Community Informational Meeting #4: Preferred Alternative

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

October 28, 2026

KOA

Draft for Discussion Purposes Only
Subject to Further Analyses and Decisions

Agenda

- Master Plan Objectives
- Project Development Process (From Master Plan to Implementation)
- Refinements of Initial Alternatives to Preferred Alternative
- Implementation Considerations
- Next Steps
- Questions

Master Plan Objectives

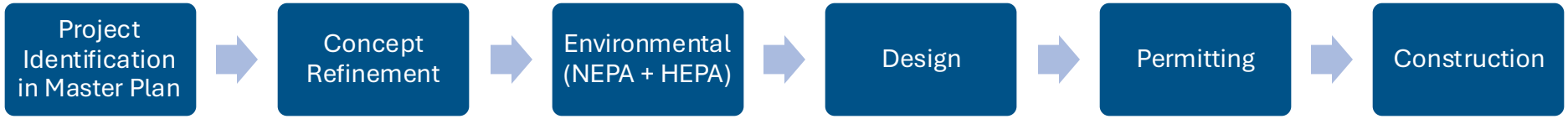
Master Plan Objectives

- Integrate a second “right-sized” runway
- Pursue development of airport lands and facilities
- Enhance safety for both airplane and helicopter activities
- Provide additional airport access
- Modernize the terminal with enhanced amenities
- Leverage non-aeronautical developments to generate additional revenue

From Master Plan to Implementation: Development Process

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

We are here



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

Key Considerations and Revisions

- 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, eliminating the closely spaced traffic signals proposed along Queen Kaahumanu Highway.***

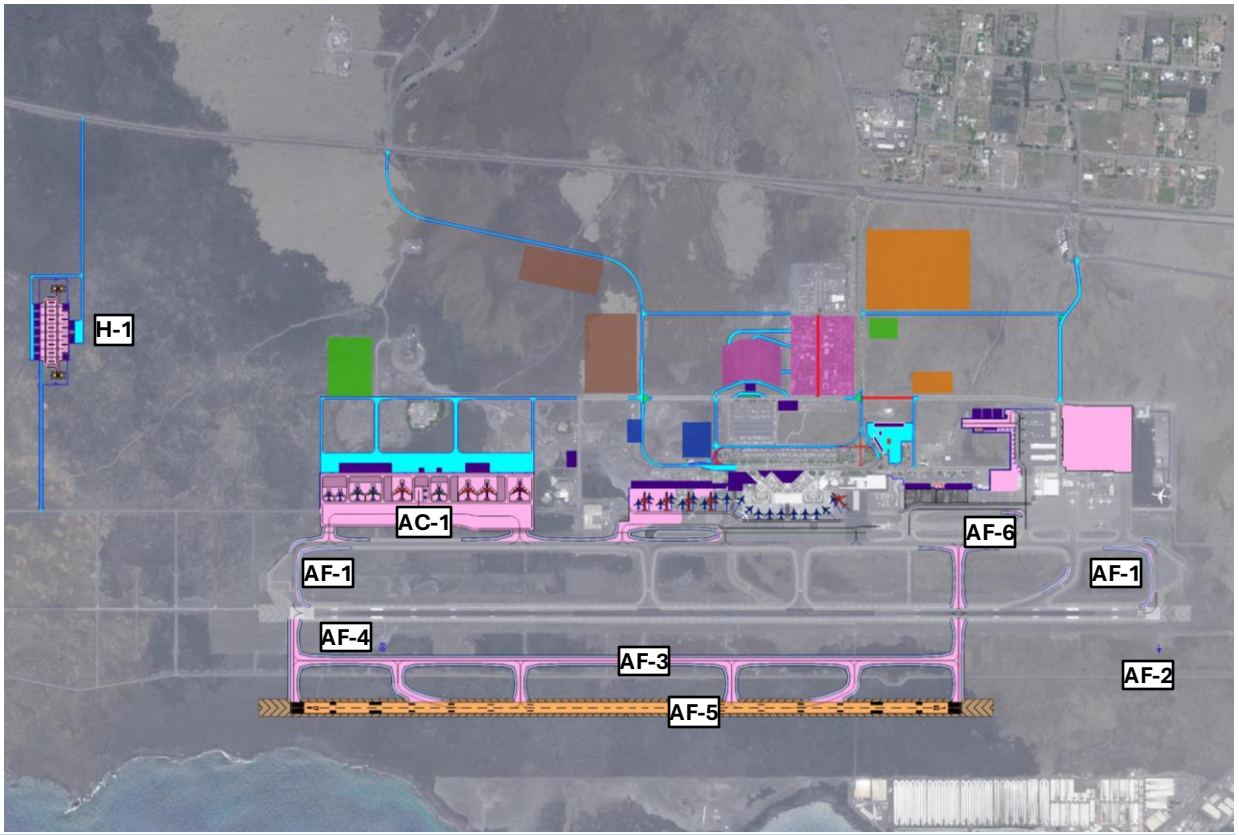
Key Considerations and Revisions

- Can the airport move beyond individual rental car company expansion toward a centralized facility?
  - ***The proposed rental car facility will be a Consolidated Rent-A-Car (ConRAC) facility featuring a single shuttle operation, one Customer Service Building (CSB), and a Ready/Return (R/R) area directly behind the CSB.***

- 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.***

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
H-1	Helicopter Facility

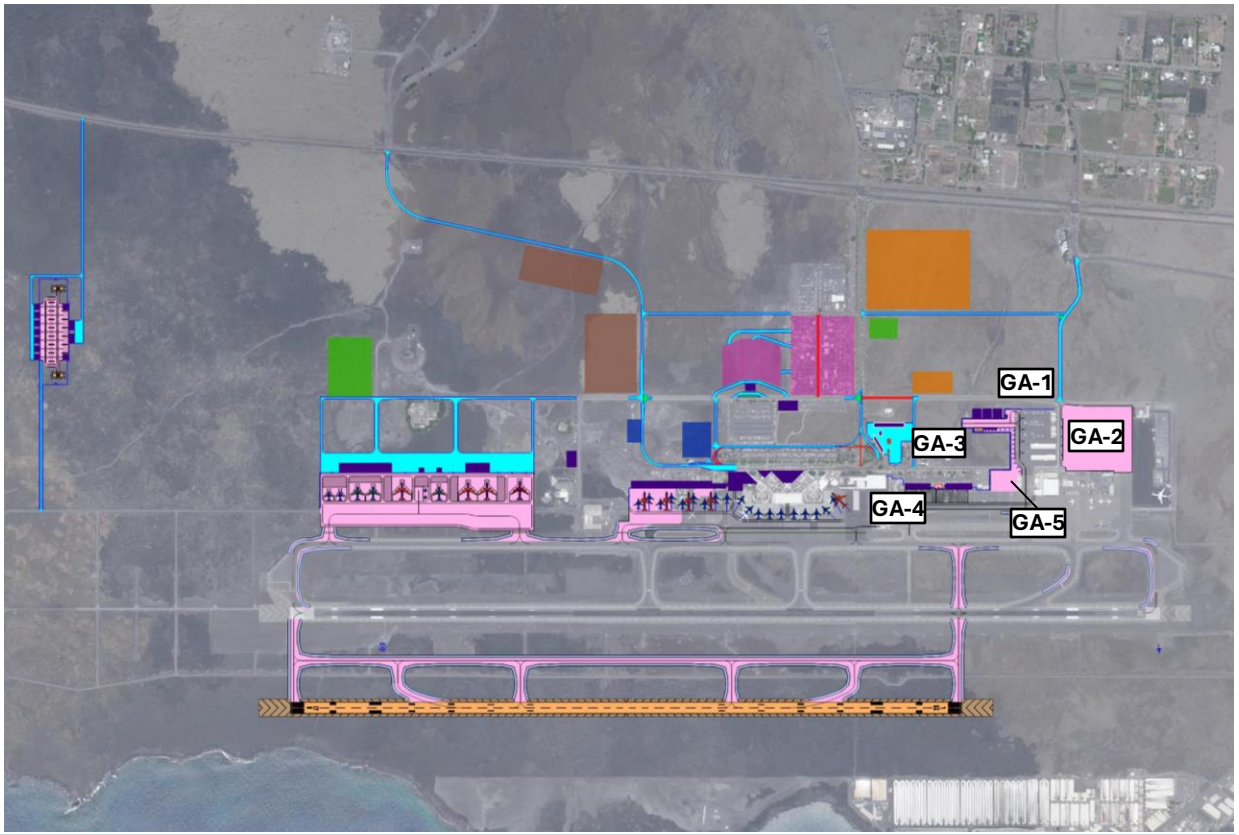


ACRONYMS:
ADG – Airplane Design Group
TDG – Taxiway Design Group

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Preferred Alternative – General Aviation

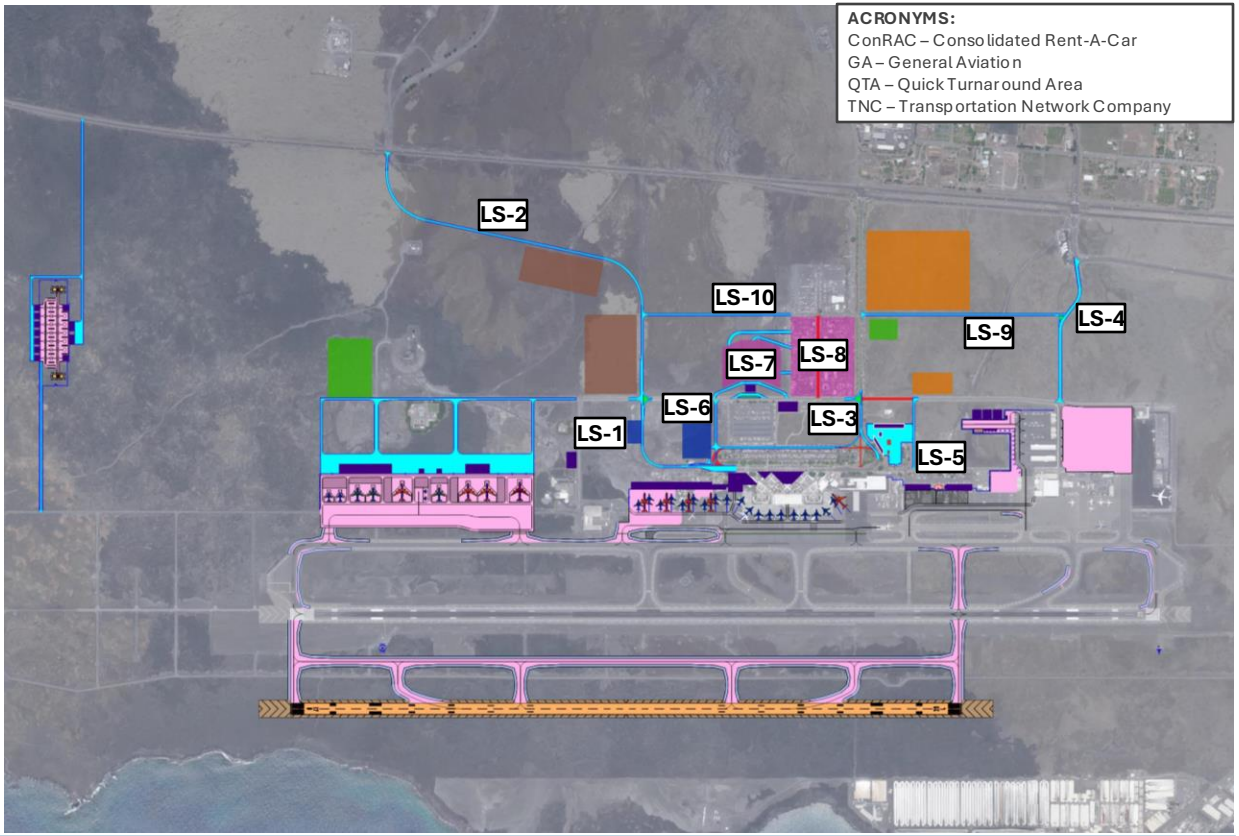
Project ID	Project Description
GA-1	Avgas Tank Relocation
GA-2	FBO Apron Expansion
GA-3	GA Expansion with Support Area
GA-4	Airport Support Facility
GA-5	Apron Expansion (Adjacent to Commuter Terminal)



ACRONYMS:
FBO – Fixed-Based Operator
GA – General Aviation

Preferred Alternative – Landside

Project ID	Project Description
LS-1	Cell Phone Lot & TNC/Commercial Vehicle Staging Area
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 south of the Base Yard
LS-6	Public Parking Expansion, Road Realignment
LS-7	ConRAC Facility
LS-8	Rental Car QTA Reconfiguration
LS-9	Public Road from Keahole to Gas Station
LS-10	Road from Second Entry to ConRAC



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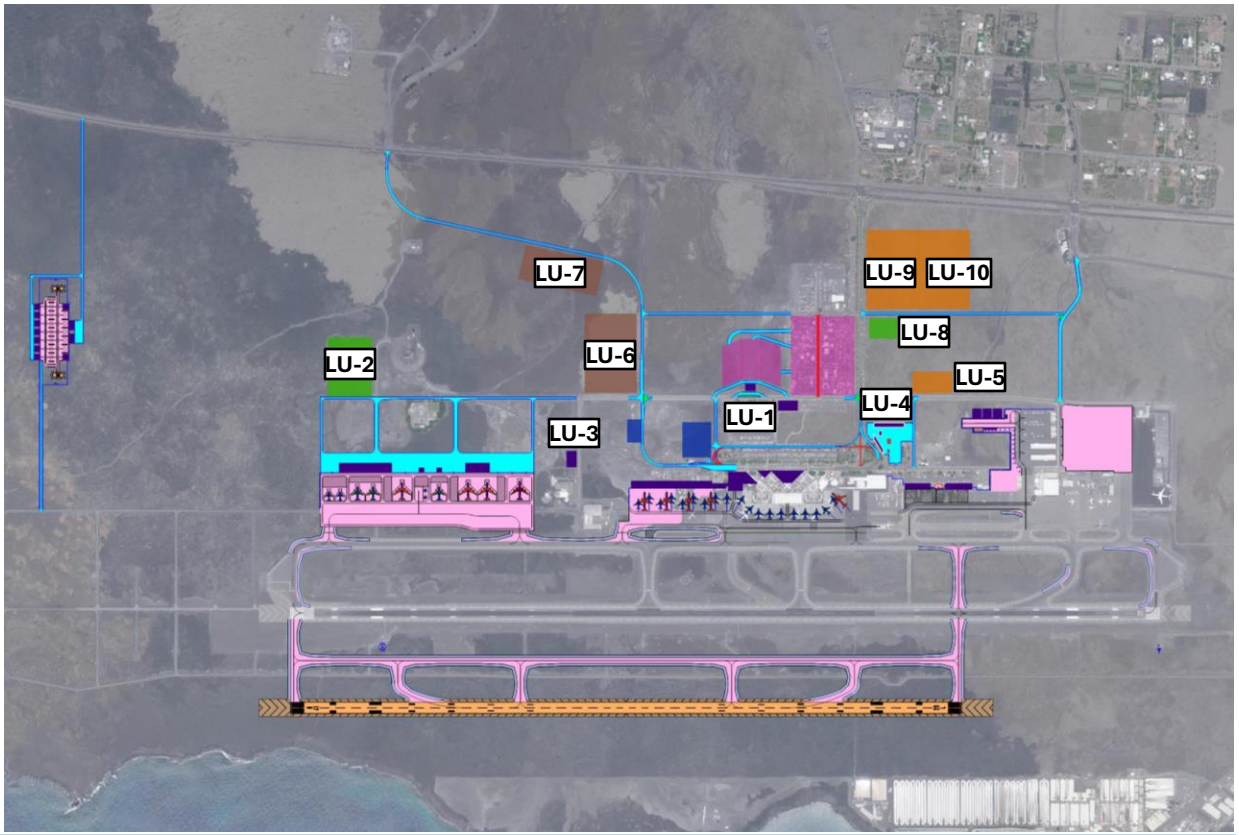
Preferred Alternative – Terminal

Project ID	Project Description
T-1	Terminal Expansion & Improvements



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 Implementation (Years 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-Based Operator
TDG – Taxiway Design Group

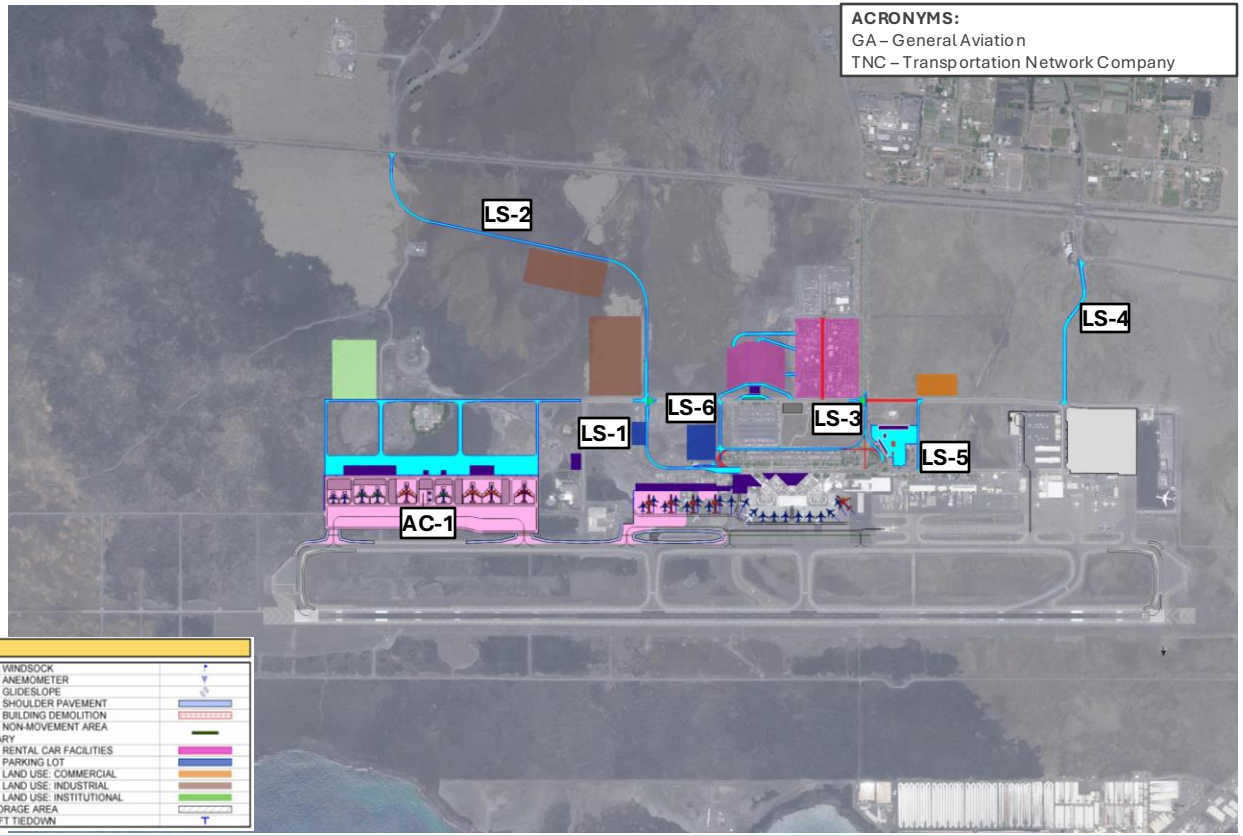




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Preferred Alternative Implementation (Years 6-10) Part 1

Project ID	Project Description
AC-1	Air Cargo Facility
LS-1	Cell Phone Lot & TNC/Commercial Vehicle Staging Area
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 south of the Base Yard
LS-6	Public Parking Expansion, Road Realignment



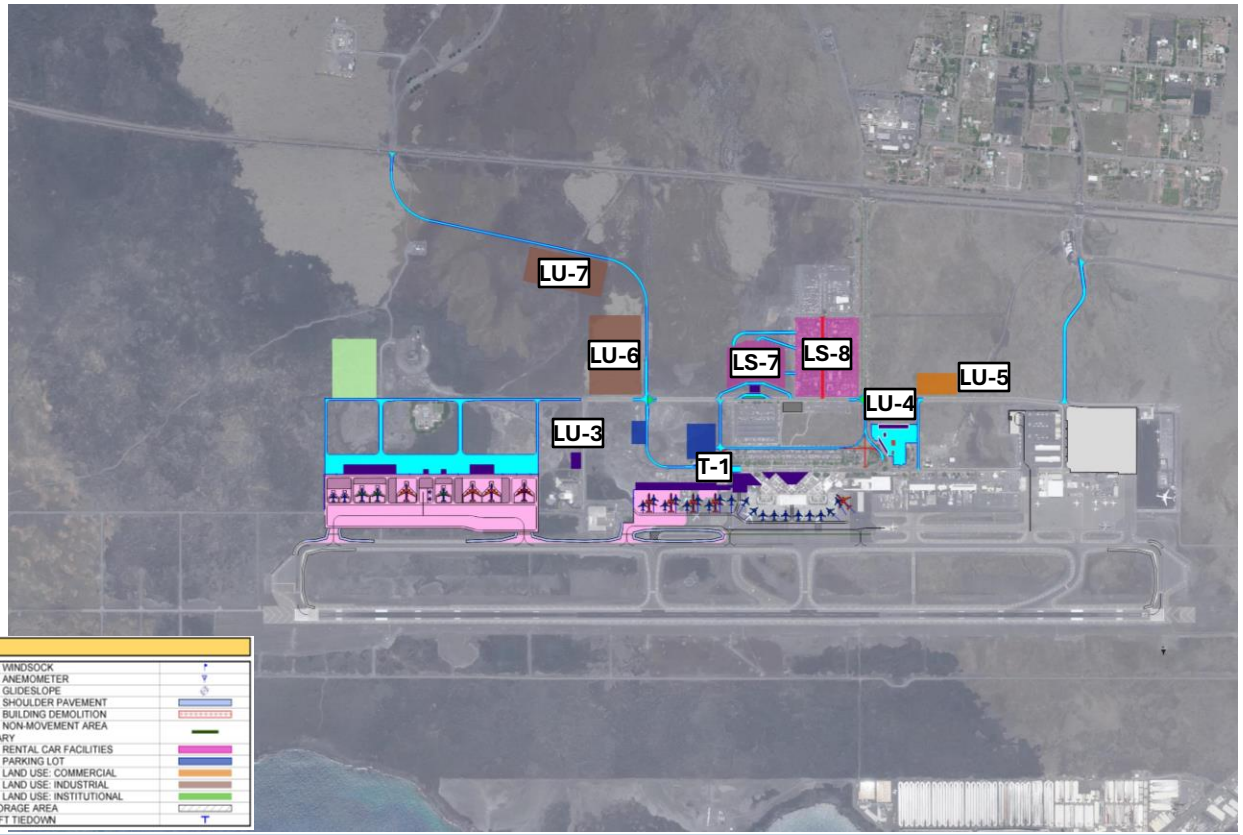


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Preferred Alternative Implementation (Years 6-10) Part 2

Project ID	Project Description
LS-7	ConRAC Facility
LS-8	Rental Car QTA 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

ACRONYMS:
ConRAC – Consolidated Rent-A-Car Facility
QTA – Quick Turnaround Area

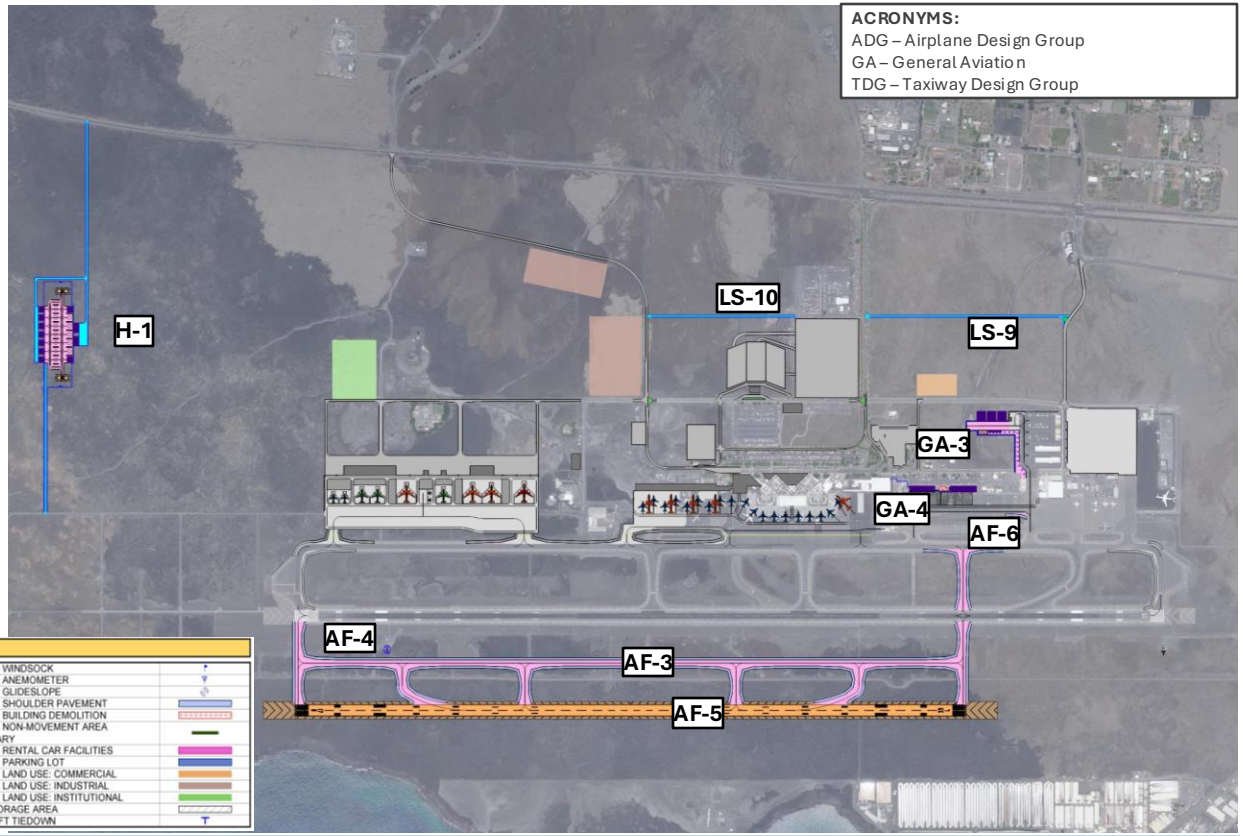




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Preferred Alternative Implementation (Years 11-15)

Project ID	Project Description
AF-3	ADG V Parallel Taxiway
AF-4	Glideslope & Equipment Shelter Relocation
AF-5	Second Runway
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





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Preferred Alternative Implementation (Years 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





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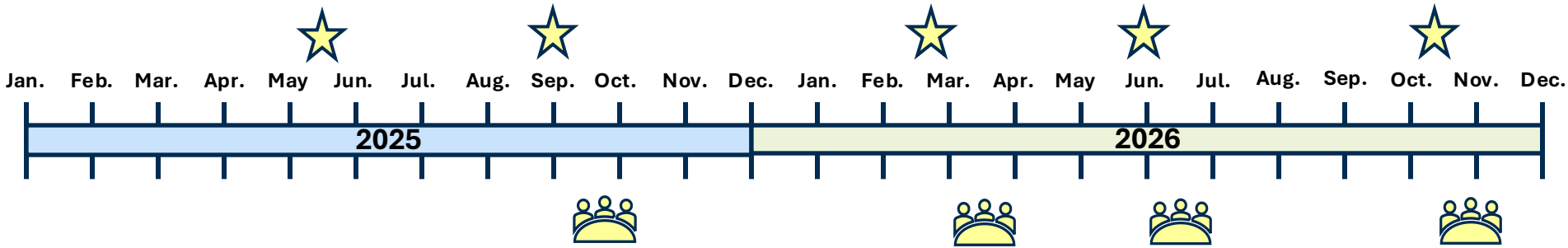
Preferred Alternative Implementation (End State)



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
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

Next Steps

Project Schedule



Public Advisory Committee/Technical Advisory Committee Combined Meetings (Virtual)

Community Informational Meeting (In-Person)

Next Steps

- Complete a financial feasibility analysis for projects identified in the Master Plan
- Proceed with updating the Airport Layout Plan (ALP) and finalize the Master Plan documentation

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!

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