PAC/TAC Combined Meeting #5: Preferred Alternative

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

October 19, 2026

KOA

Draft for Discussion Purposes Only
Subject to Further Analyses and Decisions

Agenda

- Project Development: From Master Plan to Implementation
- Refinements of Initial Alternatives to Preferred Alternative
- Implementation Considerations
- Next Steps

From Master Plan to Implementation: Development Process

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

We are here

Project Identification in Master Plan	Concept Refinement	Environmental (NEPA + HEPA)	Design	Permitting	Construction
Identify future demand and develop alternatives	Refine project footprints to enable environmental review	Evaluate environmental (including noise) and cultural resources impact, obtain Chapter 6E clearance, and secure approvals		Obtain all required approvals (e.g., state and county permits)	

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

Refinements of Initial Alternatives to Preferred Alternative

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Landside Revisions and Key Considerations

- Where will the Transportation Network Companies (TNC) and commercial vehicles wait?
  - ***In the proposed holding lot adjacent to the cell phone lot.***

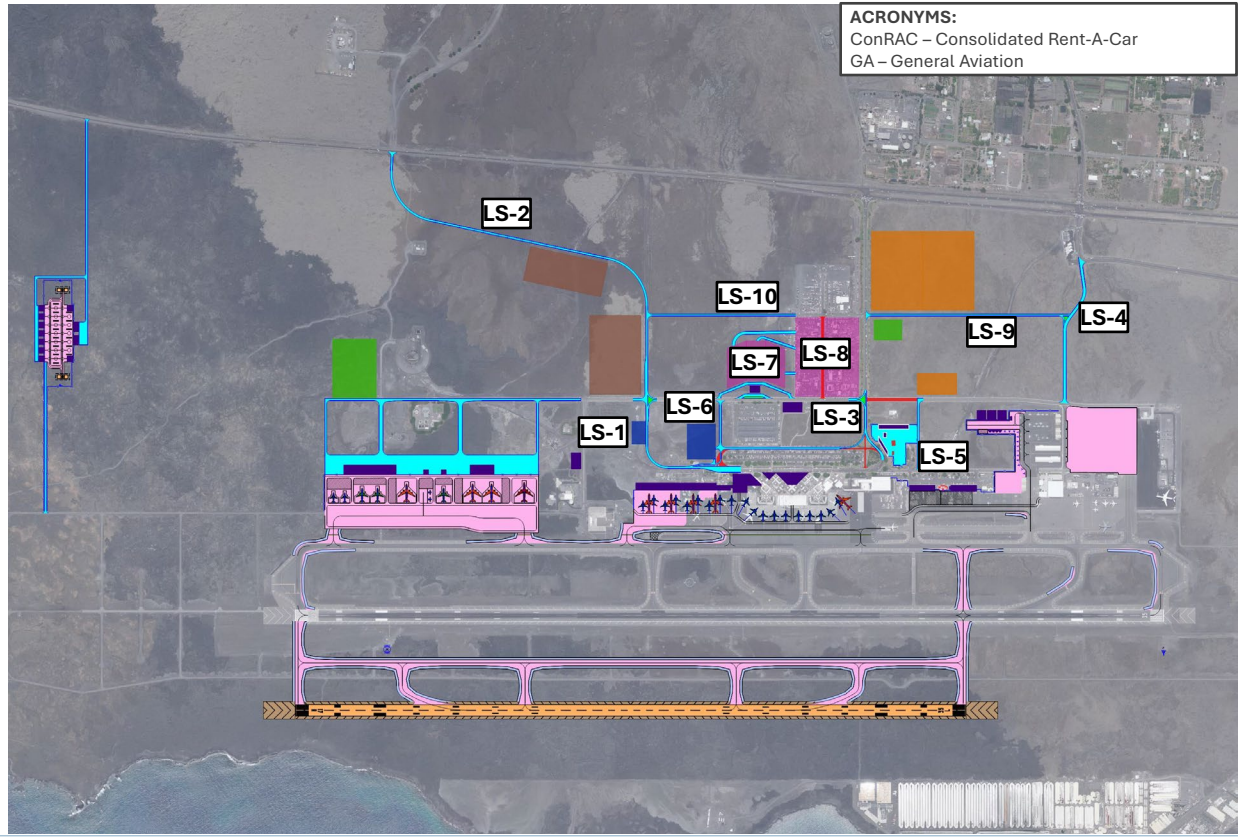
- Is the proximity of the Queen Kaahumanu Highway traffic signals a concern? Can the north-side access road connect to Palamanui College?
  - ***The new KOA access road is shifted north to align with the partially paved road connecting to the college.***

Landside Revisions and Key Considerations

- A Consolidated Rent-A-Car (ConRAC) facility is a key master plan consideration, moving beyond individual rental car company expansion toward a centralized facility with a single shuttle operation.
  - ***The proposed ConRAC includes a single Customer Service Building (CSB), with the Ready/Return (R/R) area directly behind it.***

Preferred Alternative – Landside

Project ID	Project Description
LS-1	Cell Phone Lot
LS-2	Second Entry Road from North to Curbside
LS-3	Exit Expansion onto Keahole Airport Road
LS-4	Public Road from Gas Station to General Aviation (GA) Area
LS-5	Road near the Base Yard
LS-6	Public Parking Expansion, Road Realignment
LS-7	ConRAC Facility
LS-8	Rental Car Reconfiguration
LS-9	Public Road from Keahole to Gas Station
LS-10	Road from Second Entry to ConRAC



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Terminal Revisions and Key Considerations

- Is sufficient concession space provided in the North Concourse expansion?
  - ***The master plan team reviewed concession program requirements and increased the allocated concession space in the North Concourse.***

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Preferred Alternative – Terminal

Project ID	Project Description
T-1	Terminal Expansion & Improvements

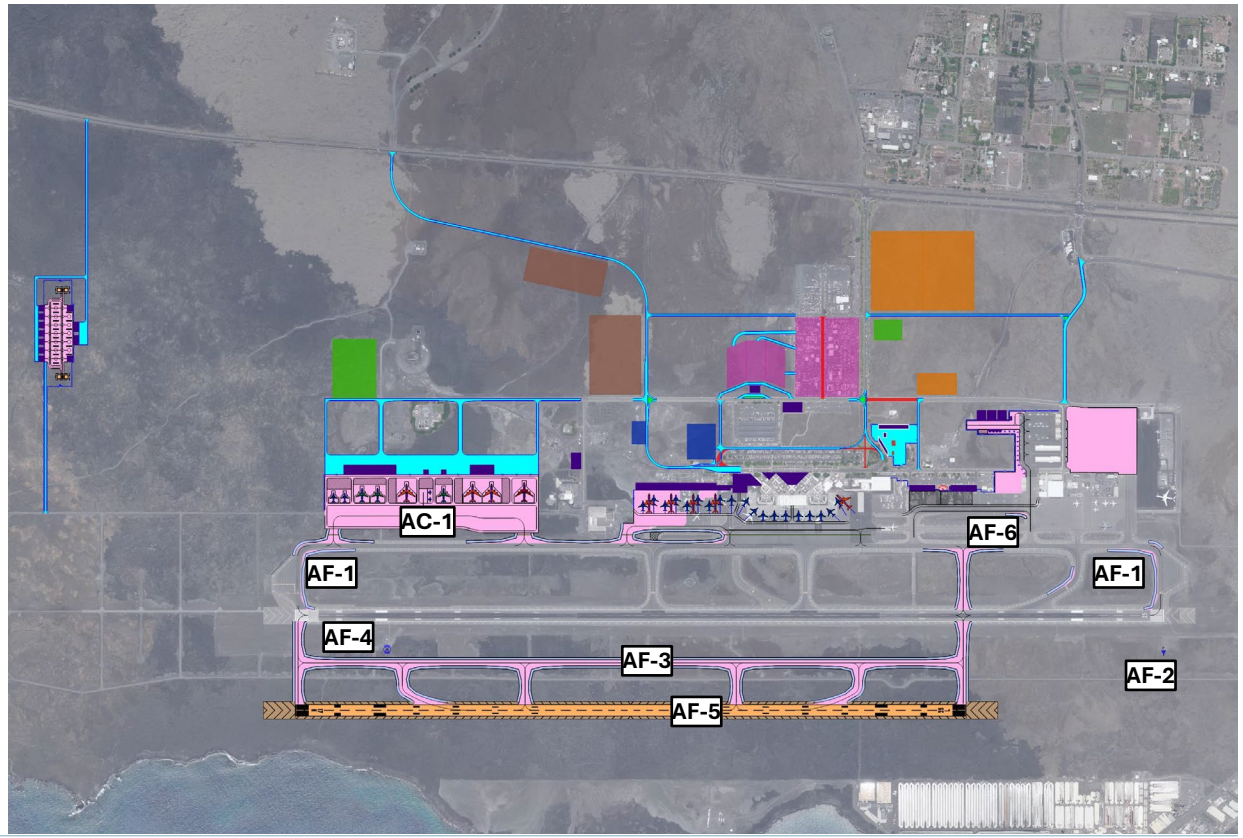


Airside Revisions and Key Considerations

- Is the proposed second runway length sufficient, given previous stakeholder requests for additional length during the Runway 17-35 rehabilitation project?
  - ***The proposed runway length has been increased to 8,500 feet following review of additional technical documentation.***

Preferred Alternative – Airside

Project ID	Project Description
AC-1	Air Cargo Facility
AF-1	TDG 6 Taxiway Fillet Improvement
AF-2	Wind Vane & Anemometer Relocation
AF-3	ADG V Parallel Taxiway
AF-4	Glideslope & Equipment Shelter Relocation
AF-5	Second Runway
AF-6	TDG 3 Taxiway Fillet Improvement



ACRONYMS:
ADG – Airplane Design Group
TDG – Taxiway Design Group

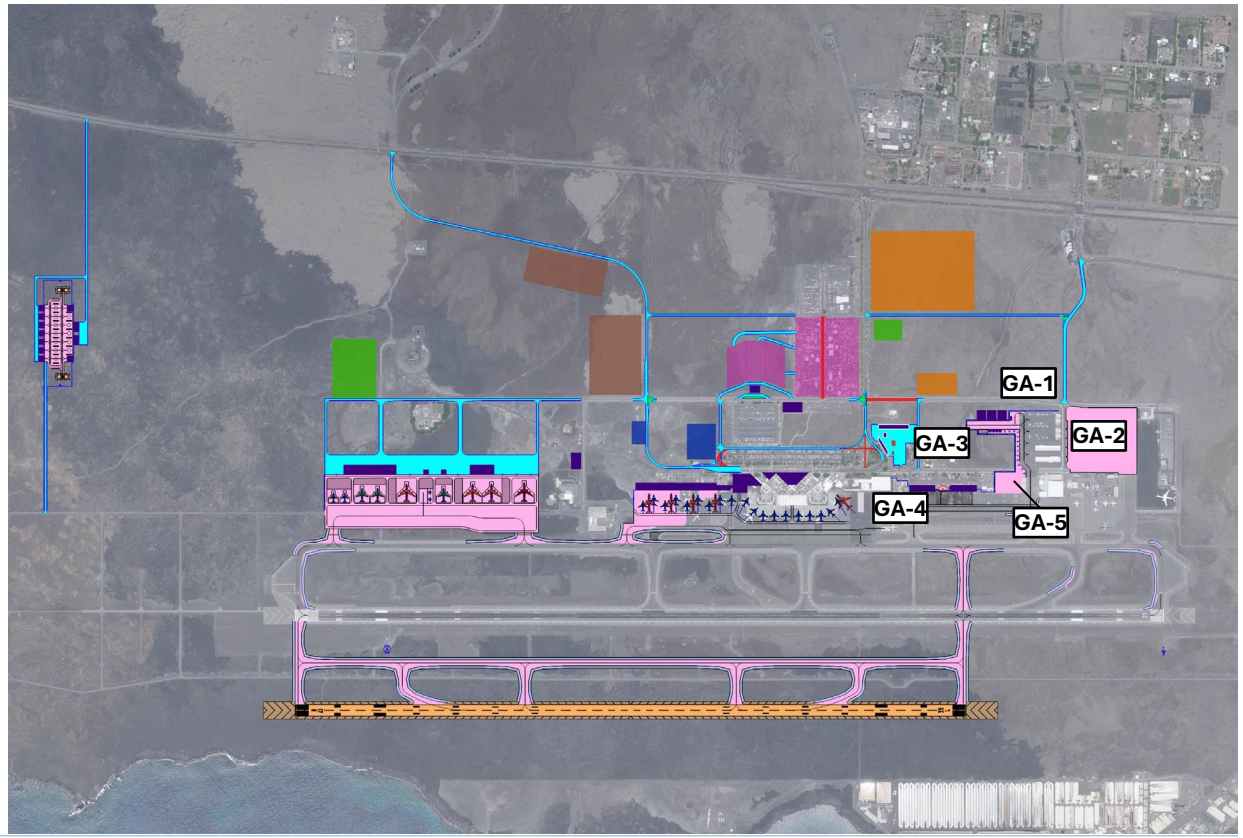
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General Aviation Revisions and Key Considerations

- Can the long-term Fixed Base Operator (FBO) expansion area be reclassified for GA use to maximize flexibility?
  - ***The area has been reclassified as apron expansion space.***

Preferred Alternative – General Aviation

Project ID	Project Description
GA-1	Avgas Tank Relocation
GA-2	FBO Apron Expansion
GA-3	GA Expansion with Support Area
GA-4	Airport Support Facility
GA-5	Apron Expansion (Adjacent to Commuter Terminal)



ACRONYMS:
FBO – Fixed Base Operator
GA – General Aviation

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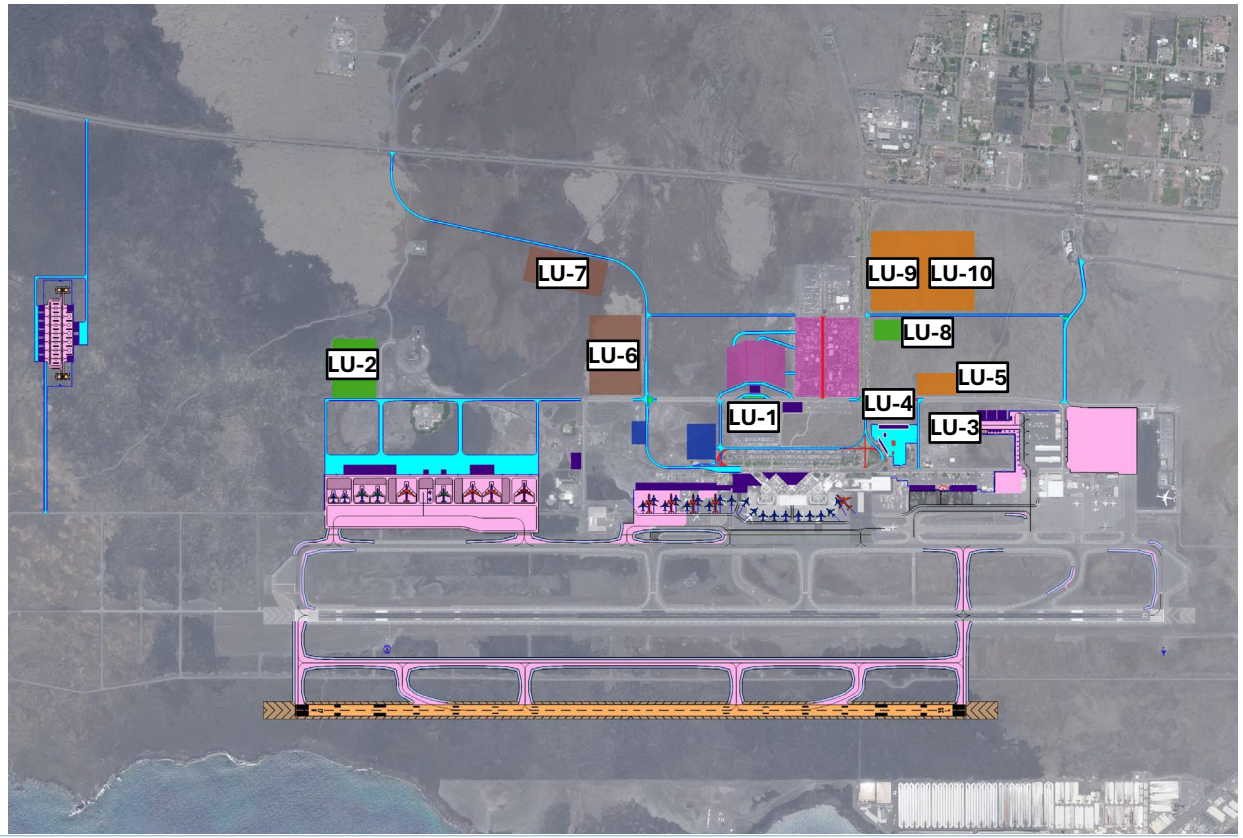
Non-Aeronautical Use Revisions and Key Considerations

- Is a healthcare training facility still needed on airport property, given planned facilities east of the Queen Kaahumanu Highway?
  - ***The facility has been removed due to reduced demand.***

- Can the future hotel accommodate conference space, and is there sufficient demand?
  - ***A larger hotel is proposed between the Queen Kaahumanu Highway and Halalu Street to accommodate conference space. Market demand supports only one hotel in the area.***

Preferred Alternative – Non-Aeronautical and Mixed-Use

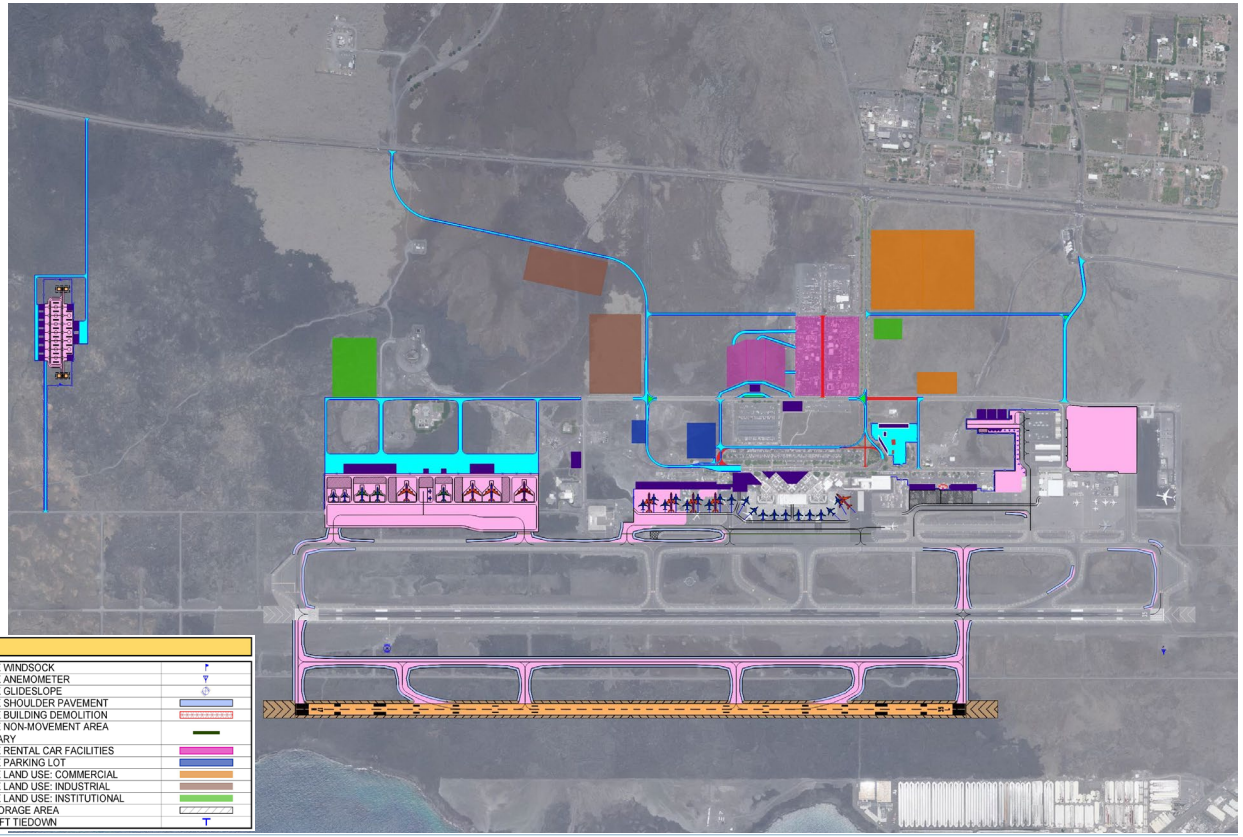
Project ID	Project Description
LU-1	Airport Support Facility
LU-2	Fire Training Facility
LU-3	Airport Administration Building
LU-4	Base Yard Expansion
LU-5	Commercial Office Space
LU-6	Air Cargo Warehouse
LU-7	Mixed Use Industrial Complex
LU-8	Educational and Cultural Center
LU-9	Full-Service Hotel with Conference Space
LU-10	Retail Shopping Complex



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Implementation Considerations

Preferred Alternative Overview



DRAWING LEGEND		
EXISTING ROAD	EXISTING LAND USE: COMMERCIAL	FUTURE WINDSOCK
EXISTING ROAD ISLAND	EXISTING LAND USE: INDUSTRIAL	FUTURE ANEMOMETER
EXISTING RUNWAY PAVEMENT	EXISTING LAND USE: INSTITUTIONAL	FUTURE GLIDESLOPE
EXISTING BLAST PAD	DEMOLITION OF EXISTING ROAD	FUTURE SHOULDER PAVEMENT
EXISTING TAXIWAY/AIRFIELD PAVEMENT	FUTURE ROAD	FUTURE BUILDING DEMOLITION
EXISTING TLOF	FUTURE ROAD ISLAND	FUTURE NON-MOVEMENT AREA
EXISTING BUILDING	FUTURE RUNWAY PAVEMENT	BOUNDARY
FUTURE LANDSIDE PAVEMENT	FUTURE RUNWAY SHOULDER	FUTURE RENTAL CAR FACILITIES
EXISTING PERIMETER FENCE	FUTURE BLAST PAD	FUTURE PARKING LOT
EXISTING WINDSOCK	FUTURE TAXIWAY/APRON PAVEMENT	FUTURE LAND USE: COMMERCIAL
EXISTING ANEMOMETER	FUTURE TLOF	FUTURE LAND USE: INDUSTRIAL
EXISTING GLIDESLOPE	FUTURE BUILDING	FUTURE LAND USE: INSTITUTIONAL
EXISTING NON-MOVEMENT AREA	FUTURE LANDSIDE PAVEMENT	GSE STORAGE AREA
BOUNDARY	FUTURE PERIMETER FENCE	AIRCRAFT TIEDOWN

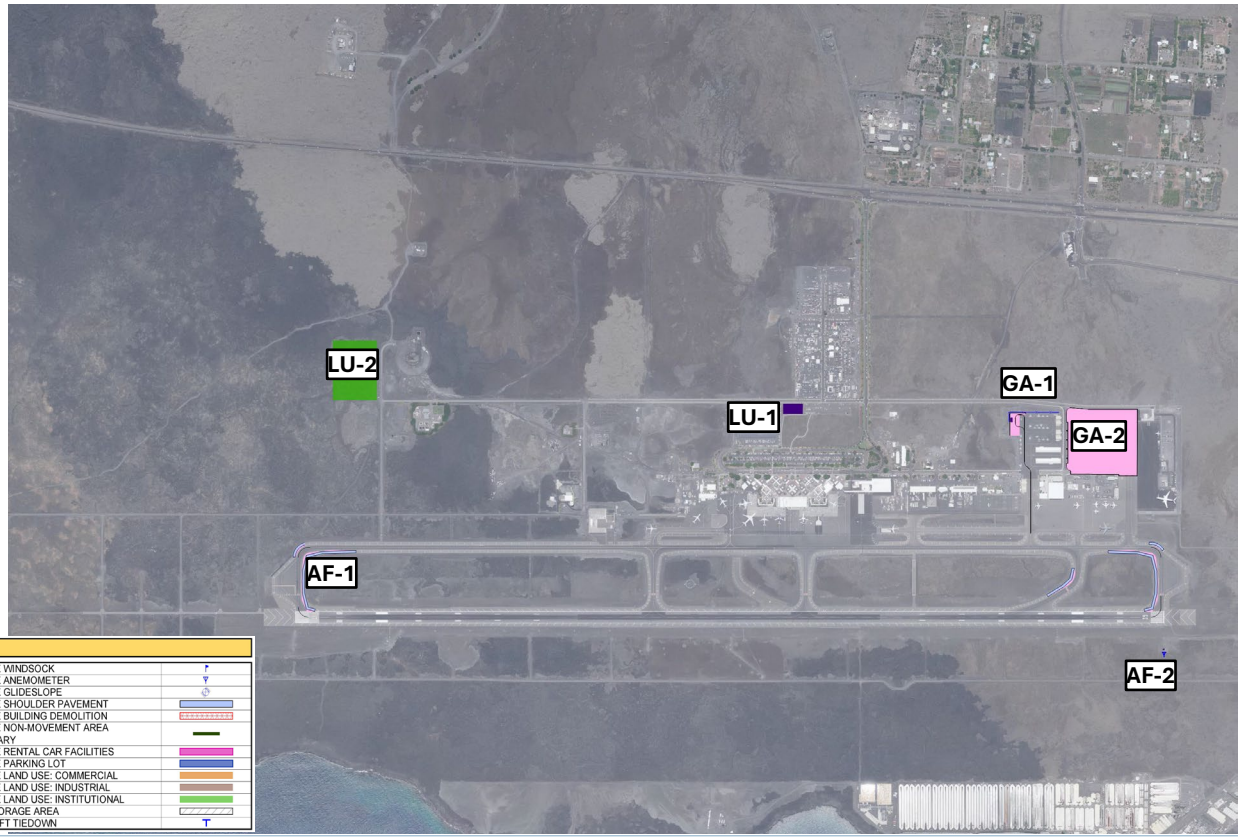
Implementation Phasing for Preferred Alternative

Element	Year 0-5	Year 6-10	Year 11-15	Year 16-20
Airside	• TDG 6 fillets • Wind vane and anemometer relocation	• Air cargo apron and facility	• Second runway	-
General Aviation	• Avgas relocation • FBO apron expansion	-	• Additional hangars • Heliport in northside	• GA apron expansion (adjacent to Commuter Terminal)
Landside	-	• Cell phone lot • Second airport entry • Expanded parking • ConRAC	-	-
Non-Aeronautical / Mixed-Use	• Airport support facility (TSA Training) • Fire training facility	• Airport admin • Base yard expansion • Air cargo and mixed-use complex	-	• Full-Service hotel • Retail shopping complex • Cultural center
Terminal	-	• North Concourse	-	-

Preferred Alternative Implementation (Year 0-5)

Project ID	Project Description
AF-1	TDG 6 Taxiway Fillet Improvement
AF-2	Wind Vane & Anemometer Relocation
GA-1	Avgas Tank Relocation
GA-2	FBO Apron Expansion
LU-1	Airport Support Facility
LU-2	Fire Training Facility

ACRONYMS:
FBO – Fixed Base Operator
TDG – Taxiway Design Group



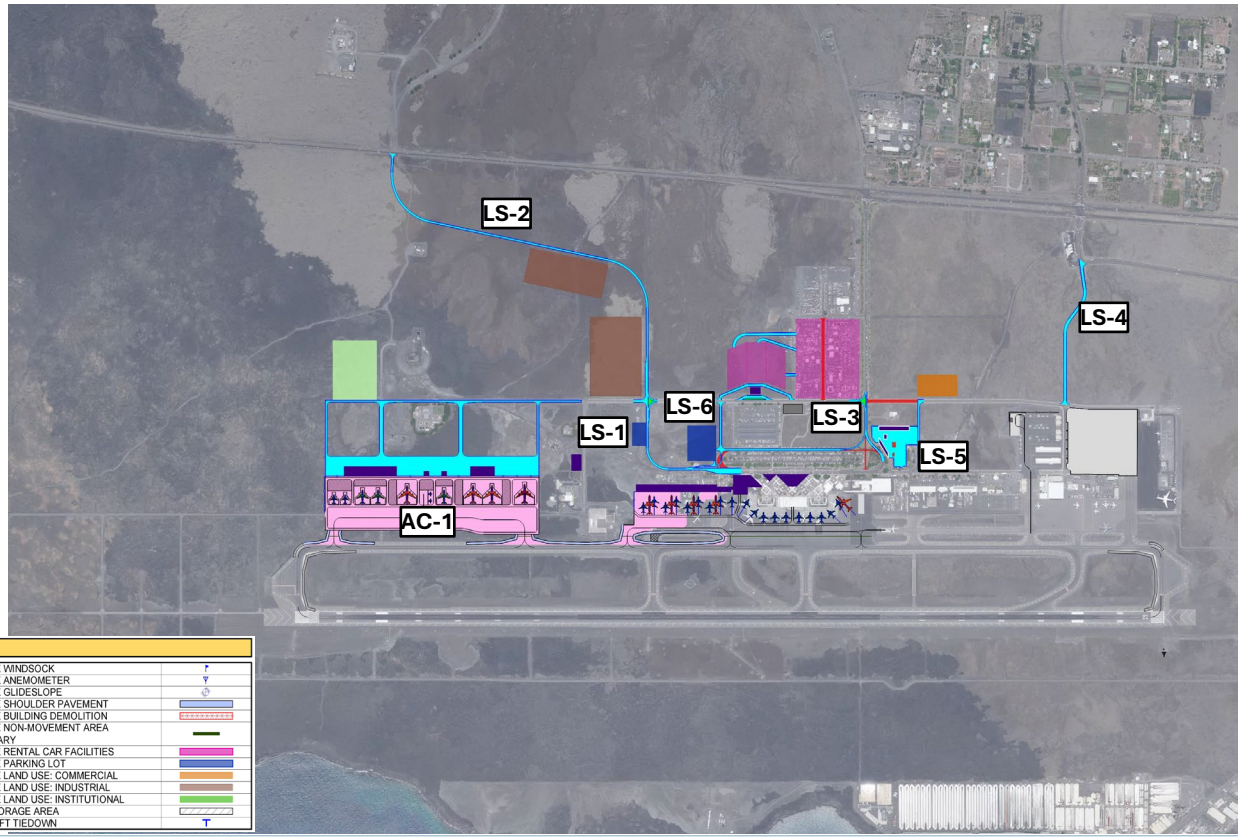
DRAWING LEGEND

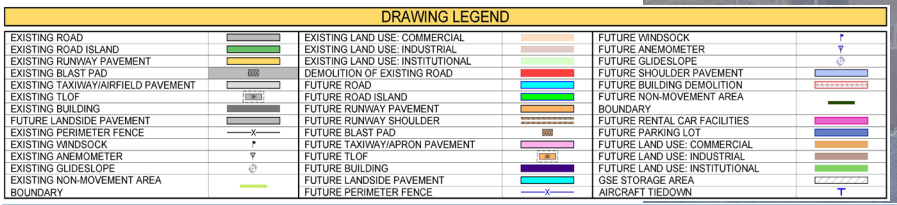
EXISTING ROAD	EXISTING LAND USE: COMMERCIAL	FUTURE WINDSOCK
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EXISTING TAXIWAY/AIRFIELD PAVEMENT	FUTURE ROAD	FUTURE BUILDING DEMOLITION
EXISTING TLOF	FUTURE ROAD ISLAND	FUTURE NON-MOVEMENT AREA
EXISTING BUILDING	FUTURE RUNWAY PAVEMENT	BOUNDARY
FUTURE LANDSIDE PAVEMENT	FUTURE RUNWAY SHOULDER	FUTURE RENTAL CAR FACILITIES
EXISTING PERIMETER FENCE	FUTURE BLAST PAD	FUTURE PARKING LOT
EXISTING WINDSOCK	FUTURE TAXIWAY/APRON PAVEMENT	FUTURE LAND USE: COMMERCIAL
EXISTING ANEMOMETER	FUTURE TLOF	FUTURE LAND USE: INDUSTRIAL
EXISTING GLIDESLOPE	FUTURE BUILDING	FUTURE LAND USE: INSTITUTIONAL
EXISTING NON-MOVEMENT AREA	FUTURE LANDSIDE PAVEMENT	GSE STORAGE AREA
BOUNDARY	FUTURE PERIMETER FENCE	AIRCRAFT TIEDOWN

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Preferred Alternative Implementation (Year 6-10)

Project ID	Project Description
AC-1	Air Cargo Facility
LS-1	Cell Phone Lot
LS-2	Second Entry Road from North to Curbside
LS-3	Exit Expansion onto Keahole Airport Road
LS-4	Public Road from Gas Station to General Aviation (GA) Area
LS-5	Road near the Base Yard
LS-6	Public Parking Expansion, Road Realignment



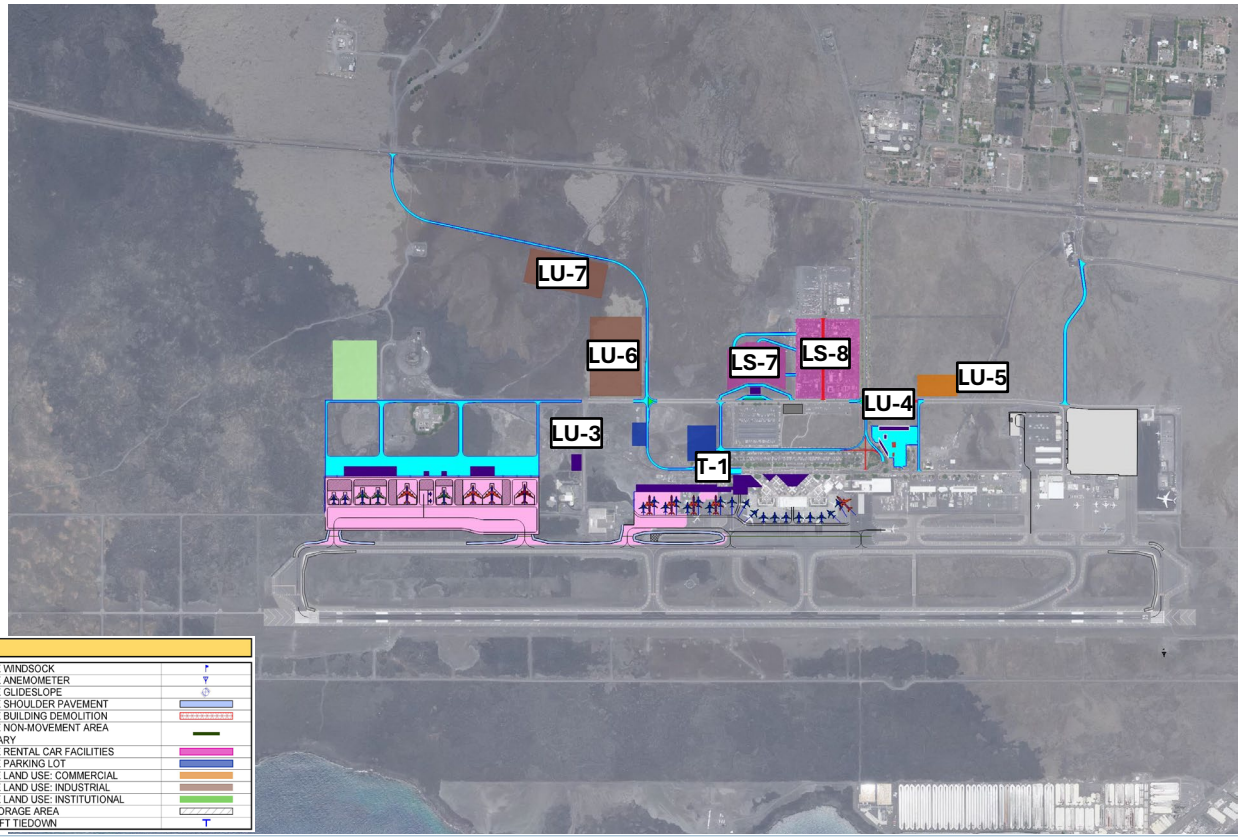


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Preferred Alternative Implementation (Year 6-10)

Project ID	Project Description
LS-7	ConRAC Facility
LS-8	Rental Car Reconfiguration
LU-3	Airport Administration Building
LU-4	Base Yard Expansion
LU-5	Commercial Office Space
LU-6	Air Cargo Warehouse
LU-7	Mixed Use Industrial Complex
T-1	Terminal Expansion & Improvements

ACRONYM:
ConRAC – Consolidated Rent-A-Car Facility



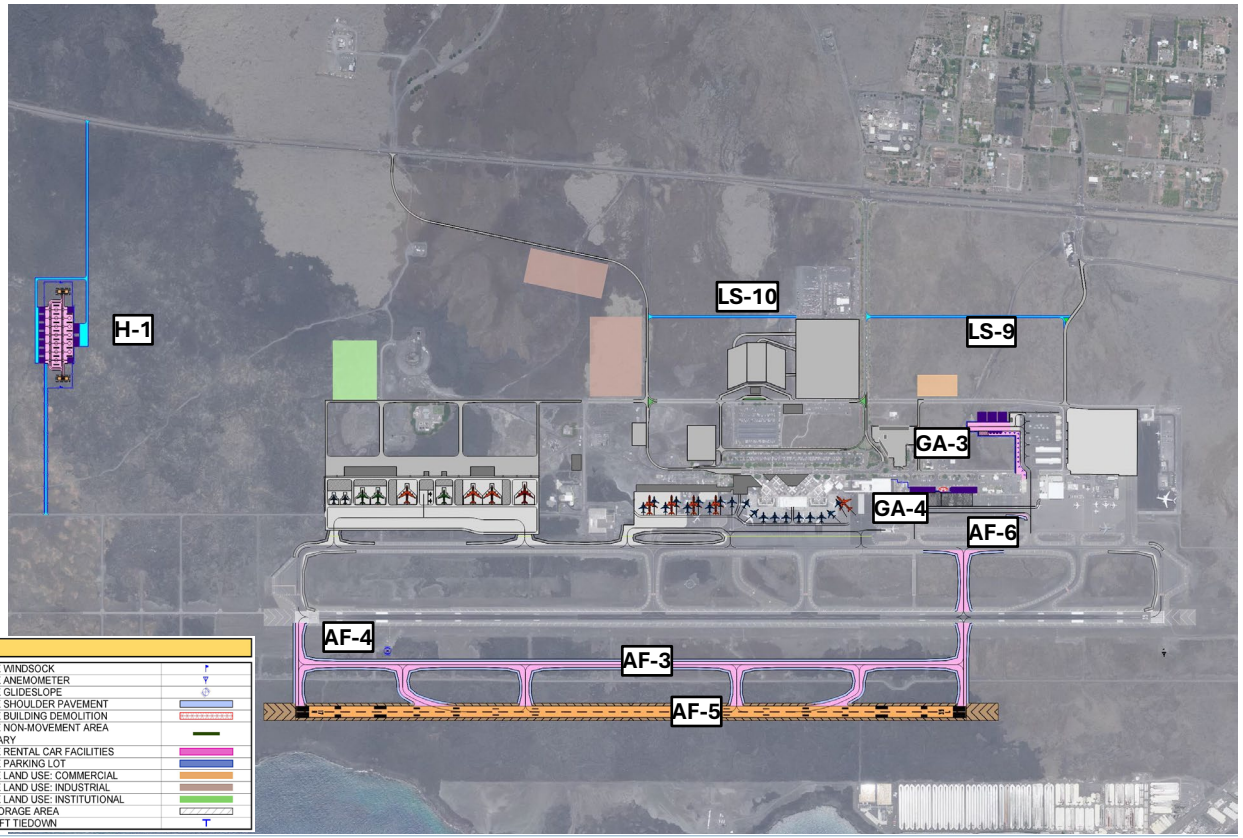
DRAWING LEGEND

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EXISTING ROAD ISLAND	EXISTING LAND USE: INDUSTRIAL	FUTURE ANEMOMETER
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EXISTING TLOF	FUTURE ROAD ISLAND	FUTURE NON-MOVEMENT AREA
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EXISTING GLIDESLOPE	FUTURE BUILDING	FUTURE LAND USE: INSTITUTIONAL
EXISTING NON-MOVEMENT AREA	FUTURE LANDSIDE PAVEMENT	GSE STORAGE AREA
BOUNDARY	FUTURE PERIMETER FENCE	AIRCRAFT TIEDOWN

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Preferred Alternative Implementation (Year 11-15)

Project ID	Project Description
AF-3	ADG V Parallel Taxiway
AF-4	Glideslope & Equipment Shelter Relocation
AF-5	Second Runway (8,500’ x 150’)
AF-6	TDG 3 Taxiway Fillet Improvement
GA-3	GA Expansion with Support Area
GA-4	Airport Support Facility
H-1	Helicopter Facility
LS-9	Public Road from Keahole to Gas Station
LS-10	Road from Second Entry to ConRAC



DRAWING LEGEND

EXISTING ROAD	EXISTING LAND USE: COMMERCIAL	FUTURE WINDSOCK
EXISTING ROAD ISLAND	EXISTING LAND USE: INDUSTRIAL	FUTURE ANEMOMETER
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EXISTING NON-MOVEMENT AREA	FUTURE LANDSIDE PAVEMENT	GSE STORAGE AREA
BOUNDARY	FUTURE PERIMETER FENCE	AIRCRAFT TIEDOWN

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Preferred Alternative Implementation (Year 16-20)

Project ID	Project Description
GA-5	Apron Expansion (Adjacent to Commuter Terminal)
LU-8	Educational and Cultural Center
LU-9	Full-Service Hotel with Conference Space
LU-10	Retail Shopping Complex



DRAWING LEGEND

EXISTING ROAD	EXISTING LAND USE: COMMERCIAL	FUTURE WINDSOCK
EXISTING ROAD ISLAND	EXISTING LAND USE: INDUSTRIAL	FUTURE ANEMOMETER
EXISTING RUNWAY PAVEMENT	EXISTING LAND USE: INSTITUTIONAL	FUTURE GLIDESLOPE
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EXISTING TAXIWAY/AIRFIELD PAVEMENT	FUTURE ROAD	FUTURE BUILDING DEMOLITION
EXISTING TLOF	FUTURE ROAD ISLAND	FUTURE NON-MOVEMENT AREA
EXISTING BUILDING	FUTURE RUNWAY PAVEMENT	BOUNDARY
FUTURE LANDSIDE PAVEMENT	FUTURE RUNWAY SHOULDER	FUTURE RENTAL CAR FACILITIES
EXISTING PERIMETER FENCE	FUTURE BLAST PAD	FUTURE PARKING LOT
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EXISTING GLIDESLOPE	FUTURE BUILDING	FUTURE LAND USE: INSTITUTIONAL
EXISTING NON-MOVEMENT AREA	FUTURE LANDSIDE PAVEMENT	GSE STORAGE AREA
BOUNDARY	FUTURE PERIMETER FENCE	AIRCRAFT TIEDOWN

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Preferred Alternative Implementation (End State)



DRAWING LEGEND		
EXISTING ROAD	EXISTING LAND USE: COMMERCIAL	FUTURE WINDSOCK
EXISTING ROAD ISLAND	EXISTING LAND USE: INDUSTRIAL	FUTURE ANEMOMETER
EXISTING RUNWAY PAVEMENT	EXISTING LAND USE: INSTITUTIONAL	FUTURE GLIDESLOPE
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EXISTING TLOF	FUTURE ROAD ISLAND	FUTURE NON-MOVEMENT AREA
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EXISTING GLIDESLOPE	FUTURE BUILDING	FUTURE LAND USE: INSTITUTIONAL
EXISTING NON-MOVEMENT AREA	FUTURE LANDSIDE PAVEMENT	GSE STORAGE AREA
BOUNDARY	FUTURE PERIMETER FENCE	AIRCRAFT TIEDOWN

Basis of ROM Cost Estimates

- Demolition of existing buildings is included (e.g., demolition of existing administration buildings to support the future North Concourse Expansion)
- New roadway utility infrastructure is included
- A 25% estimating contingency is included
- Escalation is included based on anticipated project implementation considerations
- Soft costs, including 10% A/E, 10% PM/CM, and 7% owner contingency, are included in the total project cost

Preferred Alternative Cost Estimates Summary

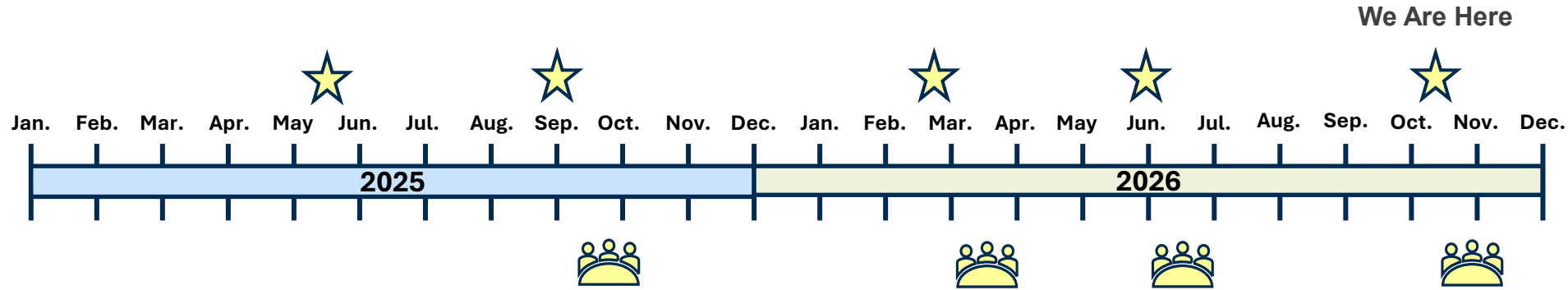
Elements	Preferred Alternative (1)
Air Cargo	$431.0
Airfield – Second Runway	$403.2
Airfield – Other Projects	$5.4
General Aviation	$232.3
Helicopter Facility	$160.4
Landside	$175.3
Non-Aeronautical Land Uses (2) ***(Mixed Use & Non-Aeronautical)***	*$1,382.2*
Terminal	$803.2
Total	**$3,593.0**

Notes:
1) All project costs are expressed in millions of dollars (000,000) and rounded to the nearest $0.1 million (100,000).
2) Costs are representative Rough Order of Magnitude (ROM) estimates. Non-aeronautical development is expected to be privately funded and not borne by HDOT as a capital project.

Next Steps

Project Schedule

- Community Informational Meeting #4 scheduled for October 28 (Wednesday)
  - Kealakehe High School Cafeteria; 6-7:30 p.m.
  - Presentation will start around 6:15 p.m.



Project Website:
https://www.koamasterplanupdate.com/

Next Steps

- Complete a financial feasibility analysis and identify funding sources for the Capital Improvement Program (CIP) implementation plan
- Determine the appropriate level of environmental review required for projects identified in the Preferred Alternative
- Proceed with updating the Airport Layout Plan (ALP)
- Finalize the Airport Master Plan documentation

Questions?