSUDA  
DIRECTOR  
DEPUTY DIRECTOR  
AIRPORTS DIVISION  
CLARENCE OKAMOTO

PROPERTY  
AIR-P  
99-0593

project site to the Salt Ponds. Therefore, the proposed improvements will not have an impact on the ground water quality at the Salt Ponds.

#### 4.6.3 OFF-PAK ALTERNATIVE (Relocation of Helicopter Facilities To Lihue Airport)

As with the Preferred Alternative, the proposed improvements under the Off-PAK Alternative will not alter the existing geologic or ground water conditions at the Airport or the nearby Salt Ponds. Ground water under the Salt Ponds will continue to flow westward; ground water under the Airport will continue to flow toward the east and south. The aquifer under the site of the proposed improvements and the aquifer under the Salt Ponds will remain distinct and separated by a subaquifer which impedes ground water flow from the project site to the Salt Ponds. The greater density of the Salt Ponds aquifer materials and the higher salinity of the Salt Pond's ground water will continue to be factors preventing the flow of ground water from the project site to the Salt Ponds. Therefore, Off-PAK Alternative will have no impact on the ground water quality at the Salt Ponds.

#### 4.6.4 NO-ACTION ALTERNATIVE

The No-Action Alternative would not change the existing geologic or groundwater characteristics, and therefore, would have no additional impact on these conditions.

### 4.7 WATER QUALITY

#### 4.7.1 EXISTING CONDITIONS

The Port Allen Airport area has an average annual rainfall of less than thirty inches per year. Port Allen Airport has no drainage system. Precipitation falling at the Airport follows the surface topography to eventually discharge into the ocean (see Figure 4.3). The Pacific Ocean surrounding Puolo Point is classified as Class A<sup>3</sup> marine waters by the State of Hawaii, Department of Health (DOH). Hanapepe Bay and Port Allen Harbor are on the east side of Puolo Point. The

---

<sup>3</sup> Protected uses within Class A marine waters are: recreational purposes and aesthetic enjoyment, and; other uses compatible with the protection and propagation of fish, shellfish, and wildlife, and with recreation on the waters. Class A waters are subject to the following restrictions: entering discharge must receive the best degree of treatment; no sewage discharge is allowed within embayments; and no new industrial discharges are allowed (with exceptions).

HAU KAUAI  
DIRECTOR  
DEPUTY DIRECTORS  
BRUCE K. UHAMA  
GLENN W. ODOMOTO



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BLVD., SUITE 700  
HONOLULU, HAWAII 96819-1890

October 6, 1999

BY REPLY REFER TO:  
AIR-P  
99-0619

BERNARD J. CAVETANO  
GOVERNOR

21Feb98

Jerry Maisuda  
Airports Administrator  
State of Hawaii  
Department of Transportation  
400 Rodgers Blvd., Suite 700  
Honolulu HI 96819

Written testimony on use of Burns Field near Hanapepe, Kauai for expanded operations

We, the undersigned, who were unable to speak at the recent meeting at Eleele, go on record as against the plans of the state to upgrade and expand the area.

Why?

Very few jobs created as a result  
quiet of the area broken

helicopter noise more than present

sometimes they fly low and buzz areas  
humane society located about on helicopter path (even though they will move this area is slated

for use of kennels for boarding

questionable that tourists will use local restaurants more than they do now:

will they continue on to other sites after their ride

state says only 2 firms will be at the site. I doubt that is correct for any length of time (how can

you say who will or won't be there--grandfather rights???)

Salt Pond park is a nice quiet family beach at present, no more noise needed

don't encourage more helicopters, enough already!

The only advantage I can see is an upgrading of the area, and I am not sure of this is an

advantage. Many local folks walk the perimeter with or without animals and this would disappear

overnight, I think. That is if my understanding of the plans is correct. And note the fishermen

who use this area also, where might they go?

Let's leave it alone and save the money to be spent since it won't bring in enough to compensate.

For a state with no money, they sure like to spend!

Robert C. King *Robert C. King*

Stanley Buduan *Stanley Buduan*

PO Box 562

Eleele HI 96705 (home address is Hanapepe however)

Mr. Robert C. King  
Mr. Stanley Buduan  
P. O. BOX 562  
Eleele, Hawaii 96705

Dear Messrs. King and Buduan:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2021-01

Thank you for your letter regarding the proposed improvements at Port Allen Airport. Our responses to your comments are listed below:

The purpose of the proposed improvements is to provide airport facilities for helicopters currently operating at Port Allen. The facilities are modest in nature and are in accordance with the current level of operations at Port Allen. We are aware of the helicopter industry in Hawaii and agree that helicopters can be intrusive and noisy. That is why the Department of Hawaii Transportation, Airports Division (DOTA) undertook the Hawaii State Helicopter Plan in 1989, which includes the Helicopter Master Plan for Port Allen Airport. With the proposed improvements, DOTA will, to the extent possible, request that the operators at the airport develop flight patterns which will avoid noise sensitive areas.

Port Allen provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was shutdown. Therefore, DOTA will continue to maintain and operate Port Allen Airport for the public good.

The purpose of an Environmental Assessment is to allow government to give a systemic consideration to the environmental, social, and economic consequences of the proposed improvement projects

major source of freshwater, runoff and silts into Hanapepe Bay is the Hanapepe River. The Salt Ponds are Classified as Class 2<sup>4</sup> inland waters by the DOH.

#### 4.7.2 PREFERRED ALTERNATIVE

The Preferred Alternative will have no impact upon the existing water quality since there would be no change in runoff quantity or quality from the area of the proposed improvements into Hanapepe Bay, the Pacific Ocean or the Salt Ponds. The site of the proposed improvements is approximately 1,500 feet southeast of the Salt Ponds, approximately 1,400 feet north of the Pacific Ocean, and approximately 399 feet west of Hanapepe Bay. The increased paved area would have localized effects on runoff, but would not change the general runoff characteristics of the Point or Airport. The proposed improvements will be designed to keep storm water runoff directed away from Hanapepe Bay, the Pacific Ocean, and the Salt Ponds.

Approximately fifty percent of the helicopter lease lots would be on an existing paved area that was part of an abandoned U.S. Army runway (See Figure 1.1). All drainage from the hangars would go into oil/water separators for treatment before the drainage is allowed to flow off the hangar lots.

The existing aboveground fuel storage tank (AST) would be moved to the helicopter lease lots and, because of the AST's 8,000-gallon capacity, the owner would be required to have a Spill Prevention Control and Counter Measures (SPCC) Plan<sup>5</sup>. A SPCC Plan would minimize the potential for fuel to reach the soil and groundwater. Other lessees installing ASTs on their lots may also be required to have a SPCC Plan, depending on the capacity of the AST. All other county, State, and Federal regulations will be complied with.

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<sup>4</sup> Protected uses in Class 2 inland waters are: recreational purposes; support and propagation of aquatic life; agricultural and industrial water supplies; and shipping and navigation. Class 2 inland waters are subject to the following restrictions: entering discharge must receive the best degree of treatment; no new sewage discharge is allowed within estuaries; and no new industrial discharges is allowed within estuaries (with exceptions).

<sup>5</sup> U.S. Environmental Protection Agency regulations require that aboveground fuel storage facilities with a total capacity of more than 1,320 gallons (or single containers with a capacity of more than 660 gallons) have a SPCC Plan. The owner of the existing AST at Port Allen Airport has a SPCC Plan for the tank. If the existing AST is relocated to the proposed helicopter lease lots, the owner would be required to prepare a new SPCC Plan.



Mr. Robert C. King  
Mr. Stanley Budman

AIR-P  
99.0619

before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,



JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda and Associates, Inc. (B. Ishii)

bc: AIR-K  
AIR-L  
AIR-PM

LB:nf



KOLOA COMMUNITY ASSOCIATION  
P. O. BOX 1313  
KOLOA, KAUAI, HAWAII 96756

February 21, 1998

Jerry Matsuda  
Airports Administrator  
State of Hawaii  
Department of Transportation  
Airports Division  
400 Rodgers Blvd., Suite 700  
Honolulu, HI 96819

Re: Expansion of Port Allen Airport

Dear Sir:

I am writing to you at the direction of the Koloa Community Association Board of Directors regarding the above.

The Board of Directors wish to address the proposed expansion of the "Burns Field" area for several reasons. The first concern for the Koloa community area is the potential incursion into air space over the Koloa/Poipu area. At this time, there is an agreement to keep the Poipu area quiet and clear. This is important to the visitor industry as well as protecting the quality of life for the many residents of this area. There is an anticipated increase of many thousands of residents in this area. Koloa/Poipu will be growing significantly in the coming years as a residential community. It is highly probable that adding helicopter pads to the Hanapepe area will lead to helicopters and planes flying frequently over the Koloa/Poipu area. There is a potential 100 helicopters per day that could be added. It is impossible to believe that that horrendous increase in traffic would not lead to flights over our area. We strongly oppose this opportunity to increase the helicopter pads with this potential.

Burns Field

Page 1 of 2

#### 4.7.3 OFF-PAK ALTERNATIVE (Relocation of Helicopter Facilities To Lihue Airport)

The Off-PAK Alternative will have no impact upon the existing water quality since there would be no change in runoff quantity or quality from the area of the proposed improvements into Hanapepe Bay, the Pacific Ocean or the Salt Ponds. The increased paved area would have localized effects on runoff, but would not change the general runoff characteristics of the Point or Airport. The proposed improvements will be designed to keep storm water runoff directed away from Hanapepe Bay, the Pacific Ocean, and the Salt Ponds.

Oil/water separators would not be installed since the helicopter lease lots would not be constructed. The owner of the existing AST would be required to have a SPCC Plan to minimize the potential for fuel to reach the soil and groundwater. As long as the owner of the existing AST has a Kauai County permit for its use, DOT-AIR cannot require its removal; without a permit, the owner would have to remove the storage tank.

#### 4.7.4 NO-ACTION ALTERNATIVE

The No-Action Alternative would not change the existing runoff characteristics, and therefore, would have no impact on water quality in the area.

### 4.8 U.S. DEPARTMENT OF TRANSPORTATION ACT, SECTION 4(f)

#### 4.8.1 EXISTING CONDITIONS

DOT Section 4(f) land is defined as including publicly-owned land from a public park, recreational park, recreational area, or wildlife and waterfowl refuge of national, state, or local significance, or land of an historic site of national, state or local significance. As the Salt Ponds are in the process of being transferred to the DLNR, there is no such land on the Airport property. The closest DOT Section 4(f) lands to the Airport are the Salt Ponds and the County of Kauai Salt Pond Park, located adjacent to the Airport. During times of high demand, some of the Park users use the western shoreline of Port Allen Airport as a recreational area. This use is outside the fenced Airport Operational Area and is currently not in conflict with Airport uses.

#### 4.8.2 PREFERRED ALTERNATIVE

Since the proposed improvements under the Preferred Alternative are within the Airport boundary and the Airport Operational Area, there would be no impact on DOT Section 4(f)

BENJAMIN J. CAVETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 ROGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1300

KAJUHAYASHIDA  
DIRECTOR  
DEPUTY DIRECTORS  
BRUNN K. UHAMA  
OLEWILE C. OMOHO

IN REPLY REFER TO:  
AIR-P  
99.0620

October 7, 1999

Mr. Fred Jager, President  
Koloa Community Association  
P. O. Box 1313  
Koloa, Hawaii 96756

Dear Mr. Jager:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Sincerely,  
  
Fred Jager, President

c. Koloa Community Association Board of Directors

There are two additional issues we want to raise. One is the need for helicopter pads at the field at all. It was agreed in 1991 that Lihue would be the focus of takeoff and departure for helicopters. There were many reasons for this, among them the designation of that area for airplane activity. As there is still space for helicopters to be added in Lihue, we see no reason to begin developing another area, especially when our visitor market is still a long way from being at full potential. Lihue has the ability to handle problems, and should stay the focus of the industry. If the time comes when that area is at full potential, then a serious evaluation should occur to determine where expansion should happen, not just by a whim of the moment.

There has been the suggestion that allowing Mr. D'Attilio to reside at Burns Field would improve emergency response. But the Lihue area has both the Fire emergency crews and the hospital resources that are an integral part of emergency response. The crew would still have to be picked up in Lihue and the injured would still have to be returned to Lihue.

Based on these concerns, we oppose the proposed expansion of Port Allen airport.

Thank you for your letter regarding the proposed improvements for Port Allen Airport. Our responses to your comments are listed below.

Our forecast for Port Allen Airport was based upon the "Update of Hawaii Aviation Demand Forecast, dated October 1999." This update was a statewide forecast to account for the total aviation system demand. Since Port Allen Airport does not have an Air Traffic Control Tower, we depend upon the airport operators for much of our data. In view of the reduction in tourism caused by Hurricane Iniki, we believe the forecast of aircraft operations for Port Allen was liberal and should be considered as a optimistic case. Therefore, we do not foresee a significant amount of future helicopter operations at Port Allen, particularly since the proposed improvements are for the helicopter operators presently operating at the airport. With the proposed improvements, the Department of Transportation, Airports Division (DOTA), will to the extent possible, request that the operators develop voluntary flight patterns which will avoid the noise sensitive areas.

The purpose of the Environmental Assessment (EA) was to address environmental impacts associated with the proposed improvements at Port Allen Airport. We are continuing to address the impact of helicopters in the State of Hawaii, particularly in the natural areas. In our Hawaii State Helicopter System Plan we

land. No impact is expected on the Salt Ponds and the Salt Pond Park as a result of the proposed improvements.

#### 4.8.3 OFF-PAK ALTERNATIVE (Relocation of Helicopter Facilities To Lihue Airport)

As with the Preferred Alternative, the proposed improvements under the Off-PAK Alternative are within the Airport boundary and the Airport Operational Area, and there would be no impact on DOT Section 4(f) land. No impact is expected on the Salt Ponds and the Salt Pond Park as a result of the proposed improvements.

#### 4.8.4 NO-ACTION ALTERNATIVE

The No-Action Alternative would maintain existing operations and would continue to have no impact on the neighboring areas.

### 4.9 HISTORIC, ARCHITECTURAL, ARCHAEOLOGICAL AND CULTURAL RESOURCES

#### 4.9.1 EXISTING CONDITIONS

The Port Allen Airport was surveyed by International Archaeological Research Institute, Inc. (IARII) in the fall of 1997. The complete report is presented in Appendix F. The purpose of the survey was to determine if the proposed project would impact any recorded or unrecorded historical, archaeological, or cultural sites at Port Allen Airport. There are four known historical sites on the Port Allen Peninsula adjacent to or within the Airport boundary as shown in Figure 4.5. The four sites are as follows:

1. Hanapepe Salt Pans<sup>6</sup> 50-30-09-49. The Salt Pans were put on the Hawaii Register of Historic Places in 1974 and are the only known representation of this type of salt making. The Salt Pans are outside the Airport boundary and are under the control of DLNR.
2. House Sites 50-30-09-50 are listed on Hawaii Register of Historic Places and were last surveyed in the early 1970's. The sites are poorly located but are thought to be east of the area of the Salt Ponds; the sites were not found during IARII's 1997

---

<sup>6</sup> The Salt Pans area is commonly referred to as the Salt Ponds area. Salt Pans is the official designation given to this historic and cultural site.

PORT ALLEN AIRPORT  
DRAFT ENVIRONMENTAL ASSESSMENT  
PUBLIC HEARING COMMENTS

NAME Sylvia G. Koshi DATE 2/24/98

COMPANY/ORGANIZATION US Postal Service

ADDRESS 2817 Kona Rd

CITY Hanalei STATE HI ZIP CODE 96716-9998

COMMENTS/REQUEST:  
I am in favor of more improvements to the airport. The state should take action to improve the airport.

Mr. Fred Jager, President  
Page 2  
AIR-P  
99.0620

addressed the need for helicopter facilities at State Airports in consultation with the public. The System Plan provided for the majority of Kauai's helicopter facilities to be provided at Lihue Airport, and developed the Helicopter Master Plan for Port Allen Airport.

The proposed improvements are modest and will allow for those airport functions, currently being performed off the airport, to be relocated to Port Allen Airport and allow for some future growth. Port Allen Airport provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. Therefore, the DOTA, will continue to operate Port Allen Airport for the public good.

The purpose of an EA is to allow government to give systemic consideration to the environmental, social, and economic consequences of the proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808)838-8821 to clarify any questions you may have.

Sincerely,  
  
JERRY M. MATSUDA, P.E.  
Airports Administrator

C: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K  
AIR-L  
AIR-PH

LB:nf

Please send to: Mr. Jerry M. Matsuda, P.E., Airports Administrator  
State of Hawaii, Department of Transportation, Airports Division  
Honolulu International Airport  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.

survey. Another housing site was to the east of Puolo Point. There are no remains at the site at Kuunakaiole Point. The sites have been characterized as being in a deteriorated condition.

3. Kauakahiunu Heiau 50-30-09-51. This Heiau was dedicated to Kane and Kanaloa and is not on the National or Hawaii Register of Historic Places. There is some uncertainty about the location of the Heiau. It is possible to interpret the location of the Heiau as anywhere from Kuunakaiole Point to Puolo Point. It is possible that recent hurricanes have washed over the site making it unrecognizable.
4. House Site or Fishing Site 50-30-09-52. This site (as with the above sites) was located between 1928 and 1929 by Wendell Bennett during a survey of traditional Hawaiian historic sites on Kauai. It was referred to as a housing platform and has been interpreted to be a fishing shrine which was located at Puolo Point. Bennett located this site east of Kauahakiunu Heiau (50-30-09-51). However, at this time it cannot be located with confidence. It is likely that the remains were destroyed or scattered by recent hurricanes. The site has been evaluated as not eligible for listing on the Hawaii Register of Historic Places.

There are reported to be a number of human burials and grave markers on Puolo Point. There are reports of finding burials in the vicinity of the Salt Ponds and other burials near the kuleanas at Puolo Point. The exact burial sites at Puolo Point are unknown. There are sandy areas which in traditional Native Hawaiian culture were considered well suited for use as burial sites. For this reason, development in the sandy areas should be prohibited. However, the sandy areas are not included in the area to be developed.

It is reported that Hanapepe is a place, often named Leinaakauhane, where Native Hawaiian spirits leap into the netherworld of Po. Generally, such places are located at a cleft on some high bluff overlooking the sea or in the edge of a valley wall, and are found on all of the islands; Hanapepe on Kauai is one of these locations. However, the exact location of the site within the Hanapepe region is not specified. A resident has reported that Puolo Point is a Leinaakauhane, but there is no consensus that this is so. Hanapepe Valley has also been named as an area where Leinaakauhane is located. Even within the Hanapepe community each individual was found to have their own belief about the existence of these sites. It is generally agreed that Leinaakauhane is not located at the site of the proposed improvements.

RECEIVED  
SEP 27 1999



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

September 27, 1999

Ms. Sylvia A. Koshi  
3817 Kona Road  
Hanalepe, Hawaii 96716-9998

Dear Ms. Koshi:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

*Jerry M. Matsuda*

JERRY M. MATSUDA, P.E.  
Airports Administrator

C: Edward X. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K; -L; -PM

LB:nf

Head Life Air Air All  
Working Together to Provide Gateway of Asia

PORT ALLEN AIRPORT  
DRAFT ENVIRONMENTAL ASSESSMENT  
PUBLIC HEARING COMMENTS

Ann Leighton 2-21-99  
NAME DATE  
self  
COMPANY/ORGANIZATION  
4555 Pouli Rd  
ADDRESS  
Kapaa HI 96746-1562  
CITY STATE ZIP CODE

COMMENTS/REQUEST:

As the West Side of Kauai is the only "old" Kauai that's left, I don't think it's appropriate to let uncontrolled commercial aviation take root. The utilization of the field for emergency operations staging is acceptable but the community evidently wants to preserve their way of life. Kauai is such a small and special place and I think it's incumbent upon all of us to be responsible about development and concentrate it where it already exists while keeping limits on its expansion into rural, undeveloped areas. If operations can be limited to the existing companies then improvements should be made. But if those improvements open the floodgates to other operators then reconsideration should be given. I feel that commercial aviation should be concentrated at Lihue Airport because that's where the infrastructure is already located.

Please send to: Mr. Jerry M. Matsuda, P.E., Airports Administrator  
State of Hawaii, Department of Transportation, Airports Division  
Honolulu International Airport  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.

STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 ROGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1845

VALU MATASUDA  
DIRECTOR  
DEPUTY DIRECTOR'S  
ERIK K. UHUKI  
GENERAL COUNSEL

MESSAGE REFERRED TO:  
AIR-P  
99.0622

Ms. Ann Leighton  
Page 2

AIR-P  
99.0622

October 6, 1999

Ms. Ann Leighton  
4555 Pouli Road  
Kaapa, Hawaii 96746-1562

Dear Ms. Leighton:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your written comment for the Port Allen Airport Draft Environmental Assessment (EA). Your support for the proposed improvements is appreciated. Port Allen Airport provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was shutdown. Therefore, the Department of Transportation, Airports Division (DOTA) will continue to maintain and operate Port Allen Airport for the public good.

The proposed improvements are modest and will allow those airport functions currently being performed off the airport to be relocated to Port Allen Airport. The visual impact of the helicopter hangers would be mitigated with landscaping and compatible structures.

The purpose of an EA is to allow government to give an systemic consideration to the environmental, social, and economic consequences of the proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community.

I appreciate the time you took to express your concerns over the Proposed Improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

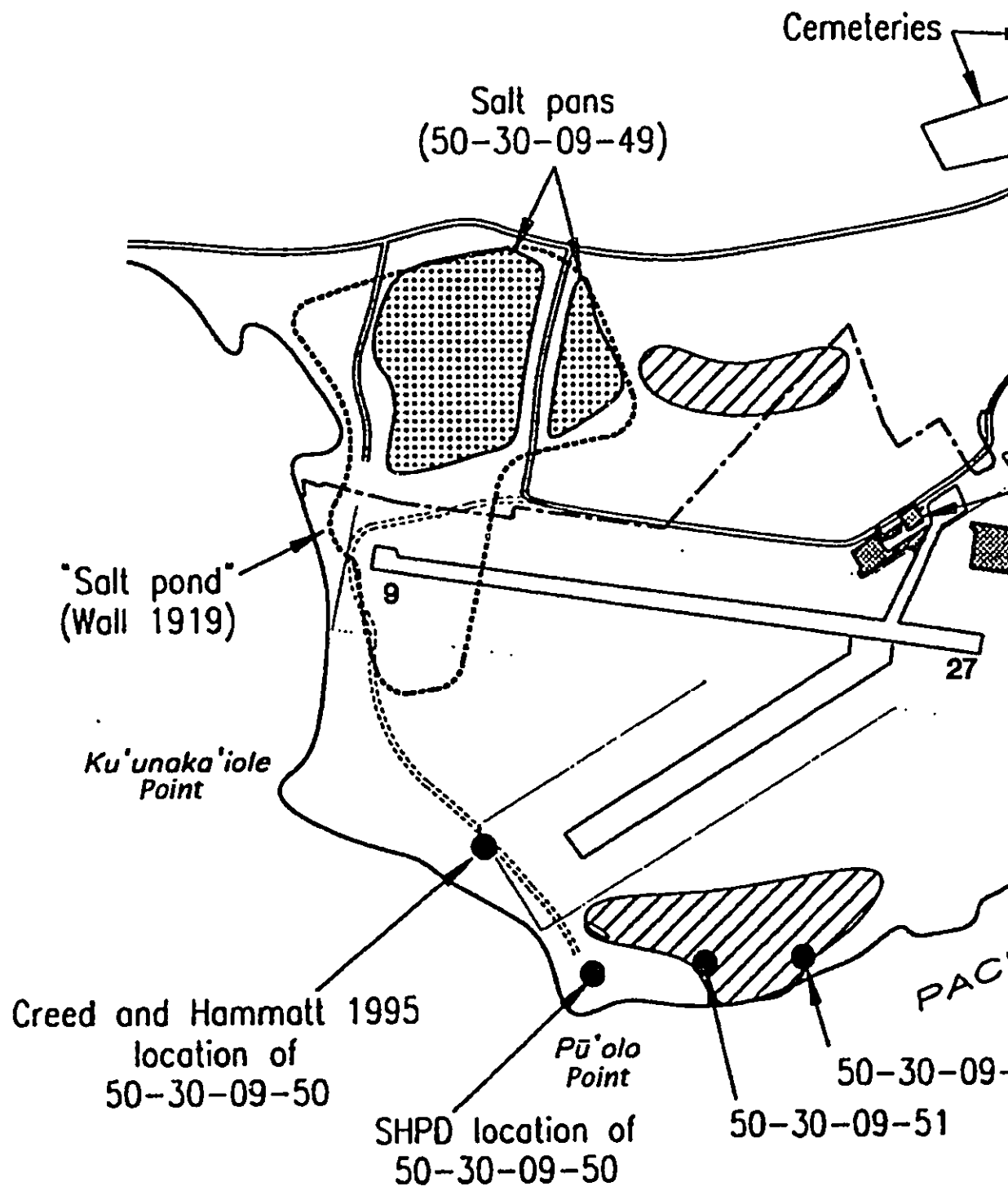
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K  
AIR-L  
AIR-PM

LB:nf





**Airports Division**

**PORT ALLEN AIRPORT  
ENVIRONMENTAL ASSESSMENT**

Prepared by : Edward K. Noda and Associates

*for submission*  
**PORT ALLEN AIRPORT  
 DRAFT ENVIRONMENTAL ASSESSMENT  
 PUBLIC HEARING COMMENTS**

*Pls. mail him a copy of the Impact Statement form*  
 David H Leopold

*2-19-98*  
 DATE

NAME \_\_\_\_\_  
 COMPANY/ORGANIZATION Private citizen Employee of KUHIT

Po Box 790  
 ADDRESS \_\_\_\_\_  
Waimea CITY Hi. STATE 96796 ZIP CODE

COMMENTS/REQUEST:

*I would like to request a copy of the Environmental Impact Statement so that I may review all of its content. My concerns regarding development of the airfield vary depending upon from whose point of view is considered. There are those who say there should be "no development and that the existing airport should be removed. Others say there should only be development of facilities for existing users of the airport. Still others would like to see "expansion" of additional uses. I will somewhere else to the middle portion of the report is there now, but I am opposed to increasing traffic (passenger and additional helicopter ops. Some improvement of the facility should be done. The concerns of the local Hawaiians should be taken into consideration + rules established to mitigate these concerns. I am opposed to any restriction of access to the public flight area of the area (community) at the west end of the runway. As an employee of KUHIT, there may be some benefit in having air ambulances be able to land @ Burns Field but I don't know if that will be possible in the proposed development.*

Please send to:  
 Mr. Jerry M. Matsuda, P.E., Airports Administrator  
 State of Hawaii, Department of Transportation, Airports Division  
 Honolulu International Airport  
 400 Rodgers Boulevard, Suite 700  
 Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.

HAWAIIAN GOVERNMENT  
 DEPARTMENT OF TRANSPORTATION  
 AIRPORTS DIVISION



STATE OF HAWAII  
 DEPARTMENT OF TRANSPORTATION  
 AIRPORTS DIVISION  
 400 RODGERS BOULEVARD, SUITE 700  
 HONOLULU, HAWAII 96819-1880

October 6, 1999

BY REPLY REFER TO  
 AIR-P  
 99-0623

Mr. David H. Leopold  
 P. O. Box 790  
 Waimea, Hawaii 96796

Dear Mr. Leopold:

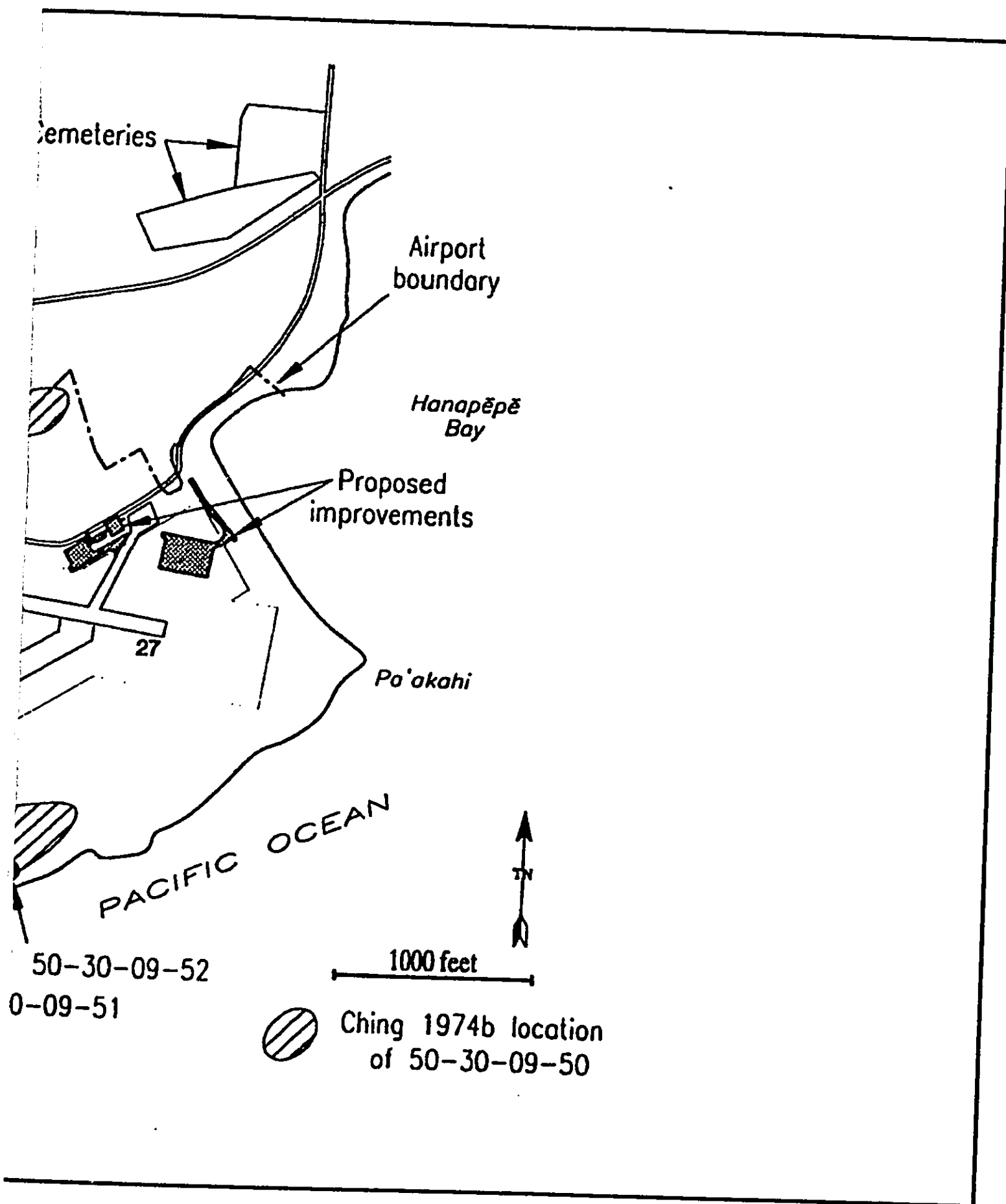
Subject: Draft Environmental Assessment  
 Port Allen Airport Proposed Improvements  
 State Project No. AK2010-01

Thank you for your written comment for the Port Allen Airport Draft Environmental Assessment (EA). Your support for the proposed improvements is appreciated. Port Allen Airport provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was shutdown. Therefore, the Department of Transportation, Airports Division (DOTA) will continue to maintain and operate Port Allen Airport for the public good.

The proposed improvements are modest and will allow those airport activities currently being performed off the airport to be located to Port Allen Airport. The visual impact of the helicopter hangers would be mitigated with landscaping and compatible structures.

There are no fences or gates at Port Allen Airport which would restrict or preclude access to the shoreline and the Draft EA states on page 5-2, paragraph 7, "DOTA recognizes that access to the shoreline of the peninsula is an important cultural and recreation activity and will maintain access to the peninsula for the people of Kauai." The proposed project will have no impact on access or on customary and traditional gathering rights of Native Hawaiians.

The Salt Pond Park, the Salt Pond Pans and Port Allen Airport have coexisted for over 60 years and I believe with the proper controls they can continue to coexist.



REPORT  
ASSESSMENT

and Associates, Inc.

HISTORIC SITES

APRIL, 2001 FIGURE 4.5

#### 4.9.2 PREFERRED ALTERNATIVE

There are no known historic sites at the location of the proposed improvements at Port Allen Airport. The site of the proposed improvements was cleared and graded in the late 1920's and it is unlikely that significant sites would be found beneath the ground surface. The exact location of Leinaakauhane was not specified and the proposed improvements are not expected to impact this place. No existing cultural practices or use of the project site are known. The site of the proposed improvements is approximately 2,350 feet (nearly one-half mile) away from the Salt Ponds and will not have any impact. Therefore, the Preferred Alternative will have no adverse impact on historic, architectural, archaeological and cultural resources. There would be no impact on the coastal shore near Port Allen Airport under the Preferred Alternative, and public access to the coastline and other areas on the peninsula would be maintained.

If evidence of traditional Hawaiian burials and cultural deposits are encountered during the construction of the proposed improvements, standard specifications of State contracts with respect to archaeological, historical, and burial site findings will apply. These specifications are as follows:

*Whenever the Contractor encounters possible archaeological, historical, or burial site findings, the Contractor shall immediately suspend the operation and inform the Engineer verbally and follow up with a written letter. The Engineer will contact the Department of Land and Natural Resources (DLNR) and other agencies to evaluate such findings and decide the course of action.*

*The contractor shall not resume operations suspended without the prior written acceptance of the Engineer...*

*Failure or refusal to comply with the terms of this Section of Chapter 6E, Hawaii Revised Statutes, may subject the Contractor to the penalties described in Section 6E-11, Hawaii Revised Statutes:*

*a fine of not more than ten thousand (\$10,000) dollars for each separate offense,*

*seizure and disposition of equipment, and*

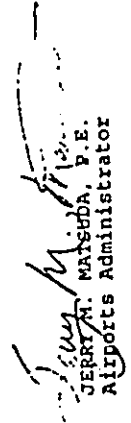
Mr. David H. Leopold  
Page 2

AIR-P  
99.0623

The purpose of an EA is to allow government to give an systemic consideration to the environmental, social, and economic consequences of the proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any other questions you may have.

Sincerely,

  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K  
AIR-L  
AIR-PM

LB:nf



March 9, 1998

Mr. Jerry Matsuda, P.E., Airports Administrator  
State of Hawaii  
Department of Transportation, Airports Division  
Honolulu International Airport  
400 Rodgers Boulevard, Ste. 700  
Honolulu, HI 96819-1880

Dear Mr. Matsuda:

Enclosed are our Comments Relating to the Draft Environmental Assessment at the Port Allen Airport. Our comments are strictly on the written Environmental Assessment which was supplied to us by your office.

I am taking this opportunity, however, to relay certain facts and observations about the draft assessment as well as about the public hearing which was held on February 19, 1998.

1. As stated in our written comments, the Airports Division should ask for a full refund for this assessment because its facts and findings are often erroneous.
2. I do not know what the standard is for conducting public hearings; not only by the Department of Transportation, but for the other government agencies as well, but I have never seen a public hearing that was so openly biased and where one could not exercise his or her guaranteed freedom of speech. The representative of the DOT, Juliet Aiu, was flagrantly biased towards Mr. D'Atillio both before the hearing and during the hearing as well. There were a number of representatives of other helicopter companies present at this hearing including the owner of Bali Hai and at no time did she make an effort to acknowledge our presence, let alone, hug and kiss us as she did Mr. D'Atillio.
3. Ms. Aiu was out of line to interrupt individuals during their testimony when they made statements of fact about Mr. D'Atillio. She also made faces and comments in a very unprofessional manner. Her behavior was an insult to all attendees and should not go without written record. After all, in accordance with the handout provided at the hearing, the public was invited to voice their comments.
4. We question the politics and the rationale of this request for development of the Port Allen Airport. Why is the State pushing so hard for this particular operator? Something is wrong with the system and this picture. Simple improvements at the Lihue Airport such as better signs, in particular, a sign on Commuter Terminal cannot be placed, yet, for one operator the State can improve the Port Allen airport.

- (3) *if the Contractor knowingly fails or refuses to comply, a prohibition from participating in the construction of State or county projects for ten (10) years.*

*Construction work and equipment shall remain within the right-of-way limits...The Archaeologist will decide the limits of the site. Also, the Archaeologist will decide, with the Engineer, the best means for protecting the site from further disturbances which require further investigation or salvage as determined by the SHPO [State Historic Preservation Officer]. Protection may include barricades, roping off, temporary fencing or other means.*

The following list summarizes the mitigation measures that will be taken to prevent or minimize any impacts on the Salt Ponds:

- Storm water drainage from the paved area will be designed to direct discharges away from the Salt Ponds. Runoff from the lease lots will be directed through oil/water separators before being discharged. Lease lot tenants installing fuel storage facilities will be required to have a SPCC plan if their facility has a single tank capacity of 660 gallons or more.
- Construction of the proposed improvements will reduce the amount of dust currently generated by aircraft and vehicular traffic. The contractor will be responsible for the control of dust generated during construction under the fugitive dust provisions of HAR, Section 11-60-1-33.
- DOT-AIR will consider asking helicopter operators at the Airport to voluntarily avoid flying over noise-sensitive areas such as the Salt Ponds.


#### 4.9.3 OFF-PAK ALTERNATIVE (Relocation of Helicopter Facilities To Lihue Airport)

Under this Alternative, there would be no adverse impact on historic, architectural, archaeological and cultural resources since there are no known historic sites or cultural practices at the location of the proposed improvements. Since the project site was cleared and graded in the late 1920's, it is unlikely that significant sites would be found beneath the ground surface. The exact location of Leinaakauhane was not specified and the proposed improvements are not expected to have any impact. The Off-PAK Alternative will have no impact on the coastal shore near Port Allen Airport, and public access to the coastline and other areas on the peninsula would be maintained. If evidence of traditional Hawaiian burials and cultural deposits are encountered during the construction of the proposed improvements, standard specifications of State contracts with respect to archaeological, historical, and burial site findings will apply.

Mr. Jerry Matsuda  
March 9, 1998  
Page 2

P.S. On Sunday, March 8, 1998 at 5:20pm, it was witnessed that Mr. D'Attilio's Red Hughes 500 was shutdown and parked at the isolated Wai'ae House on State land. Having been in business for over nineteen years, we know that contract work from the government agencies occurs during the weekdays, so draw your own conclusions as to why this aircraft was in the location on a Sunday evening.

Sincerely,



Bonnie Lofsted,  
Island Helicopters Kauai, Inc.

cc: Senator Avery Chumbley  
Senator Cal Kawamoto, Co Chair Senate Transportation Standing Committee  
Senator Norman Sakamoto, Co Chair Senate Transportation Standing Committee  
Senator Suzanne M. J. Chun Oakland  
Representative Ezra R. Kanoho  
Representative Bertha Kawakami  
Representative Hermine Morita  
Representative Kenneth T. Hiraki, Chair House Transportation Standing Committee  
Representative Roy M. Takumi, Vice Chair House Transportation Standing Committee  
Representative Dennis A. Arakaki  
Senator Daniel Inouye, U. S. Senate  
Representative Patsy Mink, U.S. House of Representatives  
Mayor Maryanne Kusaka  
Mary Thomas, Kauai County Chairperson  
Kaipo Ating, Kauai County Council  
Ron Kouchi, Kauai County Council  
Randall Valenciano, Kauai County Council  
James Tehada, Kauai County Council  
Brian Baptiste, Kauai County Council  
James Tokioka, Kauai County Council  
Stan Sekimoto, Kauai District Airports Administrator

Comments Relating to Environmental Assessment  
Port Allen Project  
State Project No. AK 2010-01

It should be noted at the very beginning of this testimony that this Environmental Assessment is a complete waste of monies and is worthless. It's statements and facts are contradictory therefore the data and conclusions derived therein are grossly incomplete and misleading. It is quite obvious from the Draft Environmental Assessment that one of two things have occurred; either the preparers of this assessment were not aware of the activity levels at the Port Allen Airport prior to September 11, 1992 when there were four helicopter companies operating full time from this airport or they just decided to ignore the facts and prepare an assessment that would support these improvements to satisfy one helicopter company.

Comments Relating to Findings and Facts

This entire assessment is built upon erroneous predictions and figures; therefore, the conclusions drawn from these figures are also of no value. There are two reasons as to why this has happened.

First, it has been stated throughout this assessment that the purpose of these improvements was for the benefit of one helicopter company; hence, all projections of adverse impact are zero because the company is already operating from this airport. Second, Section 2.4 details statistics for Port Allen operations in 1992 as noted in the Update of Hawaii Aviation Demand Forecasts, DOT, Airport Division, October 1994 and list forecast of future aircraft operations. There are a number of inconsistencies in these facts and figures.

a. At the time of the 1990 General Plan Update and Environmental Assessment, there were four helicopter companies operating full-time. This level of activity continued through 1992 as noted in Attachment 2 which is August/November 1992 Drive Guide. It was this level of activity that prompted the community to loudly voice their concerns for any improvement at the Burns Field Airport and the impact these improvements would have on their lifestyles.

b. On September 11, 1992, Hurricane Iniki hit the island of Kauai, therefore, the year ended three months and one half months early and it is idiotic to use a partial year as a basis for growth.

In the event a company with two or more aircraft be awarded a pad, these numbers would be greatly changed. Included in this assessment should be revised numbers that are more reasonable and will also remind the residents of the west side what it was like when four helicopter companies operated full time at the Port Allen Airport. In addition, should two or more of the pads be awarded to companies operating from the Lihue Airport, in turn, the Lihue Airport spaces will become available. There are several companies from the other islands waiting for available spaces. In reality, we could see at least two new helicopter companies start operations here which will mean additional helicopters in the skies of Kauai. Prior to September 11, 1992, there were 13 helicopter companies in operation

Storm water drainage from any paved area will be designed to direct discharges away from the Salt Ponds. However, since the helicopter lease lots would not be constructed under this Alternative, runoff would not be directed through oil/water separators before being discharged. Construction of the proposed improvements will reduce the amount of dust currently generated by aircraft and vehicular traffic. The contractor will be responsible for the control of dust generated during construction under the fugitive dust provisions of HAR, Section 11-60-1-33. DOT-AIR will consider asking helicopter operators at the Airport to voluntarily avoid flying over noise-sensitive areas such as the Salt Ponds.

#### 4.9.4 NO-ACTION ALTERNATIVE

The No-Action Alternative would have the same impact that presently exists.

#### 4.10 BIOTIC COMMUNITIES

##### 4.10.1 EXISTING CONDITIONS

###### 4.10.1.1 FLORA

The vegetation in the vicinity of the Port Allen environs (see Appendix G, Port Allen Airport Botanical Survey Report) has been described in the 1840's "as a number of sunburned hills. A few sorts of coarse grass with a number of annual plants and three (3) or four (4) Malvaceous shrubs include the principal vegetation". Today, the coastal areas support a variety of indigenous plants like Beach Naupaka (*Scaevola taccada*) and the tree Heliotrope (*Messerschmidia argentea*). However, much of the peninsula is covered with Haole-Koa (*Leucaena leucocphala*), Kiawe (*Prosopis pallida*) and Guinea grass (*Panicum maximum*). Chinese banyan, coconut trees, and bougainvillia are also present. The plant cover of Port Allen Airport can best be described as Mowed Mixed Vegetation. The dominant components are grasses, with three species predominant, pitted beardgrass (*Bothriochloa pertusa*), buffelgrass (*Cenchrus ciliaris*) and the common sandbur (*Cenchrus echinatus*). Other common grasses are swollen fingergrass (*Chloris barbata*), star grass (*Chloris divaricata*) and Bermuda grass (*Cynodon dactylon*). Within the grassland are clumps of small shrubs such as Australian salt bush (*Atriplex semibaccta*), wild bean (*Macroptilium lathyroides*), (*Macroptilium atropurpureum*), nodeweed (*Synedrella nodifolia*), golden crown-beard (*Verbesina enceliodescq*), alfalfa (*Medicago sativa*), the native vine, pauohiiaka (*Jacquemontia ovalifolia sandwicensis*), and others. Due to grass cuttings, all the vegetation is trimmed to a height of approximately one foot.



and the work is coordinated out of the Lihue Airport, therefore, the need no longer exists for Inter-island to have the facility in Hanapepe for this purpose. Every time this helicopter takes off on an emergency, whether the aircraft departs from Port Allen Airport or Hanapepe Town, it flies directly over Kalaheo, Omao and any other residential areas in a straight line from Hanapepe to Lihue, to meet the emergency personnel that will be on board the aircraft. Move the rescue operations to Lihue and let the bedroom communities have peace and quiet.

c. Attachment 1 is a letter from Kazu Hayashida, Director of Transportation, stating the Inter-island was offered hangar space for his operations at the Lihue Airport. This was confirmed by the Lihue Airport Manager in testimony provided to the County Council in September 1996; however, Mr. D'Atilio chose not to relocate. Why then, should any monies be spent to upgrade this facility for him and his operation?

4. Section 4.4.1 specifically states that concern has been raised that Port Allen will become a major helicopter center for tourist flights. It also states that the proposed facilities are to support those aviation operators which are currently operating out of Port Allen Airport and Hanapepe Town. Based on information that we have received, Bali Hai Helicopters is against any improvements at the Port Allen Airport. Bali Hai Helicopters has held a pad at the Lihue Airport since 1991. They will be assigned new pad assignments and facilities when the improvements at the heliport are complete. Where is the actual request (in the environmental assessment) for the Port Allen improvements?

This section is a contradiction in fact. Since the assessment states, for the record, that there is a concern by the public about an increase in helicopter activity, the assessment stresses that the improvements are only for the current helicopter operator. This is a public airport and therefore, the use of this airport cannot be restricted to one operator. Also, with the State building four lease lots for helicopter operations and two tie-downs for fixed wing, it is quite obvious that this is major development and an increase in base operations.

5. Section 5.0 Summary of Issues:

a. In Issue 3 - Level of Development, it is stated that the proposed improvements are those requested by the community. In reviewing the comment sheets that were apparently circulated at the August 19, 1997 information meeting, it is apparent that the majority of the responses in support of Inter-island specifically came from employees, relatives of employees and several of these responses are in the same handwriting but with different names. It should be noted, that the support of the community or from the select few who represented themselves as members of the community, were specifically on Inter-island Helicopters behalf and not for increased helicopter activity at the airport, since not one of the written responses mentioned Bali Hai Helicopters.

b. Issue 4 addresses Airport Noise. In reviewing the noise studies that were performed, these studies need to be re-done. First, the studies need to be performed over a longer period of three days; perform the study during a period of time when the level of activity on the island is at it's peak such as March or April; and finally, for a true level of activity, it needs to be done with more than two helicopter operators operating from the airport with multiple aircraft.

It was presented as testimony on February 19, 1998, that the noise level on a daily basis at

whereas today, there are nine. Improvements to the Burns Field Airport will result in increased helicopter activity even though this assessment has seemingly tried to deny that fact.

1. Considering the fact that the Salt Pans is the last salt ponds in the State of Hawaii and therefore it is protected even under Federal Law, it is unfair and deceptive to remove the Salt Ponds from the boundary of the Port Allen Airport just because of the scope of responsibility has been changed to the DLNR. The fact remains that Salt Ponds are directly across the street from the airport. Any increase in activity at the airport will dramatically affect the Salt Ponds, in particular, the increase in noise and dust will be a major issue. Included in the copies of the minutes of the County Council meeting in September 1996, was testimony from Gilbert Moberga, President of the Salt Ponds Hui which stated that helicopter flights creates a lot of dust and is a nuisance to the Salt Ponds especially when they are working in the Ponds. Also included is a letter from the Planning Director who states that increased helicopter and fixed wing aircraft activity may adversely impact the Salt Ponds and Salt Pond County Park.

2. Outside of one small paragraph, no where in the entire environmental assessment is there any mention as to the impact additional helicopter flights have to those who use the beach, fishing grounds, and camping and recreational areas. It is mentioned that the flight path will be changed for take offs and arrivals to occur over the water which means that they will fly over the patrons of the beach. This will not only create obtrusive noise but it will be dangerous as well. It should be noted that many users of the beach do not use the so called Salt Pond Beach Park, but they use the area directly at the end of the fenced airport area. To exclude the impact on recreational beach users seems very unprofessional of the company that provided this costly assessment.

3. Section 2.4 addresses existing uses. In paragraph 3, the preparer has gone into great detail to explain that Inter-island Helicopters provides helicopter services and emergency services to government agencies and therefore, from time to time, they take off from their hangar which is off the airport property.

a. Based on testimony from the Fire Chief David Sproat in front of the County Council in September 1996, the Fire Departments approximate annual expenditure for Fire and Rescue is \$20,000.00 per year. Using a low bid figure of \$600 per hour, this would equate to a total of 33 hours per year or 2.8 hours per month. It would be safe to assume that not every single mission would require departure or arrival in Hanapepe Town since not all rescue or emergency missions occur during the off hours of Inter-island's operation. Based on this assumption the level of activity for Fire and Rescue certainly does not support the hundreds of thousands of dollars that would be spent to upgrade the airport facilities, not to mention the cost of this current assessment and plans already incurred by the DOT.

b. For the record, it makes better sense to have Inter-island relocated to the Lihue Airport, since the DLNR offices of Forestry, Conservation and State Parks all have their base yards in Lihue which is closer to the Lihue Airport than to drive to Port Allen Airport 17 miles away. Secondly, with regards to the Fire Department which does not have a competitive bid for services, their rescue teams are located at the Lihue Fire Station and the Princerville Fire Station, therefore, once again it makes better sense to have the helicopter facilities nearby at the Lihue Airport. Inter-island Helicopters no longer has the contract for Marijuana Eradication, as a Maui helicopter company provided a lower bid

At the western boundary of the Airport, on both the north and south of the Airport, are areas of land which can be classified as wetlands due to species of obligated or facultative wetland plants such as pickleweed (*Batis maritima*), false daisy (*Eclipta alba*) and pluchea (*Pluchea indica*).

North of the Airport and Kuilioko Road is an undeveloped space of five to ten acres which is covered with buffelgrass, Guinea grass, opiuma (*Pithecellobium dulce*), ironwood trees (*Casuarina equisetifolia*), haole koa, and ilima (*Sida sp.*) bushes. This field is east of the Salt Ponds wetlands.

#### 4.10.1.2 FAUNA

Port Allen Airport and the environs, including the Salt Ponds wetlands, were surveyed by Bruner in July 1997 (see Appendix H) for mammals and birds, and the results are consistent with earlier survey results (Wilson Okamoto, 1990). In the Salt Ponds wetlands complex at the west end of the Airport, outside of the Port Allen boundary, two native water birds were recorded. One species is the endangered or threatened Black-necked Stilt (*Himantopus mexicanus knudseni*) and the other is the Black-crowned Night Heron (*Nycticorax nycticorax*). The Salt Ponds were being worked for salt when the Stilts were observed foraging for food. Thus, the Stilts do not appear to be disturbed by the salt making at the Salt Ponds, and may have adapted to this activity. The Hawaiian Duck or Koloa (*Anas wyvilliana*) and the Hawaiian Coot or Alae Keokeo (*Fulica alai*) have also been observed at the Hanapepe Salt Ponds. Both of these species are endangered. In addition, the Hawaiian Goose or Nene (*Branta sandvicensis*), another endangered species, has been reported by Salt Ponds users to occasionally be present in the area of the Salt Ponds.

During the survey, no resident endemic birds were observed, but the endemic Short-tail Owl or Pueo (*Asio flammeus sandwicensis*) would be expected. While no indigenous or native seabirds were recorded on the survey, the threatened Newell's Shearwater (*Puffinus newelli*) may overfly this area as it forages to and from the sea.

There are a number of migratory shore birds which have been recorded at Port Allen: the Pacific Golden Plover (*Pluvialis fulva*), the most abundant, the Sanderling (*Calidris alba*), Wandering Tattler (*Heteroscelus incanus*), and the Ruddy Turnstone (*Arenaria interpres*). The Bristle-tailed Curlew (*Numenius tahitiensis*) winters primarily on islands south of Hawaii, but a few species are found in the Port Allen environs. The Curlew is now a species of concern, which means sometime in the future it may be listed as a threatened or endangered species.



Salt Pond Beach Park finds the current helicopter traffic intrusive and that mysteriously during a three day period when the statistics on noise levels was being gathered, no helicopters flew over or around the beach park.

c. Issue 6 addresses highway traffic increase. It is absurd to state as a matter of public record that the airport is going to be upgraded but there will be no additional traffic increases in Hanapepe Town. With the level of activity described in the previous paragraph, the amount of traffic in Hanapepe Town as well as Tele Road will substantially increase. The increased parking facilities at the airport have not been addressed properly in the assessment. Why then, should additional monies, be spent to upgrade these facilities for the benefit of one operator.

6. Section 6.0 Determination, Findings and Reasons Supporting Determination needs to be re-examined.

As previously mentioned, this assessment is under the assumption that the current level of activity or a minimal increase in activity will be supported by improvements being made. It has not been addressed that, in reality, should at least two additional helicopter companies be granted permits that have two or more helicopters each and also have a high activity level for each aircraft, then every issue addressed would be dramatically affected. As stated in prior testimony, with as many as five operators allowed from Port Allen, given an average of 2-3 helicopter for each operator and an average of 5-6 flights per day departing and landing at the airport we could have a minimum of 100 overflights of the Salt Pond, beaches and neighborhoods per day. It is completely false to state that an Environmental Impact Statement is not required. For all the reasons previously mentioned throughout this testimony, all data and conclusions contained with this Draft Environmental Assessment are misleading. Replace the data with the correct figures and assumptions and an Environmental Impact Statement would be paramount. This environmental assessment appears to be a joke and provides a disservice to other helicopter operators, politicians, and community members.

According to this document, the DOTA is providing a comfort station, electricity, water, parking facilities and manpower to maintain the facilities. As a tenant of the Lihue Airport for nineteen years, we pay \$900 per landing pad per month and have been paying this type of fee since 1991. We have none of these conveniences provided to us by DOTA, we either provide these conveniences ourselves or do without. It has been mentioned throughout this assessment, specifically on page 23, page 32, page 43, and page 46 that this improvement is specifically for the current helicopter operator providing emergency services to the County of Kauai, yet there is no contract to even support such a need.

In closing, it would be a great injustice to come to any other conclusion but a No Action Alternative. Also, it is our recommendation to the Department of Transportation to request either a true environmental assessment or a full refund.

The only mammals observed during Bruner's survey in July 1997 were feral cats. Undoubtedly, the Roof Rat (*Rattus rattus*), the Norway Rat (*Rattus norvegicus*), and the Polynesian Rat (*Rattus exulans*) are also present at the Airport. The Hawaiian Hoary Bat (*Lasiurus cinereus semotus*), Hawaii's only endemic terrestrial mammal, has not been reported at Port Allen but can be found in similar habitats.

#### 4.10.2 PREFERRED ALTERNATIVE

The Preferred Alternative will not impact any critical habitat, and is not expected to adversely impact the existing flora and fauna of Port Allen. The proposed improvements would not adversely affect the resident mammal or transitory or resident bird population. The proposed improvements would be built on the Airport and would use less than five acres of the Airport property. DOT-AIR's recent clearing of the peninsula has created additional grasslands for the birds which prefer open coastal grassland. The addition of the proposed landscaping would offset some of the loss of grassland. Since there would be no development in the wetlands, no further action is required at this time to examine or delineate the wetlands. As the Newell's Shearwater may overfly the Point, it is proposed that all applicable night time lighting at Port Allen Airport should be in accordance with DLNR's, *The Newell's Shearwater Light Attraction Problem-A Guide for Architects, Planners, and Resort Managers* to minimize the airfield as a distraction for night-flying birds.

#### 4.10.3 OFF-PAK ALTERNATIVE (Relocation of Helicopter Facilities To Lihue Airport)

The proposed improvements under the Off-PAK Alternative will not impact any critical habitat, and is not expected to adversely impact the existing flora and fauna of Port Allen. The resident mammal or transitory or resident bird population will not be adversely affected. As with the Preferred Alternative, the proposed improvements under the Off-PAK Alternative would be built on the Airport and would use less than five acres of the Airport property. Recent clearing of the peninsula by DOT-AIR has created additional grasslands for birds, and the proposed landscaping would offset some of the loss of grassland. There would be no development in the wetlands. It is proposed that all applicable night time lighting at Port Allen Airport should be in accordance with DLNR's, *The Newell's Shearwater Light Attraction Problem-A Guide for Architects, Planners, and Resort Managers* to minimize the Airport as a distraction for night-flying birds.

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**Air-1 Inter-Island Helicopters** (808-556-5000) Located in Hanalei near the Green Garden Restaurant. Its services are mainly scenic tours of Kauai, private charter service and experience in aerial photography and film crew support. It has a fleet of Hughes 500 helicopters with a five-way intercom system with stereo headset. You'll enjoy your captain as he warmly shares many of the legends and the history surrounding the island. No other company can guarantee local pilots' single passenger 200' windows seats. Each of the flights will have 10-15 minutes, reserving them to meet together. (Map 1, D-3)

**Bali Hai Helicopters** (808-316-3161) Located in Hanalei near the Legends Ice Cream. Let the owner-operator, with over 20 years of flying experience take you on a high-seating adventure along the spectacular Na Pali Coast, Waimea Canyon and Waialeale Gorge. Fly in a Bali Hai Ranger that provides you with comfort and safety, as well as superb visibility. Call for reservations. (Map 1, D-3)

**Bruce Needham Helicopters** (808-318-3183) Sales office located 20 minutes west of Lihue at the Eneke Shopping Center. Flight depart from Burns Field at Tom Allen Airport to allow maximum time for scenic highlights. The deluxe ASTAR aircraft is rated amongst the highest for safety and comfort with forward-facing seating and spacious views. It is equipped with Alpine stereo headphones and personal communication for direct communication with the pilot, as well as fully narrated and synchronized in-flight instrumental music being the original "property" of Honolulu's Hawaii Highnote tours. The staff can assure you the most exciting and informative aerial adventure with more than 20 years' experience on Kauai. Let them show you the remote areas such as the Na Pali Coast, Waimea Canyon and the lush Waialeale rain-forest. (Map 1, D-3)

**Discount Helicopter Tours** (808-719-0100) Lihue, Kauai, from above for an exciting island aerial experience. The tour begins on Kauai, then continues to Niihau, Oahu and Maui. All flights are piloted by experienced pilots with over 20 years of flying experience. (Map 1, D-3)

**Island Helicopters** (808-833-3111) Lihue. Same helicopter take you on the experience of a lifetime. The system tours around the Bell Helicopter 31 and Aerobatic ASTAR features live narration choreographed to gentle music. The beauty and splendor of Kauai's coastline will unfold before your eyes. Scenic aerial views, majestic mountains, secluded valleys and cascading waterfalls. Complete tours range from \$59 to \$120 per hour. (Map 1, D-4)

**Kenai Helicopters** (808-833-3111) Lihue. See the remote beauty of the island of Kauai from the unique vantage point only a helicopter can offer. Hover motionless above ancient cliffs and verdant valleys. Kenai's Bell Helicopter and Long Ranger aircraft allow comfort and easy viewing. The tour—which includes headset for all passengers—is fully narrated by the pilot. (Map 1, D-4)

**Ohana Helicopters** (808-833-3111) Located at 3220 Kubo Highway, Lihue. In Hawaiian, "ohana" means family, and it's more than just a name. Ohana Helicopters' owner, operator is of Hawaiian descent, and invites you to experience the beauty of his native island. Ohana features four-passenger Bell Helicopter and six-passenger ASTAR touring helicopters with high visibility, windows and choreographed stereo sound systems. Ohana's 50-minute "Mokihana" tour explores the Waimea Canyon, Na Pali Canyon and Mt. Maunaloa. The 65-minute "Maui" tour adds secret valleys and waterfalls and the mystical crater of Maunaloa. (Map 1, D-3)

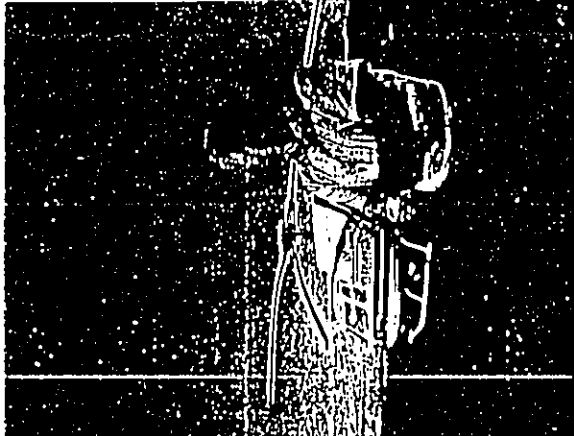
**Safari Helicopter Tours** (808-833-3111) With headquarters located at the corner of Alani Street and Airport Road in Lihue. If you're looking for your adventure in paradise, fly with Preston Myers, the owner and pilot who has more than 25 years' flying experience. Windows and fuselage's 150-degree unobstructed panoramic view provide the only air-conditioned "Super" ASTAR on Kauai. Also featuring the exclusive "Star Cam" video system, the only one of its kind on Kauai that records your aerial flight with narration and choreographed music. (Map 1, D-3)

**South Sea Helicopters Inc.** (808-833-3111) This renowned company is conducting its 11th anniversary with more than 100,000 satisfied customers. South Sea Helicopters' owner, operator, and pilot, Steve Egger, is a former military pilot and has over 20 years of flying experience. South Sea's four-passenger Bell Helicopter and six-passenger ASTAR touring helicopters are meticulously maintained. With narrated music, the narrators provide one of the best views of Kauai. Enjoy informative narration on your pilot, and an elaborate music to enhance the experience of a lifetime. Three tours are offered, as well as charters, departing daily from the Lihue Airport. For Mainland reservations call 1-800-367-5514. (Map 1, D-3)

**Will Squyres Helicopter Tours** (808-833-3111) Will Squyres has been flying for the past 29 years and has accumulated more than 20,000 hours flying helicopters, with 14,000 hours on Kauai alone. He has been written about in such publications as National Geographic Traveler and he is in most of the guide books of Kauai. He and his FAA-certified pilots have the knowledge and experience to give you a tour of Kauai that you'll never forget. He chose the four-passenger Bell Helicopter for its unsurpassed safety record and touring visibility through windows that stretch from your waist to above your head. The windows also open for unobstructed panoramic views and great ventilation. The 65- to 85-minute tour covers all of the highlights and beauty of the island. How many times will you get the opportunity to fly Kauai? (Map 1, D-3)

**Air Tours**

**Fly Kauai** (808-833-3111) Located at the Lihue Airport. The owners, James Duncan and Kevin Britt, are experienced pilots and have over 20 years of flying experience. (Map 1, D-3)



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• Boat for 294-300

826-6804

#### 4.10.4 NO-ACTION ALTERNATIVE

There would be no new impact under the No-Action Alternative since the Airport would not be disturbed.

#### 4.11 ENDANGERED AND THREATENED SPECIES OF FLORA AND FAUNA

##### 4.11.1 EXISTING CONDITIONS

There are no endangered or threatened species of flora on Port Allen Airport. Four species of endangered water birds have been reported at the wetlands of the Port Allen environs and one migratory shore bird, a species of concern, was sighted near the Airport. The Hawaiian Stilt was recorded at the Salt Ponds outside of the Airport boundary in the July 1997 survey. Both the Hawaiian Coot and Koloa were reported at the Salt Ponds in earlier surveys. The Port Allen Salt Ponds are seasonal in nature due to rainfall and, depending on the time of the year, the endangered water birds may be found at the wetlands foraging for food. To date, no nesting activity has been reported. The proposed project will not impact the Port Allen Salt Ponds. The Nene, the State bird and an endangered species, has been reported in Koloa and in the Salt Ponds area by users.

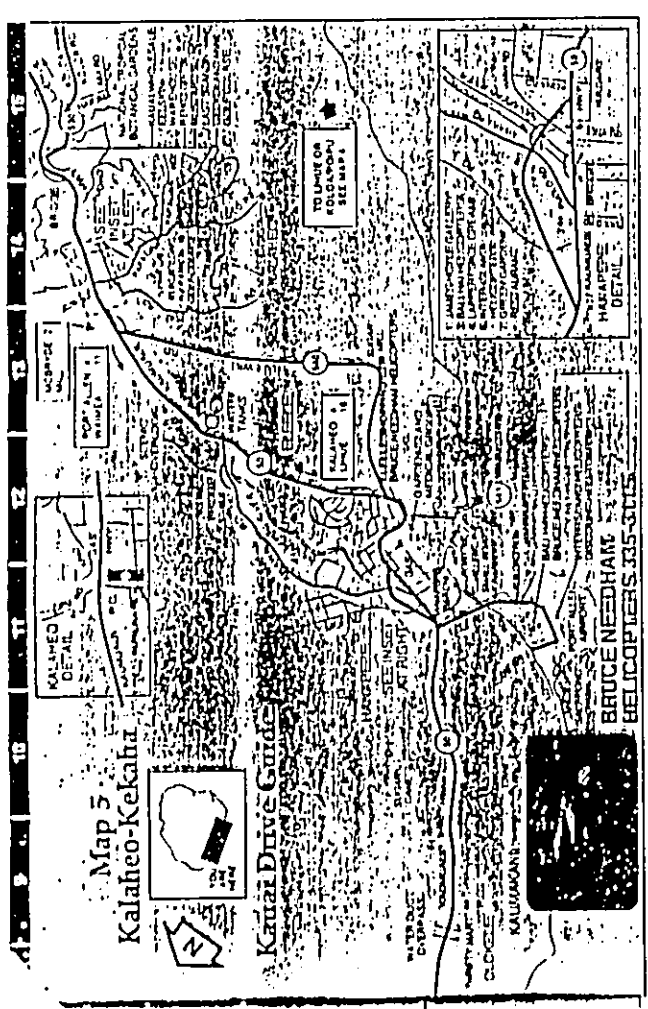
The Bristle-tailed Curlew has been reported at Port Allen. This migratory shore bird is a species of concern, meaning it may be listed as an endangered or threatened species in the future. The Curlew uses the coastal grasslands for foraging. With the recent clearing of the Port Allen Airport's brush, the additional grasslands provides a potential habitat for the Curlew and other migratory shoreline birds.

The Hawaiian Monk Seal has been reported by the public to rest on the sandy beach on the west end of Puolo Point. The Hawaiian Monk Seal is listed as an endangered species.

##### 4.11.2 PREFERRED ALTERNATIVE

The Preferred Alternative will have no impact on endangered or threatened species of flora or fauna, or on the Salt Ponds. Maintenance of portions of the Airport as grassland would have a beneficial effect for the Bristle-tailed Curlew and other shoreline birds since it would provide additional foraging area. The impact on the Hawaiian Monk Seal, if any, would be similar to the impact of the No-Action Alternative. The public should be notified that, pursuant to the Marine Mammal Protection Act, the public should remain 100 yards (300 feet) from any Hawaiian Monk Seal.

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STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
669 PUNCHBOVIL STREET  
HONOLULU, HAWAII 96813-5097

November 12, 1996

AIR-LG  
96.1284

REPLY REFER TO  
AIR-LG  
96.1284

Mr. Curtis W. Lofstedt, Jr.  
President  
Island Helicopters Kauai, Inc.  
P. O. Box 831  
Lihue, Hawaii 96766

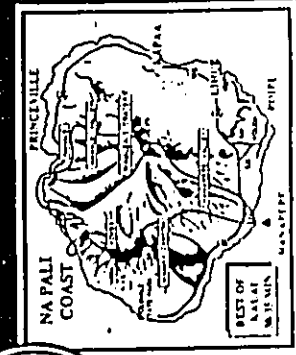
Dear Mr. Lofstedt:

This is in response to your letters of September 24, 1996, to Deputy Director, Mr. Jerry Matsuda, and myself, regarding your testimony opposing the present location of Inter-Island Helicopters, Inc., in the Hanapepe community and their possible relocation to the Port Allen Airport.

Inter-Island Helicopters is assigned two (2) helicopter parking pads at the Port Allen Airport from which he is allowed to conduct his flight operations. In response to emergencies, Inter-Island Helicopters also conducts flight operations from their hangar located on Department of Hawaiian Home Lands' (DHHHL) property in the Hanapepe community. In view of this situation, Mr. Ken D'Attilio has asked that he be permitted to relocate his hangar to the Port Allen Airport.

We have informed Mr. D'Attilio that we intend to develop lease lots at the Port Allen Airport for tenant helicopter operators that will necessitate updating the master plan and environmental assessment, as well as conducting public hearings and obtaining the Special Management Area (SMA) Permit and Use Permit from the County of Kauai. Because this will be a lengthy process, we have offered Mr. D'Attilio hangar space for his operations at the Lihue Airport in the near term.

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#### 4.11.3 OFF-PAK ALTERNATIVE (Relocation of Helicopter Facilities To Lihue Airport)

Similarly, the Off-PAK Alternative will have no impact on endangered or threatened species of flora or fauna, or on the Salt Ponds. Maintenance of portions of the Airport as grassland would provide additional foraging area for the Bristle-tailed Curlew and other shoreline birds, a beneficial effect. The impact on the Hawaiian Monk Seal, if any, would be similar to the impact of the No-Action Alternative. The public should be notified that, pursuant to the Marine Mammal Protection Act, the public should remain 100 yards (300 feet) from any Hawaiian Monk Seal.

#### 4.11.4 NO-ACTION ALTERNATIVE

Under the No-Action Alternative, the existing impact on the endangered waterbirds and on the Hawaiian Monk Seal would not change. The public should be notified that pursuant to the Marine Mammal Protection Act, the public should remain 100 yards (300 feet) from the seal.

### 4.12 WETLANDS

#### 4.12.1 EXISTING CONDITIONS

Within the Port Allen Airport there are seasonal wetlands south of the western end of the Airport. The wetlands have a total area of approximately ten acres and are characterized by pickleweed, an obligated wetland plant. The wetlands have not been officially delineated. There are no plans to disturb the area at this time; the proposed improvements are on the east end of the Airport. However, if the west end of Port Allen Airport is changed in any way, the wetlands would be delineated. The Port Allen Salt Ponds are located to the northwest of the Airport Operating Area, and are in the process of being transferred to the DLNR. Currently, the Salt Ponds are used for the production of salt. Salt production here is a historic activity, and the endangered water birds appear to co-exist with the salt makers.

#### 4.12.2 PREFERRED ALTERNATIVE

The Preferred Alternative will not disturb the seasonal wetlands within the Airport boundary, and since the Salt Ponds are in the process of being transferred to the DLNR, outside the Airport boundary, there would be no adverse impact.



Mr. Curtis W. Lofstedt, Jr.  
Page 2  
November 12, 1996

AIR-LG  
96.1284

When the tenant lease lots at the Port Allen Airport are developed, we must comply with federal grant assurances and ensure they will not be for the exclusive use of any operator. Please contact Mr. Stanford Miyamoto at 838-8701 should you have any questions and thank you for bringing this matter to our attention.

Very truly yours,

*Kazu Hayashida*

KAZU HAYASHIDA  
Director of Transportation

Report Of The  
COMMITTEE

COMMITTEE  
REPORT NO

CR-PS53R108-96

PUBLIC SAFETY & SERVICES/  
INTERGOVERNMENTAL RELATIONS

Page 2 of 3.

Several residents in the Hanapepe area testified on the noise and dust problems from Inter-Island Helicopters operations being located at the old Amfac site in Hanapepe now owned by Hawaiian Home Lands and questioned whether he was operating tours from that location since he only has permission to operate rescue missions as a Government contractor.

Chair Minatoya wrote to Stan Sekimoto, Lihue Airport Administrator to inquire on Inter-Island Helicopters situation. Mr. Sekimoto's response states Inter-Island has been offered an opportunity to relocate to the Lihue Airport pending the completion of the master plan for Burns Field where he currently lands and flies out from for rescue missions.

Judy Maumu Stewart, resident of Kekaha, pointed out that fairness should be granted to other helicopter companies in an open bid and that all flights should originate from the Lihue Airport. Currently, she stated Inter-Island leaves Burns Field and must pick-up an observer (Fire Department or Police Department personnel) and that he picks them up in Puni. Other companies must pay rent and landing fees at Lihue Airport but Inter-Island hasn't been paying fees due to his unique location and set-up at Burns Field.

Gilbert Mabriga, President of the Salt Pond Hut, stated that the Inter-Island Helicopter fishes creates a lot of dust and is a nuisance to Salt Pond especially when they are working in the ponds. He disagrees with the continuation of this helicopter service from Burns Field.

Elsie Godbey read a letter submitted by Dorothea Hayashi, a Hanapepe resident, stating how the helicopter has affected her by flying over her home on numerous cases and how she has complained to the Fire Chief about the problem. She urged the County to put this contract out to bid.

Testimony was submitted by Curtis and Bonnie Lofstedt (see attached) as residents of Kaliaho and owners of Island Helicopter along with a photograph of an Inter-Island Helicopter hovering over their home and a copy of an advertisement for tours from Inter-Island Helicopters. They oppose granting Inter-Island Helicopters the ability to relocate its operations to Burns Field for several reasons.

Bonnie Tobin, a former Inter-Island Helicopter employee stated that when she worked there for two (2) years he operated tours.

Your Committee pointed out the following concerns and requested the Administration follow-up on these matters:

- 1) Is Inter-Island Helicopters operating legally from the former Amfac site now owned by Hawaiian Home Lands?
- 2) What were the conditions imposed on his operations as specified by the Planning Commission?
- 3) Has his contract to provide services for the Fire and Police Departments been awarded through open bid?

- From the COUNTY COUNCIL  
LIHUE, KAUAI
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  - DOT
  - DLMS
  - DLSD
  - DLT

OTHERS:



#### 4.12.3 OFF-PAK ALTERNATIVE (Relocation of Helicopter Facilities To Lihue Airport)

Similarly, the Off-PAK Alternative will not disturb the seasonal wetlands within the Airport boundary, and since the Salt Ponds are in the process of being transferred to the DLNR and outside the Airport boundary, there would be no adverse impact.

#### 4.12.4 NO-ACTION ALTERNATIVE

The No-Action Alternative would have no impact on the wetlands than what currently exists.

### 4.13 FLOOD PLAINS

#### 4.13.1 EXISTING CONDITIONS

Port Allen Airport has been delineated on the Flood Insurance Rate Map (FIRM) of the National Flood Insurance Program prepared by the Federal Emergency Management Agency (FEMA). Figure 4.6 shows the areas of Port Allen Airport subject to flooding. The western end of Port Allen Airport has been determined Zone VE, Zone AE and Zone X. Zone VE is a zone where coastal flooding could occur with wave action and the flood elevation has been determined. Zone AE is a zone where the base flood elevation has been determined and Zone X is an area of a 500-year flood or an area of 100-year flood with an average depth of less than one foot. The nearby Salt Pond Park and the Port Allen Salt Ponds are in Zone VE.

#### 4.13.2 PREFERRED ALTERNATIVE

The Preferred Alternative will have no impact since the proposed improvements are outside the flood zone area. Therefore, there would be no adverse impact on the flooding characteristics.

#### 4.13.3 OFF-PAK ALTERNATIVE (Relocation of Helicopter Facilities To Lihue Airport)

Similarly, the proposed improvements under the Off-PAK Alternative are not in the flood zone area, and therefore, would have no adverse impact on the flooding characteristics.

11/192-9/10/92

#### 2.4 EXISTING USES

Port Allen Airport consists of a single runway, Runway 9-27, which is 2,450 feet long by 60 feet wide and is paved with bituminous concrete (Figure 2.3). There are no lights for night time operations. There is a short taxiway off the runway to the northeast with general aviation parking positions. Also, there are two (2) helicopter land pads. Kuloke Road runs east to west north of the runway and connects Kaalani Road and Lele Road. Kuloke Road has been repaved recently from approximately the junction of Lele Road to half way to Kaalani Road.

There is an airport fence that encloses the airport operation area, a segmented circle and a wind cone. The National Oceanic and Atmospheric Administration (NOAA) also maintains an automated weather station at the airfield. There is a perimeter unpaved road around the west, south and east portion of the airfield outside of the fence. An unpaved road, which follows the coastline of the perimeter of the peninsula, is used by the Kauai residents for shoreline access and fishing. Access to the shoreline road will be maintained by DOTA. Kuloke Road provides parking on the shoulders for airport visitors. To the north of the road is the DOTA storage shed. A former unused terminal was demolished due to unsafe conditions.

Currently, two helicopter operators operate at Port Allen, Bali Hai Helicopters and Inter-Island Helicopters. Bali Hai operates as a tour helicopter operation and Inter-Island Helicopters provide helicopter services to various government agencies on a scheduled and emergency basis, as well as a tour helicopter operation. Both helicopter companies trailer the helicopters to the airfield for operations and return the helicopters to off airport sites for maintenance and overnight parking. Because Inter-Island Helicopters furnishes emergency service to governmental agencies, they may, from time to time, take off from their hangar at the junction of Lele Road and Kaunualii Highway. Inter-Island Helicopters currently rents their hangar space from the Department of Hawaiian Home Lands. The two helicopter operators use the concrete helicopter pads on the airfield. Refueling for the helicopters is done with fuel trucks operated by the helicopter companies.

Port Allen operations for 1992 come from *The Update of Hawaii Aviation Demand Forecasts, Department of Transportation, Airport Division, October 1994*, and are listed below with forecast of future aircraft operations.

Aircraft Type	Actual		Forecast				
	1992	2000	2005	2010	2015	2020	
Commuter/Air Taxi/Helicopters	12,690	14,000	15,000	16,000	17,000	19,000	
General Aviation	700	1,000	1,000	1,000	1,000	1,000	
<b>TOTAL</b>	<b>13,390</b>	<b>15,000</b>	<b>16,000</b>	<b>17,000</b>	<b>18,000</b>	<b>20,000</b>	

Source: Update of Hawaii Aviation Demand Forecast, October 1994

As shown, little growth is forecast for Port Allen. Any increase in operations at Port Allen Airport would be caused by independent economic demand, such as an increase in tourist oriented helicopter tours. An ultra light airplane also operates at the airfield. Also, from time to time, general aviation aircraft use the airfield. Because of the peninsula location, almost all landings and takeoffs are over the ocean.

The shoreline access road provides access for the U.S. Coast Guard to maintain Puolo Point Light Station. The airfield vegetation has been cut for maintenance purposes to provide better visual views and discourage long-term camping in the area.

As noted earlier, the Salt Ponds are located to the north west of the airfield and historically have been included within the airport boundary. An area of approximately 41 acres, including the Salt Ponds, is in the process of being released by DOT to DLNR for their management. The Salt Ponds auto parking lot and Kaalani Road are part of the land to be released.

#### 2.5 SURROUNDING LAND USES

In addition to the airport, the County of Kauai Veteran's Cemetery, Hanapepe Refuse Transfer Station, and Kauai Humane Society are located on the Puolo Peninsula. These facilities are located north of the Airport as is the DOT, Highways Division Maintenance Baseyard. The Port Allen Airport State Land Use classification is Urban. The Salt Ponds are classified as Conservation, the land to the north and west of the airport is classified as Agriculture (Figure 2.3).

The Puolo Light Station, operated by the U.S. Coast Guard, is located south of the runway, with the Pulo Pulo Triangulation Station located next to the light station. The County of Kauai, Salt Pond Park, is located to the west of the Port Allen Airport

#### 4.3 SOCIAL IMPACTS

##### 4.3.1 EXISTING CONDITIONS

The modest development proposed by the DOTA is in accordance with community desire. This was evidenced by the Hanapepe community and the County of Kauai's concerns over the 1990 proposal for the development of Port Allen Airport. As a result of these concerns, the DOTA has proposed a modest development for the existing helicopter operators. To the northwest of the airfield are the Port Allen Salt Ponds. This wetland has been harvested for salt probably since prehistoric times. Concern has been raised by the users of the Salt Ponds of dust being generated by airport operations. Due to the dry nature of the site, a certain amount of dust is generated by natural conditions, such as wind. Some of the dust can be generated by helicopter operations and a significant amount of the dust is generated by vehicle traffic using the perimeter road on the east side of the airfield. The majority of this traffic is for recreation and fishing. To help mitigate this impact, DOTA will pave those portions of the airfield and perimeter road to control dust. Additionally, DOTA will landscape where possible to minimize dust blowing across the airfield.

With the management of the Port Allen Salt Ponds being carried out by DLNR, the present management of the Salt Ponds will continue.

##### 4.3.2 PROPOSED PROJECT

The proposed project will not limit the current access to the shoreline or develop any areas not currently used for airport purposes. Additionally, no negative social impact is expected since the proposed improvements at Port Allen Airport will not increase airport operations.

##### 4.3.3 NO-ACTION ALTERNATIVE

The No-Action Alternative would continue to allow dust from present aircraft operations and the vehicular traffic on the peninsular access road to impact the Salt Ponds. The No-Action Alternative will not fulfill the proposed project objectives.

#### 4.4 INDUCED SOCIAL IMPACTS

##### 4.4.1 EXISTING CONDITIONS

Concern has been raised that Port Allen will become a major helicopter center for tourist flights. At this time, there are no other facilities planned at Port Allen which would support such an activity. The proposed facilities are to support those aviation operators which are currently operating out of Port Allen Airport and in Hanapepe Town. Any increase in helicopter/airplane operations will be the result of increased economic demand from the tourist industry. Much of the concern over the proposed project appears to be a concern of growth and subsequent loss of the present lifestyle of rural Kauai. Any induced growth in the Hanapepe area will be the result of other economic demands. The proposed project is designed to accommodate the present helicopter operators and allow for limited growth of airport facilities in the future.

##### 4.4.2 PROPOSED PROJECT

No induced social impact will result from the proposed project since it is planned to accommodate the existing and forecast operations at the airfield.

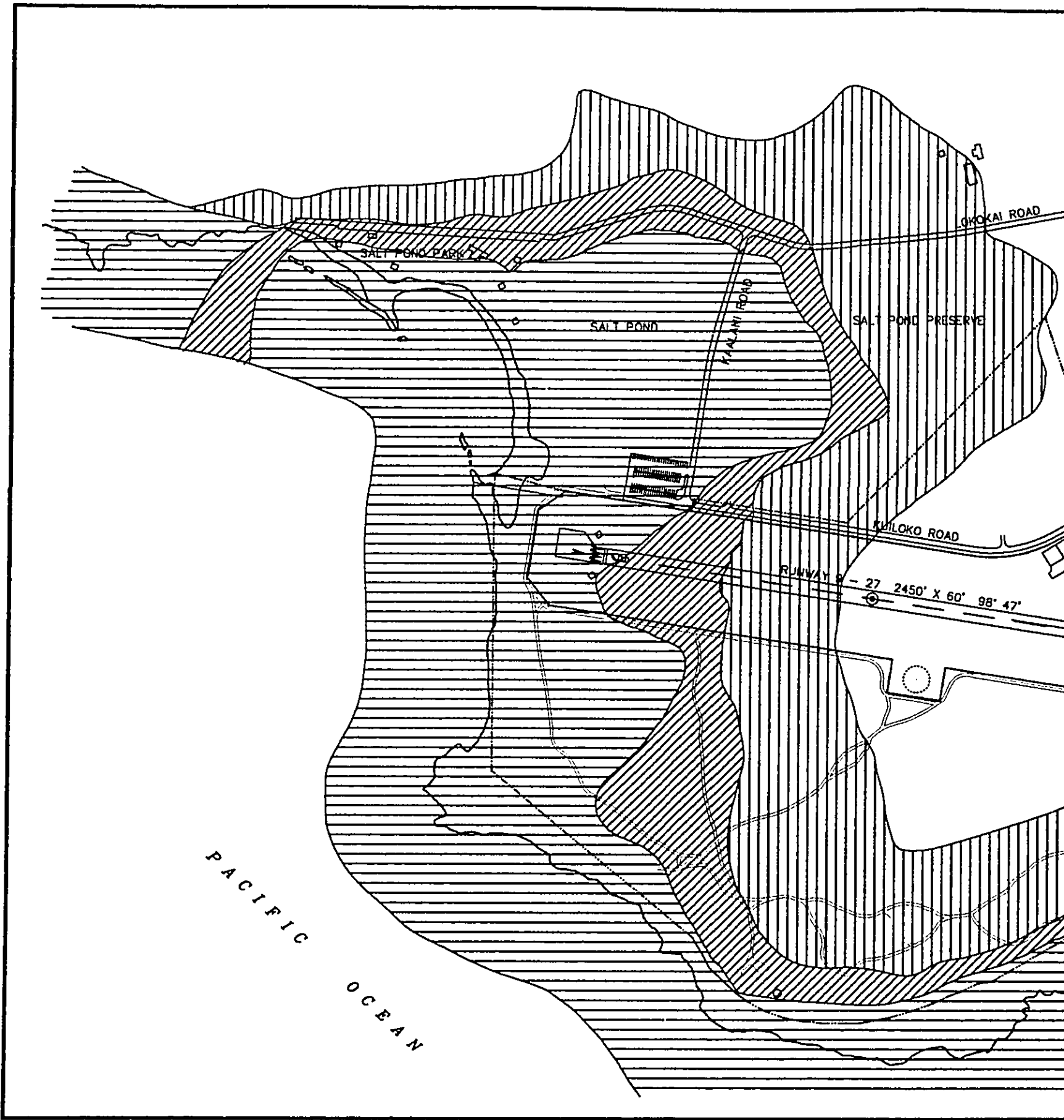
##### 4.4.3 NO-ACTION ALTERNATIVE

The No-Action Alternative will maintain the existing conditions and will not fulfill the proposed project objectives of locating any airport activity at the airport.

#### 4.5 AIR QUALITY

##### 4.5.1 EXISTING CONDITIONS

Due to the low number of annual operations and future projected operations at Port Allen Airport, (Section 2.4 Existing Uses), an air quality analysis is not required. Concerns have been raised concerning dust, particularly in the Salt Pond area, being generated by airport operations and by cars using the perimeter road around Port Allen. The DOTA proposes to mitigate the dust by paving portions of the road to the helicopter hangar lots, paving a portion of the perimeter road and adding landscaping to help filter the dust in the Salt Pond area and the Park.



**Airports Division**

**PORT ALLEN AIRPORT  
ENVIRONMENTAL ASSESSMENT**

Prepared by : Edward K. Noda and Associates

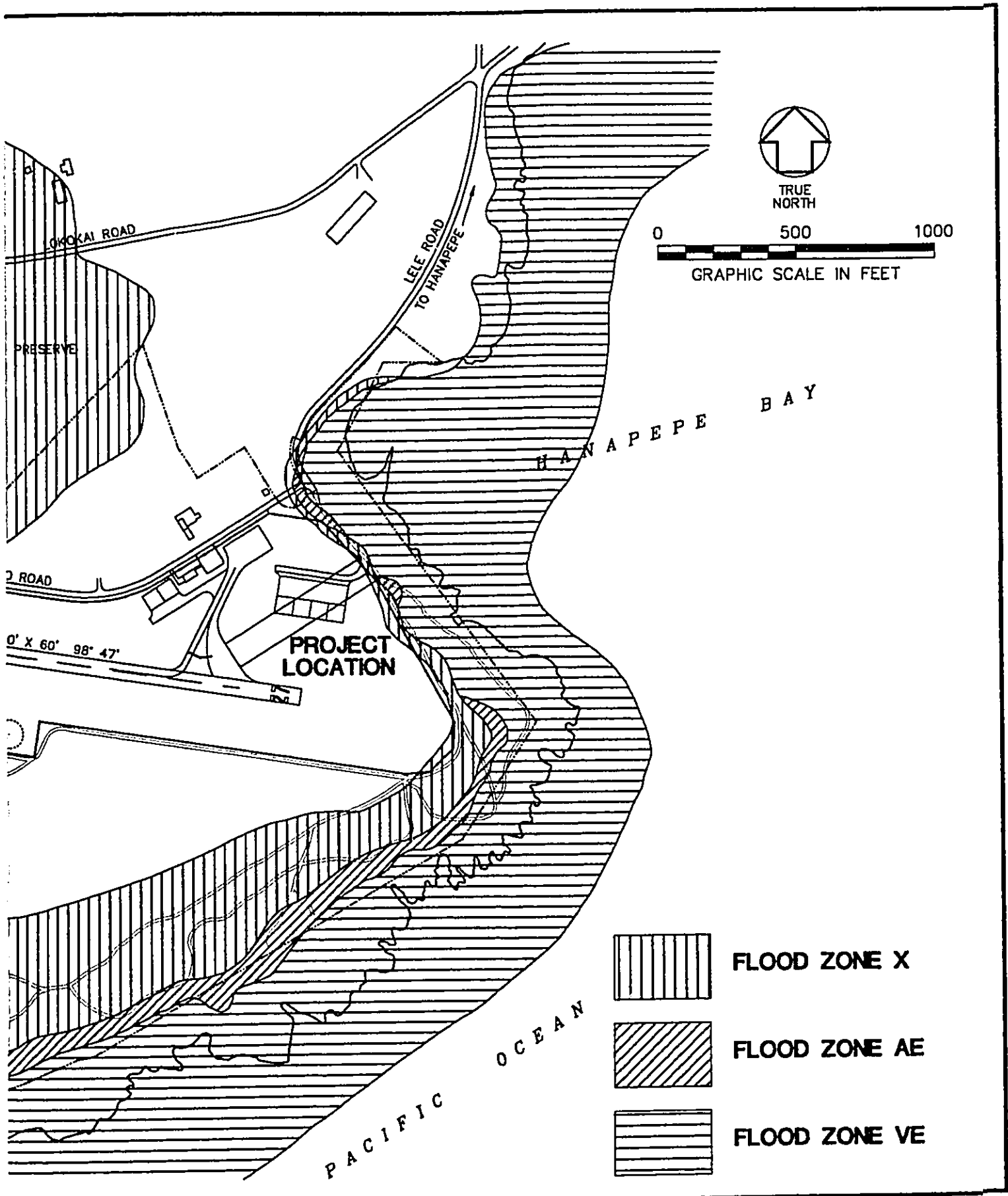
SECTION 5  
SUMMARY OF ISSUES

Listed below is a summary of issues raised during the development of the Draft EA. These issues were identified during the Public Information Meeting of August 19, 1997, Section 11, Letters to the DOTA, Section 10, and meetings with various agencies.

1. Issue - Use of ceded land for Port Allen Airport.  
Response - Ceded land can be used for the provision of public use. Port Allen Airport is considered a public use.
2. Issue - Effect upon the Salt Ponds and the Salt Pond Park.  
Response - The Salt Ponds are considered to be outside the Port Allen Airport Boundary and under the jurisdiction of the DLNR. DOTA will direct, to the extent possible, all airplane flights to avoid the Salt Ponds and the Salt Pond Park. To control dust, DOTA will landscape the boundary of Salt Ponds and the Airport, and will pave the initial portion of the access road to Puolo Point on the east side.
3. Issue - Level of development.  
Response - The proposed development will include sites for four helicopter hangers, two fixed wing tie-downs, public parking, comfort station, and other minor improvements. The proposed improvements are modest in nature and provide for relocating airport functions to the Port Allen Airport. Further, the proposed improvements are those requested by the community.
4. Issue - Will the level of Airport Noise increase?  
Response - Recent airport noise studies for the EA indicate the noise levels will remain the same and, presently, the DNL levels for off airport sites are within recommended guidelines for land use.
5. Issue - Are there archaeological sites and burials on the airport?

Response - While there are archaeological sites on the airport, a recent archaeological survey indicates that there are no sites in the location of the proposed improvements. The archaeological sites cannot be located except in general, due to weathering of the sites and imprecise location data. However, these general sites are well away from the proposed improvements. Similarly, the burial sites are only known by their general location. The proposed improvements will not affect any of the archaeological or burial sites.

6. Issue - Will the highway traffic increase?  
Response - Since the primary purpose of the proposed project will be to relocate the helicopter facilities in Hanapepe Town, the traffic should remain the same or increase slightly. A positive aspect will be that the helicopters will no longer be trucked to and from the airport.
7. Issue - Will access to the Port Allen Peninsula be limited by the proposed project?  
Response - DOTA recognizes that access to the shoreline of the peninsula is an important cultural and recreation activity and will maintain access to the peninsula for the people of Kauai. DOTA will pave a portion of the east side access road to control dust and improve the access.
8. Issue - What will the flight paths be for Port Allen?  
Response - DOTA will direct that helicopters and fixed wing aircraft operations should avoid the Salt Pond Park, Kauai Humane Society facility, and Hanapepe Town. As part of the proposed project, a DOTA employee will be at Port Allen Airport from Monday thru Friday and will provide a greater degree of control at the airport. It should be noted that the Kauai Humane Society will be relocating away from the Port Allen area in 1998.



**AIRPORT  
ASSESSMENT**

*Ioda and Associates, Inc.*

**FLOOD ZONE**

**APRIL, 2001 FIGURE 4.6**

#### 4.13.4 NO-ACTION ALTERNATIVE

The No Action Alternative impact would remain the same as present.

#### 4.14 COASTAL ZONE MANAGEMENT PROGRAM

##### 4.14.1 EXISTING CONDITIONS

The Airport is within the Special Management Area (SMA) as delineated by the County of Kauai.

##### 4.14.2 PREFERRED ALTERNATIVE

DOT-AIR is required to obtain a SMA permit from the County of Kauai for the improvements proposed under the Preferred Alternative and will comply with the requirements of the Coastal Zone Management Program.

##### 4.14.3 OFF-PAK ALTERNATIVE (Relocation of Helicopter Facilities To Lihue Airport)

Similarly, DOT-AIR is required to obtain a SMA permit from the County of Kauai for the improvements proposed under the Off-PAK Alternative and will comply with the requirements of the Coastal Zone Management Program.

##### 4.14.4 NO-ACTION ALTERNATIVE

The No-Action Alternative impact would remain the same as currently exists.

#### 4.15 COASTAL BARRIERS

This is not applicable since there are no coastal barriers within the Port Allen Airport environs.

#### 4.16 WILD AND SCENIC RIVERS

This is not applicable since there are no rivers within the Port Airport environs.



SECTION 6.0  
DETERMINATION, FINDINGS, AND REASONS  
SUPPORTING DETERMINATION

The proposed project, based upon a preliminary finding, will not have any significant impact on the environment and, therefore, preparation of an Environmental Impact Statement is not required. Therefore, this document constitutes a Notice of Negative Declaration/Finding of No Significant Impact for the proposed project (recommended alternative). It is compatible with existing and planned land uses and activities in the area. The applicant will comply with applicable statutes, ordinances and rules of the Federal, State, and County governments, when applicable. The "Significance Criteria", Section 12 of the Hawaii Administrative Rules Title 11, Chapter 200, "Environmental Impact Statement Rules," were reviewed and analyzed. Based on the analysis, the following were concluded:

1. Irrevocable commitment to loss or destruction of any natural or cultural resources would result. The area affected by the proposed project consists primarily of previously graded land in an urban area that is within the boundaries of Port Allen Airport. The specific site is the airfield area with sparse introduced grasses and low lying shrubs, providing little, if any, habitat for native wildlife. No significant natural resources would be destroyed or lost. No surface cultural remains were identified on site. If subsurface remains or sites are uncovered, work will stop and these resources will be evaluated by state archaeologists for their significance and a determination made as to their disposition.
2. The action would not curtail the range of beneficial uses of the environment. Instead, the proposed action would allow for the proper use of the airport for airport purposes.
3. The proposed action does not conflict with the state's long-term environmental policies or goals and guidelines. The State's environmental policies and guidelines are set forth in Chapter 344, Hawaii Revised Statutes, "State Environmental Policy". Two (2) board policies are espoused: conservation of natural resources, and enhancement of the quality of life. With regard to the former, the proposed project does not consume significant natural resources. In regard to the latter, the proposed project will be provided by moving an airport function from

Hanapepe Town to the airport, which will benefit the people and the environment of Hawaii in the future by providing airport facilities at the airport.

4. The economic or social welfare of the community or state would not be substantially affected. The proposed actions will allow for environmentally-sound partial development of the site, instead of having airport functions outside of the airport. The project will result in positive economic impacts without significant negative social consequences.
5. The proposed action does not substantially affect public health. The project will remove helicopter hangars in Hanapepe Town to the airport. This relocation will reduce helicopter noise from take-offs in Hanapepe Town when the helicopters are operating in an emergency situation.
6. No substantial secondary impacts, such as population changes or effects on public facilities, are anticipated. The project will not result in any foreseeable changes or effects on population or public facilities.
7. No substantial degradation of environmental quality is anticipated. No environmental impacts are expected. Short-term, construction noise, air quality and construction traffic will have a minor impact on the nearby surroundings. The proposed project will relocate airport functions to the airport.
8. The proposed action does not involve a commitment to larger actions, nor would the cumulative impacts result in considerable effects on the environment. The proposed action is self-contained and of independent utility. Also, at this time, there are no significant nearby developments which could cause significant cumulative impacts.
9. No rare, threatened, or endangered species or their habitats would be affected. There are no rare, threatened or endangered species on the site. The site is located within an airport and urban setting. The Salt Ponds located just outside the airport boundary, can provide occasional foraging areas for the Endangered Hawaiian Stilt, Coot and Koloa Duck. The proposed project will not have an effect on the Salt Ponds.

#### 4.17 FARMLAND

This is not applicable since there are no farmlands within the Port Allen Airport environs.

#### 4.18 ENERGY SUPPLY AND NATURAL RESOURCES

##### 4.18.1 EXISTING CONDITIONS

The only energy supplies which are currently used at Port Allen is fuel for aircraft operations and airfield maintenance and electricity for a temporary office trailer used by a helicopter tour operator. Presently, there is no lighting at Port Allen.

##### 4.18.2 PREFERRED ALTERNATIVE

Under the Preferred Alternative, additional energy would be consumed during the construction of the proposed improvements. However, this increased energy consumption is not considered significant.

The Preferred Alternative includes low intensity airfield lights for night time use and air navigation aids, including REILs, PAPI, and a lighted segmented circle/wind cone. The air navigation aids use low-intensity lights and consume a minimal amount of energy. Therefore, this use will not have a significant impact. The use of the airfield lights would be for emergency purposes only, and due to its low potential for use, the lights would not create an undue demand for energy resources. To the extent feasible, energy-efficient fixtures would be installed in the remainder of the facilities. Utilities would be furnished to the lease lots developed for the helicopter operators. The facilities to be developed by the helicopter operators would, for the most part, replace an existing facility in Hanapepe Town and the temporary office trailer, and would not cause an increase in the present power usage. Since there is space for modest/limited growth, increased power usage may occur in the future. However, this growth is dependent upon general economic growth. Therefore, the impact of the Preferred Alternative will be minimal.

##### 4.18.3 OFF-PAK ALTERNATIVE (Relocation of Helicopter Facilities To Lihue Airport)

The construction of the improvements proposed under the Off-PAK Alternative would consume additional energy. However, this increased energy consumption is not considered significant. As long as the owner of the office trailer has a Kauai County permit for this use, DOT-

10. Air Quality, water quality, and ambient noise would not be detrimentally affected. Grading and construction may have the potential to affect air quality, water quality and ambient noise levels on a short-term basis. Engineering controls will be incorporated into the proposed project to minimize the impact, and to ensure that the impact is within regulatory requirements.

11. The project would not affect environmentally sensitive areas, such as flooding plains, tsunami zones, erosion areas, geologically hazardous lands, estuaries, fresh water or coastal waters. The proposed project is outside flooding and tsunami zones, is not in a geologically hazardous land, and will not affect estuaries, fresh water or coastal waters. Grading of the project will ensure that there will be no runoff. The design of the improvements will use best management practices.

12. There will be no effect on scenic vistas or view planes in county or state plans or studies. The proposed project does not have a direct effect on vistas or view planes, as the helicopter operators will be required to landscape the hangars for beautification.

13. The proposed project will not require substantial energy consumption. The majority of the energy used will be construction and will be a short-term impact.

IV. CONCLUSIONS

There are no known historic sites at the location of the proposed Port Allen Airport project, which is planned for an area at the eastern end of the airport, mostly within the chain-link fence that encloses the runway. This area was cleared and graded in the late 1920s and it is very unlikely that significant historic sites will be found beneath the ground surface.

There are two significant historic sites in the vicinity of the proposed project: Hanapēpē Salt Pans (50-30-09-49) and House Sites (50-30-09-50). These two sites are listed on the Hawaii Register of Historic Places. An analysis of the registration forms for these sites indicates that the Salt Pans are significant for their design and materials and the association with an on-going salt making tradition. The House Sites are significant for the information on history and prehistory that they contain, and because they are spatially associated with the Salt Pans.

Wilma Holi identified the Ukulū peninsula as one of the places where Hawaiian spirits leap to the netherworld of *pō*. Such places are found on all of the islands, one of which was known to have been in Hanapēpē *ahupua'a*. Ms. Holi's identification appears to specify the location fairly precisely. This matter deserves more investigation because a place where spirits leap to the netherworld is potentially eligible for listing on the National and Hawaii Registers of Historic Places as a traditional cultural property.

Two other known historic sites, Kawaakūhunu Heiau (50-30-09-51) and the House Site or Fishing Shrine (50-30-09-52) have been evaluated as not eligible for listing on the Hawaii Register of Historic Places. Both sites have been destroyed and their locations appear to be lost.

Given the current status of information on historic sites at Ukulū, the proposed Port Allen Airport project will have "no effect" on historic sites. This determination might be changed if the place where spirits leap to the netherworld is located near the airport. Further investigation of this possible site might conceivably indicate adverse effects of the project on the qualities that make the site significant.

AIR cannot require the owner to relocate the trailer; without a permit, the owner would have to remove the trailer, which would reduce the amount of electricity currently consumed.

The Off-PAK Alternative includes low intensity airfield lights for night time use. The use of the airfield lights would be for emergency purposes only, and due to its low potential for use, the lights would not create an undue demand for energy resources. Since the helicopter lease lots would not be developed under this Alternative, there would be no increase in the present power usage due to the lots. Therefore, the Off-PAK Alternative would have no significant impact.

#### 4.18.4 NO-ACTION ALTERNATIVE

The No-Action Alternative would maintain existing conditions and would not increase energy demand or the use of natural resources.

### 4.19 LIGHT EMISSIONS

#### 4.19.1 EXISTING CONDITIONS

There are no lights currently at the Airport.

#### 4.19.2 PREFERRED ALTERNATIVE

The proposed improvements for this Alternative include low-intensity runway lights for emergency situations and air navigation aids, including REILs, PAPI, and a lighted segmented circle/wind cone. Because of the low-intensity of the lighting used in the air navigation aids, no significant impact is expected. At this time, it has not been determined whether a pilot-operated radio frequency switch or manual-operated switch will be used to initiate the emergency runway lights at the Airport. At Upolu Airfield on the island of Hawaii, the runway lights are switched on by a pilot using a radio frequency signal; at Kalaupapa Airport on the island of Molokai, the runway lights are turned on manually by the Airport attendant or by designated personnel.

It is expected that the runway lights would only be used in emergency situations. The improvements to be built by the helicopter companies would include ramp lighting. DLNR has expressed concern over the potential impact on Newell's Shearwater fledglings; this marine bird may be attracted to and disoriented by lights as it flies over Port Allen Airport after departing its nest in mountains.

Conclusions

A preliminary analysis of concerns expressed by Wilma Holi and Emma DeCosta over their ability to exercise traditional Hawaiian rights at Ukula if activities at the Port Allen airport should increase indicates that these concerns have a legitimate basis, but that they anticipate conditions that will not be created by the proposed project. The State Constitution protects traditional Hawaiian rights subject to the State's right to regulate them in the public interest. Thus, it is conceivable that an increase of activities at the Port Allen Airport might lead to a situation in which the State chooses to regulate access to the Ukula peninsula in the interest of public safety. The proposed project provides facilities to support the current level of activity at the airport. Furthermore, the State is prepared to guarantee continued access to the peninsula, so that traditional Hawaiian rights are protected.

BENJAMIN CALETANO  
COMMISSIONER



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
450 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96813-1860

October 1, 1999

KAZUYUKI ENDO  
DIRECTOR  
DEPUTY DIRECTORS  
BRUNO K. LUNA  
GLENN J. COOPER

WHERE REFER TO:  
AIR - P  
99-0627

Ms. Bonnie Lofstedt  
Island Helicopters Kauai, Inc.  
P. O. Box 831  
Lihue, Hawaii 96766

Dear Ms. Lofstedt:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your letter regarding the proposed improvements for Port Allen Airport. We have considered your comments and our responses will deal only with those comments concerning the Draft Environmental Assessment (EA). It should be noted based on testimony and letters received, that the proponents and opponents for the project appear to be evenly divided.

Our forecast for the Port Allen Draft EA was based upon the Update of Hawaii Aviation Demand Forecast, dated October 1994. This update was a Statewide forecast to account for the total aviation system demand. Since Port Allen Airport does not have an Air Traffic Control Tower, we depend upon the airport operators for much of our data. In view of the reduction in tourism caused by Hurricane Iniki, we believe the forecast of aircraft operations for Port Allen was liberal and should be considered as an optimistic case. It should be noted that during recent noise monitoring at Port Allen, in August 1997, only 70 operations were recorded for three days. We do not foresee a significant increase of additional helicopter operations at Port Allen due to the proposed improvements.

The noise levels we recorded in August 1997 were compatible with current land uses in the airport environs based upon federal and state guidelines. As a result of concerns raised at the public hearing, an additional Noise Study was conducted at Port Allen. The Study showed that at the Salt Pans and the Salt Pond Park,

To mitigate this potential impact, all applicable lighting at Port Allen Airport would be designed and installed using the DLNR design criteria brochure, *The Newell's Shearwater Light Attraction Problem-A Guide for Architects, Planners and Resort Managers*. All applicable tenant lighting would be designed to follow DLNR's design criteria to minimize light attraction to Newell's Shearwater, and there would be no significant adverse impact on the night-flying birds. In addition, it is expected that the emergency runway lighting would be used only during emergencies, and therefore, would have no adverse impact on the Newell's Shearwater.

#### 4.19.3 OFF-PAK ALTERNATIVE (Relocation of Helicopter Facilities To Lihue Airport)

The proposed improvements under the Off-PAK Alternative include runway lights for emergency situations and air navigation aids, including REILs, PAPI, and a lighted segmented circle/wind cone. Because of the low-intensity of the lighting used in the air navigation aids, no significant impact is expected. At this time it has not been determined whether a pilot-operated radio frequency switch or manual-operated switch will be used to initiate the emergency runway lights at the Airport.

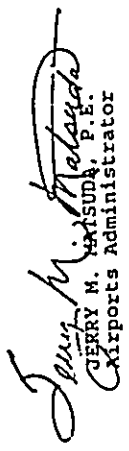
The runway lights would only be used in emergency situations. The improvements to be built by the helicopter companies would include ramp lighting. DLNR has expressed concern over the potential impact on Newell's Shearwater fledglings, and all applicable lighting at Port Allen Airport would be designed and installed using the DLNR design criteria brochure, *The Newell's Shearwater Light Attraction Problem-A Guide for Architects, Planners and Resort Managers*. All applicable tenant lighting would be designed to follow DLNR's design criteria to minimize light attraction to Newell's Shearwater, and there would be no significant adverse impact on the night-flying birds. In addition, since the emergency runway lights would be used only during emergencies, it would have no adverse impact on the Newell's Shearwater.

#### 4.19.4 NO-ACTION ALTERNATIVE

The No-Action Alternative would have no impact since there are no lights currently at Port Allen. However, without runway lighting for emergency flights, there would continue to be an aviation hardship to the west Kauai community in times of need.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808)838-8821 to clarify any other questions you may have.

Sincerely,



JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Moda & Associates, Inc. (B. Ishii)

bc: AIR-K  
AIR-L  
AIR-PM

BRS:nf

the helicopter noise was within the background noise levels. This Study will be included in the Final EA. The Department of Transportation, Airports Division (DOTA) will, to the extent possible, request that the operators develop voluntary flight patterns which would avoid noise sensitive areas.

DOTA recognized the significance of the Salt Pond Pans and undertook the transfer of the pans from the Port Allen Airport to the Department of Land and Natural Resources where they could be better managed. DOTA is committed to working with Hui Hana Paaki o Hanapepe to develop a mitigation plan to further protect the Salt Ponds Pans from present airport operations. Additionally, DOTA will pave a portion of the airport access road at the east end of the airport to alleviate dust.

The road that will be partially paved is also used for access to the peninsula for recreational and other purposes by residents and visitors. The beach area west of the airfield is Airport property, but is being used by residents and visitors. It is not expected to be impacted since DOTA will continue to allow shoreline access.

No increase in automobile traffic is expected at this time. The proposed improvements will relocate off airport maintenance helicopter operations to the airport. This relocation will reduce the number of trucks transporting helicopters from Hanapepe town to and from the airfield. Since the existing passengers of the Port Allen helicopters enplane and deplane at Port Allen Airport, the number of cars going to Port Allen should not increase due to the proposed improvements.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was shutdown. Therefore, the Department of Transportation, Airports Division, will continue to operate Port Allen Airport for the public good.

## 4.20 SOLID WASTE AND INFRASTRUCTURE IMPACTS

### 4.20.1 EXISTING CONDITIONS

#### **Solid Waste**

There are minimal facilities at Port Allen Airport; there are no permanent helicopter facilities. The DOT-AIR is generally responsible for the disposal of solid waste currently generated at the Airport by passengers and other Airport users. The DOT-AIR contracts to a commercial solid waste hauler.

#### **Water Supply**

There is a minimal facility for providing potable water at the Port Allen Airport. The nearest Underground Injection Control (UIC) line in the vicinity of the Port Allen Airport is the UIC in the Hanapepe Quadrangle, approximately 4,000 feet up-gradient of the site of the proposed improvements. There are no known public drinking water supply wells within a one-mile radius of the project site. The nearest supply wells to the Airport are approximately two and one-quarter miles to the northeast in Hanapepe Valley.

#### **Sewerage**

The Port Allen Airport has no wastewater system currently in use. There is a septic tank at the site of the old Terminal building, but the tank has not been used since the building was demolished.

#### **Traffic**

The main access to the Port Allen Airport is from Kuiloko Road (Figure 2.1), which turns into Lele Road at its eastern end. Lele Road runs north to intersect with Kaunualii Highway (Highway 50). The Airport can also be reached via Kaalani Road, which runs in a north-south direction from Lokokai Road (also known as Salt Pond Road) to Kuiloko Road. Lokokai Road runs generally in an east-west direction, and is the main access road for the Salt Pond Park. Lokokai and Lele Roads also serve the residents of the Hanapepe Self-Help Housing Development, east of Lele Road, and visitors to the cemeteries, west of Lele Road. The unpaved Airport perimeter road is primarily used by the general public for recreational uses such as fishing.





1154 PEEBLES DRIVE, SUITE 100, HONOLULU, HAWAII 96819-1880 TEL: (808) 537-4263

March 3, 1998

Lynn Becomes  
Department of Transportation  
Airports Division  
400 Rodgers Blvd., Suite 700  
Honolulu, Hawaii 96819-1880

RE: Comments on Port Allen Airport Draft Environmental  
Assessment and Anticipated Finding of No Significant  
Impact, State Project No. AK 2010-01

Dear Ms. Becomes:

Mrs. Wilma H. Holi has retained the services of the Native Hawaiian Legal Corporation for the purpose of providing comments on the environmental assessment ("EA") prepared for the above-referenced project. Our comments are as follows:

1. The Draft EA Does Not Comply With Chapter 343, H.R.S., Because There is No Discussion of the Alternative of Relocating the Proposed Helicopter Improvements to the Lihue Airport.

Two commenters, Mrs. Holi through NHLC, and Curtis and Bonnie Lofstedt, the owners of Island Helicopters Kauai, Inc., submitted comments on August 29 and September 15, 1997 respectively, stating that the alternative of moving helicopter operations to the Lihue Airport should be addressed in the Port Allen Airport EA.<sup>1</sup> Indeed, Mrs. Lofstedt sent a second letter to the DOT on October 22nd, again urging that the alternative of improving the Lihue Airport helicopter facilities be considered. As she explained in her comments, the helicopter improvements proposed for Port Allen could be combined with other proposed improvements at the Lihue Airport.

Notwithstanding the above comments, nowhere within the four corners of the draft EA is there any mention of the alternative of relocating the proposed helicopter improvements to the Lihue Airport. The only alternative discussed is the "no action" alternative of maintaining off-site helicopter storage

<sup>1</sup> Mrs. Holi and other Hanapepe residents have urged the DOT over the past 10 years to centralize helicopter operations at Lihue.

Lynn Becomes  
March 3, 1998  
Page 2

and existing methods of operation at Port Allen, at current levels of utilization. H.A.R. § 11-200-9(c) provides that a proposing agency "shall analyze alternatives, in addition to the proposed action in the environmental assessment." Neither Chapter 343, our EIS law ("HEPA"), nor the Hawai'i Administrative Rules which implement HEPA define or otherwise explain what an appropriate range of alternatives in an EA must consist of, although a common sense reading of the word "alternatives" suggests that, as it is stated in the plural, more than simply "no action" must be considered.

"In instances where Hawai'i case law and statutes are silent, [one] can look to parallel federal law for guidance." *Price v. Obayashi Hawaii Corp.*, 81 Hawai'i 171, 181 (1996). Federal EIS regulations explicitly provide that agencies shall "(a) [r]igorously explore and objectively evaluate all reasonable alternatives" in addition to "(d) [i]ncluding the alternative of no action." 40 C.F.R. § 1502.14. Furthermore, this requirement is made specifically applicable to environmental assessments by 40 C.F.R. § 1508.9. It is particularly important to note that § 1502.14 is phrased in the disjunctive, i.e., both "action" and "no action" alternatives must be considered. This interpretation is borne out by federal case law. In *Sirahan v. Linnon*, 967 F.Supp. 581, 602 (D. Mass. 1997), the court observed that if the preferred alternative and "no action" alternative "were the only discussion of alternatives, [it] might agree . . . that the FEIS is insufficient."

Moreover, courts which have considered under the National Environmental Policy Act the issue of the adequacy of the range of alternatives discussed, have consistently held that the discussion of alternatives must include both the "no action" alternative as well as alternatives "that appear reasonable and appropriate for study . . . [including] significant alternatives suggested by other agencies or the public during the comment period." *DuBois v. U.S. Dept. of Agriculture*, 102 F.3d 1273, 1286 (1st Cir. 1996) (citations omitted). Indeed, "the existence of a viable but unexamined alternative renders an environmental impact statement inadequate". *Resources Limited, Inc. v. Robertson*, 35 F.3d 1300, 1306 (9th Cir. 1993) (citations omitted). Finally, failure to consider more than just the proposed and "no action" alternatives will render an environmental assessment legally inadequate *per se*. *Curry v. U.S. Forest Service*, 1997 WL 784209 at 8 (D.Pa.) (agency's EA which considered only proposed action and "no action" alternative was arbitrary and capricious).

Therefore, for the foregoing reasons, we submit that the Port Allen Airport EA is incomplete and violates HEPA, due to the absence of any analysis pertaining to the alternative of relocating the proposed helicopter improvements to the Lihue airport.

Kuiloko Road is used primarily by users of the Port Allen Airport, and traffic generated by the Airport use is concentrated at the eastern end of the Road where the entrance to the Airport is located. Due to the current low usage of the Airport, traffic is light. One of the helicopter operators using the Airport currently transports its aircraft to the Airport from its baseyard in Hanapepe town via trailer truck; aircraft refueling is done through the use of mobile tanker trucks. Airport users park their vehicles on the shoulders of Kuiloko Road. The Aviation Demand Forecasts for the Airport indicate that helicopter operations at the Airport will increase by an average of five percent a year to the year 2005, then slow to an average annual growth rate of two percent to the year 2010. As Airport usage increases, traffic on Lele Road and Kuiloko Road, especially at the east end, will increase. Use of the shoulders of Kuiloko Road for parking will also increase.

Kaalani Road is used primarily by salt makers traveling to the South Ponds, and traffic is also light. Traffic on Lokokai Road is generally light, its use is heaviest on weekends since it is used primarily by users of the Salt Pond Park. Relative to the other roadways in the area, Lele Road is the most heavily used since it serves Airport users, salt makers, visitors to the Salt Pond Park, the residents of the Hanapepe Self-Help Housing Development, and visitors to the cemeteries west of Lele Road. Given the overall lack of development in the area, traffic on Lele Road is considered light.

#### 4.20.2 PREFERRED ALTERNATIVE

The proposed improvements for the Preferred Alternative would allow for the development of up to four lease lots for helicopter operators, a comfort station, DOT-AIR maintenance shed, and infrastructure improvements. The helicopter operators who lease the lots would be responsible for disposal of their solid waste by an approved commercial solid waste hauler. Since the helicopter operators would be relocating their maintenance facilities to Port Allen Airport, the amount of solid waste generated at the Airport would increase slightly. The DOT-AIR would contract for disposal of solid waste from its maintenance area and the comfort station. Since the improvements would generate a minimal amount of additional solid waste, the Preferred Alternative would have no significant impact.

The site of the proposed improvements is located approximately 4,000 feet below (down-gradient) of the UIC line, and groundwater below the UIC line is non-potable. There are no known public drinking water supply wells within a one-mile radius of the project site, and the nearest supply wells are approximately 2.25 miles away. Therefore, the proposed improvements will have no impact on potential sources of drinking water. The proposed lease lots will require a connection to the County of Kauai water supply. The project will generate a nominal demand for potable water, and the Kauai Department of Water would have to grant an allocation for the project.

2. DOT Should Withdraw its Anticipated Finding of No Significant Impact Pending the Resolution of Substantial Unresolved Issues

Among the unresolved issues in the draft EA are two which potentially implicate significant environmental effects occurring from the proposed project. Without further analysis, the document does not adequately address the project's impacts. The first unresolved issue is whether the Ukula peninsula is a *leina-a-ka-'uhane* (spirit leap), a type of traditional cultural property, and the second is whether the proposed lighting of the Port Allen Airport will have an effect on the Newell's Shearwater, a species which is protected under the federal Endangered Species Act.

As the draft EA discloses at p. 1-3, the proposed helicopter improvements will eventually require FAA approval of the airport layout plan. Because this is a "federal undertaking" within the meaning of Section 106 of the National Historic Preservation Act, it will then become necessary for DOT to evaluate whether the helicopter improvements may have an effect on any traditional cultural properties. Tom Dye, the DOT's consulting archaeologist notes in his report at Appendix E of the draft EA, that the proposed project may have an "adverse effect" (as that term is used in § 106) on the Ukula peninsula, if it qualifies as a traditional cultural property, by changing, among other things, the integrity of the location, setting, feeling, or association of an identified *leina-a-ka-'uhane*. As Mr. Dye points out, "[t]his matter deserves more investigation because a place where spirits leapt to the netherworld is potentially eligible for listing on the National and Hawaii Registers of Historic Places." *Id.*, Appendix E at p. 27. This is an issue which should be addressed now, rather than being left unresolved pending FAA's review of the airport layout plan.

In addition, because this presents a "serious question" concerning the impact of the project on a potential traditional cultural property, an EIS will most likely eventually be required when the project is federally reviewed under the National Environmental Policy Act. *See, infra*. Therefore, it only makes sense for DOT to coordinate its Section 106 review with this ongoing environmental review process, rather than to issue a negative declaration pursuant to H.A.R. § 11-200-11.2 and subsequently revisit this question again when NEPA compliance and Section 106 consultation is triggered by the need for FAA approval.

The second issue which the Port Allen Airport EA leaves unresolved pertains to impact of the effect of the proposed airport lighting on newly-fledged Newell's Shearwaters, which can become disoriented by artificial lighting when

they leave their mauka nests and fly makai to the ocean. There is no analysis regarding the abundance and distribution of Newell's Shearwaters at Port Allen, as Phil Bruner, the DOT consultant who prepared the faunal survey, only visited the project site during daylight hours except for a single July 22, 1997 early evening census for owls and bats. *Id.*, Appendix C at p. 2. If the area is regularly utilized by migrating fledglings, then more than the installation of lighting shields may be warranted to prevent significant negative environmental impacts from occurring. Although the draft EA states that the proposed helicopter improvements will include lighting designed to minimize light attraction, installed in accordance with DLNR design criteria, *id.* at p. 4-17, it is important to bear in mind that there are currently no runway or tenant lights at Port Allen. *Id.* at p. 4-18. While it might arguably be appropriate to issue a negative declaration for projects which propose to shield existing lighting, in this case there will be a significant increase in the environmental baseline, from a no-lighting situation to a fully lighted airport facility. Obviously, the purpose of installing lights is to make the runway visible. Designing the lights to minimize attraction will not eliminate the light impact on migrating fledglings; the lighting cannot be attenuated to the point where the runway cannot be seen. At the least, this issue also needs to be more fully explored before a decision is made to issue a negative declaration.

For the foregoing reasons, the draft EA fails to adequately identify and address the project's impacts, as required by H.A.R. § 11-200-10(b), and therefore requires further work.

3. The DOT's Anticipated Finding of No Significant Impact Should be Withdrawn and an EIS Preparation Notice Substituted, as the Proposed Helicopter Improvements May Have a Significant Effect on the Environment.

It is black-letter law that an environmental impact statement must be prepared if the proposed action "may" have a significant effect on the environment. H.A.R. § 34-3-5(b). The fact that "substantial questions" are raised in an environmental assessment of itself necessitates the preparation of an EIS. *Blue Ocean Preservation Society v. Watkins*, 767 E.Supp. 1518, 1525 (D. Hawai'i 1991).<sup>2</sup> Among the 13 "significance" criteria set forth in the EIS rules at § 11-200-12(b) are several which are of particular relevance to this EA. Here,

<sup>2</sup> Judge Ezra observes that "[i]t is sufficient to raise substantial questions . . . regarding whether the proposed action may have a significant effect upon the human environment. If such substantial questions are raised, a decision not to prepare an EIS is unreasonable." (emphasis in original) (citations, internal quotations and ellipsis omitted).

There is no existing wastewater system at the Port Allen Airport other than an unused septic tank at the old Terminal site, and the project site is not accessible to the municipal wastewater system. Therefore, septic tank(s) will be used for all on-site wastewater disposal. The disposal system will be designed in accordance with the requirements of the State Department of Health's Chapter 57, Kauai Department of Public Works' Private Wastewater Treatment Works and Individual Wastewater Systems, and other applicable standards.

The improvements proposed under the Preferred Alternative are expected to decrease traffic on Kuiloko and Lele Roads. The provision of a paved access road to the lease lots at the eastern end of the Airport will encourage traffic to the lease lots and away from Kuiloko Road. The provision of a parking lot for employees and the public will encourage Airport users to park off of Kuiloko Road. Tenants of the helicopter lease lots would no longer have to transport their aircraft from off-Airport sites by trailer truck, and to this extent, traffic on Lele Road would be reduced. To the extent that lease lot tenants install aboveground storage tanks, the number of mobile tanker trucks using Lele Road would be reduced. Helicopter tour employees commuting to and from work would generate additional traffic, but this impact would be minimal. The proposed improvements will have no impact on Kaalani or Lokokai Roads.

Thus, the proposed improvements will have no significant impact on solid waste disposal or infrastructure such as potable water supply, sewer system, or roadways.

#### 4.20.3 OFF-PAK ALTERNATIVE (Relocation of Helicopter Facilities To Lihue Airport)

Proposed improvements under the Off-PAK Alternative include the comfort station, DOT-AIR maintenance shed, and Airport infrastructure improvements, but not the lease lots. The DOT-AIR would contract for disposal of solid waste from its maintenance area and the comfort station. Helicopter operators relocating to Lihue Airport would have to contract with a commercial hauler for disposal of their solid waste. The comfort station would generate a minimal amount of additional solid waste; however, there would also be a reduction in the amount of solid waste generated at Port Allen Airport by helicopter operators relocating to Lihue Airport.

The proposed improvements under the Off-PAK Alternative will be located approximately 4,000 feet below (down-gradient) of the UIC line, and groundwater below the UIC line is non-potable. There are no known public drinking water supply wells within a one-mile radius of the project site, and the nearest supply wells to the site are approximately 2.25 miles away. Although the helicopter lease lots would not be constructed under this Alternative, the proposed comfort station would still require a connection to the County water supply, although the demand would be minimal. The Kauai Department of Water would have to grant an allocation for the

Lynn Becones  
March 3, 1998  
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significance under these "triggers" is implicated by the fact that the proposed helicopter improvements will at least double the number of helicopter tour companies based at Port Allen. There are currently two operators, Bali Hai and Inter-Island, who use the Port Allen Airport. Draft EA at p. 2-3. The proposed helicopter improvements will, however, result in the construction of four separate side-by-side helicopter hangars and aprons, *id.* at Fig. 1.1, thereby doubling the number of tour operators that can be accommodated at Port Allen. Indeed, increased use of the airport for helicopter tours is not merely speculative, but rather assured, as three additional operators, South Sea Helicopters, Inc., Island Helicopters, and Will Squyres Helicopter Tours submitted comments during the scoping phase of the environmental assessment requesting that they each be allocated space at the Port Allen Airport when the improvements are constructed.

Expanding the airport from two to four helicopter tour companies will substantially affect scenic vistas and view planes within the areas that the tour operators will visit, for example, Waimea Canyon, Alakai Swamp, and Kala'au Valley. There is no question that these topographic features, along with many other such features located on the west side, have been identified in county and state plans or studies as possessing scenic value. The impact of the proposed helicopter improvements therefore triggers subsection (12) of the criteria set forth at H.A.R. § 11-200-12(b) ("substantially affects scenic vistas and viewplanes identified in county or state plans or studies"), and accordingly requires the DOT to prepare an EIS, rather than merely issuing a negative declaration for the project.

The proposed helicopter improvements also implicate another significance criterion, set forth at subsection (3) ("conflicts with the state's long-term policies or goals and guidelines as expressed in chapter 344, H.R.S. . . ."), as they will conflict with state environmental policies and goals which pertain to the protection of scenic view planes. *See* H.R.S. § 344-4(4) (pertaining to protection of open space) and *Topliss v. The Planning Commission*, 9 Haw. App. 377, 389 (1993) (protection of panoramic views under the state's Coastal Zone Management Act constitutes an appropriate exercise of the legislature's power to impose environmental regulations). Furthermore, a "significant effect" is defined in HEPA as an action which is "contrary to the State's environmental policies or long-term environmental goals . . . as established by law." H.R.S. § 343-2. Again, among these goals is protection of open space, as well as prevention of activity encroachment. H.R.S. § 344-4(4).

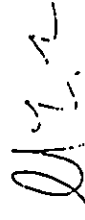
In addition, the expansion of the airport to create space for additional helicopter tour operators will curtail the range of beneficial uses of the environment and detrimentally affect ambient noise levels, thereby triggering additional

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March 3, 1998  
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significance criteria under H.A.R. § 11-200-12(b), including subsections (7) ("involves a substantial degradation of environmental quality") and (10) ("detrimentally affects . . . ambient noise levels"). Here, the impacts will not necessarily occur near Port Allen; they will assuredly, however, occur at the locations visited by the tour helicopters. The environmental impact of helicopter-based tourism on Hawai'i's environment has been well documented and is an issue that DOT is abundantly aware of. Accordingly, we will not repeat what is already well known. Having a base of operations closer to scenic areas such as Waimea Canyon, Alakai Swamp and Kalalau Valley reduces transit time, thereby allowing tour operators to increase the number of trips. Indeed, Island Helicopters' comments point out that permanent improvements at Port Allen will increase helicopter flights to between 100-300 flights per day. There can be no question that the helicopter improvements for the proposed in the EA trigger a number of significance criteria and therefore mandate the preparation of an EIS.

Thank you for this opportunity to comment on the draft Port Allen Airport EA and your proposed negative declaration, as well as to make a record in this proceeding.

Very truly yours,

  
Arnold L. Lum  
Staff Attorney

cc: James G. Dittmar  
Edward K. Noda & Associates, Inc.  
615 Piikoi Street, Suite 300  
Honolulu, Hawaii 96814

Bonnie Lofstedt  
Island Helicopters Kauai, Inc.  
P. O. Box 831  
Lihue, Kauai 96766

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project. It is expected that helicopter operators relocating to Lihue Airport would increase the demand for potable water there.

There is no existing wastewater system at the Port Allen Airport other than the unused septic tank, and the project site is not accessible to the municipal wastewater system. Therefore, septic tank(s) will be used for all on-site wastewater disposal. The disposal system will be designed in accordance with the requirements of the State Department of Health's Chapter 57, Kauai Department of Public Works' Private Wastewater Treatment Works and Individual Wastewater Systems, and other applicable standards. The relocation of helicopter operators to Lihue Airport would increase the demands on the Lihue Airport wastewater system; the impact is not expected to be significant.

Under this Alternative, the lease lots would not be constructed, and therefore, the amount of traffic on Kuiloko and Lele Roads would remain the same as currently exists. If they chose to, helicopter operators using Port Allen Airport can continue to transport their aircraft from off-Airport sites by trailer truck, and refuel their aircraft using mobile tanker trucks. The proposed improvements will have no impact on Kaalani or Lokokai Roads. The provision of a parking lot for employees and the public will encourage Airport users to park off of Kuiloko Road. There would be no increase in traffic at Port Allen Airport generated by helicopter tour employees commuting to and from work. However, the relocation of helicopter operators to Lihue Airport will increase traffic and parking demand at Lihue Airport, although this impact is not expected to be significant.

Thus, the Off-PAK Alternative will have no significant impact on solid waste disposal or infrastructure such as potable water supply, sewer system, or roadways.

#### 4.20.4 NO-ACTION ALTERNATIVE

The No-Action Alternative would have no impact on existing solid waste condition, potable water supply, sewer system, or roadways.

### 4.21 CONSTRUCTION IMPACTS

#### 4.21.1 PREFERRED ALTERNATIVE

The Preferred Alternative consists of grading, paving, installation of water and electrical services, septic tank, fencing and landscaping. It is expected that the construction of the proposed improvement would take six months. All construction debris would be disposed of at



STATE OF HAWAII  
GOVERNMENT

STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1800

October 6, 1999

Mr. Arnold L. Lum  
Staff Attorney  
Native Hawaiian Legal Corporation  
1164 Bishop Street, Suite 1205  
Honolulu, Hawaii 96813

Dear Mr. Lum:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your letter regarding the proposed improvements for Port Allen Airport. Our responses to your comments and our answers are listed below:

**Proposed Improvements Alternatives**

The Proposed Project is to provide facilities at the airport for airport functions, i.e. aircraft hangers. The alternative of moving to Lihue is considered part of the no-action scenario and will be clarified in the Final Environmental Assessment.

**Resolution of Substantial Unresolved Issues**

A concern was stated that the Ukaia peninsula has been identified as one of the places where Hawaiian spirites leap to the netherworld of po. It is agreed that the matter needs further investigation. However the purpose of the "Port Allen Improvements - An Assessment of Historic Preservation Issues," was to determine if the proposed improvements would have any impact on such historic sites. The conclusion of the study is, "There are no known historic sites at the location of the proposed Port Allen Airport project, which is planned for an area at the eastern end of the airport, mostly within the chain-linked fence that

KAJUNAWASCHKA  
DIRECTOR  
DEPT. OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD  
HONOLULU, HAWAII 96819-1800

IN REPLY REFER TO:  
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Page 2

encloses the runway." Additionally, the report states, "no...the proposed Port Allen Airport project will have "no effect" on historical sites." All the Hawaiian Islands had sites where spirits leaped to the netherworld of po, and Beckwith cited Hanapepe, Kauai, as one of those, without specifying an exact location. It is therefore our conclusion, that there will be no impact.

The Newell's Shearwater is classified by the U.S. Fish and Wildlife Service as a "threatened species under the Federal Endangered Species Act of 1973." The lights to be installed at Port Allen Airport are in two categories: Runway lights for emergency use and lights associated with the aircraft hangers which will be constructed by others. The runway lights will be designed and installed in accordance with the Federal Aviation Administration criteria and standards. In consultation with the Department of Land and Natural Resources (DLNR), runway lights have not been an attractant to Newell's Shearwaters, probably due to their light frequency and low intensity. Additionally, these lights will be used for emergency only and will not be on for regular night time use. A similar situation developed for Kalapapa Airport with the proposed emergency runway lights for that project and the problem of attracting Shearwaters. The installation and usage of runway lights was resolved with Federal and State Agencies by having a designated attendant be responsible for turning on the lights when needed. A similar agreement could be used for Port Allen, when an Air Ambulance needs to use the Runway at night.

As for the proposed aircraft hangers to be installed by others, the Department of Transportation, Airports Division (DOTA), will require all outdoor lighting be in accordance with the DLNR design criteria, "The Newell's Shearwater Light Attraction Problem, A Guide for Architects, Planners and Resort Managers." Since the Port Allen Airport is located near to Hanapepe Town and its night lights, the additional light emissions from the aircraft hangers should be negligible. The installation of the lights in accordance with DLNR criteria provides adequate mitigation for the concerns of DLNR.

It is difficult at best to determine the abundance or distribution of Newell's Shearwaters overflying Port Allen since the birds return to their nest after dark and depart before dawn. Any attempt to census the birds without using

Mr. Arnold L. Lum  
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night goggles would disrupt the birds normal flight patterns. Therefore, no night time birds counts were made. The above mitigation measures meets the requirements of DLNR.

**DOT's Anticipated Finding of No Significant Impact**

It is DOTA's position that Port Allen Airport is a public airport operated for the benefit of the public, the State Airport System, and the County of Kauai. DOTA proposes to provide sites for helicopter hangers at the Airport. Two (2) helicopter operators are currently operating at Port Allen and will continue to operate at Port Allen whether the sites are provided or not. It is DOTA's position that airport functions belong at the airport not in Hanapepe Town. The facilities are modest and do provide for some future growth. It is also DOTA's position that the proposed improvements will not stimulate growth in aircraft operations. Any increase in growth will be the result of other economic conditions.

Port Allen is a public airport and will remain operational. It also provides an alternative airfield for Kauai during times of emergency, such as Hurricane Iniki. There are no significant impacts on the archaeological and historical sites. The Salt Ponds will not be impacted, but DOTA will undertake adequate precautions in controlling the dust during construction. The impact on the Newell's Shearwater will be mitigated and is considered negligible.

The purpose of an EA is to allow government to give systemic consideration to the environmental, social, and economic consequences of the proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community.

Mr. Arnold L. Lum  
Page 4

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I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak at (808)838-8821 to clarify any further questions you may have.

Sincerely,



JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K  
AIR-L  
AIR-PM

LB:nf



approved landfill sites. The contractor would be responsible for the control of dust generated by the project and would adhere to the provisions of Hawaii Administrative Rules, Chapter 11-60.1, Section 11-60-1-33 on fugitive dust. The contractor would also be responsible for controlling water disposal from construction operations. The contractor would also adhere to Section 103D-407, HRS, and Section 103D-408, HRS, regarding the use of recycled glass and the use of indigenous and Polynesian introduced plants in public landscaping, respectively. Since the site is remote from the housing areas, noise from construction is not expected to be a problem. The contractor would stage the work in order to keep Port Allen Airport operational at all times. Therefore, construction impacts would be minimal. If evidence of traditional Hawaiian burials and cultural deposits are encountered during the construction of the proposed improvements, standard specifications of State contracts with respect to archaeological, historical, and burial site findings will apply.

The site of the proposed improvements is approximately 1,500 feet southeast of the Salt Ponds, approximately 1,400 feet north of the Pacific Ocean, and approximately 399 feet west of Hanapepe Bay. The site is relatively flat; approximately fifty percent of the lease lots located on an existing paved area that was part of an abandoned U.S. Army runway. Therefore, during construction, site grading would be kept to a minimum. During construction, other Best Management Practices (BMPs) will be used to ensure there is no impact on the Salt Ponds, the Pacific Ocean, or Hanapepe Bay. These include the scheduling of construction during the dry season to the extent possible, and, if necessary, the use of berms and filters for erosion and sediment control. The mitigation measures to avoid impacts from site grading include:

- Scheduling of grading during the dry season to the extent possible;
- Grading will be kept to a minimum; and
- Berms and filters for erosion and sediment control will be used if necessary.

#### 4.21.2 OFF-PAK ALTERNATIVE (Relocation of Helicopter Facilities To Lihue Airport)

The Off-PAK Alternative consists of grading, paving, installation of water and electrical services, septic tank, fencing and landscaping. All construction debris would be disposed of in approved landfill sites. The contractor would be responsible for the control of dust generated by the project and would adhere to the provisions of Hawaii Administrative Rules, Chapter 11-60.1, Section 11-60-1-33 on fugitive dust. The contractor would also be responsible for controlling water disposal from construction operations. The contractor would also adhere to Section 103D-407, HRS, and Section 103D-408, HRS, regarding the use of recycled glass and the use of indigenous and Polynesian introduced plants in public landscaping, respectively. Since the site is remote from the housing areas, noise from construction is not expected to be a problem. The contractor would stage the work in order to keep Port Allen Airport operational at all times. Therefore, construction impacts would be minimal. If evidence of traditional Hawaiian burials and cultural deposits are

PORT ALLEN AIRPORT  
DRAFT ENVIRONMENTAL ASSESSMENT  
PUBLIC HEARING COMMENTS

NAME FELI MACADANGDANG DATE 3-4/98

COMPANY/ORGANIZATION \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP CODE \_\_\_\_\_

COMMENTS/REQUEST:

I THINK THAT INTER ISLAND HELICOPTER  
SHOULD BE ABLE TO OPERATE  
OUT OF QUARNS FIELD

Please send to: Mr. Jerry M. Matsuda, P.E., Airports Administrator  
State of Hawaii, Department of Transportation, Airports Division  
Honolulu International Airport  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.

BENJAMIN CASTILLO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

September 27, 1999

KAZUMAYASHIRA  
DIRECTOR  
DEPUTY DIRECTORS  
BRUNO K. USHAI  
GLENN H. OROGOTO

IN REPLY REFER TO  
AIR-P  
99-0593

Mr. Feli Macadangdang

Dear Mr. Macadangdang:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

*Jerry M. Matsuda*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K; -L; -PM

encountered during the construction of the proposed improvements, standard specifications of State contracts with respect to archaeological, historical, and burial site findings will apply.

During construction, site grading would be kept to a minimum. During construction, other Best Management Practices (BMPs) will be used to ensure there is no impact on the Salt Ponds, the Pacific Ocean, or Hanapepe Bay. These include the scheduling of construction during the dry season to the extent possible, and, if necessary, the use of berms and filters for erosion and sediment control. The mitigation measures to avoid impacts from site grading include:

- Scheduling of grading during the dry season to the extent possible;
- Grading will be kept to a minimum; and
- Berms and filters for erosion and sediment control will be used if necessary.

#### 4.21.3 NO-ACTION ALTERNATIVE

There would be no construction under the No-Action Alternative. Therefore, there would be no construction impact.

## SECTION 5.0 SUMMARY OF ISSUES

Listed below is a summary of issues raised during the development of the Draft EA. These issues were identified during the public involvement process, including a Public Informational Meeting on August 13, 1997 and a Public Hearing on February 19, 1998. The list of commentators is presented in Section 10.0 and the letters and testimony are presented in Appendix I and J, respectively.

1. Issue - Use of ceded land for Port Allen Airport.

Response - Ceded land can be used for the *provision of public use*, and Port Allen Airport is a public use.

2. Issue - Effect upon the Salt Ponds and the Salt Pond Park.

Response - No significant effect. The Salt Ponds are in the process of being transferred outside the Port Allen Airport boundary and under the jurisdiction of the DLNR. The site of the proposed improvements is approximately 2,350 feet (nearly one-half mile) away from the Salt Ponds. DOT-AIR will pave the initial portion of the access road to Puolo Point on the east side to control dust. The proposed project will not impact ground water conditions or storm water runoff at the Salt Ponds. DOT-AIR will direct all drainage from the proposed improvements away from the Salt Ponds.

3. Issue - Level of development.

Response - The proposed development will include sites for up to four helicopter hangars, two fixed wing tie-downs, public parking, comfort station, and other minor improvements. The proposed improvements are modest in nature and provide for relocating airport functions to the Port Allen Airport. Furthermore, the proposed improvements are those requested by the community.

4. Issue - Level of Airport noise.

Response - No significant impact. Recent Airport noise studies for the EA indicate the noise levels will remain the same and the present DNL levels for off-Airport sites are within recommended guidelines for land use.

KALANIKATAWA  
DIRECTOR  
DEPARTMENT OF AIRPORTS  
AND HELICOPTERS  
CLEVELAND, OHIO

WHERE REFER TO  
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STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

October 6, 1999

Ms. Emily L. McCaig  
2770 Milo Hae Loop  
Koloa, Hawaii 96756

Dear Ms. McCaig:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your letter regarding the proposed improvements at Port Allen Airport. Port Allen Airport provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was shutdown. Therefore, the Department of Transportation, Airports Division (DOTA), will continue to operate Port Allen Airport for the public good. Port Allen Airport is a public airport and the State of Hawaii cannot discriminate against users at Port Allen.

The State of Hawaii is concerned about the benefits and deficits of the helicopter industry in the State. That is why DOTA undertook the Hawaii State Helicopter Plan in 1989, which includes the Helicopter Master Plan for Port Allen Airport. The proposed improvements are modest and will allow those airport functions currently being performed off the airport to be located at Port Allen Airport. Port Allen is a public airport and the proposed improvements will provide safe and efficient air transportation facilities for the flying public.

With the proposed improvements, DOTA will, to the extent possible, request that the operators at the airport develop voluntary flight patterns that would avoid noise sensitive areas. As a result of concerns raised at the public hearing, an additional Noise Study was conducted at Port Allen. The Study showed that at the Salt Pans and the Salt Pond Park, the helicopter noise was within the background noise levels. The Salt Pond Park, the salt makers and Port Allen Airport have coexisted for over 60 years and with the proper controls we can continue to coexist.

SEKULANI I. CAYETANO  
DIRECTOR

March 1, 1998

Mr. Jerry M. Matsuda, P.E., Airports Administrator  
Honolulu International Airport  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Sir,

I attended the public hearing on February 22, 1998 in Hanapepe for the expansion of the facilities at Burns Field at Port Allen here on Kauai.

It was a well attended meeting with many people voicing their opinions.

I have given it much thought and have come to the conclusion that to add any thing to Burns Field would be a mistake. We have a very good facility with improvement to come for all the helicopter companies at the Lihue Airport. There is a tower at Lihue and fire equipment to handle emergencies. What is happening at Burns Field is wrong. The operators out there should be made to use the facilities at Lihue. As far as the emergency work is concerned it was quite clear that the helicopter company had to come into Lihue to pick up the firemen and then go out to the location which could be lots of different spots on the island, not just the Nopali Coast near the West side of the island.

It is also quite clear that this improvement is not what the folks in the immediate area want. They enjoy the public park and having a continuous bombardment of helicopters coming and going will ruin their lovely beach park.

Princeville airport falls under the same tent. You are favoring existing companies and opening up a huge can or worms for all of the residences on Kauai who have worked long and hard on trying to see that the helicopters stay at Lihue Airport where they belong.

I hope that you act responsibly on this matter.

Sincerely,  
Emily L. McCaig  
2770 Milo Hae Loop  
Koloa, HI. 96756

5. Issue - Archaeological sites and burials at the Airport.

Response - While there are archaeological sites in the vicinity of the Airport, a recent archaeological survey indicates that there are no sites in the location of the proposed improvements. The archaeological sites cannot be specifically located due to weathering of the sites and imprecise location data. However, the suspected general vicinities of the sites are well away from the proposed improvements. Similarly, the burial sites are only known by their general location, and these are not in the area of the proposed improvements. The proposed improvements will not affect any of the archaeological or burial sites. If evidence of traditional Hawaiian burials and cultural deposits are encountered during the construction of the proposed improvements, standard specifications of State contracts with respect to archaeological, historical, and burial site findings will apply.

6. Issue - Increased highway traffic.

Response - No significant impact. Since the primary purpose of the proposed project is to relocate the helicopter facilities in Hanapepe Town to the Airport, traffic generated by the proposed improvements would be minimal. A beneficial impact would occur as the helicopters would no longer be trucked to and from the Airport.

7. Issue - Access to Port Allen Peninsula.

Response - No adverse impact. DOT-AIR recognizes that access to the shoreline of the peninsula is an important cultural and recreational activity and will maintain public access to the peninsula. DOT-AIR will pave a portion of the east side access road to control dust and improve the access.

8. Issue - Flights paths at Port Allen.

Response - No impact; flight paths will remain the same as existing. DOT-AIR will encourage aircraft operators to voluntarily direct aircraft flights away from the Salt Ponds, Salt Pond Park, and Hanapepe Town in order to reduce noise impacts. As part of the proposed project, a DOT-AIR employee will be at Port Allen Airport from Monday through Friday and will provide a greater degree of control at the Airport.

Ms. Emily L. McCaig  
Page 2

AIR-P  
99.0634

The purpose of an Environmental Assessment is to allow government to give a systemic consideration to the environmental, social, and economic consequences of the proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely



JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K  
AIR-L  
AIR-PM

LB:nf

March 1, 1998

Mr. Jerry M. Matsuda, P.E., Airports Administrator  
Honolulu International Airport  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Dear Sir,

I am writing regarding the proposed expansion of Burns Field on Kauai.

Since my 22 August letter I have continued to monitor this situation via the news media and by attending the 19 February public hearing held in Hanalepe. I have not changed my mind. I still think it would be a complete waste of funds. How much funding would be necessary is a bit of a guess but certainly a million or more dollars.

Several of the people testifying for this project at the public hearing on 19 February alluded to the fact that this would be just an improvement for the two existing operators, hence, not disturbing the surrounding area any more than at present. This is a very misleading statement. If the expansion should take place there would be no way to stop an influx of others to join in the use of a low cost facility. In fact, other tour companies could not afford to NOT do so. This much more road traffic, helicopter noise, dust and of course, air traffic to and from would be very detrimental to the surrounding community.

Please put the monies available to work making Lihue better and perhaps more user friendly and if you still have a surplus reduce the fee structure hence, hopefully, the reduction would work it's way down to the users of the services and then the services would be more attractive.

Thank you for your consideration of my opposition.

Sincerely,



Robert B. McCaig  
2770 Milio Hae Loop  
Koloa, HI 96756

9. Issue - Relocation of helicopter operations or facilities to Lihue Airport.

Response - As long as Port Allen Airport is a public airport, the DOT-AIR cannot prevent the use of Port Allen Airport by aviation users as long as the aviator operates in a safe manner. The relocation of helicopter facilities to Lihue Airport does not meet the purpose and need of the proposed project since it would not accommodate the existing or forecast helicopter demand. Furthermore, the Port Allen Airport would continue to be used by helicopters, fixed-wing aircraft, ultra-lights, and military aircraft even with the relocation of helicopter facilities to Lihue.

10. Issue - Impacts on the Leinaakauhane.

Response - No significant impact. The Hanapepe area is reportedly a place where Hawaiian spirits leap into the netherworld of Po, often named Leinaakauhane. Generally, the leaping places are at a cleft on some high bluff overlooking the sea or in the edge of a valley wall, and such places are found on all of the islands, with Hanapepe on Kauai being one of these locations. However, the exact location of the site within the Hanapepe region has not been specified. Although Puolo Point has been reported as such a place by a resident, there is no consensus that the Point is the place. Even then, Puolo Point is approximately over 2,000 feet away from the proposed development, and the proposed project does not restrict access to the Point. Hanapepe Valley has also been named as an area where Leinaakauhane is located. It was found that even within the Hanapepe community, each individual had their own belief on the existence of the Leinaakauhane.



KUJUMAKUHOA  
DIRECTOR  
DEPUTY DIRECTORS  
SAULI L. LUKAJI  
GLENN L. COOPER



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 KOGESS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1800

BY REPLY REFER TO:  
AIR-P  
99.0625

Mr. Robert B. McCaig  
Page 2  
AIR-P  
99.0625

The purpose of an EA is to allow government to give a systemic consideration to the environmental, social, and economic consequences of the proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schiapak, Head Planning Engineer, at (808)838-8821 to clarify any questions you may have.

Mr. Robert B. McCaig  
2770 Milo Hae Loop  
Koloa, Hawaii 96756

Dear Mr. McCaig:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your letter regarding the proposed improvements at Port Allen Airport. Port Allen Airport provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was shutdown. Therefore, the Department of Transportation, Airports Division, (DOTA) will continue to operate Port Allen Airport for the public good. Port Allen Airport is a public airport and the State of Hawaii cannot discriminate against users at Port Allen.

The proposed improvements at Port Allen Airport are modest and will allow those airport functions currently being performed off the airport to be located at Port Allen Airport. Since Port Allen is a public airport, it has been determined that the proposed improvements are in concert with the airport.

With the proposed improvements, DOTA will, to the extent possible, request that the operators at the airport develop voluntary flight patterns which would avoid noise sensitive areas. As a result of concerns raised at the public hearing an additional Noise Study was conducted at Port Allen. The Study showed that at the Salt Pans and the Salt Pond Park, the helicopter noise was within the background noise levels. This Study will be included in the Final Environmental Assessment (EA). We also plan to pave the coastal access road at the east end of the peninsula to control dust. The Salt Pond Park, the salt makers and Port Allen Airport have coexisted for over 60 years and with proper controls we can continue to coexist.

Sincerely,

*Jerry M. Matsuda*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda and Associates, Inc. (B. Ishii)

bc: AIR-K  
AIR-L  
AIR-PM

LB:nf

**SECTION 6.0**  
**DETERMINATION, FINDINGS, AND REASONS**  
**SUPPORTING DETERMINATION**

Based on the foregoing analysis, the Preferred Alternative is recommended. The proposed project (Preferred Alternative) will not have any significant impact on the environment and, therefore, preparation of an Environmental Impact Statement is not required. It is compatible with existing and planned land uses and activities in the area. The applicant will comply with applicable statutes, ordinances and rules of the Federal, State, and County governments. Therefore, this document constitutes a Notice of a Finding of No Significant Impact (FONSI). The "Significance Criteria", Section 12 of the Hawaii Administrative Rules Title 11, Chapter 200, "Environmental Impact Statement Rules" were reviewed and analyzed. Based on the analysis, the following were concluded:

1. No irrevocable commitment to loss or destruction of any natural or cultural resources would result. The area affected by the proposed project consists primarily of previously graded land in an Urban land use area and within the boundaries of the Port Allen Airport. The specific site for the proposed improvements is covered with sparse introduced grasses that provide little, if any, habitat for native wildlife. No significant natural resources would be destroyed or lost. No surface cultural remains were identified on the site. If subsurface remains or sites are uncovered, work will stop and these resources will be evaluated by state archaeologists for their significance and a determination made as to their disposition.
2. The action would not curtail the range of beneficial uses of the environment. Instead, the proposed action would allow for the proper use of the Airport for airport purposes.
3. The proposed action does not conflict with the State's long-term environmental policies or goals and guidelines. The State's environmental policies and guidelines are set forth in Chapter 344, Hawaii Revised Statutes, "State Environmental Policy". Two broad policies are espoused, conservation of natural resources and enhancement of the quality of life. With regard to the former, the proposed project would not consume significant natural resources. With regard to the latter, the proposed project would move an airport function from Hanapepe Town to the Port Allen Airport, which would benefit the people and the environment of Hawaii in the future by providing airport facilities at the Airport.
4. The economic or social welfare of the community or State would not be substantially affected. The proposed actions would allow for environmentally-sound development of the

PORT ALLEN AIRPORT  
DRAFT ENVIRONMENTAL ASSESSMENT  
PUBLIC HEARING COMMENTS

NAME Delphia Mills DATE 19 Feb 98  
 COMPANY/ORGANIZATION PARF  
 ADDRESS P.O. Box 128  
 CITY Kekaha STATE HI ZIP CODE 96752

COMMENTS/REQUEST:

I support the proposal to increase Burns Field's facilities. The arguments against that I heard during the hearing were based mostly on moving the help operation to Lihue, Preserve the Environment, Self Pond protection, Hawaiian Nationalist Movement, The operation exist already. Changing the airport will not change these things. Increased Dust is not a factor, the beauty of the island will not be affected. The bottom line is ~~that~~ the economics. By allowing the operations to have larger facilities will be a good for everyone.

J. Mills

Please send to: Mr. Jerry M. Matsuda, P.E., Airports Administrator  
 State of Hawaii, Department of Transportation, Airports Division  
 Honolulu International Airport  
 400 Rodgers Boulevard, Suite 700  
 Honolulu, Hawaii 96819-1850

Please submit your comments by March 10, 1998.

BERNARD J. CAVETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1850

October 6, 1999

KAJIMAYASHIMA  
DIRECTOR  
DEPT. DIRECTOR  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD  
HONOLULU, HAWAII 96819-1850

REPLY REFERENCE  
AIR-P  
99-0641

Mr. Delphin Mills  
P. O. Box 128  
Kekaha, Hawaii 96752

Dear Mr. Mills:

Subject: Draft Environmental Assessment  
 Port Allen Airport proposed Improvements  
 State Project No. AK2010-01

Thank you for your written comment for the Port Allen Airport Draft Environmental Assessment (EA). Your support for the proposed improvements is appreciated. Port Allen Airport provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was shutdown. Therefore, the Department of Transportation, Airports Division (DOTA), will continue to maintain and operate Port Allen Airport for the public good.

The Salt Pond Park, the Salt Pond Pans, and Port Allen Airport have coexisted for over 60 years and I believe with the proper controls they can continue to coexist.

The purpose of an EA is to allow government to give an systemic consideration to the environmental, social, and economic consequences of the proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community.

site, instead of having airport functions outside of the Airport. The project would result in positive economic impacts without significant negative social consequences.

5. The proposed action does not substantially affect public health. The project would remove a helicopter baseyard in Hanapepe Town to the Airport.
6. No significant secondary impacts, such as population changes or effects on public facilities, are anticipated. Since the proposed project is minor in scope, it would not result in any foreseeable changes or effects on population or public facilities.
7. No significant degradation of environmental quality is anticipated. No adverse environmental impacts are expected. Short-term construction noise, air quality and construction traffic would have a minor impact on the nearby surroundings. The proposed project would relocate airport functions to the Airport.
8. The proposed action does not involve a commitment to larger actions, nor would the cumulative impacts result in considerable effects on the environment. The proposed action is self-contained and of independent utility. Also, at this time there are no significant nearby developments which could cause significant cumulative impacts.
9. No rare, threatened, or endangered species or their habitats would be affected. There are no rare, threatened or endangered species on the site. The site is located within an airport and urban setting. The Salt Ponds can provide occasional foraging areas for the endangered Hawaiian Stilt, Coot and Koloa Duck. The proposed project would not have an effect on the Salt Ponds. The Hawaiian Monk Seal has been observed at the Salt Pond Beach area. No impacts are expected.
10. Air Quality, water quality, and ambient noise would not be detrimentally affected. Grading and construction may have the potential to affect air quality, water quality and ambient noise levels on a short-term basis. Engineering controls would be incorporated into the proposed project to minimize the impact and to ensure that the impact is within regulatory requirements.
11. The project would not affect environmentally sensitive areas, such as flood plains, tsunami zones, erosion areas, geologically hazardous lands, estuaries, fresh water or coastal waters. The proposed project is outside flooding and tsunami zones, is not on geologically hazardous land, and would not affect estuaries, fresh water or coastal waters. Grading of the project

Mr. Delphin Mills  
Page 2

AIR-P  
99.0641

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808)838-8821 to clarify any other questions you may have.

Sincerely,

  
for JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K  
AIR-L  
AIR-PM

LB:nf

March 10, 1998

Mr. Jerry Matsuda, Airports Administrator, State of Hawaii  
Department of Transportation, Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819

RE: Port Allen Airport Draft Environmental Assessment

Aloha. My name is Judith Puanani Naumu-Stewart. I am a retired teacher with the State of Hawaii, Department of Education. I am a Native Hawaiian as defined in the Hawaiian Home Land Act of 1920, as amended. I live on Hawaiian Home Lands in Kekaha, Kauai, Hawaii and I have a Pastoral lease in Puu Opa'e, Kauai, Hawaii. Being affiliated with the State Council of Hawaiian Homestead Associations, that consist of 22 homestead associations throughout the state, I am the Director of Finance. Also, I am the President of the Ahupua'a o Kauai, consisting of Anahola Hawaiian Land Farm Association, Anahola Hawaiian Homestead Association, and Kekaha Hawaiian Homestead Association. I am also on the County General Plan Update Advisory Committee.

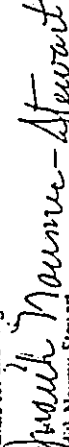
I am in opposition to the Port Allen Airport. This area is an important place for the Native Hawaiians (aboriginal people of Hawaii). Their history and culture is very important and it has been desecrated when the State of Hawaii gave this area in an Executive Order for the military to pitch camp during World War II. The Salt Ponds Pans have been cut in half because of the runway running from Lihue to Mana. The traffic going to the parking at the airport and beach goes to the Salt Pond Beach are causing a lot of dust to the pans. The aircrafts that use this airfield also cause dust for the pans.

The Lihue Airport has lots of room for the two helicopter companies in Hanapepe to be located there. There seem to be a concern about Interisland Helicopter in doing rescue. It would be perfectly fine if it were in Lihue, because from Hanapepe, the aircraft has to fly to the Kukui Grove area to pick up an officer to fly with him whether it be a police or fireman whatever the situation may be. The State has spent a lot of money to accommodate the helicopters. Why should the taxpayers spend \$500,000.00 to accommodate one helicopter operator when there is ample room at the Lihue Airport. By having all the helicopters at the Lihue Airport, the Department of Transportation will be able to keep check on them so that no illegal activities can occur.

I do not want to have a situation like they have at the Hanalei boating. This would be a catastrophe if you were to allow this to happen.

At the February 19, 1998, hearing at the Elesee School, sixteen spoke in favor and twenty four spoke in opposition. Of the opposition speakers, three spoke for their organization: Hanapepe Alliance, Lihue Helicopter Association, Hawaiian Lua Club, and the Salt Pond Pans Association. With this participation in opposition, I assume that the State will not construct this plan. Being that this is ceded land, no Native Hawaiian had the opportunity to have an input to this plan. Therefore, this plan needs to be reviewed with participation from beneficiaries.

Mahalo for allowing me to address this issue.

  
Judith Naumu-Stewart  
P.O. Box 40  
Kekaha, Kauai, Hawaii 96752

would ensure that there would be no runoff. The design of the improvements would use best management practices to minimize runoff during construction.

12. There will be no effect on scenic vistas or view-planes in county or State plans or studies. The proposed project does not have a direct impact on vistas or view-planes. Furthermore, the helicopter operators would be required to landscape the hangars for beautification purposes.
13. The proposed project will not require substantial energy consumption. The majority of the energy used would be during construction and would be a short-term impact.



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 ROGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96813-1600

October 6, 1999

KAZU MATSUDA  
DIRECTOR  
DEPUTY DIRECTORS  
BRIAN K. UHAIKI  
GLENN M. OKIMOTO

PLEASE REFER TO  
AIR-P  
99.0629

Ms. Judith Naumu-Stewart  
Page 2  
AIR-P  
99.0629

Ms. Judith Naumu-Stewart  
P. O. Box 40  
Kekaha, Hawaii 96752

Dear Ms. Naumu-Stewart:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your letter regarding the proposed improvements to Port Allen Airport. Our responses to your comments are listed below.

The Department of Transportation, Airports Division (DOTA), recognized the significance of the Salt Pond Pans and undertook the transfer of the Pans from Port Allen Airport to the Department of Land and Natural Resources, where they could be better managed. DOTA also authorized International Archaeological Research Institute, Inc., to complete an archaeological, historic and cultural study of the Port Allen Airport and its environs. The results of that study were included in the Appendix of the Draft Environmental Assessment (EA). DOTA is committed to working with Hui Hana Paakai o Hanapepe to develop a mitigation plan to further protect the Salt Pond Pans from present airport operations. Additionally, DOTA will pave a portion of the airport access road at the east end of the airfield to alleviate dust. This road is also used for access to the peninsula.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was shutdown. Therefore, the DOTA will continue to operate Port Allen Airport for the public good.

The purpose of the proposed improvements, as discussed in the Draft EA is to provide four (4) lease lots for helicopter hangers and other infrastructure improvements. Port Allen Airport is a

public airport and the proposed improvements are modest and will allow those airport functions, currently being performed off the airport, to be relocated to Port Allen Airport and allow for some future growth.

DOTA is concerned about the helicopter activity in the State and that is why the Airports Division undertook the Hawaii State Helicopter Plan in 1989, which includes the Helicopter Master Plan for Port Allen Airport. With the proposed improvements, DOTA will, to the extent possible, request that the operators at the airport develop voluntary flight patterns which would avoid noise sensitive areas.

At the Public Informational Hearing held on August 13, 1997, several speakers who identified themselves as Hawaiian ancestry spoke on the subject of the proposed improvements and their concerns. Additionally, at the Public Hearing on February 22, 1998, some of the same speakers and other speakers, who identified themselves as of Hawaiian ancestry, gave testimony on the project. The Office of Hawaiian Affairs has also submitted comments on the Draft EA.

The purpose of an EA is to allow government to give systemic consideration to the environmental, social, and economic consequences of the proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808)838-8821 to clarify any questions you may have.

Sincerely,

*Jerry M. Matsuda*

JERRY M. MATSUDA, P.E.  
Airports Administrator

cc: Edward K. Hoda & Associates, Inc. (B. Ishii)

bc: AIR-K  
AIR-L  
AIR-PM

LB:nf

**SECTION 7.0**  
**LIST OF PREPARERS**

It is recognized that no one individual can be an expert in all of the environmental analyses presented in an Environmental Assessment (EA). Consequently, an interdisciplinary team, consisting of technicians and experts on various topics, was required to prepare and complete this study. The prime consultant was Edward K. Noda and Associates, Inc. Since the State of Hawaii may apply for future federal funding for the proposed project, the EA was prepared in accordance with FAA Order 5050.4a, *Airport Environmental Handbook*. Listed below are the preparers of the EA.

**7.1 STATE OF HAWAII, DEPARTMENT OF TRANSPORTATION, AIRPORTS DIVISION**

Listed below are the employees of the State of Hawaii, Department of Transportation, Airports Division, who are responsible for the preparation of this EA. The identity and background of the principal preparers are listed below:

- **Mr. Ben Schlapak, P.E., Head Planning Engineer**  
Education:     B.S., Norwich University, 1959, Mechanical Engineering  
                  B.S., Texas A & M, 1964, Civil Engineering  
                  M.S., Texas A & M 1965, Engineering  
Thirty-five years of engineering experience and sixteen years of experience in environmental impact analysis and mitigation.
  
- **Mr. Steve Takashima, Senior Planner**  
Education:     B.A., University of Hawaii, 1971, Business Statistics and Economics  
                  M.B.A., University of Hawaii, 1975, Business Administration  
Seventeen years of experience in transportation planning, forecasting, and analysis as Hawaii DOT transit manager, and airport environmental and noise compatibility planning. Recent projects include the Barbers Point Master Plan and Noise Compatibility Program, Kahului Airport Environmental Impact Statement, Haleiwa By-Pass Road, Castle Interchange, H-2 and H-3 Interstate Highways, Waimea By-Pass Road and Waiawa Interchange.



JERRY MATSUDA  
AIRPORTS ADMINISTRATOR  
STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BLVD, SUITE 700  
HONOLULU, HI 96819

DEAR SIR:

I WOULD LIKE TO SEE A HELIPORT AT BURNS FIELD IN HANAPEPE, KAUAI BECAUSE I THINK IT WOULD HELP THE COMMUNITY WITH JOBS THAT ARE BADLY NEEDED FOR THE WESTSIDE RESIDENTS LIKE MYSELF. I AM ALSO THINKING ABOUT THE FUTURE GENERATIONS THAT WILL BENEFIT FROM THE DECISIONS MADE THIS YEAR.

I HOPE INTERISLAND HELICOPTER CAN MOVE THEIR COMPANY TO THE BURNS FIELD AREA BECAUSE I KNOW THEY DO A VERY GOOD JOB WITH TOURS AS WELL AS COMMUNITY SERVICES IN RESCUING PEOPLE IN NEED.

MAHALO.

*Lily Ng*

LILY NG

BENJAMIN J. CAVETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1800

September 27, 1999

Ms. Lily Ng  
P. O. Box 113  
Kalaheo, Hawaii 96741

Dear Ms. Ng:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

*Jerry M. Matsuda*

JERRY M. MATSUDA, P.E.  
Airports Administrator

C: Edward K. Moda & Associates, Inc. (B.Ishii)

bc: AIR-K; -L; -PM

LB:nf

KUJUMATSUDA  
DIRECTOR  
DEPUTY DIRECTOR  
EDWARD K. MODA  
GLENN H. OKAMOTO

MAILING REFERENCE  
AIR-P  
99-0593

- Ms. Lynn Becones, Planner  
Education: B.A. University of Hawaii, 1973, Anthropology  
Four years of airport and environmental planning experience. Recent projects include Kahului Airport, Kauai Heliport, and Dillingham Airfield.

## 7.2 PRIME CONSULTANT

As stated above, Edward K. Noda and Associates, Inc. (EKNA) was the prime consultant for the EA. The project team included EKNA and subconsultants to provide expertise in different areas of study. Listed below are the principal preparers for EKNA:

- Mr. James G. Dittmar, Consultant  
Education: B.A. University of Southern California, 1963, Zoology  
Graduate Studies: Oceanography and Business, UCLA, Long Beach State, and University of Hawaii  
Thirty years of experience in transportation and infrastructure development projects including environmental programs such as the Honolulu International Airport Reef Runway Environmental Impact Statement, the Kalaupapa Airport, Roadways and Wharf Improvements Environmental Impact Statement, and Kahului Airport Environmental Impact Statement.
- Mr. Brian T. Ishii, P.E., Principal-in-Charge  
Education: B.S., University of Hawaii, 1978, Civil Engineering  
M.S., University of Hawaii, 1982, Ocean Engineering  
Fifteen years of engineering experience with twelve years of experience in master planning and environmental planning of airports and related topics. Recent projects include master plans and environmental studies for Honolulu International Airport, Kalaupapa Airport, Dillingham Airfield, and Kahului Airport.
- Mr. Aaron H. Setogawa, Environmental Planner  
Education: B.A., Columbia University, 1974, American History  
Graduate Studies: Urban and Regional Planning, Pratt Institute; Law, University of Hawaii  
Nine years of planning experience with one year of experience in master planning and environmental planning of airports. Recent projects include the Stormwater Monitoring Program for Honolulu International Airport and the Environmental Assessment for the Department of Transportation, Highways Division's Kauai District Baseyard Complex.

PORT ALLEN AIRPORT  
DRAFT ENVIRONMENTAL ASSESSMENT  
PUBLIC HEARING COMMENTS

NAME Nonaka, Edward T DATE 2-27-98  
aka E.T Nonaka & Son Trucking  
 COMPANY/ORGANIZATION  
P.O. Box 629  
 ADDRESS  
Hanapepe STATE Hawaii ZIP CODE 96716

COMMENTS/REQUEST:  
I am in favor of the Port Allen  
airport with some necessary improve-  
ments

Please send to:  
 Mr. Jerry M. Matsuda, P.E., Airports Administrator  
 State of Hawaii, Department of Transportation, Airports Division  
 Honolulu International Airport  
 400 Rodgers Boulevard, Suite 700  
 Honolulu, Hawaii 96819-1860

Please submit your comments by March 10, 1998.

BENJAMIN CAYETANO  
DIRECTOR



STATE OF HAWAII  
 DEPARTMENT OF TRANSPORTATION  
 AIRPORTS DIVISION  
 400 RODGERS BOULEVARD, SUITE 700  
 HONOLULU, HAWAII 96819-1860

September 27, 1999

Mr. Edward T. Nonaka  
 E.T. Nonaka & Son Trucking  
 P. O. Box 629  
 Hanapepe, Hawaii 96716

Dear Mr. Nonaka:

Subject: Draft Environmental Assessment  
 Port Allen Airport Proposed Improvements  
 State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

The purpose of an Environmental Assessment is to allow government to give systemic consideration to the environmental, social, and economic consequences of the proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community. I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

*Jerry M. Matsuda*  
 JERRY M. MATSUDA, P.E.  
 Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K; -L; -PM

KAZUYASUDA  
DIRECTOR  
 DEPUTY DIRECTORS  
 BRIAN K. MAJUI  
 GLENNAL OKIMOTO

IN REPLY REFER TO:  
 AIR-P  
 99-0597

PORT ALLEN AIRPORT  
DRAFT ENVIRONMENTAL ASSESSMENT  
PUBLIC HEARING COMMENTS

NAME Samuel Nowden DATE 2/21/98  
COMPANY/ORGANIZATION Resident of Hanapepe  
ADDRESS P.O. Box 697  
CITY Hanapepe STATE HI ZIP CODE 96716

COMMENTS/REQUEST:

SEE Attached letter -

February 21, 1998

Jerry Matsuda  
Department of Transportation, Airport Division  
Honolulu International Airport  
400 Rodgers Blvd., Suite 700  
Honolulu, Hawaii 96819

Dear Mr. Matsuda:

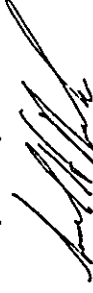
I'm a resident of Hanapepe that is in favor of limited development at the Port Allen Airport. I believe there must be a balance between past cultural issues and the future needs on our community and our children.

Native Hawaiians have collected salt for centuries at Port Allen. We should preserve the salt pond. However, I know we can preserve and build for the future at the same time. We should be proud of our native history but what will our children say of us if we don't take the steps to build a economic base that will support them and their families.

We must learn to support both business and the environment for the benefit of our children, community, and economic future of Kauai.

I feel we should limit the development of the Port Allen Airport to the companies that are already there and operating. That must be made clear to all. That fact was not clear at the February 19 town meeting. It is not a matter of Helicopter versus Salt Pond. It is a matter of preserving the past and building for the future.

Thank you for your time.



Samuel Nowden

Please send to: Mr. Jerry M. Matsuda, P.E., Airports Administrator  
State of Hawaii, Department of Transportation, Airports Division  
Honolulu International Airport  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 ROOSEVELT BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1800

October 6, 1999

Mr. Samuel Nowden  
P. O. Box 697  
Hanapepe, Hawaii 96716

Dear Mr. Nowden:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your written comment for the Port Allen Airport Draft Environmental Assessment (EA). Your support for the proposed improvements is appreciated. Port Allen Airport provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was shutdown. Therefore, the Department of Transportation, Airports Division (DOTA) will continue to maintain and operate Port Allen Airport for the public good.

DOTA has recognized the unique historic value of the Salt Ponds Pans and undertook the actions necessary to transfer the Salt Ponds from DOTA to the Department of Land and Natural Resources for their control and management. DOTA will work with the Hui Hana Paakai o Hanapepe to develop and mitigation measures for the current and future airport operations. DOTA is concerned with the growth issues of West Kauai and for this reason DOTA has proposed development at Port Allen Airport which is consistent with the existing airport operations.

The Salt Pond Park, the Salt Pond Pans and Port Allen Airport have coexisted for over 60 years and I believe with the proper controls they can continue to coexist.

The purpose of an EA is to allow government to give an systemic consideration to the environmental, social, and economic consequences of the proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community.

KAZUHIKARU  
DIRECTOR  
DEPUTY DIRECTORS  
BRUCE K. UHUKAI  
GLENN H. OHTAKI

IN REPLY REFER TO:  
AIR-P  
99.0630

Mr. Samuel Nowden  
Page 2

AIR-P  
99.0630

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808)838-8821 to clarify any questions you may have.

Sincerely,

*David Young*  
for JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K  
AIR-L  
AIR-PM

LB:nf

BENJAMIN J. CAVETTINO  
DIRECTOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGER BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819

HAZU MATSUDA  
DIRECTOR  
CENTRAL DIRECTOR  
AIRPORTS DIVISION  
HONOLULU, HAWAII 96819

IN REPLY REFER TO  
AIR-P  
99-0593

September 27, 1999

JERRY MATSUDA, AIRPORTS ADMINISTRATOR  
STATE OF HAWAII-DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGER BOULEVARD SUITE 700  
HONOLULU, HI 96819

Mr. Carl R. Oliver  
4315 Palama Street  
Kalaheo, Hawaii 96741

Dear Mr. Oliver:

I AM WRITING IN SUPPORT OF THE PROPOSED PLAN AT BURNS  
FIELD AIRPORT IN HANAPEPE, KAUAI. PROCEEDING WITH PLANS TO  
IMPROVE INTERISLAND HELICOPTER FACILITIES WOULD BE A BENEFIT  
TO THE COMMUNITY IN MANY WAYS. THEY PROVIDE MANY RESCUE  
SERVICES AS WELL AS FIREFIGHTING ASSISTANCE THAT IS NOT  
AVAILABLE ELSEWHERE AND AS READILY AVAILABLE. AS A POLICE  
OFFICER WITH THE KAUAI POLICE DEPARTMENT, I KNOW THIS TO BE A  
FACT.

DEAR SIR:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft  
Environmental Assessment. Your support for the proposed  
improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the  
remainder of the State which was demonstrated during Hurricane  
Iniki, when Lihue Airport was shutdown. It is, therefore, the  
intention of the Department of Transportation, Airports Division  
to continue to maintain and operate Port Allen Airport for the  
public good.

I appreciate the time you took to express your concerns over the  
proposed improvements at Port Allen Airport. Please contact  
Ben Schiapak, Head Planning Engineer, at (808) 838-8821 to  
clarify any questions you may have.

SINCERELY,

*Carl R. Oliver*

CARL R. OLIVER

Sincerely,  
*Jerry M. Matsuda*

JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B.Ishii)

bc: AIR-K; -L; -PM

LB:nf

BENJAMIN J. CAVETTIANO  
DIRECTOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BLVD., SUITE 700  
HONOLULU, HAWAII 96819-1800

KAZUO HAYASHIDA  
DIRECTOR  
COUNTY DIRECTOR  
HONOLULU  
GLENN H. OKAMOTO

IN REPLY REFER TO:  
AIR-P  
99-0593

September 27, 1999

JERRY MATSUDA  
AIRPORTS ADMINISTRATOR  
STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGER BLVD SUITE 700  
HONOLULU, HI. 96819

FEBRUARY 24, 1998

DEAR SIR:

THANK YOU FOR THE OPPORTUNITY TO WRITE YOU ABOUT THE PROPOSED HELIPORT AT BURNS FIELD IN HANAPEPE, KAUAI. AS A RESIDENT OF THE WESTSIDE OF KAUAI, I AM IN FAVOR OF A HELIPORT AT BURNS FIELD. IT WOULD HELP CREATE SOME BADLY NEEDED JOBS FOR THE RESIDENTS OF THE WESTSIDE AND ALSO HELP THE EXISTING BUSINESS THAT ARE STRUGGLING TO SURVIVE.

I KNOW THAT INTERISLAND HELICOPTER PROVIDE A NEEDED SERVICE TO THE COMMUNITY THRU RESCUE TO PEOPLE IN NEED AND HELPING TO PUT OUT FIRES.

I HOPE THE HELIPORT WILL BE ABLE TO BE BUILT TO HELP OUT OUR COMMUNITY.

SINCERELY,

KALEKI L. OLIVER

Ms. Kaleki L. Oliver  
4315 Palama Street  
Kalaheo, Hawaii 96741

Dear Ms. Oliver:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B.Ishii)

bc: AIR-K; -L; -PM

LB:nf

Hand Like No Other  
Working Together to Provide Great Service

BENJAMIN CAVETTANO  
COMMISSIONER



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96813-1680

September 27, 1999

Ms. Sylvia L. Oliver  
4315 Palama Street  
Kalaheo, Hawaii 96741

Dear Ms. Oliver:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

JERRY M. MATSUDA, P.E.  
Airports Administrator

C: Edward K. Noda & Associates, Inc. (B.Ishii)

bc: AIR-K; -L; -PM

LB:nf

JERRY MATSUDA  
AIRPORTS ADMINISTRATOR  
STATE OF HAWAII-DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BLVD. SUITE 700  
HONOLULU, HI 96819

DEAR SIR,

I AM IN FAVOR OF HAVING A HELIPORT IN BURNS FIELD IN HANAPEPE, KAUAI. I THINK IT WOULD BE A POSITIVE IMPROVEMENT FOR THE WESTSIDE. AN INCREASE IN ACTIVITY IN THIS AREA WOULD BE HELPFUL FOR MANY BUSINESSES. HAVING WORKED IN HANAPEPE FOR SIX YEARS FOR THE STATE OF HAWAII, I KNOW A LOT OF PEOPLE WOULD BENEFIT FROM A HELIPORT IN THIS AREA.

I HOPE BY READING THIS LETTER, IT WILL FIND FAVOR TOWARD DEVELOPING THE BURENS FIELD FOR A HELIPORT.

THANK YOU FOR YOUR TIME.

SYLVIA OLIVER

9/25/98

KAZU HAYASHIDA  
DIRECTOR  
BENJAMIN CAVETTANO  
COMMISSIONER  
GLENN K. OKAMOTO

IN REPLY REFER TO:  
AIR-P  
99-0593



Margy Parker & Assoc.  
4400 Kal Ikona Dr.  
Kalaheo, HI 96741

February 27, 1998

Mr. Jerry M. Matsuda, P.E. Airport Administrator  
State of Hawaii Department of Transportation, Airports Division  
Honolulu International Airport  
400 Rogers Blvd., Suite 700  
Honolulu, HI 96819-1880

Dear Mr. Matsuda,

This is a follow up to my verbal testimony at the public hearing regarding the proposed improvements at Burns Field. I must say I was not surprised at the substantial majority of people and groups who oppose this improvement. I am writing these comments as a private citizen. However, I would like to say that I am a former member of the State's Citizens Technical Advisory Committee for the Hawaii State Helicopter System Plan and I am the former Kauai citizen's representative on the Hawaii Helicopter Operators Technical Advisory Task Force.

My comments are as follows:

- The Environmental Assessment (EA) is flawed in forecast numbers. The forecast numbers for flight operations in the year 2,000 and beyond are based on operation numbers from 1992. In 1992, Kauai lost one-third of its visitor business due to Hurricane Iniki. It is then reasonable to calculate that the 1992 numbers of 12,000 operations would have more likely been 18,000 had the island not been shut down almost the last third of the year. With 18,000 being a more correct number and with the Airports Division proposing to provide four spaces for helicopter companies, it seems likely that the future forecast (if the improvements are in place) would be 36,000, or 100 operations a day. As stated and written, a number of helicopter operators would want a permit for one of the four spaces.
- The Environmental Assessment noise level measurements reflected below normal numbers of operations. The three days during which noise level measurements were taken place, produced a total of 62 operations by helicopter operators. On a daily average, this is well below even the 1992 averages (the year we lost a third of our business). At the public hearing a Salt Ponds Park litigant testified that during that three day test period, the airport was unusually quiet, and the flight patterns normally followed by one of the operators was not being used. Perhaps the operators knew the test was going on.

- The Environmental Assessment does not discuss the impact of increased flight.

Jerry Matsuda  
February 27, 1998

Page Two

patterns over Kalaheo, Brydeswood Terrace, Eleale Nani, Numia or Hanapepe Heights. The document comments that the take off and landing patterns of the pilots could be subject to input by the DOTA, but there is no statement as regards over-flights of the surrounding communities.

- The results of all the discussions held on the helicopter system plan committees upon which I served were that all helicopter operations should be centered at Lihue Airport. This is why the concept of the Inland Heliport was thrown out. Majority opinion held that satellite heliports would not be good for Kauai.

- I have personally polled Baii Hai Helicopters, Island Helicopters, Ohana Helicopters, Jack Harter Helicopters and Will Squyers Helicopters. None of them favor this improvement.

In closing, from the public testimony given at that hearing, it was plain that the majority opposed the Burns Field Improvements (I believe 24 testified in opposition, 14 in favor). It appeared that the majority also favored centralization in Lihue. It was also interesting to note that the Hanapepe Economic Alliance Board of Directors voted unanimously in opposition to this project. In addition I understand that now only one helicopter company favors these proposed improvements partially to improve rescue operations. However, I wonder at the prospect of a Lihue operator one day winning the contract from the County. So, I believe it would be a grave precedent as regards the people of Kauai to proceed with these plans. It sets a dangerous precedent as regards satellite heliports. I think that the State Airports Division would better serve Kauai by concentrating their resources in Lihue.

Mahalo and aloha,



Margy Parker  
808.332-9339

- Representative Bertha Kawakami  
Representative Ezra Kanoho  
Senator Lehua Fernandes Salling  
Congresswoman Patsy Mink  
Senator Daniel Inouye  
Mayor Maryanne Kusaka  
Dee Crowel, Kauai County Planning

KAZUMATSUO  
DIRECTOR  
DEPT. DIRECTOR  
GENERAL  
OFFICE OF AIRPORTS



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 ROBERTS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96813-1800

MAILING REFERENCE  
AIR-P  
99.0636

AIR-P  
99.0636

Ms. Margy Parker  
Page 2

Guidelines. DOTA will, to the extent possible, request that the aircraft and helicopter operators at the airport develop flight patterns which will avoid noise sensitive areas.

The purpose of the EA was to address environmental impacts associated with the proposed improvements at Port Allen Airport. We are continuing to address the impact of helicopters on the State of Hawaii and particularly in the natural areas. In our Hawaii State Helicopter System Plan, we addressed the need for helicopter facilities at State Airports with consultation with the public. The System Plan provides for the majority of Kauai's helicopter facilities to be provided for at Lihue Airport, and developed the Helicopter Master Plan for Port Allen Airport. It is a portion of this Master Plan we plan to implement at Port Allen.

Port Allen is a public airport and the State of Hawaii cannot discriminate against users at Port Allen Airport. Port Allen Airport provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was closed. Therefore, the Department of Transportation, Airports Division, will continue to maintain, operate and provide facilities for Port Allen Airport aircraft operators and the public good.

I appreciate the time you have taken to testify and to write a comment letter on this project. Please contact Ben Schlapak, Head Planning Engineer, at (808)838-8821 to clarify any additional questions you may have.

Sincerely,

*David J. Long*

for JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K  
AIR-L  
AIR-PM

LB:nf

October 6, 1999

Ms. Margy Parker  
4400 Kai Ikena Drive  
Kalaheo, Hawaii 96741

Dear Ms. Parker:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your letter regarding the proposed improvements for Port Allen Airport. The following are responses to your comments. At this time, the proponents and opponents of the proposed improvements appear to be evenly divided.

Our forecast for Port Allen Airport was based upon the Update of Hawaii Aviation Demand Forecast dated October 1994. This Update was a Statewide forecast to account for the total aviation system demand within the State Airport System. Since Port Allen Airport does not have an Air Traffic Control Tower, we depend upon the airport operators for much of our data. In view of the reduction in tourism caused by Hurricane Iniki, we believe that the forecast of aircraft operations for Port Allen was liberal and should be considered as an optimistic case. It should be noted that during the noise monitoring at Port Allen in August 1997, only 62 helicopter operations were recorded for three (3) days with a total of 70 operations for the time period. As a result of concerns raised at the public hearing, an additional Noise Study was conducted at Port Allen. The Study showed that at Salt Pans and the Salt Pond Park the helicopter noise was within background noise levels. This Study will be included in the Final EA. Therefore, we do not foresee a significant increase of future helicopter operations at Port Allen, particularly since the proposed improvements are for the present helicopter operators at the airport.

The noise we recorded by helicopters was compatible with current land uses in the airport environs based upon Federal and State

KALUNAYASAWA  
DIRECTOR  
DEPARTMENT OF TRANSPORTATION  
BRUNNEN, HONOLULU  
CLEMENS, OAHU

WIRELESS REFER TO  
AIR-P  
99-0637



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1820

October 6, 1999

REPLY BY AIR MAIL  
SCHEDULE

Ms. Leah K. Pereira  
P. O. Box 31  
Waimea, Hawaii 96796

Dear Ms. Pereira:

Subject: Draft Environmental Impact Statement  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your letter regarding the proposed improvements at Port Allen Airport. Our response to your comments are listed below:

The purpose of the proposed improvements is to provide airport facilities for helicopters currently operating at Port Allen. The facilities are modest in nature and are in accordance with current level of operations at Port Allen.

Port Allen provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was shutdown. Therefore, the Department of Transportation, Airports Division (DOTA) will continue to maintain and operate Port Allen for the public good.

The Pacific Missile Range Facility, Barking Sands Airfield is a military facility. At this time, we do not know of any plans to allow for joint military/civilian usage of that facility. However, if the facility becomes available, we would certainly evaluate the future of Port Allen Airport.

DOTA will meet the Hui Hana Paakai o Hanapepe to develop mitigation measures for the current and future airport aircraft operations. DOTA recognized the importance of the Salt Ponds by transferring the Ponds from the Airports Division to the

How Life in Air Ala Ahia  
Working Together in Our Own Way

Thursday, February 19, 1998

Leah K. Pereira  
P.O. Box 31  
Waimea, Kauai, HI.

Jerry Masuda  
Airports Administrator  
State of Hawaii  
Department of Transportation  
Airports Division  
400 Rodgers Bl. Suite  
Honolulu, Hawaii

Dear Mr. Masuda,

Please vote No to the proposal to begin extensive tour helicopter operations out of Burns Field

Vote NO to Four 4,500 Sq Ft. base lots for hangars and aprons.

NO to Two 3,600 Sq Ft. Fixed wing Tie-down areas and associated Taxi Lane.

NO to Public comfort stations and Department of Transportation maintenance shed.

NO to Public and Employee Parking

NO to Runway Lights for Emergency use.

Instead use the money to create this similar proposal at the three sites that already exist on Kauai

PAARF Barking Sands, Lihue Airport And Princeville, Hanalei. The sites are there to be used and you will be able to monitor the operations.

This area was always an ancient site, practices of salt mining have been going on for generations. The ponds that are now covered over by the landing strips will never again be used by the families who worked them. Yes, they still live here today. Sadly their children will not be able to carry on their legacy.

If this proposal and plans become a reality, the people of the west side of our island will soon be faced with a very soon to be loss of their recreational play grounds and traditional salt mining. (Because the overcrowding and dusts and comfort stations will not go well with the salt mines. as it is there are very few areas today where it is safe and clean enough to make salt.)

Also people from the west side don't have any more beach areas to go to. Every where is taken up by Large land owners who post no Trespassing signs on their roads that lead to the west side beaches.

Another idea to consider is this. Tourists come to this island of Kauai to see the old ancient ways and undeveloped island and not to see more shopping centers and more airports. KEEP THE (RUBBISH) OUT OF OUR PONDS!

MAHALO.

*Leah K. Pereira*

Leah K. Pereira

Beneficiary of Prince Kuhio's Trust

PORT ALLEN AIRPORT  
DRAFT ENVIRONMENTAL ASSESSMENT  
PUBLIC HEARING COMMENTS

AIR-P  
99.0637

Ms. Leah K. Pereira  
Page 2

Department of Land and Natural Resources. The Salt Pond Park, the Salt Ponds, and Port Allen Airport have coexisted for over 60 years and with proper controls I believe they can continue to coexist.

The purpose of an Environmental Assessment is to allow government to give systemic consideration to the environmental, social, and economic consequences of the proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community.

I appreciate the time you took to express your concerns on the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 638-8821 to clarify any questions you may have.

Sincerely,

*Dorell Young*

JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Hoda & Associates, Inc. (B. Ishii)

bc: AIR-K  
AIR-L  
AIR-PH

LB:mf

RASSIE W. RENEW  
NAME  
RESIDENT  
COMPANY/ORGANIZATION  
2865 LUNIA STREET  
ADDRESS  
LIHUE HI 96766  
CITY STATE ZIP CODE

2-19-98  
DATE

COMMENTS/REQUEST:

I WISH TO SPEAK IN FAVOR OF THE PROPOSAL AS PRESENTED. IT WOULD SERVE THE COUNTY IN SEVERAL WAYS. NOW HELICOPTERS ARE HARBORED AWAY FROM AIRPORT. MOVING THEM TO THE AIRPORT IS NOT SAFE FOR VEHICLE MOVEMENT DURING THIS TIME. EMERGENCY SUPPORT IS DELAYED BY NOT HAVING CAPTER ON THE AIRPORT. 15 TO 20 MINUTES ARE A LONG TIME WHILE YOU ARE HURT AND NEED THIS SERVICE. THE AIRPORT SEEMS TO BE FAR ENOUGH FROM TOWN NOT TO CAUSE MUCH NOISE, DUST OR TRAFFIC. IT WOULD HELP TO GET MONEY MOVING ON THE WESTSIDE. IT COST US MONEY TO KEEP UP THE PROPERTY SO LET US USE IT TO PAY THESE FEES.

Rassie W. Renew

Please send to:  
Mr. Jerry M. Matsuda, P.E., Airports Administrator  
State of Hawaii, Department of Transportation, Airports Division  
Honolulu International Airport  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1680

Please submit your comments by March 10, 1998.

STANDARD CONTACT  
FORM NO. 2



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

KANUWAIWAI  
DIRECTOR  
DEPUTY DIRECTOR  
BRUCE K. BRADY  
CLEVELAND, OHIO 43080

BY REPLY REFER TO:  
AIR-P  
99-0593

September 27, 1999

Mr. Robbie W. Reneau  
2865 Luina Street  
Lihue, Hawaii 96766

Dear Mr. Reneau:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,  
*Jerry M. Matsuda*

JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K; -L; -PM

LB:nf

*Hawai'i Eke Kū'au, He Aloha  
Working Together to Provide Greatness of Aloha*

PORT ALLIANCE  
DRAFT ENVIRONMENTAL ASSESSMENT  
PUBLIC HEARING COMMENTS

NAME CLAYTON SAKAMOTO DATE 2/23/98

COMPANY/ORGANIZATION  
Box 546  
ADDRESS  
Honolulu CITY  
HI STATE  
96716 ZIP CODE

COMMENTS/REQUEST:  
WHAT IS A LIFE WORTH?  
THE LIFE SAVING POTENTIAL OF KEN'S  
OPERATION IS WORTH IT. PLEASE  
CONSIDER HIS REQUEST TO IMPROVE  
HIS FACILITIES.  
*[Signature]*

Please send to: Mr. Jerry M. Matsuda, P.E., Airports Administrator  
State of Hawaii, Department of Transportation, Airports Division  
Honolulu International Airport  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.

RECEIVED  
CONFIDENTIAL



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

September 27, 1999

KAZU MATSUDA  
DIRECTOR  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD  
HONOLULU, HAWAII 96819-1880

IN REPLY REFER TO:  
AIR - P  
99-0593

Mr. Clayton Sakahoshi  
P. O. BOX 546  
Hanapepe, Hawaii 96716

Dear Mr. Sakahoshi:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B.Ishii)

bc: AIR-K; -L; -FM

LB:nf



Kauai'i Group of the Hawaii'i Chapter  
Post Office Box 3412  
Lihue, Kauai'i, Hawaii'i 96766

Jerry Matsuda, Airports Administrator  
State of Hawaii'i  
Department of Transportation  
Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, HI 96819

Dear Mr. Matsuda,

Re: Port Allen Airport (Bums Field) Hanapepe, Kauai'i

The Sierra Club, Kauai'i Group, does not support the proposal to make improvements to the Port Allen Airport for the following reasons:

It would increase operations to 36,000 a year. Projections calculated in the EA were based on the number of operations in 1992 after Hurricane Iniki, which were down 2/3 from normal. In a normal year there would have been 18,000 operations. Additionally the future forecast did not take into account that there would be a doubling of projected figures with four helicopters. If other helicopters are added, which could very well happen at the discretion of the airports manager, there is a potential for an even greater increase in the number of operations.

The Hanapepe community does not want the improvements to the airport. Even at the present level of operations, the community feels a negative impact affecting their peaceful use and quiet enjoyment of Salt Pond Beach. Several people testified that such was their plight at the February 19, 1998 public hearing with upward to 90% of the 200 people present responding with applause to the presenters in clear agreement with their testimony. The business people in Hanapepe, as well, stated that they prefer tranquility at Salt Pond Beach to financial gain derived from helicopter tour clientele visiting their shops.

The native Hawaiian community opposes it. The traditional art of salt making would be disturbed after centuries of working the adjacent salt pans. The Salt Ponds which were diminished when Port Allen airfield was constructed, would be further compromised by the increase in run off from the airfield

### 7.3 TECHNICAL ANALYSIS

The EKNA project team included subconsultants to provide expertise in different areas of the study for the preparation of the EA. Listed below are the identities, specialties and background of these subconsultants:

- Archaeology, Historical and Cultural Resources Studies - International Archaeology Research Institute, Inc. (IARI). Established in 1984, IARI has completed ninety-two projects in Hawaii and completed a number of surveys for airports.
- Fauna Studies - Phillip L. Bruner. A wildlife biologist since 1966, Mr. Bruner has conducted wildlife studies throughout the Pacific Basin, including Polynesia and Micronesia. He has conducted wildlife surveys on all the major Hawaiian Islands.
- Flora and Wetland Studies - Botanical Consultants. Twenty-nine years of experience in botanical and wetlands surveys in the Hawaiian Islands, Mariana Islands, and West Carolinas.
- Noise Studies - D. L. Adams Associates, Ltd. dba Darby & Associates, Acoustical Consultants. Twenty-five years of experience in airport noise studies including Honolulu International Airport, Dillingham Airfield, and Waimea-Kohala Airport.
- Hydrogeological Studies - Dayton E. Fraim, P.G., P.E. Mr. Fraim has over twenty years of experience in geotechnical engineering, groundwater hydrology, and environmental work. Among his current projects is the coordination of soil and materials handling and remediation at the Reef Runway Soil Management Facility at the Honolulu International Airport.

BENJAMIN CALVERTINO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 ROOSEVELT BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96813-1880

KAZUHIKO AOKI  
DIRECTOR  
DEPUTY DIRECTORS  
BRUNO K. BRUNO  
GLENN H. OKAMOTO

WIREY REFERENCE:  
AIR-P  
99.0639

October 6, 1999

and by dust pollution. The fact that the Salt Ponds have been on the Hawaii Register of Historic Places since 1974, are ceded lands, and are a vital part of a living Hawaiian tradition should be reason enough to protect this location from further intrusion.

In the 1980's the Sierra Club participated in the Citizens Technology Advisory Committee for the Helicopter System Plan which determined that all helicopter operations should be based in Lihue, and did not support satellite heliports. Our position remains the same.

Please give these considerations the utmost regard they deserve in making your decision.

Thank you,  
*Judy Dalton*  
Judy Dalton  
Conservation Chair  
Sierra Club, Kauai Group

Ms. Judy Dalton  
Conservation Chair  
Sierra Club, Kauai Group  
P. O. Box 3412  
Lihue, Hawaii 96766

Dear Ms. Dalton:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your letter concerning the proposed improvement for Port Allen Airport. Our responses to your comments are listed below:

The projection of aircraft operations were forecast in relation to future demand at the airport. In other words, even if the proposed improvements are not built, the forecast of future aircraft operations at Port Allen would remain the same as in the Environmental Assessment (EA). As stated in the EA, an increase of aircraft operations would be from other economic demands. A case in point is Hilo International Airport, which after Honolulu International Airport, is one of the State's largest airport and is not operating at capacity. Our forecast for the Port Allen Airport EA was based upon the Update of Hawaii Aviation Demand Forecast dated October 1994. This update was Statewide forecast to account for the total aviation system demand. Since Port Allen Airport does not have an Air Traffic Control Tower, we depend upon the airport operators for much of our data. In view of Hurricane Iniki, we believe the forecast of aircraft operations for Port Allen was liberal and should be considered as a optimistic case. It should be noted during recent noise monitoring at Port Allen in August 1997, only 70 operations were recorded for three days.

DEPARTMENT OF  
TRANSPORTATION  
98 MAR -3 P221



**SECTION 8.0  
REFERENCES**

1. Wilson Okamoto & Associates, Inc., *Port Allen Airport Environmental Assessment*, prepared for the Department of Transportation, Airports Division, May 1990.
2. Wilson Okamoto & Associates, Inc., *Port Allen Airport Master Plan*, prepared for the State of Hawaii, Department of Transportation, Airports Division, May 1990.
3. Department of Geography, University of Hawaii, *Atlas of Hawaii*, Second Edition, University of Hawaii Press, Honolulu, 1983.
4. MacDonald, Gordon A., Agatin T. Abbott, & Frank L. Peterson, *Volcanoes in the Sea*, Second Edition, University of Hawaii Press, Honolulu 1990.
5. Joesting, Edward, *Kauai A Separate Kingdom*, University of Hawaii Press and Kauai Museum Association, Ltd, 1984.
6. Harbors Division, Department of Transportation, *Master Plan Update for Port Allen Harbor* (1993 Edition), April 1994.
7. Department of Land and Natural Resources, *The Newells Shearwater Light Attraction Problem - A Guide for Architects, Planners, and Resort Managers*.
8. State of Hawaii, Department of Business, Economic, Development & Tourism, *The State of Hawaii Data Book 1993-1994*, June 1994.
9. County of Kauai, *Hanapepe-Eleele Development Plan*, Ordinance No. 312, June 14, 1977; Section 10-3.3, 1978 Cumulative Supplement; Ordinance No. 349, July 1, 1978.
10. Hazlett, Richard W. & Donald W. Hyndman, *Roadside Geology of Hawaii*, Mountain Press Publishing Company, Missoula, Montana, 1996.

11. National Flood Insurance Program, *Flood Insurance Rate Map, Kauai County, Hawaii Community-Panel Number 150002-0186 D*, Federal Emergency Management Agency, Map Revised September 30, 1995.
12. Aries Consultants, Ltd., *Hawaii Aviation Demand Forecasts*, prepared for the State of Hawaii, Department of Transportation, Airports Division, January 2001.
13. Office of Environmental Planning, State of Hawaii, Department of Health, *Water Quality Standards Map of the Islands of Kauai and Niihau*, October 1987.
14. Wilson Okamoto & Associates, Inc., et. al., *Site Selection Study for a Kauai Inland Helicopter Facility*," prepared for the State of Hawaii, Department, Airports Division, February 1991.
15. Wilson Okamoto & Associates, Inc., et. al., *Hawaii State Helicopter System Plan, Final Technical Report*," prepared for the State of Hawaii, Department, Airports Division, April 1989.
16. Akinaka & Associates, Ltd., *Supplemental Environmental Impact Statement, Interim Helicopter Facility, Lihue Airport Complex*," prepared for the State of Hawaii, Department, Airports Division, February 1989.

**SECTION 9.0**  
**LIST OF AGENCIES, ORGANIZATIONS AND INDIVIDUALS CONSULTED**

**9.1 PRECONSULTATION FOR ENVIRONMENTAL ASSESSMENT**

Letters were sent to the following agencies, organizations and individuals to solicit comments on the proposed action.

**State Agencies**

Department of Hawaiian Home Lands  
Department of Land and Natural Resources  
Department of Land & Natural Resources-Division of Forestry and Wildlife  
Department of Land & Natural Resources-State Historic Preservation Division  
Governor's Liaison Office  
Office of Hawaiian Affairs

**Federal Agencies**

Department of Defense-Hawaii Army National Guard  
Federal Aviation Administration-Airports District Office  
Federal Aviation Administration-Honolulu Flight Standards District Office

**County Agencies**

Department of Public Works-County Engineer  
Planning Department

**Elected officials**

The Honorable Bertha Kawakami  
The Honorable Jonathan Chun  
The Honorable Maryanne Kusaka-Mayor

**Private organizations and individuals**

Rizal Antonio  
Myron Arakaki  
Richard Arakaki  
Bad Boy Cycles  
Bali Hai Helicopters  
E.T. Nonaka & Son Trucking  
Elsie Godbey  
Thomas N. Godbey  
Dorothea Hayashi  
Nolan Holi  
Wilma Holi  
Arius Hopman  
Inter-Island Helicopters  
Ralph Ishikawa  
Island Helicopters  
Annie K. Kanahale  
Bernard O. Kanahale  
Diane H. Kanahale  
Donald Kanahale  
Carol T. Kanna  
Kauai Screen Prints  
Kekaha Niihau School  
Robert King/Stanley Buduan  
Koloa Community Association  
Sylvia A. Koshi  
Ann Leighton  
David H. Leopold  
Emily McCaig  
Robert B. McCaig  
Delphin Mills  
Native Hawaiian Legal Corporation  
Judith Naumu-Stewart  
Lily Ng  
Gilbert Nobrega  
Samuel Nowden  
Carl Oliver

Kaleki Oliver  
Sylvia L. Oliver  
Pacific Service & Development  
Margy Parker  
Leah Pereira  
Robbie Reneau  
Clayton Sakahoshi  
Sierra Club, Kauai Group  
Dawn M. Traina  
Travcomm Avionics  
West Side Activities  
Wong's Restaurant & Omoide Deli

## 9.2 LIST OF AGENCIES, ORGANIZATIONS AND INDIVIDUALS COMMENTING ON THE DRAFT ENVIRONMENTAL ASSESSMENT

The comment letters and responses to the comments are included in Appendix B.

### State Agencies

Department of Hawaiian Home Lands  
Department of Land and Natural Resources, Historic Preservation Division  
Office of Environmental Quality Control  
Office of Hawaiian Affairs

### Federal Agencies

Federal Aviation Administration, Western-Pacific Region, Honolulu Flight Standards District Office

### Elected County Official

The Honorable Gary Hooser

### County Agencies

Department of Public Works

**Private organizations and individuals**

Myron Arakaki

Marlene Barino  
Jim S. Beniamina  
Barbara Bloemke  
Helen Brun

Russell H. Char  
Connie Clausen  
Andrea Cronrod  
Martin W. Curman  
Henry Curtis, *Life of the Land*

Ken D'Attilio, Inter-Island Helicopter  
Da Imu Café  
Doug Daruka, Travcom Avionics  
Edward de Deo, DC  
Sam Dias  
Lilly Dowling

Florescence Flowers, Leis, Balloons  
Margery Freeman  
Dennis Fujimoto

Elsie T. and Thomas N. Godbey

Fred Hall  
Hanapepe Clinic  
Patrick A. Harrington  
Marty Hoffman  
Arius Hopman  
Shawn Hosaka  
Alika Huddy

Ortis Ingram

E. Jimenez  
Gary Joseph

Gordon K. Kaamoana  
Danford M. Kaeo  
Linda Kaiakapu  
Howell H. Kaleokane  
Benjamin K. Kali, Sr.  
Annie Kanahele  
Cecelia Kanahele  
Mr. & Mrs. Danny Kanahele  
Donald Kanahele  
George Kanahele  
Georgiana Kanahele  
Isaac Kanahele  
Joseph Kanahele  
Leonard Kanahele  
Solomon Kanoho  
Kathy Kaohelaulii  
Galen Kawakami  
Mary Lu Kelley  
William K. Kikuchi  
Sid Kini  
Noriaki Kojiri  
Sylvia A. Koshi  
Aki Kyono

Bonnie E. Lofstedt, Island Helicopters  
Arnold Lum, Native Hawaiian Legal Corporation

Robert B. McCaig  
Charles J. Metivier  
Christine Myrvall

Shanlynn H. Nagamine  
Kris N. Nakata, Kauai Economic Development Board  
Bert Nishida, Bert's Auto Repair & Sales  
Dellick Numazawa

Carl Oliver  
Kaleki Oliver  
Jason K. Ornellas  
Darrell Ortiz, Sr.  
Terry O'Shaughnessy  
Robert Ozaki

Jayson Pablo  
Margy Parker, Poipu Beach Resort Association  
Claire Perreira  
Donna Perreira  
Bruce K. Pfeiffer

David Remoaldo  
Bonito Reponte  
Napoleon Rey

Michael Guard Sheehan  
Lewis W. Shortridge  
Caleb Silva  
William J. Smith  
Eleanor Snyder  
George Steuer  
Sherry L. and Michael R. Sturtevant

Roger Taniguchi  
Mark E. Texeira

Jacqueline L. Vienna

Richard Waalani  
Richard Waalani, Jr.  
Westside Pharmacy  
Westward Industries

Individuals submitting comments whose signatures could not be deciphered.  
Individuals submitting comments who did not provide a return address.



**SECTION 10.0  
PUBLIC CONSULTATION**

**10.1 LIST OF THOSE WHO SUBMITTED COMMENTS AT THE PUBLIC  
INFORMATIONAL MEETING, AUGUST 13, 1997**

All comments and response letters are in Appendix I.

Mr. Steve D. Chilton  
Chief Pilot  
Inter-Island Helicopters  
P. O. Box 156  
Hanapepe, Hawaii 96716

Mr. David Dias, Junior  
Bad Boys Cycles  
P. O. Box 1017  
Hanapepe, Hawaii 96716

Mr. Marty Hoffman  
West Side Activities  
P. O. Box 926  
Waimea, Hawaii 96796

Mr. Dennis Imamura  
Patrol Sergeant  
Kauai Police Department  
3060 Umi Street  
Lihue, Hawaii 96766

Mr. Kelly Johnston  
2490 Kipuka Street  
Koloa, Hawaii 96756

Mr. Gordon Kaaumoana  
P. O. Box 294  
Makaweli, Hawaii 96769

Ms. Annie K. Kanahale  
P. O. Box 262  
Makaweli, Hawaii 96769

Mr. Donald H. Kanahale  
P. O. Box 262  
Makaweli, Hawaii 96769

Mr. George K. Kanehele  
P. O. Box 262  
Makaweli, Hawaii 96769

Mr. Ioa K. Kanahale  
P. O. Box 294  
Makaweli, Hawaii 96769

Mr. Isaac A. Kanahale  
P. O. Box 225  
Makaweli, Hawaii 96769

Kay K. Kanahale  
P. O. Box 228  
Makaweli, Hawaii 96769

Ms. Kathy N. Kaohelaulii  
P. O. Box 208  
Makaweli, Hawaii 96769

Mr. David K. Sproat  
Kauai Fire Department  
4444 Rice Street, Suite 295  
Moikeha Building  
Lihue, Hawaii 96766

Mr. Fred Sumida  
Bad Boy Cycles  
P. O. Box 1017  
Hanapepe, Hawaii 96716

Corey Swartz  
2490 Kipuka Street  
Koloa, Hawaii 96756

10.2 LIST OF THOSE WHO SUBMITTED COMMENTS AFTER THE PUBLIC  
INFORMATIONAL MEETING

All comments and response letters are in Appendix I.

Dee M. Crowell, Director  
Planning Department  
County of Kauai  
Kapule Building  
4444 Rice Street, Suite 473  
Lihue, Hawaii 96766

Ms. Margaret Emerson  
P. O. Box 1025  
Kalaheo, Hawaii 96741

Mr. Dennis M. Esaki  
South Sea Helicopters, Inc.  
3901 Molulele Loop #32  
Lihue, Hawaii 96766

Ms. Naia Hill  
P. O. Box 597  
Hanapepe, Hawaii 96716

Ms. Sherry Hoe  
Executive Director  
The Kauai Humane Society  
P. O. Box 530  
Hanapepe, Hawaii 96716

Maryanne W. Kusaka  
Mayor  
County of Kauai  
4444 Rice Street, Suite 235  
Lihue, Hawaii 96766

Curtis & Bonnie Lofstedt  
Island Helicopters Kauai, Inc  
P. O. Box 831  
Lihue, Hawaii 96766

Bonnie Lofstedt  
Island Helicopters Kauai, Inc.  
P. O. Box 831  
Lihue, Hawaii 96766

Mr. Arnold L. Lum  
Native Hawaiian Legal Corporation  
1164 Bishop Street, Suite 1205  
Honolulu, Hawaii 96813

Mr. Bob McCaig  
2770 Milo Hae Loop  
Koloa, Hawaii 96756

Patsy T. Mink (Two letters received September 8, 1997 and October 7, 1997)  
Member of Congress  
P. O. Box 50124  
Honolulu, Hawaii 96850-4977

Mr. Edwin Q. P. Petteys  
Branch Manager  
Kauai District  
Division of Forestry and Wildlife  
Department of Land and Natural Resource  
3060 Eiwa Street, Room 306  
Lihue, Hawaii 96766-1875

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Ms. Judy Dalton  
Page 2

Port Allen Airport provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was shutdown. Therefore, the Department of Transportation, Airports Division (DOTA) will continue to maintain and operate Port Allen Airport. The proposed improvements will provide for aircraft maintenance facilities at the airport with room for modest expansion. With a full time attendant at Port Allen, we will be better able to work with the airport operators to maintain flight paths which will provide minimal noise disruption.

DOTA has recognized the value of the Port Allen Salt Ponds and transferred them to the Department of Land and Natural Resources. DOTA is committed to working with the Hui Hana Paakai o Hanapepe to develop a mitigation plan to further protect the salt pond from present airport operations. Additionally, all drainage from the airport will remain within the airport boundary. The Port Allen Airport is located mostly on ceded lands and as such a public use facility is a permitted use of ceded land.

The Hawaii State Helicopter System plan dated April 1989, recognized Port Allen Airport as a base for helicopter operations on Kauai, and within the System Plan is the Helicopter Master Plan for Port Allen Airport. It is our intention to develop a portion of that Master Plan to serve the present users of the airport.

The Salt Pond Beach Park, the Salt Pond Pans, and Port Allen Airport have coexisted for over 60 years and with proper controls I believe they can continue to coexist.

The purpose of the EA is to allow government to give systemic consideration to the environmental, social, and economic consequences of the proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community.

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99.0639

Ms. Judy Dalton  
Page 3

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak at (808) 838-8821 to clarify any further questions you may have.

Sincerely,

*Dawn O'Leary*  
for JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associate, Inc. (B. Ishii)

bc: AIR-K  
AIR-L  
AIR-PM

LB:nf

Mr. Cesar C. Portugal  
County Engineer  
Department of Public Works  
County of Kauai  
4444 Rice Street  
Moikeha Building, Suite 275  
Lihue, Hawaii 96766

Mr. Will Squyres  
Will Squyres Helicopter Tours  
P. O. Box 1770  
Lihue, Hawaii 96766

Kali Watson, Chairman  
Hawaiian Homes Commission  
Department of Hawaiian Home Land  
P. O. Box 1879  
Honolulu, Hawaii 96805

Michael D. Wilson, Chairperson  
Board of Land & Natural Resources  
P. O. Box 621  
Honolulu, Hawaii 96809

### 10.3 MINUTES OF THE PUBLIC INFORMATIONAL MEETING

The Public Informational Meeting was held on August 13, 1997 and was opened at approximately 7:00 p.m. at the Hanapepe Recreational Auditorium. Attached are the attendance sheets. Listed below are the five representatives from the Airports Division and their Consultant who attended the meeting.

- AIRPORTS DIVISION REPRESENTATIVES

Stan Sekimoto, Kauai Airports District Manager  
Tim Skinner, Assistant Kauai Airports District Manager  
Ben Schlapak, Head Planning Engineer  
Steve Takashima, Airport Planner

March 9, 1998

#### Testimony On The Proposed Hanapepe Burns Field Heliport Expansion

##### To Whom It May Concern:

On the evening of February 19, 1998, I attended a public meeting at Ele'ele school on Kaua'i regarding the proposed Salt Pond Heliport Expansion. I listened with interest as the various speakers expressed their heartfelt sentiments in their testimony on this proposal. I also took the opportunity to stand up and share my initial response to the proposed expansion as well. These past few weeks I've been mulling over some of the points that were brought up in that public forum and I would like to take this opportunity to share with you some new observations and ideas that have come to mind.

That night at Ele'ele school, I made note of the people who stood up to speak, whether they were for or against the proposal, and what their affiliation was. It seemed to me that by and large those who spoke in favor of the heliport expansion were in some way directly connected to the two helicopter companies who initiated the proposal. For the most part they were either people who work for or with the companies. These included pilots, mechanics, fire rescue personnel, grounds crew, and family members of these people. Whereas those who opposed the expansion represented a very wide cross section of people from all walks of life: business people, Native Hawaiians, people involved in the visitor industry, the Lihue helicopter tour companies, residents of Hanapepe, Hanapepe Heights, Ele'ele, other areas of the westside, the south shore, and from various locations around the island as well.

Over and over again this vast assortment of people spoke of their fears, misgivings, opposition, and down right outrage over the proposed Salt Pond heliport expansion. All of their testimony was documented by a stenographer and should be on record, so I don't need to reiterate the many points of concern that were brought up. Suffice it to say that I hope you will pay attention to these dissenting voices and not brush them off as insignificant, for they truly are not. In fact I believe that you will find that they are only the tip of the iceberg of a very large portion of the population of this island who will end up being extremely bitter and frustrated if the state insists on forging ahead with this ill conceived, divisive and destructive plan. During these past few weeks since the Ele'ele school meeting, I have brought up the topic of the heliport expansion to an assortment of people that I have come in contact with (residents and visitors alike), to get their take on the proposal, and I can tell you that the common response that I heard over and over again was adamant opposition to the plan and disbelief that the State would even consider such a proposal.

If there is a problem that needs to be solved it seems to me that the State like anyone else would probably prefer to solve it in the easiest way possible, with the least amount of negative fallout, and the least amount of money spent. Especially in these lean economic times, that last factor I'm sure is of constant concern.

So with that in mind, I ask that you read and consider the following ideas and suggestions and see if there might not be an easier less costly solution to this controversy that may ultimately provide more of a win/win result now and into the future for all concerned.

One of the main reasons given for the plan is the need to improve Inter Island Helicopter's emergency and rescue response capabilities. If this is truly a legitimate concern, then I would ask that you explore the suggestion that was offered by a number of the speakers at Ele'ele School. Namely to relocate the heliport facility to an area adjacent to PMRF and establish a symbiotic working relationship with the base that would allow Inter Island Helicopters to enjoy some of the existing benefits and facilities already in place at the base. Such as: a secure facility, air traffic control, and Crash, Fire and Rescue personnel and paramedics near at hand for emergency rescues, or in case the helicopter itself runs into difficulty and needs assistance.

The Green Harvest program that Inter Island Helicopters participates in, also seems like it would be well served being on or near a federal facility such as PMRF. In addition this location would alleviate the problem of over flights in residential areas, as the helicopters could take off and fly directly over cane fields to access Waimea Canyon and points beyond. This location would also position the helicopter tour companies ideally for the proposed future development of the west side into more of a visitor destination by the Kikiania Land Co. and Gay and Robinson Inc., as well as access to the current volume of visitors who drive on a daily basis out to see Pulihaile and Koke'e state parks. From this site they could continue to be a draw to bring visitors to the west side and do their part to contribute to the economic revitalization of this area as they have stated is their intent.

It was also brought up at the meeting that this type of symbiotic relationship between a military base and a commercial airport facility is not unheard of, and in fact, functions quite well on Oahu where it is currently in place. For all intents and purposes this alternative concept seems to alleviate a lot of the concerns voiced at the meeting, as well as add a number of extra benefits that are not available or possible at the proposed Salt Pond Heliport expansion site. I therefore urge you to seriously investigate the viability of this suggestion before going any farther with the Salt Pond Heliport expansion proposal.

The next and very real issue is concern over the possible damage, degradation, and ultimate destruction of an incredibly unique and remarkable archaeological and geological site, namely the Salt Pans adjacent to the proposed Heliport expansion site. This is no small matter and should not be casually written off as was the case in the report prepared by Edward K. Noda & Associates of Honolulu, in which it was stated that no environmental impact statement is necessary for the project to go ahead, and that the project should have no significant impact on the environment. I don't know what data they used to come to that conclusion, but I can tell you from very real first hand experience, that there is indeed a significant negative environmental impact on the area as a result of the helicopter's presence. This is not something that the casual observer would be aware of, especially if they are only driving through the area; but if, like myself, you spend extended time in the area on foot, you are all too aware of the negative impact.

Let me explain... I like to jog in the mornings. And the circuit created by Ka'alani, Kuikolo, Lele, and Lokokai roads lends itself to being an ideal area to run around. It is visually appealing, peaceful, and for the most part pleasant, except when there is a helicopter on the ground in between tours, idling its engines as it loads and unloads its passengers. Then if one happens to have the misfortune of running down wind of the prevailing tradewinds on Ka'alani and Kuikolo roads at that particular time, one is subjected to the reality of vast quantities of helicopter exhaust in ones' lungs as it wafts along the ground down the road and over the Salt Pan area. This can be an extremely unpleasant and literally nauseating experience. Although I don't know all the chemical components that are contained in helicopter fuel exhaust, I bet I wouldn't be too far off in assuming that they are probably quite toxic and should not be allowed to waft over and settle on an area that produces a food product for human consumption. I also would like to point out that this present negative impact exists with the current two helicopter companies and their two or three helicopters that fly out of the Salt Pond area at this time. If hangers and pads are built to accommodate four or more companies and their multiple helicopters, as well as other light aircraft; what then of this question of vastly increased levels of toxic exhaust and its residue in the Salt Pans? Will it be a case of "OOFS!" sorry, we forgot to factor that into the equation and now it's too late?

-What a shame that this unique cultural site (THE ONLY ONE OF ITS KIND IN THE STATE), has been rendered unusable; but we can't help that now. We've spent all this money on the new heliport facility, and we're afraid there is nothing that can be done." What a sad state of affairs, but you can almost see the writing on the wall, that this scenario will unfold in some form or another if this heliport expansion proposal is put through.

Lynn Becones, Airport Planner

- **CONSULTANT**

Jim Dittmar, Edward K. Noda and Associates, Inc.

The meeting was opened by Ms. Juliet Aiu, Commissioner of Transportation. Mr. Ben Schlapak gave his comments on the history of planning at the Port Allen Airport. Mr. Schlapak emphasized that Port Allen Airport was an active airport, and that DOT plans to maintain it as an active airport. While DOTA did put aside the proposed Master Plan for Port Allen in 1990, DOTA has now receiving requests from existing operators, other governmental agencies, and the public, supporting the development for a moderate program for the Airport.

The Consultant explained the EA process and stated that this meeting is to gather public input for the proposed project. It was pointed out that there are two airport operators, Interisland Helicopters and Bali Hai Helicopters who are now using the airport for operations, but are forced to do maintenance off airport due to lack of facilities. It is DOTA's position that those off airport operations belong on the airport for community safety and, in particular, for those helicopters operations which involve search and rescue.

- **SUMMARY OF ISSUES**

The general mood of the people attending the meeting ranged from endorsement of the proposed project to cautious concern. Listed below are the comments from the participants and replies from Mr. Schlapak:

1. **Level of development proposed by DOTA.**

Reply - The improvements proposed are up to four helicopter hanger pads (the hangers are to be built by the helicopter operators) and aprons, two fixed wing aircraft tiedowns, a parking lot for approximately 12 cars, comfort station, and a DOTA maintenance building. If additional improvements are proposed in the future, DOTA will undertake additional planning and environmental documentation..

2. **It was requested that the new noise curves show the noise over residential areas and the Salt Pond.**

Reply - The EA will show the noise curves.



The Traditional Hale Construction Class could be the vehicle which produces the pili grass thatched hālau that could house other classes and activities. Students of all ages would learn the ancient skills and techniques of hale construction and the fruits of their labors would then live on to add one more structure to the growing and developing cultural center. The children of the west side of Kaua'i, and most especially the children of Hanapepe would have a focus, a rallying point of exciting and inspiring activities to engage in and projects to do. Projects that instill an enduring sense of cultural pride, accomplishment, and self sufficiency. That fact alone should inspire the powers that be to support and nurture this vision. For as we all know only too well, our future lies in these children. And I'm afraid so far, we haven't given them much to work with. Perhaps it is finally the time to change that.

As Waimea is making a name for itself as the place to go on Kaua'i to learn and experience the old sugar cane plantation lifestyle, Hanapepe Salt Pond could with a little effort and vision establish itself as the place to go on Kaua'i to learn and experience the ancient Hawaiian culture. I can tell you that many is the time that visitors come up to me and ask, "Where can we see REAL hula, not the luau variety?" or, "Where can we see people engaged in ancient Hawaiian cultural activities?" It seems to me that the visitors to Kaua'i are starved for and curious about these things, and unless they are fortunate enough to have their trip coincide with the Mokihana Festival or the Aloha Week Festival, they are pretty much out of luck.

Visitors would be enthralled if this vision were ever to become reality. They would come from around the island to see and experience the wonders and wisdom of Salt Pond and the ancient Hawaiian ways. You could even have night time activities such as star watches with apprentice non instrument wayfinding sailing canoe navigators teaching the Hawaiian star names, and patterns, and ancient wayfinding techniques. The lack of street lights in the Burns Field area makes the site ideal for such activities. There's so much, so much that could be offered, the possibilities are endless.

I think it is a given that these kinds of activities and this kind of place would be warmly and enthusiastically embraced by the type of visitor that seems to be drawn to Kaua'i. I truly believe that if this vision were made a reality, it would bring economic revitalization to the Hanapepe area of a proportion many times over what expanding the heliport at Burns Field could ever provide. And the nice thing that comes along with it is the knowledge that a unique culturally significant area was restored, revitalized, and respected for the incredible treasure that it is. Have you ever seen the look on outer islanders' faces when they are lucky enough to be given some Hanapepe Salt Pond salt?.....It's like they've just received a little package of gold... for medicine, for cooking, coveted, sought after, revered... How can we possibly be considering any kind of a project that would have even the slightest chance of damaging this incredible place?

Māhalo for your time and patience in hearing my testimony on the Hanapepe Salt Pond /Burns Field Heliport Expansion Proposal.

Aloha,

Dawn M. Traina  
P.O. Box 654  
Hanapepe, HI 96716  
Ph: (808) 335 3993

This proposal totally ignores the very real fragility of the Salt Pans. This extremely unique, one of a kind cultural, historical, and archaeological treasure is on the verge of being lost forever as a result of short sighted planning and vision. Please allow me to take this opportunity to share with you a slightly different vision. One that would finally recognize the incredible treasure that the Salt Pan area is, and encourage the blossoming of the potential that it holds: educationally, economically, and culturally for the residents of the Westside in particular, and the people of Kaua'i as a whole. So with that in mind, let us project into the future a "What if..." scenario.

What if... there were no more helicopters at Salt Pond. What if they were somehow relocated to an area that was more ideally suited to their needs, providing them better access to already existing safer facilities, while mitigating community concerns and opposition... Then what do you do with Burns Field and the Salt Pan area? It's empty now... Do you wait for the next entrepreneur developer to come along with their latest idea for development and have to rally community opposition once more if the new proposal is deemed inappropriate for the area? Or do you finally take a good long hard look at the area and assess all of its inherently unique aspects and see what can be done in communion with those unique qualities to bring about greater good for the community as well as nurturing and protecting the area itself.

What if we actually did that? What would we see? ... When I look at that area, I see a place that holds incredible potential. With the Salt Pans at its center, I see a vibrant thriving open air ancient Hawaiian cultural center. I see the drainage problem fixed so the Salt Pans can be in use for as much of the year as possible. I see the families that have gathered salt for generations, continuing to do so without having to deal with the constant threat of encroachment and adversity. Instead they would enjoy an abundance of community support and encouragement for their efforts to perpetuate and continue this time honored tradition. There could be a boardwalk out into the Salt Pan area to facilitate interpretive educational presentations and demonstrations. As I turn around and look at the Burns Field area and surrounding coastline the vision expands... I see tidal pool walks. I see a he'au site restored. Research done into the archaeological sites of the area with as many of them reclaimed and restored as possible. The ongoing process of doing this could be an educational tool in itself. The process will provide as much educational value as the finished project.

I see Hawaiian style pili grass thatched roof hālau housing a wealth of cultural activities. Things like fishnet weaving with a demonstration of the throw net fishing technique on the nearby shore, bone fishhook carving, lauhala and coconut frond weaving, showing the many useful items that were made from these materials. There could be a hālau for tapa cloth making and sennet cord twining. One could be used by a resident hula hālau to practice, learn, and demonstrate their chants and dances, as well as a place to make hula implements and leis of flowers, seeds, and Ni'ihau shells. The carving of a traditional Hawaiian canoe from a Koa log could be an ongoing educational project in another hālau.... Which brings to mind another idea....There are other Hawaiian cultural educational groups already in existence on this island. Names that come to mind are Kalai Wa'a o Kaua'i, Hawaiian studies projects at KCC, and another group of particular interest called Taro Technics & Associates that lists themselves as being a group of educators offering courses through the Native Hawaiian Community Based Education Learning Center made possible by funding through a federal grant from the Native Hawaiian Education Act. This group most recently sent out course listings through KCC's Continuing Education Program with such course offerings as Canoe Construction and Traditional Hale Construction according to the course description catalogue. These classes are currently being offered in various sites around the island. Wouldn't it be nice to join forces with these groups and have the Hanapepe Salt Pond Cultural Center be the permanent home for these exciting and dynamic educational activities to take place.

3. The EA should show the flight paths of the helicopters and fixed wing airplanes.

Reply - The EA will show the flight paths.

4. Concern was raised about military helicopters flying over the beach areas, the Salt Ponds and the residential areas around Port Allen.

Reply - DOTA will attempt to address these areas within the EA. However, the military has a defense mission to follow.

Later in the meeting, a U.S. Navy helicopter pilot stated that he had landed twice at Port Allen in the last two years. Once to evacuate a scuba diver with the bends for transportation to Oahu, and the second time for training. However, depending upon their mission, the Navy tries to avoid sensitive areas.

5. How many helicopter operators would there be at Port Allen.

Reply - There are two existing operators who have expressed an interest in building facilities, Interisland Helicopters and Bali Hai. With the four hanger pads, there is room for four operators maximum or a minimum of two.

6. Concern was raised over the location of the hangers and fuel storage.

Reply - All facilities will be located and designed in accordance with FAA Design Criteria.

7. Concern was raised about gliders operating at the airfield due to an earlier issue concerning an tow cable being dragged over the airfield and adjacent area.

Reply - As a public airport, Port Allen Airport is opened to all airfield users. At this time, there are no request for glider operators facilities at the airport. However, if there are requests, it will be addressed based upon availability of space and safety of operations.

8. Is Port Allen Ceded Land?

Reply - The majority of land at Port Allen is ceded land except for some lands which were kuleanas. It is also understood there are Hawaiian Burials on or near the



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 ROBERTS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96813-1800

October 6, 1999

KAUAI/ALAEWA  
DIRECTOR  
DEPUTY DIRECTORS  
BRUCE K. UHAIKI  
CLEMENS DOMOTO

WE REPLY REFER TO  
AIR-P  
99.0640

Ms. Dawn M. Traina  
Page 2

AIR-P  
99.0640

patterns would have to be voluntary on the part of the aircraft operators. DOTA is open to any joint use of the Port Allen Peninsula which would not restrict the airfield usage and which is airport related.

As a result of concerns at the public hearing, an additional Noise Study was conducted at Port Allen. The Study showed that at the Salt Pan and the Salt Pond Park, the helicopter noise was within background noise levels. This Study will be included in the Final EA.

Port Allen is the oldest airport on Kauai and continues to provide a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was shutdown. Therefore, DOTA will continue to maintain and operate Port Allen Airport for the public good.

The Pacific Missile Range Facility, Barking Sands airfield, is a military facility. At this time, we do not know of any plans to allow for joint military/civilian usage of that facility. However, if the facility becomes available for joint usage, we would certainly evaluate the future of Port Allen Airport.

In closing, the purpose of the proposed improvements is to provide airport facilities for helicopters currently operating at Port Allen. The facilities are modest in nature and are in accordance with the current level of operations at Port Allen.

I appreciate the time you took to express your concerns on the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808)838-8821 to clarify any questions you may have.

Sincerely,

for JERRY M. MATSUDA, P.E.  
Airports Administration

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K  
AIR-L  
AIR-PM

LB:nf

Ms. Dawn M. Traina  
P. O. Box 654  
Hanapepe, Hawaii 97816

Dear Ms. Traina:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your letter regarding the proposed improvements at Port Allen Airport. Our responses to your comments are listed below:

The purpose of an Environmental Assessment (EA) is to allow government to give systemic consideration to the environmental, social, and economic consequences of the proposed improvement projects before granting permits that allow construction to begin. This process assures the public the right to participate in the planning process that may affect the community.

In consideration of the proposed improvements, the Department of Transportation, Airports Division (DOTA) was concerned about insuring that the cultural aspects of Port Allen were retained. Therefore, DOTA undertook an Archeological, Historical and Cultural survey of Port Allen Airport and its environs. Additionally, DOTA undertook the transfer of the land comprising the salt making activities of the Salt Ponds to the Department of Land and Natural Resources. We are also meeting with the Hui Hana Paakai o Hanapepe to develop mitigation measures for the current and future airport aircraft operations at Port Allen. Continued public access will be maintained for the Port Allen Peninsula.

With the proposed improvements DOTA will, to the extent possible, request that the operators at the airport develop flight patterns which would avoid noise sensitive areas, including the Salt Ponds and the Park. It is understood that any such flight

kuleanas at the airfield. The ceded land issue will be addressed in the EA. An archaeological study will be completed and the families of the former kuleanas will be contacted for information concerning the burials and their proper designations.

9. A Fire Chief<sup>7</sup> supported the proposed facilities at Port Allen since it will make their Search and Rescue Operations safer.

Reply - The type of helicopter operations will be discussed in the EA.

10. The Division of Forestry and Wildlife supports the proposed facilities at Port Allen since it will be more convenient and safer for their operations on West Kauai.

Reply - The type of helicopter operations at Port Allen will be discussed in the EA.

11. Growth and revenue are needed for West Kauai.

Reply - The proposed project at Port Allen will support modest growth for the airport.

12. Will the proposed hangers be landscaped?

Reply - The EA will require landscaping of the hangers in order to minimize visual impacts.

13. Will the traffic projections for Port Allen after the improvements be included in the EA?

Reply - The traffic projections will be included in the EA.

14. Will the draft EA be circulated?

Reply - The availability of the draft EA will be in the Office of Environmental Quality Control bulletin. Additionally, DOTA will put the draft EA in the Kauai libraries and will mail draft EA to anyone requesting a copy.

---

<sup>7</sup> The Fire Chief was not speaking on behalf of the County of Kauai's position on this project as stated in their letters dated August 29, 1997 and November 18, 1997.

**Travcomm Avionics**  
PO Box 156(1-3410 Kaunualii Hwy)  
Hanapepe, Kauai, HI 96716  
PH/FAX (808) 335-3527  
FAA CRS TVJR197L  
Mar. 9, 1998

Mr. Jerry Matsuda, P.E.  
Airports Administrator  
Dept. of Transportation, Airports Division  
Honolulu International Airport  
400 Rodgers Blvd., Suite 700  
Honolulu, HI 96819-1880

Dear Mr. Matsuda:

I endorse the proposed improvements to Port Allen Airport, Kauai.

I am the Manager of Travcomm Avionics. This is a FAA certified Repair Facility located in Hanapepe. Our business is unique in that it is the only one of its kind on this island and one of only a few in the entire State of Hawaii. We would gladly welcome the opportunity to relocate to Burns Airfield and set up shop in Inter Island Helicopters proposed Hangar.

Travcomm has over the past seven years installed and maintained all of the specialized radio and electrical equipment used in the two Search and Rescue helicopters now hangared at the old ANFAC sawmill site. At the same time we have provided our services to the Aviation companies on this Island in addition to the other Islands. A facility located at an airport site would allow us to broaden our scope of services offered to include "Fly-in" support from all over the State similar to what is offered by the small shops ringing the airfield in Honolulu.

I feel bringing in this Aviation orientated business to the depressed Westside of Kauai could only be a step forward in the attempt to bring economic relief to this area. With PAMRF slowly turning to civilian status we would be ideally positioned to offer our services there in a much larger capacity.

On the way to the Town Meeting in Elelele recently concerning this proposal I was coming from Lihue Airport and was given the chance to look at the new Gulfstream GV just landed nonstop from JFK in New York on the way for a World Premiere in Singapore. Having chosen Kauai for the refuel stop was a chance for a quick peek at the 21st Century technology around the corner. I then proceeded to Hanapepe to check my mail and proceed to the meeting and on the way passed the owner of the last family owned

hardware business in Hanapepe town preparing for a going out of business sale the following day. What a difference 17 miles West of Lihue can make.

Sincerely,



Douglas Daruka  
Mgr. Travcomm Avionics

15. Will there be further review of the proposed improvements?

Reply - DOTA will have to request an Shoreline Management Area (SMA) Permit from the County of Kauai, since Port Allen is within the SMA.

16. Are there any plans for concessions for selling goods at Port Allen?

Reply - No other concessions are planned at this time. The helicopter operators may sell goods directly connected with their business, i.e. t-shirts.

17. What environmental studies are planned?

Reply - Flora and fauna studies, aircraft noise studies and archaeological studies will be completed and included in the EA.

18. Is this proposed development of some bigger development?

Reply - DOTA is trying to keep the development minimal in order to blend into the community. The runway is not long enough to allow for any development except general aviation. The County of Kauai can control the development at Port Allen through the SMA permit.

19. Will the County General Plan be taken into account?

Reply - Yes.

20. When will the draft EA be available?

Reply - Will have the draft EA completed within three to six months.

BENJAMIN J. CAYRELAND  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BLVD., SUITE 700  
HONOLULU, HAWAII 96819-1880

MAZUMBA LINDA  
DIRECTOR  
DEPUTY DIRECTOR  
BRIAN K. LIMAU  
CLEWELL DOUGLIS

IN REPLY REFER TO:  
AIR - P  
99 - 0593

September 27, 1999

Mr. Douglas Daruka  
Manager  
Travcomm Avionics  
P. O. Box 156  
Hanapepe, Hawaii 96716

Dear Mr. Daruka:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

JERRY M. MATSUDA, P. E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B.Ishii)

bc: AIR-K; -L; -PM

LB:mf

February 23, 1998

Mr. Jerry Matsuda, P.E.  
Airport Administrator  
State of Hawaii, Department of Transportation  
Airports Division  
400 Rodgers Blvd., Suite 700  
Honolulu, HI 96819-1880

Sir:

We the undersigned are residence of Kauai and are in favor of Improvements planned for Port Allen Airfield.

signature	print name
	Ronald L. Vickorino Sr.
	GEORGE MATSUDA
	MABEL M. CASTILLO
	Colleen C. Louis
	Linda Inoué
	Anne Sasaki
	Ronald L. Vickorino Jr.

10.4 LIST OF AGENCIES, ORGANIZATIONS AND INDIVIDUALS COMMENTING  
DURING PUBLIC HEARING AND ON THE 1999 DRAFT ENVIRONMENTAL  
ASSESSMENT

The comment letters and responses to the comments and the Public Hearing minutes are included in Appendix J.

**State Agencies**

Department of Hawaiian Home Lands  
Department of Land and Natural Resources, Division of Forestry and Wildlife  
Department of Land and Natural Resources, State Historic Preservation Division  
Office of Environmental Quality Control  
Office of Hawaiian Affairs

**Federal Agencies**

Federal Aviation Administration, Western-Pacific Region, Honolulu Flight Standards  
Office

**County Agencies**

Department of Public Works  
Planning Department

**Private individuals and organizations**

Rizal Antonio  
Myron Arakaki  
Richard Arakaki

Andrea Cronrod

Fran and David Dias, Jr.  
Sam Dias  
Linda Anne M. Donley

Frances N. Fraizer



STANDARD LETTERING  
800-252-2

HAU MAIWAHA  
DIRECTOR  
DEPUTY DIRECTORS  
BRANKI LUKALU  
CLEWELL ODOMOTO

  
STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

PERNY REFER TO:  
AIR-P  
99-0593

September 27, 1999

Mr. Ronald L. Victorino, Sr.  
Mr. George Matsuda  
Mr. M.M. Castillo  
Ms. Colleen C. Louis  
Ms. Linda Inouye  
Ms. Anna Souza  
Mr. Ronald L. Victorino, Jr.

Dear Sir/Madam:

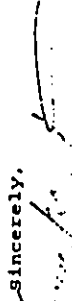
Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AR2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B.Ishii)

bc: AIR-K; -L; -PM

Hoana Like Au, Ke Ala Akua  
Working Together to Provide Courtesy of Aloha

PORT ALLEN AIRPORT  
DRAFT ENVIRONMENTAL ASSESSMENT  
PUBLIC HEARING COMMENTS

NAME: JACKSONTORIG, INC.  
DEA WONG'S RESTAURANT AND DIMOIDE DELI  
P.O. BOX 429  
HANAPEPE, HI 96718  
DATE

COMPANY/ORGANIZATION

ADDRESS

CITY STATE ZIP CODE

COMMENTS/REQUEST:

I AM IN FAVOR OF MINOR IMPROVEMENTS  
AT QUANS FIELD TO ACCOMMODATE  
INTRA-ISLAND HELICOPTERS.

London N.Y. 2-20-98

Please send to: Mr. Jerry M. Matsuda, P.E., Airports Administrator  
State of Hawaii, Department of Transportation, Airports Division  
Honolulu International Airport  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.

Elsie T. Godbey  
Thomas N. Godbey

Dorothea Hayashi  
Greg Hirano  
Steven Hirano  
Marty Hoffman, West Side Activities  
Nolan Holi  
Wilma Holi  
Artis Hopman

Ralph Ishikawa, Flowers West

Linda Kaiekapu, Western Motors Service, Inc.  
Annie K. Kanahele  
Bernard O. Kanahele  
Diane H. Kanahele  
Donald H. Kanahele  
George Kanahele  
Carol T. Kanna  
Peggy W. Kaohelaulii, Kekaha Niihau School  
Robert King and Stanley Buduan  
Fred Jager, Koloa Community Association  
Sylvia A. Koshi, U.S. Postal Service

Ann Leighton  
David H. Leopold  
Bonnie Lofstedt, Island Helicopters Kauai, Inc.  
Arnold Lum, Native Hawaiian Legal Corporation

Feli Macadangdang  
Emily L. McCaig  
Robert B. McCaig  
Delphin Mills

Judith Naumu-Stewart  
Lily Ng  
Edward T. Nonaka  
Samuel Nowden

STUWART J. CATELINO  
DEPT. P.O.



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 ROGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96813-1800

KUJUHAIWAENA  
DIRECTOR  
DEPUTY DIRECTORS  
BRUCE K. JARVIS  
GLENN H. OKAMOTO

IN REPLY REFER TO:  
AIR-P  
99-0593

September 27, 1999

Mr. Jackson Wong  
Wongs Restaurant and Omoide Deli  
P. O. Box 129  
Hanapepe, Hawaii 96716

Dear Mr. Wong:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B.Ishii)

bc: AIR-K; -L; -PM

LB:nf

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

Carl R. Oliver  
Kaleki L. Oliver  
Sylvia Oliver

Margy Parker, Margy Parker and Associates  
Leah K. Pereira, Beneficiary of Prince Kuhio's Trust

Robbie A. Reneau

Clayton Sakahashi  
Judy Dalton, Sierra Club

Dawn M. Traina  
Travcomm Avionics

Ronald L. Victorino, Sr., George Matsuda, Marla M. Castillo, Colleen Louis, Linda Inouye,  
Anna Souza, Ronald L. Victorino, Jr.

Jackson Wong, DBA Wongs Restaurant and Omoide Deli

**APPENDIX A**

**PRE-CONSULTATION COMMENTS**



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

EkNA



KAZU HAYASHIDA  
DIRECTOR  
DEPUTY DIRECTORS  
EDWARD K. NODA  
GLENN M. OROSMO

To All Concerned  
Page 2

AIR-P  
00.0347

- Public and employee parking.
- Associated infrastructure improvements.

Your comments and other public comments which were received during the preparation of the previous EA for the project will be included in the new Draft EA. Please submit any additional comments to the following address by July 21, 2000.

Mr. Jerry M. Matsuda, P.E.  
Airports Administrator  
State of Hawaii  
Department of Transportation  
Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Please contact Lynn Becones, Planner, at (808) 838-8811 to clarify any questions you may have.

c: Edward K. Noda and Associates, Inc. (B. Ishii)

BY REPLY REFER TO:

AIR-P  
00.0347

RECEIVED  
JUL 14 2000

EDWARD K. NODA & ASSOC., INC.

TO: ALL CONCERNED

FROM: JERRY M. MATSUDA, P.E.  
AIRPORTS ADMINISTRATOR

SUBJECT: PRECONSULTATION FOR ENVIRONMENTAL ASSESSMENT ON IMPROVEMENTS AT PORT ALLEN AIRPORT  
KOLOA DISTRICT, KAUAI  
TAX MAP KEY NO. 1-8-08-1  
STATE PROJECT NO. AK2010-01

*Jerry M. Matsuda*

Pursuant to the Court Order dated May 11, 2000, the Department of Transportation, Airports Division (DOTA) will prepare a new Draft Environmental Assessment (EA) for the proposed improvements at Port Allen Airport. The proposed improvements have not changed from the previous EA (October 1999). However, the court has stated that the DOTA needs to include an analysis of the relocation of helicopter operations from the Port Allen Airport to Lihue Airport.

The EA will focus on the following proposed improvements at the airfield:

- Construction of four lease lots for hangars and accompanying aprons for helicopter operations with an associated paved roadway.
- Two fixed wing tie-down areas with an associated taxi-lane.
- Public comfort station and DOT maintenance shed.

1827  
FAX (808) 594-1865



PHONE (808) 594-1868

Mr. Jerry Matsuda, P.E.  
July 20, 2000  
Page 2

STATE OF HAWAII  
OFFICE OF HAWAIIAN AFFAIRS  
711 KAPUOLANI BOULEVARD, SUITE 500  
HONOLULU, HAWAII 96813

July 20, 2000

Mr. Jerry M. Matsuda, P.E.  
Airports Administrator  
Department of Transportation  
Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819

EIS# 140

Subject: Pre-Consultation for Environmental Assessment on Improvements at  
Port Allen Airport; Koloa District, Kauai  
TRM: 1-8-08:1  
State Project No. AK2010-01

Dear Mr. Matsuda,

Thank you for your notification letter dated July 6, 2000 regarding the new Draft Environmental Assessment (EA) for the proposed improvements at Port Allen Airport.

The Office of Hawaiian Affairs (OHA) is disappointed that there will be no changes to the proposed improvements from the previous EA dated October, 1999. To say that what is proposed is an "improvement" is relative, as many of our beneficiaries would not agree. We are hopeful that since there will be an analysis of the relocation of helicopter operations from the Port Allen Airport to Lihue Airport, that it will take into consideration the comments made by this office on March 5, 1998 and October 12, 1999.

The Office of Hawaiian Affairs is truly concerned with restricted access to nearby salt ponds and shoreline because of added public safety measures. OHA is aware of the presence of a fence and a gate which currently preclude access to the shoreline. OHA wonders if such a fence was built with full knowledge of the local community following the required permit process. Overall, OHA urges the applicant to address the issues of: 1) access and customary and traditional gathering rights of Native Hawaiians (mandated by Act 50 (HB2895 HD1) signed into law by Governor Cayetano on April 26, 2000), and 2) potential adverse effects of helicopter operations on salt pond activities. Specifically, OHA wants to know: 1) What are the adverse impact of fuel pollutants on air quality, soils, vegetation, salt ponds, and coastal waters? and 2) How the applicant plans to manage these adverse impacts.

The Advisory Council on Historic Preservation implemented new rules on June 17, 1999. The amended rules call for a much broader consultation process when projects may have an effect on properties included or eligible for inclusion on the National Register of Historic Places. The Hanapepe Salt Pans qualify as historic sites which are eligible for, if not already, included on the National Register. The new rules also require that you consult with the Office of Hawaiian Affairs when projects may affect historic properties. Specifically, section 800.2(c)(3) states that "the Act requires the Agency Official to consult with any...Native Hawaiian organization that attaches religious and cultural significance to historic properties that may be affected by an undertaking." The National Historic Preservation Act at Section 301 defines Native Hawaiian organizations to include the Office of Hawaiian Affairs. OHA will also be in consultation with our beneficiaries regarding the mitigation process the DOTA is supposed to initiate with Hui Hana Pa'akai o Hanapepe.

In closing, the Office of Hawaiian Affairs looks forward to receiving the new draft environmental assessment when it becomes available. We also anticipate a written response to the concerns addressed in this letter and an opportunity to start the consultation process.

Sincerely,

*Colin C. Kippen, Jr.*

Colin C. Kippen, Jr.  
Deputy Administrator

cc: Board of Trustees  
Kauai CAC  
OEQC  
File



# NATIVE HAWAIIAN LEGAL CORPORATION

864 Bishop Street, Suite 1205 • Honolulu, Hawaii 96813 • Phone: (808) 521-2102 • Fax: (808) 517-4263

YEARS OF  
SERVICE TO  
THE COMMUNITY  
1974-1999

July 12, 2000

Jerry M. Matsuda, P.E.  
Airports Administrator  
State of Hawaii  
Department of Transportation  
Airports Division  
400 Rodgers Blvd., Suite 700  
Honolulu, Hawaii 96819-1880

RE: Preconsultation Comments Concerning the Improvements  
Proposed for Port Allen Airport, State Project No. AK2010-01

Dear Mr. Matsuda:

On behalf of Wilma H. Holi, I offer these comments concerning the improvements proposed for Port Allen Airport. In addition to an analysis of the alternative of relocating tour helicopter operations from Burns Field to Lihue Airport, the republished draft environmental assessment ("EA") should specifically address the following issues:

1. FAA Order 5190.6A (10/02/89) states, at page 19, that "[a]n airport owner for certain justifiable environmental reasons may designate a certain airport in a multiple airport system under the same ownership and serving the same community for use by a particular class or classes of aircraft." Please explain why, in light of the foregoing, the DOT's Airports Division contends tour helicopter operations cannot be relocated from Burns Field to Lihue Airport.
2. The previous EA did not include a hydrological analysis of the aquifer underlying the project site. Because the wells from which water is drawn for salt making at the Hanapepe Salt Pans are groundwater-fed, the draft EA should include a hydrological analysis of the aquifer underlying the salt pans and project site. If there is evidence of groundwater exchange between the two areas, then the draft EA should also examine the environmental impact, if any, of aviation fuel spillage on the groundwater aquifer underlying the project site, including a geotechnical analysis to determine the potential of groundwater contamination from a fuel spill.

Comments made possible with maps provided from the Office of Hawaiian Affairs

Jerry M. Matsuda, P.E.  
July 12, 2000

Page 2

3. At the Kaval County Planning Commission's June 27, 2000 contested case hearing on the DOT's application for a Special Management Area Permit, Ben Schlapak stated that an analysis of the impact of the 8,000 gallon above-ground fuel storage tank that Inter-Island Helicopters will use to refuel its helicopter was not included in the previous EA. Mr. Schlapak also disclosed to the commission that DOT anticipates authorizing the installation of a second above-ground fuel storage tank with a capacity of no more than 10,000 gallons. In light of the foregoing, please include in the draft EA an analysis of the environmental impact, if any, of the two fuel storage tanks.

4. Finally, the draft EA should disclose the actual number of tour helicopter takeoffs and landings at Burns Field, as well as the identity of the tour operators. The previous EA did not contain such data.

Thank you for the opportunity to submit these comments on behalf of Ms. Holi.

Very truly yours,

Arnold L. Lum  
Staff Attorney

cc: Wilma Holi  
ALL/CO  
Matsuda comments 7/12/00



U.S. Department  
of Transportation  
Federal Aviation  
Administration

November 8, 1990

FAXED AND REGULAR MAIL

Mr. Owen Miyamoto  
Department of Transportation  
Airports Division  
Honolulu International Airport  
Honolulu, HI 96819

Dear Mr. Miyamoto:

The draft regulations submitted by the State are similar to those adopted last spring. Several of the amendments obviously are intended to avoid direct regulation of subject areas for which regulation has been preempted by the Federal Government under the Supremacy Clause. We believe that this attempt is partially unsuccessful, insofar as the draft rules would intentionally influence the conduct of FAA-certificated air carriers in areas preempted by Federal regulations.

As a general principle, we consider any state regulation to be preempted, and therefore unenforceable, if it would have the effect of directly or indirectly regulating the conduct of airmen or certificated enterprises in the following areas (among others):

The operation of aircraft, including route of flight and altitude.

The exercise of the privileges of an FAA certificate, such as a certificate granted under Part 121 or Part 135 of the FAR's.

The manufacture, maintenance, repair, and marking of aircraft.

Clearly, the state government has certain police powers over the conduct of business activity in the state. In addition, the Government of Hawaii is operator of a number of airports, and as such enjoys a degree of authority separate from its police power to regulate aircraft activity at those airports. However, the state cannot exercise its limited authority as airport operator to achieve the general, state-wide purposes of its police power.

The issue of preemption primarily turns on whether the state has acted to regulate in an area in which it has authority, and second, if it has, if the sanctions for violation of an otherwise authorized regulation would have an impact that effectively regulates in a preempted area.

Western Pacific Region

P.O. Box 97007  
Worldwide Postal Center  
Los Angeles, CA 90009

TO: Mr. Owen Miyamoto  
Department of Transportation

2.

A unique factor in the assessment of Hawaii's authority to regulate is the unusual extent of its control over the state's airports. Several states operate one or more airports, but most airports are owned and operated by local government or privately. In contrast, it is our understanding that Hawaii controls and operates virtually all of the airports in the state suitable for the air tour business. As a result, the exercise of an airport proprietor's right to regulate the use of an airport, which would have only a local effect in another state, could have statewide effect in Hawaii.

In consideration of the above, we have the following comments on the specific provisions of the draft regulations:

1. In Section 19-34-2, the amendment makes clear that the permit is required only for operation at state-controlled airports. We concur with this change. We continue to believe that the state has the authority to impose a permit requirement as a regulation of business.

2. The amendments to Section 19-34-03 do not significantly change the fee requirement, which in itself is not objectionable.

3. In that the requirement for a permit is not preempted, the requirement to file an application is not in itself a problem. However, the specific information requested raises certain questions about the state's intention for the use of the information. The introductory paragraph refers to "contractual conditions for a permit", although there is no further mention of contract in the regulations. We understand that the state attempted to impose operating conditions on the tour operators by contract, and that this issue was litigated and eventually settled. It is our position that the state is without authority to coerce carriers to agree by contract to operating conditions (e.g., minimum altitudes), which the state could not require by regulation, even though the state obtains that agreement by the exercise of regulatory action the state otherwise could take.

The information requested is not objectionable, except insofar as it becomes a "condition" of the permit which the operator is purportedly not permitted to change.

4. Section 19-34-5 is amended to reduce the 30-day advance notice requirement of changes in the "conditions" under which the permit was issued to 24 hours, and to delete the prohibition on implementing changes until authorization is issued by the state. In our April meeting, state officials conceded that the original rule equated to regulation of aircraft operations, and the amendment reduces the requirement to minimal advance notice of the changes. However, even with the deletion of the prohibition on commencing operations until the change is approved, the 24-hour advance notice requirement has the technical effect of potentially restricting operations. A provision for advance notice of changes would not be objectionable if it did not result in a restriction

4.


TO: Mr. Owen Miyamoto  
Department of Transportation

in permits would need to be considered in determining the degree to which the state activity is preempted. Finally, given the state's interest in influencing the operations of air tour operators, even legitimate regulation of these operators becomes suspect. For example is the revocation of a permit for filing "false information" in fact an attempt to shut down an operator for operating on routes undesirable to the state?

We realize that the state legislation requiring Chapter 19-34 is specific about many of the provisions included in the regulations, and the Hawaii Department of Transportation may find it more politic to adopt a regulation unacceptable to the FAA than one inconsistent with state legislation. However, regardless of the limitations under which the Department is operating, the regulations represent a considerable challenge to Federal authority if implemented as written, and our objections should be made clear to the state.

We commend the Hawaii Department of Transportation for its efforts to draft and promulgate rules which do not conflict with Federal authority. Your courtesy in extending us the opportunity to comment is certainly appreciated.

Sincerely,

  
Wendell T. Johnson, Jr.  
Assistant Chief Counsel

3.

TO: Mr. Owen Miyamoto  
Department of Transportation

on operations. Also, notice contemporaneous with the changed operation would not be objectionable.

5. The insurance requirement contained in Section 19-34-6 is inconsistent with 14 CFR Part 205 and Part 298, which provide insurance requirements for air carriers, including nonscheduled air taxis. This section of the draft rules is, therefore, at least partially preempted by Federal regulation.

6. While Section 19-34-7 was not amended, it contains language which refers to the deleted language in Section 19-34-5. Specifically, Section 19-34-7 requires an applicant for a renewal of a permit to submit an affidavit that it will comply with the terms of the original permit in addition to any "approved" changes. The requirement for authorization to change operations has been deleted from 19-34-5, and should be deleted from 19-34-7 as well. With the draft amendments, the regulation requires only notice of changed operations, approximately contemporaneous with the new operations. Any suggestion that the change is subject to state approval is unacceptable.

7. Section 19-34-8 also was not amended, but contains language which indicates the state intends to impose conditions not described in the regulation and beyond its authority. Paragraph 19-34-8(2) provides for refusal of a new permit if the applicant fails to comply with "terms and conditions set forth by the Department in the permit." To the extent such terms and conditions concern preempted subject matter, the refusal of a permit to operate would be an attempt at preempted regulation.

Paragraph (4) of Section 19-34-8 provides for refusal of a renewal permit if the operation has become unsafe. If the FAA has certificated a carrier for operation, the state would be preempted from prohibiting the exercise of the privileges that certificate based on an aviation safety determination.

8. The amendments add a new section, 19-34-13, which requires large identification numbers on each air tour aircraft in addition to FAA-required markings. The marking of aircraft is specifically prescribed in FAR Part 43, and the state is preempted from any aircraft marking requirement. Proposed Section 19-34-13 is, therefore, objectionable in its entirety.

While some of the amendments proposed improve on the original Chapter 19-34, it appears from the amendments that the state continues to attempt some control over the operation of air tour aircraft. Also, the regulations refer to certain other terms of coercing or influencing air tour operators, in particular the execution of a contract with each operator and the imposition of conditions in the permit. The regulations do not explain the contract process, and do not limit the provisions that could be included by the state in a contract or in the permit itself. Even if the regulations were otherwise innocuous, the practices of the state in "contracting" with operators and incorporating conditions



U.S. Department of Transportation Federal Aviation Administration

AIRPORTS DISTRICT OFFICE BOX 50244 HONOLULU, HI 96850-0001 Telephone: (808) 541-3565

April 12, 1991

Mr. Owen Miyamoto Airport Administrator State of Hawaii, DOT Airports Division Honolulu International Airport Honolulu, Hawaii 96819

Dear Mr. Miyamoto:

The State of Hawaii, airport sponsor of Lihue Airport, Kauai, has asked whether a proposal involving helicopter operations on the island of Kauai would violate Federal grant conditions. That proposal would ban all air tour helicopters from the Lihue Airport and establish a heliport approximately 5 nautical miles away to accommodate the displaced air tour helicopters and all future air tour helicopter operators.

According to the State, the ban would serve to: 1) reduce airport congestion; 2) reduce or eliminate intermix between fixed wing and rotorcraft aircraft; 3) reduce overflights and noise impacts on the City of Lihue and surrounding towns; 4) satisfy helicopter demand; and 5) create needed additional space to accommodate increased ground handling equipment and airport support facilities.

We call your attention to some potentially serious problems with respect to Section 105 ("Federal Preemption") of the Federal Aviation Act of 1958, as amended (FAA Act). Section 105 provides that "no State ... shall enact or enforce any law, rule, regulation, standard, or other provision having the force or effect of law relating to rates, routes, or services of any air carrier having authority under [Title IV of the FAA Act] to provide air transportation." 49 U.S.C. App. 1305(a). Section 105 is intended "to prevent conflicts and inconsistent regulations by providing that when a carrier operates under authority granted pursuant to Title IV of the Federal Aviation Act, no State may regulate that carrier's routes, rates, or services." H.R. Rep. No. 95-1211, 95th Cong. 2d Sess. 16, reprinted in 1978 U.S. Code Cong. & Admin. News 3737, 3751-52. The statute expresses a clear intent to preempt any state law relating to rates, routes, or services.

Section 105 preemption is not limited to those state laws or regulations that conflict with Federal laws. It preempts state laws and regulations "relating to rates, routes, or services." *Hinson v. Pacific Southwest Airlines*, 743 F.2d 1408, 1415 (9th Cir. 1984) ("Regulation of air carrier seating policies for handicapped passengers involves the regulation of services within the meaning of Section [105](a)(1).").

The term "relating to" should be given a common sense, plain-meaning definition, and in the context of Section 105, means a law, rule, or regulation that "has a connection with or reference to" rates, routes, or services of air carriers. *Shaw v. Delta Air Lines, Inc.*, 463 U.S. 85, 96-97 (1983) (in determining whether a state maternity law was preempted by a Federal statute preempting laws that "relate to" employee benefits plans, the Court concluded that "[a] law relates to an employee benefit plan ... if it has a connection with or reference to such a plan.>").

Under its proposed ban, Hawaii would target air tour operators as such for removal from Lihue. As discussed below, the air tour function is clearly a "service" for the purpose of Section 105, and such service would be altered. For example, the helicopters would no longer be able to operate directly from the principal air carrier airport on Kauai. Arrangements would have to be made to transport air tour patrons arriving at Lihue to the new heliport where they could board the air tour helicopters. To the extent that these operators are air carriers holding authority under Title IV of the FAA Act, that ban would therefore be prohibited.

On the issue of what constitutes a "service," 14 CFR Section 298.21(c)(1)(iv) imposes filing requirements for an air taxi operator using a registration form asking for information, including: "[t]he type of service the carrier will offer (scheduled passenger, scheduled cargo, mail under a U.S. Postal Service contract, on-demand passenger, on-demand cargo, or other service such as air ambulance operations, firefighting or seasonal operations" (emphasis supplied). Air tour operators are one form of on-demand passenger "service." Moreover, 14 CFR 399.110(d) provides examples of regulatory actions preempted under Section 105. Those examples include, but are not limited to, "regulations governing ... flight frequency, mode of operation ...." The State's proposal is similar to the enumerated actions.

The scope of Section 105 is limited to air carriers having authority under Title IV of the FAA Act. The definition of "air carrier" for purposes of Section 105 includes any air carrier with exemption authority under 14 CFR Part 298. Thus, 14 CFR 399.110(c) provides that "any air carrier holding an ... exemption ... pursuant to Part 298 ... qualifies as a Federally authorized carrier for purposes of the preemption of State regulation under [Part 105]." See also, *Bushes Air Corporation v. Public Utilities Commission*, 644 F.2d 1334 (9th Cir. 1981) ("Congress intended to include [air] carriers exempted from (DOT) certification pursuant to Section 416(b)(1) within the scope of the preemption provision [Section 105(a)]."). To the extent that the air tour helicopter operators at Lihue are "air taxi operators" within the meaning of 14 CFR Part 298, Section 105 applies to the proposed State action.

In addition, because Hawaii has been the recipient of Federal funds through the Airport and Airway Improvement Act of 1982, as amended (AAIA), 49 U.S.C. 2201, et seq., it is subject to a number of Federal sponsor assurances. Those assurances are important factors in assuring, among other things, fair and reasonable access to federally-funded airports.

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STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 ROOSEVELT BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96813-1880

August 1, 2000

KAZU HAYASHIDA  
DIRECTOR  
SMARY PASIKOS  
DEAN K. MUI/AA  
GLENN H. OKUMOTO

IN REPLY REFER TO:  
AIR-P  
00.0415

BENJAMIN J. CAYetano  
GOVERNOR

3

These assurances include the requirement that Hawaii make its airport available as an airport for public use on fair and reasonable terms and without unjust discrimination, to all types, kinds, and classes of aeronautical uses." Assurance C.(22)(a) (codified at 49 U.S.C. App. 2210(a)(1)).

This assurance prohibits unjust discrimination. At this time, we have not been provided with information sufficient to establish the reasonableness of the proposed ban or how just that action would be. It is possible that under proper circumstances, the FAA would permit such regulation if reasonable, just, and required by air safety considerations; however, detailed information regarding the number of air tour helicopter operators, the number of aircraft involved, the frequency of flights, the type of flight patterns utilized by the operators, and information concerning the use of lihue by other air carriers would have to be submitted to us for our evaluation of the merits of the proposed ban.

As you are aware, FAA policy permits an airport owner to designate a certain airport in a multiple airport system (under the same ownership and serving the same community) for use by a particular class of aircraft where the volume of air traffic is approaching or exceeding the maximum practical capacity of an airport. FAA Order 5190.6A, "Airport Compliance Requirements," Section 4-8, "Restrictions on Aeronautical Use of Airport," subpart (d), "Congestion," page 17 (October 2, 1989). However, information has not been provided to support use of this policy to justify the proposed ban. That same order also provides that the airport owner must be in a position to assure that all classes of aeronautical needs can be fully accommodated within the system of airports under the owner's control and without unreasonable penalties to any class and that the restriction is fully supportable as being beneficial to overall aviation system capacity.

In summary, it appears that Section 105 of the EFACT may prohibit Hawaii from enacting the proposed air tour helicopter ban. That ban may be also inconsistent with sponsor assurances.

We invite any additional facts or factors you believe appropriate. If you have any questions, please do not hesitate to contact Mr. DeWitte T. Lawson, Jr., Assistant Chief Counsel, Western-Pacific Region, at P.O. Box 92007, World-way Postal Center, Los Angeles, CA 90009, (213) 297-1270.

Sincerely,

Original signed by  
Henry A. Sumida

Henry A. Sumida  
Airports District Office Manager

Mr. Daniel S. Matsumoto  
Acting Manager, Airports District Office  
Federal Aviation Administration  
Western-Pacific Region  
P.O. Box 50244  
Honolulu, Hawaii 96850-0001

Dear Mr. Matsumoto:

Subject: Port Allen Airport  
Environmental Assessment  
State Project No. AK2010-01

We are in receipt of a letter from Mr. Arnold Lum of the Native Hawaiian Legal Corporation who asks in his letter why the Department of Transportation, Airports Division (DOT-A), cannot relocate the air tour helicopter operations from Port Allen to Lihue Airport, in accordance with FAA Order 5190.6A, page 19. We request your opinion on whether this Order can be applied to Port Allen Airport.

Also attached are copies of the Federal Aviation Administration (FAA) letters dated November 8, 1990, and April 12, 1991. We request clarification of these letters as well in applying this reasoning for not being able to relocate the helicopter operations from Port Allen Airport to Lihue.

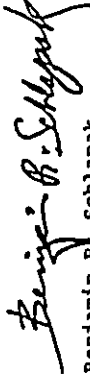
HAWAIIAN AIRLINES

Mr. Daniel S. Matsumoto  
Page 2  
August 1, 2000

AIR-P  
00.0415

Please have your staff contact Lynn Becones, Planner, at 838-8811 to clarify any questions you may need.

Very truly yours,



Benjamin R. Schlaspak  
Head Planning Engineer

Enclosure: Letter from Arnold Lum dated 7/12/00  
Letter from FAA dated 11/8/90  
Letter from FAA dated 4/12/91

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-L, AIR-K

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 ROGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96818-1180



KAZU HAYASHIDA  
DIRECTOR  
DEPUTY DIRECTORS  
BRUCE K. UNDAU  
GLENN H. OGDENOTO

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
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HONOLULU, HAWAII 96818-1180



KAZU HAYASHIDA  
DIRECTOR  
DEPUTY DIRECTORS  
BRUCE K. UNDAU  
GLENN H. OGDENOTO

August 24, 2000

IN REPLY REFER TO:

AIR-P  
00.0470

Mr. Thomas Godbey  
P. O. Box 688  
Hanapepe, Hawaii 96716

Dear Mr. Godbey:

Subject: Port Allen Airport  
Pre-Assessment Consultation  
Environmental Assessment  
State Project No. AK2010-01

Thank you for your comment and for taking the time to respond.  
Your comment will be taken into consideration as we prepare the  
Draft Environmental Assessment.

Please have your staff contact Lynn Becones, Planner, at  
(808) 838-8811 to clarify any questions you may have.

Sincerely,

*Jerry M. Matsuda*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda and Associates (B. Ishii)

August 24, 2000

IN REPLY REFER TO:

AIR-P  
00.0470

Mr. and Mrs. Michael Sturtevant  
P. O. Box 388  
Eleele, Hawaii 96705

Dear Mr. and Mrs. Sturtevant:

Subject: Port Allen Airport  
Pre-Assessment Consultation  
Environmental Assessment  
State Project No. AK2010-01

Thank you for your comment and for taking the time to respond.  
Your comment will be taken into consideration as we prepare the  
Draft Environmental Assessment.

Please have your staff contact Lynn Becones, Planner, at  
(808) 838-8811 to clarify any questions you may have.

Sincerely,

*Jerry M. Matsuda*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda and Associates (B. Ishii)

BENJAMIN J. CAVETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 ROGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1800

August 24, 2000

IN REPLY REFER TO:  
AIR-P  
00.0470

Mr. Robert B. McCaig  
2770 Milo Hae Loop  
Koloa, Hawaii 96756

Dear Mr. McCaig:

Subject: Port Allen Airport  
Pre-Assessment Consultation  
Environmental Assessment  
State Project No. AK2010-01

Thank you for your comment and for taking the time to respond.  
Your comment will be taken into consideration as we prepare the  
Draft Environmental Assessment.

Please have your staff contact Lynn Becones, Planner, at  
(808) 838-8811 to clarify any questions you may have.

Sincerely,

*Jerry M. Matsuda*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda and Associates (B. Ishii)

*Hana Lilo Kū Ke Ala Akahi  
Working Together to Preserve Gateways of Aloha*

BENJAMIN J. CAVETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 ROGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1800

August 24, 2000

IN REPLY REFER TO:  
AIR-P  
00.0470

Ms. June Stark  
Box 398  
Kilauea, Hawaii 96754

Dear Ms. Stark:

Subject: Port Allen Airport  
Pre-Assessment Consultation  
Environmental Assessment  
State Project No. AK2010-01

Thank you for your comment and for taking the time to respond.  
Your comment will be taken into consideration as we prepare the  
Draft Environmental Assessment.

Please have your staff contact Lynn Becones, Planner, at  
(808) 838-8811 to clarify any questions you may have.

Sincerely,

*Jerry M. Matsuda*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda and Associates (B. Ishii)

*Hana Lilo Kū Ke Ala Akahi  
Working Together to Preserve Gateways of Aloha*



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 ROGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1800

BENJAMIN J. CAVETUONO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 ROGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96818-1180

August 24, 2000

IN REPLY REFER TO:  
AIR-P  
00.0470



KAZU HAYASHIDA  
DIRECTOR  
DEPUTY DIRECTORS  
BRUNY K. BUNAJI  
GLENN M. OKUMOTO

BENJAMIN J. CAVETUONO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 ROGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96818-1180

August 24, 2000

IN REPLY REFER TO:  
AIR-P  
00.0470



KAZU HAYASHIDA  
DIRECTOR  
DEPUTY DIRECTORS  
BRUNY K. BUNAJI  
GLENN M. OKUMOTO

Mr. & Mrs. Ron Crown  
3980 Maha Road  
Kalaheo, Hawaii 96741

Dear Mr. & Mrs. Crown:

Subject: Port Allen Airport  
Pre-Assessment Consultation  
Environmental Assessment  
State Project No. AK2010-01

Thank you for your comment and for taking the time to respond.  
Your comment will be taken into consideration as we prepare the  
Draft Environmental Assessment.

Please have your staff contact Lynn Becones, Planner, at  
(808) 838-8811 to clarify any questions you may have.

Sincerely,

*Jerry M. Matsuda*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

C: Edward K. Noda and Associates (B. Ishii)

Home Ede Ku Ke Ala Ahia  
Working Together to Enable Growth of Aloha

Ms. Bonnie E. Lofstedt  
Vice-President and Owner  
Island Helicopters Kauai, Inc.  
P. O. Box 831  
Lihue, Hawaii 96766

Dear Ms. Lofstedt:

Subject: Port Allen Airport  
Pre-Assessment Consultation  
Environmental Assessment  
State Project No. AK2010-01

Thank you for your comment and for taking the time to respond.  
Your comment will be taken into consideration as we prepare the  
Draft Environmental Assessment.

Please have your staff contact Lynn Becones, Planner, at  
(808) 838-8811 to clarify any questions you may have.

Sincerely,

*Jerry M. Matsuda*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

C: Edward K. Noda and Associates (B. Ishii)

Home Ede Ku Ke Ala Ahia  
Working Together to Enable Growth of Aloha



BENJAMIN J. CAYetano  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96818-1800

August 24, 2000

Ms. Helen Mehl  
1675-2 Makaanui Road  
Koloa, Hawaii 96756-9539

Dear Ms. Mehl:

Subject: Port Allen Airport  
Pre-Assessment Consultation  
Environmental Assessment  
State Project No. AK2010-01

Thank you for your comment and for taking the time to respond.  
Your comment will be taken into consideration as we prepare the  
Draft Environmental Assessment.

Please have your staff contact Lynn Becones, Planner, at  
(808) 838-8811 to clarify any questions you may have.

Sincerely,

*Jerry M. Matsuda*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda and Associates (B. Ishii)

BENJAMIN J. CAYetano  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96818-1800

August 24, 2000

Ms. Elsie T. Godbey  
P. O. Box 688  
Hanapepe, Hawaii 96716

Dear Ms. Godbey:

Subject: Port Allen Airport  
Pre-Assessment Consultation  
Environmental Assessment  
State Project No. AK2010-01

Thank you for your comment and for taking the time to respond.  
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(808) 838-8811 to clarify any questions you may have.

Sincerely,

*Jerry M. Matsuda*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda and Associates (B. Ishii)



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96818-1800

August 24, 2000

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P. O. Box 688  
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Subject: Port Allen Airport  
Pre-Assessment Consultation  
Environmental Assessment  
State Project No. AK2010-01

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JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda and Associates (B. Ishii)

BENJAMIN J. CAYetano  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 ROGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880



1959 2000  
LEARNER HAWAII INTO THE NEW MILLENNIUM  
KAZU HAYASHIDA  
DIRECTOR  
DEPUTY DIRECTORS  
BRIAN K. ARIJAJI  
GLENN M. OKUMOTO

BENJAMIN J. CAYetano  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 ROGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880



1959 2000  
LEARNER HAWAII INTO THE NEW MILLENNIUM  
KAZU HAYASHIDA  
DIRECTOR  
DEPUTY DIRECTORS  
BRIAN K. ARIJAJI  
GLENN M. OKUMOTO

August 24, 2000

IN REPLY REFER TO:

AIR-P  
00.0470

Mr. Brad K.A. Akana  
P. O. Box 141  
Waimea, Hawaii 96796

Dear Mr. Akana:

Subject: Port Allen Airport  
Pre-Assessment Consultation  
Environmental Assessment  
State Project No. AK2010-01

Thank you for your comment and for taking the time to respond.  
Your comment will be taken into consideration as we prepare the  
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(808) 838-8811 to clarify any questions you may have.

Sincerely,

*Jerry M. Matsuda*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda and Associates (B. Ishii)

Hawai'i Airline  
Working Together to Enable Growth of Aloha

August 24, 2000

IN REPLY REFER TO:

AIR-P  
00.0470

Mr. Humberto Blanco  
P. O. Box 821  
Anahola, Hawaii 96703

Dear Mr. Blanco:

Subject: Port Allen Airport  
Pre-Assessment Consultation  
Environmental Assessment  
State Project No. AK2010-01

Thank you for your comment and for taking the time to respond.  
Your comment will be taken into consideration as we prepare the  
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Please have your staff contact Lynn Becones, Planner, at  
(808) 838-8811 to clarify any questions you may have.

Sincerely,

*Jerry M. Matsuda*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda and Associates (B. Ishii)

Hawai'i Airline  
Working Together to Enable Growth of Aloha

07/20/00 THU 13:51 FAX

OHA

0003

RELUKUNU I CAWETAHO  
00000000

Mr. Jerry Matsuda, P.E.  
July 20, 2000  
Page 2

The Advisory Council on Historic Preservation implemented new rules on June 17, 1999. The amended rules call for a much broader consultation process when projects may have an effect on properties included or eligible for inclusion on the National Register of Historic Places. The Hanapepe Salt Pans qualify as historic sites which are eligible for, if not already, included on the National Register. The new rules also require that you consult with the Office of Hawaiian Affairs when projects may affect historic properties. Specifically, section 800.2(c)(3) states that "the Act requires the Agency Official to consult with any...Native Hawaiian organization that attaches religious and cultural significance to historic properties that may be affected by an undertaking." The National Historic Preservation Act at Section 301 defines Native Hawaiian organizations to include the Office of Hawaiian Affairs. OHA will also be in consultation with our beneficiaries regarding the mitigation process the DOTA is supposed to initiate with Hui Hana Pa'akai o Hanapepe.

In closing, the Office of Hawaiian Affairs looks forward to receiving the new draft environmental assessment when it becomes available. We also anticipate a written response to the concerns addressed in this letter and an opportunity to start the consultation process.

Sincerely,

*Colin C. Kippen, Jr.*

Colin C. Kippen, Jr.  
Deputy Administrator

cc: Board of Trustees  
Kauai CAC  
OEQC  
File



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 ROGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96813-1880

August 24, 2000

Ms. Lara Butler  
6291 Kipapa Road  
Kapaa, Hawaii 96746

Dear Ms. Butler:

Subject: Port Allen Airport  
Pre-Assessment Consultation  
Environmental Assessment  
State Project No. AK2010-01

Thank you for your comment and for taking the time to respond. Your comment will be taken into consideration as we prepare the Draft Environmental Assessment.

Please have your staff contact Lynn Becones, Planner, at (808) 838-8811 to clarify any questions you may have.

Sincerely,

*Jerry M. Matsuda*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

C.: Edward K. Noda and Associates (B. Ishii)



KAZU HAYASHIDA  
DIRECTOR  
DEPUTY DIRECTORS  
BRIAN K. UHIAI  
GLENN M. OKUMOTO

IN REPLY REFER TO

AIR-P  
00.0470

07/20/00 THU 13:50 FAX

0002

PHONE (808) 594-1888

FAX (808) 594-1865



STATE OF HAWAII  
OFFICE OF HAWAIIAN AFFAIRS  
711 KAPI'OLANI BOULEVARD, SUITE 500  
HONOLULU, HAWAII 96813

OFFICE OF HAWAIIAN AFFAIRS  
GOVERNMENT AFFAIRS OFFICE

711 KAPI'OLANI BOULEVARD, SUITE 500  
HONOLULU, HAWAII 96813

PHONE: (808) 594-1888  
FAX: (808) 594-1865

FACSIMILE TRANSMITTAL

DATE: 7/20/00 HAWAII STANDARD TIME: 1:30 AM PM

TO: LYNN BEGONES FAX: 838-8751

COMPANY: DOT

FROM: KEV JOHA

COMMENTS/SPECIAL INSTRUCTIONS:

**HARD COPY TO FOLLOW**

NUMBER OF PAGES INCLUDING THIS COVER PAGE: 3  
PLEASE CALL 594-1944, IF YOU DO NOT RECEIVE  
THE NUMBER OF PAGES INDICATED.  
PLEASE ASK FOR KEV.

Mr. Jerry M. Matsuda, P.E.  
Airports Administrator  
Department of Transportation  
Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819

Subject: Pre-Consultation for Environmental Assessment on Improvements at  
Port Allen Airport; Koloa District, Kauai  
TMK: 1-8-08:1  
State Project No. AK2010-01  
EIS# 140

Dear Mr. Matsuda,

Thank you for your notification letter dated July 6, 2000 regarding the new Draft Environmental Assessment (EA) for the proposed improvements at Port Allen Airport.

The Office of Hawaiian Affairs (OHA) is disappointed that there will be no changes to the proposed improvements from the previous EA dated October, 1999. To say that what is proposed is an "improvement" is relative, as many of our beneficiaries would not agree. We are hopeful that since there will be an analysis of the relocation of helicopter operations from the Port Allen Airport to Lihue Airport, that it will take into consideration the comments made by this office on March 5, 1998 and October 12, 1999.

The Office of Hawaiian Affairs is truly concerned with restricted access to nearby salt ponds and shoreline because of added public safety measures. OHA is aware of the presence of a fence and a gate which currently preclude access to the shoreline. OHA wonders if such a fence was built with full knowledge of the local community following the required permit process. Overall, OHA urges the applicant to address the issues of: 1) access and customary and traditional gathering rights of Na'auve Hawaiians (mandated by Act 50 (HB2895 HD1) signed into law by Governor Cayetano on April 26, 2000), and 2) potential adverse effects of helicopter operations on salt pond activities. Specifically, OHA wants to know: 1) What are the adverse impact of fuel pollutants on air quality, soils, vegetation, salt ponds, and coastal waters? and 2) How the applicant plans to manage these adverse impacts.

1772

1809

JULY 18, 2000

July 20, 2000

State of Hawaii - Airport Division  
Department of Transportation  
400 Rodgers Blvd suite 700  
Honolulu, HI. 96819

att: Jerry M Matsuda PE  
Airport Administrator

re Port Allen Airport  
Proposed State Project AK 2010 - 01

Thank you for your notification letter dated July 6, 2000.

Please consider this a strong objection to the State spending monies for, primarily, the benefit of one helicopter operator.

As I stated in my 8/22/97 and 10/13/99 letters, and I now repeat, this is not the place to operate Commercial Helicopters.

I can not begin to understand why you keep bringing this up.

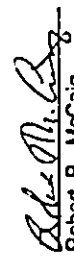
With one exception, no one wants it.

It certainly is not needed. Lihue has plenty of room for additional Helicopters. With flight control facilities, refueling provisions, and crash personnel, LIH is the logical, sensible solution.

If you have monies that must be spent, improve or add to the existing Helicopter Toilet facilities for instance.

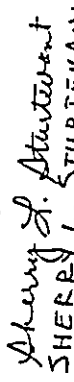
Please set this Burns Field Project aside - it was not, and is not a good idea.

Sincerely

  
Robert B. McCaig  
2770 Milo Hae Lp  
Koloa, HI. 96756

TO: JERRY M. MATSUDA

A DEFINATE ENVIRONMENTAL IMPACT AT PORT ALLEN AIRPORT WILL BE THE USAGE OF ABOVE GROUND JET FUEL STORAGE TANKS. BEN SCHLAPACK ADMITTED THAT THE STATE DID NOT HAVE PERMITS, FROM THE COUNTY OF KAUAI, TO ALLOW ABOVE GROUND JET FUEL TANKS AT THE PORT ALLEN AIRPORT. WHY IS THERE ONE ON THE AIRFIELD IF THERE WERE NO PERMITS TO DO SO? BEN SCHLAPACK ALSO STATED THAT IF THE EXPANSION OF THE PORT ALLEN AIRPORT IS GRANTED, EVERY HELICOPTER TOUR COMPANY THAT WILL BE DOING BUSINESS THERE, CAN HAVE AN ABOVE GROUND JET FUEL STORAGE TANK FOR THEIR OWN USE. THESE TANKS HOLD BETWEEN 8,000 AND 10,000 GALLONS OF FUEL. THERE SHOULD BE TESTS DONE TO DETERMINE IF THERE WERE A FUEL LEAK OR FUEL SPILL, WHERE WOULD THE RUN-OFF GO? BEN SCHLAPACK ALLUDED TO THE FACT THAT NO SUCH TESTS WERE EVER DONE IN THE ORIGINAL EA, AND STILL HAVE NOT BEEN DONE. THIS IS AN EXTREME IMPORTANT TEST THAT SHOULD BE DONE BECAUSE OF THE SALT PANS, SALT POND PARK AND THE ENTIRE AREA OF PUOLO POINT (WHERE PORT ALLEN AIRPORT IS LOCATED).

  
SHERRY L. STURTEVANT  
MICHAEL R. STURTEVANT

P.O. Box 388  
ELELE, HI. 96705

PHONE: 808-635-7077



Administrators deeming permission for Inter-Island to have space at the Lihue Airport.

We are considering a safe and healthy future for the helicopter industry. We do not feel that opening the Port Allen Airport will be healthy for the future of our industry or the community. The plan for the airfield should be to remain open for day use, until such time that the community finds it economical for any development.

If we were to fly out of the Port Allen Airport we could fly back and forth to the coast four times an hour, versus the once an hour we currently fly. We could use as many helicopters as we could afford. The more frequent tours would be a burden to the community, but would not be illegal in any way or fashion. This is the competitive edge that Inter-Island Helicopter's pilot was referring to.

There is no real record as to the amount of take offs and landings at the Port Allen Airport. In reviewing depositions, it appears that 3 of the 4 new tenants have been selected, how could this have happened, when we have been on record as requesting space since we have started operating (1980)? The application should have been provided to all interested operators, including Island Helicopters Kauai, Inc. The competitive edge should be equal for all operators flying from State Airports.

Thank you for the opportunity to submit the additional comments.

Sincerely,  
*Bonnie E. Lofstedt*

Bonnie E. Lofstedt  
Vice-President and Owner  
Island Helicopters Kauai, Inc.

July 16, 2000

Mr. Jerry M. Matsuda, PE  
Airports Administrator  
State of Hawaii, Department of Transportation  
400 Rodgers Blvd., Suite 700  
Honolulu, Hawaii 96819-1880

RE: Comments Concerning the Improvements Proposed for the  
Port Allen Airport, State Project No. AK2010-01

Dear Mr. Matsuda:

Please include this as testimony from a experienced professional. As the oldest tour helicopter operator at the Lihue Airport, this would define my testimony as expert.

Concerning my previous comments into the final EA, please take note, that I have written many times trying to communicate that this proposal for development at the Port Allen airport requires no limitations for the operators operating from the Port Allen Airport.

It was uncovered in Public Testimony at a County of Kauai Planning Commission meeting from a pilot working for Inter-Island Helicopters that there is not a need for the search and rescue portion of their business to operate from Port Allen. What they need is, the competitive edge to fly tours out of the Port Allen Airport. More and more frequent tours can and will be flown, making the projections for the project incorrect.

My past testimony also includes copies of statements given by Airport

1810

**WEST KAUAI'  
COMMUNITY DEVELOPMENT CORPORATION**



July 19, 2000

Mr. Jerry Matsuda, P.E.  
State of Hawaii - Department of Transportation  
Airports Division  
400 Rodgers Blvd., Suite 700  
Honolulu, HI 96819-1880

RE: Pre-consultation for EA on Port Allen Airport

Dear Mr. Matsuda,

As Executive Director for the West Kauai Community Development Corporation, I am writing you on behalf of our Board of Directors to inform you that our organization, by unanimous vote of our members at a recent Board meeting, are AGAINST the proposed expansion of helicopter operations at Burns Field.

In this correspondence, which addresses only the analysis of re-locating helicopter operations from Port Allen to Lihue (as required by the Court Order dated May 11, 2000 directing the DOTA to prepare a new Environmental Assessment), we offer the following comments for thorough research and inclusion in your revised EA:

1. Burns Field is unsafe for commercial aviation operations as there is no air traffic control tower (which there is in Lihue). Unlike fixed wing aircraft, helicopters can -- and do -- fly in and out of Burns Field from all angles and altitudes. Increased commercial helicopter traffic without the aid of an air traffic control tower places the public at risk for accidents.
2. There are no established helicopter flight patterns in and out of Burns Field as there are in Lihue. Helicopter flights are a well orchestrated process in Lihue, but it is the Wild Wild West when it comes to operations at Burns Field. Again, the potential exists for serious air-to-air accidents with commercial helicopters relying only on visual contact with each other to fly in and out of the Burns Filed area.
3. Although Search and Rescue operations are important, SAR crews are based in Lihue. It is fortunate we have pilots responsive to SAR calls

currently operating out of Burns Field, but this is only by CHOICE and not by MANDATE. Should ownership or operators change, Burns Field helicopters may not be counted on in the future for any type of SAR activity. In addition, the Pacific Missile Range Facility just up the coast has the ability and willingness to participate in SARs if needed giving Island wide coverage without relying on Burns Field for SAR response.

4. It is a shorter distance from Burns Field than from Lihue to Waimea Canyon and the scenic areas covered by visitor tours. Because of this, flights leaving from Burns Field can be shorter and less expensive giving an unfair competitive advantage to firms flying from Burns Field over those flying from Lihue. In the sake of fairness, DOTA should not get in the business of providing a competitive advantage for one private company over another through the control of the usage of Burns Field for commercial helicopter operations.

5. In the event of medical emergencies of any kind, Lihue is located within 2 to 5 minutes of Wilcox Hospital, while Burns Field is not near any emergency medical facility. The closest emergency room at Kauai Veterans Memorial Hospital is at least 15 to 20 minutes away providing there are not traffic blockages on the narrow two lane road. Again, for public safety sake Lihue is the proper location for commercial helicopter operations.

We sincerely request you take these points into consideration in determining within your revised EA that Lihue and not Burns Field is the proper and appropriate location for commercial helicopter operations Island wide. Please listen to the people and the organizations of Kauai which have loudly voiced the position that we do NOT want commercial operations expanded at Port Allen.

Respectfully,  
*Bill Peay*  
Bill Peay  
Executive Director

1811



**POIPU BEACH  
RESORT ASSOCIATION**

Mr. Jerry Matsuda, P.E.  
State of Hawaii - Department of Transportation  
Airports Division  
400 Rodgers Blvd., Suite 700  
Honolulu, HI 96819-1880

July 17, 2000

RE: Pre-consultation for EA on Port Allen Airport

Dear Mr. Matsuda,

I am writing on behalf of the Poipu Beach Resort Association, a 120 member organization located in the Koloa District of Kauai regarding the State's efforts to amend the above EA to address an analysis of re-locating helicopter operations from Port Allen to Lihue.

Our organization's Board of Directors has taken an official position in favor of centralizing all helicopter operations in Lihue. Here is rationale behind that position:

- Commercial aviation facilities at Port Allen are not compatible with the adjacent land use of public park, camping and Hawaiian salt making.
- The draft Kauai County General Plan Update to cover land use issues through 2020 supports centralization of helicopter operations in Lihue and avoiding development of Port Allen. This concept has been met with favorable public comment.
- A significant number of businesses and residents in Hanapepe and Eleele favor moving commercial operations to Lihue. In addition the Kauai Visitors Bureau, the Hawaii Hotel Association Kauai Chapter and the Hanapepe Economic Alliance favor centralization in Lihue.
- Lihue Airport is the logical location for commercial aviation operations, including search and rescue due to several factors:
  - A. There is an air traffic control tower.
  - B. There are established flight patterns in and out of the airport
  - C. Search and rescue crews are based in Lihue
  - D. Lihue is central to the entire island.
  - E. The use is already established as regards over-flight and routing patterns.
  - F. Lihue is the location of crash and rescue equipment in the event of aviation disaster as well as fully equipped and staffed hospital, along with medical air-lift services.
  - G. Infrastructure such as fuel provision, water, sewer and power lines are already established.

Continued.....

Mr. Jerry Matsuda  
July 17, 2000

Page Two

We encourage the State to take a very serious look at avoiding expanded commercial operations at Port Allen for all of the above reasons and to concentrate their efforts to expand commercial aviation at Lihue Airport.

Yours truly,

Margy Parker  
Executive Director

C - Henry Perez, President  
Kauai County Planning Department





STATE OF HAWAII  
OFFICE OF HAWAIIAN AFFAIRS  
711 KAPICOLANI BOULEVARD, SUITE 500  
HONOLULU, HAWAII 96813

July 20, 2000

Mr. Jerry M. Matsuda, P.E.  
Airports Administrator  
Department of Transportation  
Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819

EIS# 140

Subject: Pre-Consultation for Environmental Assessment on Improvements at  
Port Allen Airport, Koloa District, Kauai  
TRM: 1-8-08-1  
State Project No. AK2010-01

Dear Mr. Matsuda,

Thank you for your notification letter dated July 6, 2000 regarding the new Draft Environmental Assessment (EA) for the proposed improvements at Port Allen Airport.

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The Office of Hawaiian Affairs is truly concerned with restricted access to nearby salt ponds and shoreline because of added public safety measures. OHA is aware of the presence of a fence and a gate which currently preclude access to the shoreline. OHA wonders if such a fence was built with full knowledge of the local community following the required permit process. Overall, OHA urges the applicant to address the issues of: 1) access and customary and traditional gathering rights of Native Hawaiians (mandated by Act 50 (HB2895 HD)) signed into law by Governor Cayetano on April 26, 2000, and 2) potential adverse effects of helicopter operations on salt pond activities. Specifically, OHA wants to know: 1) What are the adverse impact of fuel pollutants on air quality, soils, vegetation, salt ponds, and coastal waters? and 2) How the applicant plans to manage these adverse impacts.

Mr. Jerry Matsuda, P.E.  
July 20, 2000  
Page 2

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In closing, the Office of Hawaiian Affairs looks forward to receiving the new draft environmental assessment when it becomes available. We also anticipate a written response to the concerns addressed in this letter and an opportunity to start the consultation process.

Sincerely,

Colin C. Kippen, Jr.  
Deputy Administrator

cc: Board of Trustees  
Kauai CAC  
OEQC  
File

BENJAMIN J. CAVETANO  
GOVT. EMPLOY.



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 ROGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1800



KAZU HAYASHIDA  
DIRECTOR  
DEPUTY DIRECTORS  
ERIKAN K. IRIHARA  
GLENN M. OKUMOTO

BENJAMIN J. CAVETANO  
GOVT. EMPLOY.



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 ROGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1800



KAZU HAYASHIDA  
DIRECTOR  
DEPUTY DIRECTORS  
ERIKAN K. IRIHARA  
GLENN M. OKUMOTO

August 24, 2000

August 24, 2000

IN REPLY REFER TO

AIR-P  
00.0470

AIR-P  
00.0470

Ms. Margy H. Freeman  
Executive Director  
Poipu Beach Resort Association  
P. O. Box 730  
Koloa, Hawaii 96756

Ms. Lani Kupau  
P. O. Box 156  
Lawai, Hawaii 96765

Dear Ms. Freeman:

Dear Ms. Kupau:

Subject: Port Allen Airport  
Pre-Assessment Consultation  
Environmental Assessment  
State Project No. AK2010-01

Subject: Port Allen Airport  
Pre-Assessment Consultation  
Environmental Assessment  
State Project No. AK2010-01

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(808) 838-8811 to clarify any questions you may have.

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Sincerely,

Sincerely,

*Jerry M. Matsuda*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

*Jerry M. Matsuda*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda and Associates (B. Ishii)

c: Edward K. Noda and Associates (B. Ishii)

BEAUMUN J. CAVETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 ROGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1160



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 ROGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1160

BEAUMUN J. CAVETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 ROGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1160



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 ROGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1160

IN REPLY REFER TO:

AIR-P  
00.0470

August 24, 2000

IN REPLY REFER TO:

AIR-P  
00.0470

Mr. Curtis McCosco  
COSMC Productions  
6057 Lokomaikai Place  
Kapaa, Hawaii 96746

Dear Mr. McCosco:

Subject: Port Allen Airport  
Pre-Assessment Consultation  
Environmental Assessment  
State Project No. AK2010-01

Thank you for your comment and for taking the time to respond.  
Your comment will be taken into consideration as we prepare the  
Draft Environmental Assessment.

Please have your staff contact Lynn Becones, Planner, at  
(808) 838-8811 to clarify any questions you may have.

Sincerely,

*Jerry M. Matsuda*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda and Associates (B. Ishii)

Hono Eke Aie Ala Akua  
Working Together in Humble Cooperation of Akua

Mr. Arius Hopman  
P. O. Box 1032  
Hanapepe, Hawaii 96716

Dear Mr. Hopman:

Subject: Port Allen Airport  
Pre-Assessment Consultation  
Environmental Assessment  
State Project No. AK2010-01

Thank you for your comment and for taking the time to respond.  
Your comment will be taken into consideration as we prepare the  
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(808) 838-8811 to clarify any questions you may have.

Sincerely,

*Jerry M. Matsuda*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda and Associates (B. Ishii)

Hono Eke Aie Ala Akua  
Working Together in Humble Cooperation of Akua

BENJAMIN J. CAVETANO  
DIRECTOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1800

August 24, 2000

Ms. Katrina Brooks  
6057 Lokomaikai Place  
Kapaa, Hawaii 96746-9715

Dear Ms. Brooks:

Subject: Port Allen Airport  
Pre-Assessment Consultation  
Environmental Assessment  
State Project No. AK2010-01

Thank you for your comment and for taking the time to respond.  
Your comment will be taken into consideration as we prepare the  
Draft Environmental Assessment.

Please have your staff contact Lynn Becones, Planner, at  
(808) 838-8811 to clarify any questions you may have.

Sincerely,

*Jerry M. Matsuda*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Moda and Associates (B. Ishii)

BENJAMIN J. CAVETANO  
DIRECTOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1800

August 24, 2000

Ms. Karuna Thal  
1321 Kiowai Place  
Kapaa, Hawaii 96746

Dear Ms. Thal:

Subject: Port Allen Airport  
Pre-Assessment Consultation  
Environmental Assessment  
State Project No. AK2010-01

Thank you for your comment and for taking the time to respond.  
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JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Moda and Associates (B. Ishii)



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1800

August 24, 2000

AIR-P  
00.0470

IN REPLY REFER TO:

BENJAMIN J. CAYetano  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 ROOSEVELT BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96813-1800



KAZU HAYASHIDA  
DIRECTOR  
DEPUTY DIRECTORS  
BRUNN K. UHIAI  
CLENN H. OKUMOTO

AUGUST 24, 2000  
IN REPLY REFER TO:  
AIR-P  
00.0470

TO: COLIN C. KIPPEN, JR., DEPUTY ADMINISTRATOR  
OFFICE OF HAWAIIAN AFFAIRS

FROM: JERRY M. MATSUDA, P.E.  
AIRPORTS ADMINISTRATOR

SUBJECT: PORT ALLEN AIRPORT  
PRE-ASSESSMENT CONSULTATION  
ENVIRONMENTAL ASSESSMENT  
STATE PROJECT NO. AK2010-01

Mr. Bill Peay  
Executive Director  
West Kauai Community Development Corporation  
P. O. Box 548  
Waimea, Hawaii 96796

Dear Mr. Peay:

Subject: Port Allen Airport  
Pre-Assessment Consultation  
Environmental Assessment  
State Project No. AK2010-01

Thank you for your comment and for taking the time to respond.  
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c: Edward K. Noda and Associates (B. Ishii)

Mr. Bill Peay  
Executive Director  
West Kauai Community Development Corporation  
P. O. Box 548  
Waimea, Hawaii 96796

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Pre-Assessment Consultation  
Environmental Assessment  
State Project No. AK2010-01

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(808) 838-8811 to clarify any questions you may have.

Sincerely,

*Jerry M. Matsuda*  
JERRY M. MATSUDA, P.E.  
AIRPORTS ADMINISTRATOR

c: Edward K. Noda and Associates (B. Ishii)



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 ROOSEVELT BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96813-1800



KAZU HAYASHIDA  
DIRECTOR  
DEPUTY DIRECTORS  
BRUNN K. UHIAI  
CLENN H. OKUMOTO

AUGUST 24, 2000  
IN REPLY REFER TO:  
AIR-P  
00.0470

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Executive Director  
West Kauai Community Development Corporation  
P. O. Box 548  
Waimea, Hawaii 96796

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Pre-Assessment Consultation  
Environmental Assessment  
State Project No. AK2010-01

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Sincerely,

*Jerry M. Matsuda*  
JERRY M. MATSUDA, P.E.  
AIRPORTS ADMINISTRATOR

c: Edward K. Noda and Associates (B. Ishii)

BENJAMIN J. CAVETIAG  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 NOOGER'S BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96818-1800



KAZUHIKUSUDA  
DIRECTOR  
DEPUTY DIRECTORS  
BRYAN K. LUNNAN  
GLENN M. OHSUMOTO

August 24, 2000

IN REPLY REFER TO:  
AIR-P  
00.0470

Ms. Margy Parker  
Executive Director  
Poipu Beach Resort Association  
P. O. Box 730  
Koloa, Hawaii 96756

Dear Ms. Parker:

Subject: Port Allen Airport  
Pre-Assessment Consultation  
Environmental Assessment  
State Project No. AK2010-01

Thank you for your comment and for taking the time to respond.  
Your comment will be taken into consideration as we prepare the  
Draft Environmental Assessment.

Please have your staff contact Lynn Becones, Planner, at  
(808) 838-8811 to clarify any questions you may have.

Sincerely,

JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda and Associates (B. Ishii)

1845  
AIRPORTS DIV.  
AIR  
AIR-A  
AIR-E  
AIR-L  
AIR-R  
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AIR-S

MARGERY E FREEMAN  
6448 KAAHELE ST.  
Kapaa, Hawaii 96746  
Phone: 808-822-4605

TESTIMONY ON THE PROPOSED DEVELOPMENT OF BURNS FIELD  
To: At. Jerry Matsuda, Hawaii Dept. of Transportation, Airports Div.  
400 Rodgers Blvd, Su. 700  
Honolulu, HI 96819-1880

I am opposed to the proposed development at Burns Field for the following reasons. The uses there are inconsistent with each other:

- 1) The Salt Pond area is a very active local and visitor swimming, camping and picnic area.
- 2) The Hawaiian salt making operation depends on clean air and water. Since this is a very long time use of the area it should be given precedence over all other uses. However it is consistent with park use above.
- 3) This area is used for fishing and gathering and these activities are encroached on by the noise and congestion of air and ground traffic.
- 4) This area is a prime area for endangered monk seals to haul out for rest. The many cars in the areas already endanger their ability to rest there. Increases in air traffic and the ground traffic that will go with it, will endanger them farther.

The Kauai General Plan update (GPU) has made a survey and concluded that the general public wants to see Salt Pond designated "open", "conservation" and possible park area. DOT should use this survey as they consider their choices. I urge you to weigh these uses and conclude that the wishes of the visitors, community and Hawaiian salt makers be given much heavier weight than a few planes and many helicopter (which can be based elsewhere)

Thank you,

*Margery E. Freeman*

1027

TESTIMONY ON THE PROPOSED DEVELOPMENT OF BURNS FIELD  
To: At. Jerry Matsuda, Hawaii Dept. of Transportation, Airports Div.  
400 Rodgers Blvd, Su. 700  
Honolulu, HI 96819-1880

FROM: KATRANA BROOKS

This testimony is opposed to the proposed development at Burns Field and further challenges the validity of the Environmental Assessment on the following grounds:  
1) The DOT has not surveyed the growing trends in usage by locals and visitors of the Salt Pond Park immediately adjacent to the airstrip.

2) There are four main uses of the area that are on a collision course: a) The traditional Hawaiian saltmaking area. b) Salt Pond Park. c) Marine resources, fishing and gathering and d) the airstrip. The first three of these are used by at least 50-100 times more people, including visitors than the airstrip. To make correct decisions, DOT should know exactly how many times more these areas are used.

3) The DOT has failed to make a survey of local opinion... and the trends in local opinion... and therefore cannot assess the situation correctly. The Kauai General Plan update (GPU) has made such a survey and concluded that the general public wants to see this area designated "open", "conservation" and possible park area. DOT should use this prior survey work as a guideline and not remain in denial of the facts.

4) DOT cannot make a fair, impartial and balanced decision because DOT is in favor of developing. Such bias also tarnishes their research.

5) Other helicopter companies have threatened to relocate to Burns if it is developed. There are already too many helicopters at Burns that diminish the Salt Pond Park experience. Beach-goers have to put up with helicopters in their view and constant helicopter noise.

6) There have been no studies of the effect of a gas spill from the 8000 gallon tank illegally placed at Burns, on the salt-making area or on Salt Pond Park, which would have to be evacuated for an indefinite time. The tank does not meet EPA standards in it's placement or the catchment beneath it.

7) DOT has not considered alternate staging areas on the West Side for emergency and rescue flights.

8) The west fence does not meet Coastal Zone Management specifications. It is makai of the high surf debris line. It is also drawn incorrectly in the DOT maps

9) Beaching and birthing endangered Hawaiian monk seals are threatened by vehicles because of the proximity of the fence to the water.

10) Incoming fixed-wing craft fly low and directly over the popular keiki swimming area. This could be a formula for disaster.

DOT is out of touch with these important facts on the ground. It is put on notice that all these discrepancies exist in the proposed Burns Field development. It is hereby requested that these comments be included in the new Environmental Assessment.

Thank you,

*Katraman Brooks*

1835



TESTIMONY ON THE PROPOSED DEVELOPMENT OF BURNS FIELD

To:Att. Jerry Matsuda, Hawaii Dept. of Transportation, Airports Div.  
400 Rodgers Blvd, Su. 700  
Honolulu, HI 96819-1880

From: Curtis McCosco

This testimony is opposed to the proposed development at Burns Field and further more challenges the validity of the Environmental Assessment on the following grounds:

- 1) The DOT has not surveyed the growing trends in usage by locals and visitors of the Salt Pond Park immediately adjacent to the airstrip.
- 2) There are four main uses of the area that are on a collision course: a)The traditional Hawaiian saltmaking area. b) Salt Pond Park. c) Marine resources, fishing and gathering and d) the airstrip. The first three of these are used by at least 50-100 times more people, including visitors than the airstrip. To make correct decisions, DOT should know exactly how many times more these areas are used.
- 3) The DOT has failed to make a survey of local opinion...and the trends in local opinion...and therefore cannot assess the situation correctly. The Kaula General Plan update (GPU) has made such a survey and concluded that the general public wants to see this area designated "open", "conservation" and possible park area. DOT should use this prior survey work as a guideline and not remain in denial of the facts.
- 4) DOT cannot make a fair, impartial and balanced decision because DOT is in favor of developing. Such bias also tarnishes their research.
- 5) Other helicopter companies have threatened to relocate to Burns if it is developed. There are already too many helicopters at Burns that diminish the Salt Pond Park experience. Beach-goers have to put up with helicopters in their view and constant helicopter noise.

6) There have been no studies of the effect of a gas spill from the 8000 gallon tank illegally placed at Burns, on the salt-making area or on Salt Pond Park, which would have to be evacuated for an indefinite time. The tank does not meet EPA standards in it's placement or the catchment beneath it.

- 7) DOT has not considered alternate staging areas on the West Side for emergency and rescue flights.
- 8) The west fence does not meet Coastal Zone Management specifications. It is makai of the high surf debris line. It is also drawn incorrectly in the DOT maps
- 9) Beaching and birthing endangered Hawaiian monk seals are threatened by vehicles because of the proximity of the fence to the water.
- 10) Incoming fixed-wing craft fly low and directly over the popular keiki swimming area. This could be a formula for disaster.

DOT is out of touch with these important facts on the ground. It is put on notice that all these discrepancies exist in the proposed Burns Field development. It is hereby requested that these comments be included in the new Environmental Assessment.

Thank you.



1832

1845  
AIRPORTS DIV  
AIR - 1  
AIR-A -  
AIR-E -  
AIR-L -  
AIR-R -  
AIR-S -

MARGERY H FREEMAN  
6448 KAAHELE ST.  
Kapaa, Hawaii 96746  
Phone: 808-822-4605

TESTIMONY ON THE PROPOSED DEVELOPMENT OF BURNS FIELD  
To: Attn: Jerry Matsuda, Hawaii Dept. of Transportation, Airports Div.  
400 Rodgers Blvd, Su. 700  
Honolulu, HI 96819-1880

APRIL 26, 2001  
From LANI KUPAU  
PO BOX 136  
LAWA'I HI 96763

RE PORT ALLEN AIRPORT

I am writing in regards to the Port Allen Airport. My name is Lani Kupau. I am a resident of the West Side of Kauai and have been here for the last 10 months. I recently moved here from the island of Maui.

I am a supporter of the development of the four hangars at this airport. I am currently an employee of Bali Hani Helicopters therefore this affects me directly. I am also a resident of the West Side and am aware of the "and complaints" of why a few people/companies are against the development of this project. I would like to make aware that practically the whole west side of the island is dusty and "blowing a lot of dirt" as some people are complaining about is not all due to our helicopters in operation. Let me remind you that it does get windy here and we cannot control Mother Nature.

Some are also complaining about pollution. Well, reality checks, the whole world is polluted and there is nothing we can do to change that. Pollution will end when the end of times comes. As far as noise is concerned, these choppers do not fly into the "west" hours of the night. And in the hours of daylight, noise comes from not just the choppers but also from normal traffic.

This beautiful island of Kauai has come a long way since Hurricane Iniki. Why a few choose to go "backwards" in life is beyond me. With this development a lot of revenues will boost not just for the already existing helicopter tour companies that do use this airport, but also for the small business's that operates out of Hanalei town.

We need to really look at this situation and visualize what this would mean for our future. The development will create more jobs opportunities for the people to call Kauai home. And not be forced to relocate elsewhere because of lack of job opportunities.

I am also aware that this airport might also be closed down for good and the existing helicopter tour companies might be forced to operate out of Lihue. This is another example of moving "backwards". Lihue is already congested. So why not leave things the way it is now? Instead of forcing the existing tour companies to operate out of the Lihue airport. The Port Allen Airport is already in existence. Does this county have the money for other developments to take place if the airport shuts down? If this county does have the funds for future development, why not use the funds wisely and develop something that the whole island of Kauai will benefit from. Let's not limit our possibilities especially when it affects our future.

Aloha  
Lani Kupau  
(Another day, power)

I am opposed to the proposed development at Burns Field for the following reasons. The uses there are inconsistent with each other:

- 1) The Salt Pond area is a very active local and visitor swimming, camping and picnic area.
- 2) The Hawaiian salt making operation depends on clean air and water. Since this is a very long time use of the area it should be given precedence over all other uses. However it is consistent with park use above.
- 3) This areas is used for fishing and gathering and these activities are encroached on by the noise and congestion of air and ground traffic.
- 4) This area is a prime area for endangered monk seals to haul out for rest. The many cars in the areas already endanger their ability to rest there. Increases in air traffic and the ground traffic that will go with it, will endanger them farther.

The Kauai General Plan update (GPU) has made a survey and concluded that the general public wants to see Salt Pond designated "open", "conservation" and possible park area. DOT should use this survey as they consider their choices. I urge you to weigh these uses and conclude that the wishes of the visitors, community and Hawaiian salt makers be given much heavier weight than a few planes and many helicopter (which can be based elsewhere)

Thank you,

*Margery H Freeman*

517 746

MAY 3, 2009

WE, THE RESPECTIVE CLIMBERS OF BALI THAT THE REPORTERS ARE SIGNING IN REGARDS TO THE DEVELOPMENT OF THE HARBORS AT PORT ALLEN AIRPORT WE DO NOT WANT TO SEE THIS AIRPORT CLOSURE DOWN AND WE ASK THAT YOU TAKE OUR CONCERNS INTO CONSIDERATION ALSO MAHALO!

NAME	SIGNATURE	ADDRESS	COMMENTS
Carol Sato	Carol Sato	1809 Roberts Way	
Clide Silva	Clide Silva	1809 Roberts Way	
William J Smith	William J Smith	3716 DUNEDIN KALAMIAO 7TH	
YOUNG D. SMITH	YOUNG D. SMITH	3716 DUNEDIN KALAMIAO 7TH	
Samuel D. Edwards	Samuel D. Edwards	2055 W. L. L. Street, CA 51201	
Shawn P. Chalk	Shawn P. Chalk	1049 W. L. L. Street, CA 51201	
John J. Smith	John J. Smith	909 New Dresden Rd. U.S. 101894	
John P. Smith	John P. Smith	359 New Dresden Rd. U.S. 101894	
Warren J. Smith	Warren J. Smith	Better World, N.H. 03571	
Mike Green	Mike Green	Better World, N.H. 03571	
Ms. Green	Ms. Green	428 S. Marine Street, N.H. 03571	
Debbie Gray	Debbie Gray	4888 Louisiana St. N.H. 03571	
Udozo Choffi	Udozo Choffi	61654 Dick St. N.H. 03571	
Holly Stamer	Holly Stamer	3074 Heatherbeck Dr.	
Kristie Sell	Kristie Sell	2140 Kohia Ave #1807, N.H. 03571	
MICHAEL STAMER	MICHAEL STAMER	2140 Kohia Ave #1807, N.H. 03571	
Margy Downing	Margy Downing	920 E. SUMMIT STREET, N.H. 03571	
Richard Downing	Richard Downing	920 E. SUMMIT STREET, N.H. 03571	
Aimee Leese	Aimee Leese	5616 TOWNSEND BLVD, N.H. 03571	
Ken Culler	Ken Culler	977 Glen St. N.H. 03571	
Till Ware	Till Ware	1812 S. SUMMIT STREET, N.H. 03571	
Carol McCall	Carol McCall	8206 AUTUMN STREET, N.H. 03571	
Dennis McCall	Dennis McCall	8206 AUTUMN STREET, N.H. 03571	
Margaret Kinney	Margaret Kinney	2300 AUTUMN STREET, N.H. 03571	

MAY 3, 2009

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NAME	SIGNATURE	ADDRESS	COMMENTS
Gregory C. Anderson	Gregory C. Anderson	PAHIO BALI HA	KEEP THE TIP OPEN. FACILITY SERVICE & FLIGHTS
Bob Kwass	Bob Kwass	Leptoneu, P. PMP	KEEP THE TIP OPEN
EVERETT ROSE 1	EVERETT ROSE 1	10385 SERRIS School St. U.S. 101894	KEEP THE TIP OPEN
Bob (W)	Bob (W)	3122 W. L. L. Street, CA 51201	KEEP THE TIP OPEN
FRANCISCO DELARUE	FRANCISCO DELARUE	1618 KAROLINE WAY, N.H. 03571	I DON'T WANT TO GO TO THE REPORT
Almed Zamir	Almed Zamir	1535 P. L. L. Street, N.H. 03571	COH! Please!!
Urean wahneh	Urean wahneh	1535 P. L. L. Street, N.H. 03571	
Monique Andir	Monique Andir	2170 KALAMIAO RD, N.H. 03571	Report here!
ERNEST JOE HOFFMAN	ERNEST JOE HOFFMAN	45-015 KAM HUNT - HAWAII	" "
MICHAEL H. FERRELL	MICHAEL H. FERRELL	541 KALAMIAO BLVD, N.H. 03571	" "
SIMONANO OLSON	SIMONANO OLSON	988 Leo Dr. S. CA	Miss Kim is a close of tip
ABRAHAM D. WILK	ABRAHAM D. WILK	45-485A, HAWAII, HI	
Abraham D. Wilk	Abraham D. Wilk	KAMEHOMEHU, HI	
SHIRLEY CAMPBELL	SHIRLEY CAMPBELL	466 KALAMIAO BLVD, N.H. 03571	Working on the tip
Karl Hill	Karl Hill	466 KALAMIAO BLVD, N.H. 03571	Working on the tip
Bernice Brown	Bernice Brown	466 KALAMIAO BLVD, N.H. 03571	Keep it open
JANET BROWN	JANET BROWN	466 KALAMIAO BLVD, N.H. 03571	Keep it open
Robert Maize	Robert Maize	466 KALAMIAO BLVD, N.H. 03571	Keep it open
David Jackson	David Jackson	466 KALAMIAO BLVD, N.H. 03571	Keep it open
Jay Butler	Jay Butler	466 KALAMIAO BLVD, N.H. 03571	Keep it open
Shud B. B. B.	Shud B. B. B.	466 KALAMIAO BLVD, N.H. 03571	Keep it open
Shirley Taylor	Shirley Taylor	466 KALAMIAO BLVD, N.H. 03571	Keep it open
Cliff Hill	Cliff Hill	466 KALAMIAO BLVD, N.H. 03571	Keep it open

MAY 3, 2000

WE, THE RESPECTIVE CLIENTS OF ITALIAN HELICOPTERS ARE SIGNING IN REGARDS TO THE DEVELOPMENT OF THE HANGARS AT FORT ALLEN AIRPORT. WE DO NOT WANT TO SEE THIS AIRPORT CLOSING DOWN AND WE ASK THAT YOU TAKE OUR CONCERNS INTO CONSIDERATION ALSO. MARIO

NAME	SIGNATURE	ADDRESS	COMMENTS
Judy Rector	Judy Rector	2601 NE Jack London St	
David Mick	David Mick	1500 N. 1st St. Phoenix, AZ	
Jim Bourque	Jim Bourque	1305 S. 1st St. Phoenix, AZ	
L.S. Beane	L.S. Beane	10 NW 7th	
Ann Han	Ann Han	7132 Downing Street, Glendale	
John Buehler	John Buehler	1519 W. 15th St., Phoenix, AZ	
Robert Adams	Robert Adams	687 W. 15th St., Phoenix, AZ	
James Thomas	James Thomas	1501 1st Ave - Grand Pt	
David Thompson	David Thompson	4805 27th Ave, Phoenix	
Ann Chilton	Ann Chilton	8425 W. Terrace Pl.	
Alan Pickett	Alan Pickett	128 Lehigh Trail	
Alan Pickett	Alan Pickett	128 Lehigh Trail	
David Pickett	David Pickett	128 Lehigh Trail	
Bob Matthews	Bob Matthews	1001 N. 1st Ave, Phoenix	
Colleen Mee	Colleen Mee	1501 1st Ave, Phoenix	
Greg Cuthbert	Greg Cuthbert	1501 1st Ave, Phoenix	
John Cuthbert	John Cuthbert	1501 1st Ave, Phoenix	
John Cuthbert	John Cuthbert	1501 1st Ave, Phoenix	
Laura Graves	Laura Graves	211 N. 1st Ave, Phoenix	
Steve Hensel	Steve Hensel	353 N. 1st Ave, Phoenix	
Steve Hensel	Steve Hensel	353 N. 1st Ave, Phoenix	

PAGE 1 continued

MAY 3, 2000

WE, THE RESPECTIVE CLIENTS OF ITALIAN HELICOPTERS ARE SIGNING IN REGARDS TO THE DEVELOPMENT OF THE HANGARS AT FORT ALLEN AIRPORT. WE DO NOT WANT TO SEE THIS AIRPORT CLOSING DOWN AND WE ASK THAT YOU TAKE OUR CONCERNS INTO CONSIDERATION ALSO. MARIO

NAME	SIGNATURE	ADDRESS	COMMENTS
Michael Gerald Kemp	Michael Gerald Kemp	2205 N. Fairview St, Phoenix, AZ	
Jonathan Murch	Jonathan Murch	1624 E. McDowell Rd, Phoenix, AZ	
Bob Strickles	Bob Strickles	2309 HOWARD AVE, PHOENIX, AZ	SUPER NACE
Brenda Boca	Brenda Boca	2309 HOWARD AVE, PHOENIX, AZ	leave 1/2 report A
Nancy Whilke	Nancy Whilke	484 N. 1st Ave, Phoenix, AZ	FAIR PLAY PEOPLE PHOENIX
Jane Spence	Jane Spence	716 W 1st Ave, Phoenix, AZ	
Exa Strate	Exa Strate	17330 Phoenix Rd, Phoenix, AZ	75252
Michelle Wynne	Michelle Wynne	17330 Phoenix Rd, Phoenix, AZ	75252
Steve Kinsman	Steve Kinsman	1612 E. Camelback Rd, Phoenix, AZ	7ca. Milk. Milk.
Don P. Lynn	Don P. Lynn	1641 N. 1st St, Phoenix, AZ	MARKET ground sign
Suzanne Koval	Suzanne Koval	P.O. Box 1100, Phoenix, AZ	North CA Community
Al Blair	Al Blair	20091 N. 1st St, Phoenix, AZ	N.B. - SAVE US.
Steve Kinsman	Steve Kinsman	1624 Camelback Rd, Phoenix, AZ	MARKET ground sign
Suzanne Koval	Suzanne Koval	7873 E. Camelback Rd, Phoenix, AZ	MARKET ground sign
Ray DeCero	Ray DeCero	150 N. 1st St, Phoenix, AZ	MARKET ground sign
Steve Kinsman	Steve Kinsman	1101 N. 1st St, Phoenix, AZ	MARKET ground sign
Lori Murre	Lori Murre	2288 10th St, Phoenix, AZ	MARKET ground sign
Janice Lee	Janice Lee	2288 10th St, Phoenix, AZ	MARKET ground sign
Bruce Lee	Bruce Lee	3116 N. 1st St, Phoenix, AZ	C choice please
BILL BATH	BILL BATH	1001 N. 1st St, Phoenix, AZ	MARKET ground sign
MARY McQUINN	MARY McQUINN	1001 N. 1st St, Phoenix, AZ	MARKET ground sign
Cheryl Gault	Cheryl Gault	1001 N. 1st St, Phoenix, AZ	MARKET ground sign
John Gault	John Gault	1001 N. 1st St, Phoenix, AZ	MARKET ground sign
Kathleen Gault	Kathleen Gault	1001 N. 1st St, Phoenix, AZ	MARKET ground sign
NATTIE SPENCER	NATTIE SPENCER	1001 N. 1st St, Phoenix, AZ	MARKET ground sign

MAY 3, 2000

WE, THE RESPECTIVE CLIENTS OF BALI HAWI HELICOPTERS ARE SIGNING IN REGARDS TO THE DEVELOPMENT OF THE HANGARS AT FORT ALLEN AIRPORT. WE DO NOT WANT TO SEE THIS AIRPORT CLOSING DOWN, AND WE ASK THAT YOU TAKE OUR CONCERNS INTO CONSIDERATION ALSO. MAHALO!

NAME	SIGNATURE	ADDRESS	COMMENTS
Melanie Duncan	<i>[Signature]</i>	1704 Tregonon St Honolulu, HI 96813	Reconciliation about lighting companies the competition
Stephen Dune	<i>[Signature]</i>	7100 Anaculu, HI 96813	KEEP THE AIRPORT! Keep out the business part of the airport.
Shirley Gabaku	<i>[Signature]</i>	94-2512 Waiwale, HI	KEEP THE AIRPORT!
Haru Galantay	<i>[Signature]</i>	same as above	KEEP THE AIRPORT!
UAC DEEWAN	<i>[Signature]</i>	25 THE ESPANADE Honolulu, HI 96813	KEEP THE AIRPORT! ANSWER PLEASE
Matt Galbraith	<i>[Signature]</i>	1916 Kaula Dr. HPCA Honolulu, HI 96813	KEEP THE AIRPORT!
FOOYN RENZ	<i>[Signature]</i>	2111 W. W. ST Honolulu, HI 96813	KEEP THE AIRPORT!
Bill BOUTMAN	<i>[Signature]</i>	4105 W. W. ST Honolulu, HI 96813	KEEP THE AIRPORT!
KAY ALOHA	<i>[Signature]</i>	HAWAIIAN ISLANDS Honolulu, HI 96813	KEEP THE AIRPORT!
TARA GIBBS	<i>[Signature]</i>	Bayview School Garage Honolulu, HI 96813	KEEP THE AIRPORT!
Susan Phillips	<i>[Signature]</i>	Bayview School Garage Honolulu, HI 96813	KEEP THE AIRPORT!
Jeff Auen	<i>[Signature]</i>	336 Pisona Dr Honolulu, HI 96813	KEEP THE AIRPORT!
Zane Maitlen	<i>[Signature]</i>	3024 Maunaloa Honolulu, HI 96813	KEEP THE AIRPORT!
Steve Green	<i>[Signature]</i>	19 LEANING W/ ST Honolulu, HI 96813	KEEP THE AIRPORT!
Anna Cabell	<i>[Signature]</i>	4141 25th St Honolulu, HI 96813	KEEP THE AIRPORT!
Chloe Timbreo	<i>[Signature]</i>	310 Fanning Dr Honolulu, HI 96813	KEEP THE AIRPORT!
Saphin Crockett	<i>[Signature]</i>	4111 11th St Honolulu, HI 96813	KEEP THE AIRPORT!
Joni Keena	<i>[Signature]</i>	4111 5th Ave Honolulu, HI 96813	KEEP THE AIRPORT!
Shirley Kincaid	<i>[Signature]</i>	3115 S. Kaula Honolulu, HI 96813	KEEP THE AIRPORT!
Jayestana	<i>[Signature]</i>	2235 S. Kaula Honolulu, HI 96813	KEEP THE AIRPORT!
Bob Ellison	<i>[Signature]</i>	1715 W. W. ST Honolulu, HI 96813	KEEP THE AIRPORT!
Mark Thomas	<i>[Signature]</i>	4159 Brockway Ave #2 Honolulu, HI 96813	KEEP THE AIRPORT!

MAY 3, 2000

WE, THE RESPECTIVE CLIENTS OF BALI HAWI HELICOPTERS ARE SIGNING IN REGARDS TO THE DEVELOPMENT OF THE HANGARS AT FORT ALLEN AIRPORT. WE DO NOT WANT TO SEE THIS AIRPORT CLOSING DOWN, AND WE ASK THAT YOU TAKE OUR CONCERNS INTO CONSIDERATION ALSO. MAHALO!

NAME	SIGNATURE	ADDRESS	COMMENTS
CAROL BULLMAN	<i>[Signature]</i>	159 S. Kaula Honolulu, HI 96813	KEEP THE AIRPORT!
LORENAE FRANCO	<i>[Signature]</i>	4431 E. Ridge Rd Honolulu, HI 96813	KEEP THE AIRPORT!
Comphins Youwood	<i>[Signature]</i>	1863 S. Beech Honolulu, HI 96813	KEEP THE AIRPORT!
Benny Gattilone	<i>[Signature]</i>	5346 Kaula Dr Honolulu, HI 96813	KEEP THE AIRPORT!
THANE CHEW	<i>[Signature]</i>	1801 25th St Honolulu, HI 96813	KEEP THE AIRPORT!
Aubrey Malen	<i>[Signature]</i>	2610 9th St Honolulu, HI 96813	KEEP THE AIRPORT!
B. W. Allen	<i>[Signature]</i>	11371 S. Kaula Honolulu, HI 96813	KEEP THE AIRPORT!
LENN CASTRO	<i>[Signature]</i>	18508 Kaula Rd Honolulu, HI 96813	KEEP THE AIRPORT!
DAVID HAYNES	<i>[Signature]</i>	837 S. Kaula Honolulu, HI 96813	KEEP THE AIRPORT!
GARY SEWERT	<i>[Signature]</i>	1500 Kaula Honolulu, HI 96813	KEEP THE AIRPORT!

1824

182-1

BURNS AIRFIELD TESTIMONY  
7-17-00  
Arius Hopman  
PO Box 1032 Hanapepe, HI 96716

Certified Mail

**BURNS FIELD**  
To: Attn: Jerry Matsuda, Hawaii DOT, Airports Div.  
400 Rodgers Blvd., Su. 700  
Honolulu, HI 96819-1880

From: June Stark  
Box 398  
Kiauea, HI 96754



I am opposed to the development of Burns Field. I know that there are questions about the validity of the Environmental Assessment, and an honest assessment is not only an ethical obligation of your department but a practical one as well since it is apparent that any development is going to run into militant opposition by groups who have used that area for cultural activities for generations. I also question that DOT which is on record as wanting to develop Burns Field can do an objective Environmental Assessment. That is something like asking the fox to report whether or not the chickens want him to go into the chicken house.

Furthermore, I know that in the twenty plus years that I have lived here the adjacent Salt Pond Park has received increased use every year by locals and visitors alike. The Kauai General Plan update has I know surveyed people not only who live there but from the entire island and there is consensus among everyone except those whose business interests are involved that that whole area should remain open. It developed a number of helicopter companies are understandably going to request that they too be allowed to fly out of Burns Field, which could eventually be a repeat of the Hanalei mess.

For many of us it is hard to understand the Hawaiian dedication to their salt making, but I respect their fierce defense of that traditional cultural activity and its importance to their ethnic identity. Any gas spill from the present illegally parked tank or any future tanks could have a devastating effect not only on the salt making areas but on the whole Salt Pond Park beaches.

I hope you will accept the reasons I challenge the validity of the Environmental Assessment.

TO: THE DEPARTMENT OF TRANSPORTATION (DOT) AND THE OFFICE OF ENVIRONMENTAL QUALITY CONTROL (OEQC):

The DOT has been very persistent in ignoring the wishes of the public on the many issues and concerns raised on the proposed development at Burns Airfield. It has come to the point that the DOT is seen by the public, particularly in the Hanapepe/Eleele area, as a bad case of top-down bureaucracy.

THE DOT IS NOT ACTING DEMOCRATICALLY RELATIVE TO BURNS: IT IS CLEARLY PREJUDICED IN FAVOR OF THE DEVELOPMENT, THEREFORE IS CAN NOT MAKE FAIR, IMPARTIAL AND BALANCED DECISIONS.

During the entire process these last two years, the DOT has been at loggerheads with majority opinion in the local community. This is our back yard. We should have a say in what goes on here!

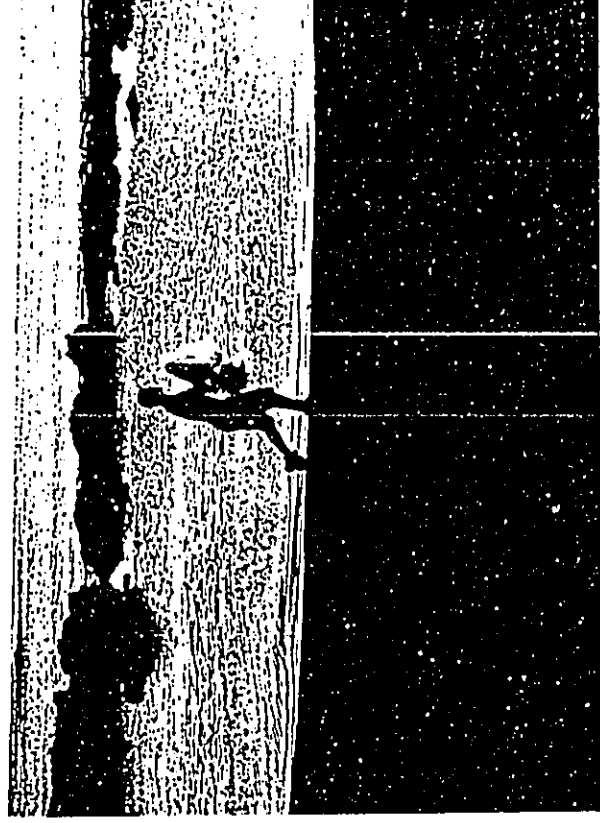
Further development of Burns is unpopular and should be tossed out entirely, as the County of Kauai General Plan Update (GPU) process has correctly ascertained. The latest GPU draft shows the Puolo Peninsula designated as "open" and "conservation", possibly developed as a public park.

**TRENDS:**

The main shortcoming of the entire DOT process is a lack of adequate consideration for TRENDS in the other main public uses and natural resources in the close vicinity of Burns:

- 1) Because of geometrically expanding visitor counts as well as public use, the Salt Pond Park use area has spilled out all the way to the light station at Puolo Point.
- 2) The last remaining traditional salt-making area in all of Hawaii is getting more use and has more meaning to Hawaiians.
- 3) The coral reef just west of the airstrip has been studied by state aquatic biologists who have proposed a marine sanctuary.
- 4) The keiki swimming area just west of the fence is getting more use than ever. This area is in the flight path of incoming fixed-wing craft, a dangerous situation that all are hereby expressly made aware of.

CLEARLY THERE IS A CONFLICT OF INTEREST HERE THAT WILL COLLIDE IN THE NEAR FUTURE. DOT has no logical excuse to continue to push it's unpopular development agenda. DOT's departmentalized perspective cannot see, or take into planning consideration, the many other PRIORITIES in the area. It is the responsibility of the DOT in particular and also the OEQC to plan judiciously to avoid such a collision. Obviously, feelings already run very high about



the proposed development!

**OTHER CONSIDERATIONS:**

--- The DOT has failed to make a survey of local opinion...and the trends in local opinion...and therefore cannot assess the situation correctly.

--- Other helicopter companies have threatened to relocate to Burns if it is developed. There are already too many helicopters at Burns that diminish the Salt Pond Park experience. Beach-goers have to put up with helicopters in their view and constant helicopter noise.

--- There have been no studies of the effect of a gas spill from the 8000 gallon tank illegally placed at Burns, on the salt-making area or on Salt Pond Park, which would have to be evacuated for an indefinite time because of fumes. The tank does not meet EPA standards in its placement or the catchment beneath it. Other helicopter Co's. also want their tanks at Burns. There could be up to 40,000 gallons of aviation fuel endangering the area and making it unsightly. This is not an industrial area.

--- DOT has not considered alternate staging areas on the West Side for emergency and rescue flights.

--- The west fence does not meet Coastal Zone Management specifications. It is makai of the high surf debris line. It is also drawn incorrectly in the DOT maps

--- Beaching- and birthing endangered Hawaiian monk seals are threatened by vehicles because of the proximity of the fence to the water.

--- Incoming fixed-wing craft fly low and directly over the popular keiki swimming area. This is a formula for disaster.

--- Burns Field was initially mandated under wartime executive order. The local community has never agreed to this forced development. Now is a perfect opportunity to survey community opinion for the destiny of the airstrip.

**CONCLUSION:** DOT is out of touch with these important factors on the ground. It continues to aggressively push an unacceptable departmentalized agenda. It is put on notice that all these discrepancies exist in the Burns Field development proposal.

It is hereby requested of DOT that these comments and all the accompanying documents, including readable photos be included in the new Environmental Assessment. Thank you.

Encls:

- 3 News paper article
- 18 pp photo paper from Hawaii Econ Alliance
- Next 2nd/3rd fence photos

*Alagon*

PLEASE PROTECT PUOLO PENNINSULA

**Hanapepe Economic Alliance, Inc.**

P.O. Box 934 - Hanapepe, HI 96716

hea@hanapepe.com

www.hanapepe.com

808-335-0046

**To: Planning Commissioners:**

Gary Baldwin

Robert Kaden

Dr. Ramon Dela Pena

Gary Heu

Edward McDowell

Dane Oda

Abbey Santos

**cc.:**

The Honorable Governor Benjamin J. Cayetano

Senator Daniel K. Akaka

Senator Daniel K. Inouye

U.S. Rep. Patsy T. Mink

L.T. Governor Mazie Hirono

State Sen. Jonathan Chun

State Rep. Hermina Morita

State Rep. Bertha Kawakami

Kauai Mayor Maryanne W. Kusaka

Dept. Of Transportation, Airports Division

Date: 2-28-00

**Ladies and Gentlemen:**

We, of the Hanapepe Economic Alliance (HEA) and the attached petition of over 140 signatures, hereby request with one voice that the Burns Airfield development permit be revoked by the Department of Transportation (DOT) or alternately denied by the Kauai Planning Commissioners. This petition represents a small fraction of the many residents and visitors who are strenuously opposed to the expansion of Burns Airfield as a heliport. We present abundant evidence to support our request.

The community does not endorse the use of public tax money to subsidize unwanted development and private business. The airport is already a public subsidy of private business, as is the public burden of all the noise and pollution. In other words the public would be penalized twice: they would get unwanted development and would even have to pay for it.

Burns Airfield was initially established under a Wartime Executive Order. Therefore,

the residents of Hanapepe and Eleele were never allowed to make a community land-use decision of the Burns Field area.

However, now that those emergency wartime conditions have passed, we would like to hereby exercise our democratic decision-making privileges and formally open up the public discussion process on the proper use of the Burns Airstrip and surrounding lands presently held by DOT.

Obviously, in the last fifty years since the Executive Order, the values and needs of the local community, County and State have changed. We need to reflect those new perspectives in any decision concerning the Burns area.

The following organizations, amongst others, are opposed to the DOT Burns Field proposed project:

The Limu Coalition

Thousand Friends of Kauai

The Sierra Club

The Hawaii Green Party

The Hanapepe Economic Alliance

The Hanapepe Improvement Committee

The Hanapepe Economic Alliance's primary mission is to promote economic revitalization, however it is also the responsibility of the Alliance to monitor community concerns relative to growth opportunities and pass these concerns on to government representatives. Intelligent planned growth is a single-edged sword that insures a sustainable future with natural resources managed appropriately for generations to come. The proposed Burns Field expansion is not sensitive to the natural resources of the community and is, in the opinion of the community of Hanapepe counter-productive.

HEA appeals to the two Planning Commissioners who represent business: Gary Baldwin and Ed McDowell, to deny the DOT Burns development permits. We also appeal to all planning commissioners on environmental and cultural grounds to vote down the proposed development.

The recent relocation of the tour boat industry from Hanalei to Port Allen has not had the positive effects on the Westside economy that were anticipated, and the economic slowdown in 1999 suggests the boats may in fact be detracting from local business. The Association is actively seeking a win-win solution to the new tour-boat presence.

The town of Hanapepe is by-passed by Highway 50 and is virtually invisible. In a recent letter to the Governor, the Association suggested several solutions to make Hanapepe more visible in order to take advantage of a visitor resource now denied. Through cooperative advertising programs and the development of a shuttle connection, the tourboat users will become aware of an experience otherwise missed: historic Hanapepe Town.

---DOT has a track record of pollution. Please see the article in Malama I Ka Honua Magazine titled DOT: FOULING OUR WATERS. This does not forecast well for the Hawaiian salt-making area. The runoff from the airstrip now flows directly into the salt pans. This means that any asphalt, pollution, oil spills, garbage, filth etc. in the runway area ends up in the salt for human consumption.

---The Salt Pond area has two uses that have historical precedence that are in conflict with the helicopter operations:

- 1) The last Traditional Hawaiian salt-making area left in all Hawaii. Many others have been displaced by "progress". This is unacceptable! There are several cultural- and archeological sites on Puolo.
- 2) The Salt Pond Park, frequented by hundreds daily, is directly impacted by helicopter noise immediately adjacent to the park. There is abundant testimony that helicopters frequently overfly the park. Any noise or overflights shatter the peace and quiet of the park. This is the only public beach park for residents of Eleele, Hanapepe and Port Allen. Kalaheo residents also frequent the area. This is also a public camp ground that is actively used and cherished by many. This is one reason so many local residents oppose the heliport.

---DLNR's State Aquatic Biologist Don Heacock has recommended that Puolo point, currently held by DOT, be converted to a marine sanctuary or preserve. It has, according to Heacock, over forty species of coral (compared for instance to eight in Hanalei bay) and about 80% reef coverage (compared to 10% in Hanalei). The health and biodiversity of the region supports such a proposal.

---It is no wonder that Puolo Peninsula is a favorite for fishermen, hunter-gatherers, snorkelers and tide poolers (please see photos). It is also used daily by 100-300 daily dog owners, kayakers, wind surfers, beach goers, sunset watchers and keiki bathers, etc.

---Helicopters exploit the natural beauty and serenity of this island at the public's expense, and at the expense of the very beauty and serenity that attracts visitors to this island. Helicopters are not good neighbors and definitely do not fit into the rural character of the West Side.

---Noise pollution is one of the most disagreeable forms of pollution because one cannot escape it, or even shut it out of one's home! Now, new Habitat for Humanity residences have been constructed within 1/2 mile of the airstrip

**CONCLUSION:** The expansion of Burns Field is NOT in the best interest of the general public or Hanapepe businesses in general.

It was already apparent at the initial public hearing in Eleele two years ago that the strong majority of Westsiders were opposed to the Burns expansion. Opinions were not "just about even" as DOT would like us to believe!

Opponents to Burns development include pilots of helicopter companies currently not flying out of Burns. One is quoted in the Garden Island Newspaper as saying that the proposed Burns development "is a can of worms". They have threatened to assert their rights to also move their operations to Burns, if the development goes ahead. This would obviously create an unacceptable burden on the Westside community. If DOT opens development to some companies it must open to all.

At the Kauai General Plan Update (GPU) public hearings and in the newspaper a majority of Kauai residents have repeatedly opposed the Burns expansion. Groups like the Hanapepe Improvement Committee have asked that the airstrip be closed entirely and converted to park space. Such a proposal deserves serious consideration in view of the serious need for more public park space and the conflict of interest between Burns, and adjacent Salt Pond Park and the Hawaiian salt-making area.

There is a sufficient quorum of opponents to DOT's expansion plans to challenge them legally.

#### FURTHER REASONS TO DENY PERMIT TO DOT:

---At the initial Lihue airport expansion public hearing, DOT stated that they had amassed over 70 million dollars in airport taxes that they were looking to spend on airport expansions. Having a large development budget is a very bad reason to promote unwanted development. We recommend that DOT cease charging the public an airport tax and cease its efforts to push unwanted development in Hawaii.

---DOT's form-letter response to earnest public testimony is an insult to the public input process. Please see just one example of many, attached. The example is Ann Leighton's Testimony, which is opposed to Burns development, and DOT's totally inappropriate response, thanking her for her support.

---DOT has already begun the development process of Burns Field. According to Dee Crowell, head of the Planning Dept., the 8000 gallon tank and concrete platform recently set up at Burns is unpermitted and therefore illegal. (Please see photo). The location of the tank and the containment pan it is on, do not fit EPA standards.

---Since the original construction of the airstrip under Executive Order, the runway has more recently been extended to the west, backfilling the Hawaiian Salt flats. We believe this to be unpermitted development, a violation of an archeological- and Hawaiian use site, and we challenge this extension as illegal. (Please see photo of new fence).



**RECOMMENDATIONS:**

1. Consolidate ALL helicopter flights to the Lihue Airport. Helicopters at Hanapepe and Princeville are unnecessarily disturbing to local residents and have an unfair advantage to the helicopters that fly out of Lihue. Hanapepe residents should have a right to decide about what goes on at the airstrip adjacent to their own park.
2. Since helicopters exploit a public asset at the public's expense, they should be taxed accordingly, and the tax money should be made available for environmental defense. The environment is the public's greatest asset. It is natural capital.
3. Enforce no-fly zones over all residential areas.
4. Create a no-fly time on the weekends: local residents should have the public right to enjoy their island at least two days out of the week without the constant racket of helicopters! Helicopters should not be allowed to work when everyone else is taking a break. Especially Salt Pond Park and the remote wilderness areas are spoiled by helicopter racket. Peaceful weekends are the most likely times that local residents will be able to enjoy their wilderness.
5. ALL helicopters should be identifiable from the ground with two or three large letters on the underbelly of the craft. The County and State should insist on proper identification. This is the most basic safety measure and common courtesy that is assumed with any other type of vehicle (license plates). Helicopters frequently break the rules because they know they can usually not be identified from the ground. Those small numbers on the tail are obviously not enough.
6. We suggest setting aside a marine preserve and restoring the native plants as well as some decorative plants to prepare the peninsula for an extension of Salt Pond Park.
7. Relocate the west airstrip fence at least 50ft. inland, and preferably 200ft. As the attached map and photos show, the DOT map erroneously shows the fence 200 ft from the waterline, while the photos show the wave debris line 20ft inland from the fence. This is a violation of coastal management rules. A 200 ft. relocation would help restore the Hawaiian salt flats and give the public better access to the peninsula.

We wish to thank you for taking the time to review the concerns of the residents and merchants of Hanapepe. If you have any questions or need more information, please do not hesitate to call or e-mail.

MAHALO,

THE HANAPEPE ECONOMIC ALLIANCE AND PETITIONERS

**PETITION:**  
**BETTER ACCESS AND NO DEVELOPMENT AT BURNS AIRSTRIP**  
 335-0227

1. We, the undersigned are in favor of improving access past the west fence of the Burns Airstrip, and making more room for beachgoers, keli wading, windsurfers and fishermen, by moving the new west fence back 200 feet.

2. Furthermore, we oppose any additional development or additional commercial or military activity at the Burns Airstrip, including the construction of aviation hangers.

SIGNATURE	PRINT	ADDRESS
<i>[Signature]</i>	THEL	PO Box 1012 Hauppauge
<i>[Signature]</i>	Janet Miller	Box 883 Lawrence HI
<i>[Signature]</i>	Daniel Gresson	7075 KAUAIANUIE TRAIL
<i>[Signature]</i>	Connie Kahala	7075 Kaha Kahala Pl. Kapaa
<i>[Signature]</i>	TEA THERPIEN	275 AINA IANI PLANE ROAD
<i>[Signature]</i>	Trevor Haakess	1481 Uanaga Rd.
<i>[Signature]</i>	CANDACE AOKI	6388 PUAHILO RD. KAPAA
<i>[Signature]</i>	Dinny McGee	2365 Pua Rd
<i>[Signature]</i>	Juan Raul	PO Box 986
<i>[Signature]</i>	Nancy Kibber	1448A KAHAI 54754
<i>[Signature]</i>	JUDY ARAE	PO Box 114
<i>[Signature]</i>	VALENTIA A. LYER	MANAHOLO 96715
<i>[Signature]</i>	Duffy Holloway	PO Box 47 HI 96703
<i>[Signature]</i>	James Davis	Box 1020 Kilauea
<i>[Signature]</i>	Faith Peabody	PO Box 1030 Kilauea KEA
<i>[Signature]</i>	Elizabeth Bayec	PO Box 896 Kapaa 96716
<i>[Signature]</i>	KIM WILLIAMS	Box 1213 Kilauea HI
<i>[Signature]</i>		P.O. BOX 634 HANALEI
<i>[Signature]</i>		
<i>[Signature]</i>	Kira Shuman	PO Box 1332 Kilauea HI 96715
<i>[Signature]</i>	LARRY SACHO	PO Box 2061 Kilauea HI 96716
<i>[Signature]</i>	Shirley Chodora	PO Box 466 Kilauea HI 96715
<i>[Signature]</i>	RICHARD A. COOPER	10 BOX 1100 Kilauea HI 96716
<i>[Signature]</i>	Shirley K. Ball	1111 Kilauea Rd. Kilauea 96716
<i>[Signature]</i>	Joyce Greer	Box 1026 Kilauea 96716
<i>[Signature]</i>	Jennifer Caswell	1654A Kilauea Highway
<i>[Signature]</i>	J. Ciannoffi	Box 1917, Kilauea HI 96716

**PETITION:**  
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SIGNATURE	PRINT	ADDRESS
<i>[Signature]</i>	SHEERY STURTEVANT	5074 KAHUNA PL. HANALEI
<i>[Signature]</i>	MICHAEL SEICHTAVANT	PO Box 255 ELIHA 96715
<i>[Signature]</i>	Chania Williams	PO Box 879 ELIHA HI 96705
<i>[Signature]</i>	William Williams	PO Box 879 ELIHA HI 96705
<i>[Signature]</i>	Harold Murray	P.O. Box 65075 HONOLULU HI 96719
<i>[Signature]</i>	Tania Mendis	PO Box 1318, Kilauea HI 96715
<i>[Signature]</i>	CHARA T. HOE	PO Box 530 Hauppauge HI
<i>[Signature]</i>	Kenora McKee	P.O. Box 404 Elieva 96705
<i>[Signature]</i>	DAWN ALMOTO	PO BOX 634 KAOA 96716
<i>[Signature]</i>	Shirley A. Brown	4467 I. Kilauea Pl. Kilauea HI 96715
<i>[Signature]</i>	Schylar PM Hoe	P.O. Box 324 Kilauea HI 96705
<i>[Signature]</i>	Deivive Givmior	PO Box 1134, Kilauea HI 96705
<i>[Signature]</i>	Therese Thon	PO Box 73 Kilauea HI 96715
<i>[Signature]</i>	EDITH A. AGUIRRE	PO Box 21 Kilauea HI 96715
<i>[Signature]</i>	Ilana J. Alamo	PO Box 2144, Kilauea HI 96715
<i>[Signature]</i>	M. KEALONA MEDERER	PO Box 516 ANAHOA HI 96703
<i>[Signature]</i>	S T O	
<i>[Signature]</i>	Lo Russell	5054 Kilauea Rd. HI
<i>[Signature]</i>	Hattie Hauser	PO Box 1332 Kilauea HI 96716
<i>[Signature]</i>	Ricko Taniguchi	2851 Kilauea St. Kilauea HI 96716
<i>[Signature]</i>	Nancy Kressman	PO Box 1154 Kilauea HI 96715
<i>[Signature]</i>	Medina Fugel	PO Box 1151 Kilauea HI 96716
<i>[Signature]</i>	Iron Bonardi	1483 Kilauea Pl. Kilauea HI 96716
<i>[Signature]</i>	Joni McGowan	PO Box 121 Kilauea HI 96715
<i>[Signature]</i>	Sherry Hoe	PO Box 567 Kilauea HI 96715
<i>[Signature]</i>	Barbara E. Finner	4467 I. Kilauea Pl. Kilauea HI 96715

PETITION:  
BETTER ACCESS AND NO DEVELOPMENT AT BURNS AIRSTRIP

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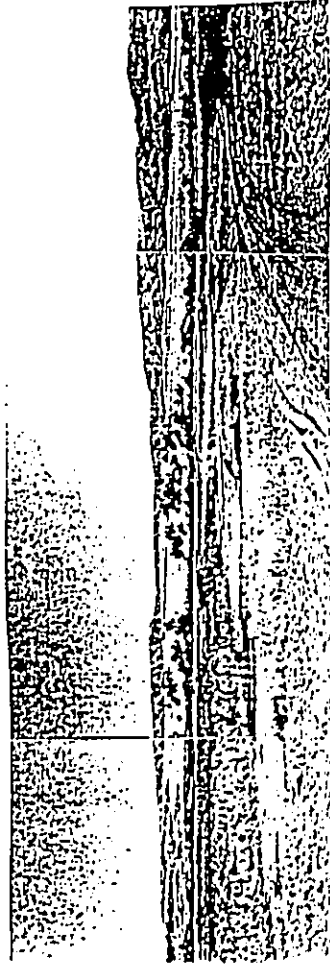
2. Furthermore, we oppose any additional development or additional commercial or military activity at the Burns Airstrip, including the construction of aviation hangers.

SIGNATURE	PRINT	ADDRESS
<i>[Signature]</i>	George Pereira	P.O. Box 860 Waimanalo
<i>[Signature]</i>	Patricia Metcalfe	Box 209 Hanalei, HI 96716
<i>[Signature]</i>	Ryan Adams	Box 674 Hanalei HI 96716
<i>[Signature]</i>	Tina Hamstrom	Box 911 Hanalei HI 96716
<i>[Signature]</i>	Mark Wilbur	Box 1003 Hanalei HI 96716
<i>[Signature]</i>	David E. Green	239 Kameo HI 96716
<i>[Signature]</i>	Robert A. Kama	P.O. Box 188 Hanalei HI 96716
<i>[Signature]</i>	Kanaka Huddy	P.O. Box 242 Eikel 96705
<i>[Signature]</i>	Bryan Keating Sr	P.O. Box 56 Kalahehi HI 96741
<i>[Signature]</i>	Frank Lopez	Box 214 96716
<i>[Signature]</i>	Ronald Danks	Box 92 Kalahehi 96741
<i>[Signature]</i>	Garrett Mudge	Box 455 Hanalei HI 96716
<i>[Signature]</i>	Kuuli Kuli	P.O. Box 404 Hanalei HI 96716
<i>[Signature]</i>	Renata Hymowitz	Box 189 Kalahehi HI 96741
<i>[Signature]</i>	Alan K. Yamamoto	P.O. Box 100 Hanalei HI 96716
<i>[Signature]</i>	Foulan R. Tyler	P.O. Box 5 Waimanalo Kawai HI 96792
<i>[Signature]</i>	Michael Paul	P.O. Box 400 Hanalei HI 96716
<i>[Signature]</i>	Kalena Kiker	P.O. Box 400 Hanalei HI 96716
<i>[Signature]</i>	Kyle Smith	P.O. Box 251 Aiea HI 96703
<i>[Signature]</i>	Marge Freeman	6118 Kaloa Rd Kapaa HI 96741
<i>[Signature]</i>	Robert Hiseck	P.O. Box 1056 Kapaa HI 96741
<i>[Signature]</i>	Alison Klein	4421 Kalahehi HI 96741
<i>[Signature]</i>	Henry Peterson	150 Kameo HI 96716
<i>[Signature]</i>	Harriet Greenman	P.O. Box 216 Kalahehi HI 96741

SIGNATURE	PRINT	ADDRESS
<i>[Signature]</i>	Frank Dillard	P.O. Box 1071 Hanalei HI 96716
<i>[Signature]</i>	Eddie Mills	P.O. Box 64 Hanalei HI 96716
<i>[Signature]</i>	Larry Reisor	P.O. Box 45 Hanalei HI 96716
<i>[Signature]</i>	Christine G. Ayers	Box 1053 Hanalei HI 96716
<i>[Signature]</i>	John K. Keate Sr	P.O. Box 716 Hanalei HI 96716
<i>[Signature]</i>	Michelle Fed	P.O. Box 1053 Hanalei HI 96716
<i>[Signature]</i>	Jessie I. Choulin	P.O. Box 411 Hanalei HI 96716
<i>[Signature]</i>	Belvin A. Bui	P.O. Box 155 Hanalei HI 96716
<i>[Signature]</i>	F. Frazier	3-3400 Kalahehi HI 96741
<i>[Signature]</i>	Glenn Nickraz	5920 Kalahehi HI 96741
<i>[Signature]</i>	Judy Daiten	4330 Kalahehi HI 96741
<i>[Signature]</i>	Bevan Dunbar	P.O. Box 1434 Kalahehi HI 96741
<i>[Signature]</i>	Paula L. Dwyer	2-400 Kalahehi HI 96741
<i>[Signature]</i>	Mona S. Hall	2199 P.O. Box Kalahehi HI 96741
<i>[Signature]</i>	Robert L. Leland	P.O. Box 439 Kalahehi HI 96741
<i>[Signature]</i>	Fred Wells	P.O. Box 226 Kapaa HI 96741
<i>[Signature]</i>	Don Hancock	P.O. Box 1323 Kapaa HI 96741
<i>[Signature]</i>	Jay Caniste	P.O. Box 721 Waimanalo HI 96792
<i>[Signature]</i>	David P. Lewis	P.O. Box 46 Waimanalo HI 96792
<i>[Signature]</i>	Sharon Jeffers	Box 687, Lualaba HI 96741
<i>[Signature]</i>	William E. Lewis	Box 687, Lualaba HI 96741
<i>[Signature]</i>	Christine Stewart	Box 687, Lualaba HI 96741
<i>[Signature]</i>	H.T. Ford	P.O. Box 532372 L.A., CA 90053
<i>[Signature]</i>	Diana Ford	P.O. Box 532372 L.A., CA 90053
<i>[Signature]</i>	Wesley Stewart	P.O. Box 480 Hanalei HI 96716
<i>[Signature]</i>	Annette Stewart	P.O. Box 480 Hanalei HI 96716



Just west of the Burns fence is a perfect place to enjoy the area, any time of day. It is quiet and sunsets are unobstructed.



The beach area just west of the Burns strip fence is a popular recreation area and a continuation of Sali Pond Park. (Please do not litter.) The entire peninsula south of the strip fence should be protected for public use, not DOT use.



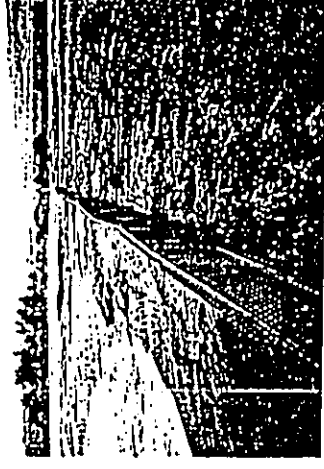
Many local birders, fishermen and nature enthusiasts enjoy the Burns strip fence. It is a completely protected fully bird sanctuary. (Please do not litter.)



West of the fence is a perfect and popular beach washing pool. Fishermen is a completely protected fully bird sanctuary.



The ocean washes visibly inland from the fence, and over the only dirt road around the west side of the fence.



According to Planning head Dee Crowell, this 8000 gallon tank is unpermitted and therefore illegal, another example of DOT's un-neighboring attitude.



This fence shows a more recent extension of the Burns strip, with a new linearity. This extension was constructed over the Hawaiian seal birds. We believe this extension was unpermitted and illegal, violating an important Hawaiian archeological feature. There is a Hawaiian heiau and burial grounds on Puna's Peninsula.



Many forms of marine, animal and plant life inhabit the area. Because of its proximity to the ocean, the area is a bird sanctuary. We find that the area is a bird sanctuary.

PORT ALLEN AIRPORT  
DRAFT ENVIRONMENTAL ASSESSMENT  
PUBLIC HEARING COMMENTS

Ann Leighton 7-21-98  
NAME DATE  
self  
COMPANY/ORGANIZATION  
4555 Pouli Rd  
ADDRESS  
Kapaa HI 96746-1562  
CITY STATE ZIP CODE

COMMENTS/REQUEST:

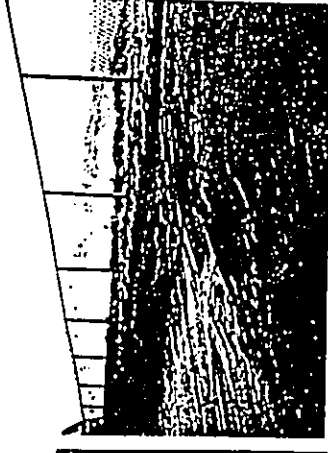
As the West Side of Kauai is the only "old" Kauai that's left, I don't think it's appropriate to let uncontrolled commercial aviation take root. The utilization of the field for emergency operations staging is acceptable but the community evidently wants to preserve their way of life. Kauai is such a small and special place and I think it's incumbent upon all of us to be responsible about development and concentrate it where it already exists while keeping limits on its expansion into rural, undeveloped areas. If operations can be limited to the existing companies then improvements should be made. But if those improvements open the floodgates to other operators then reconsideration should be given. I feel that commercial aviation should be concentrated at Lihue Airport because that's where the infrastructure is already located.

Please send to: Mr. Jerry M. Matsuda, P.E., Airports Administrator  
State of Hawaii, Department of Transportation, Airports Division  
Honolulu International Airport  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1830

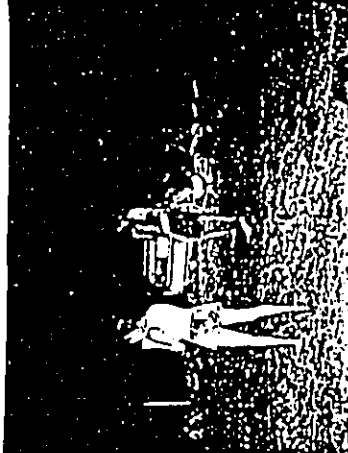
Please submit your comments by March 10, 1998.



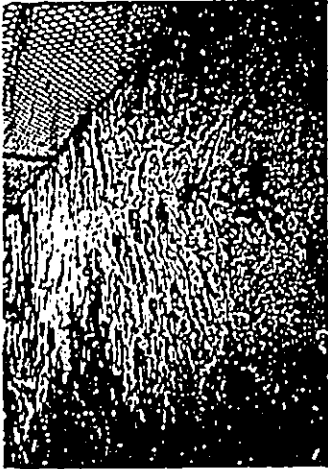
Sand and debris washed into the fenced area. Debris like ice and sawwater puddles left by high surf.



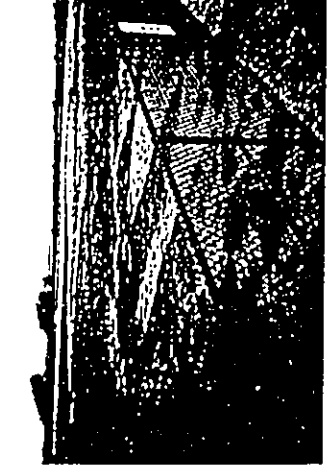
We recommend that the fence, only 8 ft away from normal high tide, be set back, and east by 200 ft to give public users some respectful breathing space. This would allow access with our diving through the muddy area of the sail-making area!



and long unnecessary delays



High surf washed 20 feet into the fenced area, a violation of Coastal Management Rules



With each high surf the dirt piles west of the fence erodes and deteriorates. The maintenance of the fence line is a major task for the airport.



With each high surf the dirt piles west of the fence erodes and deteriorates. The maintenance of the fence line is a major task for the airport.

OPTIONAL FORM NO. 10  
MAY 1962 EDITION  
GSA FPMR (41 CFR) 101-11.6



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
1000 KOLEA ROAD, SUITE 100  
HONOLULU, HAWAII 96813

MAIL ROOM  
ATTENTION  
MAIL ROOM  
1000 KOLEA ROAD, SUITE 100  
HONOLULU, HAWAII 96813

TELEPHONE NO.  
AIR-P  
99-0622

October 6, 1999

Ms. Ann Leighton  
4555 Pouli Road  
Kapa, Hawaii 96746-1562

Dear Ms. Leighton:

Subject: Draft Environmental Assessment  
Port Allen Airport Proposed Improvements  
State Project No. AK2010-01

Thank you for your written comment for the Port Allen Airport Draft Environmental Assessment (EA). Your support for the proposed improvements is appreciated. Port Allen Airport provides a vital link for West Kona and the remainder of the State, which was demonstrated during Hurricane Iniki's impact on the airport's shutdown. Therefore, the Department of Transportation, Airports Division (DOTA) will continue to maintain and operate Port Allen Airport for the public good.

The proposed improvements are modest and will allow those airport functions currently being performed off the airport to be relocated to Port Allen Airport. The visual impact of the helicopter hangers would be mitigated with landscaping and compatible structures.

The purpose of an EA is to allow government to give an systemic consideration to the environmental, social, and economic consequences of the proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community.

Ms. Ann Leighton  
Page 2

AIR-P  
99-0622

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Jerry H. Maruoka, Lead Planning Engineer, at (808) 538-8821 to clarify any questions you may have.

Sincerely,

JERRY H. MARUOKA, P.E.  
Airports Administrator

cc: Edward K. Noda & Associates, Inc. (E. Ishii)

cc: AIR-K  
AIR-L  
AIR-PH

LB:inf

I KA HONOA  
Serial The Earth  
CHAMPLIN SILVINA GILM  
JANUARY - MARCH 2000

### THE PEOPLE in the 21st Century?

"We didn't leave the Stone Age because we ran out of stones."  
The HES needs to take an aggressive approach to fire Hawaii  
Hawaii is the only not have to represent our future. But  
U.S. state planning the strategy must be realistic. Because  
coal- and oil-fired Hawaii relies greatly on imported  
power plants. HES's ideas and efficiency im-  
provements in marine and air transportation won't likely be found  
in the near term, ground transportation and electric utilities  
(67% of Hawaii's greenhouse gases) must take the greatest re-  
sponsibility in moving toward a renewable energy future.

continued on page 4

### DOT: FOULING OUR WATERS

The storm drains may be crowded with "Tempers Wave,  
T Goes to Ocean", but with the State Department of  
Transportation in charge, it might as well read "Dump with  
Hase, No One's Wading." The Department, headed by Kazu  
Hayashi, is keeping Hawaii's environment washed down the gut-  
ter. While Hawaii is busy securing business deals for friends  
and family, the Department is allowing pollution to pour off  
in highways and dangerous species slip through its airports.

On Oahu, the DOT is letting its facilities and roadways  
pollute our streams and ocean. The Environmental Protection  
Agency cited the Department on September 7<sup>th</sup> for its failure  
to comply with the requirements of the Federal Clean Water  
Act. The Agency found that since 1994, the Department has  
not been sufficiently reducing pollutants from its facilities on  
the island of Oahu, including the island's roadways. This means  
that every rainfall on Oahu is washing pollutants—metals, pe-  
troleum residues, pesticides, and the list—into our nearshore  
ocean. Swimmers, beachgoers, and folks that fish, suffer, not to  
mention the tourism industry that relies on a clean coast.

DOT officials had promised to reduce polluted runoff from  
clouding coastal waters, but the department hadn't taken any  
continued on page 3

at grass-roots environmental advocacy organization  
Hille or Sprawlsville? • SUVs • Power Plants

### DOT cont from page 1

steps when they were cited. They've now  
submitted a timeline for compliance, but  
until a new permit is approved, any  
storm runoff from the DOT's facilities  
will violate the federal Clean Water Act.

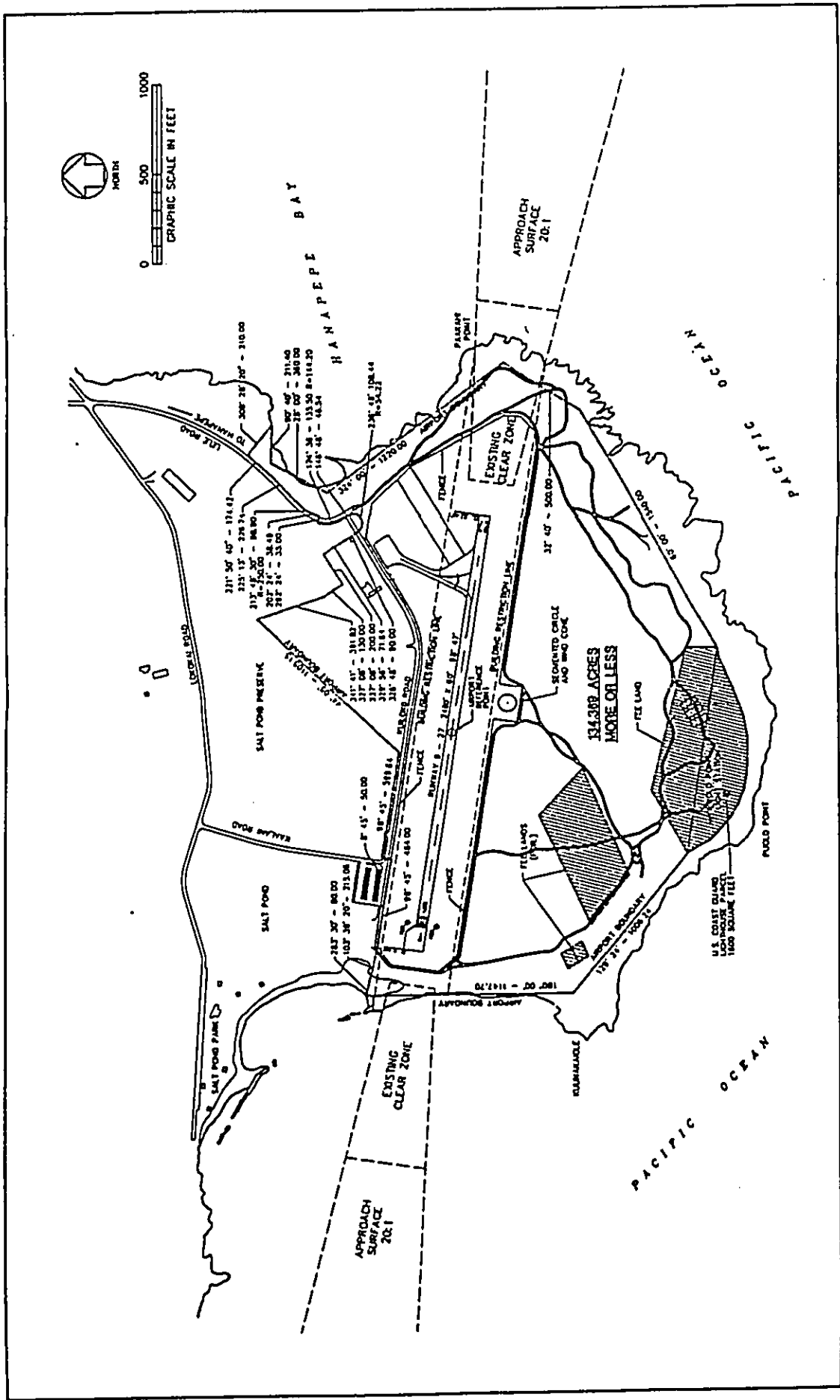
The DOT's polluting practices es-  
cend beyond the highways. On October  
26<sup>th</sup>, the EPA cited the DOT for yet an-  
other violation of the Clean Water Act—  
this time at the Honolulu International  
Airport. Here, the Department has al-  
lowed contaminants such as oil, hydrau-  
lic fluid, and lavatory wastes to wash into  
Kerli Lagoon and the surrounding wa-  
ters. The Department was also dischur-  
ing unpermitted wastewater and was  
negligent in ensuring that their tenants,  
such as various rental car firms, obey the  
clean water laws. Since the DOT was  
granted the pollution permit, they are  
responsible for making sure their ten-  
ants don't pollute the local waters.

But water pollution isn't the only  
problem at the Honolulu Airport. Alien  
species are nearby predated with lots when  
they land in Hawaii. State experts es-  
timate that an average of 20 new alien  
species escape detection efforts in Ha-  
wai every year. According to State fig-  
ures, alien species cost the state's economy  
upwards of \$400 million worth of an-  
nual damages to Hawaii's farms, busi-  
nesses, homes, and natural environment.  
The DOT is failing to budget enough  
money for alien species control—so  
much that one expert calls current ef-  
forts "dismal... a leaky sieve." Money  
from the airlines is to be used to reduce  
the alien species threat, but the Depart-  
ment has not taken the necessary steps.

The above environmental transgres-  
sions by the DOT are only a recent ac-  
counting. Over the past decade, the De-  
partment has also been cited for illegally  
diverting streams and bulldozing a road  
through a Natural Area Reserve.

We trust our government agencies  
to protect our health and environ-  
ment—at least we trust them to obey  
our laws. The DOT is doing neither.  
It's time to clean up the Hawaii  
DOT—in kaka'lip and its practice

MAUWA IKA HONUA



PROPERTY MAP (EXHIBIT "A")  
 SEPTEMBER, 1989 FIGURE 2.2

PORT ALLEN AIRPORT  
 ENVIRONMENTAL ASSESSMENT  
 Prepared by : Edward K. Hoda and Associates, Inc.



FRIDAY

# The Garden Island

Serving Kauai and Niihau since 1902

April

Today Hawaiian Nose Flute music, Kauai Heritage Center, Kauai Village Shopping Center 6:30-8 p.m.

KAUAI STYLE

Histori

A PULITZER COMMUNITY NEWSPAPER

## Testimony 3-1 against Burns Field expansion

By PAUL C. CURTIS  
TGI Business Editor

**LIHU'E**—Opponents of the state's plans to improve Burns Field in Hanapepe outnumbered proponents by a three-to-one margin at a public hearing Thursday.

The testimony was heard by the Kauai Planning Commission, which is considering the state's Department of Transportation Airports Division's application for county per-

mits necessary for the improvements, which include new hangars and other buildings.

The Commission approved one petition for intervenor status in the proceedings and turned down another.

Wilma Holi, whose family works the ancient Hawaiian Salt Ponds near Burns Field (also known as Port Allen Airport), was granted intervenor status to challenge the state's application by a 4-2 vote. In favor of Holi's petition were commissioners

Santos, who made the motion, Dr. Ramon de la Pena, Gary Heu and Bob Kaden. Commission Chairman Gary Baldwin and Ed MacDowell voted against the motion.

The commissioners voted unanimously to deny the Hanapepe Economic Alliance's intervenor bid. Santos said the alliance was turned down primarily because its concerns are similar to those of the general public and because many Hanapepe businesses don't

belong to the organization.

Kaden moved to deny HEA's petition for intervenor status, and Santos seconded the motion.

Holi's petition was approved, Santos said, because she has specific concerns regarding the salt pans, which are unique to Kauai and not found anywhere else in Hawaii.

Holi said is concerned about paving and potential runoff into the salt pans of heavy metals associated with the state's plan.

Airports Division planning engineer Ben Schlapak said ditches could be built to make sure runoff from the facility goes into the sea instead of into the pans.

Holi is also one of the plaintiffs in a lawsuit challenging expansion of the airfield.

Schlapak said the improvements aren't a high priority for the division and there is no money currently available to fund the improvements. Nevertheless, he said, the state would like to make an under-utilized facility safer and more user-friendly for the two helicopter companies that use it on a daily basis, as well as for operators of small airplanes.

"We don't have any grand designs for this airport," said Schlapak, who preferred to call the building plans "making what's already there more usable" rather than an expansion proposal.

He used Hilo International Airport as an example that even if facilities are improved, that doesn't necessarily mean more usage. Hilo's airport was improved and runway lengthened with the idea that inter-

issues is addressed—either arriving at a consensus on centralizing helicopter operations at Lihue, or arriving at a Westside community consensus as to whether they want a commercial heliport in their district, and if so where.

Those favoring the proposal, including Inter-Island Helicopters, Kauai Fire Department, state Department of Land and Natural Resources divisions of Forestry and Wildlife and Conservation and Resources Enforcement, like the option of another airport in case something happens to Lihue Airport, and because of Burns Field's proximity to Kauai's mountain region in case of fire or other emergency.

Inter-Island Helicopter owner Ken D'Attilio said 90 percent of Hanapepe businesses favor him being able to relocate his hangar to Burns Field from Hanapepe town.

He said he has been evicted by the state Department of Hawaiian Home Lands and needs to find a new location. Burns Field is the best place for him to fly from when doing rescue and firefighting work, he added.

But other pilots, Will Squyres of Will Squyres Helicopter Service, and Casey Riemer of Jack Harter Helicopters, oppose the state plans, saying buildings will entice increased activity.

"It will grow, and nothing will stop it," Squyres said.

Ernie Moniz, a firefighter, said the expansion is needed to allow a sheltered place with quick access to

pads and hangars built for helicopter operators at Burns Field.

Helicopter operators don't pay landing fees to the state at Burns Field; as operators at Lihue Airport must.

The long-range plan for Burns Field, Schlapak said, is to subdivide the property and allow operators to build their own hangars.

Pua Kukono, who opposes the airfield expansion, said approving the application would effectively destroy the salt pans.

Native Hawaiian Kippy Akana spoke in favor of the project, saying his daughter loves it when the helicopters fly over Salt Pond Beach Park when she's playing there.

Nani Rogers thanked the DOT for its aerial photos of the area which show it as a pristine area which should be open park land, and the pa'akai (salt) pans preserved.

She urged the commission to approve no more land-use permit applications until the Kauai General Plan is adopted.

"We're sensitive about the salt ponds," Schlapak said on two occasions during the hearing.

Pamela Bennett, a registered nurse, Hanapepe resident and frequent peninsula visitor, said the existing noise is ruining the area, and an expansion would further devastate it.

Dennis Imamura, a retired policeman and lifelong Kauai resident, favors the expansion, saying the existing operators have voluntarily shifted flight patterns to avoid the

N. Page 2-A



# KAUAI

Serving Kauai and Niihau since 1902

April 25, 2000 • 50¢

Discussion at Borders Books & Music, Friday Night at Pahala Theatre, 7 p.m.

SPORTS

Kauai, Kapa'a split KIF doubleheader, See 10-A

THE KAUAI PULITZER COMMUNITY NEWSPAPER

## Attorney contends Burns Field permit process should be halted

By PAUL C. CURTIS, TGI Business Editor

**LIHUE** — The state's application for county permits to expand Burns Field, also known as Part Allen Airport, should be rejected, an attorney contends, because it is based on an environmental assessment (EA) that has been ruled inadequate by a state Circuit Court judge.

Arnold Lum, an attorney with the Native Hawaiian Legal Corpora-

tion, and his client, Wilma Holi of Hanapepe, argue that proceedings before the Kauai Planning Commission regarding permits necessary for expansion of the airfield should be halted immediately.

"At this point, it would appear that the application pending before the Planning Commission becomes moot, since the application itself is predicated upon the contents of the environmental assessment," Holi said.

"It's like an incomplete applica-

tion now," said Lum, who argued before Honolulu First Circuit Court Judge Gail Nakatani that the state's EA did not give enough attention to the alternative of locating all tour helicopter operations at Lihue Airport.

Nakatani agreed. She has ordered the state Department of Transportation Airports Division (DOT-A) to draft a new EA that more fully explores the relocation possibility.

It is unclear if the county and

state will move forward with the permit application process, but earlier representatives of the Planning Department said that the state court challenge was an entirely different matter, separate from county proceedings.

The commission earlier this month closed a public hearing regarding the permits, but granted Holi intervenor status which turns further proceedings into a quasi-legal affair where evidence will be

See PERMIT, Page 2-A

### PERMIT

Continued from Page 1-A

allowed, and witnesses may be called and cross-examined.

"If they want to go ahead with the hearing and Wilma gets up and testifies that the document was ruled to be legally inadequate — which is exactly what the court says; those two words, legally inadequate — they'd be hard-pressed to render a favorable decision on behalf of the state," Lum said. "The attorney draws on the expe-

rience of similar stoppages that have taken place when the U.S. Army Corps of Engineers or state Board of Land and Natural Resources have found fault with environmental documents under consideration.

When the Corps of Engineers gets an environmental impact statement that is ruled inadequate, they dismiss the permit proceeding, Lum said. The BLNR has done the same,

he added.

"It's typically what agencies do," he said. "I can't speak for the Kauai County Planning Commission, but I think as a general matter of administrative law, it doesn't behoove agencies to go ahead with an incomplete set of documents."

The Commission is not expected to take up the Burns Field permits until sometime next month at the earliest.

FRIDAY

# THE GARDEN ISLAND

Serving Kauai and Ni'ihau since 1902

April 7, 2000 • 50¢

**FRIDAY** African Dance Classes, with "Twins," master dancers from Senegal at All Saints Church, Kapa'a, 6:30 p.m., cost \$12

**KAUAI STYLE**

Happy Birthday, Aunty Ku'ulei!  
See 1-B

A PULITZER COMMUNITY NEWSPAPER

## Burns Field expansion Up for stiff opposition

*Matsuda: No money for Burns Field upgrade, but plenty for heliport at Lihu'e*

By PAUL C. CURTIS  
TGI Business Editor

PORT ALLEN — Never mind a pending court challenge, widespread community opposition and lack of funds, the state's Airports Division continues to press forward with plans to expand Port Allen Airport, also known as Burns Airfield.

The Kana'i Planning Commission will hold a public hearing Thursday, April 13, on permits needed for the proposed upgrade. The project includes construction of several helicopter landing pads, hangars and related buildings and offices. The 1:30 p.m. hearing will be held at the Lihu'e Civic Center.

The Hanapepe Economic Alliance, whose board earlier voted unanimously to oppose the proposed airstrip expansion, has filed for intervenor status before the Kana'i Planning Commission.

If the intervenor status is granted, it will turn the commission proceedings into something like a trial.

no funds are currently available for the improvements.

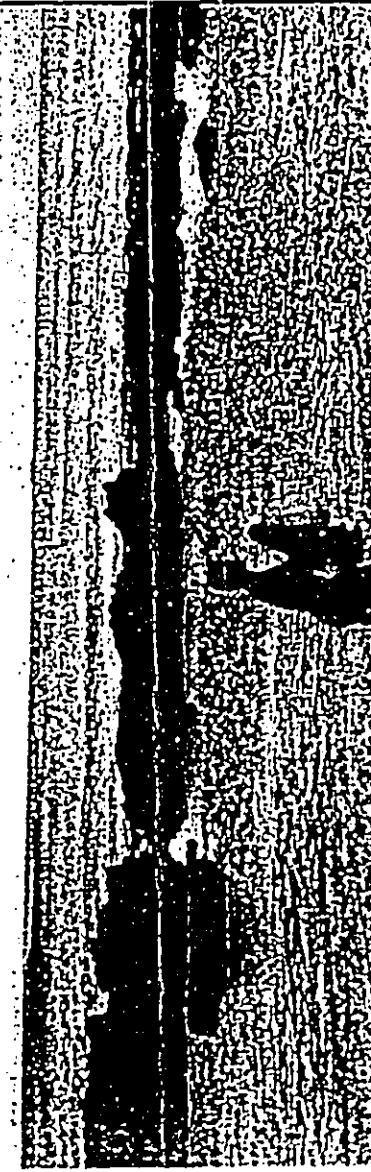
Matsuda told *The Garden Island* that both Barking Sands and Burns Field airstrips are important alternatives to Lihu'e Airport in times of emergency.

All of the state's general aviation fields, serve important purposes," he added. And the state would like to see Burns Field utilized better than it is now.

"People gotta understand that," and have to see the "big picture" of the importance of the smaller airfields on the island in the event that Lihu'e Airport for whatever reason (natural disaster, major aircraft accident, or other incident) cannot be used, he said.

Last month, Honolulu First Circuit Court Judge Gail C. Nakatani took under advisement a lawsuit challenging the proposed expansion.

Wilma Holi and over a dozen other Kana'ians questioned the thoroughness of the state's environmental assessment regarding the



# DOCUMENT CAPTURED AS RECEIVED

unanimously to oppose the proposed airstrip expansion, has filed for intervenor status before the Kauai Planning Commission.

If the intervenor status is granted, it will turn the commission proceedings into something like a trial, with parties being able to call witnesses and cross-examine other witnesses.

The Economic Alliance, which is primarily an association of business people, submitted a petition to the Planning Department this week with about 140 signatures in opposition to expansion of the airfield.

"The community does not endorse the use of public money to subsidize unwanted development (and private business," the petition states.

Actually, there is no money available for the project. Jerry Matsuda, airports division administrator, confirmed earlier this week that

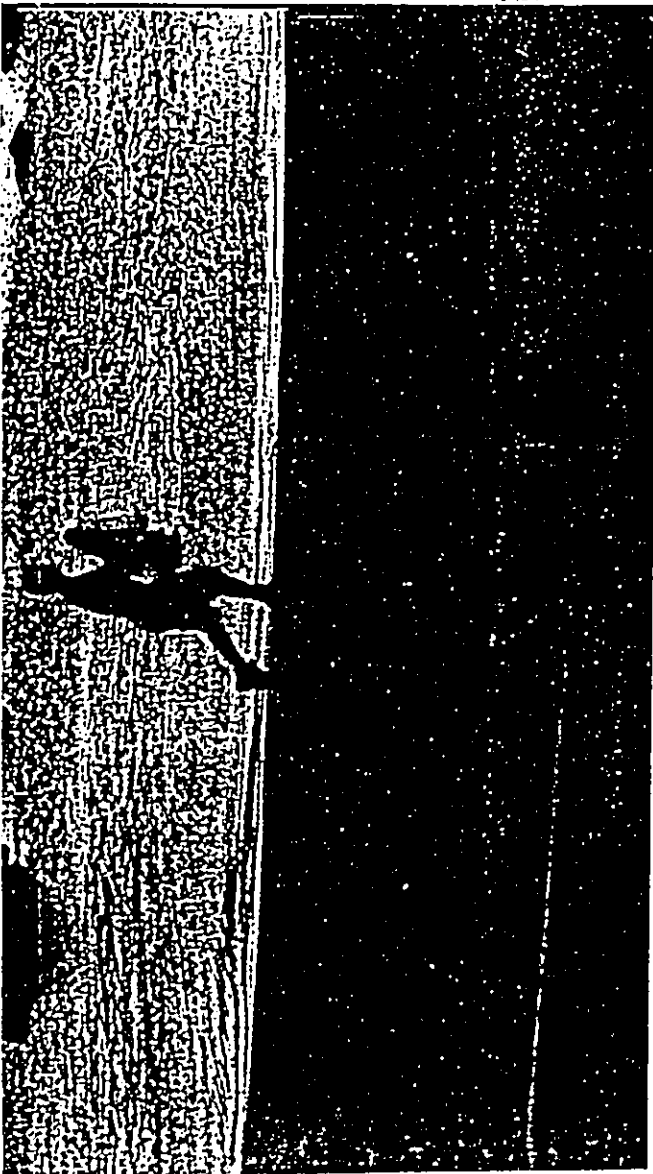
took under advisement a lawsuit challenging the proposed expansion.

Wilma Holi and over a dozen other Kaunians questioned the thoroughness of the state's environmental assessment regarding the improvements, specifically asking why expansion of helicopter operations at Lihue Airport wasn't considered as an option to the Burns Field expansion.

It is not known when Nakatani will rule on the case, said Arnold Lum, attorney with the Native Hawaiian Legal Corporation, which is representing the Kauai citizens' group.

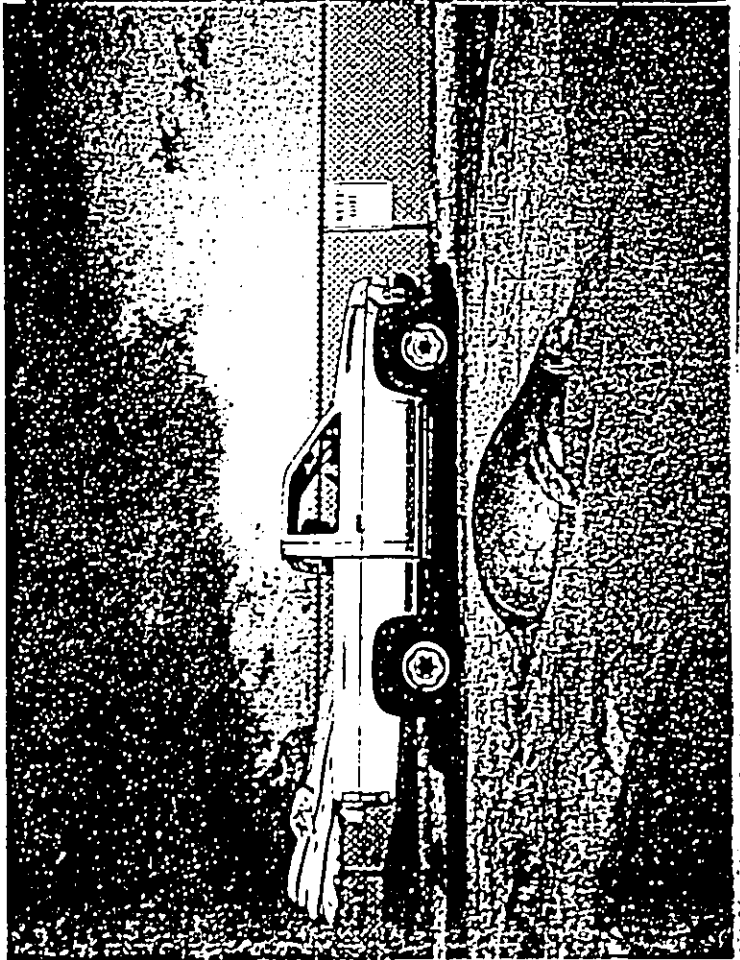
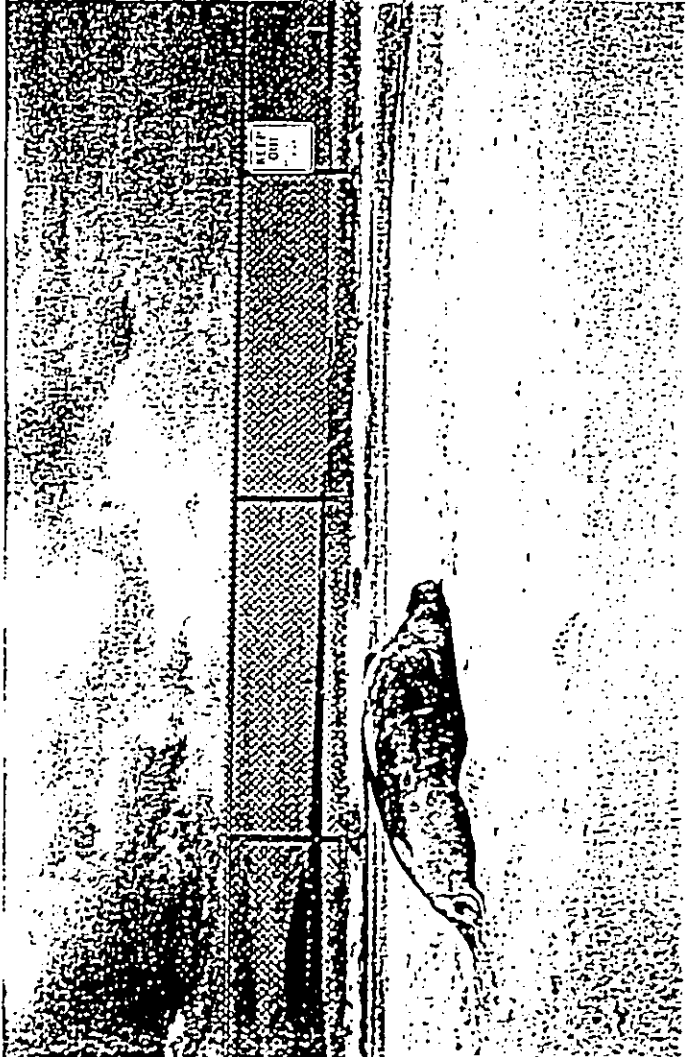
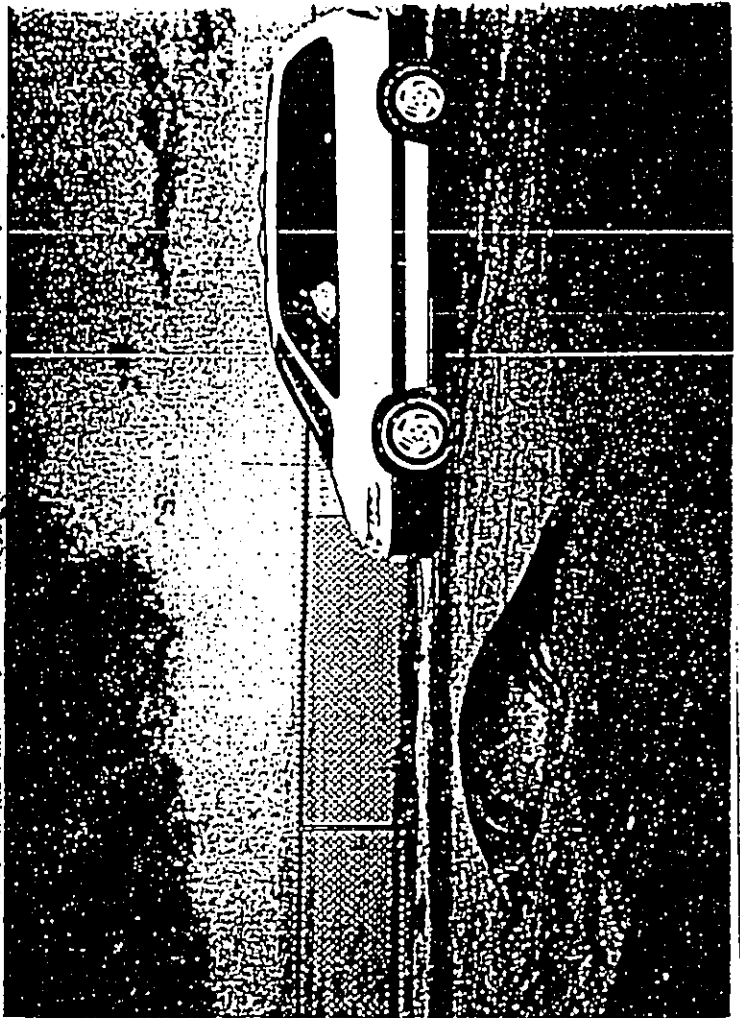
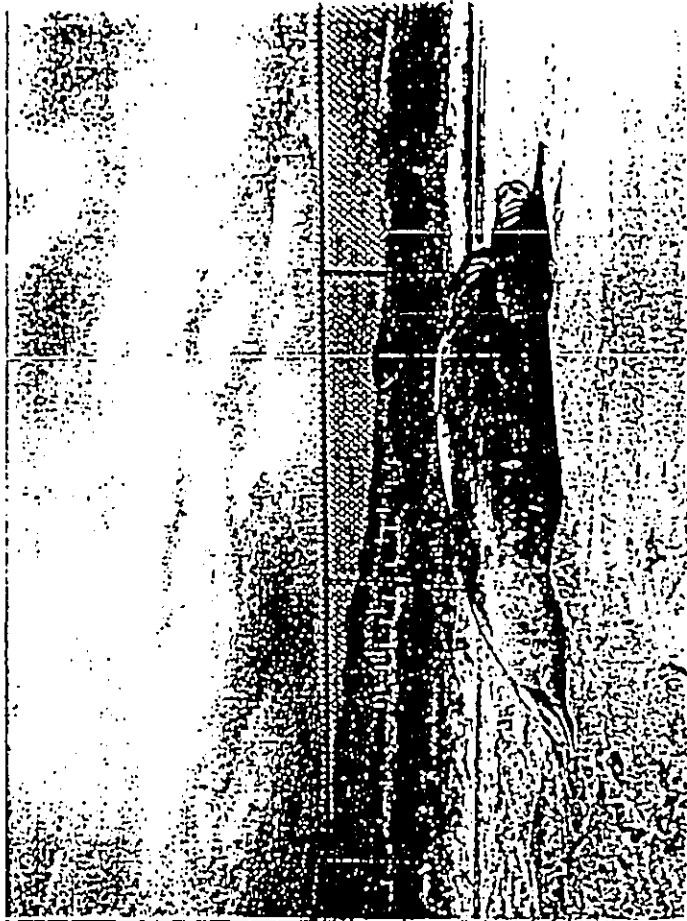
The state contends that its expansion proposal represents "modest" or "moderate" development intended to offer pads, hangar and office space to existing helicopter operators (Inter-Island Helicopter).

See AIRPORT, Page 2-A

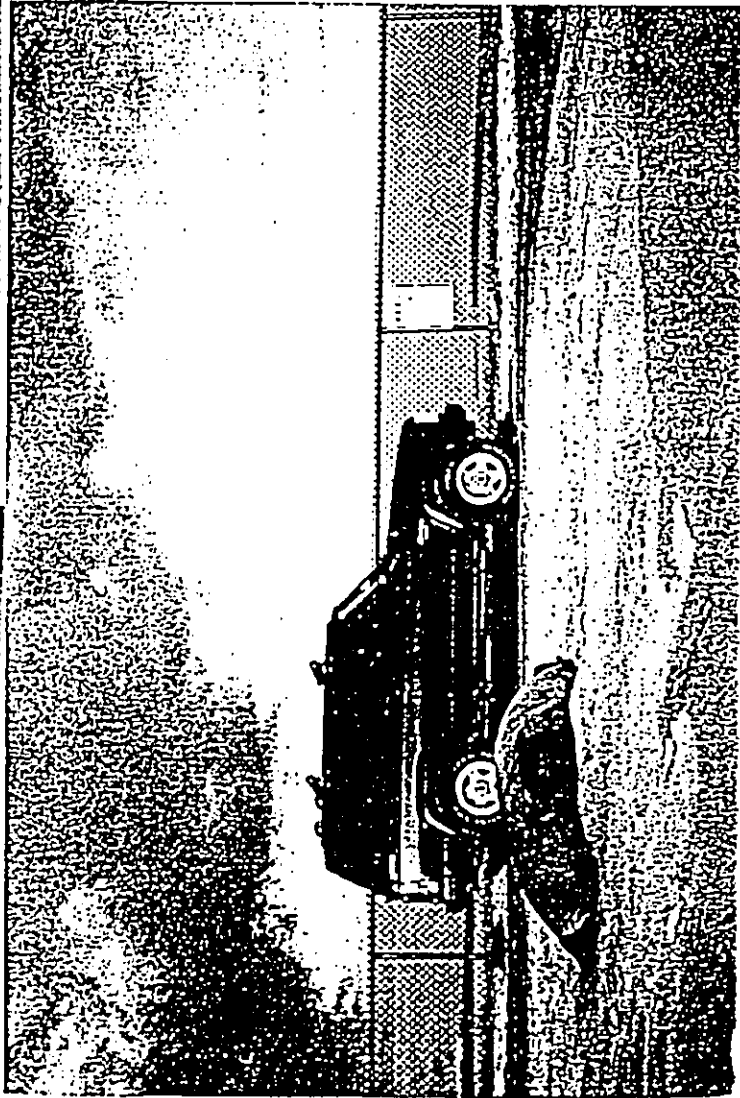
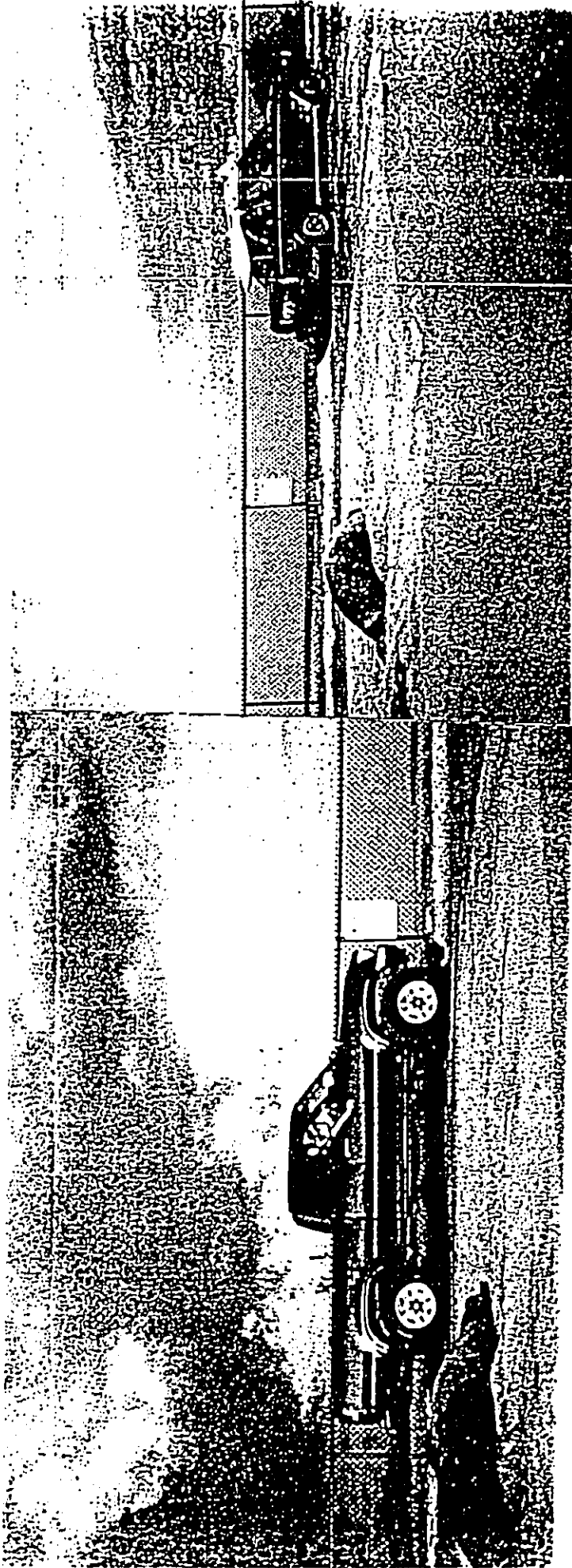


THE SUN sets at Puolo Peninsula, Salt Pond Beach as a silhouetted fisherman carries his net home. (Photo courtesy of Arius Hopman)

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1851

To accompany monk seal photos with cars.

What's wrong with this picture?

To the Forum: The recent controversy over the development of Burns Airfield as an expanded landing strip has brought to light several other big bird issues that need public attention. A few days ago I was in the area at the same time as a monk seal that visits this beach to the west of the Burns Airfield fence three or four times a year.

There are a number of things out of which to choose: 1. The vehicles driving by about every five minutes are dangerously close to the endangered Hawaiian monk seal. The seal is well camouflaged and can look like a rock to the casual observer.

Not noticing the seal, one vehicle parked 12 feet away with doors open and the radio blaring until the driver was fully terminated that the legal safety distance from a monk seal is 50 feet. (After the case of internep- talogical thingy seal, the seal is 115 ft away from the seal.)

2. The road is right on the beach. The reason the traffic is right on the beach is that the airstrip fence is right on the beach and considerably makes of the surf depth line. The fence, in other words, does not fit the Coastal Zone Management rules.

3. For drivers to be able to comply with the 50-foot safety radius around this favored monk seal habitat, and not drive on the beach, the fence would have to be moved back at least 60 feet.

4. The fence is right next to the favorite keiki swimming area that has become increasingly popular in recent years. Often there are as many ocean goers here as in crowded Sali Pond Park, a quarter of a mile away.

This relationship between a favored beach and the airstrip undoubtedly violates all kinds of rules, because the prevailing flight path for small aircraft is immediately overhead of the keiki swimming area. Small planes come in only 20 or 30 feet above the beach. A faulty landing could be disastrous, including for beachgoers. Public first beaches are public.

5. This relatively recent fence was put up when the airstrip was extended all the way to the ocean, and built over existing Hawaiian saltmaking flats. Vehicles now must circum-

vent the fence by driving over the muddy salt flats. This is disrespectful of the saltmakers and the drivers.

But there are several other reasons the fence should be moved back as far as the parking lot next to the saltmaking area (about 200 feet). It would allow Salt Pond Park a much-needed expansion along the coast without interfering with the saltmaking. Drivers could access Puulo Point without getting into the muddy salt flats or the Hawaiian heritage area. And last but not least, moving the fence would resolve the critical habitat designation of Puulo Point bar on its maps, which now shows that the fence is 150 feet inland.

This entire issue again points out the urgency of establishing local decision-making bodies in each ahupua'a. Local residents are the most familiar with local issues and are most likely to make reasonable, balanced decisions.

It was clear at the recent Planning Commission public hearing that a number of Burns issues (and should have disqualified themselves from the vote).

It is also noteworthy that the commissioners who were the most adamant about the Burns area (one who lives and works in the area and one who had been involved in saltmaking) voted in favor of giving Wilma Hodi, who is a saltmaker, standing in the contested case intervention.

There are wonderful people in Hanalei/Ele'ele, including many potential leaders, who could take initiative in calling local town meetings on important issues such as Burns. The alternative is ongoing top-down decisions that often have no relevance to the people who live here. Please help make it happen.

Arius Hopman, business manager Hanalei

BURNS AIRFIELD TESTIMONY  
7-17-00  
Arius Hopman  
PO Box 1032 Hanalei, HI 96716  
7-21-00

TO: THE DEPARTMENT OF TRANSPORTATION (DOT) AND THE OFFICE OF ENVIRONMENTAL QUALITY CONTROL (OEQC):

This is the second testimony letter with enclosures. The first was sent 7-20-00 by express mail. I have learned that the deadline means the date postmarked. Today is the deadline.

The public announcement of this deadline was announced just on 7-19-00, so the public had just two days to respond. This seems like an unfair- and artificial time constraint. Could it be that you don't really want testimony?

Please include the following articles as part of my testimony, to be attached to the material I sent on 7-20-00: The article titled "What's wrong with this picture" is written to accompany the sheet of photos of the endangered monk seal with the cars.

The second enclosed article is titled "OHA may ask state for Burns Field"; the third article is titled "12 myths about development". These and the other articles I sent show the public concern about Burns Airfield.

Thank you for including all three with my prior testimony.

Sincerely,

*A Hopman*  
Arius Hopman



## 12 myths about development

To the Forum:

Myth #1: "Environmental protection hurts the economy." Fact: When a Bank of America study reveals that economies of states on the Mainland with high environmental standards grow consistently faster than those with weak environmental regulations, it is time for us to sit up and take note.

This is one of the many research conclusions summarized in a book by Eben Fodor titled "Better Not Bigger."

In fact, there are two prevailing attitudes now on Kaua'i. One says that sustainable development is our only sane choice. The other says:

Myth #2: "Development is inevitable, so why shouldn't I cash in on it as much as I can?"

Facts: There are dozens of municipalities that have capped their population or rate of growth by legal regulations based on real environmental limits and the real cost of growth to their communities.

Myth #3: "Growth provides needed tax revenues." Fact: Generally, the larger the city, the higher the taxes to pay for all the public services. Fodor notes that growth rarely pays it's own way.

Myth #4: "We have to grow to provide jobs." New jobs rarely go to the local population. New jobs usually attract new residents from elsewhere. There is no significant difference in unemployment between the 25 fastest growing and 25 slowest growing US cities.

Myth #5: "We must subsidize business growth to have good jobs."

Fact: Based on a US Chamber of Commerce survey, states with the best business ratings actually have slower growth in per capita incomes than those with the worst. Why? Probably because "best business ratings" equals investing in business, not in people.

Myth #6: "If we limit growth, housing prices will shoot up."

Fact: A 1992 study of 14 California cities, half with strong growth controls and half with none, showed no difference in average housing prices. Some cities with strong growth controls had the most affordable housing because they had active low-cost housing programs.

Isn't this a model that we on Kaua'i should be considering? I wonder if some Planning Commissioners have any idea what 'growth control' means practically. Please help educate them before it is too late.

Myth #7: "If you don't like growth, you are a NIMBY (not in my back yard), an ANTI (against everything) or want to pull up the bridge after you get here."

Fact: Such name calling tries to hide the fact that people who want to save the island from unsustainable development are usually community-minded, not selfish, and offer their time voluntarily out of deep concern for all the irreversible damage that unsustainable development wreaks.

Myth #8: "Most people don't support environmental protection."

Fact: (Politicians take note!) Fodor cites polls from all over the country, including country-wide polls: Those who favor environmental quality over further economic growth almost always top 70 percent. This means that a small group is more interested in quick, personal profit than in the protection of long-term public assets, like the beauty and ecology of the island.

We, the people must take responsibility to make sure that government follows the will of the people before our remaining resources are squandered. We have weak laws to protect against exploitation and weak government will to enforce protective laws.

Myth #9: "We have to grow or stagnate." Fact, from many studies: Many kinds of growth cost more than the benefits they bring. The more growth, the poorer we get (note inner cities).

Myth #10: "Vacant land just goes to waste."

Fact: Studies from all over show that open land pays far more in property tax than it costs in services. Open land has many other benefits: It cleans the air, absorbs floods, harbors wildlife, saves views and sanity, etc. It also increases the value of land next door.

Myth #11: "Beauty is no sound basis for policy."

Fact: Our industry is dependent directly on the beauty, wildness, remoteness and authenticity of Kaua'i. Only a foolhardy government would not protect and preserve

into perpetuity this most fundamental foundation of our primary industry.

Myth #12: "Environmentalists are just another special interest."

Fact: A developer profiting from a project is a special interest. A citizen with financial stake is fighting for the public interest and the environmental interest. A viable biosphere is in everybody's interest and the environmental interest.

Can we help government to switch from self-serving myths to facts? Only when all know what the facts are and insist government stick to them. Apathy results from government getting away with a pool of myths. This is your government.

Arius Hopman, Businessman  
Hanapepe

## Is Akaka bill proper venue?

To the Forum:

Currently, the United States recognizes 554 groups of indigenous people as possessing sovereign authority. Native Hawaiians are working to have their nation to nation status recognized once again, but the Akaka bill the proper venue as it appears to undermine Hawaiian self-determination. The entire process ignores Hawaiian history and establishes an impossible timetable. If this federal process is so critical, why there no money to effectuate its purpose insuring the trust responsibility of the United States and recognizing the unique status of Hawaiians?

Protection of Hawaiian entitlement programs are insured by the bill which continues dependence on the federal dole.

For years millions of dollars have poured into the state because of the plight of Hawaiians. Millions and millions of dollars to the educational status of Hawaiians improve Hawaiian health and to a social problems.

Are Hawaiians willing to ultimately give up those subsidies? Is the state? Are Hawaiians being prepared to make intelligent

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SUNDAY

# The Garden Island

Serving Kauai and Ni'ihau since 1902

June 25, 2000 • \$1

Kauai Ocean Festival, benefit for the Kauai Food Bank, events from 8 a.m. to 5 p.m. at Nawiliwili Park. Free

**BUSINESS**

Kauai leads state in occupancies; on way to the best year in history. See 1-B

A PULITZER COMMUNITY NEWSPAPER

## OHA may ask state for Burns Field

By PAUL C. CURTIS  
The Business Editor

HANAPEPE — Office of Hawaiian Affairs (OHA) Kauai and Ni'ihau Trustee Don Cataluna may ask Gov. Ben Cayetano to give land at Puolo Point (Burns Field) to OHA.

If he were able to convince the governor to use an executive order to transfer the acreage to OHA from the state Department of Transportation and state Department of Hawaiian Home Lands, OHA could plan the future of the controversial airport and nearby lands.

"My hope and my dream is that we can get that area under OHA control,"

### Land Committee on Kauai

Committee votes in favor of artifacts' return, See 2-B

so the salt pans would be preserved in perpetuity, as well as beach access for 'opihi pocket and others, said Cataluna.

"It's not public land, and it's not private land, it's ceded lands for Native Hawaiians," Cataluna said at a meeting of the OHA Committee on Land to hear community concerns Thursday night at the Hanapepe Recreation Center.

The committee held another meeting Friday at the Kauai Veterans Cen-

ter, only the second time in the history of OHA that the Committee on Land held a meeting on Kauai, Cataluna said.

Several speakers talked about the sacred, special nature of the Puolo area. The state Department of Transportation Airports Division plans on expanding Burns Field (Port Allen Airport) to allow hangars and other buildings and improvements.

The plan is opposed by many

See PUOLO, Page 2-A



OHA's Committee on Land met in two different locations on Kauai last week. (Photo by Dennis Fujimoto)

Native Hawaiians as well as the Po'ipu Beach Resort Association and Kauai Visitors Bureau. Wilma Holi is fighting the DOT application for permits necessary for the expansion of the airstrip before the Kauai Planning Commission.

That contested case hearing reconvenes Tuesday, June 27 at 9 a.m. at the Lihu Civic Center.

If Holi is unsuccessful, OHA may join in the fray.

Trustee and committee Vice Chair Mililani Trank said OHA may join with Native Hawaiians whose families work the salt pans in a lawsuit against the state in the event Holi doesn't prevail. Holi and Judy Naumu Stewart, both with pans here, said they are willing to sue the state if the county grants the DOT the expansion permits.

Holi said she hoped OHA would partner with her and others in need of OHA's assistance, both in the Burns Field case and in others.

"I think it's great," Stewart said of litigation, in response to a question from Trank. "Like be my lawyer," Stewart asked her.

The salt pans have been desecrated by the DOT, Stewart added. The airport and public roadway that cut the salt pans in half don't belong in that area, she stressed.

"Some people call it 'progress,'" said Stewart, acknowledging that some type of economic development is needed so Native Hawaiian children can live and work on the island. But not here.

"That's our sacred place. Leave the Hawaiian land alone," said Stewart, recommending that helicopter operations be moved to the U.S. Navy's Pacific Missile Range Facility (PMRF) instead.

When canoe used to pass the Puolo Point area, they always lowered their sail, she said. Why? Because it's a sacred place, she explained. Trustee Frouchy DeSoto asked Stewart if anyone asked Cayetano for help. Stewart replied that he signed the bill appropriating money for the project.

Holi said the presence of emergency fire and rescue crews and the Federal Aviation Administration (FAA) tower make Lihu's Airport the usual place for all helicopter operations. Burns Field has neither a tower nor emergency crews, she said.

The helicopter operations have

operations should be centralized in Lihu's, she said.

The land was taken from Native Hawaiians in the 1930s, during the war, and should be returned, she added.

David Nekomoro, former executive officer at PMRF and now employed by Ni'ihau Ranch and Ni'ihau Helicopters, said flight patterns can be changed and monitored so that the salt pans aren't impacted, and that the air pollution culprit is more likely the Kauai Electric (KE), oil-burning, power-generating plant at Port Allen upwind from the Burns Field area.

Cataluna said he is concerned about the environment, the noise, the tons of oil burned by KE, and about the salt pans.

"The DOT should remove themselves from the area," said Cheryl Lavell-Obauske.

"We don't need more" helicopters, said Nolan Holi, who also supports centralized helicopter operations at Lihu's Airport.

Henry Kali, also a salt-maker, said he is against the airfield, but for Ken D'Amilio of Inter-Island Helicopters, because D'Amilio does search-and-rescue work.

Kali said his father told him to take care of the land before he died, and does what his ancestors in heaven tell him to do. "You can take so much from us, but leave some for us," said Kali, saying his family and other Native Hawaiians were the first people to inhabit Kauai.

D'Amilio said Burns Field is Kauai's original airport, and used to have hangars and a terminal building before.

His company moved operations to the east end of the airstrip and altered flight patterns in response to concerns from those working the salt pans and using the nearby Salt Pond Beach Park, and have put in gravel, concrete and watering systems to keep dust down at Burns Field.

He figures he has saved around 200 lives on the island and in the waters around it since starting to do rescues in 1987. D'Amilio said he doesn't want to buy the land, just rent it, and if OHA thinks he should be paying fees to OHA, he will.

Cataluna said the state Department of Land and Natural Resources (DLNR), Kauai Fire Department and Kauai Police Department all have

Westside presence because of a quick response time in the event of forest fires in Kule'e.

Cataluna asked D'Amilio if he would consider relocating to another Westside location if OHA is able to acquire the area around Burns Field, and a suitable place for D'Amilio's operations. D'Amilio said yes. "The Westside is better for the work that we do. Lihu's is not an option," as the weather is not as good as the Westside, and he'd have to contend with lots of other air traffic.

D'Amilio said there are only two helicopter operators at the airstrip now, and he doubts any other operators would set up shop at the field if the DOT expansion happens.

Joseph Manini, Sr. said there are better places than Puolo Point for the helicopters, and that the plantation by allowing waters to run into the salt pans haven't shown concern for the salt pans, either.

### OHA committee backs return of buried artifacts

LIHU — OHA's Bishop Mahealani (left) and Trustee Don Cataluna (right) are seen with a group of Native Hawaiians who recovered and returned to the Office of Hawaiian Affairs a collection of artifacts buried at Burns Field in 1937. OHA's Committee on Land voted Monday to support the return of the artifacts.

The artifacts were buried in 1937 by the U.S. Navy at Burns Field. The artifacts were recovered by a group of Native Hawaiians who were working the salt pans at Burns Field.

The artifacts include a stone headdress, a stone adze, and a stone knife. The artifacts are believed to be of great historical and cultural significance.

OHA's Committee on Land voted Monday to support the return of the artifacts to the Native Hawaiians who recovered them.



1875

DATE : 07/19/00

TO : Jerry Matsuda, Airports administrator

FROM : Brad K.A. Akana, Hanapepe resident


SUBJECT: Airport improvements at Burns Field

There are a couple of reasons why I think I'm qualified to voice my opinion. I'm a Hanapepe resident for over twenty five years, a native Hawaiian, made salt down at the ponds, a Burns Field / Salt Pond recreational user, and have used the helicopter service at Burns Field airfield.

These are the facts about some of the issues that were raised in the media and public hearing:

- 1. POLLUTION:** Most of the dust that ends up in the salt bed is generated from vehicle traffic on a road that runs through the middle of the salt bed, not from the helicopters. If someone was a real Hanapepe resident, they would know that the trade winds blow 98% of the time, and that anything at Burns Field would blow out to sea over Puolo Point. Most runoff that enters the salt beds come from Gay and Robinson's sugarcane fields across Lokokai Rd. on heavy rains. The smell from Burns Field is caused from Kauai Electric burning hundreds of barrels of oil a day directly across Hanapepe Bay.
  - 2. ENDANGERED SPECIES:** Since the Hawaiian monk seal has arrived in the Salt Pond / Burns Field area, there has not been one time that I've seen that aircraft has even caused them to open their eyes, non the less scare or harass them. Most of the harassment are from humans who get too close, or have their dogs running loose. The other protected species is the green sea turtle. One of the largest populations of green sea turtles feed approximately seventy yards from the heliport on high tide, wither helicopters are around or not. Nothing is being harassed.
  - 3. ACCESS:** There are two roads that access the Salt Pond / Burns Field area. Both roads are always open to the public. There was never a road to drive into the salt beds. A parking lot was constructed near the salt beds for people to park and walk to the salt beds or beach area. People are getting lazy, and want to drive right up to the beach. Access to the area will not change with or without the improvements.
- I wish I could get the real residents of Hanapepe out to voice their opinion, but if you ask around, Hanapepe is for the improvements. Check the petition that was put in Hanapepe, the Kauai Fire Department, Kauai Police Department, State Department of Land and Natural Resources all support the project. The other helicopter companies, oppose the project, but if improvements are made, they say they also want to move out to Burns Field. Are they really against the project? Or are they against the operators who have business out there? What about the small groups of Kauai residents who turn out at every public hearing, on every issue, to voice

their opinion? They live completely on the other side of the island, and this project will not impact them at all. Burns Field has been there, and the businesses have been operating for years. The real residents had no problems, now transplants into our community want to change what has been going on for years. If you don't like Hanapepe the way it is, then move somewhere else. I am in support of the Burns Field improvements, and hope lies and a small groups of selfish wanna be Hanapepe residents don't ruin our progress. Thank you for your time.

Mahalo,  
  
Brad K. A. Akana  
Ph. (808) 335-5714

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**TESTIMONY ON THE PROPOSED DEVELOPMENT OF BURNS FIELD**

To: **Attn: Jerry Matsuda, Hawaii Dept. of Transportation, Airports Div.**  
400 Rodgers Blvd., Su. 700 Honolulu, HI 96819-1880

From: **Lara Butler Kespans HI 96746**

This testimony given is opposed to the proposed development at Burns Field and furthermore challenges the validity of the Environmental Assessment on the following grounds:

- 1) The DOT has not surveyed the growing trends in usage by locals and visitors of the Salt Pond Park immediately adjacent to the airstrip. It is used by a growing number
  - 2) There are four main uses of the area that are on a collision course: a) the traditional Hawaiian salt making area. b) Salt Pond Park. c) Marine resources, fishing and gathering and d) the airstrip. At least 50-100 times more people, including visitors than the airstrip, use the first three of these. To make correct decisions, DOT should know exactly how many times more these areas are used.
  - 3) The DOT has failed to make a survey of local opinion...and the trends in local opinion...and therefore cannot assess the situation correctly. The Kauai General Plan update (GPIU) has made such a survey and concluded that the general public wants to see this area designated "open", "conservation" and possible park area. DOT should use this prior survey work as a guideline and not remain in denial of the facts.
  - 4) DOT cannot make a fair, impartial and balanced decision because DOT is in favor of developing. Such bias also tarnishes their research and casts doubt on their qualifications to make this decision.
  - 5) Other helicopter companies have threatened to relocate to Burns if it is developed. There are already too many helicopters at Burns that diminish the Salt Pond Park experience. Beach-goers have to put up with helicopters in their view and constant helicopter noise.
  - 6) There have been no studies of the effect of a gas spill from the 8000-gallon tank illegally placed at Burns, on the salt-making area on Salt Pond Park. This tank would have to be evacuated. The tank does not meet EPA standards in its placement or the encumbrance beneath it.
  - 7) DOT should, but appears to have not, considered alternate siting areas on the West Side for emergency and rescue flights.
  - 8) The west fence does not meet Coastal Zone Management specifications. It is Makai of the high water tidbit line. It is also drawn incorrectly in the DOT maps.
  - 9) Beaching and birding endangered Hawaiian monk seals are threatened by vehicles because of the proximity of the fence to the water.
  - 10) Incoming fixed-wing craft fly low and directly over the popular Kaimi swimming area. This could be a formula for disaster.
- DOT should not be so out of touch with these important facts on the ground. It is put on notice that all these discrepancies exist in the proposed Burns Field development. It is hereby requested that these comments be included in the new Environmental Assessment. Please consider carefully all the reasons why this expansion is a poor idea that will have more adverse effects than positive ones.

Thank you,  
Lara Butler Kespans Homeownership

**TESTIMONY ON THE PROPOSED DEVELOPMENT OF BURNS FIELD**

To: **Attn: Jerry Matsuda, Hawaii Dept. of Transportation, Airports Div.**  
400 Rodgers Blvd., Su. 700 Honolulu, HI 96819-1880

From: **Mr. & Mrs. Ron Cronin**  
3980 Waiho Rd  
Kalaheo, HI 96741

This testimony is opposed to the proposed development at Burns Field and furthermore challenges the validity of the Environmental Assessment on the following grounds:

- 1) The DOT has not surveyed the growing trends in usage by locals and visitors of the Salt Pond Park immediately adjacent to the airstrip.
- 2) There are four main uses of the area that are on a collision course: a) the traditional Hawaiian salt making area. b) Salt Pond Park. c) Marine resources, fishing and gathering and d) the airstrip. The first three of these are used by at least 50-100 times more people, including visitors than the airstrip. To make correct decisions, DOT should know exactly how many times more these areas are used.
- 3) The DOT has failed to make a survey of local opinion...and the trends in local opinion...and therefore cannot assess the situation correctly. The Kauai General Plan update (GPIU) has made such a survey and concluded that the general public wants to see this area designated "open", "conservation" and possible park area. DOT should use this prior survey work as a guideline and not remain in denial of the facts.
- 4) DOT cannot make a fair, impartial and balanced decision because DOT is in favor of developing. Such bias also tarnishes their research.
- 5) Other helicopter companies have threatened to relocate to Burns if it is developed. There are already too many helicopters at Burns that diminish the Salt Pond Park experience. Beach-goers have to put up with helicopters in their view and constant helicopter noise.

6) There have been no studies of the effect of a gas spill from the 8000 gallon tank illegally placed at Burns, on the salt-making area or on Salt Pond Park, which would have to be evacuated for an indefinite time. The tank does not meet EPA standards in its placement or the catchments beneath it.

7) DOT has not considered alternate staging areas on the West Side for emergency and rescue flights.

8) The west fence does not meet Coastal Zone Management specifications. It is makai of the high surf debris line. It is also drawn incorrectly in the DOT maps

9) Beaching and birthing endangered Hawaiian monk seals are threatened by vehicles because of the proximity of the fence to the water.

10) Incoming fixed-wing craft fly low and directly over the popular keiki swimming area. This could be a formula for disaster.

DOT is out of touch with these important facts on the ground. It is put on notice that all these discrepancies exist in the proposed Burns Field development. It is hereby requested that these comments be included in the new Environmental Assessment.

Thank you,

*Mr. & Mrs. Ray Green*

1841

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TESTIMONY ON THE PROPOSED DEVELOPMENT OF BURNS FIELD, KAUAI

Attention Jerry Matsuda,  
Hawaii Dept. of Transportation,  
Airports Div.  
400 Rodgers Blvd, Su. 700  
Honolulu, HI 96819-1880

July 20, 2000

To Whom it May Concern:

This testimony is opposed to the proposed development at Burns Field and furthermore challenges the validity of the Environmental Assessment on the following grounds:

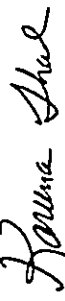
- 1) The DOT has not surveyed the growing trends in usage by locals and visitors of the Salt Pond Park immediately adjacent to the airstrip.
- 2) There are four main uses of the area that are on a collision course: a) The traditional Hawaiian saltmaking area. b) Salt Pond Park. c) Marine resources, fishing and gathering and d) the airstrip. The first three of these are used by at least 50-100 times more people, including visitors than the airstrip. To make correct decisions, DOT should know exactly how many times more these areas are used.
- 3) The DOT has failed to make a survey of local opinion...and the trends in local opinion...and therefore cannot assess the situation correctly. The Kauai General Plan update (GPU) has made such a survey and concluded that the general public wants to see this area designated "open", "conservation" and possible park area. DOT should use this prior survey work as a guideline and not remain in denial of the facts.
- 4) DOT cannot make a fair, impartial and balanced decision because DOT is in favor of developing. Such bias also tarnishes their research.
- 5) Other helicopter companies have threatened to relocate to Burns if it is developed. There are already too many helicopters at Burns that diminish the Salt Pond Park experience. Beachgoers have to put up with helicopters in their view and constant helicopter noise.
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- 9) Beaching and birthing endangered Hawaiian monk seals are threatened by vehicles because of the proximity of the fence to the water.

10) Incoming fixed-wing craft fly low and directly over the popular keiki swimming area. This could be a formula for disaster.

DOT is out of touch with these important facts on the ground. It is put on notice that all these discrepancies exist in the proposed Burns Field development. It is hereby requested that these comments be included in the new Environmental Assessment.

It is YOUR DUTY to preserve our environment for future generations!

Mahalo,

  
Karuna Thal  
1321 Kiowai Place  
Kapaa, HI 96746  
808-822-2500  
karuna@aloha.net

1847

AIRPORTS DIV.  
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AIR-L 1  
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AIR-P 2  
AIR-S 1

TESTIMONY ON THE PROPOSED DEVELOPMENT OF BURNS FIELD  
To: Attn: Jerry Matsuda, Hawaii Dept. of Transportation, Airports Div.  
400 Rodgers Blvd, Su. 700  
Honolulu, HI 96819-1880

From: Humberto Blanco  
POB 821  
Anahola, HI 96703

This testimony is opposed to the proposed development at Burns Field and furthermore challenges the validity of the Environmental Assessment on the following grounds:

- 1) The DOT has not surveyed the growing trends in usage by locals and visitors of the Salt Pond Park immediately adjacent to the airstrip.
- 2) There are four main uses of the area that are on a collision course: a) The traditional Hawaiian saltmaking area. b) Salt Pond Park. c) Marine resources, fishing and gathering and d) the airstrip. The first three of these are used by at least 50-100 times more people, including visitors than the airstrip. To make correct decisions, DOT should know exactly how and to what degree usages compare.
- 3) The DOT has failed to make a survey of local opinion...and the trends in local opinion...and therefore cannot assess the situation correctly. The Kauai General Plan update (GPU) has made such a survey and concluded that the general public wants to see this area designated "open", "conservation" and possible park area. DOT should use this prior survey work as a guideline and not remain in denial of the facts.
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- 9) Beaching and birthing endangered Hawaiian monk seals are threatened by vehicles because of the proximity of the fence to the water.
- 10) Incoming fixed-wing craft fly low and directly over the popular Keiki swimming area. This could be a formula for disaster

DOT is out of touch with these important facts on the ground. It is put on notice that all these discrepancies exist in the proposed Burns Field development. It is hereby requested that these comments be included in the new Environmental Assessment.

Sincerely,

  
Humberto Blanco

P.O. Box 688  
Hanalei, HI. 96716

July 20, 2000

Jerry M. Matsuda, P.E.  
Airports Administrator  
State Of Hawaii  
Department of Transportation  
Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Dear Mr. Matsuda:

This letter is in reply to your letter (AIR-P 00.347), dated July 6, 2000, which stated that replies must be sent by July 21, 2000.

Your letter cited the court order that the DOTA needs to include an analysis of the relocation of helicopter operations from the Port Allen Airport to Lihue Airport in the new Draft Environmental Assessment (EA).

Your letter stated that the EA will focus on construction of four lease lots for helicopters, two fixed wing tie-downs areas, public comfort station, DOT maintenance shed, public and employee parking, and associated infrastructure improvements. I take issue with this direction, because these have already been covered in the first draft EA.

What is needed is a study of the possibility of relocating all helicopter operations to Lihue. This should be the primary focus of the new EA, and should not be clouded by a repetition of all of the items which have already been covered. Further, it is so important that a really good study be done because it should also include all aspects of the environmental impacts of continuing to operate flight operations at Burns Field. One aspect of this is because the airfield is already sitting on part of the Hawaiian Salt Pans, and it is threatening to grow larger, in which case the impact will continue to increase, eventually to the point at which the cultural impact will be devastating.

Secondly, the new EA should discuss the fuel tank which is on the Burns Field site. This is because this fuel tank was put in place without proper permits or public hearing, thus obviously making it illegal. And, even though the first fuel tank was illegal, your planner tried to slip in a request to the planning commission for a second fuel tank!

Thirdly, I would like to discuss the article in the July 18, 2000 Garden Island newspaper entitled "No Hearing Planned for Burns Field Draft Study". This article mentions that the Knui

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General Plan final draft recommends that the entire area of Puolo Point, where Port Allen Airport is located, be kept in open space, possibly as a county or state park. This conclusion was made after receiving input from the community throughout the entire island of Kauai.

The above newspaper article also mentions that Ben Schlapack, head planner with DOT-Airport stated in an interview that:

"This time, we're going to have more detail on why the FAA (Federal Aviation Administration) wouldn't let us do it (move all helicopters to Lihue Airport), and why it's not possible under the terms of FAA grants to discriminate against helicopter companies by forcing them to be in one place".

The above statement from a DOT representative shows that DOT is already prejudiced before they even begin the new draft EA. They are coming up with excuses why they cannot move the helicopter companies, rather than looking for ways in which it can be done.

Sincerely,

  
Thomas N. Godbey

cc:  
Wilma Holl  
Governor Ben Cayetano  
State Senator Jonathan Chun  
U.S. Representative Patsy T. Mink  
Planning Commission, County of Kauai

To: Ait. Jerry Maisuda, Hawaii Dept. of Transportation, Airports Div.  
400 Rogers Blvd. Su. 700  
Honolulu, HI 96819-1880

From: Helen Mchl  
1675-2 Makani Rd.  
Koloa, HI 96756-9539

Dear Mr. Maisuda,

This testimony is opposed to the proposed development at Burns Field and challenges the validity of the Environmental Assessment of the following grounds:

1. The DOT has not surveyed the growing trends in usage by local people and visitors of the Salt Pond Park immediately adjacent to the airstrip. This is one of the most popular and safe swimming beach parks on Kauai. It is used to capacity almost every day of the year. The sounds and smells of aircraft adversely affect the experience of people enjoying the park.
2. The Salt Making area that has been used by local Hawaiians for generations will be directly harvested and possibly destroyed by the increased use of aircraft near Salt Pond Park. These will be a huge loss to the state of Hawaii. The fumes of aircraft, and fuel spills will contaminate the salt.
3. The Hawaiian monk seals visit Salt Pond Beach many times a year. These animals are diminishing and are endangered. They use secluded areas of Salt Pond Beach Park to rest. The increased aircraft will frighten them away and cause them harm.
4. Many people like to gather seaweed and fish at Salt Pond Beach Park. More aircraft in the area will adversely affect the fishing and contaminate the waters.

Thank you for your time and attention.

Please explain to those of us who live on Kauai and treasure Salt Pond Beach Park, why the expansion Burns Field is needed. Why not keep more aircraft expansion at the Lihue Airport?









Gratefully submitted,



Helen Mchl

July 21, 2000

1844

AIRPORTS DIV.  
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1846

AIRPORTS DIV.

AIR 1  
AIR-A  
AIR-E  
AIR-L  
AIR-R  
AIR-P 2097  
AIR-S

P.O. Box 688  
Hanapepe, HI. 96716

July 20, 2000

Jerry M. Matsuda, P.E.  
Airports Administrator  
State of Hawaii  
Department of Transportation  
Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

DOT ltr AIR-P 00.347  
July 6, 2000

Dear Mr. Matsuda:

Please comment on our environmental concerns of your improvements at the airfield. In the first EA you did not adequately answer many of the comments of environmental concerns sent to you. You just thanked us for writing in.

Your proposed improvements will definitely impair the peace and quiet of the area for the wildlife, fauna and the human community that camp, fish, picnic, swim, and classes that reef walk the area. Your claim of the area over the Salt Pans which at one time consisted of 35 acres, added to its depletion and caused traffic around your fenced area closer to the water and added pollution to the shoreline and to the Salt Pans. Restoration of the area would be more palatable than a noisy airfield. The wild life and we would appreciate it, and the admitted 'selfmodification' of the helicopter flying routes by the companies to whenever and wherever they please is a good reason for the relocation of the airport to Lihue. Your allowing of the first fuel tank to appear on the airfield and to be used without a permit and trying to slip in a second tank at the hearings before the Planning Commission is unconscionable. Also, Ben Schlapack stated at the hearing that the solution to keep the Salt Pans from being polluted by the airfield is to dig a ditch and let it run into the bay.

Thank you for the chance to comment.

*Elsie T. Godbey*  
Elsie T. Godbey  
resident and business owner,  
Hanapepe Town

cc:  
Wilma Holi  
Governor Benjamin J. Cayetano  
State Senator Jonathan Chun  
U.S. Representative Patsy T. Mink  
Planning Commission, county of Kauai

**APPENDIX B**

**COMMENTS AND RESPONSE LETTERS ON THE  
DRAFT ENVIRONMENTAL ASSESSMENT**



1005

BENJAMIN J. CAYETANO  
GOVERNOR  
STATE OF HAWAII



RAYNARD C. SOON  
CHAIRMAN  
HAWAIIAN HOMES COMMISSION

JORIE M. K. M. YAMAGUCHI  
DEPUTY TO THE CHAIRMAN

STATE OF HAWAII  
DEPARTMENT OF HAWAIIAN HOME LANDS  
P.O. BOX 1879  
HONOLULU, HAWAII 96805

May 18, 2001

To: Jerry Matsuda, Airports Administrator  
Department of Transportation

From: Raynard C. Soon, Chairman  
Hawaiian Homes Commission *Raynard C. Soon*

Subject: Port Allen Airport Improvements, Draft Environmental  
Assessment, TMK 1-8-8:04, 33, 80, 83 & 85, Port Allen,  
Kauai, Dated April, 2001

Thank you for the opportunity to review the subject application.  
The Department of Hawaiian Home Lands has no comment to offer.

If you have any questions, please call Daniel Ornellas of our  
Planning Office at 586-3836.

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

EKNA  
(B. Ishii)  
BRIAN K. MINAII  
DIRECTOR

DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0291

May 25, 2001

TO: RAYNARD C. SOON  
CHAIRMAN  
HAWAIIAN HOMES COMMISSION

FROM: JERRY M. MATSUDA, P.E. *Brian K. Minaii*  
AIRPORTS ADMINISTRATOR *B. Schlapak*

SUBJECT: PORT ALLEN AIRPORT  
DRAFT ENVIRONMENTAL ASSESSMENT  
STATE PROJECT NO. AK2010-01

Thank you for your letter dated May 18, 2001, commenting on the Port Allen Airport Draft Environmental Assessment.

I appreciate the time you took to review the Environmental Assessment and acknowledge that your Department had no comments on the report.

Please contact Lynn Becones, Planner, at (808) 838-8811 to clarify any questions you may have.

c: ✓Edward K. Noda & Associates (B. Ishii)

bc: AIR-K  
AIR-L  
AIR-PM  
LEG (M. Lau)

BENJAMIN J. CAYETANO  
GOVERNOR OF HAWAII



1017  
GILBERT S. COLDMA-AGARAN, CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE MANAGEMENT

DEPUTIES  
JANET E. KAWELO  
LINNEL NISHIOKA

STATE OF HAWAII

DEPARTMENT OF LAND AND NATURAL RESOURCES

HISTORIC PRESERVATION DIVISION  
Kakuhihewa Building, Room 555  
601 Kamokila Boulevard  
Kapolei, Hawaii 96707

AQUATIC RESOURCES  
BOATING AND OCEAN RECREATION  
COMMISSION ON WATER RESOURCE  
MANAGEMENT  
CONSERVATION AND RESOURCES  
ENFORCEMENT  
CONVEYANCES  
FORESTRY AND WILDLIFE  
HISTORIC PRESERVATION  
LAND  
STATE PARKS

May 17, 2001

Mr. Jerry Matsuda, P.E.  
Airports Administrator  
Department of Transportation  
Airports Division  
400 Rodgers Blvd., Suite 700  
Honolulu, Hawaii 96819-1880

LOG NO: 27487 ✓  
DOC NO: 0105NM18

Dear Mr. Matsuda:

**SUBJECT: Historic Preservation Review – Draft EA Port Allen Airport Improvements  
State Project No. AK 2010-01  
TMK: 1-8-08: 4, 33, 80, 83, 85  
Hanapepe, Kauai**

Thank you for submitting the Draft EA on this project. We made several recommendations in February of 1998, and these issues have not been addressed.

1. For Appendix E, the title page needs to clarify the author's degree, so we can ensure that a qualified archaeologist wrote this report. The resume was attached (which is not needed), but the degree needs to be listed on the title page.
2. Several board members of the Salt Makers group (Hui Hana Pa'akai o Hanapepe) stated to us that they were not contacted or interviewed about this project. After the public hearing on February 19, 1998, it seems that most of the members agree with those individuals (Ms. Holi and Ms. DeCosta) interviewed for this report. They believe that the noise and dust will have an affect on the salt production. Our office concurs with the salt makers' concerns. We recommended that DOT consult with Hui Hana Pa'akai o Hanapepe (contact President, Gilbert Norbrega @ 245-2412 work number) to work out a mitigation plan to redirect the flight patterns away from the salt ponds and to control other indirect affects (i.e. dust, noise, traffic, etc.). To our knowledge this meeting has not taken place.
3. In addition, another traditional cultural property was identified in the Ukala peninsula as a place where Hawaiians spirits leapt to the nether world (by Wilma Holi). We believe that more research is needed to identify this location and the impacts that the airport expansion have on this possible traditional cultural place.

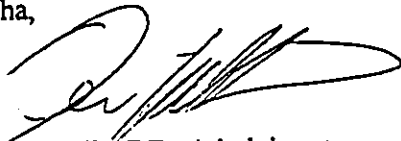
The consulting archaeologist recommended that the infrastructure and facilities will have "no effect" on significant historic sites, due to the fact that the area where they would be constructed was bulldozed in the 1920's to make the runway. We agree that this is correct, that it is highly

Mr. Jerry Matsuda, P.E.  
Page Two

unlikely that significant historic sites still exist in this area. However, the larger issues of impacts on the salt ponds still appear to need resolution.

If you have any questions, please call Nancy McMahon 742-7033.

Aloha,

A handwritten signature in black ink, appearing to read "Don Hibbard", written over a horizontal line.

DON HIBBARD, Administrator  
State Historic Preservation Division

NM:jk

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAAI  
DIRECTOR

DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0394

July 11, 2001

RECEIVED  
JUL 18 2001

TO: DON HIBBARD, ADMINISTRATOR  
HISTORIC PRESERVATION DIVISION  
DEPARTMENT OF LAND AND NATURAL RESOURCES

EDWARD K. NODA & ASSOC., INC.

FROM: JERRY M. MATSUDA, P.E.  
AIRPORTS ADMINISTRATOR

A handwritten signature in black ink that reads "Jerry M. Matsuda".

SUBJECT: PORT ALLEN AIRPORT  
DRAFT ENVIRONMENTAL ASSESSMENT  
STATE PROJECT NO. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment (EA).

As you requested, Dr. Thomas S. Dye's degree will be listed on the title page of his report presented in Appendix E.

Consultations with Mr. Gilbert Nobrega, President of Hui Hana Pa'akai o Hanapepe, regarding the salt makers' concerns were held on two occasions. Edward K. Noda and Associates, Inc., met with Mr. Nobrega at the Salt Ponds prior to the start of the hydrogeological study. After a review of the study's findings, Mr. Nobrega stated that the concerns had been addressed and no further meetings are needed.

No dust impacts will be generated by the proposed improvements. In fact, it is likely that the construction of the lease lots, associated aprons, paving for parking and the lease lot access roadway, and landscaping will reduce the amount of dust currently generated by aircraft and vehicular traffic. The contractor would be responsible for the control of dust generated by the project and would adhere to the provisions of Hawaii Administrative Rules, Chapter 11-60.1, Section 11-60-1-33 on fugitive dust. Therefore, dust impacts due to construction would be minimal.

Mr. Don Hibbard  
Page 2  
July 11, 2001

AIR-P  
01.0394

Noise measurements taken at the Salt Ponds were found to be within the typical ambient noise level range for rural and undeveloped land. The proposed improvements will have no effect on the aviation demand forecasts for the Airport; therefore, noise impacts will be the same as if the project was not built. Nevertheless, the Airports Division recognizes that single noise events can be intrusive and we are considering asking helicopter operators at the Airport to voluntarily avoid flying over noise sensitive areas such as the Salt Ponds. Please note that flights over noise sensitive areas can occur with or without the proposed improvements.

No existing cultural practices or use of the project site have been identified. Dr. Thomas Dye, who conducted the assessment of historic preservation issues at the Port Allen Airport, interviewed Ms. Holi and others about the possible existence of a Leinaakauhane at the Ukula peninsula. No one has been able to identify a specific location at the peninsula, and based on data acquired it is ascertained that the proposed improvements will have no impact.

Please contact Ben Schlapak, Head Planning Engineer, at 838-8821 to clarify any questions you may have.

c: Edward K. Noda & Associates, Inc. (B. Ishii)  
G. Nobrega

BENJAMIN J. CAYETANO  
GOVERNOR



0893  
DIRECTOR'S OFFICE  
DEPT. OF  
TRANSPORTATION  
MAY 8 11 34 AM '01

GENEVIEVE SALMONSON  
DIRECTOR

STATE OF HAWAII  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL  
236 SOUTH BERETANIA STREET  
SUITE 702  
HONOLULU, HAWAII 96813  
TELEPHONE (808) 586-4186  
FACSIMILE (808) 586-4186

May 4, 2001

Mr. Brian Minaai, Director  
State Department of Transportation  
869 Punchbowl Street  
Honolulu, Hawaii 96813

Dear Mr. Minaai:

Subject: Draft Environmental Assessment for the Port Allen Airport Improvements, Kauai

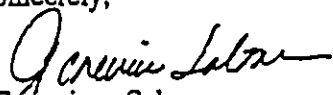
Thank you for the opportunity to review the subject document. We have the following comments.

1. The environmental assessment must list all the mitigation measures that will be undertaken by the DOT or airport users to avoid or minimize impacts to the Salt Pond.
2. The discussion on water quality should include an analysis of the potential impact of construction and grading activity to the nearby ocean waters. Mitigation measures to avoid or minimize impacts from the grading of the site for the construction of the proposed improvements must be listed.
3. The environmental assessment should discuss the impacts of the proposed wastewater system.
4. The environmental assessment should include a discussion of the impacts on public facilities such as water supply and roadways.
5. Please provide a status of the County of Kauai citation for the development within the airport that was conducted without special management permits.
6. Does the DOT plan to apply for SMA permits for the developments envisioned in this plan?
7. This project should comply with sections 103D-407 and 408 of Hawaii Revised Statutes concerning the use of indigenous plants and recycled glass especially for the landscaping and road paving.

Mr. Minaai  
May 3, 2001  
Page 2

Should you have any questions, please call Jeyan Thirugnanam at 586-4185.

Sincerely,

  
Genevieve Salmonson  
Director

c: Ed Noda & Assoc.



BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

EKNA'  
(B. Ishii)  
BRIAN K. MINAAI  
DIRECTOR

DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JACINE Y. URASAKI

IN REPLY REFER TO:  
AIR-P  
01.0260

May 17, 2001

KS

MAY 29 2001

TO: GENEVIEVE SALMONSON, DIRECTOR  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

FROM: BRIAN K. MINAAI *Brian K. Minaai*  
DIRECTOR OF TRANSPORTATION

SUBJECT: PORT ALLEN AIRPORT  
DRAFT ENVIRONMENTAL ASSESSMENT  
STATE PROJECT NO. AK2010-01

Thank you for your letter dated May 4, 2001, commenting on the Port Allen Airport Draft Environmental Assessment.

Your comments have been forwarded to the Airports Division where they are being taken into consideration. At the end of the comment period, a response will be provided to you.

Please contact Ben Schlapak, Head Planning Engineer, at 838-8821 to clarify any questions you may have.

c: ✓Edward K. Noda & Associates (B. Ishii)

bc: AIR-K  
AIR-PM  
AIR-L  
LEG (M. Lau)

RECEIVED  
MAY 25 2001

EDWARD K. NODA & ASSOCIATES

BENJAMIN J. GAYETANG  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

BRIAN K. MINAAI  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JACINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0428

October 12, 2001

TO: GENEVIEVE SALMONSON, DIRECTOR  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

FROM: BRIAN K. MINAAI *Brian Minnai*  
DIRECTOR OF TRANSPORTATION

SUBJECT: PORT ALLEN AIRPORT  
DRAFT ENVIRONMENTAL ASSESSMENT  
STATE PROJECT NO. AK2010-01

Thank you for your comments on the Draft Port Allen Environmental Assessment (EA). Based on your comments, the following changes have been made to the Final EA:

- All mitigation measures to be undertaken by the Airports Division or airport users to avoid or minimize impacts to the Salt Pond will be listed in the Final EA.
- An analysis of the potential impact of construction and grading activity to the nearby ocean waters will be discussed in the Final EA and a list of the mitigation measures will be presented.
- Impacts of the proposed wastewater system and of the proposed improvements on public facilities such as water supply and roadways will be discussed in the Final EA.
- The proposed project will comply with Sections 103D-407 and 408, HRS, concerning the use of indigenous plants and recycled glass, especially for the landscaping and road paving, respectively. This will be presented in the Final Environmental Assessment.

In addition, as stated in the Draft EA (Section 1.4, page 1-3), a Special Management Area (SMA) permit from the County of Kauai is required for the proposed project. The Airports Division is in the process of re-submitting its application for a SMA permit.

Genevieve Salmonson  
October 12, 2001  
Page 2

AIR-P  
01.0428

Regarding the County of Kauai's concern over the development that was conducted without a SMA permit, the situation is as follows: The Airports Division believed that the fuel tank is an accessory use to the airport and not development, as contemplated by the SMA Rules. The County disagreed and issued a citation asserting that a permit from the County was necessary for the fuel tank. In a spirit of cooperation, the Airports Division sent a letter to the owner of the tank, Inter-Island Helicopters, requesting the fuel tank removal. Subsequently, Inter-Island Helicopters filed a complaint with the Federal Aviation Administration (FAA) against the Department of Transportation (DOT). In letters dated May 31, 2001 and July 23, 2001 (attached), the FAA expressed its concern that the DOT, as the airport sponsor, continue to fulfill its obligations under Federal grant assurances. In the meantime, the Airports Division resubmitted a revised SMA application to the County of Kauai to include the fuel tank.

Please contact Ben Schlapak, Head Planning Engineer of the Airports Division at (808) 838-8821 to clarify any questions you may have.

Attachment: FAA letters dated 5/31/01 and 7/23/01

c: Edward K. Noda & Associates (B. Ishii)  
Federal Aviation Administration (D. Welhouse)

bc: AIR-K  
AIR-L  
AIR-PM  
LEG (M. Lau)

LB:nf

PHONE (808) 594-1888

1110  
FAX (808) 594-1855



**STATE OF HAWAII**  
**OFFICE OF HAWAIIAN AFFAIRS**  
711 KAPI'OLANI BOULEVARD, SUITE 500  
HONOLULU, HAWAII 96813

May 23, 2001

Mr. Jerry Matsuda, P.E.  
Administrator  
State of Hawai'i Department of Transportation  
Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, HI 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements  
Waimea, Kaua'i, Hawaii

Dear Mr. Matsuda:

Thank you for the opportunity to comment on the above referenced project. The Office of Hawaiian Affairs (OHA) is disappointed that there are no changes to the proposed improvements from the previous EA dated October 1999. OHA reiterates the concerns made in our letters dated March 5, 1998, October 12, 1999, and July 20, 2000. OHA has some additional comments to the proposed Port Allen Airport Improvements.

***Historical and Cultural Sites***

According to the DEA, there are no known historic sites at the location of the proposed project. However, there remains the possibility of encountering traditional Hawaiian burials and cultural deposits, because the proposed project encompasses the coastline. Burials in sand deposits that extended inland from the coast were a traditional Hawaiian burial practice.

The Office of Hawaiian Affairs (OHA) urges that a mitigation program be developed in consultation with the SHPD and the Kaua'i and Ni'i'hau Islands Burial Council. The mitigation program should include monitoring while ground-disturbing activities are performed in the proposed project area.

Mr. Jerry Matsuda, P.E.  
Administrator, Airports Division  
May 23, 2001  
Page Two

***Cultural Impacts***

As stated in Section I of Act 50, 2000 Session Laws, Hawai'i, "There is a need to clarify that the preparation of environmental assessments or environmental impact statements should identify and address effects on Hawai'i's culture and traditional and customary rights." In addition, it also states: "Article IX and XIII of the state constitution, other state laws, and the courts of the state impose on government agencies a duty to promote and protect cultural beliefs, practices, and resources of native Hawaiians as well as other ethnic groups.

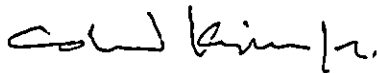
Moreover, past failure to require native Hawaiian cultural impact assessments has resulted in the loss and destruction of many important cultural resources and has interfered with the exercise of native Hawaiian Culture. Due consideration of the effects of human activities on native Hawaiian culture and the exercise thereof is necessary to ensure continued existence, development, and exercise of native Hawaiian culture." Because salt gathering is practiced in the Salt Ponds adjacent to the proposed project site, OHA requests that the DEA address any adverse impacts the proposed project might have on the Salt Ponds and impacts it may have on the ancient Hawaiian practice of salt gathering.

***Section 106 Consultation***

The proposed project requires consultation between OHA, other Native Hawaiians organizations, the FAA, and the DOT-AIR pursuant to Section 106 of the National Historic Preservation Act. Because the Hanapepe Salt Pans are eligible for the National Register of Historic Places, the FAA and the DOT must consult with OHA.

If you have any questions, please contact Mark A. Mararagan, policy analyst at 594-1756, or e-mail him at [mmararagan@oha.org](mailto:mmararagan@oha.org).

Sincerely,



Colin C. Kippen, Jr.  
Deputy Administrator

cc: Board of Trustees  
Kaua'i CAC

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

BRIAN K. MINAAI  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JACQUELYN URASAKI

IN REPLY REFER TO

AIR-P  
01.0454

August 9, 2001

TO: COLIN C. KIPPEN, JR., DEPUTY ADMINISTRATOR  
OFFICE OF HAWAIIAN AFFAIRS

FROM: BRIAN K. MINAAI *Brian Minnai*  
DIRECTOR OF TRANSPORTATION

SUBJECT: PORT ALLEN AIRPORT  
DRAFT ENVIRONMENTAL ASSESSMENT  
STATE PROJECT NO. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment (EA).

Concerns expressed in your letters of March 1998, October 1999, and July 2000, were addressed by the Airports Division in our response letters of April 2, 1998, September 27, 1999, October 6, 1999, November 17, 1999, and August 24, 2000.

#### Historical and Cultural Sites

With regard to your concern over the possibility of encountering traditional Hawaiian burials and cultural deposits, please note that the proposed project does not "encompass the coastline" as you state. The proposed lease lots are approximately 390 feet west of the coastline of Hanapepe Bay and approximately 1,400 feet north of the Pacific Ocean coastline.

If evidence of traditional Hawaiian burials and cultural deposits is encountered during the construction of the proposed improvements, standard specifications of State contracts will apply. This will be clarified in the Final EA. Specifications with respect to archaeological, historical, and burial site findings are as follows:

RECEIVED  
SEP 11 2001

Mr. Colin C. Kippen, Jr.  
August 9, 2001  
Page 2

AIR-P  
01.0454

Whenever the Contractor encounters possible archaeological, historical, or burial site findings, the Contractor shall immediately suspend the operation and inform the Engineer verbally and follow up with a written letter. The Engineer will contact the Department of Land and Natural Resources (DLNR) and other agencies to evaluate such findings and decide the course of action.

The contractor shall not resume operations suspended without the prior written acceptance of the Engineer...

Failure or refusal to comply with the terms of this Section of Chapter 6E, Hawaii Revised Statutes, may subject the Contractor to the penalties described in Section 6E-11, Hawaii Revised Statutes:

- (1) A fine of not more than ten thousand (\$10,000) dollars for each separate offense;
- (2) Seizure and disposition of equipment; and
- (3) If the Contractor knowingly fails or refuses to comply, a prohibition from participating in the construction of State or county projects for ten (10) years.

Construction work and equipment shall remain within the right-of-way limits...The Archaeologist will decide the limits of the site. Also, the Archaeologist will decide, with the Engineer, the best means for protecting the site from further disturbances which require further investigation or salvage as determined by the SHPO [State Historic Preservation Officer]. Protection may include barricades, roping off, temporary fencing or other means.

#### Cultural Impacts

With regard to your comment on the potential impacts of the proposed project on the Salt Ponds and salt making, please note that the project site is nearly one-half mile to the southeast of the Salt Ponds and not "adjacent" as you state. The Draft EA discusses the potential impacts of the proposed improvements on the Salt Ponds and salt making. A summary of this analysis is presented below:

Mr. Colin C. Kippen, Jr.  
August 9, 2001  
Page 3

AIR-P  
01.0454

- Surface water at the project site drains away from the Salt Ponds and there is no groundwater connection between the Ponds and the project site. Therefore, the proposed project will have no water quality impacts on the Salt Ponds.
- No dust impacts will be generated by the proposed improvements. In fact, it is likely that the construction of the lease lots, associated aprons, paving for parking and the lease lot access roadway, and landscaping will reduce the amount of dust currently generated by aircraft and vehicular traffic. The contractor would be responsible for the control of dust generated by the project and would adhere to the provisions of Hawaii Administrative Rules, Chapter 11-60.1, Section 11-60-1-33 on fugitive dust. Therefore, dust impacts due to construction would be minimal.
- Noise measurements taken at the Salt Ponds were found to be within the typical ambient noise level range for rural and undeveloped land. The proposed improvements will have no effect on the aviation demand forecasts for the Airport; therefore, noise impacts will be the same as if the project was not built. Nevertheless, the Airports Division recognizes that single noise events can be intrusive and we are considering asking helicopter operators at the Airport to voluntarily avoid flying over noise sensitive areas such as the Salt Ponds. Please note that flights over noise sensitive areas can occur with or without the proposed improvements.
- There may be occasions during the construction of the improvements when use of the eastern end of Kuiloko Road by salt gatherers traveling to and from the Salt Ponds may be temporarily delayed. However, salt gatherers would still be able to access the Salt Ponds via Kaalani Road. Consequently, traffic impacts generated by the proposed project would be minimal and only occur during construction.
- The proposed project will have no impact on cultural practices and values related to the making of salt at the Salt Ponds. The Airport has been in existence for over 70 years, and has been compatible with salt making at the Salt Ponds. The Draft EA analyzed historic preservation issues and discussed cultural practices and values: "It is important to note that indirect effects must alter the qualities of the historic site that make it significant



Mr. Colin C. Kippen, Jr.  
August 9, 2001  
Page 4

AIR-P  
C1.0454

(36 CFR 800.9). These qualities might include the integrity of the site's location, design, setting, materials, workmanship, feeling or association. In the case of the Salt Pans, significance is based on design and materials and the site's association with an on-going salt making tradition. The proposed project will alter neither the design nor the materials of the Salt Pans. Nor will it affect the ability of the Hui Hana Pa'akai o Hanapepe to perpetuate the salt making tradition." (Appendix E)

Consequently, the proposed improvements will have no significant impacts on the Salt Ponds or salt making. The Airports Division will take a number of mitigation measures to minimize any impacts on the Salt Ponds and salt making and these measures will be listed in the Final EA.

#### Section 106 Consultation

Finally, Section 106 of the National Historic Preservation Act applies to Federal agencies. Therefore, your assertion that a Section 106 analysis and consultation are required should be addressed to the Federal Aviation Administration (FAA), not the Hawaii Department of Transportation, Airports Division. Nevertheless, the Airports Division does not believe the FAA is required to conduct a Section 106 analysis and consultation for the following reasons: First, the proposed improvements will not affect the Salt Ponds or any other historic sites on Puolo Point. Second, the proposed improvements will be funded through the Airports Special Fund and no Federal funds will be used on the project.

Furthermore, under Section 106, Federal agencies have the authority to use the preparation of Environmental Impact Statements and EAs under the National Environmental Policy Act such as the Port Allen Draft EA to meet Section 106 requirements.

The Airports Division has consulted with the State Historic Preservation Officer and Native Hawaiian organizations including the Office of Hawaiian Affairs, the Department of Hawaiian Home Lands, the Hui Hana Paakai o Hanapepe, and the Native Hawaiian Legal Corporation during the 1999 EA and the current EA processes. Furthermore, both the 1999 EA and the current Draft EA have received wide attention on Kauai, and public and written comments were received on the proposed improvements at the Public Informational Meeting on August 14, 1997, and again at the Public Hearing on February 19, 1998. A number of people testifying and submitting comments identified themselves as Native Hawaiians.

Mr. Colin C. Kippen, Jr.  
August 9, 2001  
Page 5

AIR-P  
01.0454

In short, the Airports Division believes that there has been more than sufficient public notice on the proposed project and opportunity for comment by Native Hawaiian organizations. Based on the two EAs and the comments that have been received during the last four years, the Airports Division does not believe that a Section 106 analysis and consultation will add anything new to the discussion.

Please contact Ben Schlapak, Head Planning Engineer at the Airports Division, at (808) 838-8821 to clarify any questions you may have.

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K  
AIR-L  
AIR-PM  
LEG (M. Lau)



U.S. Department  
of Transportation  
Federal Aviation  
Administration

Western-Pacific Region  
Honolulu Flight Standards District Office

135 Nakolo Place  
Honolulu HI 96819-1845  
Telephone: (808)837-8300  
FAX: (808)837-8399

0812

AIRPORTS DIV.

AIR L  
AIR-A \_\_\_\_\_  
AIR-E \_\_\_\_\_  
AIR-L \_\_\_\_\_  
AIR-R \_\_\_\_\_  
AIR-P 2 SA  
AIR-S \_\_\_\_\_

April 27, 2001

Mr. Jerry Matsuda, P.E.  
Airports Administrator  
400 Rodgers Blvd, Suite 700  
Honolulu, HI 96814

Dear Mr. JERRY Matsuda:

Draft Environmental Assessment Port Allen Airport

After review of the above document we find the assessment to be acceptable.

Sincerely,

Peter E. Beckner  
Manager, Flight Standards  
District Office, AWP-HNL-  
FSDO

01745/3

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1860

May 15, 2001

IKNA

BRIAN K. MINAII  
DIRECTOR

DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0256

Mr. Peter E. Beckner  
Manager, Flight Standards  
District Office  
Federal Aviation Administration  
135 Nakolo Place  
Honolulu, Hawaii 96819-1845

Dear Mr. Beckner:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your letter of April 27, 2001, on the Port Allen Airport Draft Environmental Assessment. I appreciate the time you took to review and comment on the proposed improvements.

Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

A handwritten signature in cursive script that reads "Jerry M. Matsuda".

JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K  
AIR-PM  
AIR-L

RECEIVED  
MAY 18 2001

EDWARD K. NODA & ASSOC., INC.

1041

## COUNTY COUNCIL

Ronald D. Kouchi, Chair  
Randal G.B. Valenciano, Vice Chair  
Bill "Kaipo" Asing  
Bryan J. Baptiste  
Gary L. Hooser  
Daryl W. Kaneshiro  
James Kunane Tokioka



## OFFICE OF THE COUNTY CLERK

Peter A. Nakamura, County Clerk  
Ernesta G. Pasion, Deputy County Clerk

Phone (808) 241-6371  
Fax (808) 241-6349

Council Services Division  
4396 Rice Street, Room 206  
Lihue, Kauai, Hawaii 96766-1399

May 23, 2001

Mr. Jerry Matsuda  
Dept. of Transportation - Airports Division  
400 Rogers Boulevard, Suite 700  
Honolulu, HI 96819

Dear Mr. Matsuda:

## RE: BURNS FIELD PROPOSED EXPANSION OF OPERATIONS

As an individual member of the Kauai County Council I am writing this letter as testimony opposed to the proposed expansion of helicopter facilities and operations at Burns Field. In addition, I respectfully request that the Public Hearing process be reopened to allow new public testimony from residents who only recently became familiar with additional details outlining the proposed expansion. I recently spent considerable time talking to individual residents of the Hanapepe area including business owners and local users of Salt Pond Beach Park. As a result of my discussions with local residents and those people who use this area on a frequent basis, my conclusion is that the majority of these residents have deep reservations about expanding the operations at Burns Field.

In addition, my conversations further identified a distinct feeling among these residents that they felt additional time was needed to allow them to better express the reasons behind their concerns about the proposed expansion. In addition to my discussions with residents of the immediate area, I have also received numerous telephone calls from residents in other areas including Kalaheo who are very concerned about the negative impacts to their neighborhoods from increasing helicopter over-flights.

For the above reasons and for others, including an apparent conflict with the recently approved General Plan Update, I am unable to support the proposed expansion and respectfully request that Public Hearings be reopened to allow for additional community input.

Sincerely,

GARY HOOSER  
Councilmember

AN EQUAL OPPORTUNITY EMPLOYER

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
869 PUNCHSOWL STREET  
HONOLULU, HAWAII 96813-5097

1899

FRANK MINAHI  
DIRECTOR

ELWA

DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0384

July 24, 2001

The Honorable Gary Hooser  
Councilmember  
Kauai County Council  
4396 Rice Street, Room 206,  
Lihue, Hawaii 96766

RECEIVED  
AUG 03 2001

EDWARD K. NODA & ASSOC., INC.

Dear Councilmember Hooser:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Draft Port Allen Environmental Assessment (EA).

A public hearing is not required in the EA process. Nevertheless, the Airports Division held two public meetings on Kauai regarding the 1999 EA for the proposed project - a public informational meeting on August 13, 1997, and a public hearing on February 19, 1998. As you are no doubt aware, this is the second consecutive EA that the Airports Division is producing for the proposed improvements and public comment was formally solicited for both the previous Draft and Final EAs. All comments as well as the Airports Division responses and the minutes of the February 19, 1998, public hearing are included in the current Draft EA. Comments and responses on the current Draft EA will be included in the Final EA.

During the last two years there have been numerous newspaper articles in The Garden Island newspaper regarding the proposed project. In short, there has been more than sufficient public notice of the proposed project and opportunity for public comment.

The Honorable Gary Hooser  
July 24, 2001  
Page 2

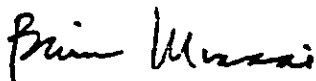
AIR-P  
01.0384

The Airports Division is well aware of the views of a number of people in the community that are opposed to the improvements at the Port Allen Airport. Please note that there are also a large number of people in the community who have expressed their support for the proposed project and their comments will be included in the Final EA. Please note also that the Legislature in its recent regular session appropriated the necessary Airport special funds requested for the proposed improvements. Based on the comments that have been received during the last four years, the Airports Division believes that an additional public hearing will not add anything new to the discussion.

The Airports Division is also aware of the fact that the recently approved Kauai County General Plan calls for the closure of the Port Allen Airport and the redevelopment of the land into a public park. The County of Kauai did not consult with the Airports Division during its deliberation over the new General Plan and seems to have forgotten that the land in question is owned by the State. The Port Allen Airport has been in existence for over 70 years and has been compatible with the recreational use of Puolo Point such as the County's Salt Pond Park. In fact, the Salt Pond Park is located on former Port Allen Airport land transferred to the County. At this point in time, the Airport will continue to serve the flying public as part of the Statewide Airport System.

Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Very truly yours,



BRIAN K. MINAAI  
Director of Transportation

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K; -L; -PM  
LEG (M. Lau)

MARYANNE W. KUSAKA  
MAYOR

WALLACE G. REZENTES, SR.  
ADMINISTRATIVE ASSISTANT



CESAR C. PORTUGAL  
COUNTY ENGINEER  
TELEPHONE 241-6600

IAN K. COSTA  
DEPUTY COUNTY ENGINEER  
TELEPHONE 241-6640

AN EQUAL OPPORTUNITY EMPLOYER  
COUNTY OF KAUA'I

DEPARTMENT OF PUBLIC WORKS  
4444 RICE STREET  
MO'IKEHA BUILDING, SUITE 275  
LIHU'E, KAUA'I, HAWAII 96766

May 1, 2001

State of Hawaii  
Department of Transportation Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, HI 96819

Attention: Mr. Jerry Matsuda, PE

Gentlemen:

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT FOR  
PORT ALLEN AIRPORT IMPROVEMENTS  
TMK 1-8-8: 4, 33, 80, 83, AND 85

We reviewed the subject draft environmental assessment and offer the following comments.

1. Item 1.4 LIST OF PERMITS AND APPROVALS  
A grading permit is not required for this project since the grading will be within a self-contained government controlled area. We expect the State Department of Transportation, Airport Division to monitor the grading activities and to ensure that best management practices be utilized to minimize erosion and dust problems. A separate grading permit may be required for the borrow site and/or disposal site for the excess wasted excavated material.
2. Based on Panel No. 186-D of the Federal Insurance Rate Maps (FIRM) dated September 30, 1995, we believe the building sites for the maintenance shed and the comfort station are both located in zone x-unshaded. Zone x-unshaded is described as the areas outside of the 500-year flood zone. We have no flood requirements for this flood zone.



State of Hawaii  
Department of Transportation Airports Division  
May 1, 2001  
Page (2)

Thank you for this opportunity to provide our comments. Should you have any questions, please feel free to contact Wallace Kudo of my staff at (808) 241-6620.

Very truly yours,

  
CESAR C. PORTUGAL  
County Engineer

wk

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

May 15, 2001

BRIAN K. MINAII  
DIRECTOR

DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0255

Mr. Cesar C. Portugal  
County Engineer  
County of Kauai  
Department of Public Works  
4444 Rice Street  
Lihue, Hawaii 96766

Dear Mr. Portugal:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft  
Environmental Assessment.

- We concur that the Airports Division will monitor the grading activities to ensure that best management practices will be utilized to minimize erosion and dust.
- Thank you for confirming that there are no flood requirements for this area.

I appreciate the time you took to express your concerns over the proposed improvements.

Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K; -PM; -L

RECEIVED  
MAY 18 2001

EDWARD K. NODA & ASSOC., INC.

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation – Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

I am a west side resident of Kauai, and I am in favor of the draft environmental assessment with the exception that the State should only allow the two operators presently using the airport, Bali-Hai Helicopters and Inter-Island Helicopters to build hangars.

Both these companies bring visitors to the West Side and they provide much-needed jobs for many local people from the surrounding communities.

The fire-rescue helicopters have been based out of Port Allen Airport for over fourteen years and I want them to stay here on the West Side. Many people go hunting in Waimea Canyon, Koke'e State Park and having the rescue helicopter closer to these areas just makes good sense. Most of the fires are on this side as well.

Name: *Myra Oshiro*

Address: *6000 Kaula*

City: *WAIMEA, HI*

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINA'I  
DIRECTOR

DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0278

Mr. Myron Arakaki  
4004 Rice Street  
Lihue, Hawaii 96766

Dear Mr. Arakaki:

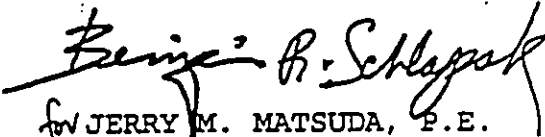
Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft  
Environmental Assessment.

I appreciate the time you took to express your concerns over the  
proposed improvements. Your comments will be taken into  
consideration.

Please contact Lynn Becones, Planner, at (808)838-8811 to clarify  
any questions you may have.

Sincerely,

  
for JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation – Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

I am a west side resident of Kauai, and I am in favor of some development at Port Allen Airport. The State should only allow the two operators presently using the airport, Bali-Hai Helicopters and Inter-Island Helicopters to build hangars.

Both these companies bring visitors to the west side and they provide much needed jobs for many local people from the surrounding communities.

The fire-rescue helicopters have been based out of Port Allen Airport for over fourteen years and I want them to stay here on the west side. Many people go hunting in Waimea Canyon, Kokee State Park and having the rescue helicopter closer to these areas just makes good sense. Most of the fires are on this side as well.

Sincerely,

*Marlene Davine*  
PO Box 968  
Hanapepe, HI 96716

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAAI  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0292

May 25, 2001

Ms. Marlene Barino  
P. O. Box 968  
Hanapepe, Hawaii 96716

Dear Ms. Barino:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft  
Environmental Assessment.

I appreciate the time you took to express your concerns over the  
proposed improvements. Your comments will be taken into  
consideration.

Please contact Lynn Becones, Planner, at (808)838-8811 to clarify  
any questions you may have.

Sincerely,

A handwritten signature in cursive script that reads "Jerry M. Matsuda".

for JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K

0914

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation – Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

I am a west side resident of Kauai, and I am in favor of some development at Port Allen Airport. The State should only allow the two operators presently using the airport, Bali-Hai Helicopters and Inter-Island Helicopters to build hangars.

Both these companies bring visitors to the west side and they provide much needed jobs for many local people from the surrounding communities.

The fire-rescue helicopters have been based out of Port Allen Airport for over fourteen years and I want them to stay here on the west side. Many people go hunting in Waimea Canyon, Kokee State Park and having the rescue helicopter closer to these areas just makes good sense. Most of the fires are on this side as well.

Sincerely,

Jim S. Benamini  
P.O. Box 69011  
Makaweli, HI 96767

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR

DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0292

May 25, 2001

Mr. Jim Beniamina  
P. O. Box 690111  
Makaweli, Hawaii 96767

Dear Mr. Beniamina:

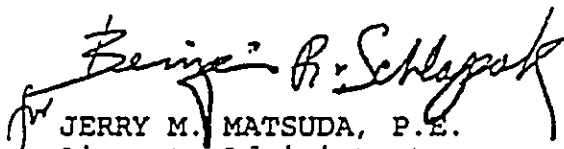
Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft  
Environmental Assessment.

I appreciate the time you took to express your concerns over the  
proposed improvements. Your comments will be taken into  
consideration.

Please contact Lynn Becones, Planner, at (808)838-8811 to clarify  
any questions you may have.

Sincerely,

  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K



May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation – Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

I am a west side resident of Kauai, and I am in favor of the draft environmental assessment with the exception that the State should only allow the two operators presently using the airport, Bali-Hai Helicopters and Inter-Island Helicopters to build hangars.

Both these companies bring visitors to the West Side and they provide much-needed jobs for many local people from the surrounding communities.

The fire-rescue helicopters have been based out of Port Allen Airport for over fourteen years and I want them to stay here on the West Side. Many people go hunting in Waimea Canyon, Koke'e State Park and having the rescue helicopter closer to these areas just makes good sense. Most of the fires are on this side as well.

Name: Barbara Bloemke

Address: 3738 K. Kee Rd.  
Kalahaes, HI 96741

City:

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR

DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0289

May 24, 2001

Ms. Barbara Bloemke  
3738 Kikee Road  
Kalaheo, Hawaii 96741

Dear Ms. Bloemke:

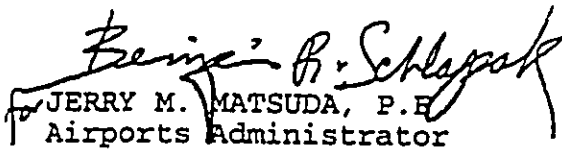
Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment.

I appreciate the time you took to express your concerns over the proposed improvements. Your comments will be taken into consideration.

Please contact Lynn Becones, Planner, at (808) 838-8811 to clarify any questions you may have.

Sincerely,

  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation – Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

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Both these companies bring visitors to the West Side and they provide much-needed jobs for many local people from the surrounding communities.

The fire-rescue helicopters have been based out of Port Allen Airport for over fourteen years and I want them to stay here on the West Side. Many people go hunting in Waimea Canyon, Koke'e State Park and having the rescue helicopter closer to these areas just makes good sense. Most of the fires are on this side as well.

Name: *Helma Brun*

Address: *P.O. Box 968 Kekaha*

City: *Kauai HI 96752*

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR

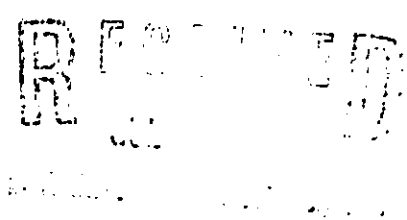
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0378

July 10, 2001

Ms. Helen Brun  
P.O. Box 968  
Kekaha, Hawaii 96752



Dear Ms. Brun:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft  
Environmental Assessment.

I appreciate the time you took to express your concerns over the  
proposed improvements. Your comments will be taken into  
consideration.

Please contact Lynn Becones, Planner, of the Airports Division at  
(808) 838-8811 to clarify any questions you may have.

Sincerely,

*for Ben Schlupak*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation - Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

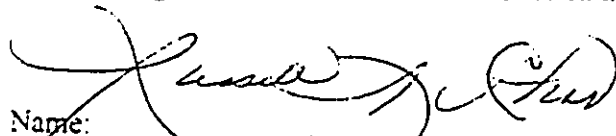
Dear Mr. Matsuda:

I am a west side resident of Kauai, and I am in favor of the draft environmental assessment with the exception that the State should only allow the two operators presently using the airport. Bali-Hai Helicopters and Inter-island Helicopters to build hangars.

Both these companies bring visitors to the West Side and they provide much-needed jobs for many local people from the surrounding communities.

The fire-rescue helicopters have been based out of Port Allen Airport for over fourteen years and I want them to stay here on the West Side. Many people go hunting in Waimea Canyon, Koke'e State Park and having the rescue helicopter closer to these areas just makes good sense. Most of the fires are on this side as well.

Name:

  
Russell H. Char

Address: P.O. Box 102

City: Waimea HI 96796

DOCUMENT CAPTURED AS RECEIVED

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation – Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

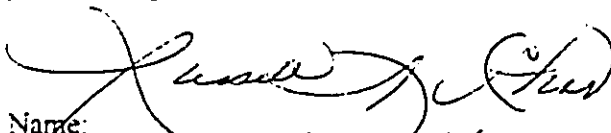
Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

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Name: Russell H. Char

Address: P.O. Box 102

City: Waimea HI 96796

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAAI  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0378

July 10, 2001

Mr. Russell H. Char  
P.O. Box 102  
Waimea, Hawaii 96796

RECEIVED  
JUL 11 2001  
AIRPORTS DIVISION

Dear Mr. Char:

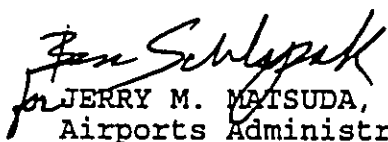
Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment.

I appreciate the time you took to express your concerns over the proposed improvements. Your comments will be taken into consideration.

Please contact Lynn Becones, Planner, of the Airports Division at (808) 838-8811 to clarify any questions you may have.

Sincerely,

  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

DATE: May 21, 2001  
TO: Dept. of Transportation - Airports Div.  
ATTN: Jerry Matsuda  
FAX: (808) 838-8734  
FROM: Connie Clausen  
SUBJECT: Burns Field Expansion/Development

Pages: 1

---

Aloha Mr. Matsuda,

I am writing to let you know that I oppose the proposed heliport expansion at Burns Field, at Salt Pond, on Kauai.

This project is in conflict with the General Plan for Kauai, which calls for the centralization of the heliports in Lihue.

As a resident of Kalaheo, I am deeply concerned with over-flights and the subsequent pollution from the aircraft noise, fuel storage, and customer parking so near to the salt ponds and the pleasant beach that my family enjoys so much.

I respectfully request that you re-open the public hearings so that more testimony will be heard from the community.

Regards,

*Connie Clausen*

Connie Clausen  
2-2131-H Kaumualii Hwy  
Kalaheo, HI 96741



BENJAMIN J. CAPELANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

BRUCE K. MINA  
DIRECTOR

DEPUTY DIRECTORS  
GLENN M. OKUNO  
JACQUELYN L. RASAKI

IN REPLY REFER TO:

AIR-P  
01.0417

July 27, 2001

Ms. Connie Clausen  
2-2131-H Kaunualii Highway  
Kalaheo, Hawaii 96741

Dear Ms. Clausen:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment (EA).

We are aware of the fact that the recently approved General Plan calls for the closure of the Port Allen Airport and the redevelopment of the land into a public park. The County of Kauai did not consult with the Airports Division during its deliberation over the new General Plan. The Port Allen Airport has been in existence for over 70 years and has been compatible with the Salt Ponds and the recreational use of Puolo Point such as the County's Salt Pond Park. In fact, the Salt Pond Park is located on former Port Allen Airport land transferred to the County. At this point in time, the Airport will continue to serve the flying public as part of the Statewide Airport System.

In 1991, the Airports Division investigated the feasibility of consolidating helicopter operations at one location on Kauai. The idea was deemed infeasible for two main reasons: 1) the Airports Division has no authority to prevent helicopter operations at any public airport since it cannot discriminate against aviation use at public airports; and 2) the landowner for the proposed site did not want to sell the land. Therefore, this helicopter facility plan was not implemented.

Ms. Connie Clausen  
July 27, 2001  
Page 2

AIR-P.  
01.0417

Your concern over the proposed project's potential impact on the Salt Ponds, aircraft noise, fuel storage, and customer parking are not expected to have any significant impacts. The proposed site is nearly one-half mile away from the Salt Ponds. Noise measurements were taken at the Salt Ponds and the Day-Night Sound Level (DNL) was found to be 46 when aircraft were operating. This is within the typical ambient noise level range (47 DNL during the day) for rural and undeveloped land. The proposed improvements will have no effect on the aviation demand forecasts for the Airport; therefore, noise impacts will be the same as if the project was not built.

The plan for the proposed improvements at the Port Allen Airport calls for the use of aboveground tanks for the storage of fuel rather than underground storage tanks. The current standards for installation of aboveground tanks call for double-wall containment on the tank to prevent the release of fuel in the event of a problem with the tank. These standards also call for mechanical cut-off devices to prevent overflowing of the tank. Federal standards also call for any aboveground tank user with a capacity in excess of 660 gallons to develop a Spill Prevention, Control and Countermeasures (SPCC) plan for the facility. The Airports Division will require that all tenants installing aboveground fuel storage tanks in excess of 660 gallons at Port Allen Airport have a SPCC plan.

The proposed public parking lot will have no negative impact on the Salt Ponds. It is nearly one-half mile away from the Salt Ponds. Currently, members of the public using the Airport park along the unpaved shoulder of Kuiloko Road. The paving of the access road leading to the site of the proposed lease lots and the provision of a paved parking area will reduce dust generated by vehicular traffic.

Finally, a public hearing is not required in the EA process. However, the Airports Division held two public meetings on Kauai regarding the 1999 EA for the proposed project: A public informational meeting on August 13, 1997, and a public hearing on February 19, 1998. This is the second consecutive EA that the Airports Division is performing for the proposed improvements, and public comments were formally solicited for both the previous Draft and Final EAs. These comments as well as the Airports Division responses and the minutes of the February 19, 1998 public hearing, are included in the current Draft EA. Comments on the current Draft EA will be included in the Final EA.


Ms. Connie Clausen  
July 27, 2001  
Page 3

AIR-P.  
01.0417

During the last two years, there have been numerous newspaper articles in The Garden Island regarding the proposed project. In short, there has been more than sufficient public notice of the proposed project and opportunity for public comment. Based on the comments that have been received during the last four years, the Airports Division believes that an additional public hearing will not add anything new to the discussion.

Please contact Lynn Becones, Planner of the Airports Division, at (808) 838-8811 to clarify any questions you may have.

Very truly yours,

  
BRIAN K. MINAAI  
Director of Transportation

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K  
AIR-L  
AIR-PM  
LEG (M. Lau)

**RECEIVED**  
AUG 08 2001

EDWARD K. NODA & ASSOCIATES, INC.

1002

May 17, 2001

Andrea Cronrod  
P.O. Box 646  
Hanapepe, HI. 96716

Jerry Matsuda  
400 Rogers Blvd.  
Honolulu, HI. 96819

Dear Sir:

As a longtime resident of Kauai and cabin owner in Kokee State Park I would like to express my opposition to the proposed expansion of the Port Allen heliport. I agree with all the reasons submitted by the opponents ie: possible damage to the salt ponds, increased air operations in the area as well as noise pollution in the Na Pali, Waimea Canyon and Kokee State Park districts. Much of the year the helicopters can be heard passing by every 5-10 minutes in the cabin and trail areas, disturbing residents and visitors. Why create more copter pads when all of the ones in Lihue are not being used. If it is necessary to improve the safety of the present heliport, cannot this be done without expanding the operations in the area? Please respect our tiny island which we so desperately are struggling to conserve from the ravages of overinfiltration.

Sincerely,

  
Andrea Cronrod

cc: Brian Ishii

BENJAMIN J. CAYETANG  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

BRANKA MINAAL  
DIRECTOR

DEPUTY DIRECTORS  
GLENN M. OKUMOTO  
JACINIE Y. URASAKI

IN REPLY REFER TO

AIR-P  
01.0425

July 25, 2001

Ms. Andrea Cronrod  
P.O. Box 646  
Hanapepe, Hawaii 96716

Dear Ms. Cronrod:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments regarding the Port Allen Airport Draft Environmental Assessment (EA). We have considered your comments and our responses to your concerns are listed below.

The Airports Division is not proposing to "expand" the Port Allen Airport; the length of the existing runway would not be increased, and no terminal facilities will be added. The proposed improvements are intended to accommodate existing aviation users and the aviation demand forecast in the future. Helicopter companies can and do operate at the Port Allen Airport now without the proposed improvements. The proposed improvements merely provide a safer, more orderly environment for current and expected future aviation users.

The aviation demand forecasts for Port Allen were taken from the Hawaii Aviation Demand Forecasts, January 2001. The aviation demand forecasts for the various airports in the State system are statistical projections based on a variety of data provided by the Hawaii Visitors and Convention Bureau and the Department of Business, Economic Development, and Tourism. The forecast number of operations at the Port Allen Airport is not dependent on the proposed improvements; the operations are expected to occur even if the improvements are not built.

The proposed improvements will have no impact on the Salt Ponds. The planned site of the improvements is nearly one-half mile to the southeast of the Salt Ponds. A hydrogeological study has found that surface water at the project site drains to the south and east, away from the Salt Ponds and that there is no groundwater connection between the Ponds and the project site.

Ms. Andrea Cronrod  
July 30, 2001  
Page 2

AIR-P  
01.0425

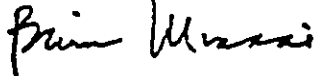
Construction of the lease lots, associated aprons, parking, and access roadway will reduce the amount of dust generated by aircraft and vehicular traffic that may currently impact the Salt Ponds; fugitive dust will also be controlled during the construction.

Noise measurements were taken at various locations at the Airport and in the surrounding areas, including the Salt Ponds, and the results indicate no significant impacts will be generated by the proposed improvements. However, in recognition of the fact that single noise events can be intrusive, the Airports Division is considering asking aircraft operators to voluntarily avoid flying over noise-sensitive areas such as the Salt Ponds and the Salt Pond Park.

The majority of helicopter flights over Na Pali, Waimea Canyon and the Kokee State Park currently originate from Lihue Airport, although they may also originate from Port Allen and from Princeville, a private airport, as well. The proposed improvements at Port Allen Airport will not impact this.

Please contact Lynn Becones, Planner of the Airports Division, at (808) 838-8811 to clarify any questions you may have.

Very truly yours,



BRIAN K. MINAAI  
Director of Transportation

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K  
AIR-L  
AIR-PM  
LEG (M. Lau)

RECEIVED  
AUG 6 8 2001

EDWARD K. NODA & ASSOCIATES, INC.

May 2001

Jerry Matsuda, Airports Administrator  
State Department of Transportation – Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu International Airport  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Mr. Matsuda:

I ~~am~~<sup>was</sup> a west side resident of Kauai, and I am in favor of the draft environmental assessment with the exception that the State should only allow the two operators presently using the airport, Bali-Hai Helicopters and Inter-Island Helicopters to build hangars.

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Name: MARTIN W. CURNAN

Address: P.O. Box 228

City: Kealia, HI

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0289

May 24, 2001

Mr. Martin W. Curnan  
P. O. Box 228  
Kealia, Hawaii 96751

Dear Mr. Curnan:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment.

I appreciate the time you took to express your concerns over the proposed improvements. Your comments will be taken into consideration.

Please contact Lynn Becones, Planner, at (808) 838-8811 to clarify any questions you may have.

Sincerely,

A handwritten signature in black ink that reads "Jerry M. Matsuda". The signature is written in a cursive style.

JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K





Ua Mau Ke Ea O Ka 'Aina I Ka Pono  
LIFE OF THE LAND

Hawai'i's Own Environmental & Community Action Group  
Protecting Our Fragile Natural & Cultural Resources  
Through Research, Education, Advocacy, & Litigation

May 23, 2001

Department of Transportation  
Airports Division  
400 Rogers Boulevard  
Honolulu, HI 96819

Edward K Noda & Associates  
615 Pi'ikoi Street, Suite 300  
Honolulu, HI 96814

re Port Allen Airport Improvements

Aloha,

Life of the Land is Hawai'i's own environmental and community action group serving Hawai'i since 1970. Our mission is to preserve and protect the life of the land, to promote sustainable land use and energy policies and to promote open government through research, education, advocacy and, when necessary, litigation.

Please place us on your mailing lists for all Environmental Assessments, Environmental Impact Statements, Shoreline Management Area Permits, etc.

Hawaii Administrative Rules. §11-200-14 General provisions. Chapter 343, HRS, directs that in both agency and applicant actions where statements are required, the preparing party shall prepare the EIS, submit it for review and comments, and revise it, taking into account all critiques and responses. Consequently, the EIS process involves more than the preparation of a document; it involves the entire process of research, discussion, preparation of a statement, and review. The EIS process shall involve at a minimum: identifying environmental concerns, obtaining various relevant data, conducting necessary studies, receiving public and agency input, evaluating alternatives, and proposing measures for avoiding, minimizing, rectifying or reducing adverse impacts.

---

76 North King Street, Suite 203 \* Honolulu, HI 96817  
phone 533-3454 \* fax: 533-0993 \* email: lifeoftheland@hotmail.com

An EIS is meaningless without the conscientious application of the EIS process as a whole, and shall not be merely a self-serving recitation of benefits and a rationalization of the proposed action. Agencies shall ensure that statements are prepared at the earliest opportunity in the planning and decision-making process. This shall assure an early open forum for discussion of adverse effects and available alternatives, and that the decision-makers will be enlightened to any environmental consequences of the proposed action. [Eff 12/6/85; am and comp AUG 31 1996] (Auth: HRS 5343-5, 343-6) (Imp: HRS 5343-6)

November 20, 1999. Alliance will fight Burns Field expansion. By PAUL C. CURTISTGI Business Editor. The Garden Island. HANAPEPE -- As far as the president of the Hanapepe Economic Alliance is concerned, Port Allen Airport (Burns Field) should be closed and the land given back to Native Hawaiians.

November 23, 1999. Burns Field fuel tank appears to be illegal. CIRA de CASTILLO TGI Staffer The Garden Island. HANAPEPE --The installation of a large jet fuel storage tank facility at the Port Allen Airport appears to be in violation of land use regulations. The tank was installed last week prompting complaints from residents and an investigation by the county Planning Department. Based on the investigator's initial reports, there appears to be a land use violation, Planning Department Director Dee Crowell said Monday.

March 30, 2000. GPU draft opposes expansion of airfield By PAUL C. CURTISTGI Business Editor The Garden Island. LIHU'E -- The most recent draft of the proposed General Plan Update recommends that the state gradually end airfield operations at Port Allen Airport, and make plans to turn the field's peninsula and Puolo Point areas into a park. Responding to public opposition to expanded or continued aircraft operations at Port Allen, the Kaua'i Planning Department and GPU lead planning consultant Robin Foster have proposed changing the airfield's land-use designation to open, which could allow for, among other things, expansion of the county's Salt Pond Beach Park. The draft also calls for the state to "plan for the long-range decommissioning of the airport and redevelopment of Puolo Point to a natural resource park." At a meeting Wednesday evening, Foster said that strong public sentiment in favor of utilizing the Port Allen area as park land led to the decision.

April 7, 2000. Burns Field expansion up for stiff opposition. By PAUL C. CURTISTGI Business Editor. The Garden Island. PORT ALLEN -- Never mind a pending court challenge, widespread community opposition and lack of funds, the state's Airports Division continues to press forward with plans to expand Port Allen Airport, also known as Burns Airfield.

April 12, 2000. People could sway Burns Field decision Alert! The Garden Island. There's an important Planning Commission public hearing coming up on the Burns Field expansion issue (Port Allen Airport) next Thursday, April 13, at 1:30 p.m. Even though the DOT says it has no money at the present for this expansion it is still pursuing this application, just to stake its claim.

April 14, 2000. Testimony 3-1 against Burns Field expansion. By PAUL C. CURTISTGI Business Editor . The Garden Island. LIHU'E - Opponents of the state's plans to improve Burns Field in Hanapepe outnumbered proponents by a three to one margin at a public hearing Thursday.

April 18, 2000. Judge rules against state in Burns Field lawsuit. By PAUL C. CURTISTGI Business Editor. The Garden Island. HONOLULU -- A First Circuit Court judge yesterday threw out an environmental assessment prepared by the state to support proposed improvements to Burns Field in Hanapepe. Ruling the document legally flawed, Judge Gail Nakatani ordered the state Department of Transportation Airport's Division to prepare a new draft EA that includes an analysis of the relocation of helicopter operations from Burns Field, also known as Port Allen Airport, to Lihu'e Airport. Yesterday's ruling is

another victory for Wilma Holi, whose family has for generations farmed the salt pans adjacent to Burns Field, and who along with others fears what Burns Field expansion will mean to the pans. Last week, Holi requested and was granted the right to intervene in Kaua'i Planning Commission proceedings regarding county permits necessary for the state to move forward with its plans to add buildings and aircraft parking spaces at the airstrip.

April 18, 2000. California Aviation Alliance (CAA): Airport News, Judge Rules Against State on EA. Judge rules against state in Burns Field lawsuit. By PAUL C. CURTIS. TGI Business Editor. HONOLULU - A First Circuit Court judge yesterday threw out an environmental assessment prepared by the state to support proposed improvements to Burns Field in Hanapepe.

April 20, 2000. Airport officials to revise Kauai study. By Advertiser Kauai Bureau. LIHUE, Kauai - State airports officials plan to revise their environmental assessment for improvements at Port Allen's Burns Field, following a judge's ruling that the original document is insufficient. Judge Gail Nakatani on Monday invalidated the environmental assessment because it contained too few alternatives. It considered only two: no action at all, and the state's proposal to expand helicopter facilities there to include a small terminal building, helicopter rental spaces and four helicopter hangars. Hanapepe salt maker Wilma Holi has protested the proposed improvements, saying she fears they will create clouds of dust that will fall on the functioning evaporation ponds, where Native Hawaiians make sea salt using traditional techniques. Attorney Arnold Lum of the Native Hawaiian Legal Corp., which represents Holi, said the environmental assessment *should have considered other alternatives*, such as moving all tour helicopter operations to Lihue Airport. ... Lum said Nakatani's ruling was significant for technical reasons beyond the issues in the Port Allen case. "To my knowledge this is the first time an environmental assessment has been overturned because the preparer of the document failed to include an analysis of responsible alternatives to the proposed project," he said.

April 25, 2000. Attorney contends Burns Field permit process should be halted. By PAUL C. CURTIS. TGI Business Editor. The Garden Island. LIHUE - The state's application for county permits to expand Burns Field, also known as Port Allen Airport, should be rejected, an attorney contends, because it is based on an environmental assessment (EA) that has been ruled inadequate by a state Circuit Court judge.

June 7, 2000. Holi: State is in contempt of court over Burns Field permitting plans. By PAUL C. CURTIS. TGI Business Editor. The Garden Island.

July 18, 2000. No hearing planned for Burns Field draft study. By PAUL C. CURTIS. TGI Staff Writer. The Garden Island. LIHUE -- State officials have set a deadline of this Friday for comments on its yet-to-be-published, new draft environmental assessment regarding proposed improvements at Burns Field. ... Also, in the Kaua'i General Plan final draft, it is recommended that the entire area of Puolo Point, where Port Allen Airport is located, be kept in open space, possibly as a county or state park.

January 15, 2001. State is cited for Burns Field work on Kauai. By Anthony Sommer, Kauai correspondent, Honolulu Star-Bulletin. LIHUE -- The Kauai County Planning Department has hit the state Aviation Division with a citation for allowing the construction of a fuel tank and office building without county permits at Burns Field adjacent to Port Allen.

January 16, 2001. Kauai cites state on Burns Field work. LIHUE (AP) - The Kauai Planning Department has cited the state for allowing the construction of a fuel tank and office building without county permits at Burns Field at Port Allen. The county citation orders the state to apply for the required permits or tear down the structures. The airport is in a special management area, which requires county permits for any form of development. The construction was done to accommodate Air 1 Helicopters, which provide all the helicopter service. The state earlier had sought permits but the Kauai

Planning Commission put the request on hold pending outcome of a court case. Hawaiians who use the salt ponds next to the airport obtained a court ruling finding that the state Airports Division failed to prepare a complete environmental assessment for the improvements.  
<http://www.westhawaiiitoday.com/daily/2001/Jan-16-Tue-2001/news/news3.html>

May 10, 2001 . The Garden Island. Dogfight over airport expansion resumes. By PAUL C. CURTIS - TGI Staff Writer. Barely had the ink dried on the revised, three-inch-thick draft environmental assessment on proposed improvements to Burns Field (Port Allen Airport) near Hanapepe before full-blown opposition to the plan resumed.

"Please explain why ... tour helicopter operations cannot be located from Burns Field to Lihue Airport"  
Native Hawaiian Legal Corporation July 12, 2000

"The Office of Hawaiian Affairs is truly concerned with restricted access to nearby salt ponds and shoreline because of added public safety measures." Office of Hawaiian Affairs July 20, 2000

"Our organization's Board of Directors has taken an official position in favor of centralizing all helicopter operations in Lihue." Poipu Beach Resort Association July 17, 2000

"Our organization, by unanimous vote of our members at a recent Board meeting, are AGAINST the proposed expansion" west Kauai Community Development Corporation July 19, 2000

"The Kauai General Plan update (GPU) has made a survey and concluded that the general public wants to see Salt Pond designated "open," "conservation," and possible park area. DOT should use this survey as they consider their choices." Margery Freeman

We, of the Hanapepe Economic Alliance (HEA) and the attached petition of over 140 signatures, hereby request with one voice that the Burns Airfield development permit be revoked by the Department of Transportation (DOT) or alternately denied by the Kauai Planning Commission." Hanapepe Economic Alliance February 28, 2000

"During the development of the Post [sic] Allen Airport Master Plan in 1990, there was considerable community opposition to the development of Port Allen Airport. However, since that time there has been growing support for modest improvements to the facilities for existing operations at the Airport and the associated infrastructure necessary to support the improvements. Therefore, the proposed project will be in concert with the growing support of the community for the development and objectives of the DOT-AIR, and will fulfill the needs of the existing helicopter operators." (Draft EA. April 23, 2001. page 1-2)

1. Is the above statement self-serving?
2. Does the above statement match the facts?
3. What documentation does DOT have for stating that people are coming around to support the project.
4. Please enclose a copy of ALL DOT documents related to community sentiment regarding this project.

*Henry Curtis*  
Henry Curtis  
Executive Director

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

BRANK MINAA,  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JACINE Y. URSAKI

IN REPLY REFER TO

AIR-P  
01.0410

July 27, 2001

Mr. Henry Curtis  
Executive Director  
Life of the Land  
76 North King Street, Suite 302  
Honolulu, Hawaii 96817

Dear Mr. Curtis:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment (EA).

With regard to your request, Life of the Land will be placed on the Airports Division's mailing list for all EA and environmental impact statements the Airports Division issues. Shoreline Management Area permits are under the jurisdiction of the various counties and you are advised to ask the respective counties to be placed on their mailing list.

Your citation of Section 11-200-14, Hawaii Administrative Rules, and summaries of newspaper articles that have appeared in The Garden Island serve to underscore the wide extent of public notice and debate there has been concerning the proposed improvements at Port Allen Airport.

As for your specific comments on the Port Allen Airport Draft EA, the paragraph of the Assessment that you cite is a factual statement and not self-serving as you imply. Comments from people in support of the proposed improvements as well as those who opposed the project can be found in the Draft EA. Although a public hearing is not required in the EA process, the Airports Division held two public meetings on Kauai regarding the 1999 EA for the proposed project: A public informational meeting on August 13, 1997 and a public hearing on February 19, 1998. This is the second consecutive EA that the Airports Division is performing for the proposed improvements and public comment was formally solicited for both the previous Draft and Final EAs.

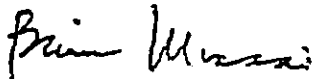
Mr. Henry Curtis  
July 26, 2001  
Page 2

AIR-P  
01.0410

The comments, as well as Airports Division responses, and the minutes of the February 19, 1998 public hearing, are included in the current Draft EA. Comments on the current Draft EA will be included in the Final EA.

Please contact Ben Schlapak, Head Planning Engineer, of the Airports Division at (808) 838-8821 to clarify any questions you may have.

Very truly yours,



BRIAN K. MINAAI  
Director of Transportation

c: Edward K. Noda & Associates, Inc. (B. Ishii)

RECEIVED  
AUG 08 2001  
EDWARD K. NODA & ASSOC., INC.

**INTER-ISLAND**

POB 156, 3994 KUILOKO RD



**HELICOPTERS** <sup>0972</sup>

HANAPEPE, HAWAII 96716

MAY 15, 2001

Jerry Matsuda, P. E.  
Department of Transportation, Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819

Dear Mr. Matsuda:

The Draft Environmental Assessment for the improvements at Port Allen Airport is fine as written with two exceptions. First, the number of hangar lease lots should be reduced from four (4) to two (2). Second, the plan should include one (1) Fixed Base Operations (FBO) lot.

Inter-Island Helicopters has been trying for over fifteen years to establish a FBO at Port Allen International Airport. We are the only company on the DOT's system list for this usage.

The vast majority of the local businesses here in the Hanapepe area (over 95%) support Inter-Island Helicopter's position for improvements at Port Allen Airport. The airport has brought thousands of people to the west side. These people buy products from the local stores, eat in the local restaurants and bring much needed revenues to the west side.

TELE: (808) 335-5009



FAX: (808) 335-5567

Draft Environmental Assessment

May 15, 2001

Page 2

This activity provides many local people with jobs, here on the west side, where jobs are being lost daily because of the declining sugar industry.

Mr. Matsuda, please do what is right and in the better interest of all the people of Kauai. Do not let a handful of people, who for whatever reason, fight all development of any kind here on Kauai. This project will benefit not only Hanapepe/Ele'ele, but the entire island community because of Inter-Island Helicopters commitment to the search and rescue mission, as well as fire fighting.

Sincerely,

A handwritten signature in black ink that reads "Cpt Ken D'Attilio". The signature is written in a cursive style with a large, stylized initial "K".

Cpt Ken D'Attilio  
President



BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

*-E-H-N-N*  
*(B. Ishii)*  
BRIAN K. MINAII  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0289

May 24, 2001

Mr. Ken D'Attilio  
Inter-Island Helicopters  
P. O. Box 156  
Hanapepe, Hawaii 96716

Dear Mr. D'Attilio:

Subject: Port Allen Airport  
Draft Environmental Assessment  
State Project No. AK2010-01

Thank you for your comments on the Port Allen Airport Draft Environmental Assessment.

I appreciate the time you took to express your concerns over the proposed improvements. Your comments will be taken into consideration.

Please contact Lynn Becones, Planner, at (808) 838-8811 to clarify any questions you may have.

Sincerely,

*Jerry M. Matsuda*  
JERRY M. MATSUDA, P.E.  
Airports Administrator

c: ✓Edward K. Noda & Associates (B. Ishii)

bc: AIR-K

May 2001

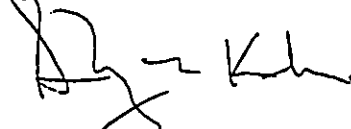
Jerry Matsuda, Airport Administrator  
State Department of Transportation – Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

Subject: Draft Environmental Assessment  
Port Allen Airport Improvements

Dear Sir:

As a business person in Hanapepe, we are for the improvement at Port Allen Airport. We want to see the two helicopter companies who have been using the airport, to get a hanger there first. Although we are for development in the Hanapepe area, the state should try to get the four hanger reduced to two. That way, more local people will accept the proposal.

Sincerely,

  
Da Imu Hut Cafe  
Hanapepe

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1880

BRIAN K. MINAII  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URASAKI

IN REPLY REFER TO:

AIR-P  
01.0292

May 25, 2001

Da Imu Cafe  
Hanapepe, Hawaii 96716

Gentlemen:

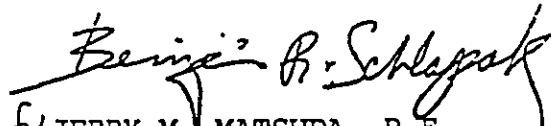
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I appreciate the time you took to express your concerns over the  
proposed improvements. Your comments will be taken into  
consideration.

Please contact Lynn Becones, Planner, at (808)838-8811 to clarify  
any questions you may have.

Sincerely,

  
for JERRY M. MATSUDA, P.E.  
Airports Administrator

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K

TRAVCOM AVIONICS  
P.O. BOX 156  
HANAPEPE, HAWAII 96716

0970

MAY 15, 2001

Jerry Matsuda, P. E.  
Department of Transportation, Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819

Dear Mr. Matsuda:

The Draft Environmental Assessment for the improvements at Port Allen Airport is fine as written with two exceptions. First, the number of hangar lease lots should be reduced from four (4) to two (2). Second, the plan should include one (1) Fixed Base Operations (FBO) lot. These changes are more in line with what the community feels is acceptable at this time. Later, should the community like the increased business and jobs in the area, more lease lots could be offered.

The west side of Kauai needs jobs and businesses, the economy is in desperate condition with the loss of sugar. Please, do not listen to the small handful of people who complain and try to stop any and all projects that come to the west side. Some of these people have only lived on Kauai a few short years, yet they are the loudest opponents of any develop. These people do not care that people born and raise here are having to more to the mainland for work. That their children are forced to move away because there are no jobs here.

I started Travcom Avionics (ten) 10 years ago with the hope and dreams of building up the business and having planes and helicopters come to our avionics show for all kinds of work. This has never happened because the State of Hawaii, Department of Transportation will not allow any develop of the Port Allen International Airport. Why? Ninety six (96) percent of the