

Community Informational Meeting #3: Alternatives Review

Ellison Onizuka Kona International Airport at Keahole (KOA) Master Plan Update

June 22, 2026

Agenda

- **Master Plan Objectives**
- **Project Development Process (From Master Plan to Implementation)**
- **Individual Alternatives**
 - Second Runway
 - General and Corporate Aviation
 - Air Cargo
 - Helicopter Facility
 - Landside
 - Terminal
 - Land Use
- **Next Steps**
- **Questions**



Master Plan Objectives

Master Plan Objectives and Corresponding Alternatives

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

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

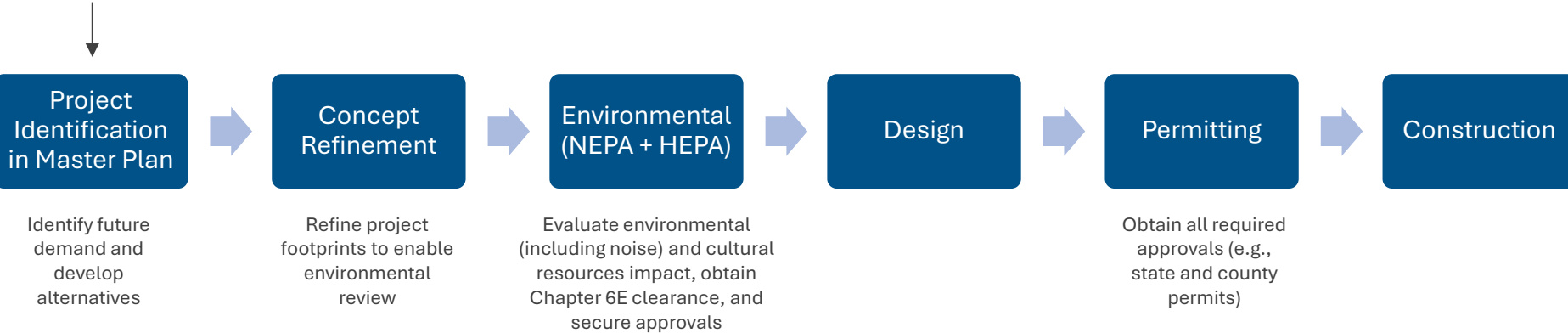
 Leverage non-aeronautical developments to generate additional revenue: **Land Use Alternatives**

From Master Plan to Implementation: Development Process

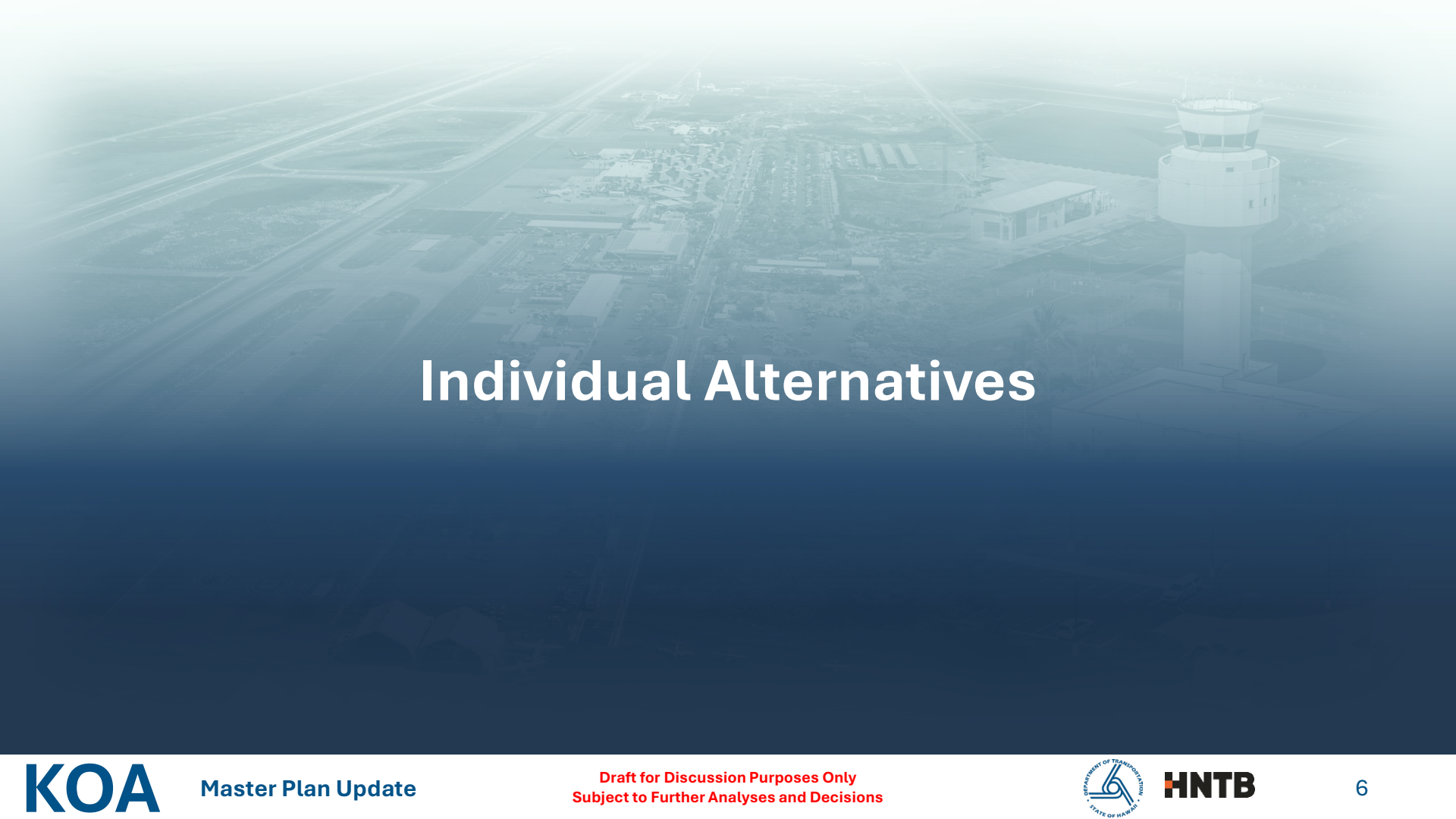
We are here

Note:

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



Engagement with the public and stakeholders will occur throughout the entire project development process.



Individual Alternatives

Second Runway Alternatives

Objectives:

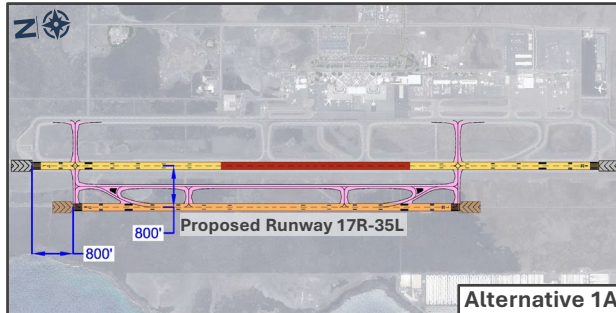
- Add a second parallel runway to improve efficiency and resiliency
- Optimize exit taxiway placement to improve operational efficiency
- Enhance safety and provide greater operational flexibility

Each concept family includes two taxiway configurations:

- Parallel taxiway aligned with proposed Runway 17R-35L thresholds (**Depicted in plans below**)
- Parallel taxiway aligned with existing Runway 17-35 thresholds

Concept Family 1

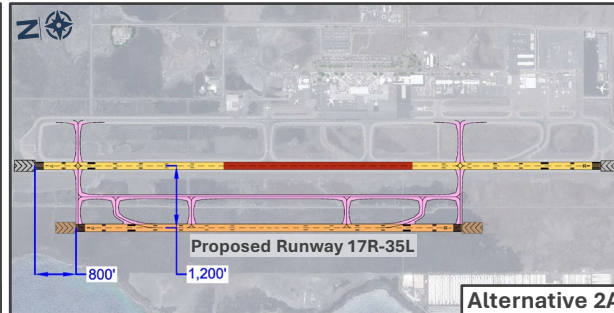
Proposed Runway 17R-35L is 7,500' L x 150' W
800' lateral offset
Stagger Runway 17 ends (800')



Alternative 1A

Concept Family 2

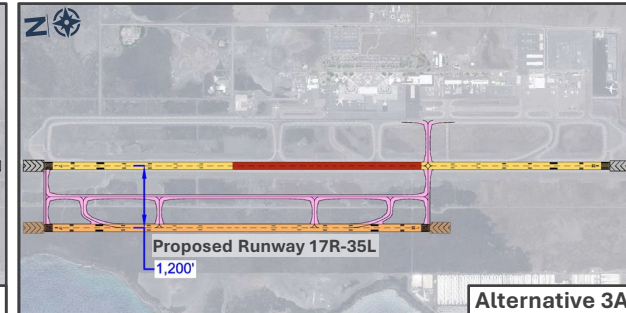
Proposed Runway 17R-35L is 7,500' L x 150' W
1,200' lateral offset
Stagger Runway 17 ends (800')



Alternative 2A

Concept Family 3

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



Alternative 3A

DRAWING LEGEND

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

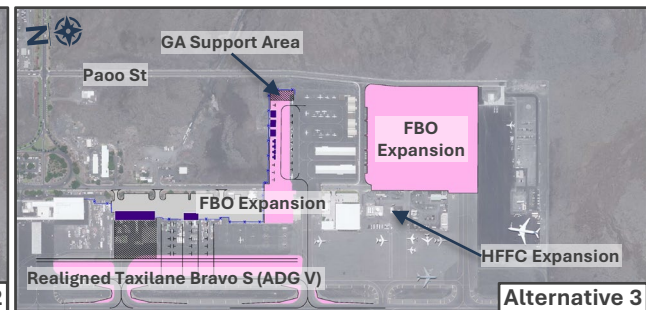
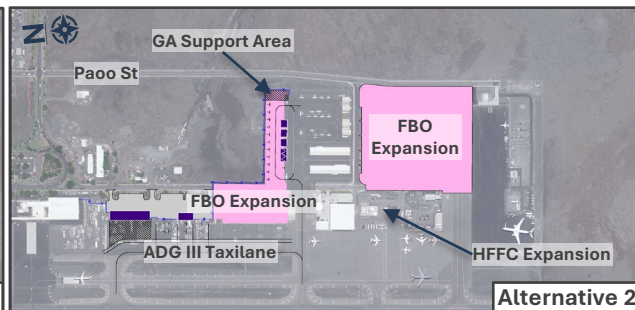
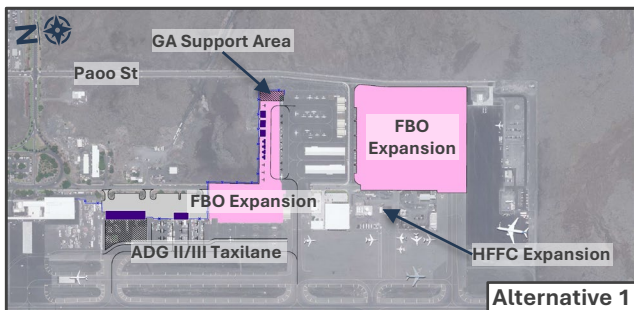
ACRONYMS:

L – Length
W – Width

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 fuel facility expansion
- Build upon recent general aviation apron improvements
- Support planned Fixed Base Operator expansion



DRAWING LEGEND

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

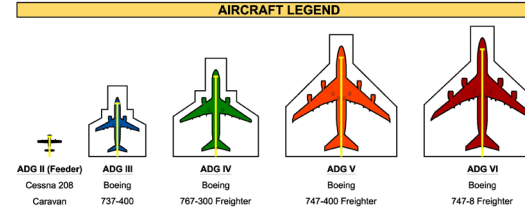
ACRONYMS:

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

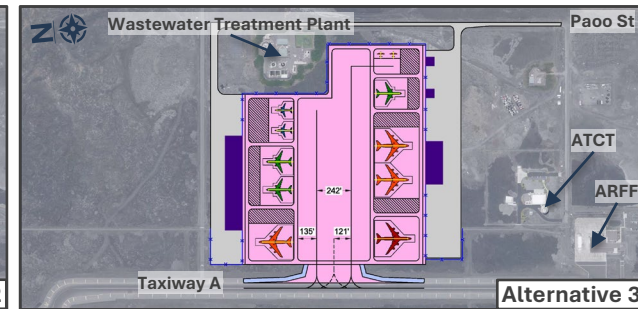
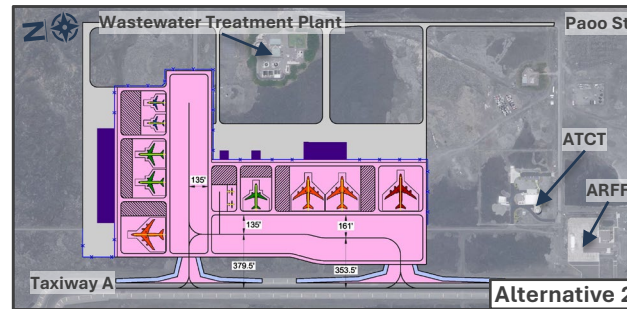
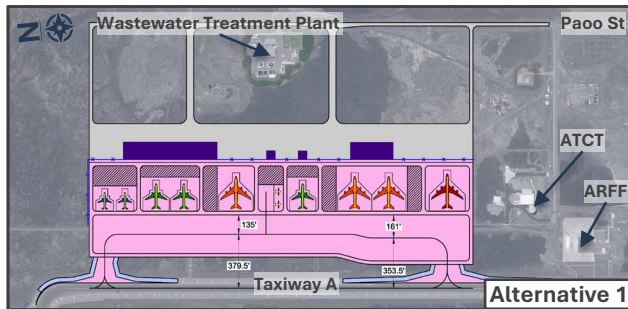
Air Cargo Alternatives

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	

ACRONYMS:

ADG – Airplane Design Group
ARFF – Aircraft Rescue and Firefighting
ATCT – Airport Traffic Control Tower

Helicopter Facility Alternatives

Objectives:

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

Key Map

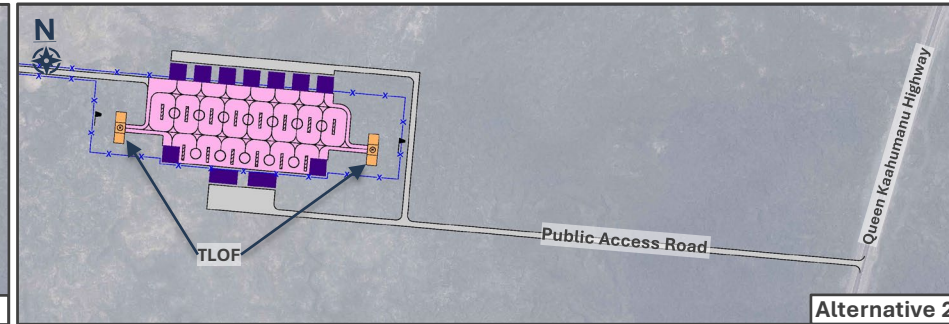


DRAWING LEGEND

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



- Provide **one** elongated touchdown and liftoff area (TLOF) for helicopter arrival and departure operations



- Provide **two** elongated TLOFs for helicopter arrival and departure operations

ACRONYM:
TLOF – Touchdown and Liftoff Area

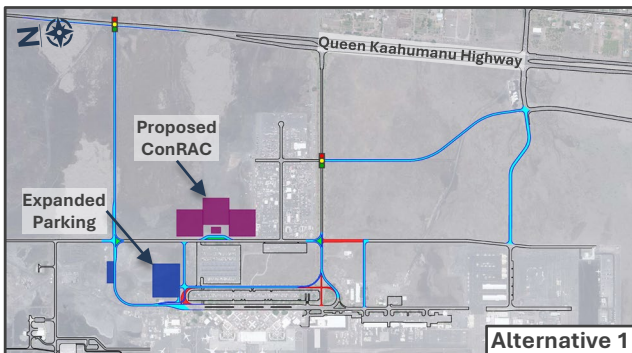
Landside Alternatives

Objectives:

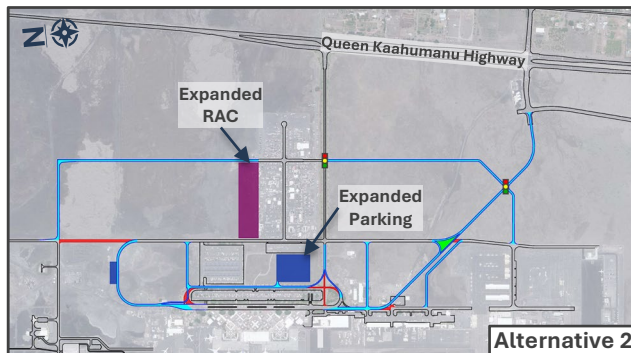
- Separate north and south terminal access points to improve traffic circulation
- Maintain hotel and development access via a parallel roadway to Queen Kaahumanu Highway
- Expand parking and rental car facilities to accommodate future growth
- Provide north and south rental car access with early separation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

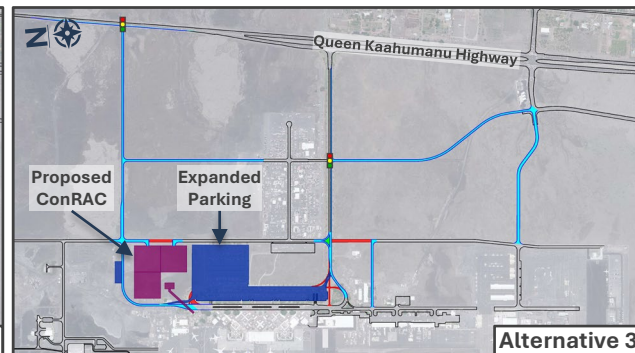


- Create new North and South terminal access points
- Expand parking
- Propose a new consolidated rental car facility
- Preserve existing rental car facility for maintenance and vehicle storage



- Create a new South terminal access point
- Expand parking
- Expand existing rental car facility

ACRONYMS:
 ConRAC – Consolidated rental car
 RAC – Rental car



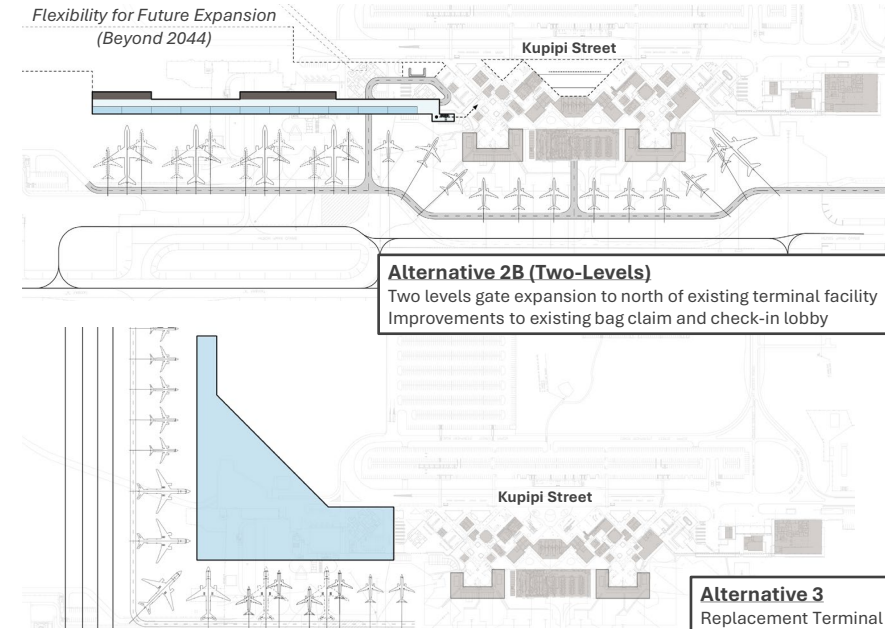
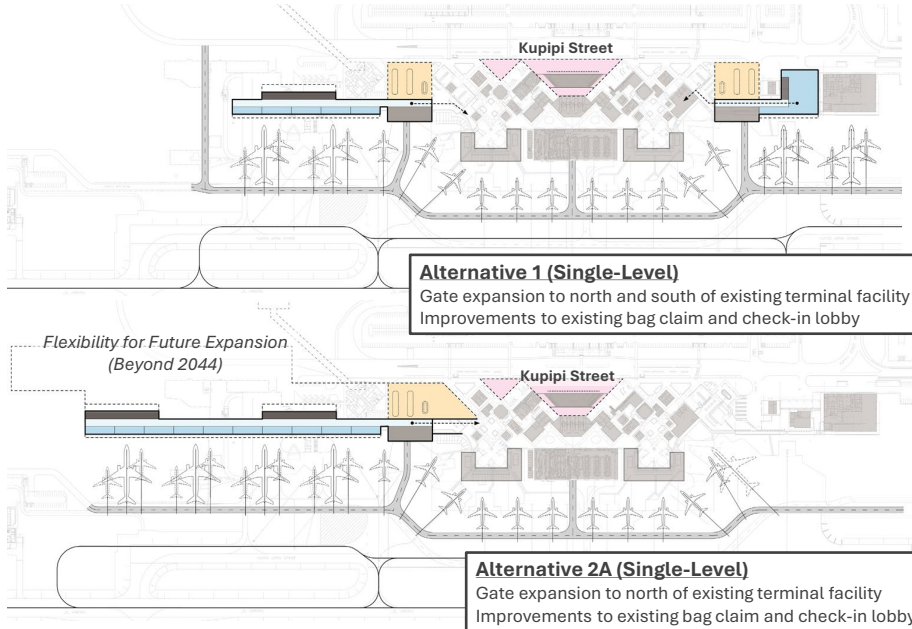
- Create new North and South terminal access points
- Expand parking
- Propose a new consolidated rental car facility, walkable from terminal
- Preserve existing rental car facility for maintenance and vehicle storage

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	



Land Use Alternatives

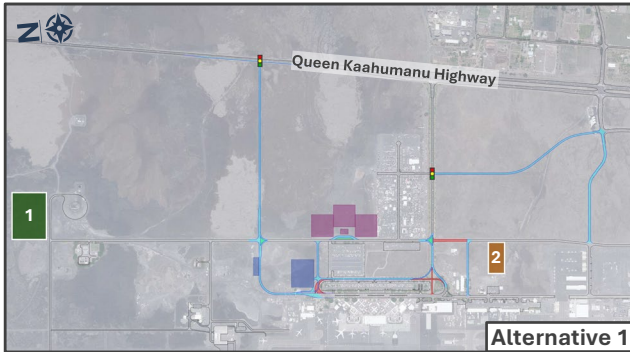
Objectives:

- Generate economic benefits and revenue for the State
- Support long-term airport operations
- Align with community and stakeholder priorities
- Provide benefits to local residents and the workforce
- Promote environmental sustainability

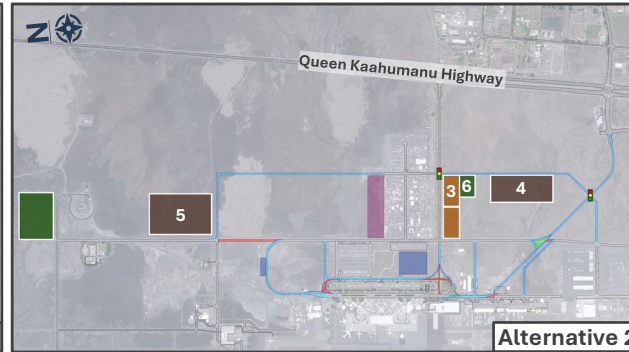
All land use alternatives are compatible with all landside alternatives and can be adjusted to align with the preferred landside option.

DRAWING LEGEND

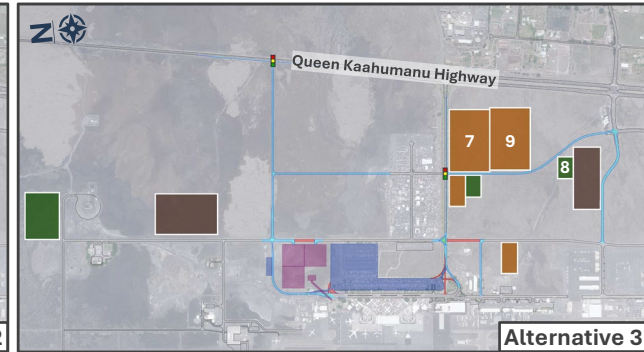
EXISTING ROAD	
FUTURE ROAD	
FUTURE ROAD ISLAND	
DEMOLITION OF EXISTING ROAD	
FUTURE RENTAL CAR FACILITIES	
FUTURE PARKING LOT	
FUTURE TRAFFIC SIGNAL	
LAND USE: COMMERCIAL	
LAND USE: INDUSTRIAL	
LAND USE: INSTITUTIONAL	



Alternative 1



Alternative 2



Alternative 3

1. Fire training facility
2. Office space for airport tenants

- In addition to those included under Alternative 1:*
3. Limited-service hotel
 4. Mixed-use industrial complex
 5. Warehouse to support air cargo
 6. Educational and cultural center

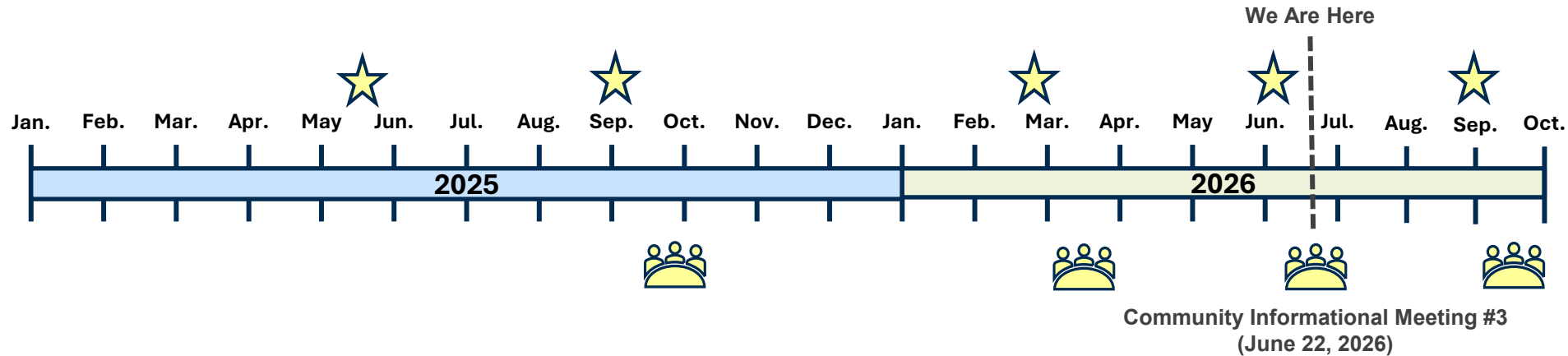
- In addition to those included under Alternatives 1 and 2:*
7. Full-service hotel
 8. Healthcare training facility
 9. Retail shopping complex



Next Steps

Project Schedule

- Public Advisory Committee (PAC) and Technical Advisory Committee (TAC) Combined Meetings (One Remaining)
- Community Informational Meeting (One Remaining)



PAC/TAC Combined Meetings (Virtual)



Community Informational Meeting (In-Person)

Next Steps

- Proceed with refined consolidated alternatives and implementation plan
- **Community Informational Meeting #4:**
 - Review preferred alternative and implementation plan



For more information, please access the Project Website:

<https://www.koamasterplanupdate.com/>



Questions?

If you would like to ask a question, please write it clearly on one of the provided comment sheets and submit it to the planning team.



Mahalo!

Project Website:

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