

Aloha

Welcome to the Hawaii Department of Transportation's

Community Informational Meeting #3

for the Master Plan Update for

Ellison Onizuka Kona International Airport at Keahole (KOA)

Alternatives Review



Master Plan Process

Inventory of Existing Conditions



Inventory and document existing airport facilities and operations to establish accurate baseline conditions

Forecast and Facility Requirements



Analyze projected growth in passengers, cargo, and aircraft operations to determine the types and sizes of facilities needed for future demand

CURRENT PHASE

Alternatives Development and Evaluation



Develop and compare multiple development alternatives to identify the most effective solution based on safety, cost, environmental impact, and community needs

Implementation Plan and Airport Layout Plan



Outline a phased approach for constructing improvements to reflect the airport's long-term vision and ensure FAA compliance

Master Plan Alternatives Summary

Master Plan Objectives Alignment with Alternatives:



Integrate second “right-sized” runway: **Second Runway Alternatives**



Pursue development of airport lands and facilities: **Air Cargo, General and Corporate Aviation Alternatives**



Enhance safety for both airplane and helicopter activities: **Helicopter Facility Alternatives**



Provide additional airport access: **Landside Alternatives**



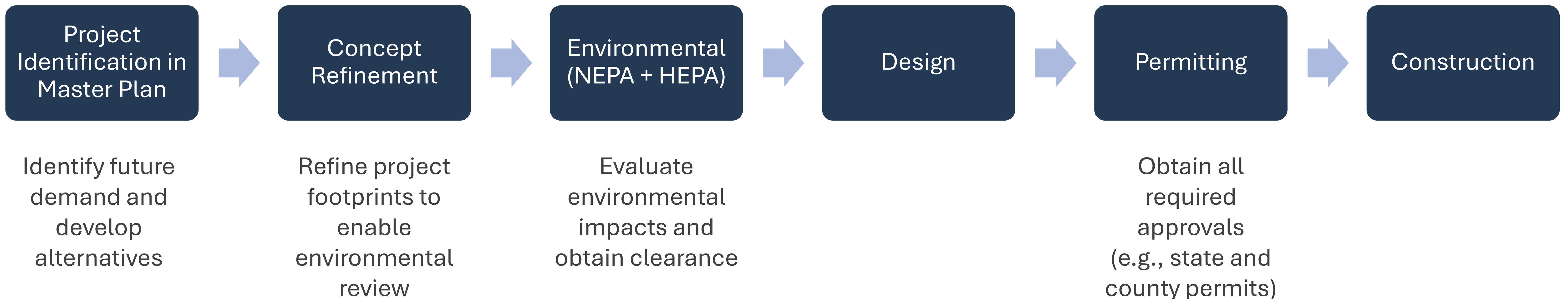
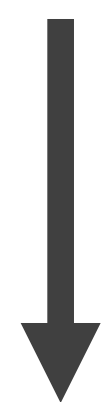
Modernize the terminal with enhanced amenities: **Terminal Alternatives**



Leverage non-aeronautical developments to generate additional revenue: **Land Use Alternatives**

From Master Plan to Implementation

We are here



Note:

- NEPA – National Environmental Policy Act (Federal)
- HEPA – Hawaii Environmental Policy Act

Second Runway Alternatives

Objectives:

- Add a second parallel runway to improve efficiency and resiliency
- Optimize exit taxiway placement to improve operational efficiency
- Enhance safety and provide greater operational flexibility

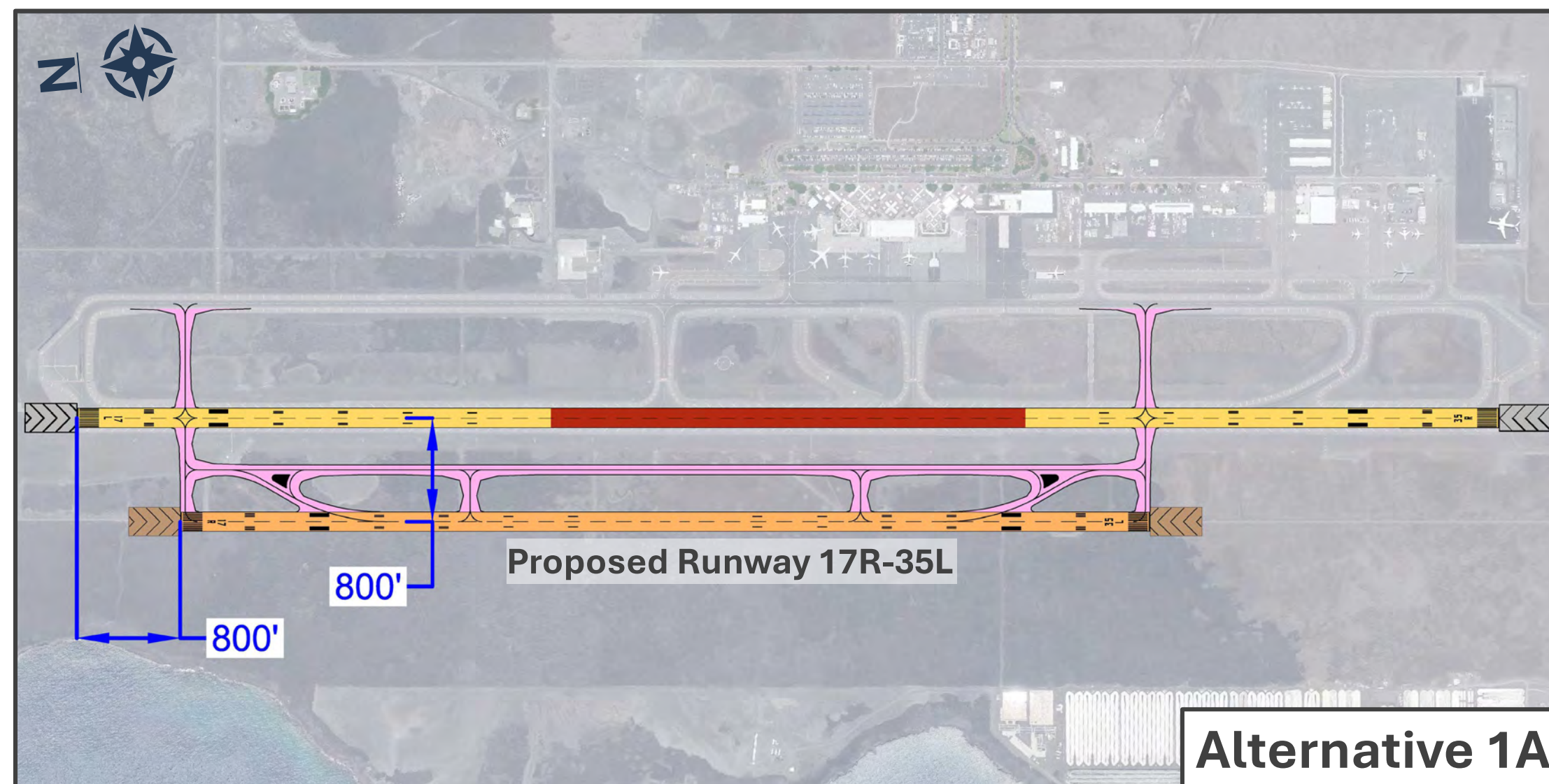
Notes:

- FAA AC 150/5300-13B recommends 1,200' as the minimum runway centerline separation distance for ADG V runways
- Each concept family includes two taxiway configurations:
 - **A:** Parallel taxiway aligned with proposed Runway 17R-35L thresholds
 - **B:** Parallel taxiway aligned with existing Runway 17-35 thresholds

DRAWING LEGEND	
EXISTING RUNWAY PAVEMENT	
EXISTING BLAST PAD	
FUTURE RUNWAY PAVEMENT	
FUTURE BLAST PAD	
FUTURE TAXIWAY PAVEMENT	
HIGH-ENERGY AREA OF A RUNWAY	

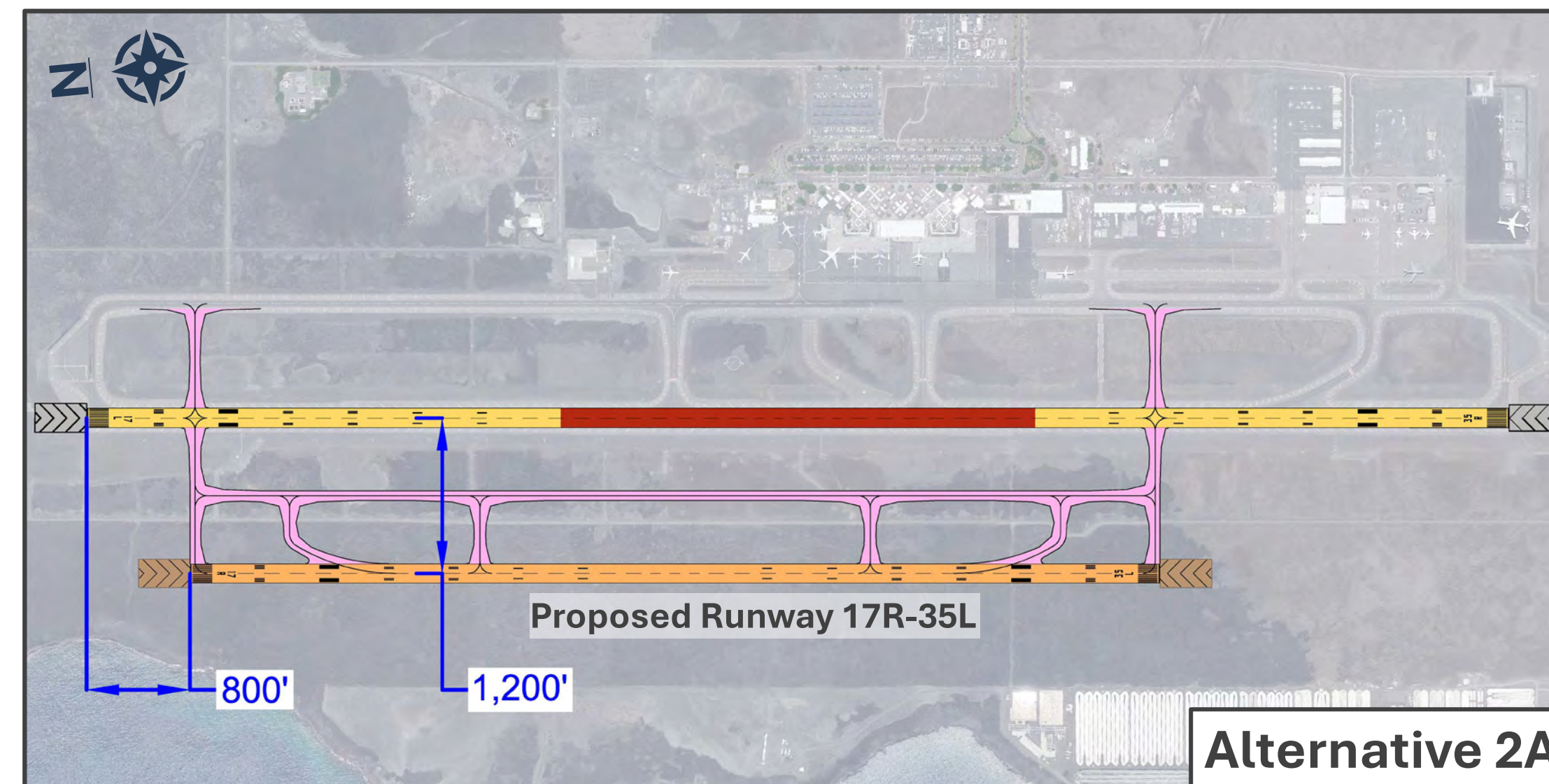
Concept Family #1

- Proposed Runway 17R-35L is 7,500' L x 150' W
- **800' lateral offset**
- **Stagger** Runway 17 ends (800')



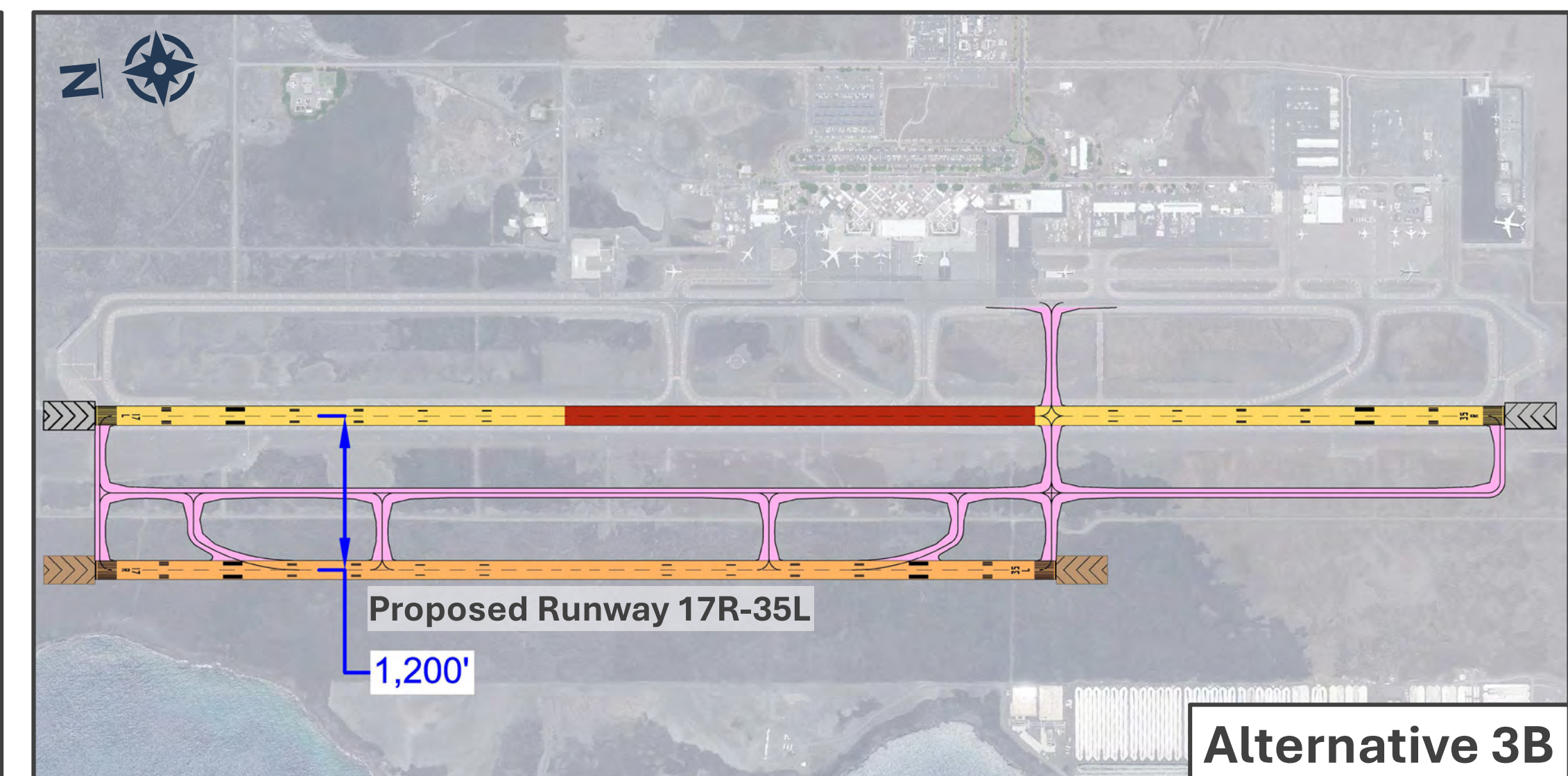
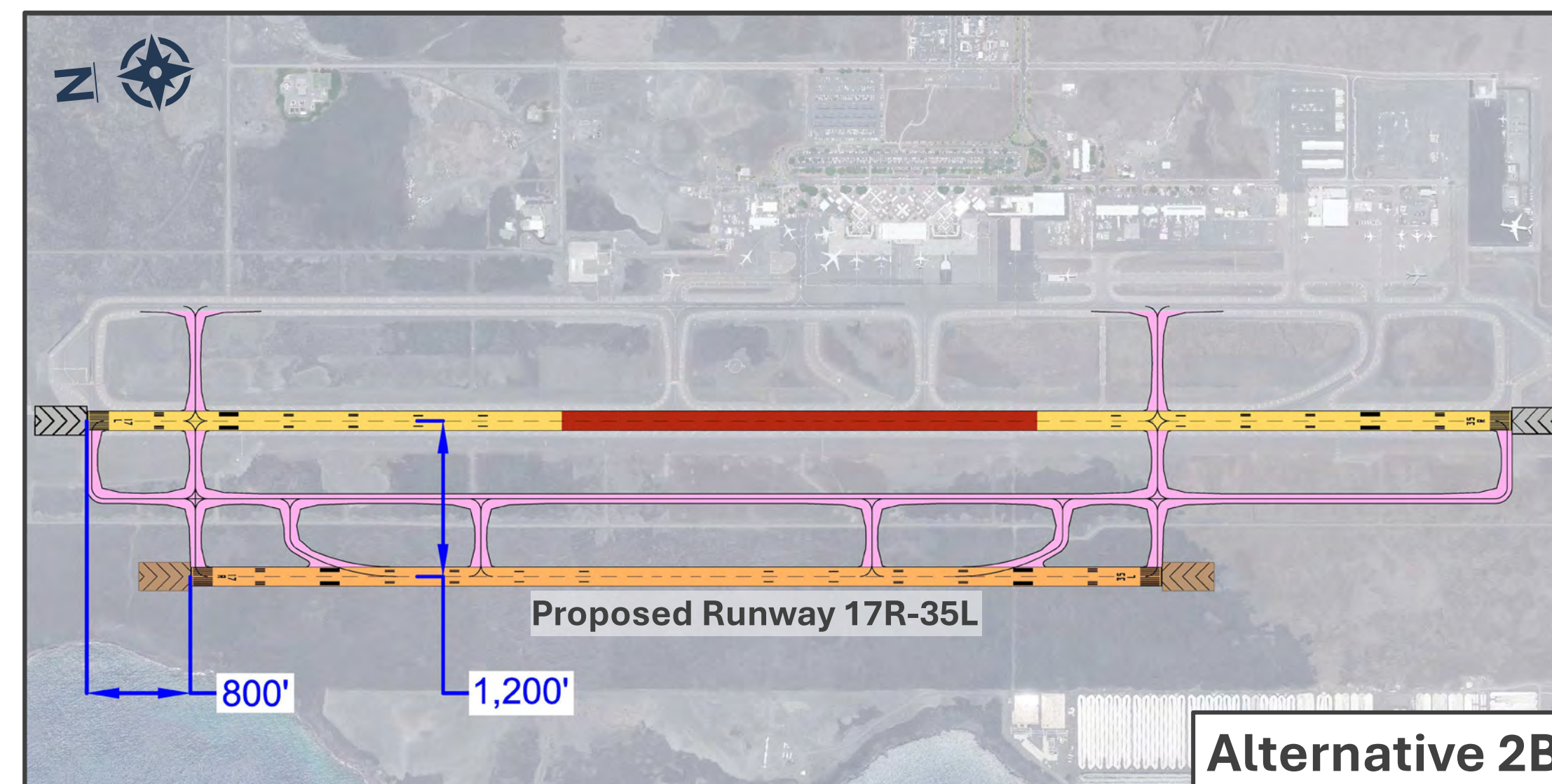
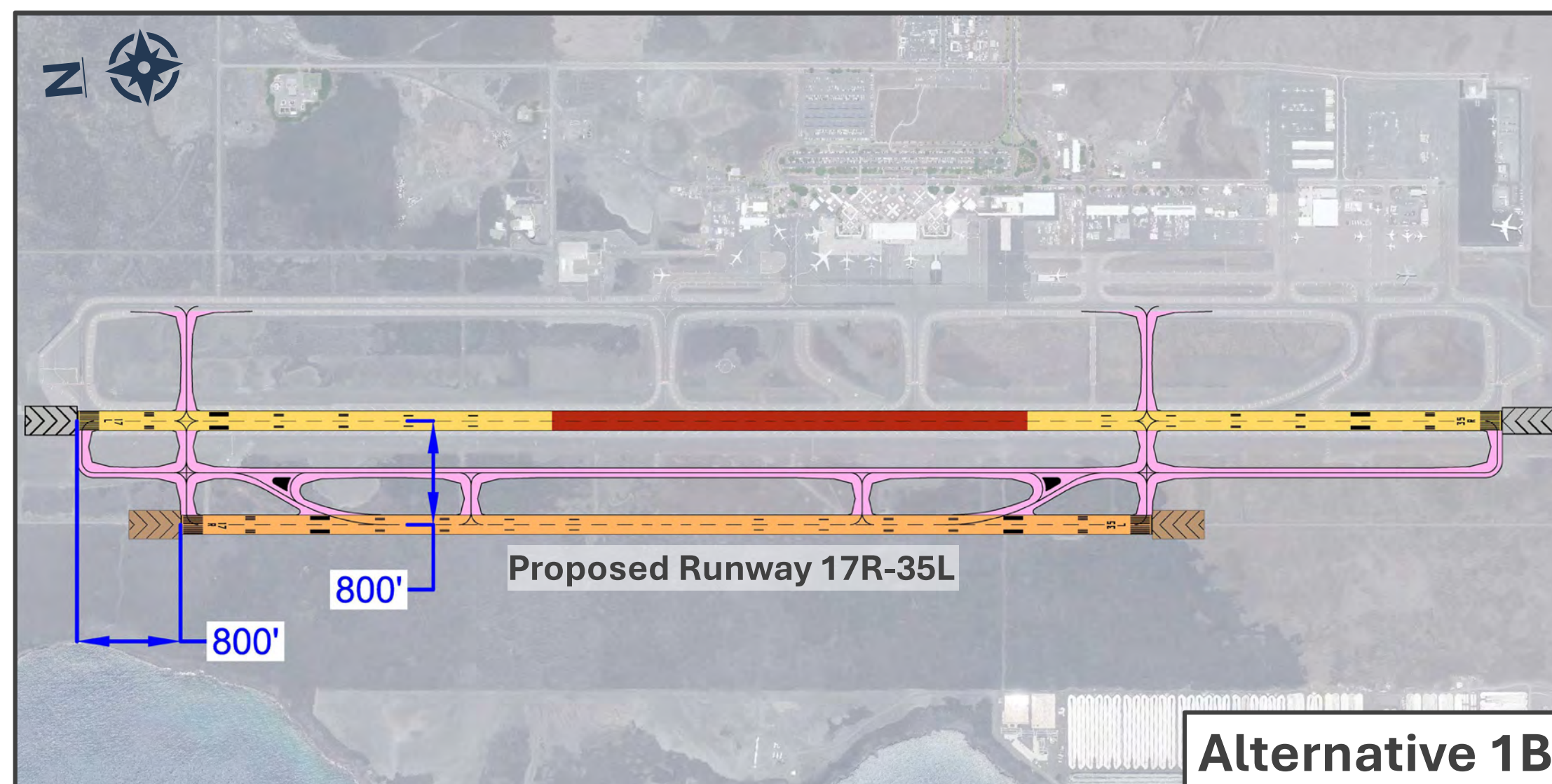
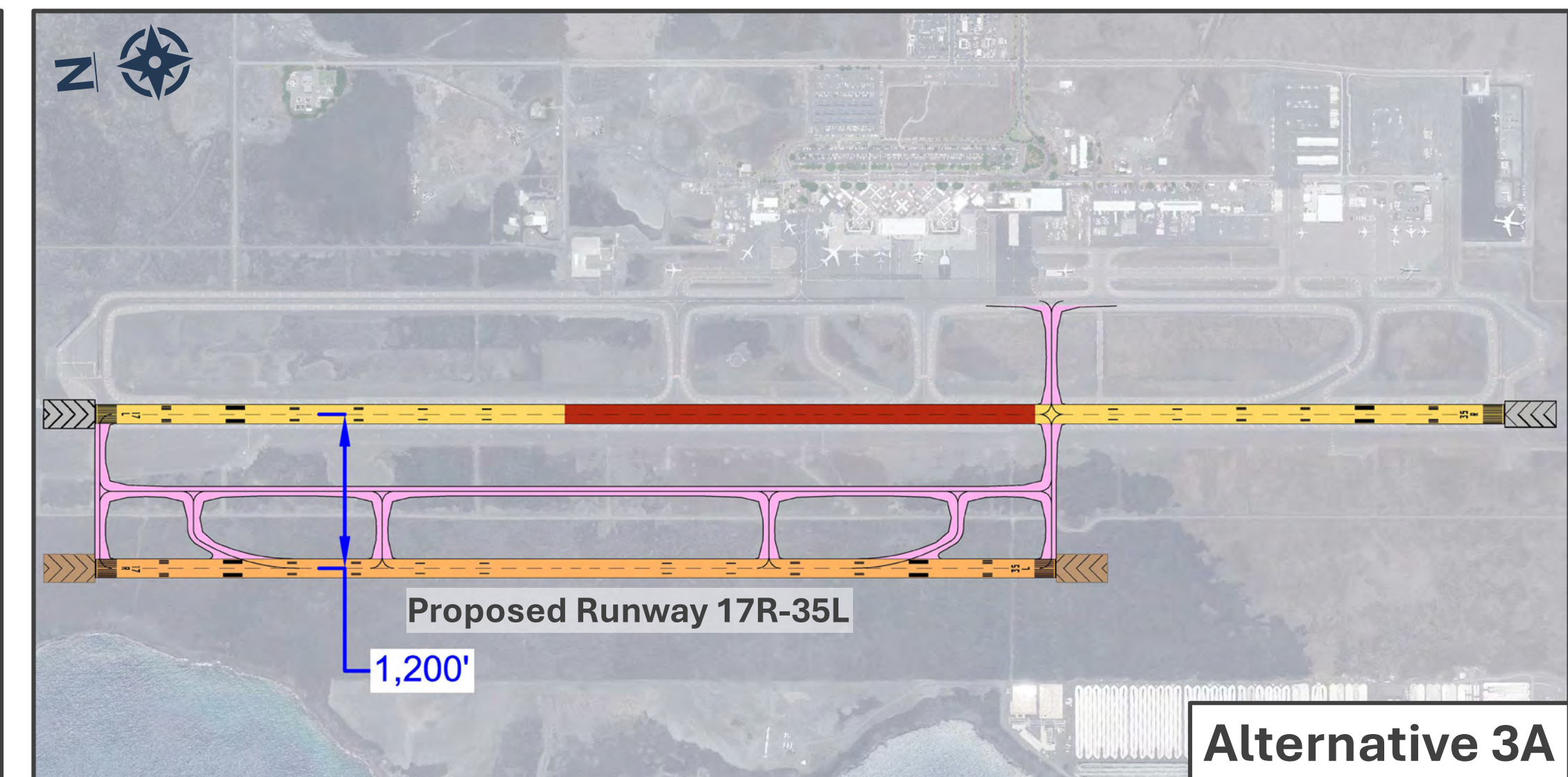
Concept Family #2

- Proposed Runway 17R-35L is 7,500' L x 150' W
- **1,200' lateral offset**
- **Stagger** Runway 17 ends (800')



Concept Family #3

- Proposed Runway 17R-35L is 7,500' L x 150' W
- **1,200' lateral offset**
- **Align** Runway 17 ends

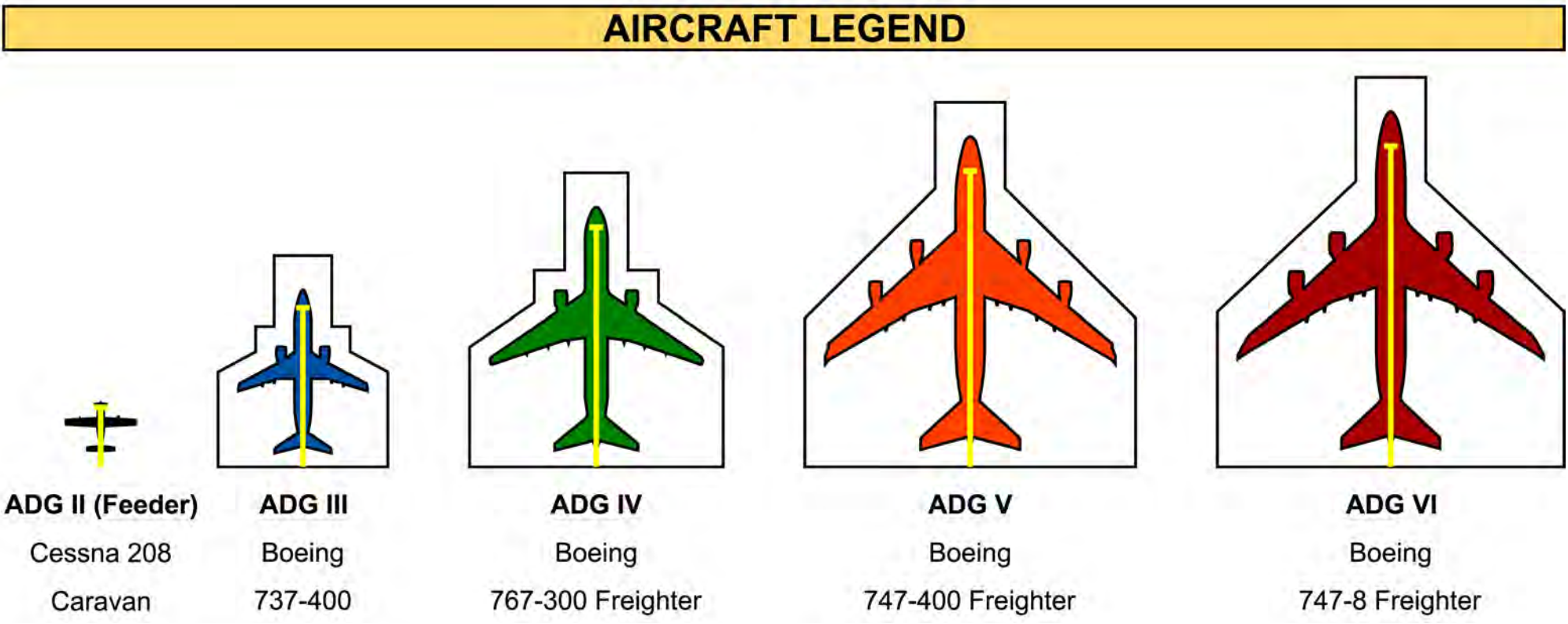
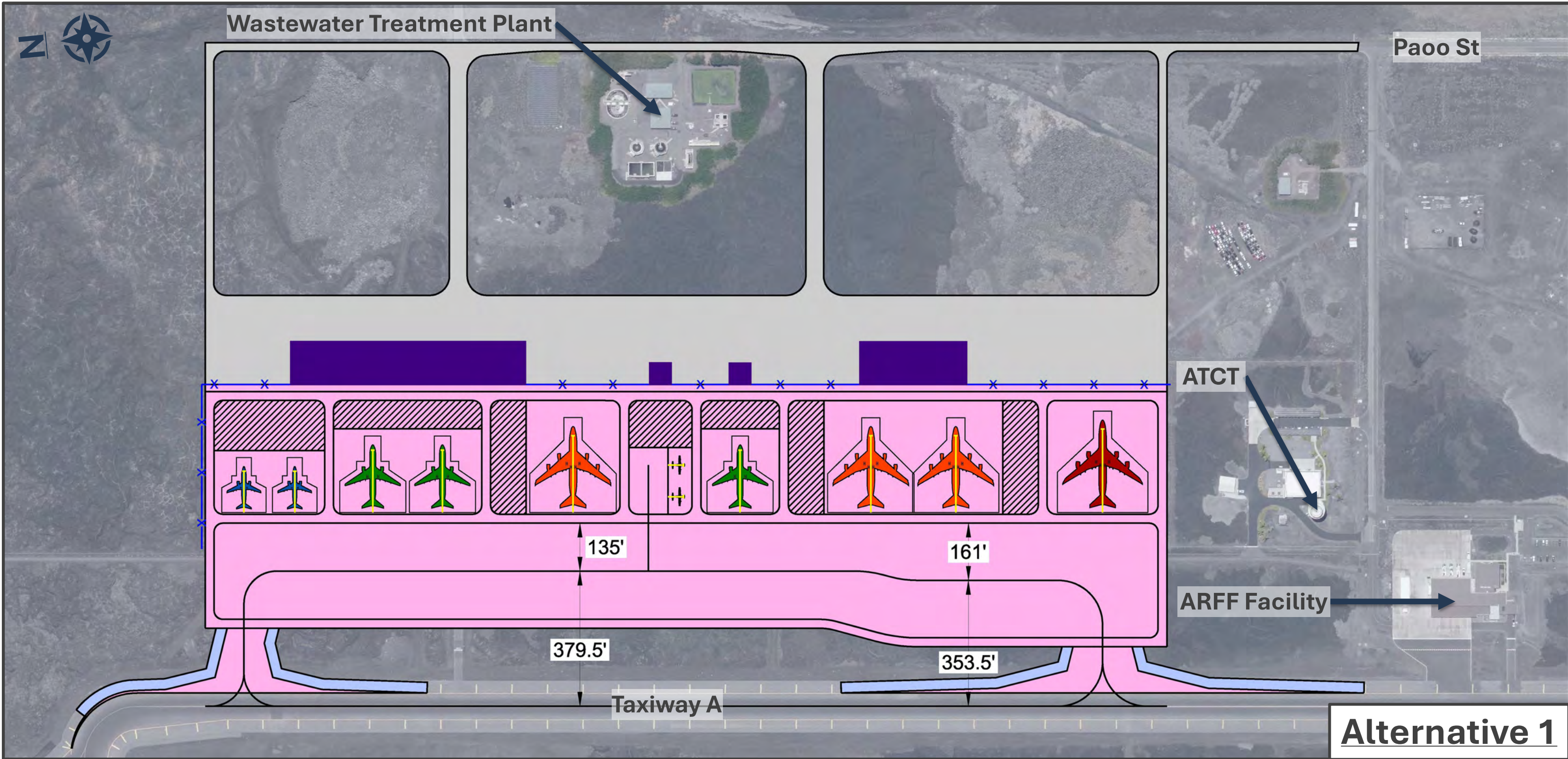


ACRONYMS:

AC – Advisory Circular
 ADG – Airplane Design Group
 FAA – Federal Aviation Administration
 L – Length
 W – Width



Air Cargo Alternatives

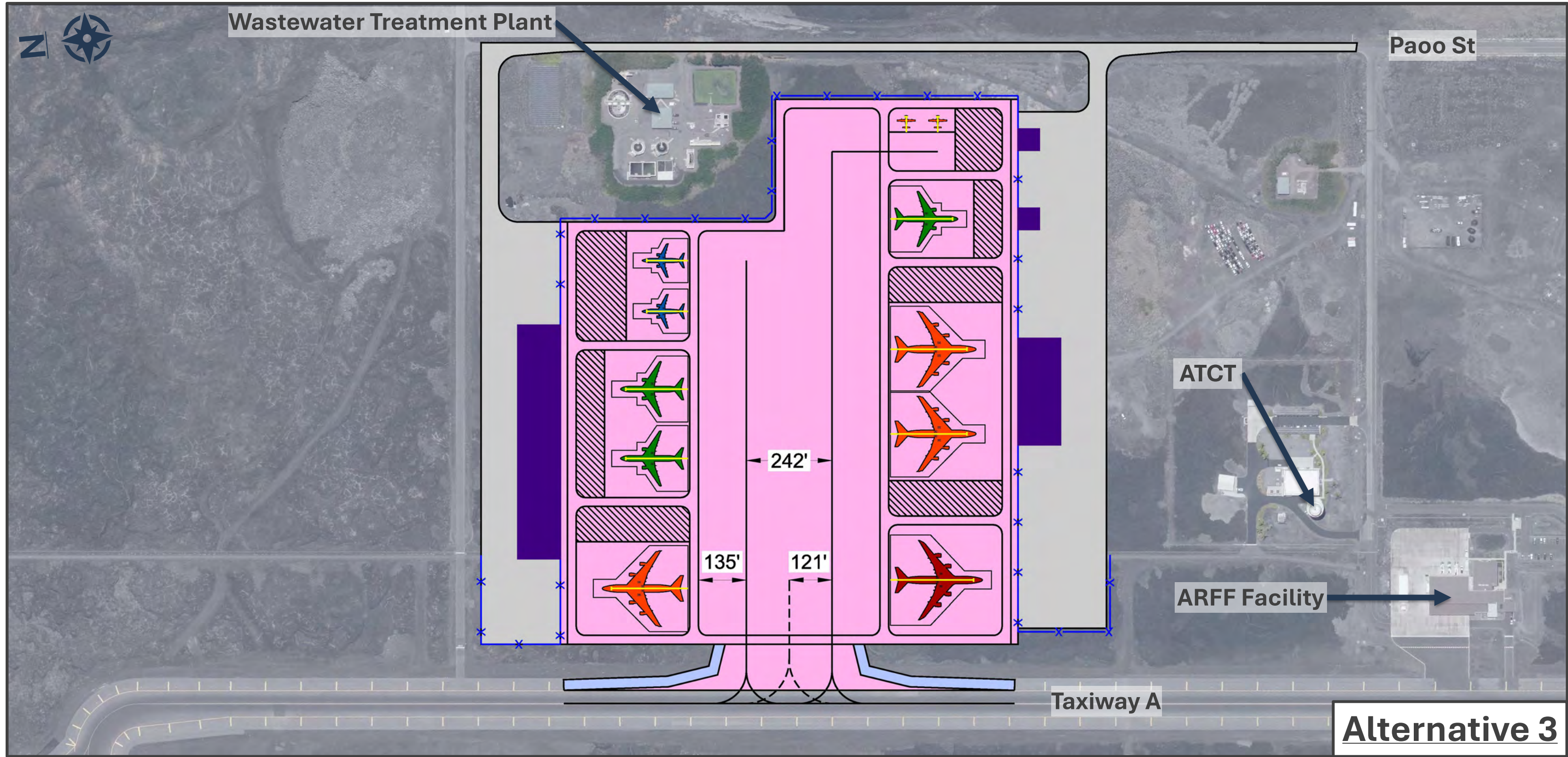
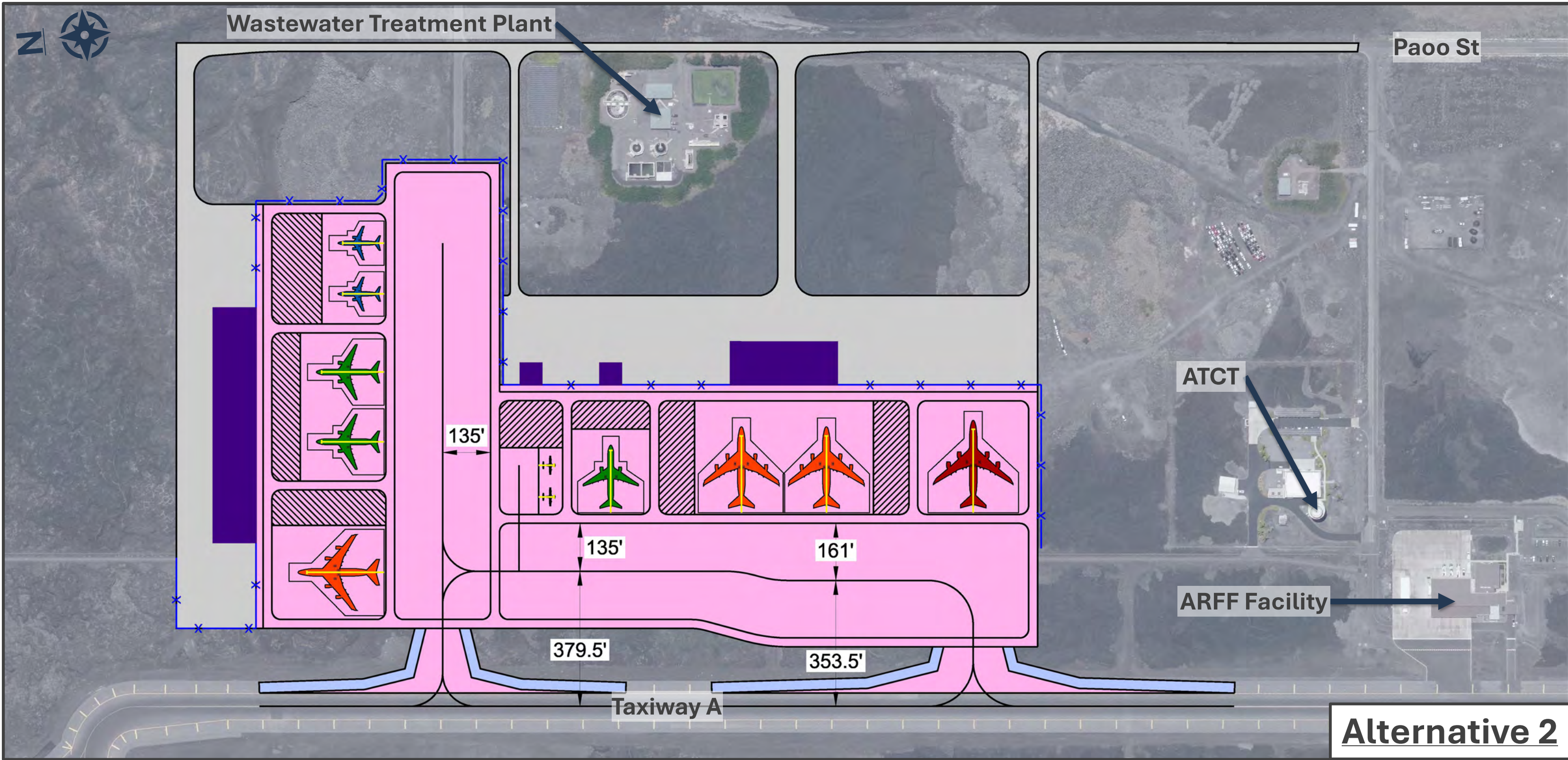


- Objectives:**
- Support existing and projected air cargo demand
 - Protect critical utility infrastructure
 - Provide space for cargo support equipment and future electrification
 - Consider facilities for perishable cargo handling and inspections

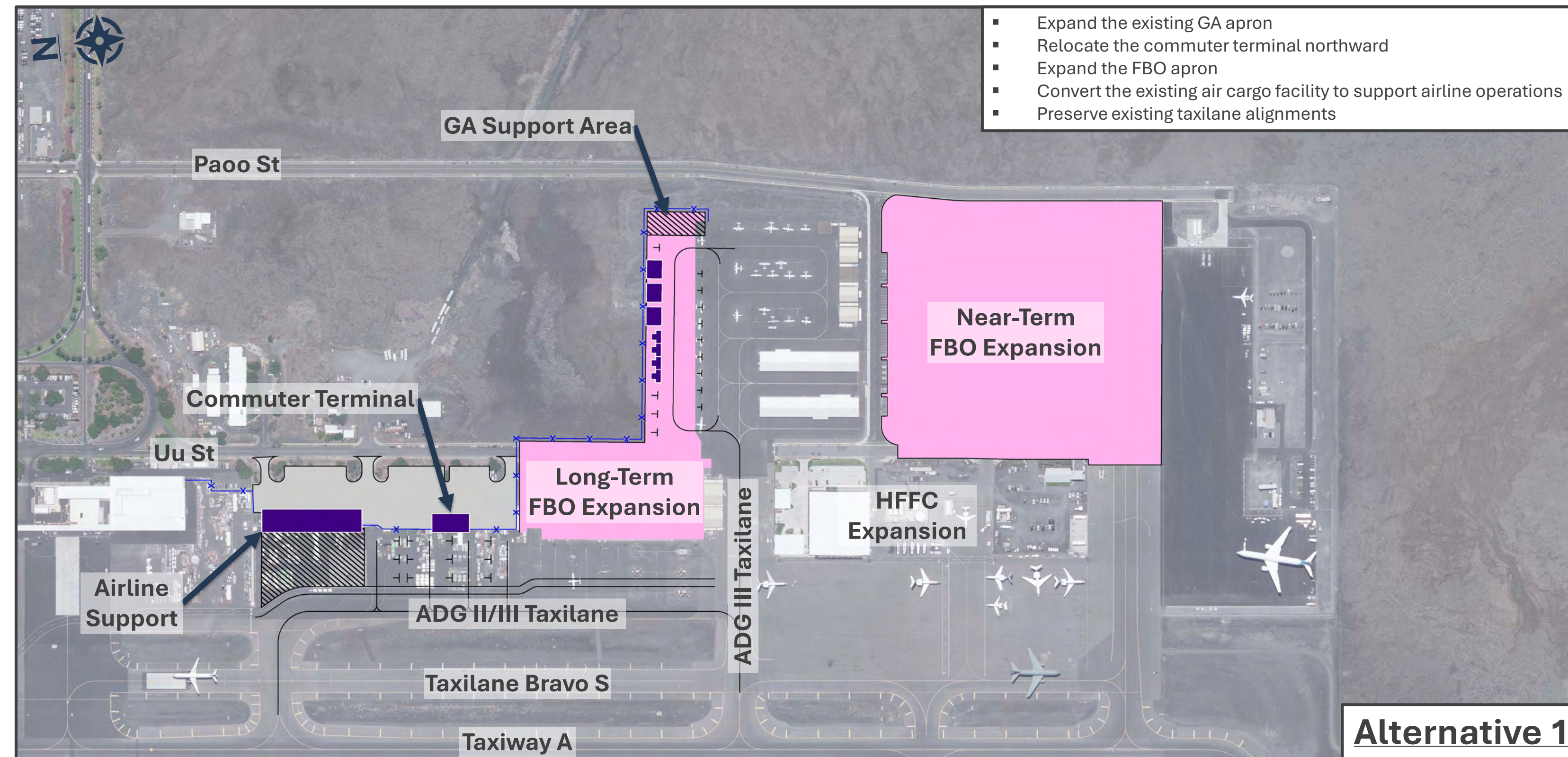


ADG VI Position: 1
ADG V Positions: 3
ADG IV Positions: 3
ADG III Positions: 2
Feeder Aircraft Positions: 2

DRAWING LEGEND	
FUTURE AIRFIELD PAVEMENT	
FUTURE TAXIWAY SHOULDER PAVEMENT	
FUTURE GSE STORAGE AREA	
FUTURE BUILDING	
FUTURE LANDSIDE PAVEMENT	
FUTURE PERIMETER FENCE	



General and Corporate Aviation Alternatives



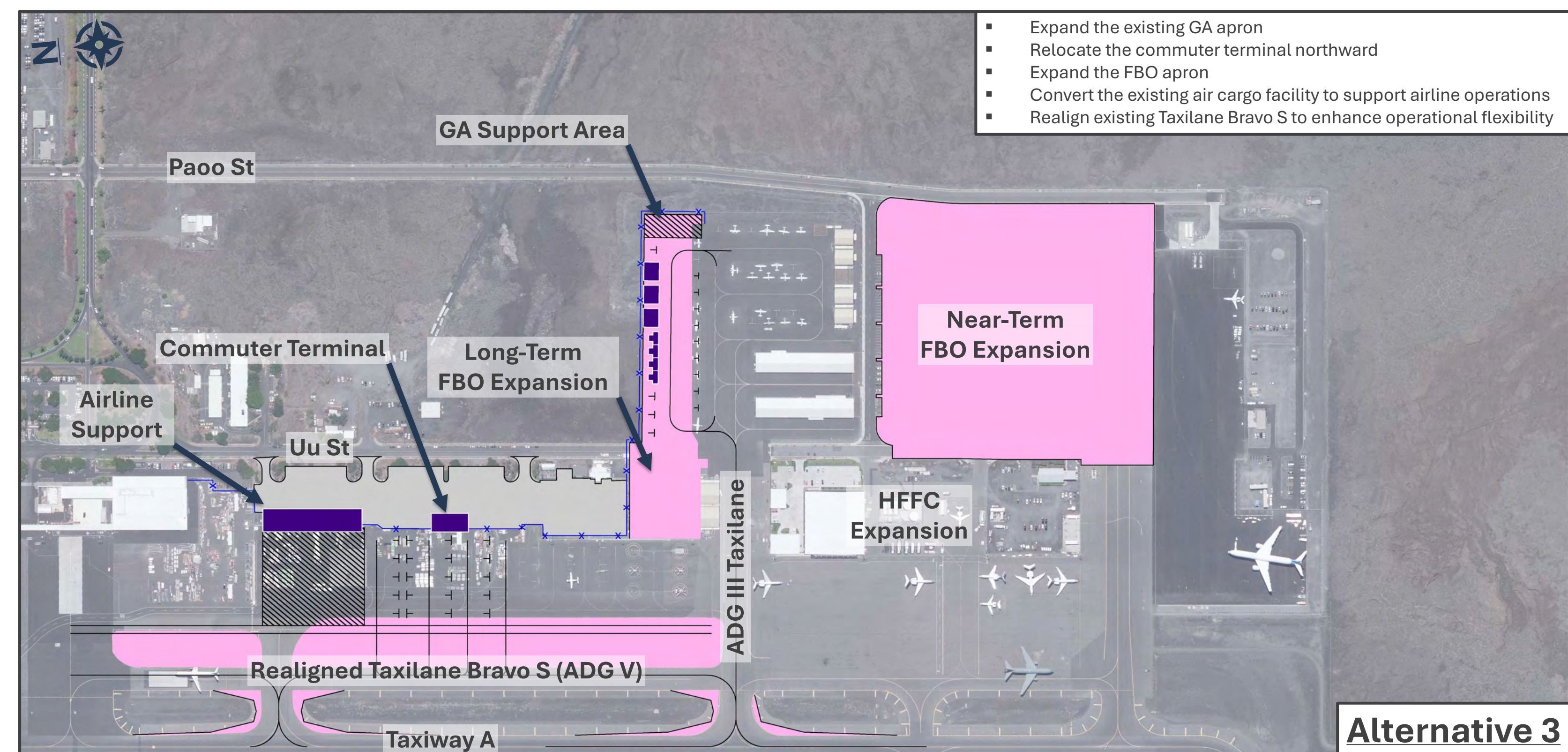
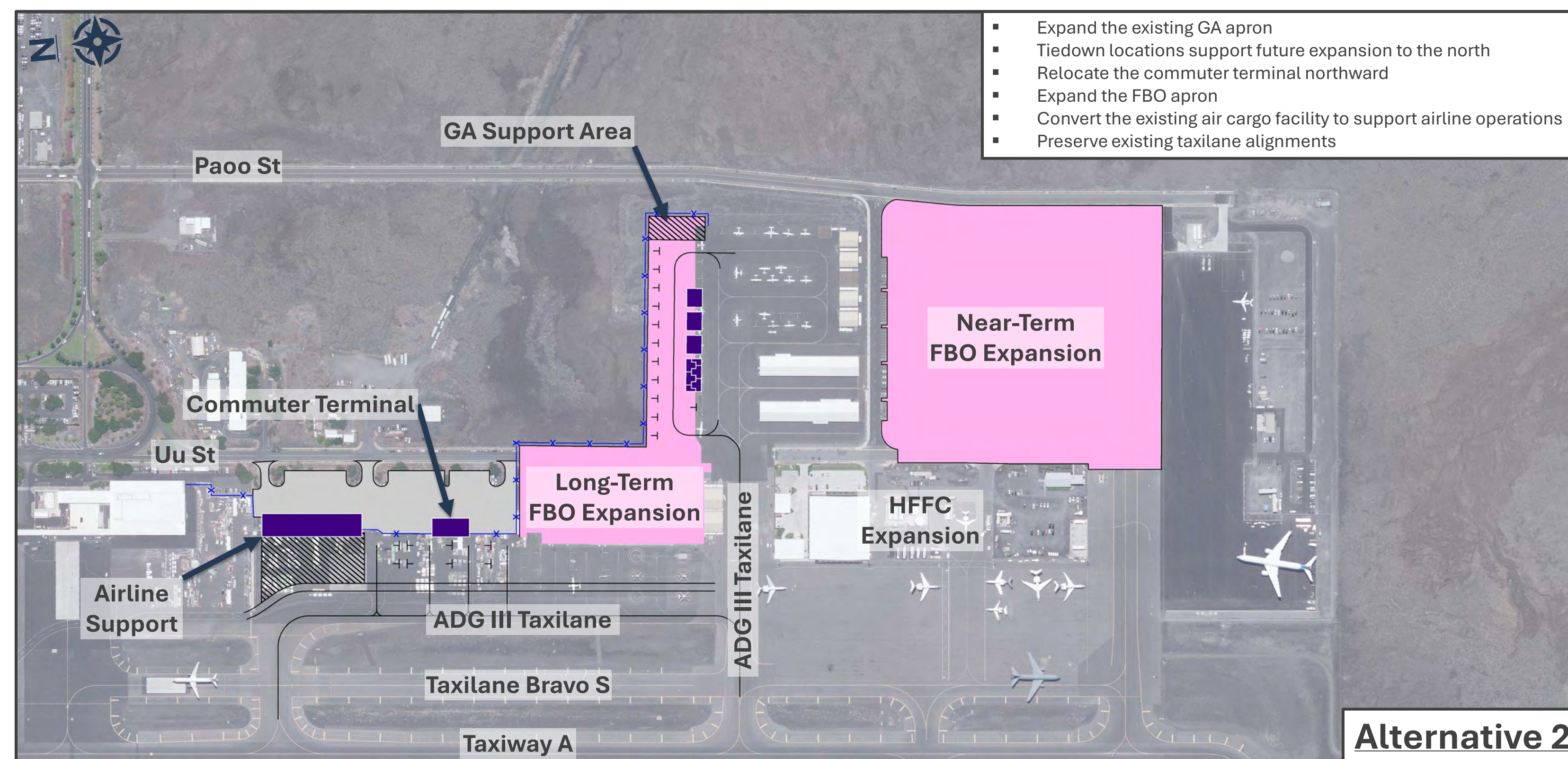
Objectives:

- Accommodate current and future general aviation and corporate aviation demand
- Provide additional support facilities for the general aviation community
- Protect areas planned for Hawaii Fueling Facilities Corporation fuel facility expansion
- Build upon recent general aviation apron improvements
- Support planned Fixed Base Operator expansion

Key Map

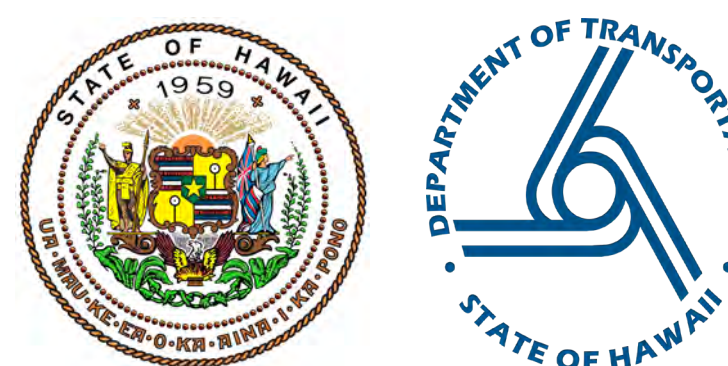


DRAWING LEGEND	
FUTURE AIRFIELD PAVEMENT	
FUTURE GSE STORAGE AREA	
FUTURE BUILDING	
FUTURE LANDSIDE PAVEMENT	
FUTURE PERIMETER FENCE	
TIEDOWN MARKING	



ACRONYMS:

ADG – Airplane Design Group
 FBO – Fixed Base Operator
 GA – General Aviation
 HFFC – Hawaii Fueling Facilities Corporation



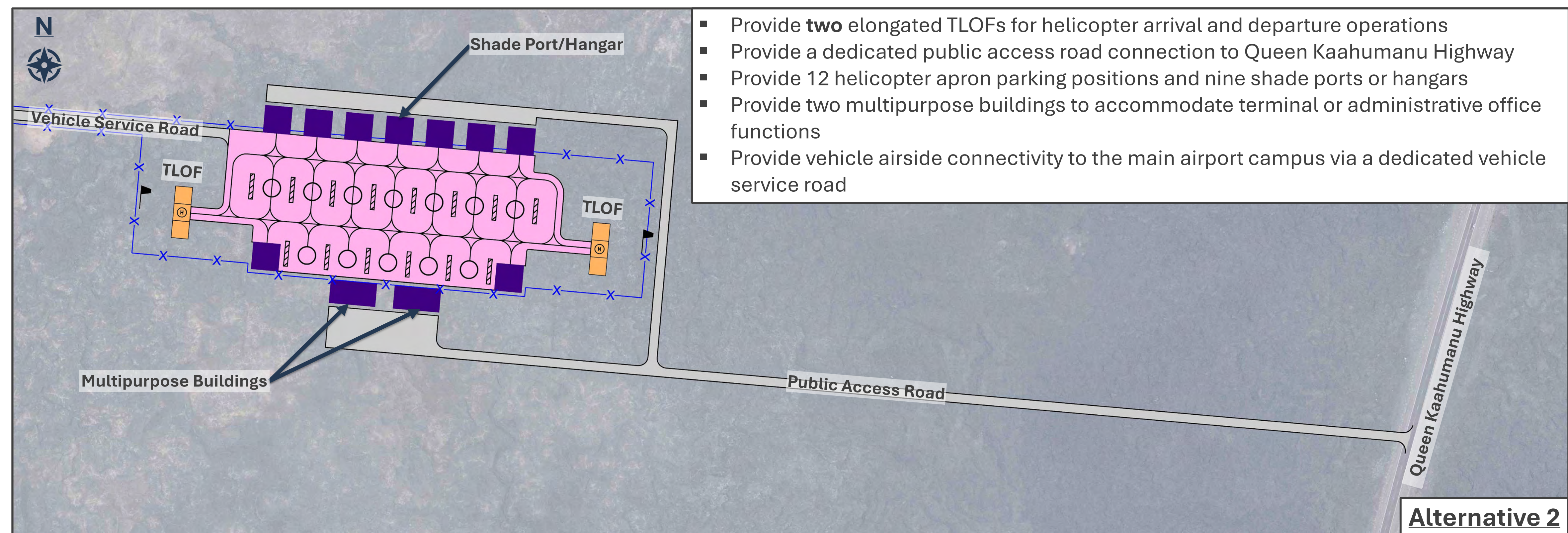
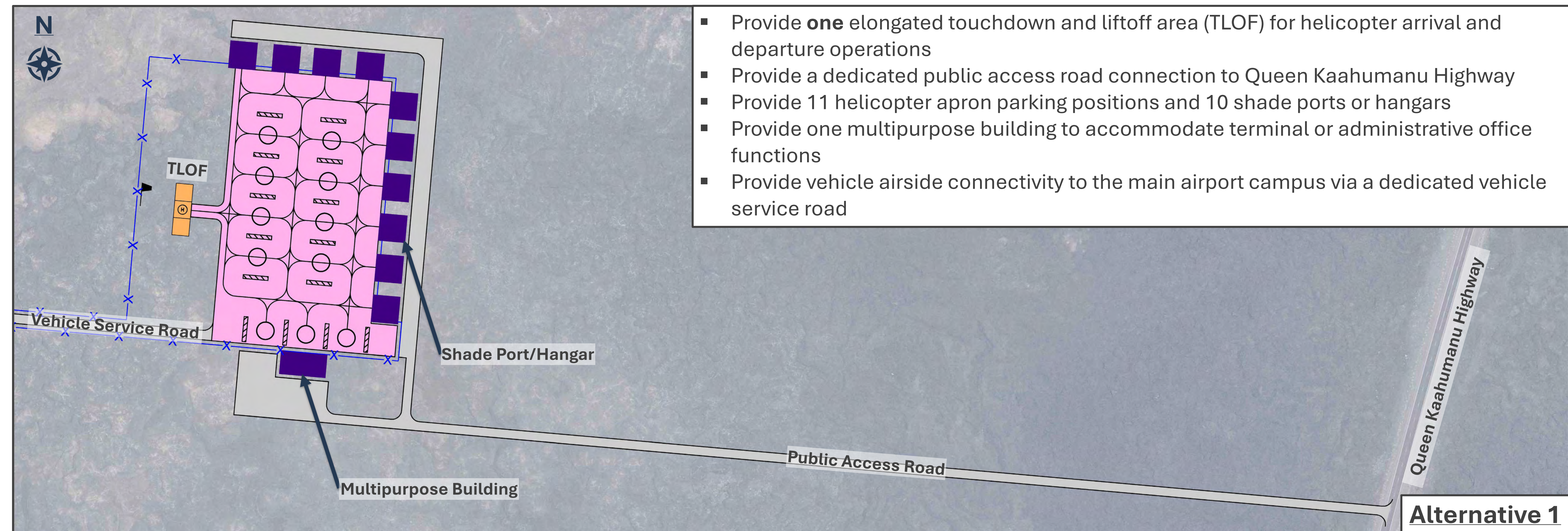
Helicopter Facility Alternatives

Objectives:

- Separate airplane and helicopter operations
- Ensure efficient landside access for time-sensitive activities, such as medical transport

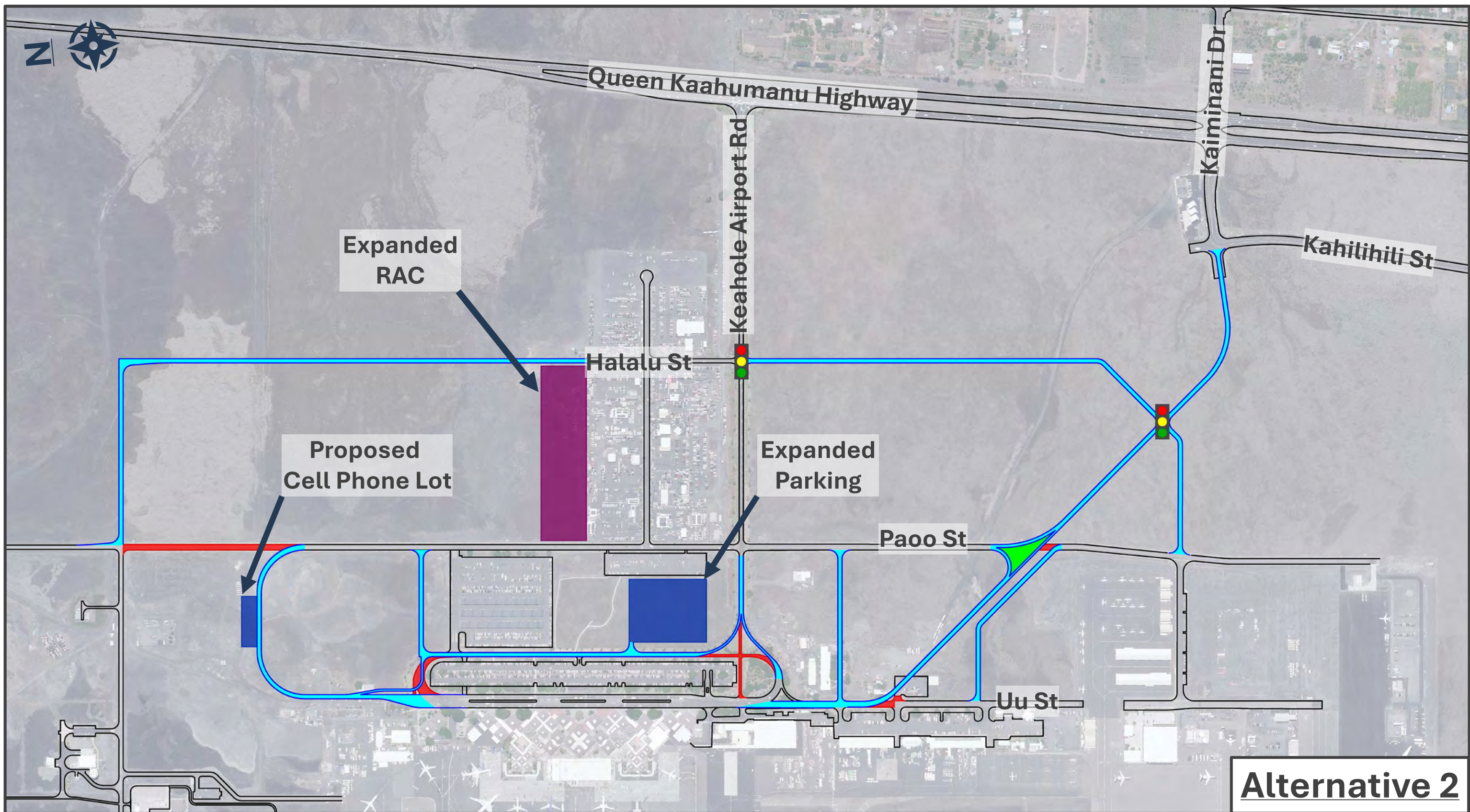
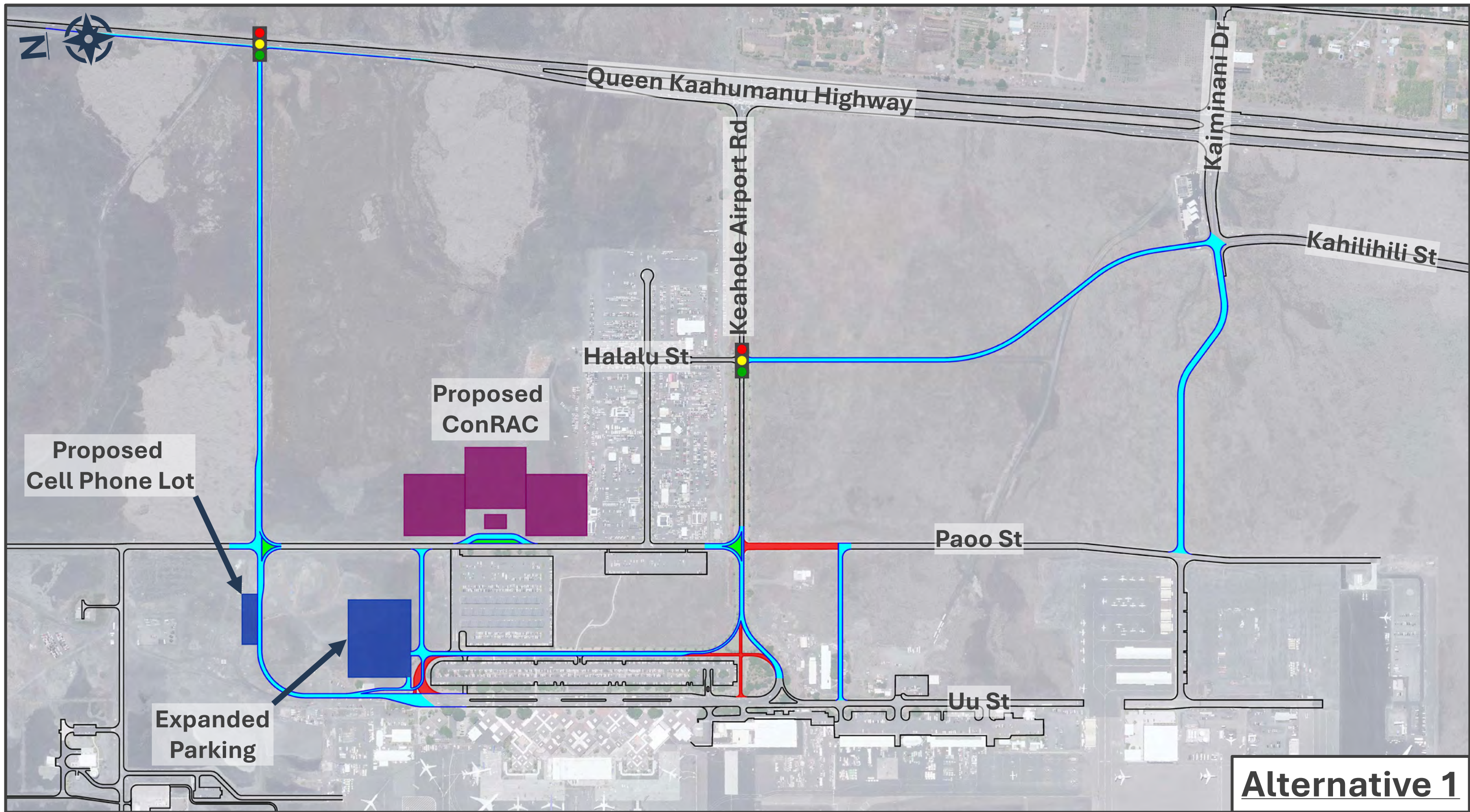
DRAWING LEGEND	
FUTURE TOUCHDOWN AND LIFTOFF (TLOF) AREA	
FUTURE AIRFIELD PAVEMENT	
FUTURE PASSENGER WALKWAY	
FUTURE BUILDING	
FUTURE ROADWAY PAVEMENT	
FUTURE PERIMETER FENCE	
FUTURE WINDSOCK	

Key Map



ACRONYM:
TLOF – Touchdown and Liftoff

Landside Alternatives



- Objectives:**
- Separate north and south terminal access points to improve traffic circulation
 - Maintain hotel and development access via a parallel roadway to Queen Kaahumanu Highway
 - Expand parking and rental car facilities to accommodate future growth
 - Provide north and south rental car access with early separation from terminal curbside traffic

DRAWING LEGEND	
EXISTING ROAD	
FUTURE ROAD	
FUTURE ROAD ISLAND	
DEMOLITION OF EXISTING ROAD	
FUTURE RENTAL CAR FACILITIES	
FUTURE PARKING LOT	
FUTURE TRAFFIC SIGNAL	

Landside Element	Alternative 1	Alternative 2	Alternative 3
New Terminal Access Point(s)	North and South	South only	North and South
Expanded Parking	Yes	Yes	Yes
Rental Car Facility Improvements	Consolidated CSB and QTA	Expanded existing facility	Walkable, consolidated CSB and QTA
Existing Rental Car Facility	Preserve for maintenance and vehicle storage	Remain as-is	Preserve for maintenance and vehicle storage



Terminal Alternatives

Objectives:

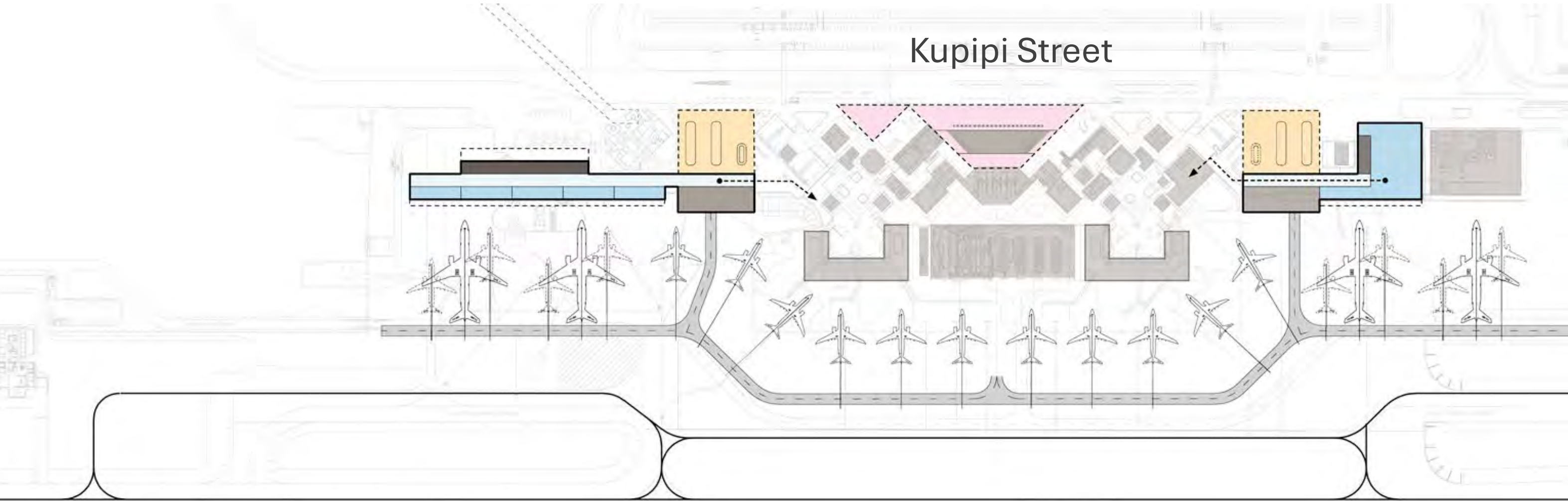
- Improve passenger experience and airport operations
- Enhance terminal efficiency and functionality
- Accommodate future growth and demand

DRAWING LEGEND	
EXISTING TERMINAL	
FUTURE CHECK-IN LOBBY IMPROVEMENTS	
FUTURE BAG CLAIM IMPROVEMENTS	
FUTURE GATE EXPANSION	

	ADG III	ADG V
2044 Gate Requirements	11	4
Number of Gates Provided	11	4

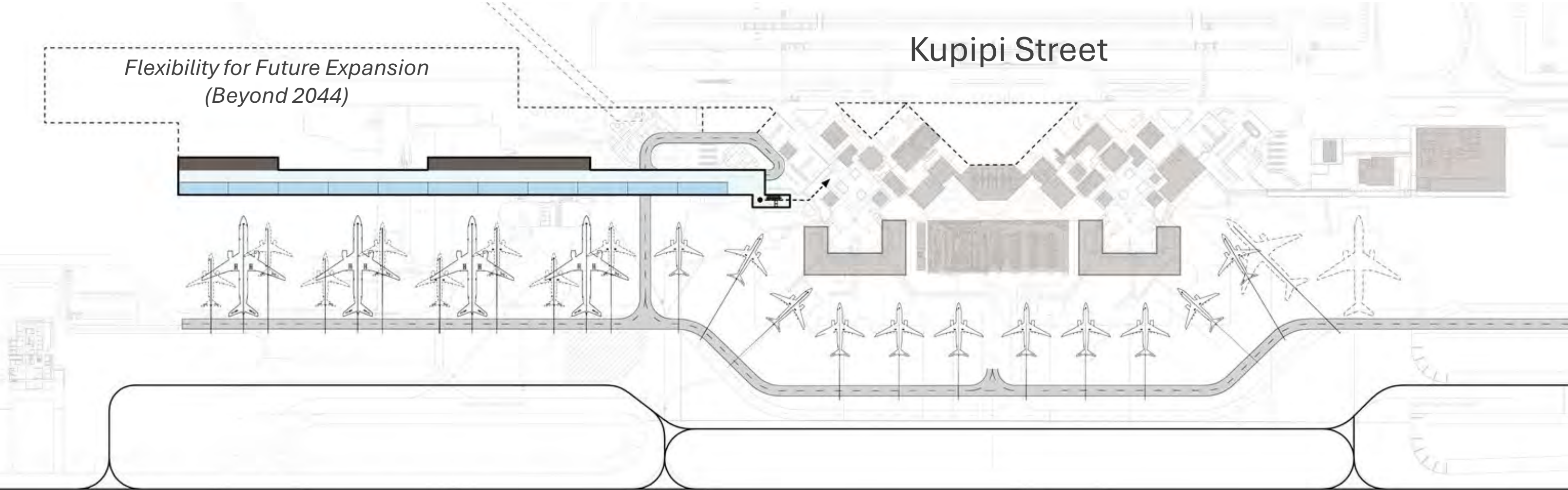
Alternative 1 (Single-Level)

Gate expansion to north and south of existing terminal facility
Improvements to existing bag claim and check-in lobby



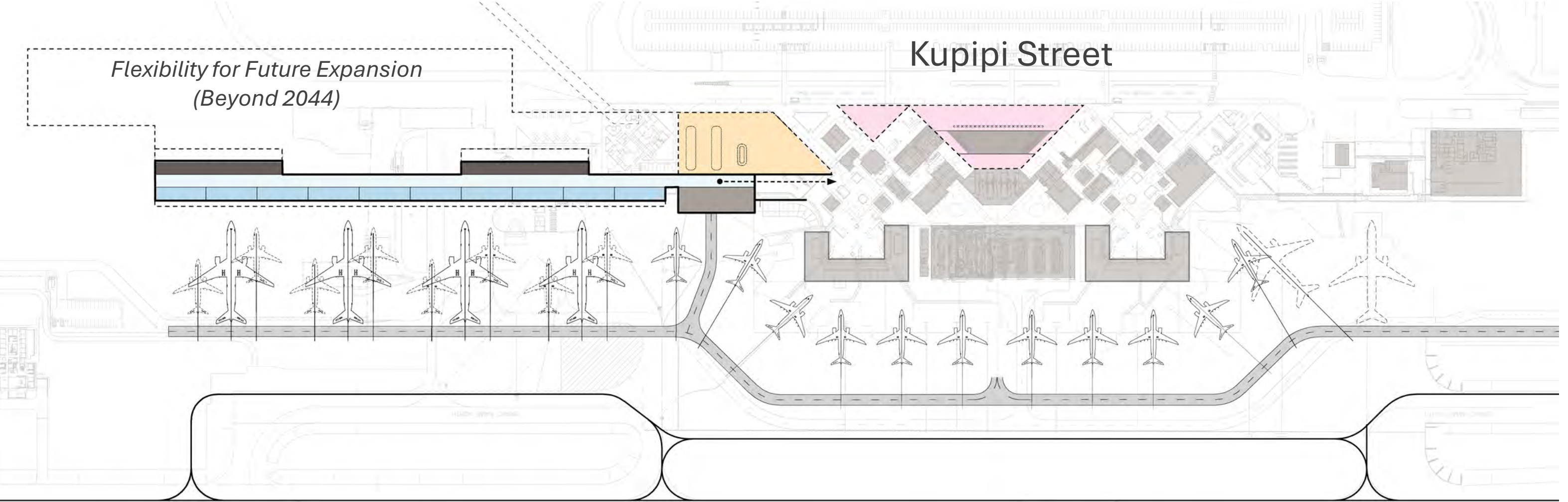
Alternative 2B (Two-Levels)

Two levels gate expansion to north of existing terminal facility
Improvements to existing bag claim and check-in lobby



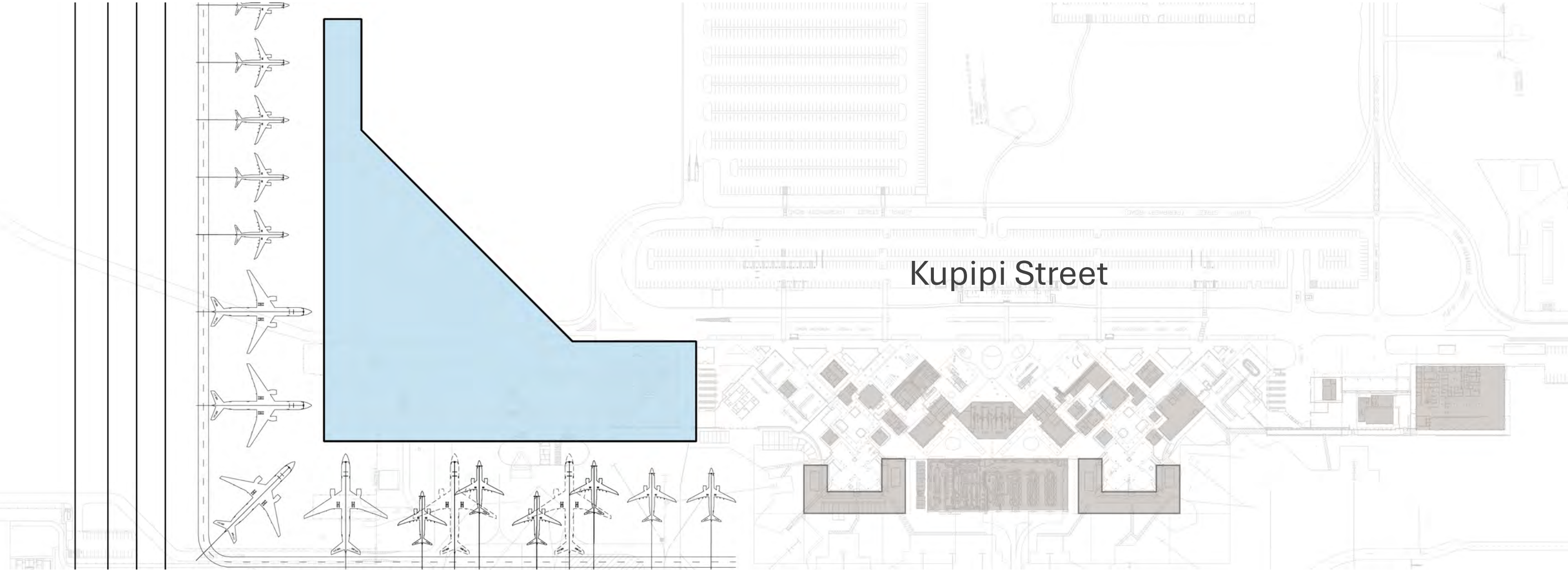
Alternative 2A (Single-Level)

Gate expansion to north of existing terminal facility
Improvements to existing bag claim and check-in lobby

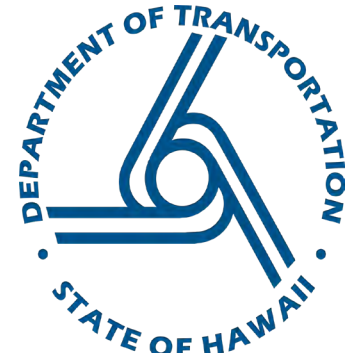


Alternative 3

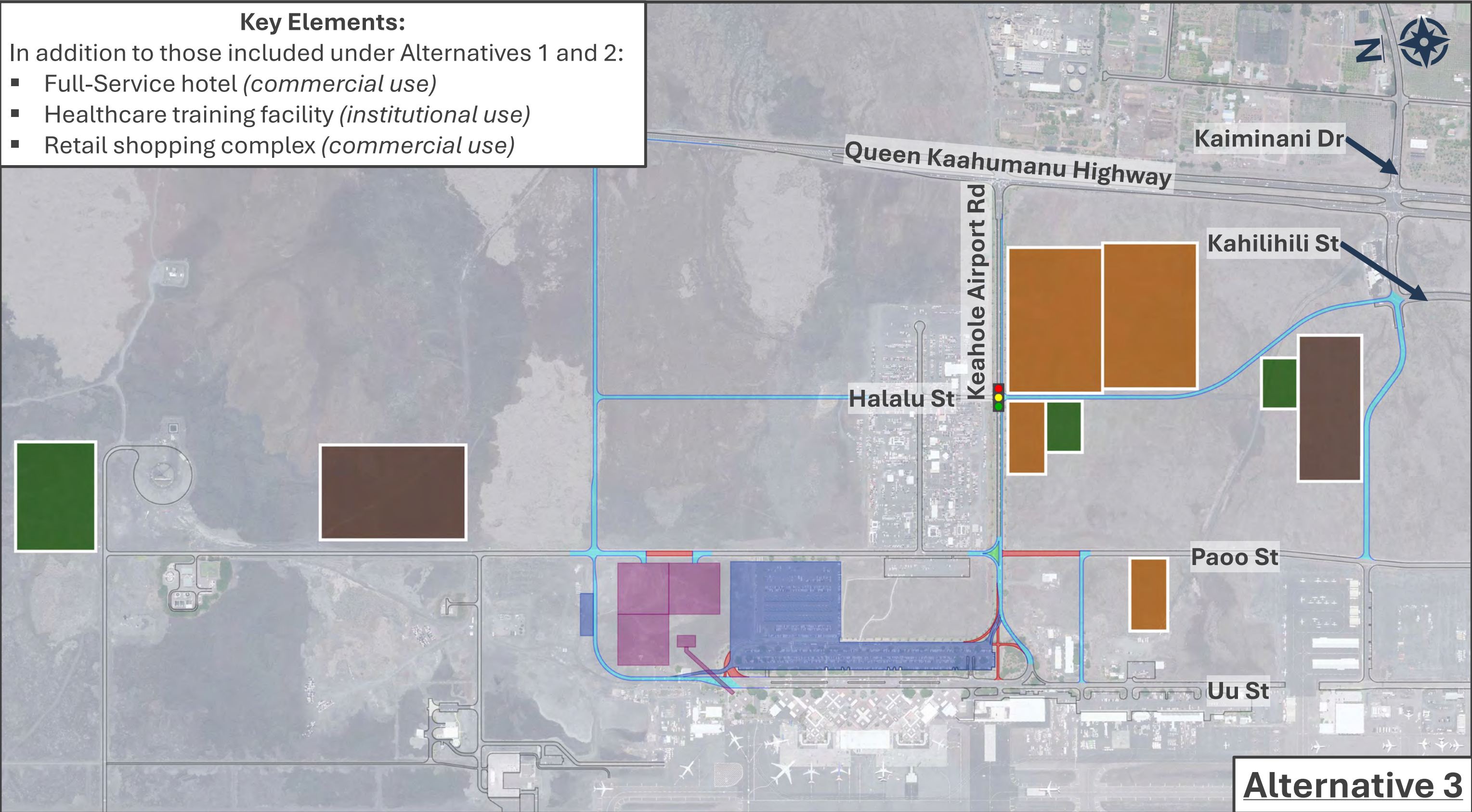
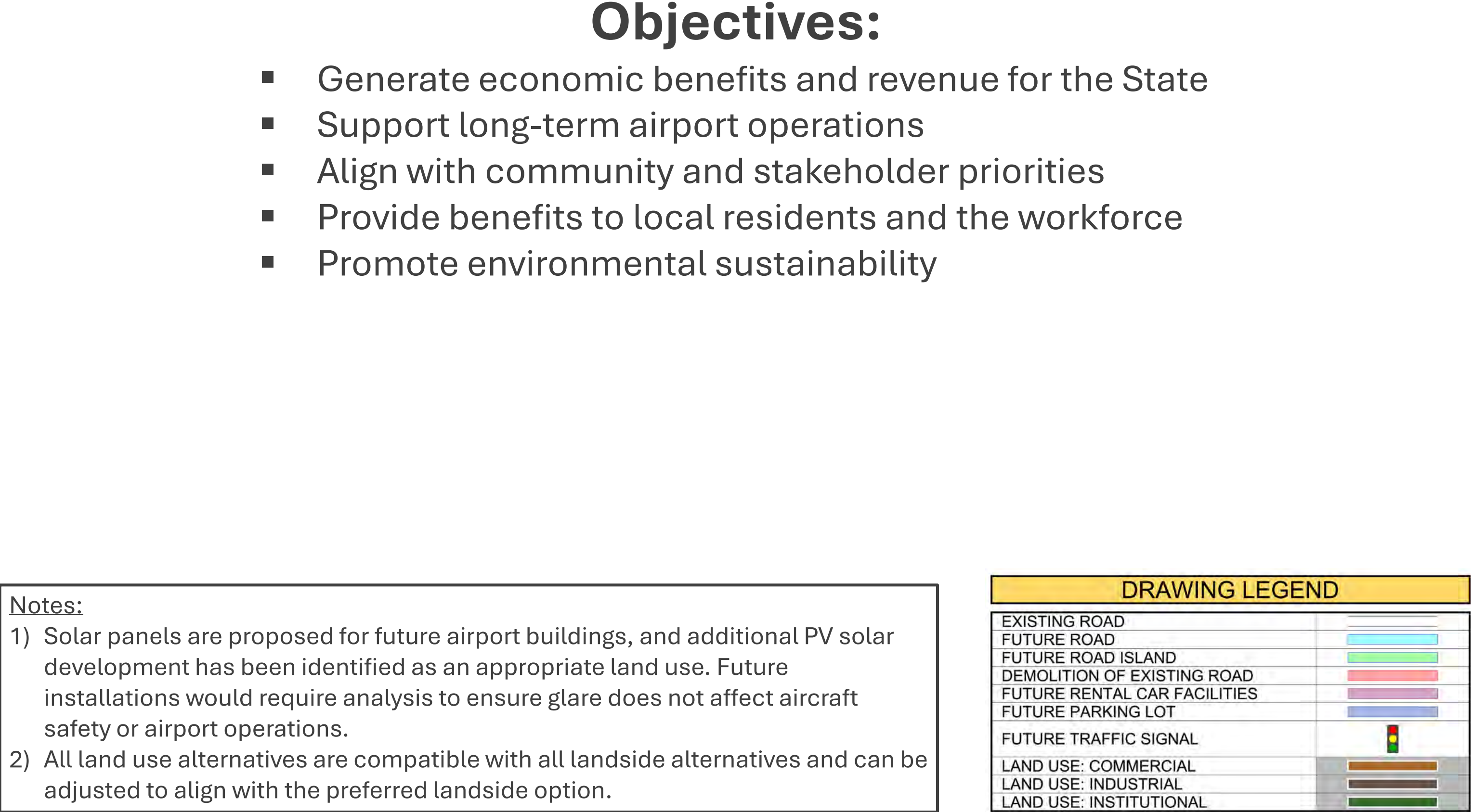
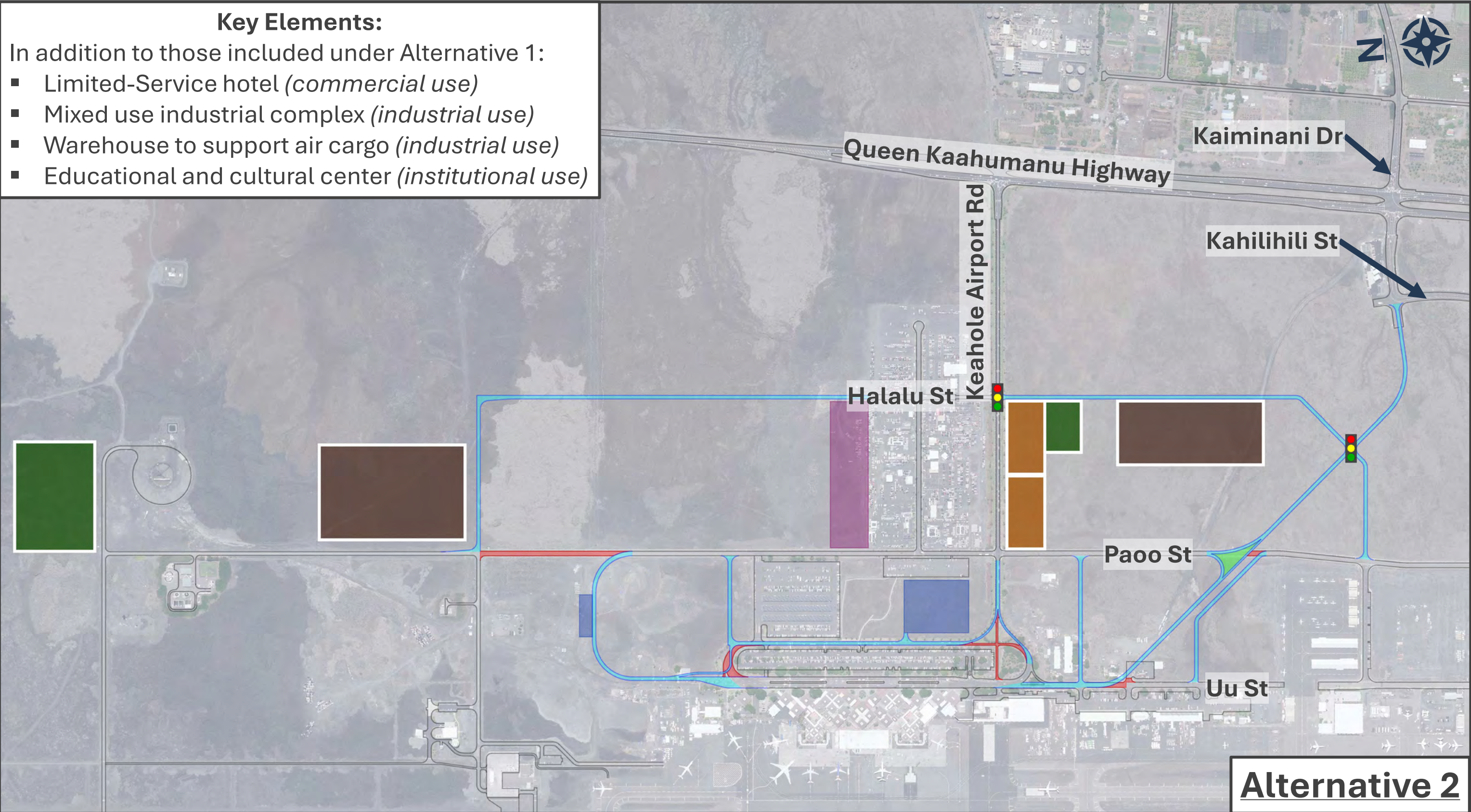
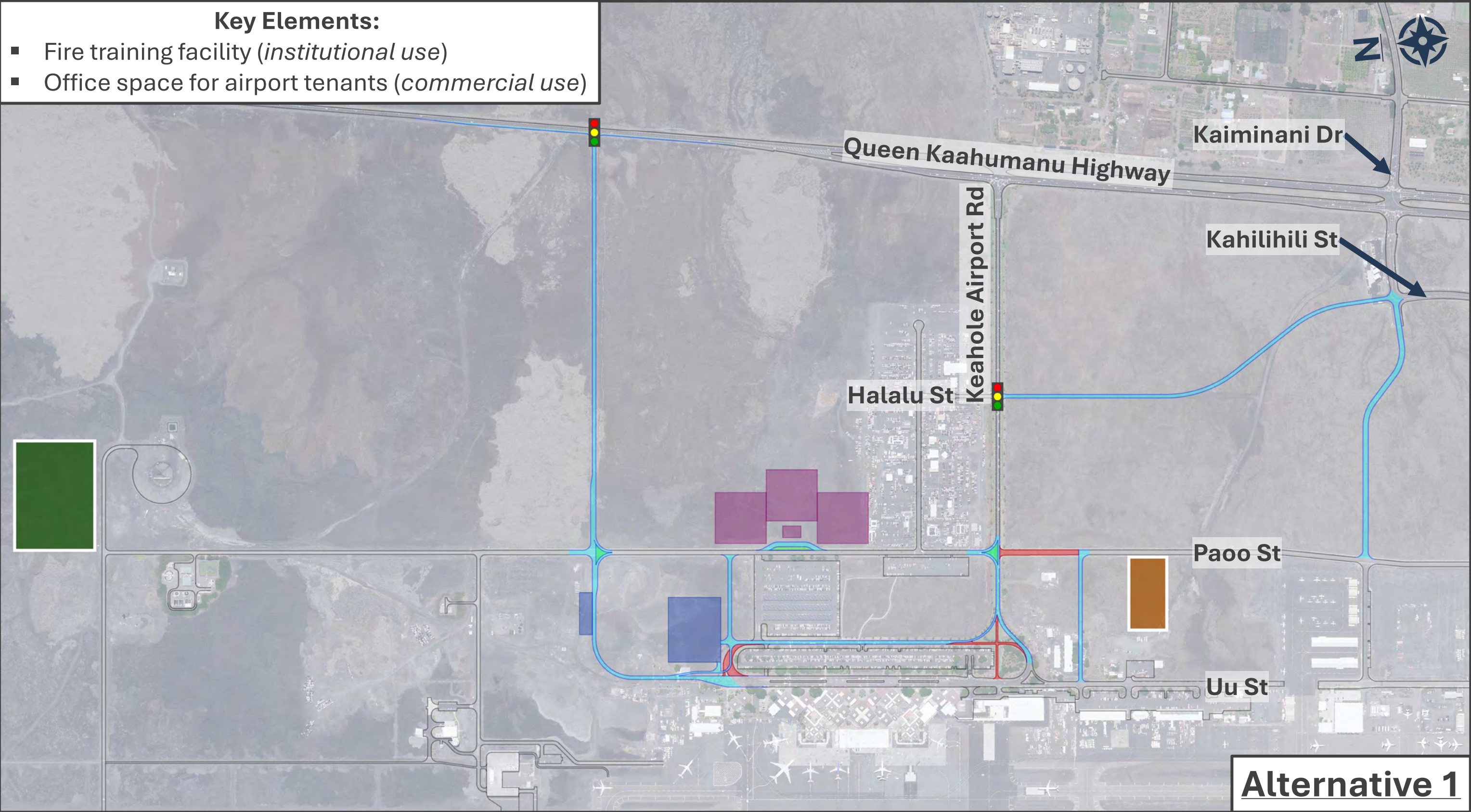
Replacement Terminal



ACRONYM:
ADG – Airplane Design Group



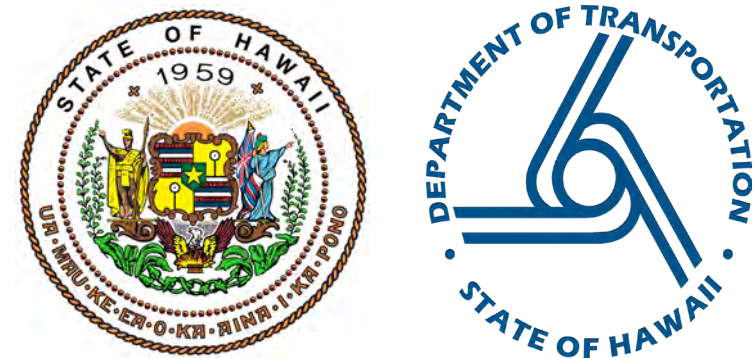
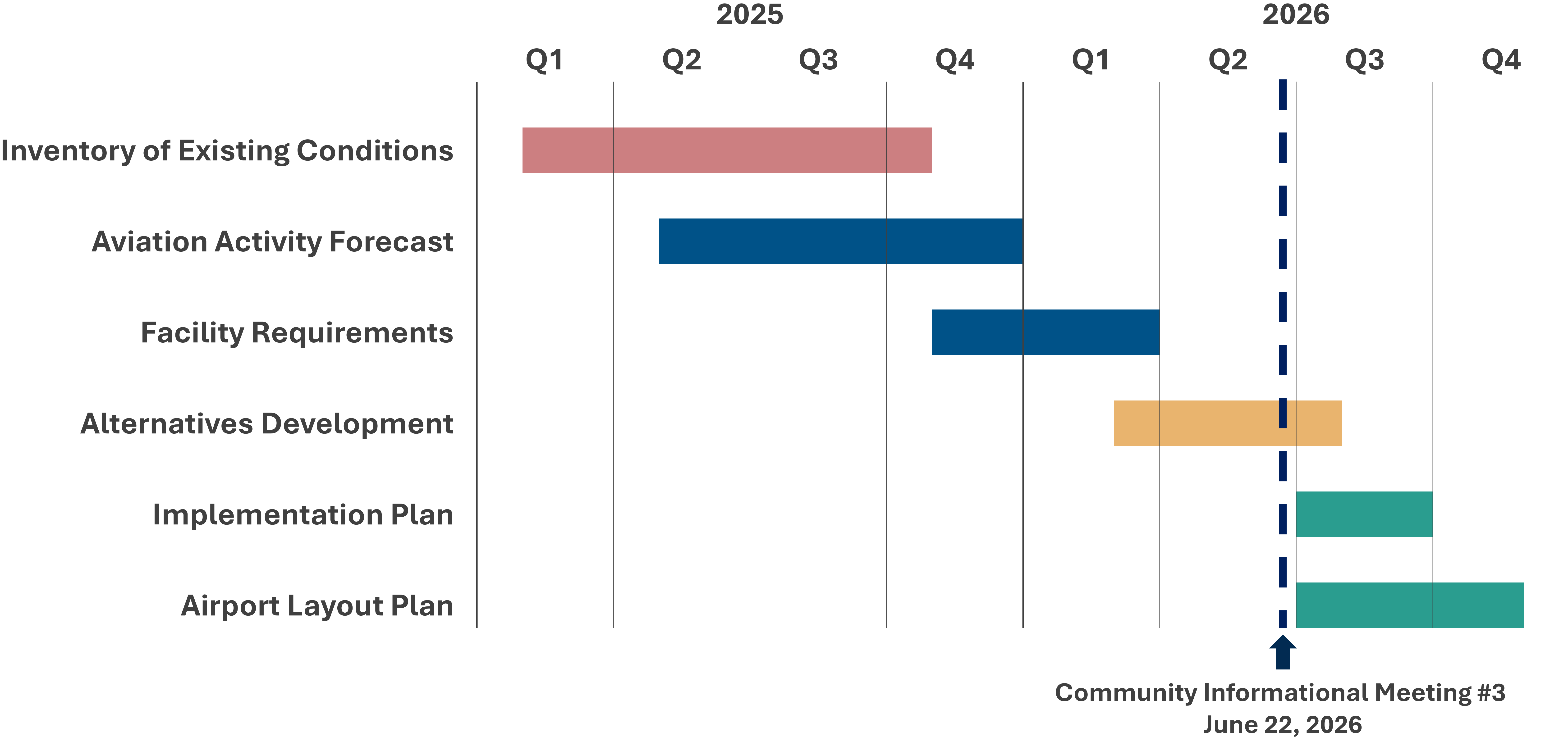
Land Use Alternatives



ACRONYM:
PV – Photovoltaic



Master Plan Schedule



Next Steps and Submit Your Comments

- Proceed with refinement of the consolidated alternatives
- Identify a preferred alternative along with a recommended implementation phasing plan

Share your comments with us by choosing one of the following options:

- Submit a paper comment and place it in the comment box
- Visit koamasterplanupdate.com and submit a comment



Scan the QR code to visit our project website!

**Thank you for attending the Hawaii Department of Transportation's
Community Informational Meeting #3 for the Master Plan Update for
Ellison Onizuka Kona International Airport at Keahole**