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GLENN M. OKIMOTO
DIRECTOR

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

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TO: GARY HOOSER, DIRECTOR
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DEPARTMENT OF HEALTH

FROM: GLENN M. OKIMOTO, PH.D.
DIRECTOR OF TRANSPORTATION *Glenn M. Okimoto*

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT
NOTMAN HANGAR, MOLOKA'I AIRPORT
MOLOKA'I

The Department of Transportation has reviewed the Draft Environmental Assessment for the Notman Hangar at Molokai Airport (MKK) situated at TMK 5-2-004:008 at Ho'olehua on the island of Moloka'i and anticipates a Finding of No Significant Impact. We hereby transmit the draft environmental assessment and anticipated finding of no significant impact (DEA-AFONSI) for publication in the next available edition of the OEQC Environmental Notice.

We have enclosed a completed OEQC Publication Form and one (1) copy of the document in pdf format on a CD; and one (1) hardcopy of the Draft EA.

Should you have any questions regarding the above, please contact Ms. Kimberly Evans, Head Planner at (808) 838-8810, or e-mail Kimberly.k.evans@hawaii.gov.

Enclosures

c: Steve Notman, Applicant

Construction of a Private Hangar on the Molokai Airport

*Hoolehua Palaau Molokai, Hawaii
TMK: 5-2-004:008*

DRAFT ENVIRONMENTAL ASSESSMENT



Prepared for:

State of Hawaii
Department of Transportation Airports Division
Honolulu, Hawaii 96819

Prepared by:

Steven J Notman
Maunaloa, HI 96770

May 2012

DRAFT ENVIRONMENTAL ASSESSMENT

Construction of a Private Hangar on the Molokai Airport

Hoolehua, Palaaau, Molokai, Hawaii

TMK: 5-2-004:008



Prepared for:

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

700 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819

Prepared by:

Steven J Notman
2840 Kalua Koi Road
Maunaloa, Hawaii 96770

May 2012

SUMMARY

Proposing Individual:	Steven J Notman 2840 Kalua Koi Road Maunaloa, HI 96770
Accepting Agency:	State of Hawaii Department of Transportation, Airports Division Honolulu International Airport, 400 Rodgers Blvd., Suite 700 Honolulu, Hawaii 96819-1880
EA Preparer:	Steven J Notman 2840 Kalua Koi Road Maunaloa, Hawaii 96770 Tel: 808.552.2311; Fax: 503.266.3937
Project Location:	Hoolehua-Palaau, Molokai, Hawaii
Recorded Fee Owner:	State of Hawaii, Department of Transportation
Tax Map Key:	5-2-004: 008
Area:	1920 square feet (0.04 acres) approximately
State Land Use Classification:	Agricultural
County Zoning:	Interim
Proposed Action:	Construct a single Private Hangar on the Molokai Airport. The hangar dimensions will be 48 feet wide by 40 long and approximately 20 feet in height. The hangar would be placed in accordance with the Molokai Airport Master Plan which shows six new hangars long term. The hangar would not have any utilities (electric or plumbing) and would be essentially for storage of a single plane. No business activities would take place out of this hangar. The existing security fence would be changed to incorporate this hangar building. The existing roadway from the existing hangars to Runway 17 would be used as a taxi lane.
Impacts:	AFONSI - No significant impacts are anticipated from the construction of this single hangar.

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PREFACE

Chapter 343, Hawaii Revised Statutes (HRS), as amended, Environmental Impact Statements, requires that a government agency or a private developer proposing to undertake a project on state lands consider the potential environmental impacts of the proposed project by preparing an assessment.

This Environmental Assessment (EA) has been prepared to meet the requirements of Chapter 343, HRS, as amended, and Hawaii Administrative Rules Title 11, State of Hawaii Department of Health, Chapter 200, Environmental Impact Statement Rules. A Anticipated Finding of No Significant Impact (AFONSI) is determined for the project as discussed in Chapter 5.

The FAA will issue a Categorical Exclusion (CatEx) to meet the requirements of the FAA Order 5050.4B “National Environmental Policy Act” (NEPA) Implementing Instructions for Airport Actions”, FAA Order 1050.1E, “Environmental Impacts: Policies and Procedures”, which incorporates the Council on Environmental Quality (CEQ) regulations for implementing the NEPA, federal statutes and laws designed to protect the Nation’s resources.

In 1981, the DOT issued an Environmental Assessment for the Molokai Airport Improvements project which addressed various improvements at Molokai Airport. Subsequently, in May 1999, the DOT published the Molokai Airport Master Plan which determined and documented the type and extent of aviation facilities needed through 2020. The Master Plan addressed the entire Airport and was based on development concept plans prepared in 1990 and 1991.

The construction of the Private Hangar is aligned with the Molokai Airport Master Plan. The Master Plan shows the construction of six General Aviation (GA) hangars in addition to the two existing hangars on the airport.

1. INTRODUCTION

1.1 Project Background

The State of Hawaii Department of Transportation (DOT) Airports Division operates and maintains 15 airports in Hawaii, including Molokai Airport, which is part of the Maui District. Molokai Airport is owned and operated by the DOT and classified as a "Commercial Service - Primary Airport" – in the National Plan of Integrated Airport Systems (NPIAS) serving short-haul air carrier routes of less than 500 miles. Facilities at the Airport accommodate mostly air carrier and commuter/air taxi passenger and cargo operations and some general aviation and military operations. Molokai Airport operates under Federal Air Regulations (FAR) Part 139 Certificate which prescribes rules governing scheduled passenger-carrying operations of an air carrier operating aircraft designed for more than 9 passenger seats.

The Molokai Airport is located on the Hoolehua plateau area of Molokai's central plateau with the towns of Kaunakakai 6 miles to the southeast, Kualapuu 3 ½ miles to the east and Maunaloa 8 miles to the southwest. The Airport boundary encompasses approximately 206.811 acres of land (Tax Map Key: 5-2-004: 008) and the Airport reference point elevation is 454 feet mean sea level (msl).

The State Land Use Commission designates the Molokai Airport in the Agricultural District. The Molokai Airport, including the project site, is designated Airport in the County of Maui Molokai Community Plan dated 2001. The County of Maui zoning designation is Interim. The Molokai Airport is not located within the County of Maui Special Management Area.

1.2 Purpose and Need

The purpose of the project is to use private funds to construct a new single Private Hangar for general aviation use. The size of the hangar building will be forty eight feet wide, forty feet long and approximately twenty feet high. The existing General Aviation improved (paved) tie down space is limited to eight airplane tie downs. Four of these are used on a permanent basis, leaving only four that are open to transient aircraft. Furthermore, due to the location of the airport and the relative close proximity to the ocean, salt corrosion is a constant problem with aircraft that are tied up and out in the open air. A hangar would serve to relieve some of the congestion at the tie down area and serve to protect the aircraft stored inside.

Construction of the new single Private Hangar will not result in changes to the level of aircraft operations to Molokai Airport. Similarly, construction of the new single Private Hangar will not affect the need for other facilities or improvements on the Airport, including the need for expansion of the airfield. No taxiways or other improvements are planned to support this hangar since the existing road from the existing hangars to Runway 17 will be used. The proposed project site is in the area of the existing private hangars and is in alignment with the new hangars shown on the Molokai Master Plan.

1.3 Project Site and Conditions

1.3.1 Project Site

The new single Private Hangar is sited north and west of the intersection of Runway 5-23 and Runway 17-35. This location is approximately 200 feet north of the new Aircraft Rescue and Fire Fighting (ARFF) building and about 900 feet west of the existing passenger terminal building. The project site is based on the Airport Layout Plan (ALP) which was approved as part of the Molokai Airport Master Plan issued in May 1999. Figure 1.1 shows site photographs (next page)

The selected project site is close to the existing hangars and will allow direct access to Runway 17 via the existing roadway.

The project site is located within the airport operations area (AOA) of the Molokai Airport, which is not open to public access.

1.3.2 Existing Project Site Conditions

The project site for the new single Private Hangar is located just north of the intersection of the Airport's two runways. As such, the project site was probably cleared and graded as part of the initial development of the Airport, which occurred starting 1927.

The approximately 1920 square-foot (0.04 acres) project site is a previously cleared open grass-covered portion of the airfield located in the secured air operations area. According to previous botanical surveys of the area, the project site is vegetated with exotic (non-native) grasses and herbs. No buildings or other structures are located on the project site.



View toward Runway 17



Project site looking south

FIGURE 1-1

1.4 Existing Airport Facilities

Historical information shows the existing Airport site has been used as an airport since December 1927. Studies undertaken in 1981 as part of the Molokai Airport Improvements project identified portions of the Airport still contain the remnants of bunkers consisting of horseshoe-shaped earthen revetments, earth covered Quonset huts with concrete floors, wood lined causeways, and an extensive road systems constructed from 1942 to 1947.

In May 1999, the DOT published the *Molokai Airport Master Plan* which determined and documented the type and extent of aviation facilities needed through 2020. The Master Plan addressed the entire airport and was based on development concept plans prepared in 1990 and 1991. A Federal Air Regulations (FAR) Part 150 Airport Noise Compatibility Program, also prepared in 1999, recommended noise abatement and mitigation measures which would be needed to implement the Master Plan.

The major existing facilities at Molokai Airport include:

1. A 4,494-foot long by 100-foot wide runway oriented in a northeast-southwest direction (Runway 5-23);
2. A 3,118-foot long by 100-foot wide crosswind runway (Runway 17-35) oriented in a northwest-southeast direction, (Runway 17-35 intersects Runway 5-23 approximately 1,300 feet northeast of Runway 5);
3. A 50-foot wide taxiway parallel to Runway 5-23 (Taxiway A);
4. A 50-foot wide taxiway (Taxiway E) which connects Runway 17-23 to Taxiway A
5. A small (200-foot by 100-foot) general aviation parking apron;
6. A commuter airline parking/tie-down ramp;
7. A 460-foot by 200-foot air carrier apron fronting the terminal building;
8. A 16,800-square foot passenger terminal building;
9. Passenger and employee parking areas;
10. Rental car facilities;
11. An aircraft rescue and fire fighting (ARFF) facility;
12. An air traffic control (ATC) tower,
13. DOT airport maintenance baseyard;

14. Three weather stations, one operated by the National Weather Service and the other two by the FAA;
15. Two old and dilapidated private GA hangars (one without a roof);
and,
15. Supporting infrastructure and utilities.

1.4.1 Runways

Runway 5-23 is 4,494 feet long by 100 feet wide and oriented in a northeast-southwest direction. Runway 5-23 is utilized by twin-engine turboprop air carrier, commuter and air taxi aircraft and twin and single engine general aviation aircraft.

Runway 17-35 is 3,118 feet long by 100 feet wide and oriented in a northwest-southeast direction. Runway 17-35, due to its relatively short length, is primarily used by general aviation aircraft with occasional operations by commuter aircraft during periods of excessive crosswinds.

1.4.2 Navigation Aids

Present safety/navigational aids consist of a non-precision instrument marking with aiming markings, REILS on Runway 5, medium intensity runway lights on Runway 5-23 and a segmented circle with lighted wind tee. Runway 17-35 has basic markings and is unlighted.

1.4.3 Passenger Terminal

The existing terminal facilities consist of a 16,800-square foot single-level building housing the passenger ticketing, baggage handling and air cargo areas, a small snack shop, security and airline offices, a common hold room, rental car booths, one commuter airline booth, and airport administrative offices. One commuter airline constructed its own terminal building northeast of the main terminal building.

1.4.4 Aircraft Parking

The existing 110,000-square foot air carrier and commuter aircraft parking apron is located on the south side of the terminal building.

1.4.5 Cargo Facilities

The passenger and all cargo carriers use leased space in the passenger terminal building for their cargo operations.

1.4.6 General Aviation Facilities

The general aviation area, located north of the air traffic control tower, includes two old and dilapidated Private Hangars, and nine (9) tie downs in unimproved (grass) space. There are also eight improved aircraft tie down positions southwest of the air carrier/commuter aircraft parking apron. Four of these are used on a permanent basis.

1.4.7 Airport Access and Parking

The primary access to the Airport is via a two-lane paved road which connects to Keonelele Avenue north of the Airport. The Molokai Airport property boundary map shows Keonelele Avenue and Hauakea Avenue, another nearby road located to the west, are both outside the Molokai Airport property. As such, these roads should be considered County roads and maintained by the County of Maui. The DOT maintains roads within the boundaries of the Airport.

The airport parking areas consist of stalls fronting the passenger terminal building, employee stalls adjacent to the ARFF facility, stalls north of the ARFF reserved for car rentals, and stalls at the base of the air traffic control tower (ATC) tower. Overnight parking is limited to a grass, unmarked area adjacent to the ATC tower access road.

1.4.8 Airport Baseyard

Maintenance facilities for the Airport are located in the State DOT baseyard facility located north of the terminal building.

1.4.9 Air Traffic Control Tower

The Air Traffic Control (ATC) tower is located about 900 feet west of the existing passenger terminal building. Construction plans show the floor of the ATC tower at 44 feet above the surrounding ground level. The ATC tower opened 1982 and has been operated since 1994 by a private contractor. The ATC tower hours are 5:30am to 6:30pm (0530 to 1830).

1.4.10 Utilities

Potable water for domestic consumption and fire protection is provided from the Department of Hawaiian Home Lands (DHHL) system north of the Airport.

Wastewater from the Airport is collected and transported under Runway 5-23 and Maunaloa Highway (State Highway 460) and discharges into a leach field located south of the Airport.

The drainage system at the passenger terminal building consists of two catch basins located curbside of the roadway fronting the terminal and a field inlet northeast of the terminal. These drainage structures carry runoff through 24-inch pipes to dry wells located east and west of the terminal. Grated inlets located between Runway 5-23 and the Taxiway A drain the immediate area. The grated inlets are connected to 30-inch pipes that convey runoff through a 48-inch pipe and outlets adjacent to Maunaloa Highway. The area northeast of Runway 5-23 drains into and through a grated concrete channel, through a drainage swale parallel to Runway 5-23, and then outlets into undeveloped land adjacent to the Airport.

The Airport electrical power system is provided by Maui Electric Company (MECO) from an overhead line along Keonelele Avenue.

Telephone service is provided by the Hawaiian Telephone Company through overhead lines along Keonelele Avenue.

A 40-kilowatt (KW) diesel engine generator provides emergency power for runway, terminal and restroom lighting and selected terminal outlets for airline computers. An above-ground 100-gallon diesel fuel tank supplies fuel to the generator.

1.5 Aviation Activity

The DOT Airports Division maintains information for the Airport regarding number of passengers enplaned and deplaned, number of pounds of air cargo and mail enplaned and deplaned, and number of aircraft operations, defined as takeoffs and landings. Since 1990, aviation activity has shown great variability from year-to-year and over time. Most recently, the number of passengers increased from 219,224 in 2006 to 238,337 in 2007, an increase of 19,113 passengers, or a 9.2 percent gain. During this period, aircraft operations decreased from 39,685 in 2006 to 37,615 in 2007, a decrease of 2,070 operations, or a 5.2 percent decline.

1.6 Aircraft Rescue and Fire Fighting Facilities

The Aircraft Rescue and Fire Fighting (ARFF) facilities are located immediately west side of the passenger terminal building. The existing facilities consist of a 3,884- square foot ARFF building, originally built around 1970 as a maintenance and fire apparatus room, and a recently completed 1,100-square foot temporary housing facility located to the west of the existing ARFF building. The existing ARFF building contains space to park one ARFF truck, storage space for firefighting equipment, and an open area with a table used by the crew for meetings and related activities.

A new ARFF facility is being built and should be in service in late 2012. The 6975-square foot replacement facility will include three (3) dormitory rooms, a kitchen, fitness room, a multi- purpose room for training and dining, showers, lockers, toilet, and laundry area.

1.7 Project Description

1.7.1 Project Site Plan

The new single Private Hangar site is located about 200 feet north of the new ARFF facility and in the area of the existing private hangars. Access to the site will be via an existing road inside the operations area of the airport and through a locked gate. The existing paved road that leads to Runway 17 will be used as a taxi lane.

The new single Private Hangar site will be a total of approximately 1920 square feet and will include one 1920 square feet (48 feet wide by 40 feet long) Private Hangar building.

Figure 1.2 shows the project site plan.

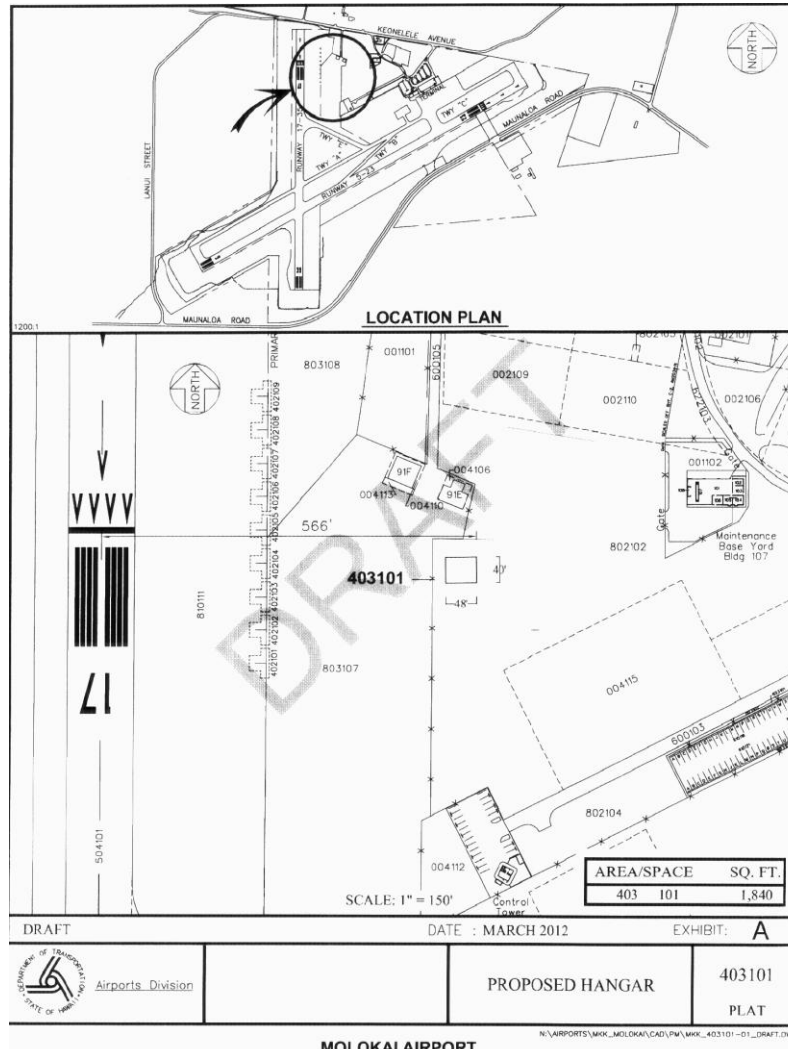


Figure 1.2

Design requirements for Private Hangar will meet State and County design standards, building codes and requirements, and FAA, where applicable. The Private Hangar building will have no electrical, water or sewer hookup. Therefore, there is no wastewater, drinking water or large excavation concerns with this project.

1.7.2 Building Plan

The new single Private Hangar will be designed to meet the current Maui County building codes and standards and a Maui county building permit and subsequent

inspections will be obtained. The new single Private Hangar building will be approximately 1920 square feet (48 feet wide by 40 feet long). Plans show the roof of the Private Hangar building to be approximately 20 feet above the surrounding grade. The floor elevation of the ATC tower is about 44 feet above the surrounding grade. A comparison of the building roof height and the floor elevation of the ATC tower shows the Private Hangar will not interfere with the tower personnel line-of-sight to the existing runways, taxi lanes or parking areas. Figure 1.3 shows the Private Hangar building floor plan. Figure 1.4 shows the building's front elevation.

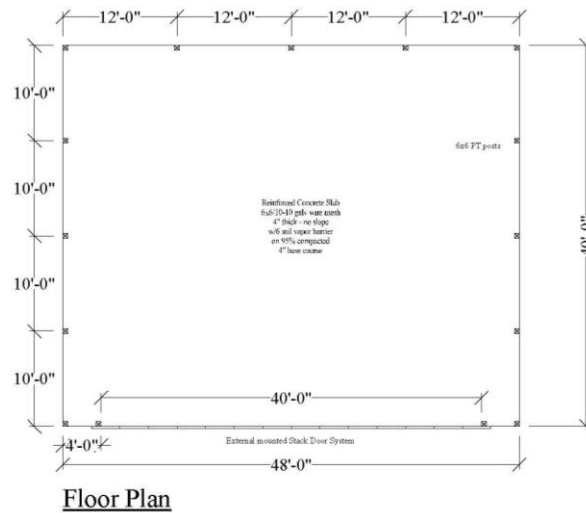


Figure 1.3

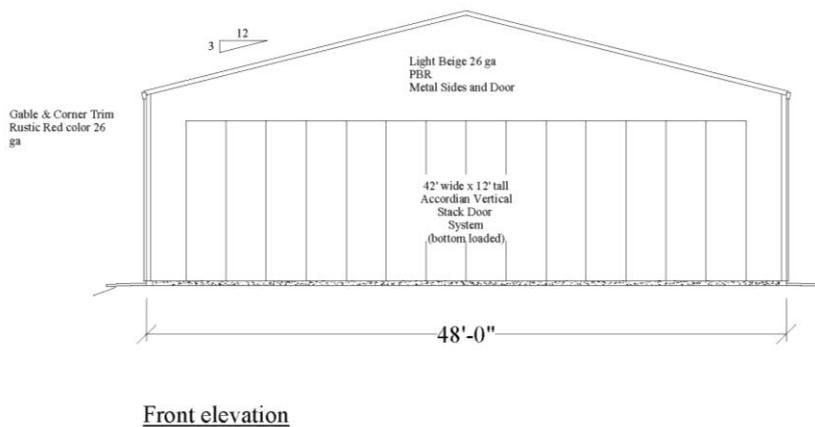


Figure 1.4

The Private Hangar building walls will be painted earth tone (a light beige), similar to other facilities on the Airport. The side wall and roof trim will be a dark brown-reddish color which will be similar to roof on the existing passenger terminal building and the new ARFF building.

The Private Hangar building will have one large multi-folding and sliding door that will be used both as an entry or man door and an aircraft entrance/exit door. Under most conditions, the door to the Private Hangar will be closed.

Although most flights at the Molokai Airport occur during the daylight hours, aircraft activity can occur at night at which time the runway lights can be activated by approaching or departing aircraft. The Private Hangar will not have electricity or lights so any impacts to seabirds will be mitigated (discussed in detail later)

As previously discussed, the Private Hangar will be located within the airport operations area (AOA) of Molokai Airport, which is not open to public access.

AC 150/5210-15A does not include a requirement or discussion related to use of Leadership in Energy and Environmental Design (LEED) as it applies to design of the Private Hangar. Notwithstanding the design requirements of AC 150/5210-15A, the provisions of Act 96 (Energy Efficiency; Renewable Energy; Alternate Fuel, Twenty-Third Legislature 2006, HB 2175) will be considered which will include design elements that comply with the LEED guidelines.

The Private Hangar design includes use of natural ventilation for most portions of the building and glass windows to allow for natural light.

The project site for the Private Hangar is in a grassy area and after construction, the grassy area around the hangar will be reseeded as necessary.

1.8 Preliminary Cost Estimate

The budgeted construction cost for the Private Hangar is approximately \$30K which will be privately funded by the owner of the hangar.

1.9 Project Schedule

Construction is expected to start in November 2012 and should require about 30 days to complete. The Private Hangar should be in use by no later than January 2013.

2. DESCRIPTION of EXISTING ENVIRONMENT, IMPACTS and MITIGATION MEASURES

2.1 Geology and Soils

2.1.1 Existing Environment

The Island of Molokai was formed during the early to middle Pleistocene Epoch (Ice Age) by basaltic and andesitic lava flows from two shield volcanoes: East Molokai Mountain and West Molokai Mountain. Prior to weathering and erosion, the West Molokai Mountain was a typical elongated basaltic shield-shaped dome. It was built over the northwest and east trending rifts, with a steep slope on the north side, where the lava flows plunged into deep water, and a gentle slope on the east side, where the lava flows banked against the East Molokai dome and formed the Hoolehua Plain. Located on the western side of the West Molokai Mountain, the Hoolehua Plain includes the Molokai Airport.

During the Pleistocene Epoch, there were many sea level changes as a result of widespread glaciation in the continental areas of the world. As the great continental glaciers accumulated, the level of the ocean fell since there was less water available to fill the oceanic basins. Conversely, as the glaciers receded or melted, global sea level rose because more water was available. The land mass of Molokai remained essentially stable during these changes, and the fluctuations were eustatic in nature. These glacio-eustatic fluctuations resulted in stands of the sea, which were both higher and lower relative to the present sea level on Molokai. Chemical and physical weathering has produced a residual lateritic soil cover on the saprolite soils and basalt formation underlying the Airport area.

The Soil Survey of Islands of Kauai, Oahu, Maui, Lanai, and Molokai prepared by the US Department of Agriculture Soil Conservation Service (now Natural Resources Conservation Service) shows the soils on the Airport and project site to be predominantly the Molokai series. This silty clay loam is well-drained and has susceptibility to erosion associated in areas of increasing slopes. Runoff is medium, and the erosion hazard is moderate to severe in other areas.

2.1.2 Impacts and Mitigation Measures

The project site is located on the central portion of Molokai. The County of Maui/Molokai is assigned seismic Zone 2B in the 1997 Uniform Building Code (UBC). As a comparison, seismic Zone 4, the zone with the most stringent building structural requirements, is assigned to the Big Island and the coastal areas of California. Originally enacted in 1927, the UBC was developed by the International Code of Building Officials to guide construction of buildings, structures, and facilities throughout the US. The State of Hawaii and the counties in state, including the County of Maui, have adopted the UBC as the applicable code for constructing buildings, structures, and facilities. County of Maui uses the 2006 UBC.

The purpose of the seismic provisions in the UBC is primarily to safeguard against major structural failures and loss of life, not to limit damage or maintain functions. Structures are to be designed and constructed as a minimum to resist the effects of ground motions from seismic events. The site seismic hazard characteristics in the UBC are based on the seismic zone and proximity of a site to active seismic sources.

The Private Hangar will be designed and constructed to meet the requirements of latest version of the UBC used by Maui County. This will ensure that the Private Hangar can meet the seismic loadings established for Zone 2B and that the geological conditions at the project site do not adversely affect the building and facilities.

Construction of the Private Hangar will require subsurface excavation for placement of the foundations and footings for the building. This will disturb surface and subsurface soils and displace the soils with on-grade slab foundation and footings which will be used for the building. However, this disturbance will typically be to depths of 4 feet or less which will not adversely affect the soils and geology of the project site and surrounding area.

2.2 Water Resources and Flood Hazard

2.2.1 Existing Environment

Surface Waters

The project site is located on the in the central portion of Molokai at an elevation of

about 454 feet mean sea level (msl). The US Department of the Interior Geological Survey (USGS) topographic map shows there are no natural surface water resources on Molokai Airport or the project site. In addition, the project site and surrounding areas have been cleared and improved for aviation uses and shows no evidence of a wetlands.

The project site is shown in Zone C the September 6, 1989 (Revised) Federal Emergency Management Flood Insurance Rate Map Community Panel Number 150003 0040C for Molokai. Zone C is defined as an area of minimal flooding. Thus, the project site is not subject to flooding.

Groundwater

According to the County of Maui Department of Water Supply, the central portion of Molokai is located over the Manawainui Aquifer System Area which includes the Department of Hawaiian Homelands (DHHL) water system which draws ground water from the Kualapuu Aquifer System Area. This system has a sustainable yield of 5 million gallons per day (mgd). Well fields in the Kualapuu Aquifer System Area are showing signs of saltwater upconing because of excessive pumping in a concentrated area.

The DHHL water system includes 2 wells (Well Nos. 0801-01 and 0801-02) which have a combined allocation of 0.367 mgd. According to the Department of Land and Natural Resources Commission on Water Resources Management, the reported pumpage for 2008 shows this allocation has been exceeded. DHHL has a pending application to increase its allocation that is awaiting the development of a relief source before its water use permits can be modified to accommodate new uses.

Currently, water use permits in the Kualapuu Aquifer System Area total 4.842 mgd, which includes DHHL's water reservation for 2.905 mgd.

No drinking water sources are shown in the area of Molokai Airport.

Molokai Airport is located mauka of the underground injection control (UIC) line for this area of Molokai. Aquifers mauka of the UIC are considered a drinking water source. The State of Hawaii Department of Health Safe Drinking Water Branch administers the Underground Injection Control (UIC) program which serves to protect the quality of

Hawaii's underground sources of drinking water from chemical, physical, radioactive, and biological contamination that could originate from injection well activity.

2.2.2 Impacts and Mitigation Measures

Surface Waters

There are no natural surface water sources on the project site. There will be no discharges from the project site directed to waters of the US or waters of the State of Hawaii. Further, as the project site and surrounding areas are not identified as wetlands, there would be no affect on wetlands.

The DOT has National Pollutant Discharge Elimination System (NPDES) Storm Water Permit No. HI R80A413 for Molokai Airport property.

Temporary erosion control measures will be used during construction to prevent runoff to nearby areas. The builder will implement best management practices during the construction to minimize runoff from the project site.

Groundwater

The new single Private Hangar will not have drinking water or a septic system.

2.3 Agricultural Lands

2.3.1 Existing Conditions

In 1975, the US Department of Agriculture Soil Conservation Service (now Natural Resources Conservation Service) initiated a nationwide inventory of important farmlands. When completed, the inventory included three categories "prime", "unique", and "other farmlands of state-wide and local importance". This classification was later adopted by the State of Hawaii Department of Agriculture under the title "Agricultural Lands of Importance to the State of Hawaii" (ALISH).

The ALISH system defines "prime agricultural land" as the best suited for food, forage, and timber crops. "Unique agricultural land" is defined as land other than prime, used for the production of high-value food crops. "Other agricultural land" is defined as land used for the production of food, feed, fiber and forage crops, but not classified as

“prime or unique”.

According to the ALISH system, Molokai Airport is classified as "existing urban development". The surrounding lands are classified as "prime" agricultural lands.

2.3.2 Impacts and Mitigation Measures

Since Molokai Airport and the project site are not classified as "prime" agricultural lands, use of the lands for the Private Hangar will not create an adverse impact to the agricultural activity on Molokai.

2.4 Hazardous Waste

2.4.1 Existing Environment

The Private Hangar project site has been part of Molokai Airport since 1927 when the Airport was established. The Airport shows no records of uses on the project site which have resulted in hazardous waste disposal or releases. Similarly, the vegetation on the project and surrounding areas did not show signs of distress or other unusual characteristics.

2.4.2 Impacts and Mitigation Measures

The Private Hangar will have no stored or discharged hazardous waste.

2.5 Biological Resources

2.5.1 Existing Environment

Flora

In 1981, a complete botanical survey was conducted of the Airport as part of the *Environmental Assessment for Molokai Airport Improvements, State Project No. S-103* prepared by the State of Hawaii Department of Transportation Airports Division. The survey showed the vegetation of the Airport and the Private Hangar project site to be representative of previously extensively altered areas. The project site is vegetated with exotic (non-native) grasses and herbs. No listed or candidate threatened or endangered botanical species as set forth by the US Department of the Interior Fish and Wildlife

Service (USFWS) were found on the project site.

Fauna

The 1981 survey of the Airport identified exotic bird species as present. The project site primarily consists of exotic (non-native) grasses and herbs, which typically does not grow to a height for bird habitat. No USFWS or DLNR listed or candidate threatened or endangered avian species were detected on the Airport.

In 1998, as part of the Molokai Airport Master Plan review, the USFWS noted, the Federally endangered dark-romped petrels (*Pterodroma phaeopygia sandwichensis*), which occur on Molokai and nest in the eastern mountains, may be present at the Airport intermittently as they transit between ocean feeding grounds and upland roosts. Young dark-romped petrels are inexperienced fliers and have a natural attraction to bright lights. When flying at night they can be temporarily blinded by bright lights and fly into unseen objects such as utility wires, trees, buildings, and automobiles.

At that time and in subsequent EAs, the USFWS recommended that all artificial lighting at the Molokai Airport be shielded and oriented toward the ground and away from the coast to help protect this sensitive species.

2.5.2 Impacts and Mitigation Measures

Flora

Construction of the Private Hangar will require removal of the surface vegetation from the project site and grading for construction of the building. Removal of the surface vegetation will not create an adverse impact to the flora of this area of Molokai.

The project site contains no listed or candidate threatened or endangered botanical species as set forth by the USFWS. Thus, construction of the Private Hangar will not have an adverse impact to threatened or endangered botanical species.

Fauna

The grasses on the project site does not include habitat normally used by birds. Nor do grasses produce seeds which would serve as food for birds. Thus, the project site does not serve as a feeding and foraging habitat to attract birds. Thus, loss of vegetation would not adversely affect the bird population in the area of the project site or any USFWS or DLNR listed or candidate threatened or endangered species.

Although most flights at the Molokai Airport occur during the daylight hours, aircraft activity can occur at night at which time the runway lights can be activated by approaching or departing aircraft. Since the Private Hangar has no electricity or lighting, there will be no need to provide shielded fixtures for exterior lights. This will serve to mitigate potential impacts to any seabirds. If at a later date, electricity is provided to the Private Hangar, only shielded exterior light fixtures will be used.

Given there is no exterior lighting as part of the project site design, a seabird response plan will not be needed as part of the Private Hangar operational requirements.

2.6 Traffic

2.6.1 Existing Environment

State Route 460, Maunaloa Highway, forms the approximate southern boundary of Molokai Airport and provides the primary public access to the western portion of Molokai. Maunaloa Highway is a two-lane road, one lane in each direction, under the control of the State of Hawaii Department of Transportation (DOT). Maunaloa Highway has a functional classification of a major collector, one of eight functional classifications used by the DOT.

Access to the Airport is provided by Keonelele Avenue, which intersects with Maunaloa Highway about 0.5-miles east of the Airport access road. Keonelele Avenue is a paved two-lane road, one lane in each direction, and in generally good condition. Traffic is relatively light on both Keonelele Avenue and the Airport access road. The other Airport access from Keonelele Avenue is northwest of the terminal area and serves as roadway access to the car rental facilities, aircraft hangars and the DOT baseyard facility.

The DOT Highways Division conducts periodic 24-hour traffic counts at various locations on Molokai. The closest traffic counts to the Private Hangar project site were conducted south of the Airport just east of the intersection of Maunaloa Highway and Lanui Street. The most recent data, February 2006, shows the 24-hour two-way traffic volume was 1,153 vehicles, a decrease of about 4.0 percent compared to the June 2001 count of 1,200 vehicles.

2.6.2 Impacts and Mitigation Measures

Traffic impacts related to construction activities will occur while equipment and materials

are moved to the Private Hangar project site. However, this traffic will be short-term occurring during 30 day construction period. This should not create an adverse affect to traffic on Maunaloa Highway and Keonelele Avenue as volumes on these roadways are relatively low.

Transportation of materials to the Private Hangar project site will be done on public roads. There are no materials or equipment that are oversize, therefore no permits for their transport will be required from the DOT Highways Division to ensure loads do not exceed restrictions which might apply to a roadway or bridge and to provide proper transport of the material.

At the time of the permit application, the DOT will determine the need for any marking of the loads or escort. However, please note, at this time, it is not expected that a DOT permit will be required to transport materials or equipment used for construction of the Private Hangar.

Once construction has been completed, traffic related to the Private Hangar will be from the movement of the Private Hangar owner to the airport. Travel by the owner of Private Hangar to the Airport should not create an adverse impact to traffic on Maunaloa Highway and Keonelele Avenue.

2.7 Air Quality

2.7.1 Existing Environment

The project site is located in the Kaluakoi District, an area characterized by low level of residential and commercial development and almost no industrial facilities. A low level of development generally indicates an absence of stationary and mobile sources of emissions which could affect ambient air quality.

2.7.2 Impacts and Mitigation Measures

Potential short-term adverse air-quality impacts during the construction phase include: 1) generation of fugitive dust from vehicle movements and soil excavation; and 2) exhaust emissions from on-site construction equipment and from construction workers' vehicles traveling to and from the project site. These adverse impacts will be short-term

during the period of construction.

Construction activities at the Private Hangar site must comply with the provisions set forth in the DOT Airports Division Tenant Improvement Guidelines (TIG). The TIF requires that the builder maintain all excavations, embankments, haul roads, permanent access roads, plant sites, waste disposal areas, borrow areas, and all other work areas within or without the project limits free from dust which would cause a hazard to the work, or operations of other Contractors, or to persons or property. Industry-accepted methods of stabilization suitable for the area involved, such as sprinkling or similar methods, will be allowed. Chemical or oil treating shall not be used. In addition, the Private Hangar project site is approximately 0.04 acres which will mean a relatively small area of disturbance.

Once construction has been completed, use of the Private Hangar will involve the owner of the Private Hangar driving to and from the Airport and the owner using his private aircraft on the airport. This level of activity will not generate sufficient traffic to adversely affect air quality in the area.

2.8 Noise

2.8.1 Existing Environment

The Private Hangar project site is located within Molokai Airport. The primary noise source at the Airport would be from aircraft operations. The noise levels and noise contours related to aircraft operations were included in the 1999 Master Plan.

Vehicle traffic on Maunaloa Highway and activities conducted at Airport, such as driving vehicles and equipment, would be the primary sources of noise near the project site. Since vehicle traffic on Maunaloa Highway is relatively light near the Airport, noise generated by vehicle traffic should not be significant.

2.8.2 Impacts and Mitigation Measures

Construction activities such as grading, excavating for footings and foundations, and erecting the building will create noise. The equipment used for these activities typically includes pickup trucks, excavators, backhoes, concrete delivery trucks and forklifts. Noise generated by this equipment will be short-term during the period of construction. Once construction has been completed, the noise impact will no longer occur.

The County of Maui zoning is "Interim" for the Airport and the State Land Use Commission designation is Agriculture. Title 11 Hawaii Administrative Rule State of Hawaii Department of Health Chapter 46, Community Noise Control identifies maximum permissible sound levels for classes of zoning districts classes using the zoning established by the counties. Since "Interim" is not defined in Chapter 46, the State Land Use designation will need to be used for the Airport and the project site.

According to Chapter 46, the maximum permissible sound level at any point at or beyond the property line is 70 dBA for zoning district Class C, areas equivalent to lands zoned agriculture. The closest residence to the project site, which might be affected by construction activities, is about 1000 ft away.

Once construction has been completed, noise will be generated by a single vehicle used by the Private Hangar owner traveling to the Airport and during normal activities at the Private Hangar. This level of traffic should not create an adverse affect to the noise environment in the area of the project site.

As previously stated, construction of the new single Private Hangar will not result in changes to the level of aircraft activity to Molokai Airport. Based on this information, noise levels at the Molokai Airport will not change from those set forth in the 1999 Master Plan, which is the latest available information.

2.9 Archaeological and Cultural Resources

2.9.1 Existing Environment

Section 106 of the National Historic Preservation Act of 1966 (PL 89-665, codified as 16 USC 470f) requires that Federal agencies consider the effects of their projects on historic properties and allow the Advisory Council on Historic Preservation a reasonable opportunity to comment on such projects. The Section 106 review regulations are set forth in CFR 800. In most cases, the State of Hawaii Department of Land and Natural Resources State Historic Preservation Division (SHPD) acts for the Advisory Council to undertake this review process. The SHPD must concur that the proposed project will have "no effect" on historic properties.

In 1981, a detailed archaeological survey of the Airport was conducted prior to the preparation of an *Environmental Assessment for Molokai Airport Improvements, State Project No. S-1031*. The results of this survey indicated that there were no significant

archaeological or cultural sites within the existing Airport.

In 2009, an Environmental Assessment prepared for the Replacement ARFF building which was approved by the SHPD also showed no significant archaeological or cultural sites within the existing Airport.

2.9.2 Impacts and Mitigation Measures

Since the previous archaeological survey and subsequent EA's on the Molokai Airport showed no significant archaeological or cultural sites, the Private Hangar project will have no impact.

2.10 Cultural Impact Assessment

2.10.1 Existing Environment

On April 26, 2000, the Governor approved House Bill No. 2895 H.D.1 as Act 50 which amended Chapter 343 Hawaii Revised Statutes (HRS) to require a cultural impact assessment be included in the preparation of an Environmental Assessment.

It should be noted that in March 2009, an extensive Cultural Impact Assessment was conducted by Cultural Services of Hawaii as a part of the Environmental Assessment for the replacement ARFF facility in 2009. The Private Hangar project is within 200 feet of the replacement ARFF facility, both of which are on the Molokai Airport property. The results the ARFF CIA are consistent with the information gathered on this projects CIA.

A Cultural Impact Assessment/Study (CIA) was undertaken to gather information about traditional cultural practices, ethnic cultural practices, and pre-historic and historic cultural remains that might be affected by the Private Hangar. Appendix B contains a summary of the Cultural Impact Assessment. The complete CIA report will be filed with the SHPD and the Office of Environmental Quality Control (OEQC).

The following organizations were contacted regarding the proposed hangar on the Molokai Airport: 1) The Office of Hawaiian Affairs (OHA), Oahu and Molokai Offices; 2) State Historic Preservation Division (SHPD) on Oahu; 3) Department of Land and Natural Resources (DLNR); 4) Department of Hawaiian Homelands. Community consultation letters were sent in early April to these organizations. In addition, four *kupuna* and *kama'aina* of the Ho'olehua area were also contacted for this CIA.

2.10.2 Impacts and Mitigation Measures

A total of 12 community members were contacted (government agency or community organization representatives, or individuals such as residents, cultural and lineal descendants, and cultural practitioners) for the purposes of the CIA. Ten people responded and 3 *kupuna* (elders) and or *kama 'aina* (native-born) were interviewed for more in depth contributions to the CIA. Most of the community members and organizations participating in this study agreed that the Private Hangar project will not directly impact cultural practices since the project area is an operating airport. The main concern was not directly with the Private Hangar project but more of a general concern that any future expansion of the Molokai Airport may bring more visitors to Molokai and potentially impact the Hawaiian way of life on Molokai. The *kupuna* (elders) from the *Palau moku* (the Ho'olehua area or land division) that were interviewed stated this area has significant historical and cultural importance. Anciently it was a training site used by Kamehameha to train his warriors prior to his battle at Nu'uana O'ahu. Many cultural as well as spiritual activities were practiced anciently however no known cultural activities and or rites are practiced at this time. Therefore, the Private Hangar project will have no impact.

2.11 Infrastructure

2.11.1 Water

Existing Conditions

The Private Hangar project site is located outside the County of Maui Department of Water Supply (DWS) service area.

The Molokai Airport potable water and fire protection service is provided by the Department of Hawaiian Home Lands (DHHL) 12-inch system located along Keonelele Avenue north of the Airport. The DHHL system also services the Hoolehua-Palaau Homesteads. Fire protection is provided by 6-inch lines and hydrants located within the Airport.

The source of potable water is two wells located in Kalae which pump groundwater into the potable water system. The primary storage facilities are two 3.5-million gallon reinforced concrete reservoirs.

As previously discussed, the water sources for the DHHL system are two wells in Kalae and the Kualapu'u aquifer.

Impacts and Mitigation Measures

The Private Hangar building will not be hooked up to the Airport's water supply system. Therefore, no mitigation is needed.

2.11.2 Wastewater

Existing Conditions

Molokai Airport is not serviced by a County of Maui wastewater collection, treatment, and disposal system.

Wastewater generated at the Airport is collected through a series of lines and routed to an existing manhole located near the existing Private Hangar. An 8-inch pipe transports the flow under Runway 5-23 into a septic tank (individual wastewater system Permit #3604/File #1058) near the southern boundary of the Airport, adjacent to Maunaloa Highway. The effluent from the septic tank flows through a line under Maunaloa Highway and then discharges into a leaching field across the road from the Airport.

Impacts and Mitigation Measures

The Private Hanger will not have plumbing or a drain waste system (DWS). Therefore no mitigation is needed.

2.11.3 Solid Waste

Existing Conditions

Solid waste from normal Airport operations is collected and taken to a dumpster located on the Airport. A private commercial disposal company picks up the solid waste from the dumpster for disposal at the landfill

Impacts and Mitigation Measures

Solid waste disposal for the Private Hangar will be minimal or nonexistent and be disposed of by the owner of the Private Hangar.

Any waste as a result of the building process will be disposed of by the builder.

2.11.4 Electrical and Communication

Existing Conditions

Electrical power service to the Airport is provided by Maui Electric Company via an overhead pole line along Keonelele Avenue. Within the Airport, the main electrical system consists of underground duct lines and manholes and a 12,470V/120-240V, 100 KVA pad-mounted transformer located on the east side of the existing ARFF building. The transformer serves the passenger terminal building, runway lights, parking area lights, apron lights, ARFF building, ATC tower and the DOT baseyard facility.

Telephone service is provided by the Hawaiian Telephone Company through overhead lines along Keonelele Avenue. Underground cables extend from the overhead lines to the passenger terminal building, ARFF, ATC tower, ground transportation buildings and the DOT baseyard facility.

Impacts and Mitigation Measures

There is no electrical service to the Private Hangar planned at this time. If in the future, the owner of the Private Hangar requires electricity, there is a MECO power pole with a 12,470V above ground electric feeder in close proximity to the existing hangars and can be used to provide power to this hangar. The load requirements would be minimal.

2.12 Federal Environmental Clearances

The Private Hangar will not use funds provided by the FAA. The following sub-sections address the proposed project's relationship to other Federal authorities.

2.12.1 Archaeological and Historic Preservation Act of 1974 (16 USC Section 461)

The declaration of national policy set forth in 16 USC 461 states, "It is declared that it is a national policy to preserve for public use historic sites, buildings, and objects of national significance for the inspiration and benefit of the people of the United States." The 1981 Environmental Assessment for Molokai Airport indicates the Airport was established in 1927. Further, the document indicates that, prior to development of the Airport; the lands were used for the agricultural purposes.

Previous agricultural and airport uses have displaced any former uses such that there are no known archaeological or historic features at the project site. As stated in Section 2.9, the DOT has consulted with the State of Hawaii Historic Preservation Division (SHPD). On September 18, 2008, the SHPD stated that it had made a finding that "no historic properties will be affected" as residential development/urbanization and previous grubbing/grading has altered the land. However, the builder of the Private Hangar will in the event that historic resources, including human skeletal remains are identified during construction activities, all work will cease in the immediate vicinity of the find, the find needs to be protected from additional disturbance and the State Historic Preservation Division needs to be contacted immediately at (808) 692.8015.

2.12.2 Clean Air Act (42 USC § 7506 (C))

During the late 1940s serious smog incidents in Los Angeles and Donora, Pennsylvania raised public awareness and concern about this issue once again. In 1955, the government decided that this problem needed to be dealt with on a national level. The Air Pollution Control Act of 1955 was the first in a series of clean air and air quality control acts which are still in effect and continue to be revised and amended.

Among the purposes of the Clean Air Act was (1) to protect and enhance the quality of the Nation's air resources so as to promote the public health and welfare and the productive capacity of its population; (2) to initiate and accelerate a national research and development program to achieve the prevention and control of air pollution; (3) to provide technical and financial assistance to State and local governments in connection with the development and execution of their air pollution prevention and control programs; and (4) to encourage and assist the development and operation of regional air pollution prevention and control programs.

As discussed in Section 2.7, air quality in the Kaluakoi District is characterized by low level of residential and commercial development and almost no industrial facilities. A low level of development generally indicates an absence of stationary and mobile sources of emissions which could affect ambient air quality.

Grading and excavation will be required for construction of the Private Hangar building. Construction activities must comply with the Department of Health Air Pollution Control rules with respect to fugitive dust during construction. Emissions from the construction vehicles will slightly degrade air quality for the short period of time they are in operation. However, all applicable emission and ambient air quality standards will

continue to be met. Consequently, no adverse health effects from this source are anticipated.

Once construction has been completed, operation of the Private Hangar will involve the owner driving to and from the Airport. This level of activity will not generate sufficient traffic to adversely affect air quality in the area.

The Private Hangar will not consume any electric power therefore the operation of the Private Hangar will not require additional power generation on the island. No additional power generation means there are no additional gaseous emissions.

2.12.3 Coastal Barrier Resources Act, (16 USC 1451)

In 1982, the US Congress passed the Coastal Barrier Resources Act (CBRA) (16 USC 3501) which established the John H. Chafee Coastal Barrier Resources System (CBRS) comprised of undeveloped coastal barriers along the Atlantic, Gulf, and Great Lakes coasts. The law encourages the conservation of hurricane prone, biologically rich coastal barriers by restricting Federal expenditures that encourage development, such as Federal flood insurance through the National Flood Insurance Program

The Coastal Barrier Resources Reauthorization Act of 2000 reauthorized the Coastal Barrier Resources Act (CBRA) and directed the US Fish and Wildlife Service to complete a Digital Mapping Pilot Project that includes digitally produced draft maps for up to 75 John H. Chafee Coastal Barrier Resources System (CBRS) areas and a report to Congress that describes the feasibility and costs for completing digital maps for all CBRS areas.

The purpose of the CBRA is to minimize the loss of human life, wasteful expenditure of Federal revenues, and the damage to fish, wildlife, and other natural resources associated with the coastal barriers along the Atlantic and Gulf coasts and along the Great Lakes by restricting future Federal expenditures and financial assistance which have the effect of encouraging development along coastal barriers.

The Private Hangar project site is located about 3.5 miles inland from the shoreline on the southern coast of Molokai. Thus, the Private Hangar will not involve construction of facilities along coastal barriers.

2.12.4 Coastal Zone Management Act (16 USC§ 1456(C) (1))

In 1972, the US Congress enacted the Federal Coastal Zone Management Act to

ensure that each Federal agency undertaking an activity within or outside the coastal zone that affects any land or water use or natural resource of the coastal zone shall be carried out in a manner which is consistent to the maximum extent practicable with the enforceable policies of approved State management programs. Each Federal agency carrying out an activity subject to the Act shall provide a consistency determination to the relevant State agency designated under section 1455(d) (6) of this title at the earliest practicable time.

In 1977, Hawaii enacted Chapter 205A, HRS, Hawaii Coastal Zone Management (CZM) Program. The CZM area encompasses the entire state, including all marine waters seaward to the extent of the state's police power and management authority, including the 12-mile U.S. territorial sea and all archipelagic waters.

The Hawaii CZM Program focuses on ten policy objectives:

- **Recreational Resources.** To provide coastal recreational opportunities accessible to the public and protect coastal resources uniquely suited for recreational activities that cannot be provided elsewhere.
- **Historic Resources.** To protect, preserve, and where desirable, restore those natural and manmade historic and prehistoric resources in the coastal zone management area that are significant in Hawaiian and American history and culture.
- **Scenic and Open Space Resources.** To protect, preserve, and where desirable, restore or improve the quality of coastal scenic and open space resources.
- **Coastal Ecosystems.** To protect valuable coastal ecosystems, including reefs, from disruption and to minimize adverse impacts on all coastal ecosystems.
- **Economic Uses.** To provide public or private facilities and improvements important to the State's economy in suitable locations; and ensure that coastal dependent development such as harbors and ports, energy facilities, and visitor facilities are located, designed, and constructed to minimize adverse impacts in the coastal zone area.
- **Coastal Hazards.** To reduce hazard to life and property from tsunami, storm waves, stream flooding, erosion, subsidence, and pollution.

- Managing Development. To improve the development review process, communication, and public participation in the management of coastal resources and hazards.
- Public Participation. To stimulate public awareness, education, and participation in coastal management; and maintain a public advisory body to identify coastal management problems and provide policy advice and assistance to the CZM program.
- Beach Protection. To protect beaches for public use and recreation; and locate new structures inland from the shoreline setback to conserve open space and to minimize loss of improvements due to erosion.
- Marine Resources. To implement the State's ocean resources management plan.

Other key areas of the CZM program include: a permit system to control development within a Special Management Area (SMA) managed by each County and the Office of Planning; a Shoreline Setback Area which serves as a buffer against coastal hazards and erosion, and protects view-planes; and marine and coastal resources. Finally, a Federal Consistency provision requires that Federal activities, permits and financial assistance be consistent with the Hawaii CZM program.

The Private Hangar project site is located about 3.5 miles from the coastline and not located within the County of Maui SMA. The Private Hangar does not involve the placement, erection, or removal of materials near the coastline. Activities at the Private Hangar project site do not have the potential to significantly affect coastal resources. Finally, it is consistent with the CZM objectives that are relevant to this type of project.

A copy of this Draft EA will be provided to the Office of Planning, which is attached to the State of Hawaii Department of Business, Economic Development, and Tourism. The Department's response is expected to confirm the consistency of the project with the CZM Act.

2.12.5 Endangered Species Act (16 USC 1536(A) (2) and (4))

The Endangered Species Act (16 USC Section 1531-1544, as amended) provides broad

protection for species of fish, wildlife, and plants that are listed as threatened or endangered in the U.S. or elsewhere. The Act mandates that Federal agencies seek to conserve endangered and threatened species and use their authorities in furtherance of the Act's purposes. Provisions are made for listing species, as well as for recovery plans and the designation of critical habitat for listed species.

16 USC Section 1536, Interagency Cooperation, states each Federal agency shall, in consultation with and with the assistance of the Secretary, insure that any action authorized, funded, or carried out by such agency (an "agency action") is not likely to jeopardize the continued existence of any endangered species or threatened species or result in the destruction or adverse modification of habitat of such species which is determined by the Secretary, after consultation as appropriate with affected States, to be critical, unless such agency has been granted an exemption for such action.

As discussed in Section 2.6, the 1981 flora and fauna surveys did not locate any plant or animal species currently listed or proposed for listing as endangered or threatened species at Molokai Airport. The USFWS recommended on previous Molokai Airport projects that all artificial lighting at the project site be shielded and oriented toward the ground and away from the coast to help protect the sensitive seabird species. If at a later date, the Private Hangar is provided with electricity and if any exterior lights are installed, they will be shielded and oriented toward the ground and away from the coast to help protect the sensitive seabird species.

Given that the Private Hangar will not have any electricity or lighting, a seabird response plan will not be needed as part of the Private Hangar project.

Copies of the Draft EA will be provided to the U.S. Fish and Wildlife Service and to the State Department of Land and Natural Resources (DLNR) for review and comment.

2.12.6 Environmental Justice, Executive Order 12898

Executive Order 12898, Environmental Justice, was signed on February 11, 1994. The intent of Executive Order 12898 (full title Federal Actions to Address Environmental Justice to Minority and Low Income Populations) is to avoid disproportionately high adverse human health or environmental effects of projects on minority and low income populations. Executive Order 12898 also requires Federal agencies ensure that minority and low income communities have adequate access to public information related to health and the environment.

Molokai Airport was established in 1927 and has been an airfield open to the public since that time, although there may have been restrictions to access during the World War II period when the airfield was under military control. The Private Hangar project is located within Molokai Airport and the environmental effects will primarily be related to construction activities near the project site. The lands and properties surrounding the Airport will not be subject to adverse environmental effects during construction or operation of the Private Hangar. Thus, based on these considerations, the Private Hangar will not result in a disproportionately high adverse human health or environmental effect on minority and low income populations.

2.12.7 Floodplain Management, Executive Order 11988 as amended by Executive Order 12148

Executive Order 11988, Floodplain Management, dated May 24, 1977 requires Federal agencies to take action to reduce the risk of flood loss, restore the natural and beneficial values of floodplains, and minimize the impacts of floods on human safety, health, and welfare. Executive Order 12148, July 20, 1979, amended Executive Order 11988. The main feature of the amendment added that agencies with responsibilities for Federal real estate properties and facilities shall, at a minimum, require the construction of Federal structures and facilities to be in accordance with the criteria of the National Flood Insurance Program.

As discussed in Chapter 2.2, the Private Hangar project site is shown in Zone C in the September 6, 1989 (Revised) Federal Emergency Management Flood Insurance Rate Map Community Panel Number 150003 0040C for Molokai. Zone C is defined as area of minimal flooding. Thus, the project site is not subject to flooding.

2.12.8 Protection of Wetlands Executive Order 11990

Executive Order 11990, Protection of Wetlands, dated 1977 requires Federal agencies to avoid, preserve, or mitigate effects of new construction projects on lands which have been designated wetlands.

As discussed in Section 2.2, there are no surface water resources on the Private Hangar project site. Further, no conditions were observed which would classify the project site as a wetland.

Copies of the Draft EA will be sent to the US Department of the Army Honolulu District and to US Fish and Wildlife Service, Pacific Island Eco-Region for environmental review for this project.

2.12.9 Farmland Protection Policy Act (7 USC § 4202(8))

The US Congress adopted the Farmland Protection Policy Act (FPPA) (Public Law 97-98) on December 22, 1981. The US Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS) has national leadership for administering the FPPA. The effective date of the FPPA rule (part 658 of Title 7 of the Code of Federal Regulations) is August 6, 1984.

The stated purposes of the FPPA are to:

- Minimize the extent to which Federal programs contribute to the unnecessary and irreversible conversion of farmland to nonagricultural uses.
- Assure that Federal programs are administered in a manner that, to the extent practicable, will be compatible with State, unit of local government, and private programs and policies to protect farmland.

"Farmland", as used in the FPPA, includes prime farmland, unique farmland, and land of statewide or local importance. "Farmland" subject to FPPA requirements does not have to be currently used for cropland.

As discussed in Chapter 2.3, the Private Hangar project site is classified as "existing urban development". Since Molokai Airport and the Private Hangar project site are not classified as "prime" agricultural lands, the Private Hangar project is in substantial compliance with the FPPA.

2.12.10 Fish and Wildlife Coordination Act (16 USC§ 661-666)

The Fish and Wildlife Coordination Act, as amended, authorizes the Secretaries of Agriculture and Commerce to require consultation with the Fish and Wildlife Service and the fish and wildlife agencies of States where the "waters of any stream or other body of water are proposed or authorized, permitted or licensed to be impounded, diverted... or otherwise controlled or modified" by any agency under a Federal permit or license. Consultation is to be undertaken for the purpose of "preventing loss of and damage to wildlife resources."

As documented in Chapter 2.2, the Private Hangar project site does not contain surface water resources. Thus, construction of the Private Hangar will not result in a diversion of any water body and will not result in impacts on fish or wildlife resources.

Copies of the Draft EA will be sent to the US Fish and Wildlife Service and the State

Department of Land and Natural Resources for review and comment.

2.12.11 National Historic Preservation Act of 1966 (16 USC§ 470 (F))

Section 106 of the National Historic Preservation Act of 1966 (PL 89-665, codified as 16 USC 470f) requires that Federal agencies consider the effects of their projects on historic properties and allow the Advisory Council on Historic Preservation a reasonable opportunity to comment on such projects. The Section 106 review regulations are set forth in CFR 800. In most cases, the State of Hawaii Department of Land and Natural Resources Historic Preservation Division (SHPD) acts for the Advisory Council to undertake this review process. The SHPD must concur that the proposed project will have "no effect" on historic properties.

Previous agricultural and airport uses have displaced any former uses such that there are no known archaeological or historic features at the project site. As stated in Section 2.9, the DOT has consulted with the SHPD on previous Molokai Airport projects. On September 18, 2008, the SHPD stated that it had made a finding that "no historic properties will be affected" as residential development/urbanization and previous grubbing/grading has altered the land. The builder of the Private Hangar will in the event that historic resources, including human skeletal remains are identified during construction activities, all work will cease in the immediate vicinity of the find, the find will be protected from additional disturbance and the State Historic Preservation Division will be contacted immediately at (808) 692.8015.

Copies of the Draft EA will be sent to the SHPD and the Office of Hawaiian Affairs to ensure compliance with these statutes.

2.12.12 Wild and Scenic Rivers Act (16 USC 1271-1287)

The Wild and Scenic Rivers Act was first passed in October 1968 and has been amended a number of times. (16 U.S.C. §§ 1271-1287, October 2, 1968, as amended 1972, 1974-1976, 1978-1980, 1984, 1986-1994 and 1996.)

This Act established a National Wild and Scenic Rivers System for the protection of rivers with important scenic, recreational, fish and wildlife, and other values. Rivers are classified as wild, scenic or recreational. The Act also designated specific rivers for inclusion in the System and prescribes the methods and standards by which additional rivers may be added. The Act contains procedures and limitations for control of lands in federally administered components of the System and for disposition of lands and

minerals under Federal ownership. Hunting and fishing are permitted in components of the System under applicable federal and state laws.

The purpose of this act, as stated in Section (b) of its preamble is as follows:

It is hereby declared to be the policy of the United States that certain selected rivers of the Nation which, with their immediate environments, possess outstandingly remarkable scenic, recreational, geologic, fish and wildlife, historic, cultural, or other similar values, shall be preserved in free-flowing condition, and that they and their immediate environments shall be protected for the benefit and enjoyment of present and future generations. The Congress declares that the established national policy of dam and other construction at appropriate sections of the rivers of the United States needs to be complemented by a policy that would preserve other selected rivers or sections thereof in their free-flowing condition to protect the water quality of such rivers and to fulfill other vital national conservation purposes.

There are no rivers in Hawaii designated as wild and scenic as part of the Wild and Scenic Rivers Act.

As discussed Section 2.2, there are no surface water resources on the Private Hangar project site. Development of the Private Hangar does not have the potential to affect the hydrology, water quality, or aquatic resources. Thus, the Private Hangar project is consistent with the provisions of the Wild and Scenic Rivers Act.

2.12.13 Fishery Conservation and Management, Magnuson-Stevens Fishery Conservation and Management Act (16 USC Sec. 1801)

The Congress found and declared the following:

(1) The fish off the coasts of the United States, the highly migratory species of the high seas, the species which dwell on or in the Continental Shelf appertaining to the United States, and the anadromous species which spawn in United States rivers or estuaries, constitute valuable and renewable natural resources. (2) Certain stocks of fish have declined to the point where their survival is threatened, and other stocks of fish have been so substantially reduced in number that they could become similarly threatened (3) Commercial and recreational fishing constitutes a major source of employment and contributes significantly to the economy of the

Nation. (4) International fishery agreements have not been effective in preventing or terminating the overfishing of these valuable fishery resources. (5) Fishery resources are finite but renewable. If placed under sound management before overfishing has caused irreversible effects, the fisheries can be conserved and maintained so as to provide optimum yields on a continuing basis. (6) A national program for the conservation and management of the fishery resources of the United States is necessary to prevent overfishing, to rebuild overfished stocks, to insure conservation, to facilitate long-term protection of essential fish habitats, and to realize the full potential of the Nation's fishery resources. (7) A national program for the development of fisheries which are underutilized or not utilized by the United States fishing industry, including bottom fish off Alaska, is necessary to assure that our citizens benefit from the employment, food supply, and revenue which could be generated thereby. (8) The collection of reliable data is essential to the effective conservation, management, and scientific understanding of the fishery resources of the United States. (9) One of the greatest long-term threats to the viability of commercial and recreational fisheries is the continuing loss of marine, estuarine, and other aquatic habitats. (10) Pacific Insular Areas contain unique historical, cultural, legal, political, and geographical circumstances which make fisheries resources important in sustaining their economic growth.

The Private Hangar project site does not include water resources which supports fishery resources. Thus, the Private Hangar project will not have an adverse effect on fishery resources.

2.12.14 US Department of Transportation Act Section 4 (F); (49 USC Section 303)

The Department of Transportation (DOT) Act of 1966 Section 4(f) included specific provisions providing special protection to publicly owned parks, recreational areas, wildlife and waterfowl refuges, and all historic sites. In 1983, the DOT Act was codified and Section 4(f) became 49 USC Section 303. (Note: some documents still use the term Section 4(f) when referring to this issue.) Under Section 303, the DOT may approve a project requiring the use of publicly owned land of a park, recreation area, or wildlife and waterfowl refuges, or historic site, only if there is no prudent and feasible alternative to using that land, and the project includes all possible planning to minimize

harm to the park, recreation area, wildlife refuge, or historic site.

The Private Hangar is not located on public property under the jurisdictional authority of 49 USC Section 303.

2.12.15 Department of Army Section 10 of the Rivers and Harbors Act of 1899 (33 USC 403) and Federal Water Pollution Control Act (33 USC 1341)

The Department of the Army Corps of Engineers (COE) regulates activities in the nation's waters. Section 10 of the Rivers and Harbors Act of 1899 (33 USC 403) prohibits the obstruction or alteration of navigable waters of the U.S. without a permit from COE. (Navigable waters of the U.S. mean those waters that are subject to the ebb and flow of the tide shoreward of the mean high water mark and/or presently used, or have been used in the past or may be susceptible to use to transport interstate or foreign commerce.)

Section 404 of the Federal Water Pollution Control Act (33 USC 1341), commonly called the Clean Water Act, prohibits the discharge of dredged or fill material into waters of the U.S. without a permit from the COE. (Waters of the U.S. is a broader term than navigable waters of the U.S. Waters of the U.S. includes adjacent wetlands and tributaries to navigable waters and other waters where degradation or destruction of which could affect interstate or foreign commerce.) A structure is considered fill material along with other fill or dredged materials placed in the waters of the U.S. COE permits continue in effect until they automatically expire or are modified, suspended, or revoked. The permit will specify time limits for completing the work and may also specify a date by which the work must be started.

As discussed Section 2.2, there are no surface water resources on the Private Hangar project site. Development of the Private Hangar project site does not have the potential to affect the waters of the U.S.

3. RELATIONSHIP to PLANS, POLICIES and CONTROLS

3.1 Airport Layout Plan

Molokai Airport is owned and operated by the State of Hawaii. The Airport Layout Plan, prepared by the DOT and submitted to the FAA for approval, is the basic land use and facilities plan for the Airport. The projects and improvements at the Airport need to be set forth on the Airport Layout Plan to qualify for funding participation by the FAA.

Six new hangars are shown near the existing hangars in the 1999 Airport Layout Plan for Molokai Airport. Thus, the project to build a Private Hangar is consistent with the 1999 Airport Layout Plan.

3.2 Hawaii State Plan

The Hawaii State Plan, adopted in 1978 and revised in 1988, establishes the overall theme, goals, objectives, and priority guidelines to guide the future long-range development of the State. The Private Hangar project supports and is consistent with the following State Plan objectives and policies:

Section 226-6 Objectives and policies for the economy- in general.

(b) (6) Strive to achieve a level of construction activity responsive to, and consistent with, state growth objectives.

The Private Hangar will involve construction of a new hangar on the Molokai Airport. The Private Hangar will increase the level of construction activity on Molokai during the period of construction which will enhance the state's growth objectives.

Chapter 226-18 (4) Promote all cost-effective conservation of power and fuel supplies

(C) Adoption of energy-efficient practices and technologies.

The Private Hangar building design includes windows on each side to allow natural light to enter the hangar. No electricity will be hooked up to the Private Hangar thus, the Private Hangar will be consistent with Chapter 226-18 (4).

Chapter 344.4. Hawaii Revised Statutes

The Private Hangar design includes use of natural ventilation for most portions of the building, windows to allow natural light, and no use of electricity. Based on these design considerations, the Private Hangar project will be consistent with Chapter 344.4, Hawaii Revised Statutes, Guidelines to conserve the natural resources and enhance the quality of life, all agencies, in the development of programs, shall, insofar as practicable, consider the following guidelines (7) Energy. (A) Encourage the efficient use of energy resources.

3.3 Land Use Plans and Policies

3.3.1 State Land Use District

The Hawaii Land Use Law of Chapter 205, Hawaii Revised Statutes, Land Use Commission, classifies all land in the State into four land use districts: Urban, Agriculture, Conservation, and Rural. The State Land Use Commission designation for the Molokai Airport is in the Agricultural District. According to Chapter 205-4.5 (b), Hawaii Revised Statutes (HRS), as amended, uses not expressly permitted in subsection (a) shall be prohibited, except the uses permitted as provided in Sections 205-6 Special Permit and 205-8, Nonconforming uses.

As previously discussed, Molokai Airport was established in 1927 and, since then, has served as the primary airport for Molokai.

3.3.2 Molokai Community Plan

The Molokai Community Plan was prepared in 1984 and amended in December 2001 by the adoption of Ordinance 3022, Bill No. 106 (2001). The purpose of the Molokai Community Plan is to advance planning goals, objectives, policies, and implementation considerations to guide decision making to 2010. The Community Plan is also a policy document for the long-range comprehensive development of the island of Molokai.

The Molokai Airport, including the project site, is designated "Airport" in the County of Maui Molokai Community Plan dated 2001.

3.3.3 County of Maui Zoning

The County of Maui zoning designation is Interim for Molokai Airport. The Interim zoning designation is used until a formal designation can be adopted for the Airport by the County of Maui. The permitted uses are limited in the Interim zone. However, privately-owned buildings are a permitted use in the Interim zone. Also, since the Airport was established in 1927, the existing uses at the Airport would be considered non-conforming. Therefore, the Private Hangar project would be consistent with the County of Maui zoning.

3.3.4 County of Maui Special Management Area

The Coastal Zone Management Act contains the general objectives and policies upon which all counties within the State have structured specific legislation which created Special Management Areas (SMA). Any development within the Special Management Area boundary requires a SMA Use permit (SMP) which is administered by the County of Maui.

The Private Hangar project site is not located within the County's SMA and will not require an SMP.

4. ALTERNATIVES TO THE PROPOSED ACTION

4.1 No Action Alternative

The No Action alternative would not relieve the congestion at the improved tie down area at the Molokai Airport. The No Action alternative would leave the Molokai resident's airplane out in the salt air and not protect it from the weather. The No Action alternative would not further the Molokai Airport Master Plan. Based on these considerations, the No Action alternative is not considered a feasible alternative.

4.2 State funded GA Hangars Alternative

This alternative would use Hawaii State and FAA funds to construct and maintain the six new hangars as shown on the Molokai Airport Master Plan. Both State and FAA funds are prioritized to much larger Airports serving more people than the Molokai Airport. The Molokai Airport serves a small fraction of the state's population. State funds designated for airport use are limited and must be prioritized to serve the most good. Using private funds to construct Private Hangars such as this one not only serves to further the Molokai Airports Master Plan but also limit the State DOT's operational cost since the hangars would be maintained by their owners. Therefore, this alternative was not considered a viable option at this time.

5. DETERMINATION

Short-term construction impacts include disruption to the Private Hangar project site and surrounding areas during construction, decline in air quality from construction activities, and increase in noise levels. Once construction has been completed, the short-term adverse impacts will no longer occur.

Based on analysis of the anticipated impacts, a Anticipated Finding of No Significant Impact (AFONSI) is determined for the Private Hangar project. The significance criteria to make this determination are set forth below and in Hawaii Administrative Rules Title 11, State of Hawaii Department of Health, Chapter 200, Environmental Impact Statement Rules.

- 1) *Involve an irrevocable commitment to loss or destruction of any natural or cultural resources;*

The Private Hangar project site does not provide habitat for Federal or State of Hawaii listed or candidate threatened or endangered species of flora or fauna. The project site has been used for an airport since 1927. Thus, the Private Hangar project site will not result in the loss or destruction of natural resources. Based on the results of the 1981 archaeological field survey for the Airport and the September 18, 2008 State Historic Preservation Division finding stating that it had made a finding that "no historic properties will be affected" as residential development /urbanization and previous grubbing/grading has altered the land, development of the Private Hangar is not expected to have loss or destruction of any natural or cultural resources.

- 2) *Curtail the range of beneficial uses of the environment;*

The Private Hangar will use lands within Molokai Airport which have been used for an airport. The Private Hangar will occupy an area of 1920 square feet (0.04 acres) which is a minor portion of Molokai Airport. Thus, the Private Hangar will not curtail the beneficial uses of the environment.

- 3) *Conflict with the State's long-term environmental policies or goals as expressed in Chapter 344, HRS, and any revisions thereof and amendments thereto, court decisions, or executive orders;*

The Private Hangar project will not involve actions or activities which would adversely affect natural resources of the project site. Therefore, the Private Hangar project will be consistent with the guidelines of Chapter 344, HRS.

4) *Substantially affect the economic or social welfare of the community or state;*

The Private Hangar will serve to reduce congestion at the improved tie down area for GA aircraft. The Private Hangar project is consistent with the Molokai Airport Master Plan. The Private Hangar uses no public funds for construction or maintenance. The Private Hangar will not have an adverse effect to the economic or social welfare of the community.

5) *Substantially affect public health;*

The Private Hangar uses no electricity and has no plumbing including drinking water or a drain waste system. Thus, the Private Hangar project will not have an adverse effect on public health.

6) *Involve substantial secondary impacts, such as population changes or effects on public facilities;*

The Private Hangar project will keep the owners aircraft out of the weather and serve to reduce congestion at the improved tie down area for GA aircraft. No additional aircraft and no additional people will come to the Molokai Airport as a result of building the Private Hangar. Thus, construction of the Private Hangar will not create secondary impacts, such as population changes or effects on public facilities.

7) *Involve a substantial degradation of environmental quality;*

The Private Hangar is anticipated to result in short-term impacts to noise, air quality and traffic during the period of construction. The Private Hangar project site does not contain Federal or State listed or candidate threatened or endangered species of flora or fauna. Further, based on the results of the 1981 archaeological field survey for the Airport and the September 18, 2008, the State Historic Preservation Division finding stating that it had made a finding that "no historic properties will be affected" as residential development urbanization and previous grubbing/grading has altered the land.

Results from community/cultural consultation research indicate that most of the study participants agree that the proposed Private Hangar will not negatively impact Hawaiian beliefs, resources and practices. Several kapuna and kama'aina residents were formally contacted and they agree with this statement. This finding is consistent with other cultural assessments performed for projects in close proximity to the Private Hangar such as the Replacement ARFF building.

Therefore, the Private Hangar project will not result in a substantial degradation of environmental quality.

8) *Have a cumulative effect upon the environment or involves a commitment for larger actions;*

The Private Hangar does not involve a commitment to further actions to other DOT projects on Molokai or in Hawaii. As a result, the Private Hangar will not have a cumulative effect upon the environment or involve a commitment by the State to larger actions on Molokai.

9) *Affect a rare, threatened or endangered species;*

The Private Hangar project site does not contain Federal or State listed or candidate threatened or endangered species of flora or fauna. However, the USFWS previously stated the Newell's shearwater, a species listed as threatened, and the Hawaiian petrel, a species listed as endangered, may traverse the Private Hangar project site at night during the breeding season (February 1 through December 15). Further, the USFWS included discussion related to the effect of outdoor lighting on the peak fledging period (September 15 to December 15) when the seabirds could become disoriented by the exterior lights resulting in fallout injury and mortality. Although most flights at the Molokai Airport occur during the daylight hours, aircraft activity can occur at night at which time the runway lights can be activated by approaching or departing aircraft. The Private Hangar project will not have exterior lighting or electricity supplied. If in the future, external lighting is installed on the Private Hangar building, the lights will be shielded therefore mitigating the potential impacts to the endangered seabirds.

10) *Detrimentially affect air or water quality or ambient noise levels;*

Operation of construction equipment would increase noise and exhaust emission levels in the immediate vicinity of the Private Hangar project site during the construction period. Once operational, the Private Hangar will contribute almost no additional noise or air emissions to Molokai Airport or the local area.

- 11) *Affects or likely to suffer damage by being located in an environmentally sensitive area such as a floodplain, tsunami zone, beach, erosion-prone area, geographically hazardous land, estuary, fresh water or coastal water;*

According to the Flood Insurance Rate Map (FIRM) September 6, 1989, Community Panel Number 150003 0040C the Private Hangar is located in Zone C, defined as area of minimal flooding. The Private Hangar project site is also not within the County of Maui Special Management Area. In addition, the Private Hangar project site is not within the coastal shoreline area. Thus, the Private Hangar project site is not located in an environmentally sensitive area.

- 12) *Substantially affect scenic vistas and view planes identified in county or state plans or studies;*

The Private Hangar is sited near the existing hangars and is north of the intersection of the two runways on Molokai Airport. There are no public roads that lead to the Private Hangar project site therefore the Private Hangar will not affect scenic vistas and view planes from public roads.

- 13) *Require substantial energy consumption.*

The Private Hangar will not have any electricity hooked up to it therefore it will not use a substantial amount of energy. In the future, if the Private Hangar is provided with electric service, it is a single airplane storage area of only 1920 square feet and will not use a substantial amount of electricity.

Based on these findings and the assessment of potential impacts from the Private Hangar at the Molokai Airport project site, a Anticipated Finding of No Significant Impact (AFONSI) is determined. Further, based on Hawaii Administrative Rules Title 11, State of Hawaii Department of Health, Chapter 200, Environmental Impact Statement Rules, Subchapter 6, Section 11-200-9 (4), construction of the Private Hangar does not warrant the preparation of an environmental impact statement preparation notice.

6. CONSULTED PARTIES

6.1 Pre-Assessment Consultation

The following agencies were consulted during the pre-assessment phase of the Draft Environmental Assessment. Each agency was sent a copy of the project summary and a request for their written comments on the project. All written comments and responses are included in Appendix A.

US Army Corps of Engineers

US Fish and Wildlife Service

State of Hawaii Department of Hawaiian Home Lands

State of Hawaii Department of Health

State of Hawaii Department of Land and Natural Resources

State of Hawaii Department of Land and Natural Resources/ Historic Preservation Division

State of Hawaii Office of Hawaiian Affairs

County of Maui Department of Environmental Management

County of Maui Fire Department

County of Maui Planning Department

County of Maui Police Department

County of Maui Department of Public Works

County of Maui Department of Transportation

County of Maui Molokai Planning Commission

6.2 Agencies and Organizations to be consulted on the Draft EA

The following is a list of agencies and organizations that will be copied on the Draft Environmental Assessment. Copies of their comments, substantive comments received, and responses will be included in the Final EA.

Federal

US Department of the Interior of the Fish and Wildlife Service (Hard Copy)

State Agencies

Department of Agriculture

Department of Accounting and General Services

Department of Business, Economic Development and Tourism

Department of Business, Economic Development and Tourism, Office of Planning
Department of Business, Economic Development and Tourism, Energy Division
Department of Defense
Department of Education
Department of Hawaiian Home Lands
Department of Health
Department of Human Services
Department of Labor and Industrial Relations
Department of Land and Natural Resources, Engineering Division
Department of Land and Natural Resources, Division of Forestry and Wildlife
Department of Land and Natural Resources Historic Preservation Division (Hard Copy)
Department of Land and Natural Resources- Water Resource Management
Department of Transportation
Hawaii Housing Finance and Development Corp.
Office of Hawaiian Affairs
UH Environmental Center
Office of Environmental Quality Control
Molokai Public Library (HC)

County of Maui Agencies

County of Maui Department of Environmental Management
County of Maui Department of Housing and Human Concerns
County of Maui Department of Parks and Recreation
County of Maui Planning Department (Hard Copy)
County of Maui Department of Transportation
County of Maui Molokai Planning Commission
County of Maui Department of Water Supply

Officials

Senator J. Kalani English, 6th District
Representative Mele Carroll, 13th District
Council member Danny A. Mateo

Organizations

Ho'olehua Homestead Association (Hard Copy)

7. REFERENCES

County of Maui. Molokai Community Plan. January 1984.

County of Maui. Ordinance 302, Bill No. 106 (2001). Ordinance Amending Section 2.80A.050 Maui County Code, Pertaining to the Adoption of the Updated Molokai Community Plan (2001). Effective Date: December 19, 2001.

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State of Hawaii Department of Hawaiian Home Lands. Final Environmental Assessment Molokai Water System Improvements Phases 3B and 3C, Hoolehua Molokai. April 1993.

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US Department of Agriculture Soil Conservation Service. *Soil Survey of Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii*. Issued August 1972.

US Department of Transportation Federal Aviation Administration FAA. Advisory Circular (AC) 150/5210-15A, Airport Rescue and Fire Fighting Station Building Design,. September 10, 2008.

US Department of Transportation Federal Aviation Administration Federal Air Regulations Part 139.

State of Hawaii Department of Transportation Airports Division. Environmental Assessment for Molokai Airport Replacement ARFF building Project No. 3-15-0011-09. 2009.



APPENDIX A

NEIL ABERCROMBIE
GOVERNOR OF HAWAII



LORETTA J. FUDDY, A.C.S.W., M.P.H.
DIRECTOR OF HEALTH

STATE OF HAWAII
DEPARTMENT OF HEALTH
P. O. BOX 3378
HONOLULU, HI 96801-3378

In reply, please refer to:
File:

12-074
Molokai Hangar

April 23, 2012

Mr. Steve Notman
Ms. Laura Notman
2840 Kalua Koi Road
Maunaloa, Molokai, Hawaii 96770

Dear Mr. and Ms. Notman:

SUBJECT: Pre-Assessment Consultation on a Draft EA Private Hangar project on Molokai Airport, Hoolehua, Pala'au Island of Molokai

The Department of Health (DOH), Environmental Planning Office, acknowledges receipt of your letter, dated April 12, 2012. Thank you for allowing us to review and comment on the subject document. We have no comments at this time, but reserve the right to future comments. We strongly recommend that you review all of the Standard Comments on our website: www.hawaii.gov/health/environmental/env-planning/landuse/landuse.html. Any comments specifically applicable to this application should be adhered to.

The United States Environmental Protection Agency provides a wealth of information on their website including strategies to help protect our natural environment and build sustainable communities at: <http://water.epa.gov/infrastructure/sustain/>. The DOH encourages State and County planning departments, developers, planners, engineers and other interested parties to apply these strategies and environment principles whenever they plan or review new developments or redevelopments projects. We also ask you to share this information with others to increase community awareness on healthy, sustainable community design. If there are any questions about these comments please contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Laura Leialoha Phillips McIntyre".

Laura Leialoha Phillips McIntyre, AICP
Environmental Planning Office Manager
Environmental Health Administration
Department of Health
919 Ala Moana Blvd., Ste. 312
Honolulu, Hawaii 96814
Phone: 586-4337
Fax: 586-4370
laura.mcintyre@doh.hawaii.gov
www.hawaii.gov/health/environmental



STATE OF HAWAII
OFFICE OF HAWAIIAN AFFAIRS
711 KAPI'OLANI BOULEVARD, SUITE 500
HONOLULU, HAWAII 96813

HRD12/6197

May 1, 2012

Steve Notman
2840 Kalua Koi Road
Maunaloa, Hawaii'i 96770

**Re: Pre-Draft Environmental Assessment Consultation
Hangar Construction
Moloka'i Airport, H'olehua and Pala'au, Island of Moloka'i**

Aloha e Steve Notman,

The Office of Hawaiian Affairs (OHA) is in receipt of your April 12, 2012 letter seeking comments ahead of a draft environmental assessment (DEA) which will be prepared to support the construction of a hangar approximately 1920 square feet in size at the Moloka'i Airport (project). Your letter specifies that a cultural impact assessment will be prepared to support the findings and determinations in the DEA. The use of State lands at the Moloka'i Airport under the control of the State of Hawaii'i-Department of Transportation (SDOT) serve as the "trigger" for the requirements of Chapter 343, Hawaii revised Statutes which include the preparation of the DEA. The information included with your letter indicates that the project will support general aviation services and is consistent with the Moloka'i Airport Master Plan which was prepared by the SDOT in May of 1999 and is intended to guide the development of the Moloka'i Airport to the year 2020.

OHA has no substantive comments to offer at this time. We look forward to reviewing the DEA. Please send one electronic copy of the DEA on a CD to OHA attn: Compliance Monitoring Program when it is completed. Should you have any questions or concerns, please contact Keola Lindsey at 594-0244 or keolal@oha.org.

'O wau iho nō me ka 'oia'i'o,

A handwritten signature in black ink that reads "Kamana'opono M. Crabbe, Ph.D.".

Kamana'opono M. Crabbe, Ph.D.
Ka Pouhana, Chief Executive Officer
Office of Hawaiian Affairs

KMC:kl

C: OHA- Moloka'i Community Outreach Coordinator

ALAN M. ARAKAWA
Mayor

WILLIAM R. SPENCE
Director

MICHELE CHOUTEAU McLEAN
Deputy Director



COUNTY OF MAUI
DEPARTMENT OF PLANNING

May 16, 2012

Mr. Steven Notman
2840 Kalua Koi Road
Maunaloa, Hawaii 96770

Dear Mr. Notman

SUBJECT: DEPARTMENT OF PLANNING (DEPARTMENT) COMMENTS ON A REQUEST FOR PRE-CONSULTATION PRIOR TO SUBMISSION OF A DRAFT ENVIRONMENTAL ASSESSMENT (EA) FOR A PROPOSED PRIVATE HANGAR AT THE MOLOKAI AIRPORT, HOOLEHUA, PALAAU, MOLOKAI, HAWAII; TMK: (2) 5-2-004:008, 082, AND 083 (RFC 2012/0065)

The Department is in receipt of the above-referenced request dated April 12, 2012, for pre-consultation comments prior to submission of a Draft EA on the project referenced above. The Department appreciates the opportunity to provide comments prior to preparation of a Draft EA, and understands the proposed action includes the following:

- The proposing individual is Steven J. Notman;
- The project will consist of construction of one (1) private hangar approximately 1,920 square feet (sq. ft.) in area, and twenty feet (20') in height. The hangar as proposed would not include any utilities and would provide storage for one (1) private aircraft. No additional business activities would take place in the proposed hangar. The existing security fence will be altered to incorporate the proposed private hangar; and
- The project triggers compliance with Hawaii Revised Statutes (HRS), Chapter 343. The accepting authority for the Draft EA is the State of Hawaii, Department of Transportation (DOT), Airport's Division. It is anticipated that the State of Hawaii DOT will issue a Categorical Exemption, for A Finding of No Significant Impact (FONSI).

Based on the foregoing, the Department provides the following comments, in no particular order

1. Please include a completed Zoning and Flood confirmation form from the Department's Zoning Administration and Enforcement Division (ZAED). Preliminarily, we believe land use designations on the three (3) parcels are as follows:

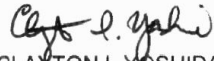
Mr. Steven Notman
May 16, 2012
Page 2

Parcel	State	Community Plan	Zoning
(2) 5-2-004:008	Agriculture	Airport	Interim
(2) 5-2-004:082	Agriculture	Agriculture	Agriculture
(2) 5-2-004 083	Agriculture	Airport	Interim

2. The project is not located in the Special Management Area (SMA); therefore no SMA permit is required;
3. Please include details of the Molokai Airport Master Plan and how this project fits into the plan in the Draft EA; and
4. Please provide the Department two (2) hard copies and two (2) electronic copies of the Draft EA.

Thank you for the opportunity to comment. Should you require further clarification of the comments in this letter, please contact Interim Molokai Planner Livit Callentine at livit.callentine@mauicounty.gov or at (808) 270-5537.

Sincerely,



CLAYTON I. YOSHIDA, AICP
Planning Program Administrator

for WILLIAM SPENCE
Planning Director

xc: Livit U. Callentine, AICP, Interim Molokai Planner (PDF)
Suzette Esmeralda, Secretary to Boards and Commissions (PDF)
Nina-Lehua Kawano, Molokai Clerk (PDF)
Project File
General File

WRS:CIY LUC:nk
K:\WP_DOCS\PLANNING\RFC\2012\0065_MolokaiAirport (Dept)\Dept-Comments.doc

Steve & Laura Notman

2840 Kalua Koi Road
Maunaloa, Molokai, HI 96770
(808) 552-2311
e-mail: molokaisteve@hotmail.com

May 21, 2012

Maui County
Planning Department
250 S. High St
Kalana Pakui Bldg Ste 200
Wailuku, HI 96793
planning@mauicounty.gov

RE: Draft Environmental Assessment, Pre-assessment consultation
Private Hangar project on Molokai Airport
Hoolehua, Pala'au Island of Molokai
Tax Map Key: (2) 5-2-004:008

Thank you for your May 16, 2012 response letter on the Draft Environmental Assessment (EA), pre-assessment consultation for our Private Hangar project on the Molokai Airport.

1. During the application for a building permit, a completed zoning and flood form will be submitted as requested
2. The TMK's on the initial letter appear to be incorrect. The TMK # is corrected on this letter and is only Tax Map Key: (2) 5-2-004:008. The zoning as indicated is Interim.
3. The Draft EA will have details on how the Private Hangar project fits into the Molokai Airport Master Plan.
4. The Draft EA will be provided to the Planning Department in both hardcopy form (2 copies) and electronic copy (ie: email on pdf).

If there are any further comments or questions, please email me at molokaisteve@hotmail.com or call anytime.

Thank you,

Steven Notman

ALAN M. ARAKAWA
Mayor

WILLIAM R. SPENCE
Director

MICHELE CHOUTEAU McLEAN
Deputy Director



COUNTY OF MAUI
DEPARTMENT OF PLANNING

May 16, 2012

Mr. Steve Notman
2840 Kalua Koi Road
Maunaloa, Hawaii 96770

SUBJECT: MOLOKAI PLANNING COMMISSION (COMMISSION) COMMENTS ON A REQUEST FOR PRE-CONSULTATION PRIOR TO SUBMISSION OF A DRAFT ENVIRONMENTAL ASSESSMENT (EA) FOR A PROPOSED PRIVATE HANGAR, AT THE MOLOKAI AIRPORT, HOOLEHUA, PALAAU, MOLOKAI, HAWAII; TMK: (2) 5-2-004:008, 082, AND 083 (RFC 2012/0057)

On May 9, 2012, the Commission reviewed the above-referenced request for pre-consultation, and offered the following comments, in no particular order:

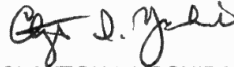
1. The Commission appreciates the opportunity to provide comments prior to preparation of a Draft EA;
2. The Commission is generally in favor of the project, as private aircraft are currently exposed to the elements, lack security, and are subject to runway collisions;
3. The Commission wondered why the proposal does not include utilities. Concern was expressed that the hangar would need to provide electricity for lighting, at a minimum;
4. The Commission asked whether the private hangar would be on dedicated space, and if there would be opportunities for other entities to partner in use of the hangar;
5. The Commission suggested you explore any possible issues with ceded lands and suggested you contact the Department of Hawaiian Homelands on Molokai for information;
6. The Commission suggested that you seek input from the Ho'olehua Homestead Association and the Kalamaula Mauka Homestead Association;
7. The Commission asked whether a memorandum of understanding had been recorded between the State of Hawaii and the intended user of the proposed private hangar;

Mr. Steve Notman
May 16, 2012
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8. The Commission asked what financial arrangements are being made for constructing the hangar and the security fence;
9. The Commission asked who will hold the deed to the private hangar;
10. The Commission suggested that the Draft EA address the possibility that the private hangar and expansion of the airport in general might increase Department of Defense use of the airport, and should address anticipated impacts;
11. A member of the public commented that if the Molokai Airport Master Plan is to include six (6) private hangars, development should occur simultaneously;
12. The Commission requested that the Draft EA describe the Molokai Airport Master Plan and how this project visually fits into the plan and provides continuity of construction; and
13. The Commission would like to review the Draft EA once it is prepared.

Thank you for requesting the Commission's input. If additional clarification of the comments in this letter is required, please contact Interim Molokai Planner Livit Callentine at livit.callentine@mauicounty.gov or at (808) 270-5537.

Sincerely,



CLAYTON I. YOSHIDA, AICP
Planning Program Administrator

for WILLIAM SPENCE
Planning Director

xc: Livit U. Callentine, AICP, Interim Molokai Planner (PDF)
Suzette Esmeralda, Secretary to Boards and Commissions (PDF)
Nina Kawano, Molokai Clerk (PDF)
Molokai Planning Commission
Project File
General File

WRS CIY:LUC nlk
K:\WP_DOCS\PLANNING\RFC\2012\0057_MolokaiAirport (MoPC)\MoPC-Comments.doc

Steve & Laura Notman

2840 Kalua Koi Road
Maunaloa, Molokai, HI 96770
(808) 552-2311
e-mail: molokaisteve@hotmail.com

May 21, 2012

Maui County
Molokai Planning Commission
PO Box 526
Kaunakakai, HI 96748

RE: Draft Environmental Assessment, Pre-assessment consultation
Private Hangar project on Molokai Airport
Hoolehua, Pala'au Island of Molokai
Tax Map Key: (2) 5-2-004:008

Thank you for your May 16, 2012 response letter on the Draft Environmental Assessment (EA), pre-assessment consultation for our Private Hangar project on the Molokai Airport.

1. The Draft EA will address the reasons for no utilities for the Private Hangar.
2. The DOT Airports division has much tighter rules for subletting or sharing the building out to other entities therefore the Private Hangar will be dedicated space. The location however will be setup for additional hangars to be located in the same area as per the Molokai Airport Master Plan.
3. The DOT airports division is in the process of working through the details on the ceded lands.
4. The DOT airports division's Tenant Improvement Guidelines (the TIG is a 213 page document) which outlines in specific detail the understanding and the financial requirements of the tenant and the State of Hawaii.
5. The question about the potential use of the Molokai Airport by the Department of Defense is best addressed by calling the Molokai Airport's manager.
6. We would be honored to seek input from the Ho'olehua Homestead Association and the Kalamaula Mauka Homestead Association. Would you be so kind as to forward an address or email address and contact information.
7. The Draft EA will address how the Private Hangar fits into the Molokai Master Plan. Additionally, the Molokai Master Plan is on file at the airport's office and is accessible by the public.
8. Absolutely, the Molokai Planning Commission will receive a copy of the Draft EA and comments are more than welcome.

If there are any further comments or questions, please email me at molokaisteve@hotmail.com or call anytime.

Sincerely,

Steven Notman



APPENDIX B

Cultural Impact Assessment

Private Hangar Project on Molokai Airport

Prepared for:
Department of Transportation
Airports Division

Prepared by:

Steven and Laura Notman

April 2012

Summary

Reference	Cultural Impact Assessment for the Private Hangar Project, Pala'au Ahupua'a, Kona District, Moloka'i Island TMK (2) 5-2-008
Date	April 2012
Agencies	State of Hawaii Department of Health / Office of Environmental Quality Control (DOH / OEQC)
Project Location	The project lies approximately 200 feet north of the Moloka'i Airport air traffic control tower and west of the existing passenger terminal. The project site is close to the existing private hangars.
Land Jurisdiction	State of Hawaii
Project Description	The construction of a Private Hangar measuring 48 feet long by 40 feet wide and approximately 20 feet tall on the Molokai Airport.
Project Acreage	Approximately 1920 square feet (0.04 acres)
Area of Potential Effect (APE) and Survey Acreage	For the purposes of this cultural impact assessment (CIA), the APE is defined as the approximately 206-acre project area. While this investigation focused on the project APE, the study area included the entire <i>ahupua'a</i> of Pala'au.
Document Purpose	The project requires compliance with the State of Hawaii environmental review process outlined in Hawaii Revised Statutes (HRS) Chapter 343, which requires consideration of a proposed project's effect on cultural practices. Through document research and cultural consultation efforts this document provides information pertinent to the assessment of the proposed project's impacts to cultural practices (per the OEQC's Guidelines for Assessing Cultural Impacts). The document is intended to support the project's environmental review and may also serve to support the project's historic preservation review under HRS Chapter 6E-42 and Hawaii Administrative Rules Chapter (HAR) 13-284.
Consultation Effort	Hawaiian organizations, agencies and community members were contacted in order to identify potentially knowledgeable individuals with cultural expertise and/or knowledge of the project area and the vicinity. The organizations consulted included the State Historic Preservation Division (SHPD), the Office of Hawaiian Affairs (OHA) and the Department of Hawaiian Home Lands- Moloka'i.

<p>Results of Background research</p>	<p>Background research yields:</p> <ol style="list-style-type: none"> 1. The project area is located within central Moloka'i on the Ho'olehua plain situated within the <i>ahupua'a</i> (traditional land division) of Pala'au. Pala'au literally translates as wooden fence or enclosure. Pala'au is the three land divisions in north central and southwest Moloka'i. It is also the name of the state park overlooking Kalaupapa peninsula and containing the phallic stone Ka-ule-o-Nanahoa. Pala'au also translates, "as to heal, as with herbs." 2. The project area was used for sugarcane, pineapple, pasture, wildlife habitat, and homesites. The existing vegetation consists of buffelgrass, kiawe, 'ilima, 'uhaloa and feather fingergrass. 3. According to archaeological evidence, "Although West Moloka'i was probably not a heavily populated, permanent habitation area prehistorically; it nevertheless played an important role in the culture of aboriginal Hawaiians. The area was an important source of basalt for the manufacturing of adzes. The area was also a seasonal gathering place for the Hawaiians for catching fish and collecting shellfish along the coast" (AECOS, Inc. 1980: 7). For Pala'au, Kaluakio, and Punakou, Ho'olehua, and Naiwa, planting areas for yams and sweet potatoes cannot be delimited but it is known that these were grown in that general area and were, with fish, the staples of the inhabitants (Handy and Handy 1972:518). 4. The area is rich in <i>mo'olelo</i> (legends, oral histories), <i>mele</i> (chants), and <i>'olelo no'eau</i> (proverbs, poetical sayings). One <i>mo'olelo</i> tells of two chiefs, Pala'au and Ho'olehua, which are also the names of adjacent <i>ahupua'a</i>. Chief Ho'olehua had a wife, 'Ioli, the name of the <i>ahupua'a</i> on the southern coast of Moloka'i, west of Pala'au. Hikauhi was the name of the daughter of Chief Ho'olehua and his wife 'Ioli. She became the wife of Paka'a and mother of the famous Ku-a-Paka'a. The ancient chant "Lei Mauna Loa", as associated with Lohi'au, king of Kaua'i, includes reference to Pala'au. "The bird returns to rest at Pala'au/He who owns the right to sleep is at Pala'au" (Westervelt 1916:77). 5. <i>Wahi pana</i> (storied places) and cultural features of the landscape include, for example, the phallic stone (Kauleonanahoa) which is perched just west of Pu'u Lua, on Nanahoa Hill. Kauleonanahoa literally translates as "the penis of Nanahoa." It is said to be the finest example of phallic stones
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	<p>found throughout the islands. Above Ho'olehua was a little hill called Pu'u Pe'elua or, Caterpillar Hill. There is a legend associated with the stones on top of Caterpillar Hill in which a girl's lover is really a large <i>pe'elua</i> (caterpillar). A fire was lit around the large caterpillar and as the heat of the fire increased, the caterpillar burst into myriads of small caterpillars which were scattered over the plain. That accounts for the army-worm pest (<i>Cirphis unipuncta</i>), called <i>pe'elua</i> Handy and Handy (1972:146).</p>
<p>Results of Community Consultation</p>	<p>Twelve community members were contacted (government agency or community organization representatives, or individuals such as residents, cultural and lineal descendants, and cultural practitioners) for the purposes of this CIA. Ten people responded and 3 <i>kupuna</i> (elders) and/or <i>kama'iina</i> (native-born) were interviewed for more in-depth contributions to the CIA. Most of the community members and organizations participating in this study agreed that the Private Hangar project would not directly impact cultural practices in the project area primarily since the project area is an operating airport. Some of the community members expressed general or broader concern over the potential expansion of the airport which may bring more visitors to Molokai and may negatively impact the Hawaiian way of life on Molokai. Some community members expressed support for the project due to the private aircraft at the airport are exposed to the elements, the lack of security and are subject to runway collisions.</p> <p>One of the <i>kupuna's</i> (elder) interviewed was particularly well versed in Hawaiian cultural practices and is frequently asked to teach at the UHMC on Hawaiian Cultural affairs and history. Specifically, she stated that "Pala'ua Molokai has significant historical and cultural importance. Anciently it was a training site used by Kamehameh to train his warriors prior to his battle at Nu'uana O'ahu. Many cultural as well as spiritual activities were practiced anciently however no known cultural activities and or rites are practiced at this time".</p>

<p>Recommendations</p>	<p>Results from the background and community/cultural consultation research for this CIA indicate that although most of the study participants agree that the proposed Private Hangar will not negatively impact Hawaiian beliefs, resources and practices, there is some concern about the possible future expansion of the Moloka'i Airport and resultant continued loss of a Hawaiian sense of place.</p> <p>In light of the potential however small for discovery of inadvertent historic and/or cultural finds, especially iwi kiipuna, which may be discovered during ground disturbance and construction activities, as a precautionary measure it is advised that personnel involved in future development activities in the project area be informed of the possibility of inadvertent cultural finds, including human remains, and be made aware of the appropriate notification procedures to follow.</p>
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References Cited

AECOS, Inc.

1980 Environmental Field Studies for the Moloka'i Airport Master Plan.
Honolulu, Hawai'i

Handy, E.S. Craighill, and Elizabeth Green Handy

1972 *Native Planters in Old Hawaii: Their Life, Lore, and Environment*.
Bishop Museum Press, Honolulu.

Westervelt, William Drake

1916 *Hawaiian Legend of Volcanoes*, Collected and Translated
from the Hawaiian. Ellis Press, Boston and Constable & Co., London.